



Redland
CITY COUNCIL

MINUTES

GENERAL MEETING

Wednesday 22 September 2010

**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.

2 DEVOTIONAL SEGMENT

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

3 RECOGNITION OF ACHIEVEMENT

Certificate of Service

The Local Government Association of Queensland (LGAQ) recognised the achievements of Cr Helen Murray and Cr Toni Bowler for service to Local Government and the State of Queensland covering a period of 15 years as a member of Redland City Council (and previously Redland Shire Council). On behalf of the LGAQ, the Mayor presented certificates acknowledging the service given to the community by Local Government members which is a fundamental concept of democracy and is a vital link in the chain of government.

4 RECORD OF ATTENDANCE AND LEAVE OF ABSENCE

MEMBERS PRESENT:

Cr M Hobson PSM	Mayor
Cr M Elliott	Deputy Mayor and Councillor Division 7
Cr W Boglary	Councillor Division 1
Cr C Ogilvie	Councillor Division 2
Cr D Henry	Councillor Division 3
Cr B Townsend	Councillor Division 5
Cr T Bowler	Councillor Division 6
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
Mr N Clarke	General Manager Governance
Mr M Hyde	General Manager Customer Services
Mr M Drydale	General Manager Corporate Services
Mrs T Averay	General Manager Development & Community Standards
Mr W Dawson	Manager Land Use Planning

MINUTES:

Mrs J Parfitt

Corporate Meetings & Registers Team Leader

LEAVE

It was noted that leave had been granted for Cr Burns, Councillor Division 4.

5 RECEIPT AND CONFIRMATION OF MINUTES**5.1 SPECIAL MEETING MINUTES 23 AUGUST 2010**

Moved by: Cr Elliott
Seconded by: Cr Boglary

That the minutes of the Special Meeting held on 23 August 2010 be confirmed.

CARRIED

5.2 GENERAL MEETING MINUTES 25 AUGUST 2010

Moved by: Cr Boglary
Seconded by: Cr Townsend

That the minutes of the General Meeting held on 25 August 2010 be confirmed.

CARRIED

5.3 SPECIAL MEETING MINUTES 14 SEPTEMBER 2010

Moved by: Cr Ogilvie
Seconded by: Cr Boglary

That the minutes of the Special Meeting held on 14 September 2010 be confirmed.

CARRIED

6 MATTERS OUTSTANDING FROM PREVIOUS GENERAL MEETING MINUTES

6.1 REPORT FROM CHIEF EXECUTIVE OFFICER

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

6.1.1 TRAFFIC HANDLING – MOUNT COTTON ROAD, CAPALABA

At the General Meeting on 31 March 2010, Council resolved that a report be presented to a future Planning and Policy Committee meeting to address Council's longer term plan for handling traffic on Mount Cotton Road, Capalaba.

A report addressing this matter will be presented to the October Planning and Policy Committee meeting.

6.1.2 TRAFFIC AND PEDESTRIAN HAZARDS WELLINGTON POINT

At the General Meeting on 30 June 2010, Council resolved that a report be presented to the Planning and Policy Committee regarding the current status and outlook for implementation of options to address traffic and pedestrian hazards in the Wellington Point business Centre, Main and Birkdale Roads.

A report addressing this matter will be presented to the September Planning and Policy Committee meeting.

6.1.3 PETITION (DIVISION 9) MANAGEMENT OF SAFETY ISSUES – CROTONA ROAD EAST, ALEXANDRA HILLS AND CROTONA ROAD, CAPALABA

At the General Meeting on 25 August 2010 Council resolved that the petition requesting that Council undertake precinct traffic planning to assist with the management of safety issues rat running and dangerous intersections along and around Crotona Road East, Alexandra Hills and Crotona Road, Capalaba be received and referred to the Planning & Policy department for investigation and a report back to Council.

A report addressing this matter will be presented to the October Planning & Policy Committee meeting.

6.1.4 REQUEST FOR LAND EXCHANGE

At the General Meeting on 25 August 2010 Council resolved that a report be brought back to Council to allow review of the delegation to the Chief Executive Officer as adopted at the General Meeting of 27 September 2006 pertaining to entering into land exchanges on the Southern Moreton Bay Islands.

A report addressing this matter will be presented to the November Planning and Policy Committee Meeting.

7 PUBLIC PARTICIPATION

MOTION TO ADJOURN MEETING

Moved by: Cr Henry
Seconded by: Cr Townsend

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

CARRIED

- Mr I Sajko of Mount Cotton addressed Council on various issues.

MOTION TO RESUME MEETING

Moved by: Cr Henry
Seconded by: Cr Townsend

That the meeting proceedings resume.

CARRIED

8 PETITIONS/PRESENTATIONS

8.1 PETITION (DIVISION 3) REQUEST FOR A SKATE PARK AT THORNLANDS

Moved by: Cr Henry
Seconded by: Cr Elliott

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

"We the undersigned, request that Council build a small skate park for scooters, skateboards and BMX riders that could be located on the corner of Lorikeet Drive and Swallow Street next to the existing park."

CARRIED

9 MOTION TO ALTER THE ORDER OF BUSINESS

Nil

10 MATERIAL PERSONAL INTEREST AND CONFLICT OF INTEREST

10.1 MATERIAL PERSONAL INTEREST

- Cr Townsend declared a Material Personal Interest in Item 13.2.1 *Extension of Tender Validity Period – North Stradbroke Island Holiday Parks* – see item for details.

11 DEVELOPMENT & COMMUNITY STANDARDS**11.1 DEVELOPMENT & COMMUNITY STANDARDS COMMITTEE 31/8/2010**

[Development & Community Standards Committee Minutes 31/8/2010](#)

The Development & Community Standards Minutes of 31 August 2010, on items resolved under delegated authority, were presented to Council for noting.

COUNCIL RESOLUTION

Moved by: Cr Townsend
Seconded by: Cr Reimers

That the Development & Community Standards Committee Minutes of 31 August 2010 be received and resolutions noted.

CARRIED



Redland
CITY COUNCIL

MINUTES

DEVELOPMENT & COMMUNITY STANDARDS COMMITTEE MEETING

Tuesday 31 August 2010

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

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Council, at its meeting on 24 February 2010, resolved as follows:

1. *To delegate to the Development and Community Standards Committee the power to:-*
 - a. *Decide development applications under the Sustainable Planning Act 2009 and the Integrated Planning Act 1997; and*
 2. *Provide instructions to legal counsel for appeal matters actioned under Chapter 6 of the Sustainable Planning Act 2009 and Chapter 4 of the Integrated Planning Act 1997, subject to the condition that where the Committee Chairperson is required to use his/her casting vote, the Mayor (and Deputy Mayor in his/her absence), preside over the meeting and be permitted to use his/her casting vote as Chair to determine the matter.*
-

DECLARATION OF OPENING

Cr Townsend declared the meeting open at 10.01am.

RECORD OF ATTENDANCE AND LEAVE OF ABSENCE

Committee Membership:

Cr B Townsend	Chair and Councillor Division 5
Cr W Boglary	Councillor Division 1
Cr C Ogilvie	Councillor Division 2
Cr M Elliott	Deputy Mayor and Councillor Division 7
Cr K Reimers	Councillor Division 8
Cr K Williams	Councillor Division 9 – entered at 10.03am
Cr H Murray	Councillor Division 10

Committee Manager:

Mrs T Averay	General Manager Development & Community Standards
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Officers

Mr B Macnee	Group Manager Sustainable Assessment
Mr W Dawson	Manager Land Use Planning
Mrs J Saunders	Senior Planner Project Manager Development Assessment

Minutes:

Mrs J Thomas	Corporate Meetings & Registers Officer
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LEAVE OF ABSENCE

Moved by:	Cr Elliott
Seconded by:	Cr Boglary

That leave of absence be granted for Crs Hobson, Henry and Bowler, who are attending the LGAQ 114th Annual Conference in Mackay.

CARRIED

LEAVE

It was noted that leave had been granted for Cr J Burns, Councillor Division 4

RECEIPT AND CONFIRMATION OF MINUTES

Moved by: Cr Boglary
Seconded by: Cr Elliott

That the minutes of the Development & Community Standards Committee meeting of 17 August 2010 be confirmed.

CARRIED

PUBLIC PARTICIPATION AT MEETING

Nil

MATERIAL PERSONAL INTEREST AND CONFLICT OF INTEREST

Nil

MOTION TO ALTER THE ORDER OF BUSINESS

Nil

1 DEVELOPMENT & COMMUNITY STANDARDS

1.1 CATEGORY 1 - MINOR COMPLYING CODE ASSESSMENT & HOUSEKEEPING (BUILDING AND PLUMBING)

Datworks Filename: GOV-D&CS Delegated Items
Responsible Officer Name: Bruce Macnee
Group Manager Sustainable Assessment
Author Name: Anne-Maree Sankey
Administration Assistant Sustainable Assessment

EXECUTIVE SUMMARY

At the General Meeting of 15 May 2002, Council resolved that development assessments be classified into the following four Categories:

- Category 1 – Minor Complying Code Assessments & Housekeeping (Building & Plumbing);
- Category 2 – Complying Code Assessments & Minor Impact Assessments;
- Category 3 – Moderately Complex Code & Impact Assessments;
- Category 4 – Major and Significant Assessments.

A total of 75 Building and Plumbing Applications were dealt with during the period 2 August to 13 August, 2010.

The applications detailed in this report have been assessed under Category 1 criteria - defined as complying, policy based Code Assessment, general housekeeping matters and other applications of a minor nature.

PURPOSE

The purpose of this report is for Council to note that the following applications were dealt with under delegated authority – Category 1 – Minor Complying Code Assessments and Housekeeping.

1. Development application for building works approval assessed against the Redlands Planning Scheme for domestic additions at 3-5 Main View Drive, Russell Island. Mr S B Sparkes. (BW001184)
 2. Development application for building works approval assessed against the Redlands Planning Scheme for domestic additions at 6 Birch Street, Amity. Mr M Muscat. (BW001163)
 3. Development application for building works approval assessed against the Redlands Planning Scheme for domestic additions at 93 Rainbow Crescent, Dunwich. Mr Y Kurtschenko. (BW000977)
 4. Development application for building works approval assessed against the Redlands Planning Scheme for a domestic outbuilding (shed) at 82 Douro Road, Wellington Point. Mr N C Petherbridge and Mrs J J Petherbridge. (BW000977)
 5. Development application for building works approval assessed against the Redlands Planning Scheme for a domestic outbuilding (garage) at 337 Redland Bay Road, Capalaba. Mr O V Arkadieff and Mrs M K Arkadieff. (BW001199)
-

6. Development application for building works approval assessed against the Redlands Planning Scheme for a domestic outbuilding (garage) at 138-140 High Central Road, Macleay Island. Mrs F C Lindsay and Mr I R Lindsay. (BW001200)
7. Development application for building works approval assessed against the Redlands Planning Scheme for a domestic outbuilding (garage) at 2 Marianne Street, Victoria Point. Mr B M Featherstone and Mrs M L Featherstone. (BW001178)
8. Development application for building works approval assessed against the Redlands Planning Scheme for a domestic outbuilding (double garage) at 3 Stormlily Court, Victoria Point. Stuart Building Certification. (BW001187)
9. Development application for building works approval assessed against the Redlands Planning Scheme for a communications structure (satellite dish) at 15 Lowe Court, Redland Bay. Mrs P B Bourke and Mr F J Bourke. (BW001183)
10. Development application for building works approval assessed against the Redlands Planning Scheme for a private swimming pool at 10 Abeya Street, Thornlands. Mr J A Connell and Mrs C A Connell. (BW001191)

**OFFICER'S RECOMMENDATION/
COMMITTEE RESOLUTION**

Moved by: Cr Elliott
Seconded by: Cr Reimers

That the report be noted.

CARRIED

1.2 CATEGORY 2 - COMPLYING CODE ASSESSMENTS AND MINOR IMPACT ASSESSMENTS

Datworks Filename: GOV – D&CS Delegated Items
Responsible Officer Name: Bruce Macnee
Group Manager Sustainable Assessment
Author Name: Anne-Maree Sankey
Administration Manager

EXECUTIVE SUMMARY

At the General Meeting of 15 May 2002, Council resolved that development assessments be classified into the following four Categories:

Category 1 – Minor Complying Code Assessments & Housekeeping (Building & Plumbing);
Category 2 – Complying Code Assessments & Minor Impact Assessments;
Category 3 – Moderately Complex Code & Impact Assessments; and
Category 4 – Major and Significant Assessments.

The applications detailed in this report have been assessed under Category 2 criteria - defined as follows:

- Complying small scale types of Code Assessable applications without submission of public objection (i.e. not being adverse submissions); and
- Includes a number of process-related delegations, operational works applications and all other delegations not otherwise listed. [\[Category 2 report\]](#)

PURPOSE

The purpose of this report is for Council to note that the following applications were dealt with under delegated authority – Category 2 – Complying Code Assessments and Minor Impact Assessments.

1. Development application for a material change of use for a dwelling house at 117 Coondoorroopa Drive, Macleay Island. Coolum Design and Building Services. (MC012104)
 2. Development application for a material change of use for a dwelling house at 7 Hilda Crescent, Macleay Island. Mrs I Marcon. (MC012215)
 3. Development application for a material change of use for a dwelling house at 47 Arthur Street, Macleay Island. Bay Island Designs. (MC012195)
 4. Development application for a material change of use for a dwelling house at 4 Topaz Street, Russell Island. Chilverton Design. (MC012205)
 5. Development application for reconfiguration of lots (1 into 2 lots) at 18 Birbury Street, Wellington Point. Sutgold Pty Ltd. (SB005496)
 6. Development application for reconfiguration of lots (1 into 2 lots) at 10 Birbury Street, Wellington Point. Sutgold Pty Ltd. (SB005497)
 7. Development application for Community Title Scheme, Service Industry at 16-24 Weippin Street, Cleveland. Bayside Business Park (Cleveland) Pty Ltd As Trustee. (SB005473)
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8. Development application for Community Title Scheme, Residential at 123 Tramican Street, Point Lookout. Mr W Baker. (SB005495)
9. Development application for a material change of use for a small lot house at 72 Bay Street, Cleveland. The Certifier Pty Ltd. (MC012107)
10. Development application for a material change of use for a small lot house at 72A Bay Street, Cleveland. The Certifier Pty Ltd. (MC012106)
11. Development application for a material change of use for a small lot house at 18B Thompson Street, Victoria Point. Michael Ross Certification Pty Ltd. (MC012158)
12. Development application for a material change of use for a small lot house at 7 Tascon Street, Ormiston. Majestic Homes (Qld) Pty Ltd As Trustee. (MC012218)
13. Development application for a material change of use for a small lot house at 29 Stradbroke Street, Redland Bay. Alliance Homes Pty Ltd. (MC012232)
14. Development application for a material change of use for a small lot house at 31 Stradbroke Street, Redland Bay. Alliance Homes Pty Ltd. (MC012231)
15. Development application for a material change of use for a display dwelling at 6 Amalia Street, Birkdale. Queensland Building Consulting Group. (MC011606)
16. Development application for a material change of use for a display and sales activity and vehicle repair premises at 115 Redland Bay Road, Capalaba. Birchall & Partners. (MC011721)
17. Development application for a material change of use for an extension to existing retail warehouse at 54 Redland Bay Road, Capalaba. Capalaba Investments Pty Ltd. (MC011518)
18. Application for a negotiated decision to vary an existing development approval for two display dwellings at 1 Estuary Avenue, Victoria Point. Ausbuild Pty Ltd. (MC012178)
19. Request to change an existing development approval for a dwelling house at 239 Main Road, Wellington Point. D J Builders Pty Ltd. (MC010543)
20. Request to change an existing development approval for a multiple dwelling x7 at 55-57 Surman Street, Birkdale. Philip Impey Architect. (MC011695)

OFFICER'S RECOMMENDATION/ COMMITTEE RESOLUTION

Moved by: Cr Elliott
Seconded by: Cr Reimers

That the report be noted.

CARRIED

1.3 CURRENT APPEALS LIST AS AT 13 AUGUST 2010**Datworks Filename: GOV-D&CS Appeals List****Responsible Officer Name: Bruce Macnee
Group Manager Sustainable Assessment****Author Name: Anne-Maree Sankey
Administration Officer Sustainable Assessment****EXECUTIVE SUMMARY**

	File No.	Applicant	Application Details	Hearing Date	Appeal Details
1. WD	SB351901 Appeal 2884 of 1998.	Sabdoen Pty Ltd Point O'Halloran Road, Victoria Point.	Claim against zoning amendment.	Matter adjourned to date to be fixed.	Compensation
2. MR	MC009414 Appeal 1167 of 2007. Received April 2007.	AJ & CL Dowley -v- RSC, 20 Emerson Street, Russell Island.	Application for dwelling house on Residential A lot.	Adjourned to 30 September 2010 for Further Review.	Applicant appeal against Condition 1 of Negotiated Decision.
3. AV	SB005137 Appeal 1034 of 2008. Received April 2008.	Harridan P/L -v- RCC. 46-48 Muller Street, Redland Bay.	Application for MCU and reconfiguration into 62 allotments.	Set down for Hearing November 2010 pool (3 days).	Applicant Appeal against preliminary approval.
4. JS	MC010498 Appeal 1740 of 2008. Received July 2008.	KCY Investments (No 2) P/L -v- RCC 7 Samarinda Drive, Point Lookout.	Application for dwelling house.	Adjourned to date to be fixed.	Applicant appeal against refusal.
5. AV	SB004758.1A SB004758.1B MC007588 Appeal 1880 of 2008. Received July 2008.	Heritage Properties P/L & Ausbuild P/L -v- RCC 268, 278, 296, 310, 332 & 344 Cleveland-Redland Bay Road, Thornlands.	Application for MCU (residential development) and reconfiguration into 34 lots (1A) and 25 lots (1B).	Set down for Hearing October 2010 pool.	Applicant appeal against deemed refusal.

	File No.	Applicant	Application Details	Hearing Date	Appeal Details
6. JS	MC010968 Appeal 2627 of 2008.	Queensland Construction Materials P/L -v- RCC & Ors: Various Sites on North Stradbroke Island.	Application for Material Change Of Use for Extractive Industry (Removal and Transportation of Sand Tailings) and Environmentally Relevant Activity 20 (Extracting Rock or Other Material).	Preliminary Points Judgment handed down 29 September 2009. Adjourned for Further Review to 9 September 2010.	Applicant Appeal against refusal
	MC010968 Supreme Court Appeal 12616 of 2009. Received November 2009.	Birkdale Progress Association, FOSI, SIMO, Wildlife Preservation Society & Ors -v- Qld Construction Materials P/L	Application for Leave to Appeal the PE Court Preliminary Point Judgment 29 September 2009	Preliminary Point Hearing held 26 March 2010, awaiting judgment.	Submitter Application against PE Court Judgment
7. JS	MC009566 Appeal 3220 of 2008 Received December 2008.	Slade P/L, PJ Laing & J Laing -v- RCC 14-20 Gordon Road, Redland Bay.	Application for Development Permit (Material Change of Use) for residential purposes	Listed for Further Review 10 September 2010.	Applicant Appeal against refusal.
8. AV	SB005347 Appeal 1016 of 2009. Received April 2009.	BMD Properties Pty Ltd -v- RCC 18 Mainsail Street, Birkdale.	Application for reconfiguration into 10 lots.	Listed for Further Review 3 September 2010.	Applicant Appeal against refusal.
9. AV	MC008405 Appeal 1302 of 2009. Received May 2009.	Ausbuild Projects Pty Ltd -v- RCC 104 Kinross Road, Thornlands	Application for rezoning to Residential for reconfiguration into 107 lots.	Adjourned for Further Review 14 October 2010. Set down for Hearing November 2010 pool.	Applicant Appeal against refusal.
10. AV	MC008305 Appeal 1303 of 2009. Received May 2009.	PEET Thornlands Pty Ltd -v- RCC 89-101 Kinross Road, Thornlands	Application for rezoning to Residential for reconfiguration into 102 lots.	Adjourned for Further Review 14 October 2010. Set down for Hearing November 2010 pool.	Applicant Appeal against refusal.

	File No.	Applicant	Application Details	Hearing Date	Appeal Details
11. AW	MC010715 Appeal 1963 of 2009 Received July 2009.	JT George Nominees P/L –v- RCC Cnr Taylor Rd & Woodlands Dve, Thornlands.	Application for preliminary approval for MCU for neighbourhood centre, open space and residential uses (pursuant to a concept master plan).	No date set.	Applicant Appeal against refusal.
12. AW	MC009598 Appeal 2271 of 2009. Received August 2009.	J G Clissold as Trustee –v- RCC 11-15 Nicholas Street, Russell Island	Application for Child Care Centre.	Adjourned for Further Review 26 August 2010.	Applicant Appeal against refusal.
13. AW	MC011579 Appeal 2345 of 2009. Received August 2009.	S Maller & Y Allayban –v- RCC 9 Piccaninny Street, Macleay Island	Application for Dwelling House.	Listed for Further Review 25 August 2010.	Applicant Appeal against refusal.
14. AW	MC011745 Appeal 3296 of 2009. Received November 2009.	S Mergler –v- RCC 106 Beelong Street, Macleay Island	Application for Dwelling House.	Listed for Further Review 15 September 2010.	Applicant Appeal against conditions of approval.
15. AW	MC010225 Appeal 3391 of 2009. Received December 2009.	M Parsons –v- RCC 65 Coondoorroopa Drive, Macleay Island	Application for Dwelling House.	Adjourned for Further Review 26 August 2010.	Applicant Appeal against conditions of approval.
16. JS	MC011322 Appeal 3566 of 2009. Received December 2009.	Casagrande Investments Pty Ltd –v- RCC 537-547 Redland Bay Road, Victoria Point	Application for Multiple Dwelling (13 units)	Hearing adjourned to 1 October 2010.	Applicant Appeal against refusal.
17. JS	MC009585 Appeal 290 of 2010. Received January 2010.	HIB Investments P/L –v- RCC 2-6 School of Arts Rd, Redland Bay	Application for mixed use development (shops, showroom class A, refreshment establishment)	No date set.	Application Appeal against refusal.
18. JS	MC011141 Appeal 1052 of 2010. Received April 2010.	Florina Pty Ltd –v- RCC 241-259 Boundary Road, Thornlands	Application for development permit to extend existing flower farm.	No date set.	Applicant Appeal against conditions of approval.

	File No.	Applicant	Application Details	Hearing Date	Appeal Details
19. JS	MC010624 Appeal 2675 of 2009. Received September 2009.	L M Wigan –v- RCC 84-122 Taylor Road, Thornlands	Application (superseded planning scheme) for development permit for MCU for residential development (Res A & Res B).	Notice of Repeal of Ministerial Call-in of Development Application received 18 May 2010. Appeal returned to Planning & Environment Court. No date set.	Applicant Appeal against refusal.
20. JS	MC011076 Appeal 1801 of 2010. Received June 2010.	B J McFadden –v- RCC 82-84 Beveridge Road, Thornlands	Application for development permit for MCU to establish indoor recreation centre (boxing training facility)	No date set.	Applicant Appeal against conditions of approval.

Information on appeals may be found as follows:

1) Planning and Environment Court

- a. Information on current appeals and declarations with the Planning and Environment Court involving Redland City Council can be found at the District Court web site using the “Search civil files (eCourts) Party Search” service:
<http://www.courts.qld.gov.au/esearching/party.asp>
- b. Judgements of the Planning and Environment Court can be viewed via the Supreme Court of Queensland Library web site under the Planning and Environment Court link:
<http://www.sclqld.org.au/qjudgment/>

2) Redland City Council

The lodgement of an appeal is acknowledged with the Application details on the Councils “Planning and Development On Line - Development - Application Inquiry” site. Some Appeal documents will also be available (note: legal privilege applies to some documents). All judgements and settlements will be reflected in the Council Decision Notice documents:

<http://www.redland.qld.gov.au/Planning/Pages/default.aspx>

3) Department of Infrastructure and Planning (DIP)

The DIP provides a Database of Appeals (<http://services.dip.qld.gov.au/appeals/>) that may be searched for past appeals and declarations heard by the Planning and Environment Court.

The database contains:

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

- Information about the appeal or declaration, including the appeal number, name and year, the site address and local government.

**OFFICER'S RECOMMENDATION/
COMMITTEE RESOLUTION**

Moved by: Cr Boglary
Seconded by: Cr Elliott

That the report be noted.

CARRIED

2 CLOSED SESSION

MOTION TO CLOSE MEETING

Moved by: Cr Elliott
Seconded by: Cr Boglary

That the meeting be closed to the public under section 72 (1) of the *Local Government (Operations) Regulation 2010* to discuss the following item:

2.1 Direction on Appeal 3296 of 2009 for Material Change of Use for a Dwelling House at 106 Beelong Street, Macleay Island

The reason that is applicable in this instance is as follows:

"(f) starting or defending legal proceedings involving it." (Council)

CARRIED

MOTION TO REOPEN MEETING

Moved by: Cr Elliott
Seconded by: Cr Reimers

That the meeting be again opened to the public.

CARRIED

2.1 DIRECTION ON APPEAL 3296 OF 2009 FOR MATERIAL CHANGE OF USE FOR A DWELLING HOUSE AT 106 BEELONG STREET, MACLEAY ISLAND

Dataworks Filename: MC011745
Responsible Officer Name: Bruce Macnee
Group Manager, Sustainable Assessment
Author Name: Brett Dibden
Development Assessment Officer - Planning

EXECUTIVE SUMMARY

A confidential report from Group Manager Sustainable Assessment dated 24 August 2010 was discussed in closed session.

COMMITTEE RESOLUTION

Moved by: Cr Elliott
Seconded by: Cr Reimers

That Council defers its decision on the mediation agreement until the next Development & Community Standards Committee meeting on 14 September 2010, to enable Council officers to conduct further reviews of technical stormwater data to ensure stormwater events are adequately captured by the proposed easement.

CARRIED

MEETING CLOSURE

There being no further business, the meeting closed at 10.14am.

Signature of Chairperson:

Confirmation Date:

11.2 DEVELOPMENT & COMMUNITY STANDARDS COMMITTEE 14/9/2010[Development & Community Standards Committee Minutes 14/9/2010](#)

The Development & Community Standards Minutes of 14 September 2010, on items resolved under delegated authority, were presented to Council for noting.

COUNCIL RESOLUTION

Moved by: Cr Townsend
Seconded by: Cr Williams

That the Development & Community Standards Committee Minutes of 14 September 2010, on items resolved under delegated authority, be received and resolutions noted.

CARRIED

11.2.1 DEVELOPER CONTRIBUTIONS AND TIMING FOR PAYMENTS

Datworks Filename: GOV Committee Reports – Development & Community Standards

Responsible Officer Name: Bruce Macnee
Group Manager, Sustainable Assessment

Author Name: Bruce Appleton
Service Manager, Development Coordination

EXECUTIVE SUMMARY

Infrastructure contributions made in accordance with development conditions deliver many millions of dollars each year towards major infrastructure works in the City. Currently, Council requires infrastructure charges payment for material change of use (MCU) applications prior to operational works (OPW) approval. Large and small developers have expressed concern that this approach causes financial hardship because development finance is typically contingent on the applicant having all relevant Council approvals in place. This situation has been exacerbated by the Global Financial Crisis. It is considered that other payment regimes may be more attractive to developers and, at the same time still be, acceptable to Council.

This paper discusses Council's options for changing the timing of payment of developer infrastructure charges and the issues to consider. It looks at the payment regimes adopted by other South East Queensland (SEQ) local government areas and the advantages and disadvantages of each of the different options.

There are a number of factors which may impact on the future timing of payment of infrastructure charges including the development of a Priority Infrastructure Plan (PIP) for Redlands, the water reform and changes to the infrastructure charges

payment regime by Allconnex Water, and the potential for private certification or even self-certification of plumbing developments.

The recommendation of this report is to amend the current approach to address concerns regarding the timing of payment. It is recommended that the trigger for payment be revised to defer payment until a request for plumbing final inspections is received by Council. A request for a plumbing final inspection provides Council with a clear trigger to secure payment as it is solely a local government responsibility - this is important for audits, monitoring and for recovering money owing. The proposed payment regime would avoid the current practice of withholding OPW approvals until payment is received and would facilitate development which might otherwise be held up or abandoned due to financial difficulties.

It is not proposed to amend the payment arrangements for approvals for reconfiguring a lot (ROL). These will continue to be tied to the approval of the plan of survey.

BACKGROUND

Planning Scheme Policy (PSP) 9 - *Infrastructure Works* in the Redlands Planning Scheme identifies infrastructure requirements in the City and PSP 3 – *Contributions and Security Bonding* addresses developer contributions. Infrastructure contributions may be required for water and sewerage infrastructure, roadworks/transport, stormwater drainage, open space, cycleways and community land. The timing of these payments is the subject of conditions of development approvals under the Sustainable Planning Act 2009 (SPA) and the Integrated planning Act 1997 (IPA).

Prior to the IPA, infrastructure contributions for MCU applications were required to be made to Council prior to the issue of a building approval for the development. After the introduction of the IPA, the timing of payment changed as a consequence of the introduction of private certification of building works, which meant that Council no longer received all building applications.

Council's current approach was then adopted, setting the payment trigger to the issue of the approval for OPW. This approach provides a guaranteed contact point between Council and the developers to facilitate payment. The payment trigger for ROLs continues to be at the time of applying for approval of the plan of survey.

Concerns have been expressed that the payment of infrastructure contributions, at the time of the OPW approval, can and does cause developers financial hardship. It is noted that development finance is typically dependant on the applicant having all relevant Council approvals. This 'Catch 22' situation prevents the developer from obtaining OPW approvals as there is no development funding in place to enable payment of contributions.

These concerns have been expressed by large and small developers: The smaller developers sometimes do not factor in the cost of contributions at such an early stage and the larger developers must fund substantial amounts many months (or years) before receiving returns from the development. This was a topic of discussion at the

recent Redlands development forum conducted by Council. The Global Financial Crisis has resulted in a general tightening of credit with banks now placing more onerous conditions on its availability, including demanding a high proportion of presales.

Instances where the current regime has presented financial hardship for the developer include:

- A large unit development in the Toondah Harbour. Under current conditions, this developer has infrastructure obligations of many millions of dollars. The concern was raised that the developer would get no return from the development to fund the payments for the duration of a lengthy construction program.
- A shopping centre development which had a construction program of more than 18 months. The council of the day allowed the developer to lodge a very substantial bond prior to the OPW approval to secure the payment of the contributions. The eventual payment occurred many years after the obligation was due as a result of a dispute about the offset amounts.
- A developer made contributions well in advance of construction and then sought a refund due to the impact of the global financial crisis.

The following is a summary of approaches taken by other SEQ local governments:

COUNCIL	TIMING OF PAYMENT	COMMENTS
Redland	Operational Works Approval	Current approach.
Somerset	Plumbing Approval	
Gold Coast	Plumbing Final Inspection	
Logan	Commencement of Use or Plumbing Final Inspection	Logan requires payment at commencement of use if that is earlier than plumbing approval.

COUNCIL	TIMING OF PAYMENT	COMMENTS
Sunshine Coast	Commencement of Use or Building Certificate of Completion	Sunshine Coast and Ipswich require payment at commencement of use if that is earlier than building completion.
Ipswich	Commencement of Use or Building Certificate of Completion	

COUNCIL	TIMING OF PAYMENT	COMMENTS
Moreton Bay	Commencement of Use	Moreton has challenges to identify when commencement of use occurs.

ISSUES

Council is coming under increasing pressure to review its payment regime for headwork's charges. Unless the concerns of developers are addressed and the timing of infrastructure charges payments amended, it is possible that development in the Redlands will be inhibited as developers may choose to develop elsewhere where the payment regime is more benign. The current approach is likely to generate ongoing concerns by applicants and may cause challenges to the conditions as unreasonable.

There are a number of changing circumstances that may impact on the future timing of payment of infrastructure charges. These include the water reform and possible changes by Allconnex Water to the payment regime for water and sewer headwork's from 1 July 2013. From that date, Council will have no control over headworks contributions for water and sewer. The development of a Priority Infrastructure Plan (PIP) by Council, as required under the IPA and the SPA, may also impact on the future timing of payments. It is noted that Council's draft PIP has progressed to the first State Interest review. There is also the potential for private certification or even self-certification of plumbing developments in the future.

In proposing to amend the timing of infrastructure charges payments, one of the difficulties is to establish a guaranteed contact point between Council and the developer. This contact point is necessary to trigger the requirement for payment. It also ensures that records of developer contributions are successfully audited. Not all options offer a clear contact point for successful auditing and certainty in the collection of payments.

OPTIONS FOR AMENDING TIMING OF PAYMENT

	Advantages	Disadvantages
<u>Option A</u> Maintain Current Approach Payment at OPW	<ul style="list-style-type: none"> Guaranteed contact point / trigger point for payment. Council has certainty that the contributions have been paid Audit and accounting processes are readily verified and efficient. 	<ul style="list-style-type: none"> Developers face difficulties getting project funding when all Council approvals have not been issued. They do not get the benefit of the contribution until the end of the construction program. Financial outlay could be paid a year or more before the commencement of use. For the larger developments, the upfront payment measures

	Advantages	Disadvantages
		<p>in the millions of dollars, causing a substantial financial burden.</p> <ul style="list-style-type: none"> • Commencement of many larger developments is delayed reducing the performance against the Regional Plan population provisions. • Developers may choose to develop elsewhere where the payment regime is more benign.
<u>Option B</u> Payment Secured by Bank Guarantee	<ul style="list-style-type: none"> • Contributions can be conditioned to be paid at commencement of use. • Payment secured at last Council known trigger (release of the OPW approval). • Obligation for payment would not fall on subsequent owners in the event of default by the developer. 	<ul style="list-style-type: none"> • Still imposes financial burden on the developer at an early stage in the process leading to similar problems to do with finance that apply to the existing payment regime ('Catch 22'). • Increases Council workload managing bonding processes.
<u>Option C</u> Payment at Commencement of Use	<ul style="list-style-type: none"> • Developers would not need to fund contributions until the completion of the development. • Possible that pre-sales may have been secured. • Would simplify the OPW approval process such that decisions would be issued as soon as the decision was made. • Council could rely on various triggers to identify commencement of use including: <ul style="list-style-type: none"> a. Provision of waste bins and waste collection services; b. Building certificate of classification; c. Property rates 	<ul style="list-style-type: none"> • Relies on developers for notification of commencement of use as it is not always easy for Council to identify when a use commences. • There is currently no requirement for the developer to notify Council of commencement of use to trigger a requirement for payment (this could be remedied by adding a condition to the development approval). • Approvals for OPW, plumbing approvals and building certification all occur earlier in the development program. • In the event of default by a developer, the subsequent purchaser may become liable for the contributions – this may

	Advantages	Disadvantages
	<p>notices;</p> <p>d. Notification of need for water meters (temporary trigger under Water Reform).</p>	<p>impede Council's ability to recover money owing.</p> <ul style="list-style-type: none"> • Council will have to fund infrastructure upgrades before payment is received.
<u>Option D</u> Payment Prior to a Plumbing Approval	<ul style="list-style-type: none"> • Clear contact point / trigger point for payment. 	<ul style="list-style-type: none"> • Plumbing legislation does not support delays in processing plumbing approvals as a result of non-compliance with MCU conditions of approval. • There are some forms of development that may not need a plumbing approval and so this approach may not catch all obligations for payment of contributions. • In future, plumbing approvals may be issued by private certification or even self-certification.
<u>Option E</u> Payment Upon Request for a Plumbing Final Inspection	<ul style="list-style-type: none"> • Contributions would be paid at a time which is much closer to the notional commencement of use. • This timing is more appropriate to the benefits accrued from the payments. • This condition does not offend the provisions of the legislation which prevent any development conditions restraining plumbing approvals. • The plumbing process is a local government responsibility, so provides Council with a ready trigger to seek the payments. • Council has a process system in Proclaim to monitor and report on the progress of each matter. • Audit and accounting processes are readily 	<ul style="list-style-type: none"> • The plumbing final inspection is at the request of the plumbing contractor. • Current records suggest that up to 15% of plumbing approvals do not receive a final inspection. • Non payment would be a breach of development conditions and dealt with through a legal process. • Staff resources would be required to monitor requests for a plumbing final inspection, to issue letters of demand, and then pursue any outstanding payments. • Systems, procedures and physical resources would need to be augmented to deal with these processes. • Training would be required for officers to be proficient in this process. • Where there are no plumbing inspections required, development conditions should

	Advantages	Disadvantages
	verifiable. <ul style="list-style-type: none"> • This option obviates the need for Council to withhold approvals for operational works as this may be unlawful under the SPA. 	require payments to be made prior to the commencement of use. Note - Where no plumbing inspections are required, there is likely to be little or no impact on water cycle infrastructure.

PREFERRED OPTION – OPTION E: PAYMENT UPON REQUEST FOR A PLUMBING FINAL INSPECTION

The preferred option recommended to Council is Option E, requiring payment of infrastructure charges upon request for a plumbing final inspection. This payment regime is conducive to the development process and to development financing thereby providing an incentive to invest in the Redlands. It is also consistent with other SEQ local government regimes and provides a clear payment trigger for Council. Under the proposed payment regime, Council will need to make provision for an audit process to differentiate between those developments that require a plumbing approval and those that do not.

The current approach, Option A, is considered unsuitable because it is causing an impediment to the development process due to the significant financial impost at an early stage of the development process. Although the current approach provides certainty of payment to Council, it is considered that the preferred payment regime (Option E) will ensure recovery of payment through appropriate monitoring.

Option B (payment secured by a bank guarantee) would lead to similar problems associated with the current regime, as this approach still imposes a financial burden on the developer at an early stage in the development process.

Option C (payment at commencement of use) is not considered appropriate as it is not always easy to identify when a use commences which would impede Council's ability to recover money owing.

Option D (payment prior to a plumbing approval) is not supported as it is unlawful under plumbing legislation to hold up a plumbing approval to enforce compliance with a condition of approval for a MCU application.

FINANCIAL IMPLICATIONS

There are significant financial/budgetary implications of delaying payment of contributions. It is clearly advantageous for Council to receive the contributions as early as possible in order to fund and plan future infrastructure. However the pressures associated with the Global Financial Crisis, together with the fact that development finance is often dependant on the applicant having all relevant Council approvals, create a compelling argument in favour of delaying payment of

headwork's charges. It is considered likely that any budgetary implications would be offset by the stimulating effect of the proposed payment regime. Reinforcing this argument are the mandatory population targets set by the SEQ Regional Plan.

CONSULTATION

Comment was sought from all Council Departments and the following responses were received:

Planning & Policy:

Planning & Policy has advised that the recommendations are supported.

Governance Department:

Governance has advised that Option A is not supported; Option B appears to be a little late and notification may be problematic; Option C has some greater resource implications and doesn't address the developers' concerns regarding timing; and Option E is probably the fairest of them all, but not without its difficulties. Governance agrees with the recommendations.

Customer Services:

Customer Services has advised that they have no comments to make about the matter.

Allconnex (formerly Redland Water):

The following is a summary of comments provided by Allconnex Water:

From 1 July this year, infrastructure contributions for water and wastewater will be collected by Allconnex Water, although the contributions are receipted by Council during the delegated period. The recommended approach (Option E) to change the timing of payments will have implications for Allconnex Water, for any applications lodged between 1 July 2010 and the commencement of the Utility Model on 1 July 2013. However the issue is only a temporary one for Allconnex Water. Water and sewerage contributions after that time will be completely at the discretion of Allconnex Water. It is recommended that systems be put in place, with respect to the proposed change, to manage and monitor developments and the collection of contributions. Resource requirements to manage the process must also be addressed.

Financial Services:

The following comments have been received from the Financial Services team:

"We do not see the proposal as hugely problematic but see that it will have an impact on cash flow. Presently however I do not see that our forward forecasting is sufficiently sophisticated that the changes proposed would make a material difference."

In response to this advice, it is noted that there are many large developments that are stalled due to the current approval conditions and the current funding constraints applying to developers. A change to the current process for payment of contributions may stimulate the commencement of a number of large developments and so improve the level of contributions received by Council.

Community Standards

Community Standards has advised that the process for auditing completed developments in relation to the payment of infrastructure contributions would have a resource impact for the Proactive Compliance functions of this team.

Building & Plumbing Group

The Building and Plumbing Group has provided support for the process of seeking contributions at the time of the request for final plumbing inspections. They have advised that the final plumbing inspection cannot be held up to drive compliance with a condition of the MCU approval. However, they have offered to assist the process by notifying the Sustainable Planning Group of the event of registering a request for a final plumbing inspection. This event would be an appropriate trigger for issuing a demand for the payment of contributions.

CONCLUSION

There is opposition from the development industry to Council's current payment regime for infrastructure charges for MCU applications. The current regime is a disincentive for developers to invest in the Redlands and this has been exacerbated by the impacts of the Global Financial Crisis.

A number of options have been identified for changing the timing of infrastructure charges payments. These options are consistent with the approaches adopted by other SEQ local governments.

On balance, payment of infrastructure charges at the time of a request to Council for a plumbing final inspection is the preferred option. This approach, which is in step with other councils in the region, would facilitate approvals for developments which might otherwise be held up due to financial difficulties associated with the current approach. There are financial / budgetary implications of delaying payment but these would be offset by the stimulating effect of the proposed payment regime.

The proposed change is likely to lead to requests to change existing conditions of approvals relating to infrastructure contributions. It is proposed to address these requests favourably in accordance with this report.

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

Moved by: Cr Townsend
Seconded by: Cr Elliott

That Council resolve that payment of headworks contributions for Material Change of Use approvals must be made at the time of a request for a plumbing final inspection or prior to the commencement of the use, whichever is the sooner.

CARRIED

11.2.2 GENERAL BUSINESS

Permission was granted for the following item of general business to be raised:-

Cr Bowler enquired with respect to the report on *Developer Contributions and Timing for Payments*, Option E – Payment Upon Request for a Plumbing Final Inspection – where it stated that current records suggested that up to 15% of plumbing approvals do not receive a final inspection - how Council would address this.

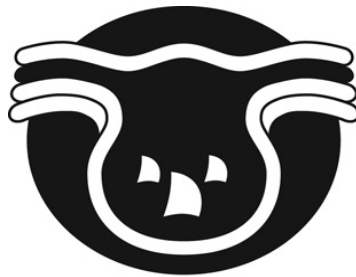
Group Manager Sustainable Assessment advised that a number of new processes to deal with contributions will be put in place that will identify, at the time of approval, that there are conditions associated with contributions. Further, there will be a constant auditing process for all applications which will pick up those applications that will not go through a plumbing final inspection.

**COMMITTEE RECOMMENDATION/
COUNCIL RESOLUTION**

Moved by: Cr Townsend
Seconded by: Cr Elliott

That the General Business item be noted.

CARRIED



Redland
CITY COUNCIL

MINUTES

DEVELOPMENT & COMMUNITY STANDARDS COMMITTEE MEETING

Tuesday 14 September 2010

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

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Council, at its meeting on 24 February 2010, resolved as follows:

1. *To delegate to the Development and Community Standards Committee the power to:-*
 - a. *Decide development applications under the Sustainable Planning Act 2009 and the Integrated Planning Act 1997; and*
 2. *Provide instructions to legal counsel for appeal matters actioned under Chapter 6 of the Sustainable Planning Act 2009 and Chapter 4 of the Integrated Planning Act 1997, subject to the condition that where the Committee Chairperson is required to use his/her casting vote, the Mayor (and Deputy Mayor in his/her absence), preside over the meeting and be permitted to use his/her casting vote as Chair to determine the matter.*
-

DECLARATION OF OPENING

Cr Townsend declared the meeting open at 10.08am.

RECORD OF ATTENDANCE AND LEAVE OF ABSENCE

Committee Membership:

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

Committee Manager:

Mrs T Averay	General Manager Development & Community Standards
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Officers

Mr B Macnee	Group Manager Sustainable Assessment
Mr W Dawson	Manager Land Use Planning
Mrs J Saunders	Senior Planner Project Manager Development Assessment
Ms C Lovejoy	Solicitor Legal Services
Mr N Quinn	Acting Service Manager Development Coordination

Minutes:

Mrs J Thomas	Corporate Meetings & Registers Officer
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LEAVE

It was noted that leave had been granted for Cr J Burns, Councillor Division 4

COUNCILLOR ABSENCES DURING THE MEETING

Cr Elliott left the meeting at 10.24am (during closed session) and returned at 10.25am (during closed session);

Cr Williams left the meeting at 10.27am (during closed session) and returned at 10.28am (during closed session);

Cr Boglary the meeting at 10.30am (during closed session);

Cr Ogilvie left the meeting at 10.32am (during closed session);

Cr Murray left the meeting at 10.49am (during closed session) and returned at 10.54am (during closed session).

RECEIPT AND CONFIRMATION OF MINUTES

Moved by: Cr Elliott
Seconded by: Cr Hobson

That the minutes of the Development & Community Standards Committee meeting of 31 August 2010 be confirmed.

CARRIED

PUBLIC PARTICIPATION AT MEETING

Nil

MATERIAL PERSONAL INTEREST AND CONFLICT OF INTEREST

Item 1.3 *Category 2 – Complying Code Assessments and Minor Impact Assessments*

Crs Hobson and Townsend declared a conflict of interest in this item – see item for details.

MOTION TO ALTER THE ORDER OF BUSINESS

Moved by: Cr Ogilvie
Seconded by: Cr Boglary

That the order of business be altered to discuss general business prior to the Closed Session.

CARRIED

1 DEVELOPMENT & COMMUNITY STANDARDS

1.1 DEVELOPER CONTRIBUTIONS AND TIMING FOR PAYMENTS

Dataworks Filename: GOV Committee Reports – Development & Community Standards

Responsible Officer Name: Bruce Macnee
Group Manager, Sustainable Assessment

Author Name: Bruce Appleton
Service Manager, Development Coordination

EXECUTIVE SUMMARY

Infrastructure contributions made in accordance with development conditions deliver many millions of dollars each year towards major infrastructure works in the City. Currently, Council requires infrastructure charges payment for material change of use (MCU) applications prior to operational works (OPW) approval. Large and small developers have expressed concern that this approach causes financial hardship because development finance is typically contingent on the applicant having all relevant Council approvals in place. This situation has been exacerbated by the Global Financial Crisis. It is considered that other payment regimes may be more attractive to developers and, at the same time still be, acceptable to Council.

This paper discusses Council's options for changing the timing of payment of developer infrastructure charges and the issues to consider. It looks at the payment regimes adopted by other South East Queensland (SEQ) local government areas and the advantages and disadvantages of each of the different options.

There are a number of factors which may impact on the future timing of payment of infrastructure charges including the development of a Priority Infrastructure Plan (PIP) for Redlands, the water reform and changes to the infrastructure charges payment regime by Allconnex Water, and the potential for private certification or even self-certification of plumbing developments.

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the subject of conditions of development approvals under the Sustainable Planning Act 2009 (SPA) and the Integrated planning Act 1997 (IPA).

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These concerns have been expressed by large and small developers: The smaller developers sometimes do not factor in the cost of contributions at such an early stage and the larger developers must fund substantial amounts many months (or years) before receiving returns from the development. This was a topic of discussion at the recent Redlands development forum conducted by Council. The Global Financial Crisis has resulted in a general tightening of credit with banks now placing more onerous conditions on its availability, including demanding a high proportion of presales.

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- A shopping centre development which had a construction program of more than 18 months. The council of the day allowed the developer to lodge a very substantial bond prior to the OPW approval to secure the payment of the contributions. The eventual payment occurred many years after the obligation was due as a result of a dispute about the offset amounts.
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COUNCIL	TIMING OF PAYMENT	COMMENTS
Sunshine Coast	Commencement of Use or Building Certificate of Completion	Sunshine Coast and Ipswich require payment at commencement of use if that is earlier than building completion.
Ipswich	Commencement of Use or Building Certificate of Completion	
Moreton Bay	Commencement of Use	Moreton has challenges to identify when commencement of use occurs.

ISSUES

Council is coming under increasing pressure to review its payment regime for headwork's charges. Unless the concerns of developers are addressed and the timing of infrastructure charges payments amended, it is possible that development in the Redlands will be inhibited as developers may choose to develop elsewhere where the payment regime is more benign. The current approach is likely to generate ongoing concerns by applicants and may cause challenges to the conditions as unreasonable.

There are a number of changing circumstances that may impact on the future timing of payment of infrastructure charges. These include the water reform and possible changes by Allconnex Water to the payment regime for water and sewer headwork's from 1 July 2013. From that date, Council will have no control over headworks contributions for water and sewer. The development of a Priority Infrastructure Plan (PIP) by Council, as required under the IPA and the SPA, may also impact on the future timing of payments. It is noted that Council's draft PIP has progressed to the first State Interest review. There is also the potential for private certification or even self-certification of plumbing developments in the future.

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OPTIONS FOR AMENDING TIMING OF PAYMENT

	Advantages	Disadvantages
Option A Maintain Current Approach Payment at OPW	<ul style="list-style-type: none"> Guaranteed contact point / trigger point for payment. Council has certainty that the contributions have been paid Audit and accounting processes are readily 	<ul style="list-style-type: none"> Developers face difficulties getting project funding when all Council approvals have not been issued. They do not get the benefit of the contribution until the end of the construction program.

	Advantages	Disadvantages
	verified and efficient.	<ul style="list-style-type: none"> Financial outlay could be paid a year or more before the commencement of use. For the larger developments, the upfront payment measures in the millions of dollars, causing a substantial financial burden. Commencement of many larger developments is delayed reducing the performance against the Regional Plan population provisions. Developers may choose to develop elsewhere where the payment regime is more benign.
<u>Option B</u> Payment Secured by Bank Guarantee	<ul style="list-style-type: none"> Contributions can be conditioned to be paid at commencement of use. Payment secured at last Council known trigger (release of the OPW approval). Obligation for payment would not fall on subsequent owners in the event of default by the developer. 	<ul style="list-style-type: none"> Still imposes financial burden on the developer at an early stage in the process leading to similar problems to do with finance that apply to the existing payment regime ('Catch 22'). Increases Council workload managing bonding processes.
<u>Option C</u> Payment at Commencement of Use	<ul style="list-style-type: none"> Developers would not need to fund contributions until the completion of the development. Possible that pre-sales may have been secured. Would simplify the OPW approval process such that decisions would be issued as soon as the decision was made. Council could rely on various triggers to identify commencement of use including: <ul style="list-style-type: none"> a. Provision of waste bins and waste collection services; b. Building certificate of classification; c. Property rates notices; d. Notification of need for water meters (temporary trigger under Water Reform). 	<ul style="list-style-type: none"> Relies on developers for notification of commencement of use as it is not always easy for Council to identify when a use commences. There is currently no requirement for the developer to notify Council of commencement of use to trigger a requirement for payment (this could be remedied by adding a condition to the development approval). Approvals for OPW, plumbing approvals and building certification all occur earlier in the development program. In the event of default by a developer, the subsequent purchaser may become liable for the contributions – this may impede Council's ability to recover money owing. Council will have to fund infrastructure upgrades before payment is received.
<u>Option D</u>	<ul style="list-style-type: none"> Clear contact point / trigger 	<ul style="list-style-type: none"> Plumbing legislation does not

	Advantages	Disadvantages
Payment Prior to a Plumbing Approval	point for payment.	<p>support delays in processing plumbing approvals as a result of non-compliance with MCU conditions of approval.</p> <ul style="list-style-type: none"> • There are some forms of development that may not need a plumbing approval and so this approach may not catch all obligations for payment of contributions. • In future, plumbing approvals may be issued by private certification or even self-certification.
<u>Option E</u> Payment Upon Request for a Plumbing Final Inspection	<ul style="list-style-type: none"> • Contributions would be paid at a time which is much closer to the notional commencement of use. • This timing is more appropriate to the benefits accrued from the payments. • This condition does not offend the provisions of the legislation which prevent any development conditions restraining plumbing approvals. • The plumbing process is a local government responsibility, so provides Council with a ready trigger to seek the payments. • Council has a process system in Proclaim to monitor and report on the progress of each matter. • Audit and accounting processes are readily verifiable. • This option obviates the need for Council to withhold approvals for operational works as this may be unlawful under the SPA. 	<ul style="list-style-type: none"> • The plumbing final inspection is at the request of the plumbing contractor. • Current records suggest that up to 15% of plumbing approvals do not receive a final inspection. • Non payment would be a breach of development conditions and dealt with through a legal process. • Staff resources would be required to monitor requests for a plumbing final inspection, to issue letters of demand, and then pursue any outstanding payments. • Systems, procedures and physical resources would need to be augmented to deal with these processes. • Training would be required for officers to be proficient in this process. • Where there are no plumbing inspections required, development conditions should require payments to be made prior to the commencement of use. Note - Where no plumbing inspections are required, there is likely to be little or no impact on water cycle infrastructure.

PREFERRED OPTION – OPTION E: PAYMENT UPON REQUEST FOR A PLUMBING FINAL INSPECTION

The preferred option recommended to Council is Option E, requiring payment of infrastructure charges upon request for a plumbing final inspection. This payment regime

is conducive to the development process and to development financing thereby providing an incentive to invest in the Redlands. It is also consistent with other SEQ local government regimes and provides a clear payment trigger for Council. Under the proposed payment regime, Council will need to make provision for an audit process to differentiate between those developments that require a plumbing approval and those that do not.

The current approach, Option A, is considered unsuitable because it is causing an impediment to the development process due to the significant financial impost at an early stage of the development process. Although the current approach provides certainty of payment to Council, it is considered that the preferred payment regime (Option E) will ensure recovery of payment through appropriate monitoring.

Option B (payment secured by a bank guarantee) would lead to similar problems associated with the current regime, as this approach still imposes a financial burden on the developer at an early stage in the development process.

Option C (payment at commencement of use) is not considered appropriate as it is not always easy to identify when a use commences which would impede Council's ability to recover money owing.

Option D (payment prior to a plumbing approval) is not supported as it is unlawful under plumbing legislation to hold up a plumbing approval to enforce compliance with a condition of approval for a MCU application.

FINANCIAL IMPLICATIONS

There are significant financial/budgetary implications of delaying payment of contributions. It is clearly advantageous for Council to receive the contributions as early as possible in order to fund and plan future infrastructure. However the pressures associated with the Global Financial Crisis, together with the fact that development finance is often dependant on the applicant having all relevant Council approvals, create a compelling argument in favour of delaying payment of headwork's charges. It is considered likely that any budgetary implications would be offset by the stimulating effect of the proposed payment regime. Reinforcing this argument are the mandatory population targets set by the SEQ Regional Plan.

CONSULTATION

Comment was sought from all Council Departments and the following responses were received:

Planning & Policy:

Planning & Policy has advised that the recommendations are supported.

Governance Department:

Governance has advised that Option A is not supported; Option B appears to be a little late and notification may be problematic; Option C has some greater resource implications and doesn't address the developers' concerns regarding timing; and Option E is probably the fairest of them all, but not without its difficulties. Governance agrees with the recommendations.

Customer Services:

Customer Services has advised that they have no comments to make about the matter.

Allconnex (formerly Redland Water):

The following is a summary of comments provided by Allconnex Water:

From 1 July this year, infrastructure contributions for water and wastewater will be collected by Allconnex Water, although the contributions are receipted by Council during the delegated period. The recommended approach (Option E) to change the timing of payments will have implications for Allconnex Water, for any applications lodged between 1 July 2010 and the commencement of the Utility Model on 1 July 2013. However the issue is only a temporary one for Allconnex Water. Water and sewerage contributions after that time will be completely at the discretion of Allconnex Water. It is recommended that systems be put in place, with respect to the proposed change, to manage and monitor developments and the collection of contributions. Resource requirements to manage the process must also be addressed.

Financial Services:

The following comments have been received from the Financial Services team:

"We do not see the proposal as hugely problematic but see that it will have an impact on cash flow. Presently however I do not see that our forward forecasting is sufficiently sophisticated that the changes proposed would make a material difference."

In response to this advice, it is noted that there are many large developments that are stalled due to the current approval conditions and the current funding constraints applying to developers. A change to the current process for payment of contributions may stimulate the commencement of a number of large developments and so improve the level of contributions received by Council.

Community Standards

Community Standards has advised that the process for auditing completed developments in relation to the payment of infrastructure contributions would have a resource impact for the Proactive Compliance functions of this team.

Building & Plumbing Group

The Building and Plumbing Group has provided support for the process of seeking contributions at the time of the request for final plumbing inspections. They have advised that the final plumbing inspection cannot be held up to drive compliance with a condition of the MCU approval. However, they have offered to assist the process by notifying the Sustainable Planning Group of the event of registering a request for a final plumbing inspection. This event would be an appropriate trigger for issuing a demand for the payment of contributions.

CONCLUSION

There is opposition from the development industry to Council's current payment regime for infrastructure charges for MCU applications. The current regime is a disincentive for developers to invest in the Redlands and this has been exacerbated by the impacts of the Global Financial Crisis.

A number of options have been identified for changing the timing of infrastructure charges payments. These options are consistent with the approaches adopted by other SEQ local governments.

On balance, payment of infrastructure charges at the time of a request to Council for a plumbing final inspection is the preferred option. This approach, which is in step with other councils in the region, would facilitate approvals for developments which might otherwise be held up due to financial difficulties associated with the current approach. There are financial / budgetary implications of delaying payment but these would be offset by the stimulating effect of the proposed payment regime.

The proposed change is likely to lead to requests to change existing conditions of approvals relating to infrastructure contributions. It is proposed to address these requests favourably in accordance with this report.

OFFICER'S /COMMITTEE RECOMMENDATION

Moved by: Cr Elliott
Seconded by: Cr Bowler

That Council resolve that payment of headworks contributions for Material Change of Use approvals must be made at the time of a request for a plumbing final inspection or prior to the commencement of the use, whichever is the sooner.

CARRIED

1.2 CATEGORY 1 - MINOR COMPLYING CODE ASSESSMENTS AND HOUSEKEEPING (BUILDING AND PLUMBING)

Datworks Filename: GOV-D&CS Delegated Items
Responsible Officer Name: Bruce Macnee
Group Manager, Sustainable Assessment
Author Name: Kerri Lee
Business Support Officer

EXECUTIVE SUMMARY

At the General Meeting of 15 May 2002, Council resolved that development assessments be classified into the following four Categories:

- Category 1 – Minor Complying Code Assessments & Housekeeping (Building & Plumbing);
- Category 2 – Complying Code Assessments & Minor Impact Assessments;
- Category 3 – Moderately Complex Code & Impact Assessments;
- Category 4 – Major and Significant Assessments.

A total of 80 Building and Plumbing Applications were dealt with during the period 16 August to 27 August, 2010.

The applications detailed in this report have been assessed under Category 1 criteria - defined as complying, policy based Code Assessment, general housekeeping matters and other applications of a minor nature.

PURPOSE

The purpose of this report is for Council to note that the following applications were dealt with under delegated authority – Category 1 – Minor Complying Code Assessments and Housekeeping.

1. Development application for building works approval assessed against the Redlands Planning Scheme for a domestic outbuilding (carport) at 102 Thomas Street, Birkdale. Titan Enterprises (Qld) Pty Ltd (Marsden). (BW001061)
 2. Development application for building works approval assessed against the Redlands Planning Scheme for a domestic outbuilding (garage/shed) at 224 Main Street, Redland Bay. Sanadee Enterprise Pty Ltd. (BW001190)
 3. Development application for building works approval assessed against the Redlands Planning Scheme for a domestic outbuilding (detached garage) at 9 Pine Terrace, Redland Bay. Mr G.J. Shepherd. (BW001134)
 4. Development application for building works approval assessed against the Redlands Planning Scheme for a domestic outbuilding (detached garage) at 11-13 Clive Road, Birkdale. Stuart Building Certification. (BW001195)
 5. Development application for building works approval assessed against the Redlands Planning Scheme for domestic additions at 13 Chatsworth Circuit, Capalaba. Mr K.D. Webb. (BW001201)
 6. Development application for building works approval assessed against the Redlands Planning Scheme for domestic additions at 28 George Nothling Drive, Point Lookout. Mr M.J. Smith and Mrs S.L. Barker-Smith. (BW001172)
-

7. Development application for building works approval assessed against the Redlands Planning Scheme for domestic additions at 50 Tina Avenue, Lamb Island. John Marsson and Associates Pty Ltd. (BW001076)
8. Development application for building works approval assessed 36 Hibiscus Drive, Mount Cotton. Mr T.J. Bone. (BW001202)
9. Application for a negotiated decision to vary an existing development approval for a Home Business (Office) at 12 Traminer Court, Thornlands. Ms D.L. Stone. (MC011198)
10. Request to change an existing development approval for a domestic outbuilding (carport) at 25 Touriga Street, Thornlands. Mr J.R. Morrissey. (BW000576)
11. Request to change an existing development approval for a domestic outbuilding (shed) at 73 Mary Pleasant Drive, Birkdale. DBR Building Certification. (BW001179)
12. Request to change an existing development approval for a dwelling house (increase front verandah and addition of carport) at 3 Murray Crescent, Russell Island. Mr Michael Hunt. (MC009830)
13. Development application for building works approval assessed against the Redlands Planning Scheme for a domestic outbuilding (shed) at 3 Pheasant Court, Thornlands. Mr W.I. and Mrs P.M. Shepherd. (BW001192)
14. Development application for building works approval assessed against the Redlands Planning Scheme for domestic additions at 18 Drevesen Avenue, Cleveland. Mr G.S. Edwards. (BW001197)

**OFFICER'S RECOMMENDATION/
COMMITTEE RESOLUTION**

Moved by: Cr Elliott
Seconded by: Cr Boglary

That the report be noted.

CARRIED

Crs Hobson and Townsend declared a conflict of interest in the following item, both councillors stating that they were honorary members of the Tingira Boat Club, which was listed in the report.

Moved by: Cr Elliott
Seconded by: Cr Boglary

That Crs Hobson and Townsend did not have an interest in the item that is a conflict of interest, or which could reasonably be taken to be a conflict of interest, that might lead to a decision that is contrary to the public interest.

CARRIED

Crs Hobson and Townsend remained in the chamber.

1.3 CATEGORY 2 - COMPLYING CODE ASSESSMENTS AND MINOR IMPACT ASSESSMENTS

Datworks Filename:	GOV-D&CS Delegated Items
Responsible Officer Name:	Bruce Macnee Group Manager, Sustainable Assessment
Author Name:	Kerri Lee Business Support Officer

EXECUTIVE SUMMARY

At the General Meeting of 15 May 2002, Council resolved that development assessments be classified into the following four Categories:

Category 1 – Minor Complying Code Assessments & Housekeeping;
Category 2 – Complying Code Assessments & Minor Impact Assessments;
Category 3 – Moderately Complex Code & Impact Assessments; and
Category 4 – Major and Significant Assessments.

The applications detailed in this report have been assessed under Category 2 criteria - defined as follows:

- Complying small scale types of Code Assessable applications without submission of public objection (i.e. not being adverse submissions); and
- Includes a number of process-related delegations, operational works applications and all other delegations not otherwise listed. [[Category 2 report](#)]

PURPOSE

The purpose of this report is for Council to note that the following applications were dealt with under delegated authority – Category 2 – Complying Code Assessments and Minor Impact Assessments.

1. Development application for a material change of use for a small lot house at 10 A Edinburgh Street, Victoria Point. Mr A.E. and Mrs M. Danbury. (MC012188)
 2. Development application for a material change of use to operate a home business (Oyster Opening) at 11 Rainbow Crescent, Dunwich. Mr K.B. and Mrs M.P. Hall. (MC012196)
-

3. Development application for a material change of use for additions to an existing Outdoor Recreation Facility at Tingira Boat Club, 91 Coast Road, Macleay Island. Tingira Boat Club. (MC012125)
4. Request to change an existing development approval for a reconfiguration of lots at 41 Donald Road, Redland Bay. DTS Group Pty Ltd. (SB004782.6B)
5. Request to change an existing development approval for a reconfiguration of lots at 143-145 Bunker Road, Victoria Point. Jones Flint and Pike Pty Ltd - Engineers. (SB005185.4 & SB005185.4A)
6. Development application for a material change of use for a small lot house at 5 Barramul Place, Thornlands. Akudos Homes. (MC012209)
7. Development application for a material change of use for a small lot house at 31 Cavell Street, Birkdale. Javica Pty Ltd. (MC012243)
8. Development application for a material change of use for eight (8) small lot houses at 401-451 Redland Bay Road, Capalaba. Heritage Pacific. (MC011643)
9. Development application for a material change of use for extension of an existing Marine Industrial Complex at 82-84 Beveridge Road, Thornlands. (MC010532)
10. Request to change an existing development approval for a small lot house at 14 South Street, Thornlands. Planbuild Homes Pty Ltd. (MC011676)

OFFICER'S RECOMMENDATION

That the report be noted.

COMMITTEE DISCUSSION

A correction was noted with respect to application number 8 – Heritage Pacific, which should read that a Preliminary Approval only was granted and not Development Application.

COMMITTEE RESOLUTION

Moved by: Cr Elliott
Seconded by: Cr Reimers

That the report be noted.

CARRIED

1.4 CURRENT APPEALS LIST AS AT 27 AUGUST 2010**Datworks Filename: GOV-D&CS Appeals List****Responsible Officer Name: Bruce Macnee
Group Manager Sustainable Assessment****Author Name: Anne-Maree Sankey
Administration Officer****EXECUTIVE SUMMARY**

	File No.	Applicant	Application Details	Hearing Date	Appeal Details
1. WD	SB351901 Appeal 2884 of 1998.	Sabdoen Pty Ltd Point O'Halloran Road, Victoria Point.	Claim against zoning amendment.	Matter adjourned to date to be fixed.	Compensation
2. MR	MC009414 Appeal 1167 of 2007. Received April 2007.	AJ & CL Dowley -v- RSC, 20 Emerson Street, Russell Island.	Application for dwelling house on Residential A lot.	Adjourned to 30 September 2010 for Further Review.	Applicant appeal against Condition 1 of Negotiated Decision.
3. AV	SB005137 Appeal 1034 of 2008. Received April 2008.	Harridan P/L -v- RCC. 46-48 Muller Street, Redland Bay.	Application for MCU and reconfiguration into 62 allotments.	Set down for Hearing November 2010 pool (3 days).	Applicant Appeal against preliminary approval.
4. JS	MC010498 Appeal 1740 of 2008. Received July 2008.	KCY Investments (No 2) P/L -v- RCC 7 Samarinda Drive, Point Lookout.	Application for dwelling house.	Adjourned to date to be fixed.	Applicant appeal against refusal.
5. AV	SB004758.1A SB004758.1B MC007588 Appeal 1880 of 2008. Received July 2008.	Heritage Properties P/L & Ausbuild P/L -v- RCC 268, 278, 296, 310, 332 & 344 Cleveland-Redland Bay Road, Thornlands.	Application for MCU (residential development) and reconfiguration into 34 lots (1A) and 25 lots (1B).	Set down for Hearing October 2010 pool.	Applicant appeal against deemed refusal.

	File No.	Applicant	Application Details	Hearing Date	Appeal Details
6. JS	MC010968 Appeal 2627 of 2008.	Queensland Construction Materials P/L -v- RCC & Ors: Various Sites on North Stradbroke Island.	Application for Material Change Of Use for Extractive Industry (Removal and Transportation of Sand Tailings) and Environmentally Relevant Activity 20 (Extracting Rock or Other Material).	Preliminary Points Judgment handed down 29 September 2009. Adjourned for Further Review to 9 September 2010.	Applicant Appeal against refusal
	MC010968 Supreme Court Appeal 12616 of 2009. Received November 2009.	Birkdale Progress Association, FOSI, SIMO, Wildlife Preservation Society & Ors -v- Qld Construction Materials P/L	Application for Leave to Appeal the PE Court Preliminary Point Judgment 29 September 2009	Preliminary Point Hearing held 26 March 2010. Judgment 23 July 2010 – appeal dismissed. Appeal for Special Leave filed in High Court.	Submitter Application against PE Court Judgment
7. JS	MC009566 Appeal 3220 of 2008 Received December 2008.	Slade P/L, PJ Laing & J Laing -v- RCC 14-20 Gordon Road, Redland Bay.	Application for Development Permit (Material Change of Use) for residential purposes	Adjourned for Further Review 10 September 2010.	Applicant Appeal against refusal.
8. AV	SB005347 Appeal 1016 of 2009. Received April 2009.	BMD Properties Pty Ltd -v- RCC 18 Mainsail Street, Birkdale.	Application for reconfiguration into 10 lots.	Listed for Further Review 3 September 2010.	Applicant Appeal against refusal.
9. AV	MC008405 Appeal 1302 of 2009. Received May 2009.	Ausbuild Projects Pty Ltd -v- RCC 104 Kinross Road, Thornlands	Application for rezoning to Residential for reconfiguration into 107 lots.	Adjourned for Further Review 14 October 2010. Set down for Hearing November 2010 pool.	Applicant Appeal against refusal.
10. AV	MC008305 Appeal 1303 of 2009. Received May 2009.	PEET Thornlands Pty Ltd -v- RCC 89-101 Kinross Road, Thornlands	Application for rezoning to Residential for reconfiguration into 102 lots.	Adjourned for Further Review 14 October 2010. Set down for Hearing November 2010 pool.	Applicant Appeal against refusal.

	File No.	Applicant	Application Details	Hearing Date	Appeal Details
11. AW	MC010715 Appeal 1963 of 2009 Received July 2009.	JT George Nominees P/L –v- RCC Cnr Taylor Rd & Woodlands Dve, Thornlands.	Application for preliminary approval for MCU for neighbourhood centre, open space and residential uses (pursuant to a concept master plan).	No date set.	Applicant Appeal against refusal.
12. AW	MC009598 Appeal 2271 of 2009. Received August 2009.	J G Clissold as Trustee –v- RCC 11-15 Nicholas Street, Russell Island	Application for Child Care Centre.	Adjourned for Further Review 30 September 2010.	Applicant Appeal against refusal.
13. AW	MC011579 Appeal 2345 of 2009. Received August 2009.	S Maller & Y Allayban –v- RCC 9 Piccaninny Street, Macleay Island	Application for Dwelling House.	Listed for Further Review 15 September 2010.	Applicant Appeal against refusal.
14. AW	MC011745 Appeal 3296 of 2009. Received November 2009.	S Mergler –v- RCC 106 Beelong Street, Macleay Island	Application for Dwelling House.	Listed for Further Review 15 September 2010.	Applicant Appeal against conditions of approval.
15. AW	MC010225 Appeal 3391 of 2009. Received December 2009.	M Parsons –v- RCC 65 Coondoorroopa Drive, Macleay Island	Application for Dwelling House.	Adjourned for Further Review 2 September 2010.	Applicant Appeal against conditions of approval.
16. JS	MC011322 Appeal 3566 of 2009. Received December 2009.	Casagrande Investments Pty Ltd –v- RCC 537-547 Redland Bay Road, Victoria Point	Application for Multiple Dwelling (13 units)	Hearing adjourned to 1 October 2010.	Applicant Appeal against refusal.
17. JS	MC009585 Appeal 290 of 2010. Received January 2010.	HIB Investments P/L –v- RCC 2-6 School of Arts Rd, Redland Bay	Application for mixed use development (shops, showroom class A, refreshment establishment)	No date set.	Application Appeal against refusal.
18. JS	MC011141 Appeal 1052 of 2010. Received April 2010.	Florina Pty Ltd –v- RCC 241-259 Boundary Road, Thornlands	Application for development permit to extend existing flower farm.	No date set.	Applicant Appeal against conditions of approval.

	File No.	Applicant	Application Details	Hearing Date	Appeal Details
19. JS	MC010624 Appeal 2675 of 2009. Received September 2009.	L M Wigan –v- RCC 84-122 Taylor Road, Thornlands	Application (superseded planning scheme) for development permit for MCU for residential development (Res A & Res B).	Notice of Repeal of Ministerial Call-in of Development Application received 18 May 2010. Appeal returned to Planning & Environment Court. No date set.	Applicant Appeal against refusal.
20. JS	MC011076 Appeal 1801 of 2010. Received June 2010.	B J McFadden –v- RCC 82-84 Beveridge Road, Thornlands	Application for development permit for MCU to establish indoor recreation centre (boxing training facility)	No date set.	Applicant Appeal against conditions of approval.

Information on appeals may be found as follows:

1) Planning and Environment Court

- a. Information on current appeals and declarations with the Planning and Environment Court involving Redland City Council can be found at the District Court web site using the “Search civil files (eCourts) Party Search” service:
<http://www.courts.qld.gov.au/esearching/party.asp>
- b. Judgements of the Planning and Environment Court can be viewed via the Supreme Court of Queensland Library web site under the Planning and Environment Court link:
<http://www.sclqld.org.au/qjudgment/>

2) Redland City Council

The lodgement of an appeal is acknowledged with the Application details on the Councils “Planning and Development On Line - Development - Application Inquiry” site. Some Appeal documents will also be available (note: legal privilege applies to some documents). All judgements and settlements will be reflected in the Council Decision Notice documents:

<http://www.redland.qld.gov.au/Planning/Pages/default.aspx>

3) Department of Infrastructure and Planning (DIP)

The DIP provides a Database of Appeals (<http://services.dip.qld.gov.au/appeals/>) that may be searched for past appeals and declarations heard by the Planning and Environment Court.

The database contains:

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

- Information about the appeal or declaration, including the appeal number, name and year, the site address and local government.

**OFFICER'S RECOMMENDATION/
COMMITTEE RESOLUTION**

Moved by: Cr Elliott
Seconded by: Cr Williams

That the report be noted.

CARRIED

2 GENERAL BUSINESS

Permission was granted for the following item of general business to be raised:-

- Cr Bowler enquired with respect to the report on *Developer Contributions and Timing for Payments*, Option E – Payment Upon Request for a Plumbing Final Inspection – where it stated that current records suggested that up to 15% of plumbing approvals do not receive a final inspection - how Council would address this.

Group Manager Sustainable Assessment advised that a number of new processes to deal with contributions will be put in place that will identify, at the time of approval, that there are conditions associated with contributions. Further, there will be a constant auditing process for all applications which will pick up those applications that will not go through a plumbing final inspection.

3 CLOSED SESSION

MOTION TO CLOSE MEETING

Moved by: Cr Williams
Seconded by: Cr Hobson

That the meeting be closed to the public under section 72 (1) of the *Local Government (Operations) Regulation 2010* to discuss the following item:

3.1 Direction on Appeal 3296 of 2009 for Material Change of Use for a Dwelling House at 106 Beelong Street, Macleay Island

The reason that is applicable in this instance is as follows:

"(f) starting or defending legal proceedings involving it." (Council)

CARRIED

MOTION TO REOPEN MEETING

Moved by: Cr Elliott
Seconded by: Cr Hobson

That the meeting be again opened to the public.

CARRIED

**3.1 DIRECTION ON APPEAL 3296 OF 2009 FOR MATERIAL CHANGE OF USE
FOR A DWELLING HOUSE AT 106 BEELONG STREET, MACLEAY ISLAND**

Dataworks Filename: MC011745
Responsible Officer Name: Bruce Macnee
Group Manager, Sustainable Assessment
Author Name: Brett Dibden
Development Assessment Officer - Planning

EXECUTIVE SUMMARY

A confidential report from Group Manager Sustainable Assessment dated 24 August 2010 was discussed in closed session.

COMMITTEE RESOLUTION

Moved by: Cr Elliott
Seconded by: Cr Hobson

That the Officer's Recommendation, as amended, in the confidential report from Group Manager Sustainable Assessment dated 24 August 2010, be adopted.

CARRIED

MEETING CLOSURE

There being no further business, the meeting closed at 11.16am.

Signature of Chairperson: _____

Confirmation Date: _____

12 PLANNING & POLICY COMMITTEE 1/9/10 - RECEIPT AND ADOPTION OF MINUTES

Moved by: Cr Bowler
Seconded by: Cr Henry

That the Planning & Policy Committee Minutes of 1 September 2010 be received.

CARRIED

12.1 PLANNING & POLICY

12.1.1 SMBI COMMITTEE REPORT 10 AUGUST 2010 - ITEMS FOR CONSIDERATION

Datworks Filename: GOV SMBI Advisory Committee
Attachment: [SMBI CAC Report 10/08/2010](#)
Responsible Officer Name: Greg Underwood
General Manager Planning & Policy
Author Name: Mark Conlan
Principal Advisor - SMBI Strategies

EXECUTIVE SUMMARY

The SMBI Communities Advisory Committee met on Tuesday, 10 August 2010 at the Russell Island Community Hall, Russell Island. Attached is a copy of the Committee Report from this meeting.

The following reports were considered by the Advisory Committee:

6.1 Economic Development Group – Redlands economic overview and Council initiatives to stimulate local economic growth

This report follows a presentation made to the Advisory Committee by the Economic Development Group at a workshop held on 15 June 2010. This information was presented by Alan Burgess, Manager Economic Development.

Recommendation to Advisory Committee was –

That the SMBI Communities Advisory Committee:

1. note the information provided on the local economy; and
2. where appropriate support or provide further advice to Council regarding the initiatives outlined by Economic Development.

6.2 Economy ID – Redland City economic profile

Recommendation to Advisory Committee was –

- That the SMBI Communities Advisory Committee note the information provided on the ID Profile of the Redlands economy.

6.3 Land Use Planning Group – Redland City Council land use planning

This report follows a presentation made to the Advisory Committee by the land Use Planning Group at a workshop held on 15 June 2010. This information was presented by Wayne Dawson, Manager Land Use Planning.

Recommendation to Advisory Committee was –

That the SMBI Communities Advisory Committee:

1. note the information provided on land use planning;
2. where appropriate support or provide further advice to Council regarding the initiatives outlined by Land Use Planning; and
3. congratulate Council on the establishment of the State Senior Officers Working Group which we hope will raise the profile of SMBI and increase facilities and services.

6.4 Report to Council on Self Assessment for dwelling houses on the islands

This report provides an overview of a report presented to Council at the Planning and Policy Committee meeting of 04 August 2010.

Recommendation to Advisory Committee was:

1. That the SMBI Communities Advisory Committee review and provide feedback and advice to Council on the issues raised above.
2. The Planning and Policy Committee report of 4th August 2010 on self assessment for dwelling houses on the Islands be circulated to all members prior to the next workshop and this matter be listed as an item for discussion at that next workshop.
3. Members would like to see:
 - a. Consideration to greater densities near to the ferry terminals and less development further out from these principal activity areas;
 - b. Residents walking and cycling rather than the use of cars;
 - c. Tree protection; and
 - d. Removal of noxious weed species.

6.5 Land Use Planning Group – Half day visioning workshop

This report provides an overview of a half day workshop held with the Advisory Committee. The objective of the workshop was to review the SMBI PLUS vision, its guiding principles and to realign the strategies of SMBI PLUS with the Redlands 2030 Community Plan.

Recommendation to Advisory Committee was –

1. That the SMBI Communities Advisory Committee:
 - a. note the information provided on the visioning workshop; and
 - b. continue to provide advice to Council regarding strategic planning for the islands.
2. That Council be advised that the SMBI Communities Advisory Committee will continue with refinement of work undertaken to date with the intent of submitting advice to Council on a revision of the 2000 Vision Statement and Guiding Principles within the SMBI Planning and Land use Strategy.

6.6 Updates and reviews of actions from previous meetings:

Recommendation to Advisory Committee was –

1. That the Advisory Committee review and note the update of actions from previous meetings as presented in the attachments.
2. That Council enquire of the State Government to what is the current status of the Southern Moreton Bay Marine Infrastructure Master Plan's preparation and public release for comment.
3. That an update be sought at a future workshop on the Action 2.2.2: including the investigation of potential of alternative barge routes.

7 Urgent Business

Urgent business raised by the Advisory Committee:

1. Request that Council investigate the current status of islands entry/gateway (welcome and information/directory function) on the SMBI; and
2. SMBICAC requests that Council approaches the relevant authorities (including the ABS) in order to remove the continuing confusion with population , demographic and other statistical information capture caused by the inappropriate and inaccurate identification of the SMBI (Macleay Island, Russell Island, Lamb Island, Karragarra Island and Perulpa Island).

The items presented to the Committee were discussed and it is recommended that Council resolve in accordance with the following Officer's Recommendation.

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

Moved by: Cr Bowler
Seconded by: Cr Elliott

That Council resolve as follows:

- 1. To receive the attached SMBI Communities Advisory Committee Report of 10 August 2010; and**
- 2. To note that the Chief Executive Officer will deal with any operational or administrative recommendations from this Advisory Committee Report and where necessary, report to an ensuing Planning & Policy Committee meeting with recommendations for consideration by that Committee.**

CARRIED



Redland
CITY COUNCIL

REPORT

**[SUBJECT TO CONSIDERATION AT PLANNING &
POLICY COMMITTEE 1/9/2010 AND SUBSEQUENT
GENERAL MEETING ON 22/9/2010]**

SMBI COMMUNITIES ADVISORY COMMITTEE

Tuesday 10 August 2010

**Russell Island Recreation Hall,
Alison Crescent, Russell Island**

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1 DECLARATION OF OPENING

Cr Townsend declared the meeting open at 6.10pm.

2 RECORD OF ATTENDANCE AND LEAVE OF ABSENCE

Committee Membership:

Cr B A Townsend	Chairperson and Councillor Division 5
Cr M Hobson PSM	Mayor
Mr R Bowden	Non-councillor member
Ms P Gaven	Non-councillor member
Mr R Hancock	Non-councillor member
Mr R Harris	Non-councillor member
Dr G Parsons	Non-councillor member
Mr L Shipley	Non-councillor member
Ms C Stubbs	Non-councillor member
Ms D Wilson	Non-councillor member

Committee Manager:

Mr M Conlan	Principal Advisor SMBI Strategy
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Officers:

Mr W Dawson	Manager Land Use Planning
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Minutes:

Mrs J Parfitt	Corporate Meetings & Registers Team Leader
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Apology

Mr W Crook, Non-councillor member
Mr R Schmidt, Non-councillor member
Mr G Stevenson, Chief Executive Officer
Mr A Burgess, Manager Economic Development

3 PUBLIC PARTICIPATION AT MEETING

Moved by: Mr R Hancock
Seconded by: Ms C Stubbs

That the proceedings of the meeting adjourn for a public participation segment.

CARRIED

1. Mr C Ebber of Lamb Island addressed Committee in relation to smoking at the Weinam Creek Marina terminal and other public places.
2. Resident of Lamb Island addressed Committee in relation to smoking in public places, the increase in criminal activity on the Island and the use of security cameras at Jetties.
3. Ms N Olsen of Russell Island addressed Committee in relation to smoking bans.

Moved by: Mr R Bowden
Seconded by: Mr R Harris

That the proceedings of the meeting resume.

CARRIED

4 MATERIAL PERSONAL INTEREST AND CONFLICT OF INTEREST

Nil

5 MOTION TO ALTER THE ORDER OF BUSINESS

Nil

6 REPORTS FROM PLANNING AND POLICY

6.1 REDLANDS ECONOMIC OVERVIEW AND COUNCIL PLANS TO STIMULATE LOCAL ECONOMIC GROWTH

Datworks Filename: GOV SMBI Advisory Committee

Attachments: [Economic development and land use planning presentation of 15 June](#)

Responsible Officer Name: Alan Burgess
Manager Economic Development Group

Author Name: Mark Conlan
Principal Adviser - SMBI Strategy Planning
Coordinator

EXECUTIVE SUMMARY

The Planning and Policy Department through the Economic Development Group (ED) presented an overview of the Redland's local economy to the SMBI Communities Advisory Committee on the 15th of June. Alan Burgess presented an overview of the local economy of Redlands and put the City's role in the regional economy into context.

The committee was presented with a number of initiatives being undertaken by Council, in partnership with various stakeholders, which are building the foundations of a sustainable local economy. Through partnerships with local and international business, other governing agencies and the wider community, Council is doing what it can to guide the local economy towards self sufficiency.

PURPOSE

To inform the Advisory Committee of the work being undertaken by Council in relation to Economic Development across the city.

BACKGROUND

"Economic Development is a sustainable increase in living standards that delivers increased income, better education and health as well as environmental protection."
(Incorporating Economic Development into Local Government Planning – LGAQ December 2006)

RCC is working in partnership with a variety of stakeholders to make further economic development within Redlands more sustainable. This is being achieved through a wide range of activities, from Supporting School leavers with Career transition to business startup's, to business sustainability. This has helped to grow industries that facilitate importing and exporting to and from the region and attracts investment and tourism dollars to Redlands.

It is not about compromising the environment to accommodate industries that do not fit within the expectations of the Redlands community. It is about creating sustainable development that builds upon local cultural and environmental values.

Council is encouraging business to be more efficient and effective and is putting in place programs to do this. Council is targeting lifestyle, lifelong learning and educational

enterprises that support Redlands community values. This is being balanced by business enterprises and industries that import and export goods that brings money and jobs into the region.

ISSUES

Redland City Council has a number of barriers to creating a self sufficient local economy. Council has a number of initiatives in place that it considers will attract sustainable businesses to the region. By building upon local strengths and taking advantage of the City's unique assets, Council will continue to facilitate and strengthen the City's local economy.

The presentation to the committee provided a statistical analysis of the local economy and highlights some of the issues Council is trying to address (please see the attached Workshop Presentation notes from 15 June 2010). Below is a snapshot of the local economy of Redlands.

Redlands Economy Overview

- Gross Product (Local) \$4.3 billion (2009)
- Gross Product (Local) per capita \$33,828 (2009)
- 11,604 registered businesses (2007)
- Estimated population 140,691 (Jun-09)
- Unemployment 3.8% Dec-09 (Queensland 6.1%)

Redlands City Facts

- Workforce 61,700 (2006)
- Total jobs 31,100 (52% self sufficiency)
- 11% of jobs in Brisbane CBD
- Need approximately 17,000 jobs by 2031 (conflicts with presentation information)
- Largest industry
 - By employment (2006): Retail trade (6,983)
 - By value added (2009): Property & business services (\$587 million)
 - By output (2009): Manufacturing (\$2,079 million)

The statistics provide a further breakdown of the City's industry and employment make up. It also provided a comparison between the Islands and the whole of Redlands for the following statistics:

- Weekly individual incomes
- Labour force makeup
- Employment industries in Redlands
- Family & Household make up
- Internet connections

(see attached presentation of 15 June)

Points of note included:

- 92% of businesses that make up the local economy are small businesses with a turnover of under \$1 million per annum, and
- With only 52% self containment, from an employment perspective, attracting further employers to the region will have the twofold effect of keeping the labour force local and to stop the flow of spending outside the city with local employees spending their money locally.

To address some of the issues highlighted above Council has a number of initiatives in place to smooth the progress of economic growth within the City.

COUNCIL INITIATIVES

Council Support Services:

- Business Grow
- China trade and investment Officer (international relations with China & Korea)
- Business Forums
- Tourism
- Film Making
- Partnerships

For further information on these initiatives please contact Council's Economic Development Group. To supplement these initiatives Council is also in partnership with local businesses and communities to stimulate economic development at a grass roots level.

Some of the industry groups partnering with Council include:

- Redland City Chamber of Commerce
- Redlands Institute
- Traders Associations
- Capalaba Business Improvement District
- Redland Tourism
- Redland Workplace Training Group
- Regional Development Australia
- TAFE and Universities

All are working towards attract business and investment to Redlands. With this broad range of industry partners Council is building the foundations of a self sufficient local economy.

RELATIONSHIP TO CORPORATE PLAN

Economic Development is tied to the Corporate Plan through the Vision Outcome of a *Supportive and vibrant economy* and is reflected in the community priorities and strategies identified under this Outcome in the Corporate Plan 2010-15.

OFFICER'S RECOMMENDATION/ ADVISORY COMMITTEE RECOMMENDATION

Moved by: Mr R Hancock
Seconded by: Dr G Parsons

That the SMBI Communities Advisory Committee:

1. **Note the information provided on the local economy; and**
2. **Where appropriate support or provide further advice to Council regarding the initiatives outlined by Economic Development.**

CARRIED

Southern Moreton Bay Islands Communities Advisory Committee

SMBICAC WORKSHOP 6 Economic Development & Land Use Planning

**Council Chambers
Tuesday 15 June 2010
6.00pm**

Workshop Agenda

Economic development (Alan Burgess)

An Economic Development perspective

SMBI status

Land Use Planning (Wayne Dawson)

Contemporary Planning Issues

Current programs and initiatives

SMBI PLUS Review

The road ahead (Mark Conlan)

SMBICAC format, process and direction

Economic Development

By
Alan Burgess
Manager Economic Development

Overview

- **What is Economic Development?**
- **What the region looks like from an ED perspective,**
- **What are the things we are currently doing**
- **Who do we get involved with**

“Economic Development is a sustainable increase in living standards that delivers increased income, better education and health as well as environmental protection.”

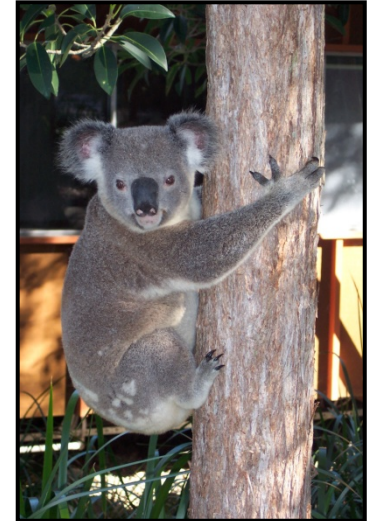
(Incorporating Economic Development into Local Government Planning – LGAQ December 2006)

Redland's Economy Overview

- **Gross Product (Local)**
 - \$4,317 million (2009),
 - 1.8% of Queensland's Gross State Product
 - Gross Product (Local) per capita \$33,828 (2009)
- **Businesses**
 - 11,604 registered businesses (2007)
- **Population**
 - Estimated Resident Population 140,691 (Jun-09)
- **Unemployment (residents)**
 - 3.8%, compared to 6.1% in Queensland (Dec-09)

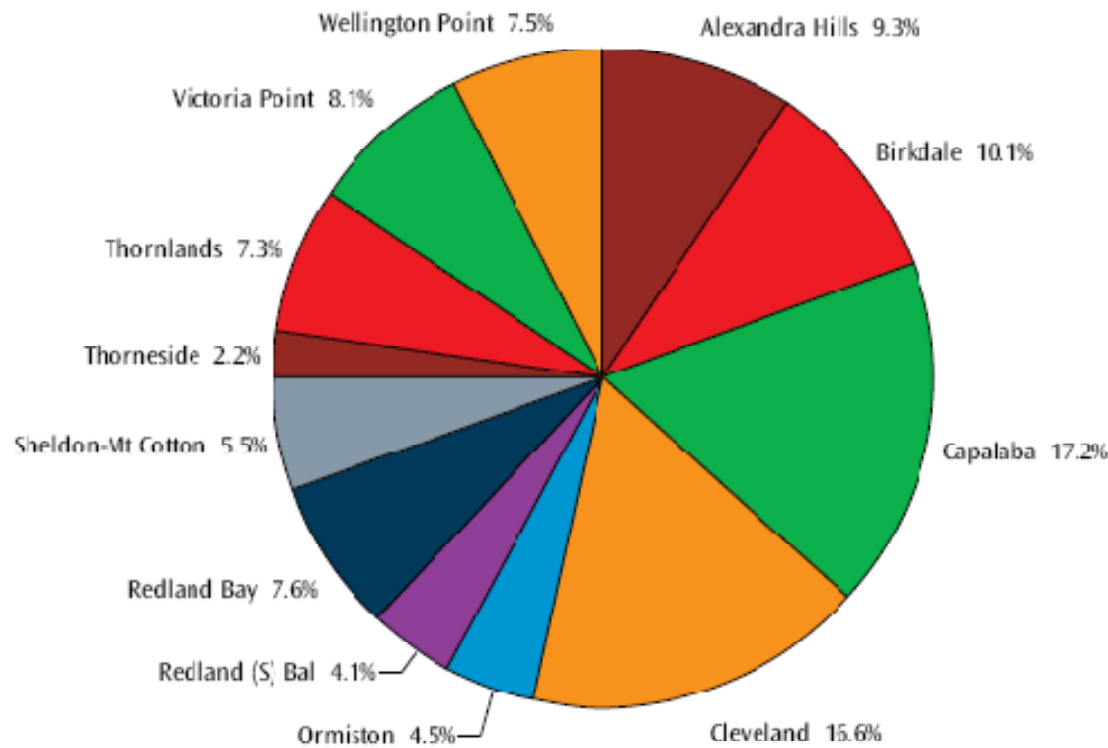
Redland City Facts

- Workforce 61,700 (2006)
- Total jobs 32,100 (52% self sufficient)
- Workforce employed locally 24,700 (40%)
- 11% of jobs in Brisbane CBD
- Need 24,435 jobs by 2031
- Largest industry
 - By employment (2006): Retail trade (6,983)
 - By value added (2009): Property & business services (\$587 million)
 - By output (2009): Manufacturing (\$2,079 million)



Businesses by Suburb

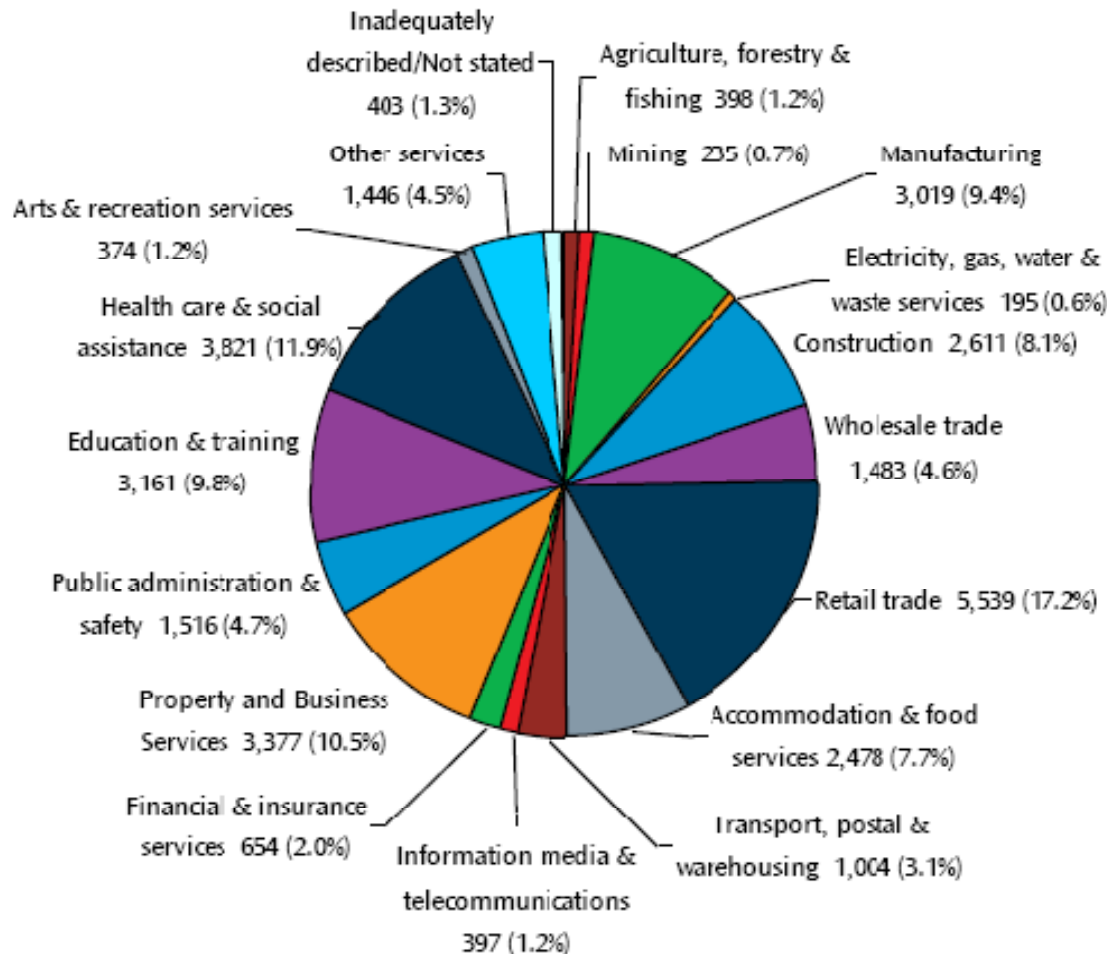
Figure 2: Redland Business Numbers by Suburb



Source: Pacific Southwest Strategy Group, 2008 based on ABS Cat 8165.009 Count of Australian Businesses 2007

Employment by Industry Sector

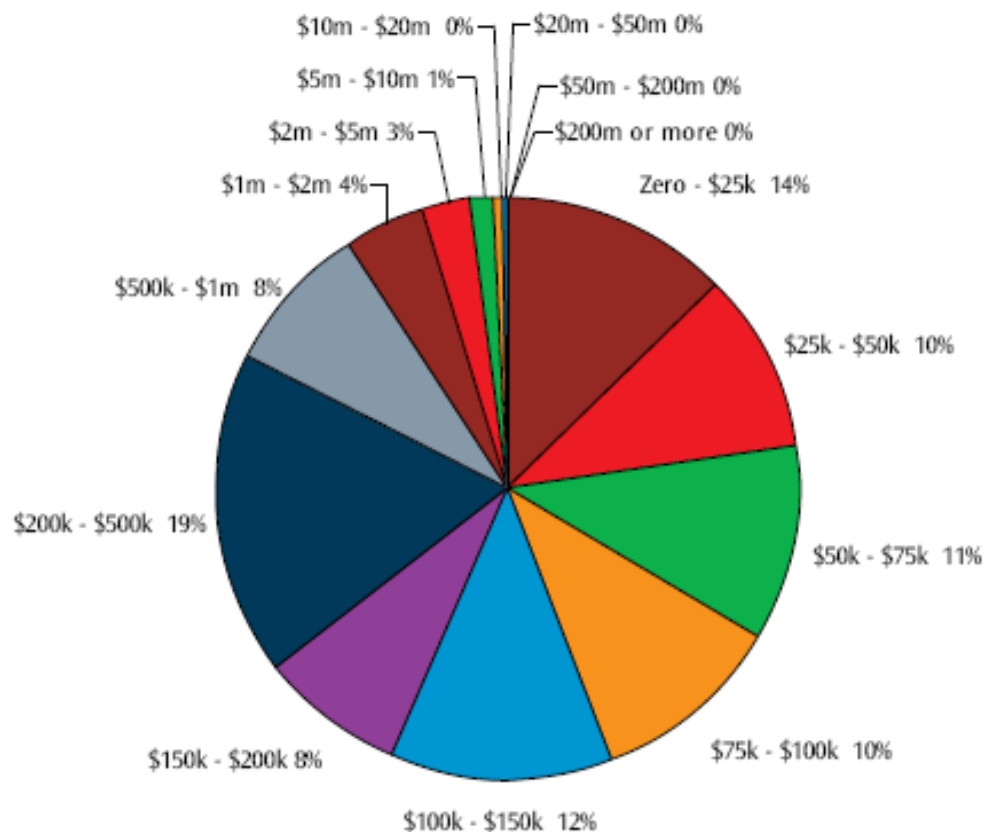
Figure 1: Redland Jobs by Industry Sector (2006)



Source: Pacific Southwest Strategy Group, 2008 based on ABS 2006 Census Data

Business by Turnover Range

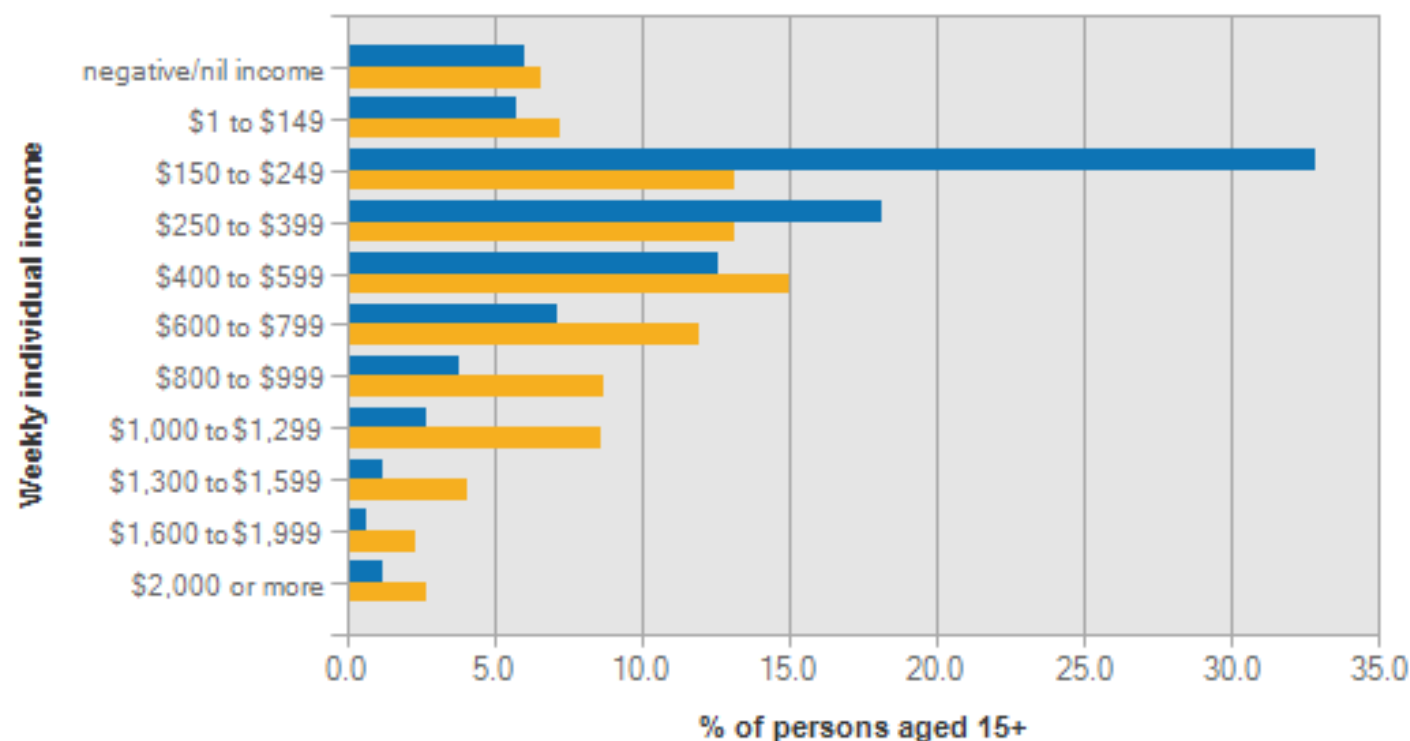
Figure 5: Redland Business Numbers by Turnover Range



Source: Pacific Southwest Strategy Group, 2008 based on ABS Cat 8165.009 Count of Australian Businesses 2007

Weekly individual income, Southern Moreton Bay Islands and Redland City, 2006 (Enumerated data)

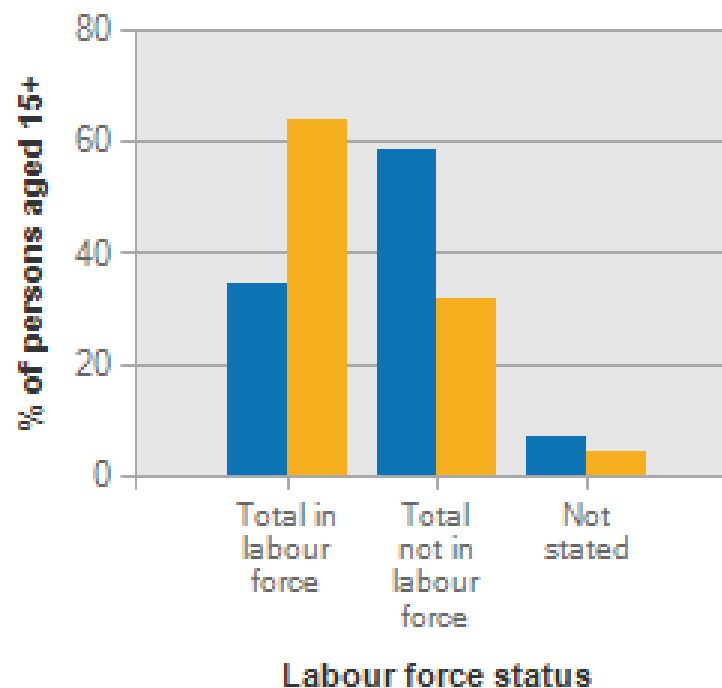
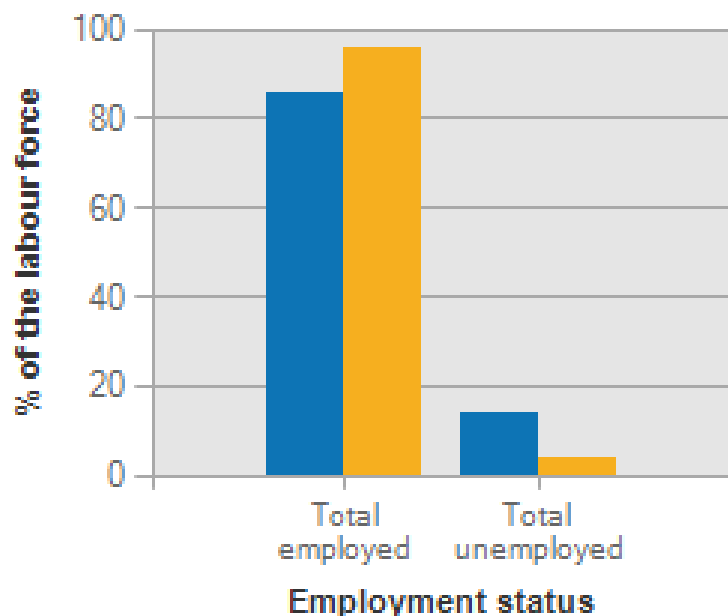
■ Southern Moreton Bay Islands
■ Redland City



Source: Australian Bureau of Statistics, 2006 Census of Population and Housing (Enumerated)

Employment and labour force status, Southern Moreton Bay Islands and the Redland City, 2006 (Usual Residence data)

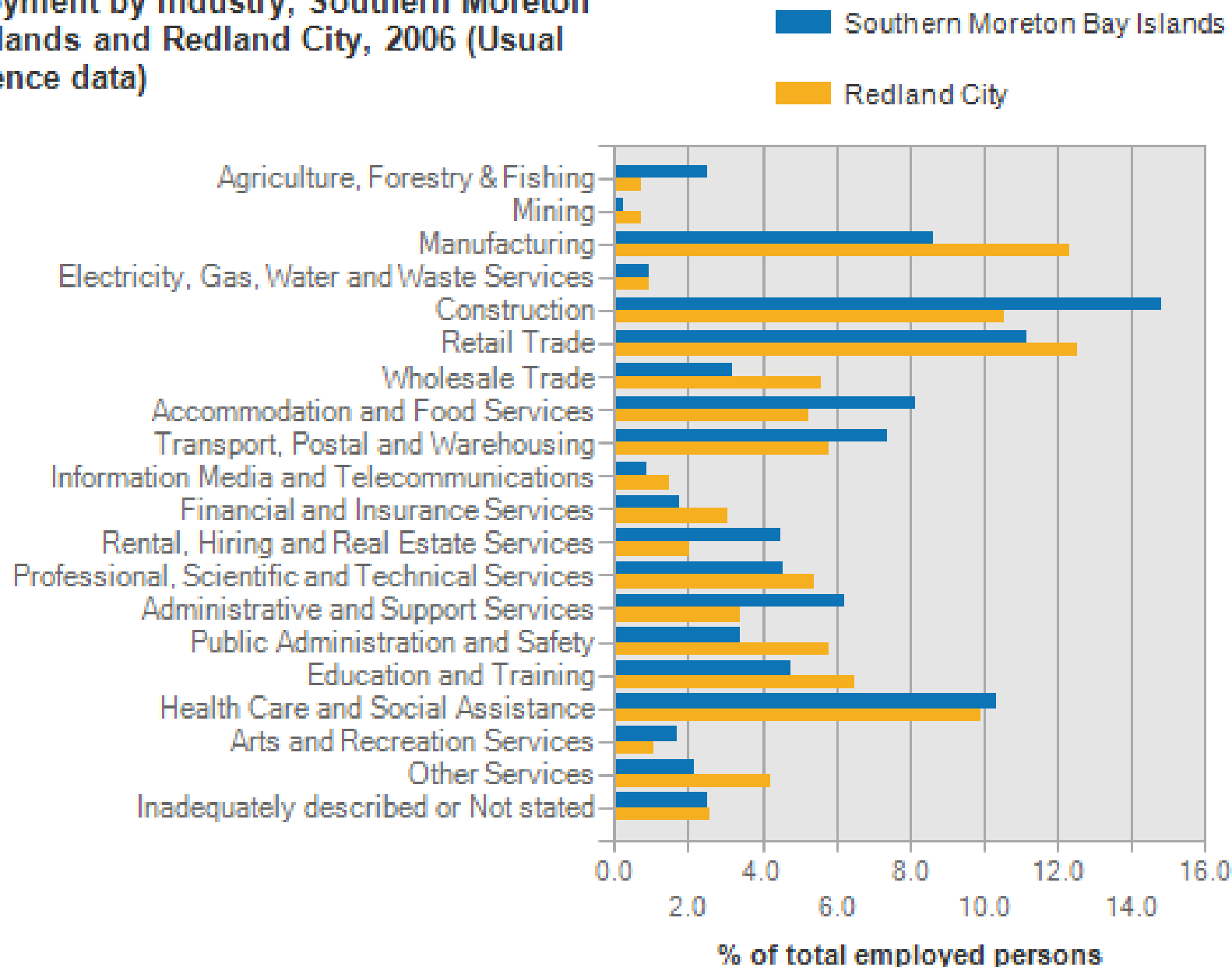
■ Southern Moreton Bay Islands
■ Redland City



Source: Australian Bureau of Statistics, 2006 Census of Population and Housing (Usual Residence)

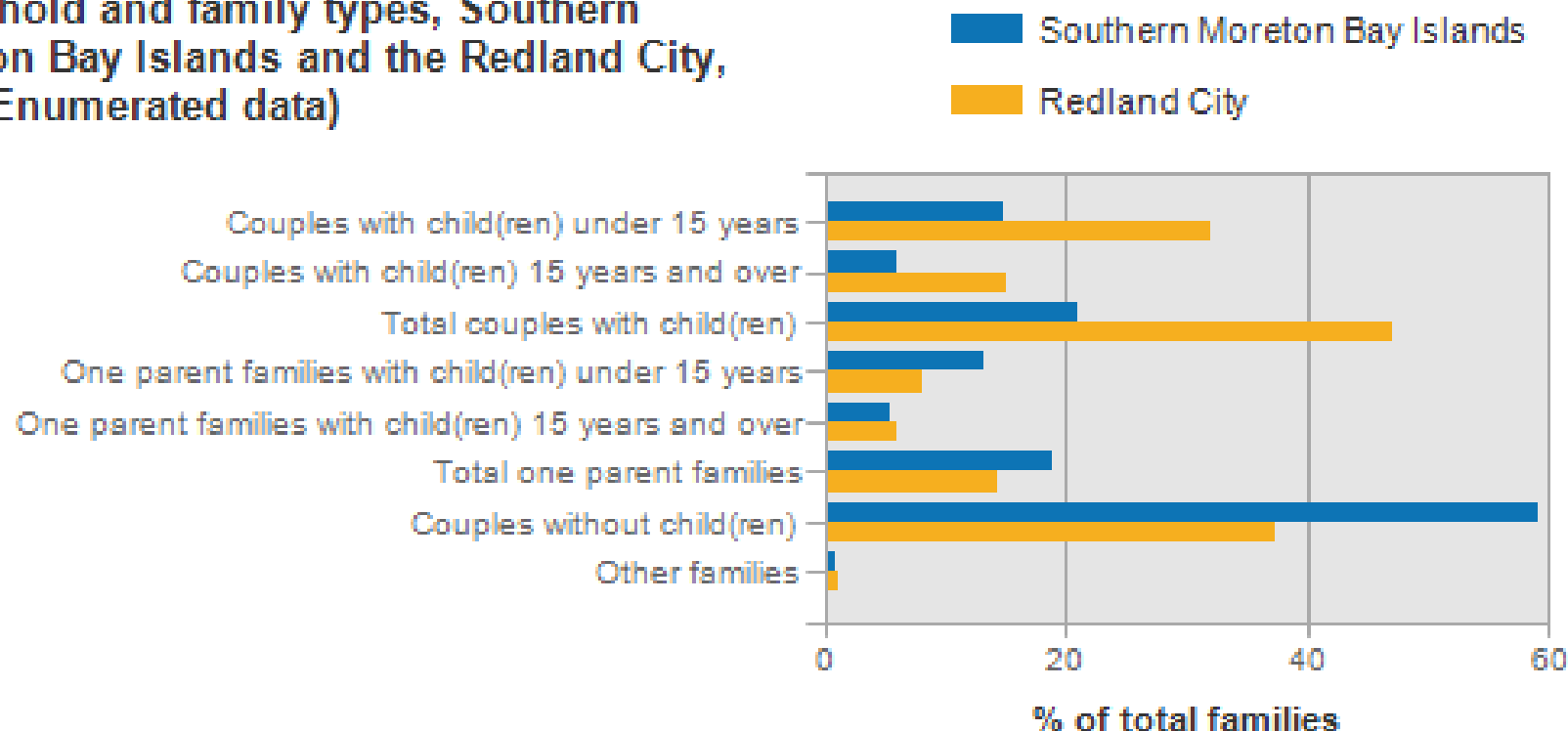
Employment by industry, Southern Moreton Bay Islands and Redland City, 2006 (Usual Residence data)

Industry (2006 ANZSIC)

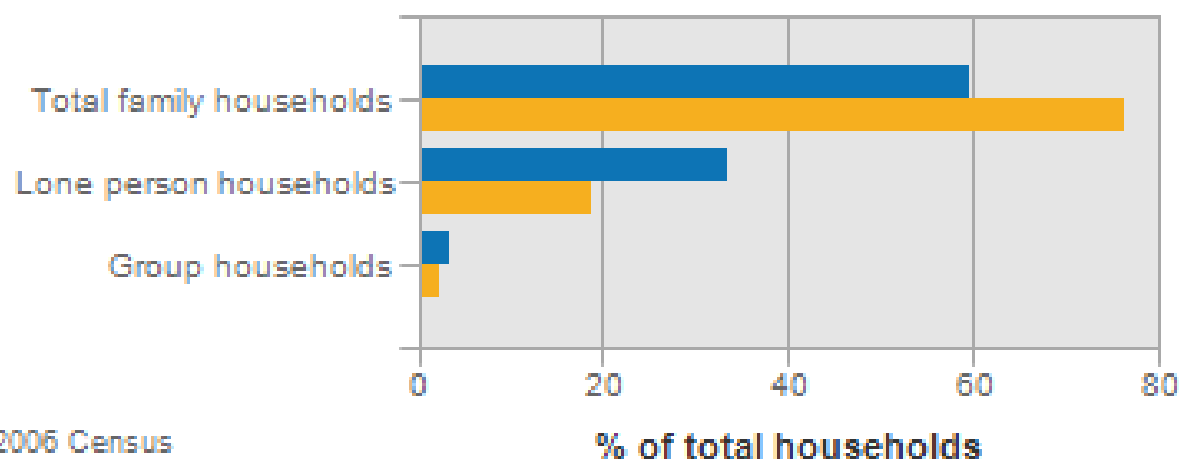


Household and family types, Southern Moreton Bay Islands and the Redland City, 2006 (Enumerated data)

Family type

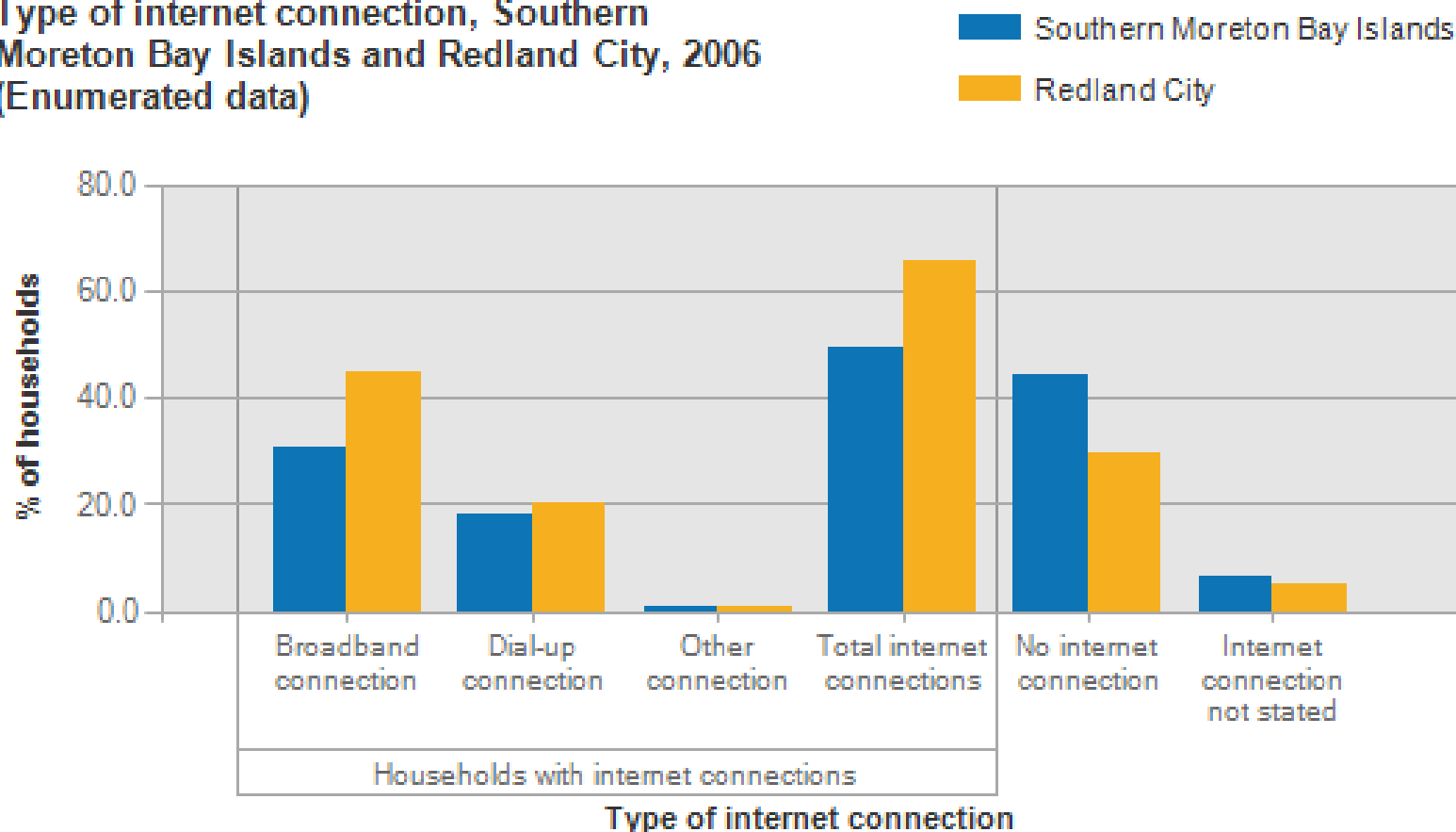


Household type



Source: Australian Bureau of Statistics, 2006 Census of Population and Housing (Enumerated)

Type of internet connection, Southern Moreton Bay Islands and Redland City, 2006 (Enumerated data)



Source: Australian Bureau of Statistics, 2006 Census of Population and Housing (Enumerated)

Council Support for Business

- **Business Grow**
- **China Trade and Investment Officer**
 - International Relations (China and Korea)
- **Business Forums and Workshops**
- **Tourism**
- **Film Making**
- **Partnerships**

Industry Groups

- Redland City Chamber of Commerce
- Redlands Institute
- Traders Associations
- Capalaba Business Improvement District
- Redland Tourism
- Redland Workplace Training Group
- Regional Development Australia
- TAFE and Universities

Thank you

Contact Details

Alan Burgess

Manager Economic Development, Redland City Council

alan.burgess@redland.qld.gov.au

Ph: 3829 8532

Land Use Planning

By
Wayne Dawson
Manager Land Use Planning

LAND USE PLANNING GROUP

Manager
Wayne Dawson – DPE001



Local Area & Strategic Planning Team

Principal Advisor Local Area & Strategic Planning
Stephen Hill – EEP001



Southern Moreton Bay Islands Planning Team

Principal Advisor – SMI
Strategy Planning
Co-ordinator
LED004 – Mark Conlan



City Wide Planning Team

Principal Advisor City Wide Planning
Marin Hunt – LED005



GIS/Spatial Analysis & Planning Team

Senior Advisor
Spatial Analysis & Planning
Mark Grenfell – LED002



Administrative Support Team

Research & Administration
Co-ordinator
Sarah Trede – LED022



Senior Strategic Planner
Michael Beekhuizen – LED023



Strategic Planner
Vanessa Mogg – LED017



Senior Strategic Planner
Jodi Poulsen – LED027



Strategic Planner
Tim Channell – LED025



Advisor
Spatial Analysis & Planning
Stephen Elliott – SAP019



Strategic Planner
Brett Hookway – LED019



Vacation Student
Vacant – DPE029

Strategic Planner
Vacant – LED011

Vacation Student
Justine Rudd – DPE031



Administration Officer
Kirsty Powell – LED012



Department Relief
Administration Officer
Chris Pearson – CMP015



Major Projects for 2010/11

Land Use Planning Group

- **SMBI Plus Review**
- **Sustainable Redlands – Ultimate Settlement Pattern, Growth Management**
- **Structure Plan – Emerging Urban Community: Kinross Road**
- **Master Plans – Principle Activity Centres: Capalaba and Cleveland**
- **City Housing Strategy**
- **Rural Futures Strategy**
- **Local Area – Neighbourhood Planning – Dunwich and Amity Point.**

Land Use Planning Overview

Contemporary Planning Issues

Sustainable Planning Regulations 2009

Advocacy on Towards Q2 Green space targets

Fast tracking development on the islands (eDA)

Current programs and initiatives

Redlands 2030 and Council's Corporate Plan

Redlands Planning Scheme Amendment 2A

SMBI PLUS Review

SMBI land use update

Land Use Planning

Contemporary Planning Issues

Sustainable Planning Regulations 2009

Updated 26 March 2010 Schedule 4



Sustainable Planning Act 2009

**Sustainable Planning
Regulation 2009**

Advocacy for the State's Towards Q2 Green space targets



**Smart eDA – fast tracking
development assessment**

**Draft Queensland Greenspace Strategy
for public comment**

**Protecting our lifestyle, environment
and places to play**

Securing 50 per cent more land for public recreation by 2020.

Land Use Planning

Redlands 2030 and Council's Corporate Plan 2010-2015



Embracing the Bay

- 3.1 Address the social, cultural and economic needs of island communities by partnering with residents and other tiers of government to deliver infrastructure, facilities and services.
- 3.4 Promote enjoyment of the bay by improving access to environmentally sensitive recreation activities, education, economic opportunities and eco-tourism

Translating this into Council's Operational Plan

Land Use Planning

Redlands Planning Scheme (RPS)

RPS Amendments

The current RPS came into effect on 30 July 2006

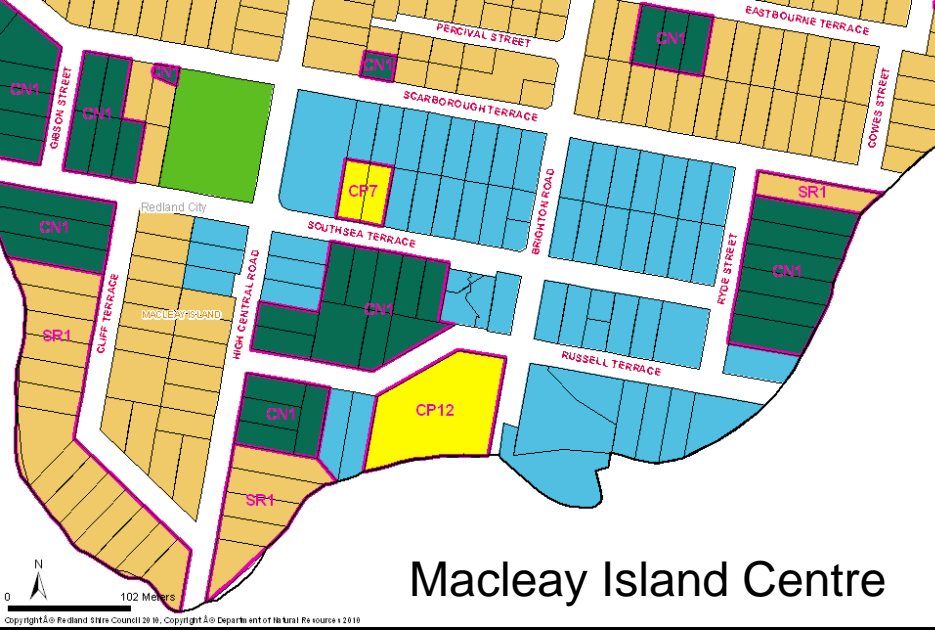
Amendments 1A and 1B adopted in 2008

RPS Version 3 came into effect on 19 April 2010

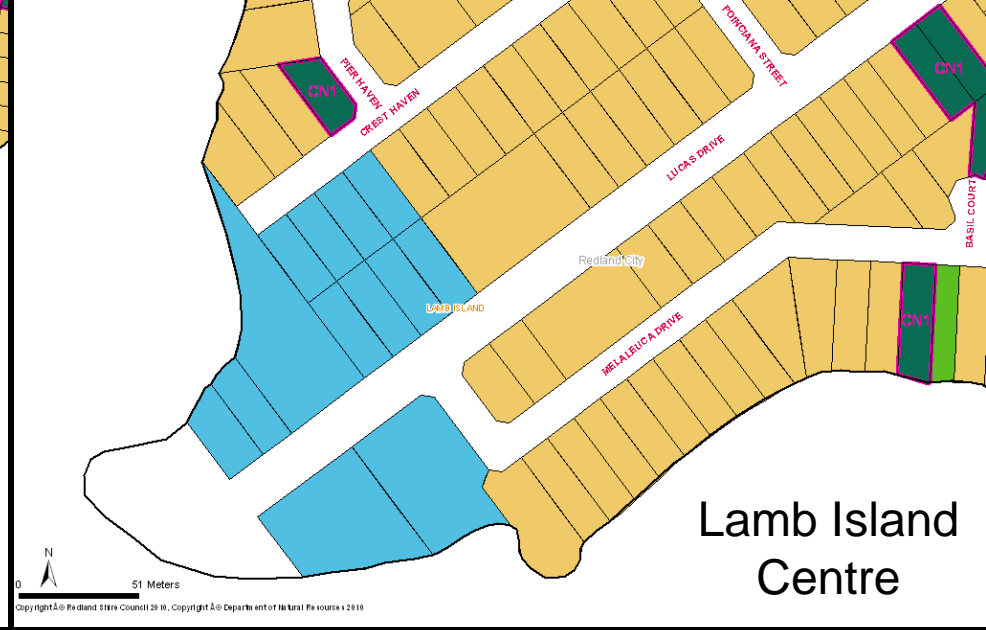
Amendment 2A will be presented to Council next month

Amendments 2B next in line

A complete RPS review will start in 2012



Macleay Island Centre

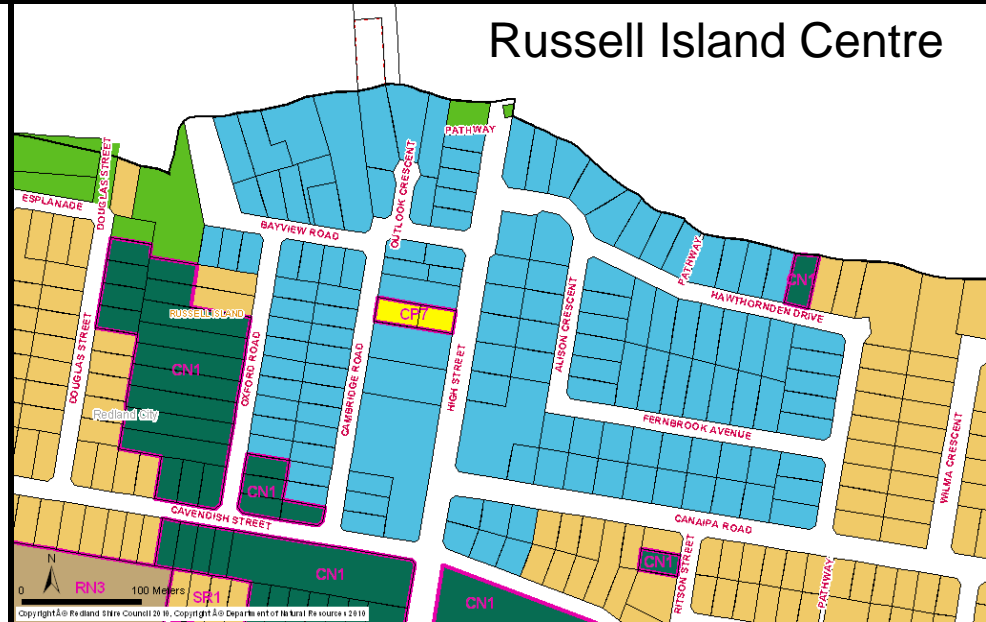


Lamb Island Centre



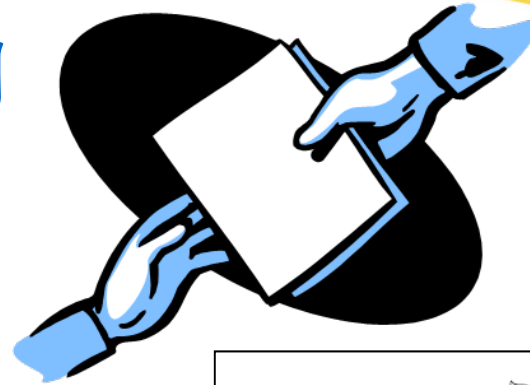
Karragarra Island

Redlands Planning Scheme impacts



Russell Island Centre

Land Use Planning



SMBI land use update

Land exchange program (next stage)

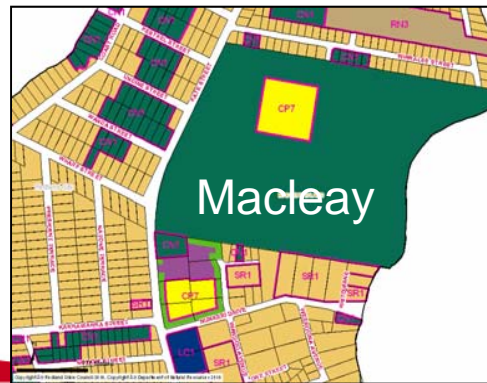
Level of lots in private ownership

Development Entitlements Act 2004

**SMBI 'Enterprise Area' review
(Macleay and Russell Islands)**



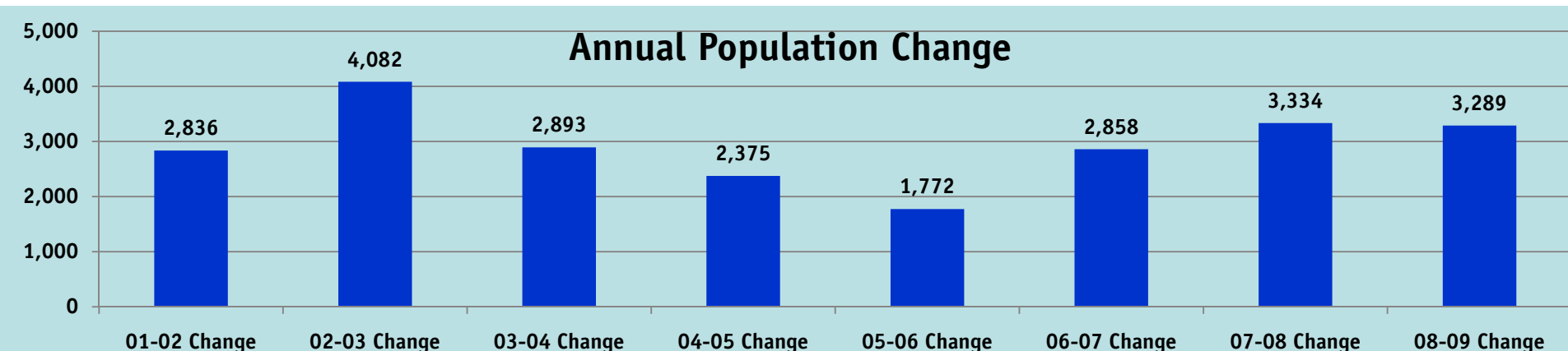
**Southern Moreton Bay Islands
Development Entitlements
Protection Act 2004**



Land Use Planning Statistical Data

Redland City Population Growth

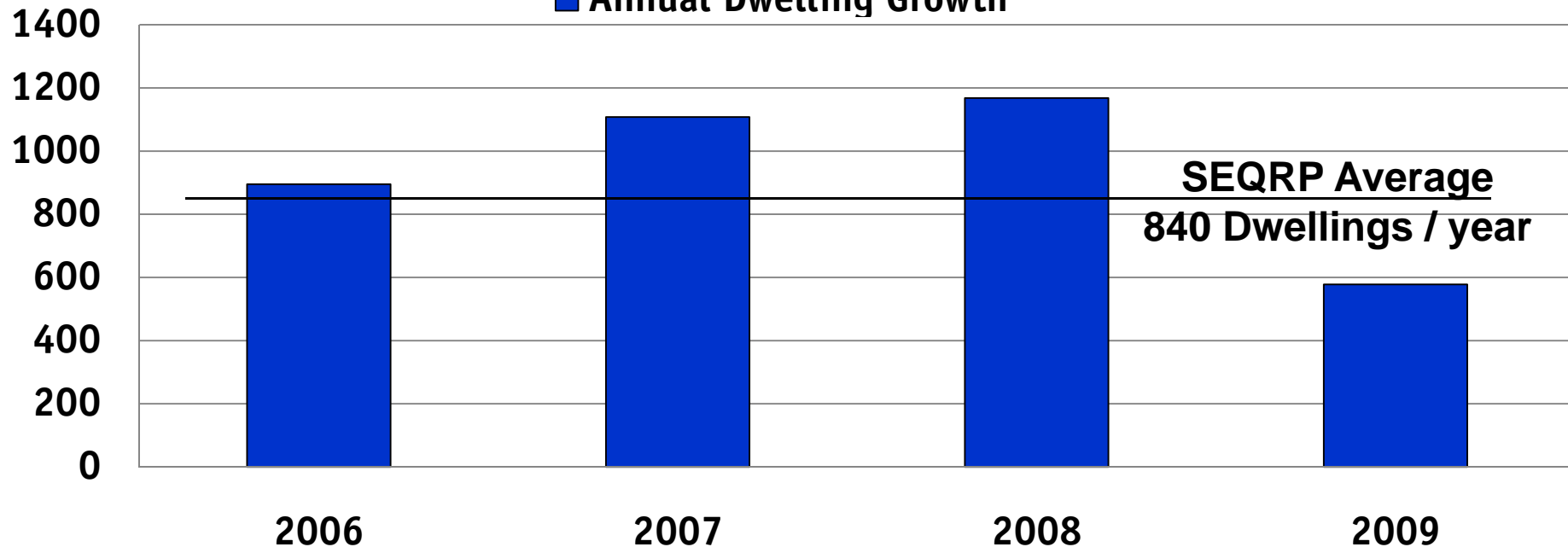
	2001 ERP	2002 ERP*	2003 ERP*	2004ERP*	2005ERP*	2006 ERP	2007 ERP	2008 ERP	2009 ERP
SLA Name									
Alexandra Hills	17,864	18,030	17,875	17,737	17,666	17,499	17,490	17,515	17,617
Birkdale	13,734	13,906	14,235	14,393	14,432	14,498	14,597	14,604	14,901
Capalaba	17,709	17,774	17,811	17,712	17,688	17,589	17,551	17,650	17,804
Cleveland	13,203	13,409	13,701	13,771	13,907	13,979	14,088	14,413	14,763
Ormiston	5,209	5,422	5,518	5,550	5,569	5,601	5,802	5,886	6,015
Redland Bay	7,093	7,585	8,672	9,478	10,218	11,094	11,878	12,746	13,300
Sheldon-Mt Cotton	4,457	4,536	4,671	4,853	4,959	4,997	5,148	5,382	5,724
Thorneside	3,488	3,557	3,595	3,543	3,553	3,570	3,578	3,625	3,640
Thornlands	7,627	7,816	8,656	9,563	10,242	10,798	11,711	12,224	12,735
Victoria Point	12,184	12,522	13,035	13,409	13,906	14,040	14,318	14,851	15,156
Wellington Point	8,582	9,268	9,872	10,203	10,334	10,481	10,684	11,029	11,281
Redland (C) Bal	6,102	6,263	6,529	6,851	6,964	7,064	7,223	7,477	7,755
Mainland Total	111,150	113,825	117,641	120,212	122,474	124,146	126,845	129,925	132,936
City Total	117,252	120,088	124,170	127,063	129,438	131,210	134,068	137,402	140,691



Land Use Planning

Dwelling Growth 2006-2009

■ Annual Dwelling Growth



New Dwelling Approvals - 6 Monthly Splits							
Island	2006 (Jan to 30 June)	2006 (July to 31 Dec)	2007 (Jan to 30 June)	2007 (July to 31 Dec)	2008 (Jan to 30 June)	2008 (July to 31 Dec)	2009 (Jan to 30 June)
Karragarra	4	5	2	0	2	1	0
Lamb	3	5	6	9	2	2	2
Macleay/Perulpa	32	40	49	45	57	29	28
Russell	34	47	64	65	76	39	38
TOTAL:	73	97	121	119	137	71	68

Land Use Planning

Current Planning programs and initiatives

Mapping and dataset improvement

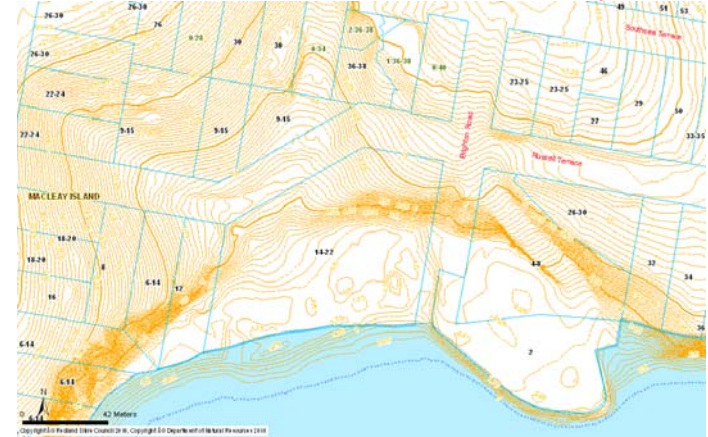
Contours to 200mm

Aerial Photography updates

State Working Group

Terms of reference agreed

First meeting early July



Jetty Area, Macleay Island

Land Use Planning

SMBI PLUS REVIEW

Committee input

Realignment with contemporary priorities

Realignment with contemporary planning documents

Redlands 2030 Community Plan

RCC Corporate Plan 2010-15

Council expectations

Reprioritisation of strategic planning issues

Service levels and funding models

Robust workable plan into the future (minimum of ten years)

Council and Community endorsement

Land Use Planning

Any questions?



The road ahead

Committee format, process and direction

SMBI PLUS Review

Change in schedule for future workshops and meetings

Change in proposed outputs from workshops and meetings

Change in newsletter production

The road ahead

Committee progress

Planning and Policy overview

SMBI PLUS Realignment and Review

Change in format and direction

Maximising the Committee's advice

Committee outputs

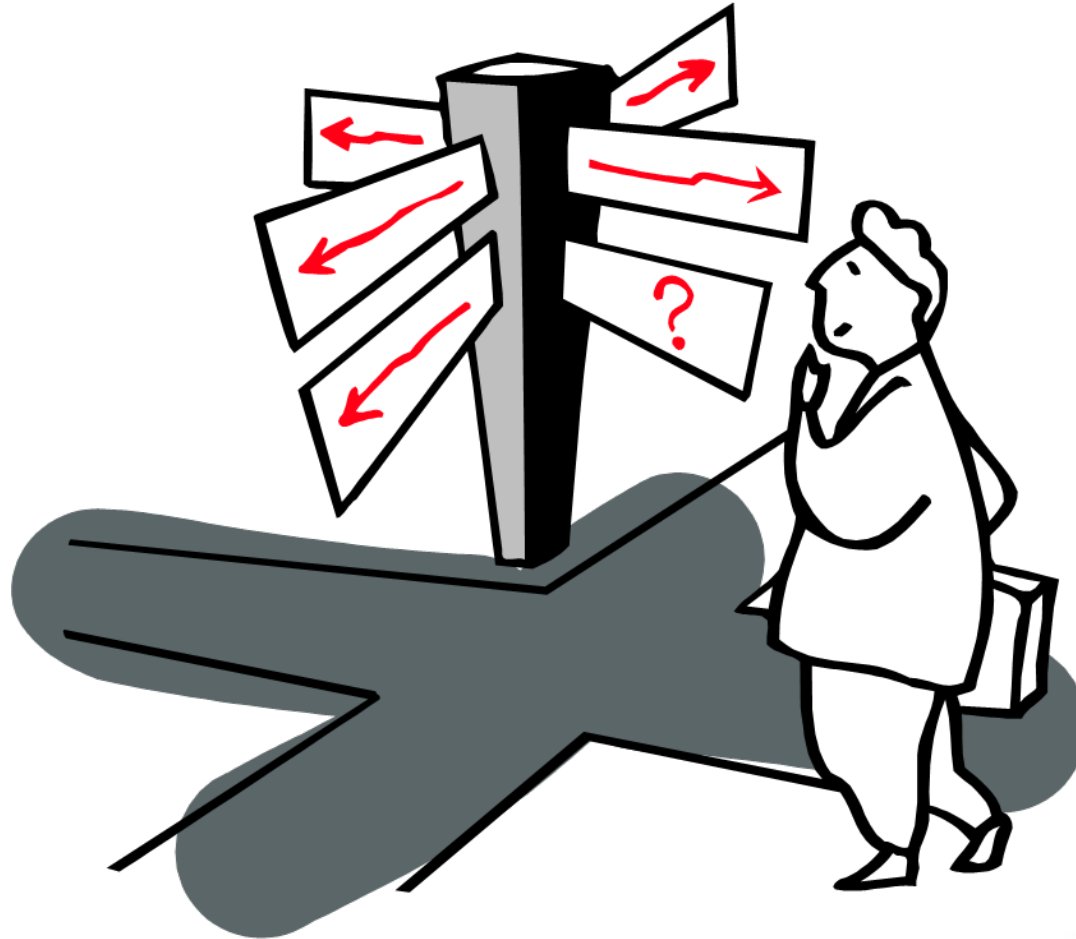
Contemporary planning document (output of advice to Council)

Reprioritisation of strategic planning issues

Community endorsement of process and outputs

The road ahead

Any questions?



6.2 ECONOMY ID – REDLAND CITY ECONOMIC PROFILE

Dataworks Filename: GOV SBI Advisory Committee
Responsible Officer Name: Alan Burgess
Manager Economic Development Group
Author Name: Mark Conlan
Principal Adviser - SBI Strategy Planning
Coordinator

EXECUTIVE SUMMARY

Council has commissioned *economy.id* to create an economic profile of the Redlands. This Economic Profile provides a wide variety of economic information for individual regions within Redlands and for the City as a whole. This is an electronic tool available to both Council and the wider public.

PURPOSE

To inform the Advisory Committee of a new tool to assist Council and the wider community in developing the Redlands' local economy.

BACKGROUND

Council has commissioned *economy.id* to build an economic profile of the Redlands. *economy.id* have created a tool available for Council and Council has made it accessible to the wider community. Users are able to drill down to specific regions within the City and to refine searches to industry types and volumes of turnover. The link below will take you to the *economy.id* website.

<http://economy.id.com.au/Default.aspx?id=348&pg=6000>

ISSUES

After some initial experimentation with the site's functions, the above web site provides very specific economic data about the Redlands. This allows the end user to extract the most up to date ABS data on the Redlands' local economy.

This is a tool that will assist local businesses in adapting to the evolving local economy and will help Council tailor planning to maximise the local economy's competitive advantage.

RELATIONSHIP TO CORPORATE PLAN

Economic Development is tied to the Corporate Plan through the Vision Outcome of a *Supportive and vibrant economy* and is reflected in the community priorities and strategies identified under this Outcome in the Corporate Plan 2010-15.

The Economy ID Profile is linked to Strategy 6.1 which will provide business support to local companies.

**OFFICER'S RECOMMENDATION/
ADVISORY COMMITTEE RECOMMENDATION**

Moved by: Mr L Shipley
Seconded by: Ms P Gaven

That the SMBI Communities Advisory Committee note the information provided on the ID Profile of the Redlands economy.

CARRIED

6.3 LAND USE PLANNING GROUP – REDLAND CITY COUNCIL LAND USE PLANNING

Datworks Filename: GOV SMBI Advisory Committee

Attachments: [Economic development and land use planning presentation of 15 June](#)

Responsible Officer Name: Wayne Dawson
Manager Land Use Planning Group

Author Name: Mark Conlan
Principal Adviser - SMBI Strategy Planning
Coordinator

EXECUTIVE SUMMARY

The Planning and Policy Department, through the Land Use Planning Group (LUP), presented an overview of land use planning for the islands, to the SMBI Communities Advisory Committee on the 15th of June. Wayne Dawson presented an overview of the issues impacting land use planning across the city and the islands.

The committee was presented with current issues impacting land use planning and how this has impacted upon Council's Planning Scheme. Projects being undertaken by the Land Use Planning Group were reviewed. Contemporary planning within Council was looked at and how this impacts future land use planning on the islands.

PURPOSE

To inform the Advisory Committee of the work being undertaken by Council in relation to Land Use Planning across the city and the islands.

BACKGROUND

Since being transferred control of the islands by the State Government in 1973, Council has continually reviewed land use planning on the SMBI. This ongoing revision directly contributes to the sustainable development and growth of the SMBI. This is undertaken within the constraints of a historical subdivisional pattern with lots predominantly privately owned. Add to this the external influences of other governing bodies, community concern over the future of the islands and contemporary planning influences within Council (e.g. Redlands 2030).

Contemporary Planning Issues (State government objectives)

- Sustainable planning regulations 2009 (updated Schedule 4, 26 March 2010)
 - State legislative changes that impact how development is assessed.
- Advocacy on Towards Q2 green space targets
 - 50% increase of conservation areas across Queensland by 2020.

Current Programs and initiatives (Council objectives)

- Redlands 2030 and Council's Corporate Plan
 - The platform for planning the next 20 years of Redlands growth and development.
 - Redlands Planning Scheme Amendment 2A
 - Refining the planning controls of the City in line with changing legislation and to better facilitate growth within the region.
-

- Fast tracking development on the islands (eDA)
 - New assessment controls (accelerated DA's) that will fast track development assessments of specific low risk forms of development that meet identified criteria (e.g. residential dwelling).
- SMBI PLUS Review
 - Reprioritising the needs of the islanders and aligning identified strategies with the Community and Corporate Plans

REDLANDS PLANNING SCHEME (RPS)

The RPS is the planning control instrument of how development will be planned and managed throughout the city. This is a living document that is continually being reviewed in light of legislative changes and policy development and refinement. The islands have been a part of the Council's Planning Schemes since the 1976 Town Plan. It has seen a number of changes since this initial plan with reviews undertaken in 1988, 1998 (with the introduction of the Integrated Planning Act) and 2006.

Below is a brief history of the current RPS that was adopted by Council in 2006.

- The current RPS came into effect on 30 July 2006
- Amendments 1A and 1B were adopted in 2008
- RPS Version 3 came into effect on 19 April 2010
- Amendment 2A has been presented to Council and adopted for first interest review (July 2010)

Amendment 2B is next in line with a complete review of the Planning Scheme to commence in 2012. These reviews ensure Council is keeping pace with contemporary planning and its outcomes directly influence development across the City.

A major review of the Planning Scheme must be carried out every 10 years. Council's current Planning Scheme review must be completed under statutory requirement by 2016.

ISSUES

Land use planning practices are continually evolving both within Council and through external influences of State legislation. To keep up-to-date with these changing influences Land use Planning are undertaking the following projects in 2010-11.

LUP MAJOR PROJECTS

- Sustainable Redlands
 - Ultimate settlement pattern and growth management
- Structure Plan
 - Emerging Urban Community: Kinross Road
- Master Plans
 - Principle Activity Centres: Capalaba and Cleveland
- City Housing Strategy
- Rural Futures Strategy
- Local Area Neighbourhood Planning – Dunwich and Amity Point
- SMBI PLUS Review

These projects are in direct response to the outcomes of previous planning initiatives and contemporary planning issues.

WHAT'S BEEN DONE AND WHAT'S GOING ON**SMBI land use issues being planned for**

- Land exchange program
- wanting to build upon previous successes
- next stage awaiting State approval
- The level of lots in private ownership across the islands
- Development Entitlements Act 2004
- SMBI 'Enterprise Area' reviews
- Macleay and Russell Islands

LUP Statistical Overview

An overview of statistical information that impacts land use planning was presented to the committee. This included information based on both Census data from 2006 and Council's internal data from 2009. Population growth across the city and on the islands showed consistent growth patterns. But the level of growth experienced in both city wide and SMBI residential development during 2008/09 has shown some decline. This is in line with the global economic crisis and is reflected across the State.

Current Planning programs and initiatives

Further to the above projects, Land Use Planning is also continually updating and improving on the tools needed to manage development across the city. This includes:

- Mapping and dataset improvement
 - Contour mapping to 200mm,
 - Aerial Photography updates, and
 - The new NearMap contract provides Council with city wide aerial photography updates approximately every 2 to 3 months.

Partnership with the State Government

Council is also working with various State departments to better coordinate the planning and implementation of critical services to the islands. This is coordinated through a State Senior Officers Working Group. The Working Group has an agreed Terms of reference and had its inaugural meeting at Council in early July.

The above projects and external influences are also impacted by contemporary planning within Council.

CONTEMPORARY PLANNING

In line with changes in State legislation, Redlands is one of the first Council's to release their Community Plan (Redlands 2030). With the release of the Community Plan, Council also realigned its Corporate Plan 2010-15 to reflect these community driven objectives. These changes impact all areas of Council including Land Use Planning.

Redlands 2030 and Council's Corporate Plan 2010-2015*Embracing the Bay*

3.1 Address the social, cultural and economic needs of island communities by partnering with residents and other tiers of government to deliver infrastructure, facilities and services.

3.4 Promote enjoyment of the bay by improving access to environmentally sensitive recreation activities, education, economic opportunities and eco-tourism

The above quotes from the Community and Corporate Plans will support initiatives to improve the quality of life of all islands' residents. This needs to be translated into workable plans that Land Use Planning can incorporate into the RPS and influence development with these guiding objectives in mind.

FORWARD PLANNING

SMBI PLUS Review

As previously discussed, SMBI PLUS is being reviewed to reprioritize and realign its strategies with contemporary planning. This will be undertaken through a variety of resources including input from the SMBI Communities Advisory Committee. This will ensure planning reflects the current issues impacting the islands and that identified priorities address what is needed now to build sustainable futures across the SMBI.

Committee input

- Realignment of SMBI PLUS with contemporary priorities
- Realignment of SMBI PLUS with contemporary planning documents
 - Redlands 2030 Community Plan
 - RCC Corporate Plan 2010-15
 - RCC 10 Year Capital Works Program

Council's expectations

- Reprioritisation of strategic SMBI planning issues
- SMBI service levels and potential funding models
- A robust workable plan into the future (minimum of ten years)
- Council and Community endorsement of SMBI PLUS review outcomes

The SMBI PLUS Review and other Land Use Planning initiatives identified above will positively influence the future development and growth of the islands.

RELATIONSHIP TO CORPORATE PLAN

Land use planning and its work program are directed by the Corporate Plan and the annual Operational Plan through a variety of community vision outcomes. Whilst directly aligned to *Wise planning and design*, land use planning impacts all vision outcomes in the Redlands 2030 Community Plan. It also underpins the outcome of the Corporate Plan 2010-15 objective of an efficient and effective organisation through informed planning decision making.

OFFICER'S RECOMMENDATION

That the SMBI Communities Advisory Committee:

1. note the information provided on land use planning; and
2. where appropriate support or provide further advice to Council regarding the initiatives outlined by Land Use Planning.

ADVISORY COMMITTEE RECOMMENDATION

Moved by: Mr R Harris
Seconded by: Ms C Stubbs

That the SMBI Communities Advisory Committee:

- 1. Note the information provided on land use planning;**
-

2. Where appropriate support or provide further advice to Council regarding the initiatives outlined by Land Use Planning; and
3. Congratulate Council on the establishment of the State Senior Officers Working Group which we hope will raise the profile of SMI and increase facilities and services.

CARRIED

6.4 REPORT TO COUNCIL ON SELF ASSESSMENT FOR DWELLING HOUSES ON THE ISLANDS

Dataworks Filename: GOV SMBI Advisory Committee
Responsible Officer Name: Wayne Dawson
Manager Land Use Planning Group
Author Name: Mark Conlan
Principal Adviser - SMBI Strategy Planning
Coordinator

EXECUTIVE SUMMARY

This report highlights impacts of changing planning legislation on Council's planning instruments and development assessment processes. The Sustainable Planning Act 2009 (SPA) and Sustainable Planning Regulations 2009 provides that a dwelling house and other Class 1a and 10 building structures are exempt if they meet certain assessment criteria outlined in Schedule 4 of the 2009 Regulations. Dwelling Houses are code assessable under the current Redlands Planning Scheme. Council is undertaking a review of this level of assessment and will ensure development on the islands continues sustainably.

PURPOSE

To inform the Advisory Committee of changes to planning legislation that effect residential development on the islands.

BACKGROUND

Last year the State Government introduced the Sustainable Planning Act 2009 and its Regulations which superseded the Integrated Planning Act 1997. This Act has had wide ranging impacts on how Councils plan for and assesses development. The impacts of these changes on residential development, more specifically dwelling houses, are discussed below.

Following on from Council's resolution in June 2010 not to apply the exemption of duplexes across the city, including the islands, a report was presented to Council at the Planning and Policy Committee meeting held on 4 August 2010. The report will be circulated at this meeting.

ISSUES

At the General Meeting on the 24 February 2010 a Council resolution was passed which requested "that a report be brought to Council regarding the need for MCU's on the Bay Islands on SMBI Residential lots over 500m². Why dwelling houses could not be made self assessable (for a material change of use) and accessed by a Building Certifier and Plumbing Department for plumbing works only. The report to Planning and Policy of 4 August was the response to this request.

Under SPA, development can be identified as self-assessable by Council where development is consistent with the intent of the zone and is of a minor nature or 'low risk' with limited potential for impact on the environment and/or the residential amenity. This decision requires careful consideration given that site specific planning and infrastructure issues on many SMBI Residential lots remain unresolved.

Under the current Redlands Planning Scheme (RPS) SMI Residential development requires a Material Change of Use, making the application Code Assessable. Schedule 4 of the SPA Regulations 2009 contains provisions that can make residential development exempt. For low risk residential development that is not exempt there is further potential for fast tracked development assessment through the eDA process.

These changes create a number of risks to Council in limiting its ability to better manage inappropriate residential development on the islands. Council is investigating solutions to ensure future residential development will not adversely impact the sustainable development of the islands. As part of the next schedule of amendments to the RPS, dwelling houses will have a refined set of acceptable solutions that will allow more efficient assessment of residential development on the islands.

RELATIONSHIP TO CORPORATE PLAN

The above changes to planning legislation directly impacts the Corporate Plan 2010-15 **Strategy 5.9** Promote housing diversity, choice and affordability to address the city's current and future needs, incorporating medium density housing within and around the city's centres and transport nodes.

OFFICER'S RECOMMENDATION

That the SMI Communities Advisory Committee review and provide feedback and advice to Council on the issues raised above.

ADVISORY COMMITTEE RECOMMENDATION

Moved by: Mr R Harris
Seconded by: Mr R Hancock

1. That the SMI Communities Advisory Committee review and provide feedback and advice to Council on the issues raised above.
2. The Planning and Policy Committee report of 4th August 2010 on self assessment for dwelling houses on the Islands be circulated to all members prior to the next workshop and this matter be listed as an item for discussion at that next workshop.
3. Members would like to see:
 - a. Consideration to greater densities near to the ferry terminals and less development further out from these principal activity areas;
 - b. Residents walking and cycling rather than the use of cars;
 - c. Tree protection; and
 - d. Removal of noxious weed species.

CARRIED

6.5 LAND USE PLANNING GROUP – HALF DAY VISIONING WORKSHOP

Datworks Filename: GOV SMBI Advisory Committee

Attachments: [SMBICAC Half Day Workshop presentation of 17 July](#)

Responsible Officer Name: Wayne Dawson
Manager Land Use Planning Group

Author Name: Mark Conlan
Principal Adviser - SMBI Strategy Planning
Coordinator

EXECUTIVE SUMMARY

The Planning and Policy Department, through the Land Use Planning Group (LUP), undertook a half day workshop on 17 July with members of the SMBI Committee. The intent of the Workshop was to review:

- the Southern Moreton Bay Islands (SMBI) Vision outlined in SMBI PLUS,
- the guiding principles behind the vision, and
- the reprioritisation of strategies after ten years of planning and implementation.

The Workshop was externally facilitated to maximise the attendees input into the topics discussed. Please see the attached SMBICAC Workshop Report for further information.

PURPOSE

To inform the Advisory Committee of the outcomes from the half day Workshop held on 17 July 2010.

BACKGROUND

As discussed previously SMBI PLUS is in need of review. Since its endorsement in 1999/2000 it has guided strategic planning for the Southern Moreton Bay Islands across all Council Departments. The review of SMBI PLUS will identify what has been done, what still needs to be done and will reprioritise strategies that address critical issues impacting the islands today.

The review needs to be undertaken in light of contemporary planning within Council and across the Community. This Workshop is a stage of this review process. As the review process continues a draft document will be created. This draft document will be made available for public comment early next year.

ISSUES**CONTEMPORARY PLANNING**

In April this year, the Honourable Desley Boyle, Minister for Local Government and Aboriginal and Torres Strait Islander Partnerships, launched Redlands 2030. This document has far reaching ramifications for Council's planning over the next twenty years and is founded on community input and priorities. Council's Corporate Plan 2010-15 has been aligned to the Community Plan with all future planning in Council needing to reflect the community's visions for the future of the city.

This realignment was the basis for the Workshop, with the intent to validate the SMBI PLUS Islands' vision, reaffirm its guiding principles and to realign and reprioritise SMBI PLUS strategies with community vision outcomes.

Workshop Overview

1. Planning Overview
2. Visioning – Is the SMBI PLUS Vision still relevant today?
3. Guiding principles – Reviewing what guides the Islands vision
4. Strategic Priorities – Realigning strategies to contemporary priorities

1. PLANNING OVERVIEW

Council's Planning Hierarchy

Redlands 2030 Community Plan
Redland City Council Corporate Plan 2010-15
Redland City Council Strategic Planning
SMBI PLUS Review (*our objective*)
Redland City Council Operational Plans

Documents SMBI PLUS influences

Redland City Council Financial Strategy 2010-2020
Redland City Council Ten Year Capital Works Plan
Redland City Council Operational Plan 2010-11

2. VISIONING EXERCISE

Attendees were broken up into two groups which explored their vision for the islands in light of the SMBI PLUS Islands Vision. The Islands' Vision was reviewed to ensure its continued relevance today. The issues that drove the creation of the Vision were explored and their impacts on future planning for the islands. The vision will continue to be refined over time and community input will be sort on its review early next year.

3. GUIDING PRINCIPLES

Under SMBI PLUS, the guiding principles for the future planning of the islands are the Islands' Vision and Ecologically Sustainable Development. These principles are underpinned by secondary principles that influence the planning strategies for the future of the islands. The secondary principles identified below were also reviewed to ensure their impacts have not changed since their creation in 1999/2000.

Secondary Principles

More appropriate levels of development
Protection of high conservation areas
Land subject to flooding and tidal inundation
Protection of aquatic systems
Water based transport
Appropriate levels of infrastructure
Islands specific solutions
Implementation costs

4. STRATEGIC PRIORITIES

The above guiding and secondary principles laid the foundation for the strategies contained within SMBI PLUS. The Workshop attendees undertook a group exercise to realign the SMBI PLUS strategies with the vision outcomes of the Community and Corporate Plans. The attached SMBICAC Workshop Report highlights the outcomes of this exercise.

SMBI PLUS Strategies

The SMBI PLUS strategies are outlined in the attached Workshop presentation notes. For further information please visit the internet address below.

<http://www.redland.qld.gov.au/SiteCollectionDocuments/RSC/RSC%20Documents/Plans/SMBI/Planning-LandUseStrategy.pdf>

These strategies require realigning to contemporary planning within Council. This will make the reviewed SMBI PLUS easier to translate into actions in Council's operational plans and budgets. The vision outcomes within the Community Plan are listed below. These vision outcomes directly influence planning across the city, including the islands.

Redlands 2030 Community Plan

- Healthy Natural Environment
- Green Living
- Embracing the Bay
- Quandamooka Country
- Wise Planning and Design
- Supportive and Vibrant Economy
- Strong and Connected Communities
- Inclusive and Ethical Governance

The dominant issues identified on the day relate to previous strategies identified in SMBI PLUS. These include issues tied to:

- Transport and access
- Infrastructure provision
- Community and social services (including health)
- Conservation and landscape values

These issues need to be aligned with their respective vision outcomes in the Community Plan. A further exercise undertaken on the day was a gap analysis to identify what is missing from the plans. The SMBI PLUS review will undertake further investigations into what has been done, what is being planned and what is missing. This will be reported back to the community early next year.

In all the workshop was a success. The Committee was able to expand its advice to Council on strategic planning issues tied to the islands. The outcomes of the Workshop (see attached report) will be incorporated into the SMBI PLUS review.

RELATIONSHIP TO CORPORATE PLAN

SMBI PLUS and the future planning for the islands is integrally aligned to the Corporate Plan. It influences all vision outcomes from both the Redlands 2030 Community Plan and Council's Corporate Plan 2010-15.

**OFFICER'S RECOMMENDATION/
ADVISORY COMMITTEE RECOMMENDATION**

Moved by: Mr R Harris
Seconded by: Mr R Hancock

1. That the **SMBI Communities Advisory Committee:**
 - a. note the information provided on the visioning workshop; and
 - b. continue to provide advice to Council regarding strategic planning for the islands.
2. That Council be advised that the **SMBI Communities Advisory Committee will continue with refinement of work undertaken to date with the intent of submitting advice to Council on a revision of the 2000 Vision Statement and Guiding Principles within the SMBI Planning and Land use Strategy.**

CARRIED

SOUTHERN MORETON BAY ISLANDS COMMUNITIES ADVISORY COMMITTEE HALF DAY WORKSHOP

ENVISIONING A BETTER ISLANDS' FUTURE

**Stradbroke Rooms, RCC Admin Building
9.00am 17 July 2010**

Agenda

Overview of the day

Introductions

Visioning

Is the SMBI PLUS Vision still relevant today?

Guiding principles

Reviewing what guides the Islands vision

Priorities

Realigning strategies to contemporary priorities

Where to from here?

Introductions

Who the attendees are and what we hope to achieve from the day...

PLANNING FOR THE FUTURE OF THE SOUTHERN MORETON BAY ISLANDS 'VISIONS, STRATEGIES AND PRIORITIES'

Context

Redlands 2030 Community Plan

Redland City Council Corporate Plan 2010-15

Redland City Council Strategic Planning

SMBI PLUS Review

Our objective

Redland City Council Financial Strategy 2010-2020

Redland City Council Ten Year Capital Works Plan

Redland City Council Operational Plan 2010-11

What we need
to influence

Visioning – is the vision still relevant?

‘The lifestyle enjoyed by the Island residents is directly influenced by the Islands’ unique location and environment. The built form is distinctive and reflects a style and character consistent with the Island lifestyle sought by most residents. Appropriate public infrastructure is in place to support this lifestyle. Development is supported by an efficient water-based transport service between the islands and the mainland. A suitable road and pedestrian-cycle network supports the needs of residents and visitors. Employment opportunities include providing services to residents, island based education and research activities, and catering for day tourism plus the recreational boating industry.’

Visioning – what is important for the future of the islands?

'The lifestyle enjoyed by the Island residents is directly influenced by the Islands' unique location and environment.

(1) The built form is distinctive and reflects a style and character consistent with the Island lifestyle sought by most residents. (2) Appropriate public infrastructure is in place to support this lifestyle. (3) Development is supported by an efficient water-based transport service between the islands and the mainland. (4) A suitable road and pedestrian-cycle network supports the needs of residents and visitors. (5)

Employment opportunities include providing services to residents, island based education and research activities, and catering for day tourism plus the recreational boating industry.'

Reviewing what principles guide the Islands' vision

Guiding principles

The Islands' Vision and Ecologically Sustainable Development

Secondary Principles

More appropriate levels of development

Protection of high conservation areas

Land subject to flooding and tidal inundation

Protection of aquatic systems

Water based transport

Appropriate levels of infrastructure

Islands specific solutions

Implementation costs

SMBI PLUS STRATEGIES & DESIRED OUTCOMES

THE VISION AND ESD

Conservation & Landscape Strategy

Identifying and protecting the SMBI unique landscapes and environment

Conserving the SMBI natural beauty for today and tomorrow

Economic Development strategy

Serving and supporting the population of the SMBI through the development of sustainable economic solutions

Increasing self sufficiency on the SMBI

Water Management Strategy

Managing the quantity and quality of waste water discharged into freshwater wetlands and the marine environment

Minimising the effects of human habitation

Access & Transport Strategy

Coordinating public and private water and land based transport options to improve accessibility and to reduce the need for private vehicles

Creating equitable transport options for all

Strategy for Land Subject to Flooding and Tidal Inundation

Identification and management of lots having a direct impact on drainage systems or coastal ecosystems

Protecting people and the environment

Infrastructure Strategy

Planning for roads, water, electricity, sewerage, waste management and telecommunications

Planning for sustainable solutions

Human Services Strategy

Supporting SMBI communities through the provision of the right mix of services to meet the needs of all the residents

Targeting the needs of the people

Preferred Land Use Pattern

Changing the SMBI land use patterns to create a future that supports sustainable island lifestyles and development

Enhancing SMBI land use outcomes

Cultural Heritage Strategy

Identifying, protecting and promoting Indigenous and European history tied to the SMBI and the region

Preserving the past for future generations

SMBI PLUS LAYS THE PLATFORM FOR THE FUTURE PLANNING OF THE SMBI. THE SMBI COMMUNITY ADVISORY COMMITTEE NEEDS TO HELP THE REDLAND CITY COUNCIL MAKE THESE STRATEGIES MORE RELEVANT TO THE ISLAND COMMUNITIES. THIS WILL ENSURE SOLUTIONS TO CURRENT AND FUTURE ISSUES WILL MEET THE NEEDS OF THE RESIDENTS AND PROVIDE SUSTAINABLE OUTCOMES FOR THE COMMUNITIES AND THE ENVIRONMENT.

Contemporary Strategies

Realigning strategies to contemporary planning

Redlands 2030 Community Plan

Healthy Natural Environment

Green Living

Embracing the Bay

Quandamooka Country

Wise Planning and Design

Supportive and Vibrant Economy

Strong and Connected Communities

Inclusive and Ethical Governance

Priorities

Realigning strategies to contemporary priorities

What are the BIG issues?

Transport and access

Infrastructure provision

Community and social services (including health)

Conservation and landscape values

What's missing???

Where to from here?

The remaining twelve months of the Committee

What do we hope to accomplish?

What are the Committee's expectations?

What do you expect from Council at the end of this process?

6.6 UPDATES AND REVIEW OF ACTIONS FROM PREVIOUS MEETINGS

Datworks Filename: GOV SMI Advisory Committee

Attachments: [SMBICAC list of recommendations and advice to Council](#)

Responsible Officer Name: Wayne Dawson
Manager Land Use Planning Group

Author Name: Mark Conlan
Principal Adviser - SMI Strategy Planning
Coordinator

EXECUTIVE SUMMARY

This report provides the Advisory Committee with an updated summary of actions raised at previous meetings.

PURPOSE

The purpose of this report is to provide the Advisory Committee with the ongoing status of previous action items.

BACKGROUND

A number of action items are raised at each Advisory Committee meeting. The attached list highlights the status of these action items and what action has been taken by Council in relation to the items raised.

ISSUES

Please refer to the attached document titled *Council Updates and Review of Actions from previous Meetings*.

RELATIONSHIP TO CORPORATE PLAN

The above recommendations to Council relates to the Corporate Plan 2010-15 through **Strategy 8.2** Provide accessible information through different media to let residents know about local issues and how to get involved in programs and make a positive contribution to their community.

OFFICER'S RECOMMENDATION

That the Advisory Committee review and note the update of actions from previous meetings as presented in the attachments.

ADVISORY COMMITTEE RECOMMENDATION

Moved by: Mr R Harris
Seconded by: Mr R Hancock

1. That the Advisory Committee review and note the update of actions from previous meetings as presented in the attachments.

2. That Council enquire of the State Government to what is the current status of the Southern Moreton Bay Marine Infrastructure Master Plan's preparation and public release for comment.
3. That an update be sought at a future workshop on the Action 2.2.2: including the investigation of potential of alternative barge routes.

CARRIED

SMBICAC recommendations and advice to Council

No.	Meeting Item	Status	Operational & Administrative Actions
SMBICAC Meeting 1 Recommendations - SMBI Population, dwellings & demographics (13/07/09 - Council Chambers)			
1.1	SMBI Vision		
1.1.1	Acceptance of current vision subject to future review	Ongoing	To be revised in the future. Workshop date and venue to be advised.
1.2	SMBI Population & Dwelling Update		
1.2.1	Update PIFU on State inconsistencies related to the population of the SMBI	Complete	PIFU engaged in reviewing their current population projections
1.3	State Moreton Bay Marine Infrastructure Master Plan		
1.3.1	1. Invite DIP representative to present overview of draft Plan	Complete	Carmel D'Arcy, Project Manager of Marine Plan, presented to the Committee on October 14
1.3.2	Request further information from DIP in relation to SMBI issues	Complete	Council providing information to Project team and there will be an opportunity for SMBICAC to discuss any issues with DIP at next Workshop
1.3.3	RCC to update DIP (PIFU) on SMBI population growth	Complete	Information package presented to DIP representative
1.6	Council Updates & Review of Actions from Previous Meetings		
1.6.1	SMBICAC be given the opportunity to review & comment on the RBC&FMP prior to final resolution by Council	Complete	Statement to Council presented as part of the report to the Planning & Policy Committee 19 August and recommendations to Council's General Meeting on 26 August.
1.6.2	SMBI Industry Planning	Ongoing	Project Plan for 20-24 Kate Street, Macleay Island endorsed by Council on the 29 th of July. Project Plan will be undertaken this financial year.
		Complete	93-129 Centre Road, Russell Island included within the State's Regional Landscape & Rural Production Area after Council recommended differently.
1.6.3	CP10 Zoning Update	Ongoing	Council endorsed the response to the submissions received. Responses have been sent to the submitters. The proposal is now with the State Government awaiting approval.
1.6.4	SMBI trial for fast tracking planning approvals	Complete	Council's Assessment Services team are now operating the fast tracking development assessment process. After a successful trial period the service is now up and running.
SMBICAC Meeting 2 Recommendations - Transport Planning (16/09/09 - Macleay Island)			
2.1	South East Queensland Regional Planning Update		
2.1.1	That Council notes that the Advisory Committee received the update on the release of the SEQ Regional Plan 2009-2031	Complete	Noted, no action required.
2.1.2	That Council notes the following statement:		

SMBICAC recommendations and advice to Council

No.	Meeting Item	Status	Operational & Administrative Actions
a	The Advisory Committee requests that Council assess the carbon footprints of the SMBI in order to make appropriate comparisons with mainland assessments and consider emission reduction as a significant driver of future transport and associated policies and strategies for SMBI	Complete	Council is unable to assess the carbon footprint of the Islands or other segments of the City. Council is undertaking an audit of its assets to assist in monitoring and reducing Council's environmental impacts.
b	The Advisory Committee requests that Council urge the State Government and its agencies to recognise Weinam Creek as a commuter hub, similar to those at other transport interchanges for rail and/or bus. Whilst Weinam Creek is considered the prime gateway for ferry passage traffic, it is requested that consideration be given to additional alternatives to help reduce the medium to long term, heavy impact on this area	Complete	Captured and consistent with existing Council plans inclusive of the RBC&FMP as a short term action.
c	The Advisory Committee asks Council to lobby most strongly and urgently for inclusion of alternative transport routes - "North Macleay to Victoria Point and South Russell to Rocky Point /Steiglitz in planning underway. Both are indicated in the SMBI ILTP and now needed to reduce transport pressures and carbon footprint. These routes to also be included in the SMB Marine Infrastructure Strategies	Ongoing	<p>Investigations into these issues are included within the SMBI ILTP review being undertaken by IPG and is consistent with the short term actions defined within the RBC&FMP.</p> <p>Council has also made a submission to the State Government on the Draft Queensland Coastal Plan. These issues will be identified within Council's submission along with other Mainland omissions and errors. Council has also had input into the Department of Infrastructure and Planning's revision of the proposed Southern Moreton Bay Marine Infrastructure Master Plan prior to its release for public consultation. Further public consultation is expected in the near future.</p> <p>Council continues to lobby the State for alternate transport solutions for the islands, including the potential of alternate barge routes. Internal investigations are also being undertaken to identify possible sites and infrastructure requirements to identify issues that need to be addressed to support this idea.</p>
2.2 Redland City Transport Planning Review			
2.2.1	That Council notes the following statement:		

SMBICAC recommendations and advice to Council

No.	Meeting Item	Status	Operational & Administrative Actions
a	A movement away from motor vehicle use (especially relatively short trips) towards cycling and powered cycles/tricycles would drastically reduce the carbon footprint. However, with an ageing population, greater emphasis needs to be placed upon low powered 2/3 wheel vehicles	Ongoing	Investigations will be included in the SMBI ILTP review being undertaken by IPG.
b	A new view of pedestrians/cycleways needs to be taken to allow marginally faster and longer range powered 2/3 wheel vehicles to operate safely and independently from the roadway	Ongoing	Investigations will be included in the SMBI ILTP review being undertaken by IPG. Pathway standards currently applied by IPG are consistent with the RPS and AustRoads Guides.
c	It is appreciated this might involve legislation, improvement to cycleways (speed limits, perhaps), lane marking barriers, widening, etc. It is, however, common practice in other countries and has the advantage of considerable emission reduction	Ongoing	Investigations will be included in the SMBI ILTP review being undertaken by IPG. Planning of infrastructure on the Islands meets design standards contained within the AustRoads Guides.
d	an experimental area would be required the SMBI should be considered	Ongoing	Investigations will be included in the SMBI ILTP review being undertaken by IPG.
2.2.2	That Council notes that the Advisory Committee:		
a	Notes the information in the report	Complete	Noted, no action required.
b	Asks that Council ensures due engagement with the SMBI community in respect of the SMBI ILTP	Ongoing	This outcome is a key component of the SMBI ILTP review being undertaken by IPG.
c	Asks that Council consults with the Advisory Committee regarding the nature, content and context of travel surveys and investigations	Ongoing	To be addressed in future workshops and meetings as per the proposed schedule.
d	Requests that Council continues to investigate:		
i	island based public transport	Ongoing	Captured within the SMBI ILTP Review process.
ii	integration with mainland transport options	Ongoing	Captured within the SMBI ILTP Review process.
iii	alternative barge routes and terminals	Ongoing	Captured within the SMBI ILTP Review process.
iv	regulation of barge services	Ongoing	Captured within the SMBI ILTP Review process.
v	provision of free/subsidised shuttle bus, Weinam Creek/Victoria Point with due diligence and urgency with all appropriate authorities	Ongoing	Captured within the Redland Bay Centre & Foreshore Master Plan.

SMBICAC recommendations and advice to Council

No.	Meeting Item	Status	Operational & Administrative Actions
e	Requests Council to engage with the Lamb Island community about its transport needs	Ongoing	Captured within the SMBI ILTP Review process.
f	Requests that Advisory Committee members have the opportunity to be provided with appropriate feedback opportunities with Councillors and Officers during the development of the plans and to be provided with copies of the plan when finalised	Ongoing	Captured within the SMBI ILTP Review process.
2.3 Draft Queensland Coastal Plan 2009			
2.3.1	That Council notes that the Advisory Committee noted the release of the Draft Queensland Coastal Plan 2009 and acknowledged the deadline for comment on the draft plan of 31 October 2009	Complete	RCC made a submission to the department of Infrastructure and Planning at the end of October 2009. Discussions at the SMBICAC Workshop of 14 October revolved around advice from the Committee. The Plan should recognise actions underway in relation to the SMBI ILTP review and reflect matters raised in 1.3.2 below. These actions are consistent with the RBC&FMP (See report to P&P of 21 October outlining Council's submission to the draft Queensland Coastal Plan).
2.3.2	The Advisory Committee requests that Council ensures that the draft Queensland Coastal Plan and the draft State Moreton Bay Marine Infrastructure Master Plan recognise, and consider strategically, the needs of the second largest off-shore community in Australia vis the requirements for vehicle and passenger ferry routes, across the north/south route within the plan, and the associated land-based infrastructure, in particular: Weinam Creek, Steiglitz/Rocky Point, Victoria Point, Toondah Harbour and existing and proposed SMBI ferry and car barge landing points	Ongoing	<p>Investigations into these issues are included within the SMBI ILTP review being undertaken by IPG and is consistent with the short term actions defined within the RBC&FMP.</p> <p>Council has also made a submission to the State Government on the Draft Queensland Coastal Plan. These issues will be identified within Council's submission along with other Mainland omissions and errors. Council has also had input into the Department of Infrastructure and Planning's revision of the proposed Southern Moreton Bay Marine Infrastructure Master Plan prior to its release for public consultation. Further public consultation is expected in the near future.</p> <p>Council continues to lobby the State for alternate transport solutions for the islands, including the potential of alternate barge routes. Internal investigations are also being undertaken to identify possible sites and infrastructure requirements to identify issues that need to be addressed to support this idea.</p>
2.4 Council Updates and Review of Actions from Previous Meetings			
2.4.1	That the update of actions arising from previous meetings as presented was noted by the Advisory Committee	Complete	Noted, no action required.
2.4.2	That Council note the following statements:		

SMBICAC recommendations and advice to Council

No.	Meeting Item	Status	Operational & Administrative Actions
a	Members of the Advisory Committee wish to inform Council that they are seeking some reasonable, acceptable and informal way of being appraised and of being able to give feedback upon the works in progress and strategy, plan development related to island issues. They suggest that the Principal Advisor - SMBI Strategies be asked to call in Advisory Committee members for occasional engagement/dialogue with officers/councillors at appropriate times during plan/strategy or project development. Such issues might be:	Ongoing	To be investigated further in relation to future planning for SMBI related projects and strategic directions being investigated internally by the various Groups within Planning and Policy. Future Workshops will be structured around this type of feedback.
i	Social infrastructure strategy	Complete	Public participation closed in September.
ii	Social and economic input study	Ongoing	Captured within the SMBI ILTP Review process.
iii	Travel survey development	Ongoing	Captured within the SMBI ILTP Review process.
iv	RBC&FMP – Weinam Creek	Complete	The RBC&FMP is a high level strategic document which includes will include further consultation when more detailed planning is undertaken on specific components of the Plan.
v	Alternate barge routes	Ongoing	Captured within the SMBI ILTP Review process.
b	In considering the development of the Redland Bay Centre and Foreshore Master Plan, the Advisory Committee confirms that it cannot support development, planning or policy issues which are soon to disadvantage the growing Island population or which are seen to be inequitably applied across the City. In particular, they continue to have severe concerns regarding the maintenance of free parking and allocated spaces at Weinam Creek	Ongoing	The RBC&FMP is a high level strategic document which includes further consultation when more detailed planning is undertaken on specific components of the Plan.
2.5 Administrative Matters			

SMBICAC recommendations and advice to Council

No.	Meeting Item	Status	Operational & Administrative Actions
2.5.1	The Advisory Committee suggests that individuals on SMBI community groups wishing to contact the Committee to make recommendations or presentations, may do so via the SMBI Forum which has the ability to arrange joint meetings with the individual members of the Committee and to achieve consensus views on issues relating to the islands. Such views can then be put to the Committee	Complete	Acceptance by the SMBI Forum. Council would like to acknowledge that existing communications channels are still open to the Islands' Communities. Community contact can be made via the Local Member Councillor Barbara Townsend, the Mayor Melva Hobson, the CEO Gary Stevenson and through writing, emailing or telephoning Council directly about specific SMBI issues.
2.5.2	The Advisory Committee adopted its schedule of meetings, until further resolution	Complete	Noted, no action required.
2.5.3	In accordance with the Advisory Committee's Terms of Reference and documents previously provided to the Committee, that the existing system of formal meetings, informal workshops, special Advisory Committee meetings where required to meet deadlines, briefing notes and individual's comments where required, are sufficient at present to respond to planning documents potentially having implications on the SMBI	Complete	Noted, no action required.
SMBICAC Meeting 3 Recommendations - Planning Initiatives (11/11/09 - Council Chambers)			
3.1	SMBI ILTP Proposed Engagement Activities 2010		
3.1.1	That the Advisory Committee noted and welcomed the presentation.	Complete	Noted, no further action.
3.2	Draft Redlands Social Infrastructure Strategy		
3.2.1	That the Advisory Committee confirm support for the Building Strong Communities: Draft Redlands Social Infrastructure Strategy 2009.	Complete	Noted, no further action.
3.3	Update - Draft Queensland Coastal Plan		
3.3.1	That the Advisory Committee note the attached submission to the Department of Environment and Resource Management; and	Complete	Noted, no further action.

SMBICAC recommendations and advice to Council

No.	Meeting Item	Status	Operational & Administrative Actions
3.3.2	That the Advisory Committee recommends to Council that it makes a supplementary submission in relation to the section in the attachment: 'Areas of high ecological significance and other ecological values' in endorsing point '(a)' (attachment page 17 of 24) as an exception to the policy where economic, social and/or environmental benefits justify the ecological impact, e.g. more efficient, effective barge route facilities currently being investigated, which may demonstrate off-setting environmental benefits.	Complete	Council created a further submission to the Department of Infrastructure and Planning acknowledging the concerns of the SMBI communities.
3.4 Update - Draft State Southern Moreton Bay Marine Infrastructure Master Plan			
3.4.1	That the Advisory Committee note the Southern Moreton Bay Marine Infrastructure Master Plan's public consultation process will provide Council and the Advisory Committee with further opportunity of capturing future investigations into water based transport access points to Macleay and Russell Islands.	Ongoing	Awaiting the opportunity for input into the draft SMBMIMP prior to its public release. The opportunity for public consultation should be available in the near future.
3.5 Updates and Review of Actions from Previous Meetings			
3.5.1	That the Advisory Committee review and note the update of actions from previous meetings as presented in the attachment.	Complete	Noted, no further action.
3.6 SMBI Communities Advisory Committee Meeting Schedule 2010-2011			
3.6.1	That the schedule of meetings of the Advisory Committee for January 2010 to May 2011 be adopted, with amended dates for meetings in January 2010 and January 2011, as attached.	Complete	Noted, no further action.
3.7 Urgent Business			
3.7.1	<u>Topics of discussion</u> 1. Alternate barge routes and proposals. 2. State funding of Island roads. 3. Federal government economic stimulus funding projects. 4. Communicating SMBICAC recommendations to the wider SMBI community.	Complete	Items raised were discussed and resolved on the night with ongoing actions tied to the <i>Alternate Barge Routes</i> and <i>Communicating with the wider SMBI community</i> ..

SMBICAC recommendations and advice to Council

No.	Meeting Item	Status	Operational & Administrative Actions
SMBICAC Meeting 4 Recommendations - SMBI Capital Infrastructure (21/01/10 - Russell Island)			
4.1	Proposed ENERGEX Substation - Russell island		
4.1.1	That the SMBI Communities Advisory Committee note the information provided on the proposed project.	Complete	Noted, no further action.
4.2	Draft Sustainable Resource Future 2010-2020 (Waste Management Strategy)		
4.2.1	That the Advisory Committee: supports the fundamental principles of the proposed waste management strategy, and	Complete	Noted, no further action.
4.2.2	supports the proposed engagement process with the wider SMBI community.	Complete	Noted, no further action.
4.3	SMBI Transport Planning Update		
4.3.1	That the Advisory Committee: supports the fundamental principles of the SMBI ILTP Review and SEIA, and	Complete	Noted, no further action.
4.3.2	supports the proposed engagement process with the wider SMBI community.	Complete	Noted, no further action.
4.3.3	The Advisory Committee requests that a copy of the travel survey questions be circulated to its members for comment prior to its finalisation and distribution.	Complete	Advisory Committee feedback has been incorporated into the final draft survey Social Data will be using in its travel survey process.
4.4	Marine Infrastructure Overview		
4.4.1	That the Advisory Committee notes Council's SMBI marine Infrastructure overview.	Complete	Noted, no further action.
4.5	SMBI Road Planning and Construction		
4.5.1	That the Advisory Committee: endorses the IPG assessment criterion,	Complete	Noted, no further action.
4.5.2	endorses the two standards of road construction, and	Complete	Noted, no further action.
4.5.3	supports Council in lobbying the State in seeking commitments to additional funds for the road construction program.	Ongoing	Council will continue to lobby the State for advocacy and funding for a number of initiatives including road construction and other forms of infrastructure.
4.6	SMBI Communities Advisory Committee Revised Communications Strategy		
4.6.1	That the Advisory Committee requests: that a newsletter be produced for every second formal meeting,	Complete	Procedure updated.

SMBICAC recommendations and advice to Council

No.	Meeting Item	Status	Operational & Administrative Actions
4.6.2	that the newsletters be displayed on ferry terminal noticeboards, and	Complete	Procedure updated.
4.6.3	that the media releases continue, as and when there is sufficient material to justify this.	Complete	Noted, no further action (business as usual).
4.7 Updates and Review of Actions from Previous Meetings			
4.7.1	That the Advisory Committee notes the update of actions from previous meetings, as presented in the attachment.	Complete	Noted, no further action.
4.8 Urgent Business			
4.8.1	Meeting schedule clashes for September and November 2010.	Complete	Meeting dates changed to the day before the original dates.
4.8.2	Mayor Hobson acknowledged the SMBI visit by the Minister for Infrastructure and Planning.	Complete	Noted, no further action.
4.8.3	Councillor Townsend thanked those involved in assisting with the SMBI visit by the Minister.	Complete	Noted, no further action.
4.8.4	Robin Harris requested feedback in relation to Council's decision with respect to the Proposed Model for Delivering Tourism in the Redlands.	Ongoing	To be addressed at the Economic Development Workshop in June and Meeting in July.
SMBICAC Meeting 5 Recommendations - SMBI Environmental Management (17/03/10 - Council Chambers)			
5.1 Natural environment planning overview			
5.1.1	The SMBI Communities Advisory Committee note the information provided on the natural environment and where appropriate provide further advice to Council regarding these programs.	Complete	Noted, no further action.
5.2 Environmental protection overview			
5.2.1	The SMBI Communities Advisory Committee note the information provided on environmental protection and where appropriate provide further advice to Council regarding these programs.	Complete	Noted, no further action.
5.3 Open space planning			
5.3.1	That the SMBI Communities Advisory Committee note the information provided on open space planning; and	Complete	Noted, no further action.

SMBICAC recommendations and advice to Council

No.	Meeting Item	Status	Operational & Administrative Actions
5.3.2	Looks forward to workshopping the strategic benefits of the following issues at a future occasion as part of the Sport & Recreation review: a. every effort to speed up provision of linking trails around the islands; b. additional water access to possibly include low impact camping facilities; c. fishing jetties, informal canoe and small boat ramps; and d. a tidal pool on Macleay Island.	Ongoing	Flagged for future Workshop. Date and venue to be advised.
5.4	SMBI Communities Advisory Committee meeting schedule 2010-2011		
5.4.1	That the SMBI Communities Advisory Committee endorse the attached schedule of meetings for May 2010 to May 2011	Complete	Noted, no further action.
5.5	Updates and review of actions from previous meetings		
5.5.1	That the Advisory Committee review and note the update of actions from previous meetings as presneted in the attachments	Complete	Noted, no further action.
5.6	Urgent business		
5.6.1	Macleay Island Speak Out - SMBI ILTP Review	Ongoing	Noted. Further community consultation will be undertaken during the SMBI ILTP Review.
5.6.2	Plans for Weinam Creek	Ongoing	Noted, to be raised at future Workshops.
5.6.3	Where business is going on Macleay Island	Ongoing	Noted, to be raised at future Workshops.
SMBICAC Meeting 6 Recommendations - SMBI Community & Social Planning (12/05/10 - Council Chambers)			
6.1	Community Cultural Development		
6.1.1	Note the information provided on cultural development priorities for the SMBI	Complete	Noted, no further action.
6.1.2	Provide ongoing advice to Council about the value of a sustained investment in cultural activities and initiatives on the Southern Moreton Bay Islands, such as island libraries, heritage collections and the Bay Views project	Ongoing	Role of the SMBI Communities Advisory Committee.
6.2	SMBI social and economic impact assessment scope overview		
6.2.1	That the SMBI Communities Advisory Committee note the information provided on the Social and Economic Impact Assessment	Complete	The Committee were given the opportunity of providing detailed comments on the proposed scope for the SEIA. These comments were incorporated within the revised scope.

SMBICAC recommendations and advice to Council

No.	Meeting Item	Status	Operational & Administrative Actions
6.3	SMBI social profile and planned projects		
6.3.1	Note the information provided on the SMBI profile	Complete	Noted, no further action.
6.3.2	Where appropriate, support or provide further advice to Council regarding the projects outlined by Community and Social Planning	Ongoing	Role of the SMBI Communities Advisory Committee.
6.3.3	Support negotiations with the State Government for increased service delivery to address social disadvantage on the Southern Moreton Bay Islands	Ongoing	SMBI Communities Advisory Committee have agreed to support Council's initiatives where appropriate for the islands.
6.4	Queensland State Department of Communities Presentation		
6.4.1	That the SMBI Communities Advisory Committee note the information provided by the Department of Communities	Complete	Noted, no further action.
6.5	Updates and review of actions from previous meetings		
6.5.1	That the Advisory Committee review and note the update of actions from previous meetings as presented in the attachments	Complete	Noted, no further action.
6.6	Urgent Business		
6.6.1	Mayor Hobson updated the meeting on the launch of the Redlands 2030 Community Plan adopted by Council on 28 April 2010	Complete	Noted, no further action.

6.7 URGENT BUSINESS

6.7.1 SIGNAGE

Moved by: Mr L Shipley
Seconded by: Mr R Hancock

That Council investigate the current status of island entry/ gateway signage (welcome and information/directory function) on the SMBIs.

CARRIED

6.7.2 IDENTIFICATION OF SMBI

Moved by: Mr R Harris
Seconded by: Mr R Hancock

SMBICAC requests that Council approaches the relevant authorities (including the ABS) in order to remove the continuing confusion with population , demographic and other statistical information capture caused by the inappropriate and inaccurate identification of the SMBI (Macleay Island, Russell Island, Lamb Island, Karragarra Island and Perulpa Island).

CARRIED

MEETING CLOSURE

The meeting closed at 8.30pm.

12.1.2 CLEVELAND CENTRE MASTER PLAN

Dataworks Filename: LUP Planning - Cleveland Master Plan

Attachment: [Cleveland Centre Master and Implementation Plan](#)
[Landscape Strategy](#)
[Bloomfield Street Concepts](#)
[Build Form](#)
[Master Plan Visualisation](#)

Responsible Officer Name: Wayne Dawson
Manager, Land Use Planning Group

Author Name: Tim Channell
Strategic Planner, Land Use Planning Group

EXECUTIVE SUMMARY

The Cleveland Centre Master Plan and Implementation Plan has been prepared in response to the need to develop a broad strategy to plan for and guide growth and development in the Cleveland Centre over the next 20 years and beyond.

The Cleveland Centre Master Plan is to be read in conjunction with other supporting studies and reports –

- the Cleveland Landscape Strategy;
- the Cleveland Built Form Report;
- the Cleveland Visualisation Report; and
- the Cleveland Centre Bloomfield Street Study.

These associated documents provide supporting information considered in the preparation of the Cleveland Centre Master Plan. The draft Cleveland Centre Master Plan and Implementation Plan were revised and updated, in 2010 to incorporate the findings contained in these associated reports and studies, and to address public and state agency comments. This additional investigation has also addressed those matters raised by Councillors during the workshopping of the draft documents and Plans.

The Plans are submitted for adoption by Council which will enable the subsequent release to the community, centre landowners and business operators and other stakeholders such as State Government Agencies. It will allow the process for incorporating the Plan's actions/initiatives into the Council's Operational Plan (s) and future budget(s) preparation to commence.

PURPOSE

To seek Council endorsement of the Cleveland Centre Master Plan and supporting documents.

BACKGROUND

The Project was initiated in August 2007 in response to:

- Council identifying that the revitalisation and redevelopment of the Cleveland Centre as a major priority;
- The *South East Queensland Regional Plan 2006-2026* identification of Cleveland as a Principal Regional Activity Centre. Principal Regional Activity Centres are intended to be well-planned, vibrant and accessible centres providing key focal points of regional employment, community services, in-centre residential development and high quality public transportation;
- The *South East Queensland Regional Plan 2006-2026* identified a need to prepare detailed land use and infrastructure plans for regional activity centres to guide land use, transport and other infrastructure delivery and achieving, quality urban design and public spaces;
- Studies undertaken for the Local Growth Management Strategy (LGMS) in 2008 identified a number of opportunities for Cleveland to improve its functionality as a regional activity centre. The study identified the following areas for improvement:
 - a. Retail Activity – retail growth and consolidation to support sustainable population growth in Cleveland and surrounding suburbs
 - b. Employment – aim to increase employment by around 3480 jobs by 2026
 - c. Residential – aim to increase dwelling supply by some 456 dwelling units by 2026. Potential for Cleveland to be a transit orientated community based around the Cleveland Train Station and bus interchange. Consolidate growth by increasing densities and providing mixed-use development to support the centre's role as a Principal Regional Activity Centres. Good urban design outcomes in light of increased densities critical to maintaining character of Cleveland, public safety and accessibility
 - d. Community/administration – Cleveland's function as the City's primary administration centre incorporating Council's administration centre and a range of State Government agency services
 - e. Entertainment and Tourism – Cleveland's role as a major tourist and cultural centre. Enhancing the existing precinct including Redlands Cultural Centre, Art Gallery and Performing Art Centre;
- The need to undertake detailed master planning of Cleveland in order to ensure the Cleveland Train Station and Bus Interchange is integrated into broader planning goals and meets the needs of the Centre.

In 2009 with the release of the revised *South East Queensland Regional Plan 2009-2031*, Cleveland Centre was reaffirmed as a Principal Regional Activity Centre and Transit Orientated Development.

The Cleveland Centre Master Plan and supporting documents have been workshopped with Councillors and Executive council officers on a number of occasions since 2008. An Enquiry by Design (EbD) was held on Wednesday, 10 October 2007 to Thursday 11 October 2007. The EbD involved stakeholders from the previous visioning workshop and additional interested parties, working together to determine how the vision could be delivered. The public attended at the end of day 1 of the EbD to raise any concerns and provide feedback in relation to the direction of the master planning. The Draft Plan was placed on public display from 9 January 2008 to 29 February 2008. (included Meet the Planner forums, Static displays and a public meeting) 28 submissions (split relatively evenly) were considered in the revision of the Plan. State agencies comments received have been similarly considered.

The Cleveland Centre Master Plan and supporting documents are non-statutory documents, intended to feed into future operational and capital works planning. The Plan is an advocacy document for State commitment and funding for the Cleveland Centre as a Principal Regional Activity Centre and Transit Orientated Development. The Plan is the product of separate studies which informed the vision, built form, open space, and streetscape outcomes (refer to Figure 1).

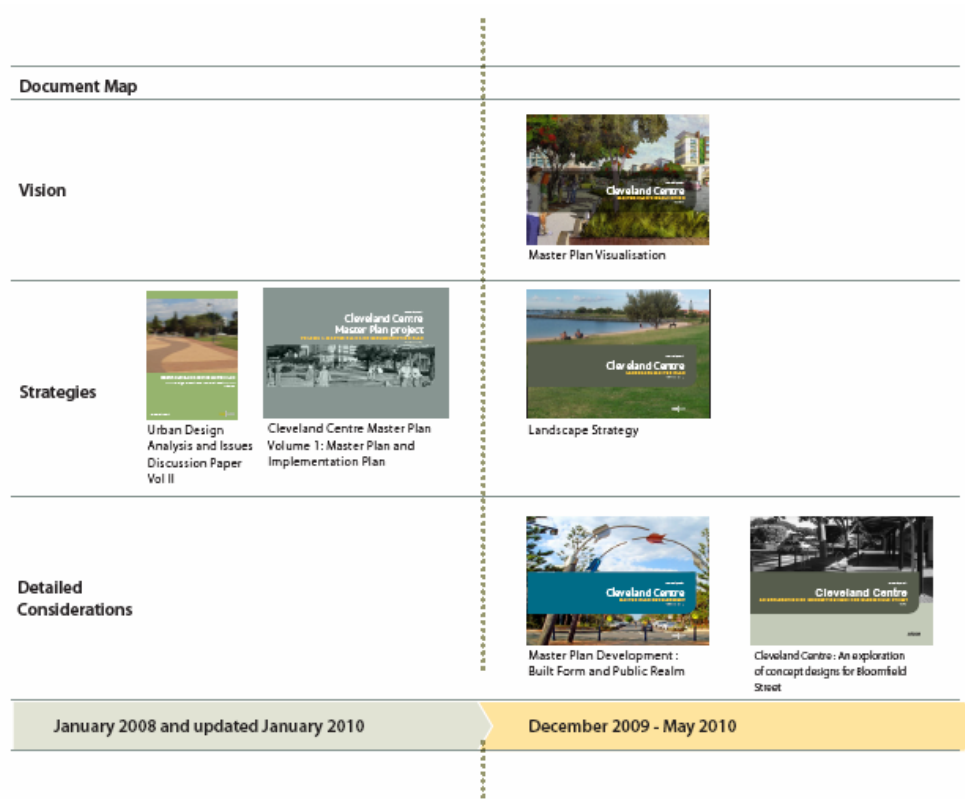
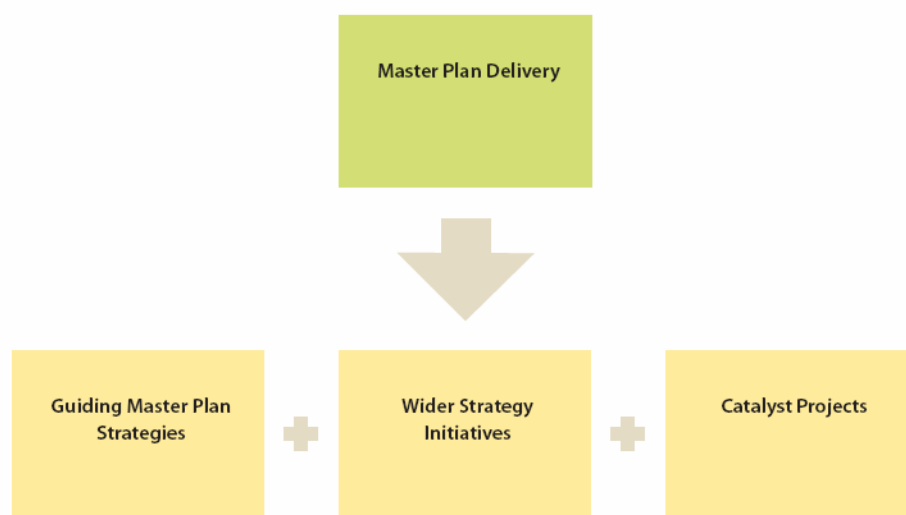


Figure 1: Master Planning process and deliverables

To achieve the vision and strategic elements of the Plan, specific actions and key catalyst sites were identified during the master planning process (refer to figure 2).

Opportunities for Catalyst Projects are intended to begin the translation of the master plan and to set a benchmark for design standard and innovation in the Centre. The other fundamental role and function of the master plan is to inform amendments to the Redlands Planning Scheme.



MASTER PLAN AND WIDER STRATEGY INITIATIVES	INITIATIVE DELIVERY	TIMING	RESPONSIBILITY
Highlights a key initiative within the Master Plan Strategy	<p>Describes how and where the strategy will be delivered (action). Different implementation mechanisms have been identified and are allocated to each action:</p> <p>Advocacy: Interventions that need active support and promotion</p> <p>Policy and Regulatory Review: initiatives that require statutory support through policy review or amendments to planning scheme</p> <p>Analysis: Interventions which require a more detailed investigation process before the initiative can be delivered</p>	<p>Short: Intervention to be delivered within 5 years</p> <p>Medium: Intervention to be delivered within 5-10 years</p> <p>Long: Intervention to be delivered within the Master Plan design horizon (by 2031)</p>	Nominates an agency or stakeholder who is key in the delivery of the initiative.

CATALYST SITE INTERVENTION	INTERVENTION DELIVERY	RESPONSIBILITY
Specifies key urban design interventions that will be delivered through the development of the catalyst sites.	<p>Identifies actions and design direction to deliver the key urban design interventions. These have been categorised into:</p> <p>Advocacy: interventions and design briefs that need active support and promotion.</p> <p>Policy and Regulatory Review: initiatives that require statutory support through policy review or amendments.</p> <p>Analysis: intervention which requires a more detailed investigation process before the initiative can be delivered.</p>	<p>Nominates an agency or stakeholder to lead the delivery of the initiative.</p> <p>In a number of instances, the design of buildings and the public realm has to be encouraged and driven by RCC either through incentives, the DA process or through policy. In many cases the responsibility is 'RCC & Developer' meaning that developers will be guided by RCC to deliver positive urban outcomes in line with the Master Plan direction.</p>

Figure 2: Delivery Strategy

ISSUES

1. Redlands 2030 Community Plan: The vision outcomes of the community plan are reflected in the core principles and actions of the Plan such as –
 - Promoting a self-sufficient economy, Goal 4 Redeveloped Commercial Centres – new office space and commercial buildings, as well as opportunities for expanded retail, entertainment, hospitality, and professional businesses services will be provided;
 - Revitalising Cleveland's Heart – there will be development opportunities for business, residential, educational and mixed-use facilities. Expansion of Cleveland as a regional cultural and civic hub to boost the economy and create local jobs will be possible;
 - Planning for a Liveable City, Goal 8 Vibrant commercial centres – the Centre will be an attractive, well-planned commercial destination, with excellent cultural and recreational opportunities, and accessible public transport;
 - Safeguarding Community Wellbeing, Goal 6 A Healthy Community – the Centre will foster physical, mental and spiritual well-being, a range of health care facilities, and will provide additional infrastructure to support our ageing communities.
2. The Cleveland Centre Master Plan and associated documents is consistent with the intent and requirements of the South East Queensland Regional Plan 2009-2031.
3. Cleveland Centre as a Transit Orientated Development

The existing railway station is a major contributor to Cleveland Centre's potential to become a transit oriented development. Its presence played a significant part in the decision to nominate Cleveland as a Principal Regional Activity Centre. Despite this, the station's capacity to be the focus of a transit oriented place appears largely unrealised at the present time. The station is surrounded by a large amount of surface car parking and although pedestrian access to the station platform is relatively easy and direct from Raby Bay Park and Shore Street West, the station feels disconnected from its surroundings. The connections across Shore Street West are via a couple of staggered pedestrian crossings that are not as convenient to use as they could be. The attraction of the station precinct would be immeasurably enhanced if the precinct was to be redeveloped for a more intensive mixed use facility.

4. Cleveland Centre Master Plan and associated documents

The Cleveland Centre Master Plan will guide the growth of Cleveland as a Principal Regional Activity Centre over the next 20 years. It provides a planning framework to guide the revitalisation of Cleveland, and to facilitate sustainable

living, strong architectural design to define streets and spaces, subtropical character and outdoor lifestyles, and to maintain the human scale of the public realm.

Key features of the Cleveland Centre Master Plan include:

- a) clear and overarching vision statement for the future of the Cleveland Centre which has guided the development of the Master Plan and associated documents. Some of the key issues and ideas captured in the vision include built form, streetscape/urban character, mobility and parking , employment, sustainability and connecting to the Bay;
- b) organising elements (guiding principles) for the Plan based on the concepts of:
 - Local assets;
 - Unifying the Whole;
 - A network of routes and spaces; and
 - Embracing the bay
- c) components of the plan – the key components of the plan include character areas, land use allocations, building heights, urban form, open space and public realm, and movement.
- d) a set of guiding planning and design principles each for built form, public realm and open space network, and streetscape/built form relationship
- e) a planning framework, illustrative plan and design guidance for the revitalisation of the Cleveland Centre through:
 - i. Reconnecting Cleveland Centre to the Bay;
 - ii. Increasing the variety and volume of activity in the Centre, building on existing strengths and augmenting these with built form to accommodate more mixed use development and to remove voids in the Centre's urban grain;
 - iii. Increasing the residential population of the Centre and therefore the life of the area throughout the whole day and into the evening, by introducing bayside focused residential development, and large floor plate retail and commercial premises;
 - iv. Facilitating the development of a mixed use leisure and residential precinct that makes the most of the Centre's Bayside location;
 - v. Rejuvenating Raby Bay Harbour Park to create an attractive and exciting public space of regional significance; framing the park with high quality waterfront accommodation, restaurants and an entertainment precinct;

- vi. Creating opportunities for a range of scales for retail provision, from smaller artisan and boutique accommodation to larger units able to accommodate lifestyle goods such as a homemaker centre;
 - vii. Consolidating and strengthening the emerging Arts, Cultural and Education precinct at the western end of Middle Street. Increasing the area as a focus for Local Government, State Government and civil activities including the Police Station and Court House, and reflecting The Cleveland Centre's emerging role as a Principal Regional Activity Centre in the South East Queensland Region;
 - viii. Enhancing the user experience of movement routes through the Centre to create a network of safe and attractive pedestrian and cyclist routes;
 - ix. Allowing for ongoing effective access to parking within the Centre, until the long term strategy to encourage a modal shift towards public transport is established, and to ensure parking opportunities are accessible from inner ring roads;
 - x. Delivering Transport Orientated Development (TOD) across the Centre and at the Cleveland Train Station that maximises the development opportunity of the land and creates a high quality and accessible transport interchange with facilities for public transport passengers and cyclists. The attractiveness and convenience of the development and the services and facilities it offers will contribute to achieving a modal shift away from the private car and towards cycling and use of public transport;
 - xi. Creating a Centre that promotes best practice in sub-tropical urban design;
 - xii. Providing facilities that encourage social interaction and that create a strong sense of community;
 - xiii. Delivering a high quality and well connected public space network that is accessible to all ages and the disabled;
 - xiv. Delivering sustainable urban design to maximise the efficient use of energy and water; and
 - xv. Provision of effective and efficient infrastructure delivery.
- f) 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 16 catalyst projects to drive the revitalisation of the Cleveland Centre;
- g) a planning study that outlines the background studies, community engagement and planning context that have informed the Cleveland Centre Master Plan and associated documents.

5. Business Forum

A recent business forum was held with Councillors and centre landowners and local business owners/operators to discuss short-term challenges within the Centre in

terms of business activity and to discuss possible short-term initiatives to help stimulate and revitalise business activity within the Centre. Marketing and Communications are finalising an outcomes report from that Forum and key issues raised have been cross-checked with the finalisation of the Master Plan and Implementation Plan /program.

RELATIONSHIP TO CORPORATE PLAN

The recommendation primarily supports Council's strategic priorities of delivering a healthy natural environment, green living, wise planning and design, a supportive and vibrant economy, strong and connected communities, and of embracing the bay.

The Cleveland 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 historical aspects of the locality;
- providing a focus for civic life within the town centre through the establishment of a central plaza, which can provide a location for local community events such as farmers markets;
- maintaining and enhancing Bloomfield and Middle Streets as prominent boulevards and pedestrian spines in the city centre
- providing opportunity for business investment and local employment;
- defining the distinctive qualities and characteristics of existing landscape assets. Three primary open space corridors have been identified, which generally run north/south, and provide opportunities to create distinctive landscape experiences;
- Enhancing existing drainage and riparian corridors, which connect to the Bay, marina and surrounding bushland;
- Prioritising the redevelopment of the Cleveland Railway Station and bus interchange, to encourage more sustainable transport choices.

FINANCIAL IMPLICATIONS

There are no immediate financial implications other than initiating amendments to the Redlands Planning Scheme. Recommendations for further detailed design and construction of catalyst sites will need to be considered as part of future budgets. In the short to medium term, there are financial implications for the actions/initiatives identified and as such detail planning and costing will be presented through budget preparation and adoption processes.

The Cleveland Centre Master Plan's preparation and other associated costs are included in 2010/2011 Budget.

PLANNING SCHEME IMPLICATIONS

It is considered that the adoption of the Plans will result in amendments to the Redlands Planning Scheme, including changes to the Major Centre Zone Code as it relates to the Cleveland Centre, the Cleveland Principal Activity Centre and Streetscape Design Manual.

CONSULTATION

As an essential component of the Cleveland Centre Master Plan process, an EbD was undertaken involving a two day workshop in 2007 to provide opportunity for broader community comment. This was in addition to a further ½ day Visioning workshop. An EbD is a type of community engagement that brings together people with a wide range of interests to discuss, develop and design possible urban design and planning solutions to specific place-based challenges.

A Steering Committee consisting of Redland City Council's Chief Executive Officer; General Manager - Planning and Policy; Manager, Land Use Planning Group and PSA Consulting's Cleveland Centre Master Plan Project Manager was initially formed to have the responsibility for setting direction and progressively signing off on details of the project.

A Technical Advisory Group was formed to advise the Steering Committee on technical issues pertaining to urban design and transit oriented development.

A Community Reference Group was also formed, consisting of representatives from the community, the business sector and the development industry to provide information and advice, and to guide the direction of the project. This group met at key stages of the project such as the visioning process and the EbD workshop.

During 2009/2010, Councillors and other relevant professionals in other departments have been involved in the revision of the draft Plan. This has included specific consultancies being issued (Landscape and open space, Traffic modelling and Urban Design interpretation) to assist in the preparation of the finalised plan.

OPTIONS

PREFERRED

1. That Council resolve to adopt the Cleveland Centre Master Plan and Implementation Plan (2010) as attached; (Attachment 1).
2. That the Cleveland Centre Master Plan and Implementation Plan (2010) will:
 - i. provide the basis for amendment of the Redlands Planning Scheme;
 - ii. inform Council's budget, capital works and operational plans;
 - iii. provide Council with an advocacy tool for liaison with the State Government on key planning issues;
 - iv. guide and inform future detailed design and planning processes pertaining to the Cleveland Centre;

- v. Provide further opportunities for engagement with the community and stakeholders throughout the Plans' implementation.

ALTERNATIVE

That Council not endorse the Cleveland Centre Master Plan and supporting documents (as attached).

OFFICER'S/COMMITTEE RECOMMENDATION

1. That Council resolve to adopt the Cleveland Centre Master Plan and Implementation Plan (2010) as attached; (Attachment 1).
2. That the Cleveland Centre Master Plan and Implementation Plan (2010) will:
 - i. provide the basis for amendment of the Redlands Planning Scheme ;
 - ii. inform Council's budget, capital works and operational plans;
 - iii. provide Council with an advocacy tool for liaison with the State Government on key planning issues;
 - iv. guide and inform future detailed design and planning processes pertaining to the Cleveland Centre; and
 - v. Provide further opportunities for engagement with the community and stakeholders throughout the Plans' implementation.

PROPOSED MOTION

Moved by: Cr Murray
Seconded by: Cr Reimers

1. That Council resolves not to adopt the Cleveland Centre Master Plan and Implementation Plan 2010.
2. That Council resolves to engage the following persons or their representatives to give their considered opinion on the future viability of urban koalas in the Cleveland area as a result of Council adopting the plan as proposed:
 - Dr Frank Carrick UQ
 - Ms Diedre de Villiers UQ
 - Mrs Deborah Tabart AKF
 - Mrs Debbie Pointing KAG
 - Mr Simon Baltais WPS
3. That the future of the Cleveland Master Plan be based on the best outcome and viability of the urban koalas in the Redlands.

MOTION TO SUSPEND STANDING ORDERS AT 4.46PM

Moved by: Cr Ogilvie
Seconded by: Cr Boglary

That standing orders be suspended to allow discussion on this item.

CARRIED

A division was called for.

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

Cr Murray voted in the negative.

Cr Burns was absent from the meeting.

The motion was declared by the Mayor as LOST.

MOTION TO RESUME STANDING ORDERS AT 4.54PM

Moved by: Cr Williams
Seconded by: Cr Ogilvie

That standing orders resume.

CARRIED

After discussion, Cr Murray's motion was put to the vote and LOST.

A division was called for.

Crs Reimers, Murray and Bowler voted in the affirmative.

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

Cr Burns was absent from the meeting.

The motion was declared by the Mayor as LOST.

COUNCIL RESOLUTION

Moved by: Cr Ogilvie
Seconded by: Cr Boglary

- 1. That Council resolve to adopt the Cleveland Centre Master Plan and Implementation Plan (2010) as attached; (Attachment 1); and**

2. That the Cleveland Centre Master Plan and Implementation Plan (2010) will:
- i. provide the basis for amendment of the Redlands Planning Scheme;
 - ii. inform Council's budget, capital works and operational plans;
 - iii. provide Council with an advocacy tool for liaison with the State Government on key planning issues;
 - iv. guide and inform future detailed design and planning processes pertaining to the Cleveland Centre; and
 - v. Provide further opportunities for engagement with the community and stakeholders throughout the Plans' implementation.

CARRIED

A division was called for.

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

Crs Reimers, Murray and Bowler voted in the negative.

Cr Burns was absent from the meeting.

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

Redland City Council

Cleveland Centre Master Plan project

VOLUME 1: MASTER PLAN AND IMPLEMENTATION PLAN

FINAL ISSUE / JULY 2010



This report presents the Master Plan, Implementation Plan and Design Guidance produced in response to the need to develop a strategy to accommodate significant growth, in Cleveland Centre, over the next twenty years as defined by the Local Growth Management Strategy.

This document should be read in conjunction with Volume 2: Master Plan Report, the Cleveland Landscape Strategy Report, the Cleveland Built Form Report and the Cleveland Visualisation Report which documents the supporting information considered by Council in the development of the Cleveland Centre Master Plan.

The Cleveland Centre Master Plan and Implementation Plan 2007, had been revised and updated in July 2010 to incorporate the findings from the followings additional pieces of work:

- Cleveland Centre - Master Plan Visualisation
- Cleveland Centre - Master Plan Development Relationships between built form and the street
- Cleveland Centre - Landscape Strategy
- Cleveland Centre - An exploration of concept designs for Bloomfield Street

Prepared for:

Redland City Council in accordance with the South East Queensland Regional Plan 2009 - 2031.

by:

AECOM



Connell Wagner

Property Research Australia

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Project Context

Chapter 1 of this report establishes the context for the project and provides a summary of outcomes, including the early consultation work and stakeholder engagement, begun in 2007 as part of the Master Plan development process.

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1.0 INTRODUCTION TO THE PROJECT

1.1 Purpose of this Report

This report has been produced by a team from Design + Planning at Aecom on behalf of Redland City Council to record the process, considerations and outcomes that have informed the production of a Master Plan to guide the growth of Cleveland as a Principal Regional Activity Centre (PAC) over the next twenty years.

The Master Plan and Implementation Plan Report forms part of the Cleveland Centre Master Plan Project which consist of the following documents, which should be read in conjunction with each other for a comprehensive appreciation of the project and development process:

- Volume 1: Contains the Cleveland Centre Master Plan and the Implementation Plan.
- Volume 2: presents the Master Plan Report and documents the supporting information considered by Council in the development of the Cleveland Centre Master Plan.
- Cleveland Centre Landscape Strategy: explores opportunities for the development of a comprehensive Landscape Strategy that will deliver a rich mix of diverse and stimulating public realm and open space opportunities for its residents now and into the future.
- Built Form and Public Realm: The document seeks to understand and explore in more detail some of the key issues and opportunities relating to the design of built form edges and the adjacent public

realm. It provides high level design guidance and presents best practice examples to ensure appropriate design responses can be adopted in the future to ensure Cleveland maintains its position as a distinctive and attractive place to live, work and play.

- Visualisation: This series of visualisations seek to provide a realistic interpretation of the intent of the Master Plan in terms of how density, height, activities and public spaces may shape the future Cleveland Centre. Key design principles demonstrated include sustainable living, strong architectural design to define streets and spaces, subtropical character, a centre that promotes outdoor lifestyle and maintains the human scale of the public realm.
- Exploration of Concept Designs for Bloomfield Street: explores the development of more detail design concepts for Bloomfield Street in terms of issues surrounding its use as well as seeking to understand design opportunities a to enhance the street in the context of its future city role as the focus for commercial activity and life in the centre. The document also draws on research into exemplar streets to provide an appreciation of key design considerations which contribute to the establishment of great streets, exploring issues of traffic movement, one way and two options, parking provision and design.

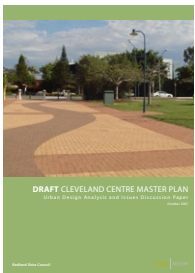
Document Map

Vision

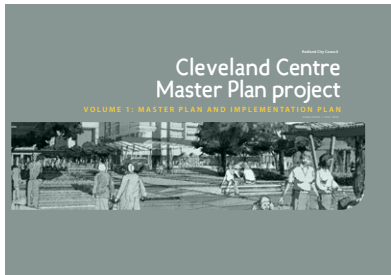


Master Plan Visualisation

Strategies



Urban Design
Analysis and Issues
Discussion Paper
Vol II



Cleveland Centre Master Plan
Volume 1: Master Plan and
Implementation Plan

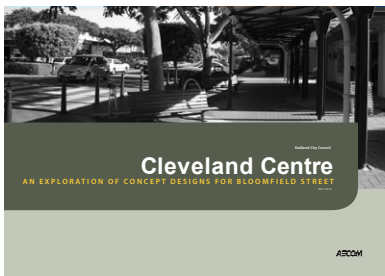


Landscape Strategy

Detailed
Considerations



Master Plan Development :
Built Form and Public Realm



Cleveland Centre : An exploration
of concept designs for Bloomfield
Street

January 2008 and updated January 2010

December 2009 - May 2010

2.0 BACKGROUND TO STUDY

2.1 Introduction

The following chapter provides a summary of the Enquiry by Design (EbD) process, undertaken to effectively engage the collective knowledge and aspirations of local residents, business owners, developers, elected representatives and Council officers, and sets out the first stages of the development of the Master Plan.

- Visioning workshop – the first workshop was held on Monday 8th October 2007 and its focus was the production of a high level guiding statement that would express a vision for the anticipated character of Cleveland Centre in the year 2026.
- Enquiry by Design (EbD) – this second element of the public engagement process, the EbD workshop, was held over two days between Wednesday 10th and Thursday 11th October 2007. The exercise involved stakeholders from the previous Visioning exercise and additional interested parties in the detailed consideration of how the vision for Cleveland Centre would be delivered. Two groups reviewed the existing character and context of the area and explored strategies to address the centre's growth; addressing issues such as land use, movement, building form and public realm.

2.2 Background Presentations

The Visioning workshop set the focus for the EbD process.

The workshop commenced with a series of presentations to enable those present to have an understanding of the issues to be taken into account and addressed through the Master Plan for Cleveland Centre.

Wayne Dawson from Redland City Council described the strategic planning context for the Master Plan in terms of the South East Queensland (SEQ) Regional Plan, the draft Local Growth Management Strategy (LGMS) and the Redlands Planning Scheme. The presentation emphasised Cleveland's maturing and expanding role as a Principal Activity Centre under the SEQ Regional Plan and the nature of the additional development that this is expected to bring over the next twenty years.

Ben Vardon from Connell Wagner presented the key issues in relation to access and mobility in Cleveland Centre. Against the background of the need to reduce reliance on the motor vehicle, enhance pedestrian connectivity and maximise accessibility to public transport, the presentation looked at the targets set

in the LGMS for walking, cycling and public transport use. The existing traffic and parking arrangements were discussed, as were the benefits of managing intersections by way of signals rather than the current roundabout configuration. The width of Shore Street West was identified as an impediment to easy pedestrian movement and cycle connectivity, an issue shown to be generally poor throughout the Cleveland Centre.

Matthew Gross from National Property Research described the current economic profile of Redlands, citing an under-representation of older teenagers and people in their early twenties as an issue of concern for future economic prospects. Coupled with the over-representation of people in older age brackets and the amount of Redlands employment that is currently provided for outside of the City, there is a need for Cleveland Centre to start to provide for a more significant amount and range of retail and office jobs. Strengths were identified as including the Centre's connectivity to the marina, its access to rail, a reasonably consolidated private land ownership, the ease of walking around and the Council ownership of key sites. Weaknesses included limited tertiary education facilities, the Centre's reliance on a retail provision that doesn't continuously engage with the public realm and the sense that the centre is becoming 'tired' and lacking in excitement, as expressed in the detail of the design. Opportunities included strengthening the link to the train station, creating smarter traffic flow, securing the offices of

State Government departments and creating a well designed built environment. Threats include the challenge of achieving a balance between sound commercial outcomes and quality of life, declining housing affordability, the difficulty of undertaking development while minimising impacts on tenants and customers and the prospect that the changing demographic will be regarded as unfriendly to families.

James Coutts of EDAW presented the urban design issues identified on the basis of the analysis undertaken of the current characteristics of the centre and its future prospects. James also presented the vision statement and evaluation criteria that had been prepared at the Visioning workshop convened on the previous Monday. The vision statement was acknowledged as being too wordy, but provided a useful starting point for understanding of what needs to be achieved by the master planning process. The criteria addressed all of the matters that would need to be satisfied by the Master Plan and provided the basis for determining the most appropriate planning and design responses to each of the identified issues.



Figure 1: SEQRP Map 11- Activity Centres Network - Greater Brisbane and the Western Corridor (South East Queensland Regional Plan 2009-2031, p.99)

2.3 Initial Concepts

The workshop attendees then convened into two groups to commence the process of preparing initial concepts to determine the direction for the next day's work. Group One proceeded under the facilitation of Lynn Sorrell of EDAW and Group Two was facilitated by Cathryn Chatburn also of EDAW.

This session, although short, produced two planning and design directions of sufficient difference as to be a good starting point for the development of separate master planning scenarios. The groups also reached agreement on the sites that should be regarded as fixed elements to remain in place for the life of the Master Plan, and those sites that presented the greatest opportunity for redevelopment due to their ownership by Council or a limited number of private parties. These sites were seen as having potential to be catalysts for change and leading the way in the realisation of the master planning vision.

2.4 Public Presentation

At the end of the first day a session was held to which the public was invited to learn about the master planning process and to make comment on the issues that were of concern to them. Approximately twenty members of the public took the opportunity to attend the session.

Wayne Dawson presented the background to the need for a Master Plan for Cleveland Centre and James Coutts presented the urban design issues and the emerging vision statement. Questions were then taken and discussion conducted about various aspects of the process and what should be achieved through the preparation of the Master Plan.

Key points raised included concerns that the Centre is focused predominantly on retail at the present time and provides little other than shopping opportunities for the local community. There was a view that the planning of the centre should ensure that development is sustainable and represents best practice in terms of energy efficiency and water cycle management.

The need for the Cleveland Centre to continue to exhibit a high standard of landscape presentation was seen as essential by a number of participants. This could extend to creating new public squares or plazas that would be a defining feature of the Centre and the cornerstone of a quality public realm.

The view was also expressed that the link between Cleveland Centre and Toondah Harbour was extremely important and that the planning of the two localities should proceed together so the outcomes in both places can be complementary and coordinated.



Photos from Enquiry by design workshop

2.5 Developed Concepts

The two groups proceeded throughout the second day to examine the opportunities presented by the Centre’s current situation and its status as a Principal Activity Centre. An overview of the key opportunities and constraints discussed are shown in **Figure 2**.

The two groups worked quite separately, only coming together late in the morning to report progress and compare their approaches to the Master Plan. Despite this, the similarities of the outputs at the end of the day were far greater than the differences (refer to **Figure 3**). This suggested that there were some fundamentals that were accepted by both groups as important ingredients to the future success of the Centre, for example the need for a strong link through to the harbour, the retention of the grid road network (albeit modified to progressively remove the roundabouts at key intersections), the intensification of development throughout the Centre (but particularly on the key sites adjoining the harbour and railway station) and the aggregation of car parking in the form of parking structures in particular parts of the Centre.

The extent to which the groups differed in their approaches to key matters is as follows (refer to **Figure 4**):

- Group One proposed a one way road network west to east along Middle Street, north to south along Doig Street and south to north along Bloomfield Street. Group Two proposed retaining full two way movement on all existing streets.
- Group One proposed two streets linking Shore Street West and Middle Street - one located between Waterloo and Bloomfield Streets; the other located between Bloomfield and Wynyard Streets. Group Two proposed connections in similar locations, but preferred that these connections be for pedestrians only.

- Group One had a preference for ten storey buildings along the southern side of Shore Street West with twelve storey buildings on the two corners of the northern side of the Bloomfield and Middle Street intersection. By comparison, Group Two favoured seven storeys in the area between Shore Street West and Middle Street and ten storeys at the central point of Middle Street, at its junction with Bloomfield Street.
- Group One felt that there should be a strong built form on the corner of Shore Street West and Waterloo Street, whereas Group Two thought that this area should be kept open as a setting for the Redlands Cultural Community Complex and the Performing Arts Centre.
- Group Two considered that there should be an expanded open space either side of the Bloomfield Street connection to Shore Street West to enhance the presence of the centre on Shore Street West.
- Group One felt that the building podium height should be three storeys, while Group Two was of the view that the building podium height should be two storeys.

There was acknowledgement that the Master Plan for Cleveland Centre should be an amalgam of the best attributes of the scenarios produced by the two groups.



Figure 2: Opportunities and Constraints

LEGEND

- Fixed Elements
- Public Space to be Carried Forward
- Public Opportunity Sites (Catalyst Sites Council or State Government Owned)
- Large Land Holdings by Two Owners

Points of Agreement

LEGEND

-  Key Pedestrian Streets and Focus for the Centre
-  High Frequency Central Bus Loop
-  District Bus Loop
-  Bus Stop
-  Railway Station
-  New Routes
-  Key Elements of Centre Open Space
-  Concentration of Dedicated Car Parking
-  Railway Line
-  Gateway

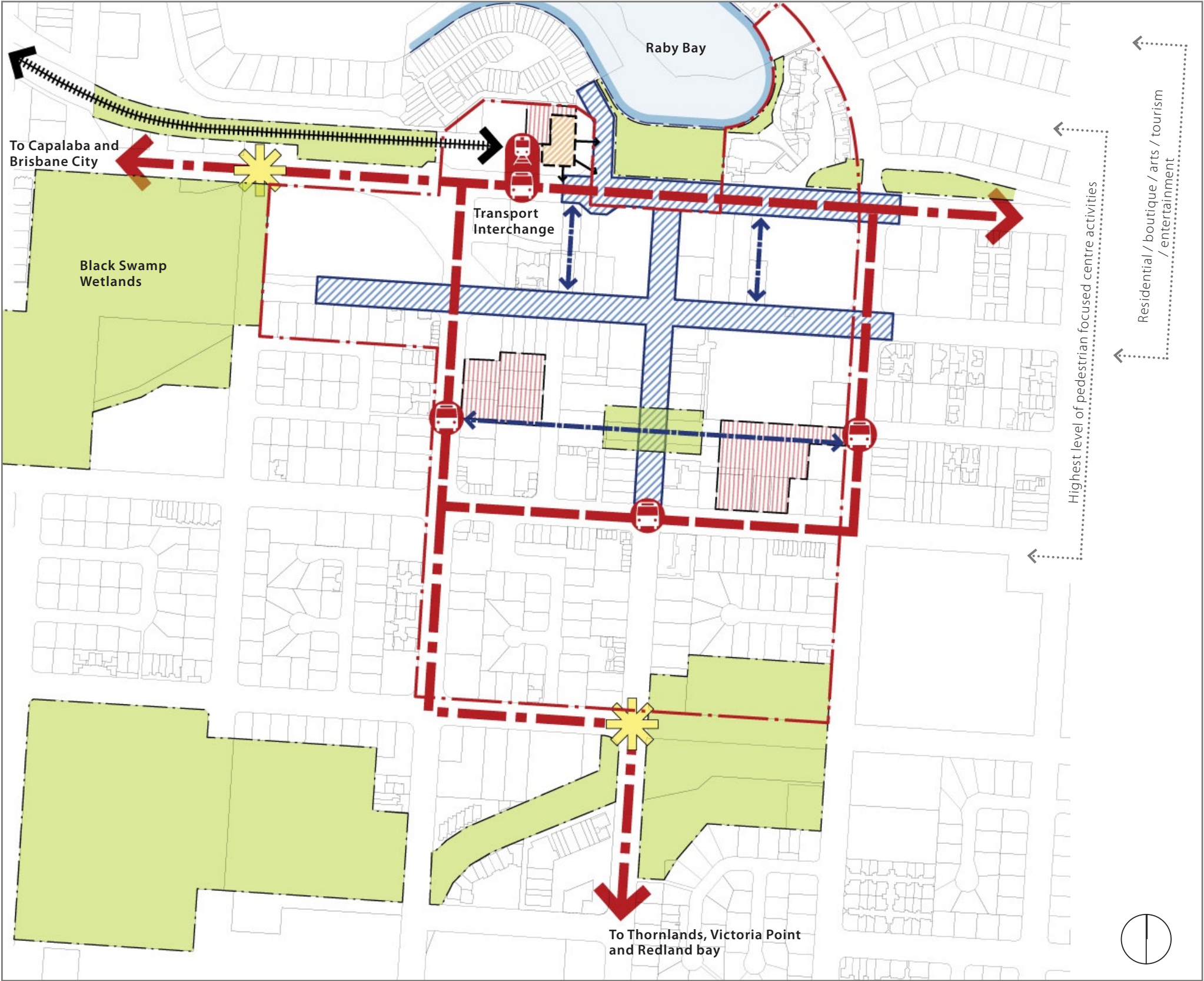


Figure 3: Points of Agreement

Points of Difference

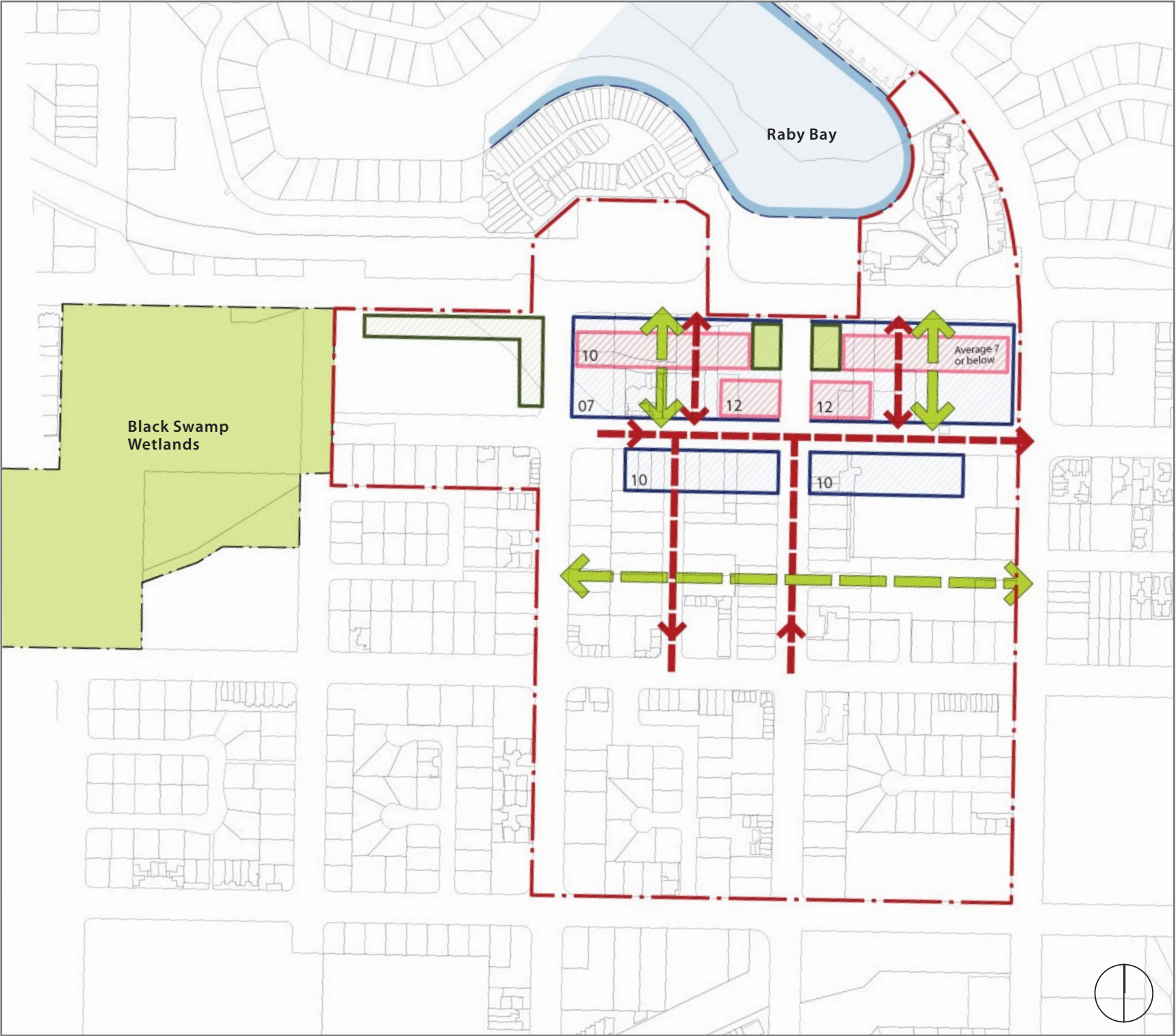
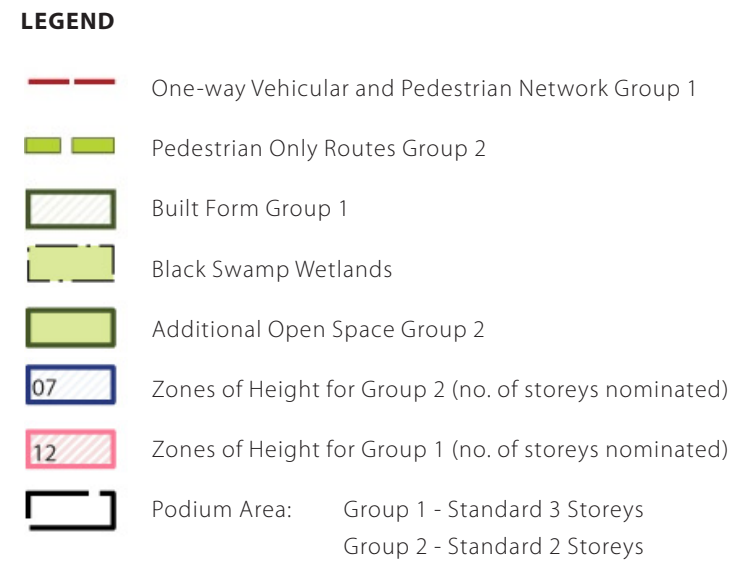


Figure 4: Points of Difference

The Master Plan

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3.0 THE BIG PICTURE

3.1 Cleveland Centre 2031 - Vision Statement

As part of the Enquiry by Design process a collective Vision Statement was drafted to set the focus for the master planning process and effectively capture a vision of the Centre’s future.

That vision portrayed Cleveland as a mixed and vibrant hub of activity at the heart of the Redland City and is consistent with the aspirations and vision defined in the Redland 2030 Community Plan.

The Master Plan chapter is divided into 2 sections:

The Big Picture

This section illustrates the Master Plan and its key organising elements. It includes broad level strategies to inform the definition of character areas, land use, urban form, building heights, open space and movement.

Detailed Considerations

Following the development of the Master Plan document, a series of additional studies were commissioned by Redland City Council to explore in further detail specific design consideration to assist in the appreciation and understand of the master plan intent. A suite of six documents has been produced, which comprehensively now define the Cleveland Centre Master Plan, with the additional studies exploring elements of the public realm and streets through testing design propositions, architectural interventions and movement in the centre.

"Cleveland Centre is the vibrant and exciting gateway to Moreton Bay.

It is a destination with unrivalled attractions and exciting buildings and streets focused around Raby Bay.

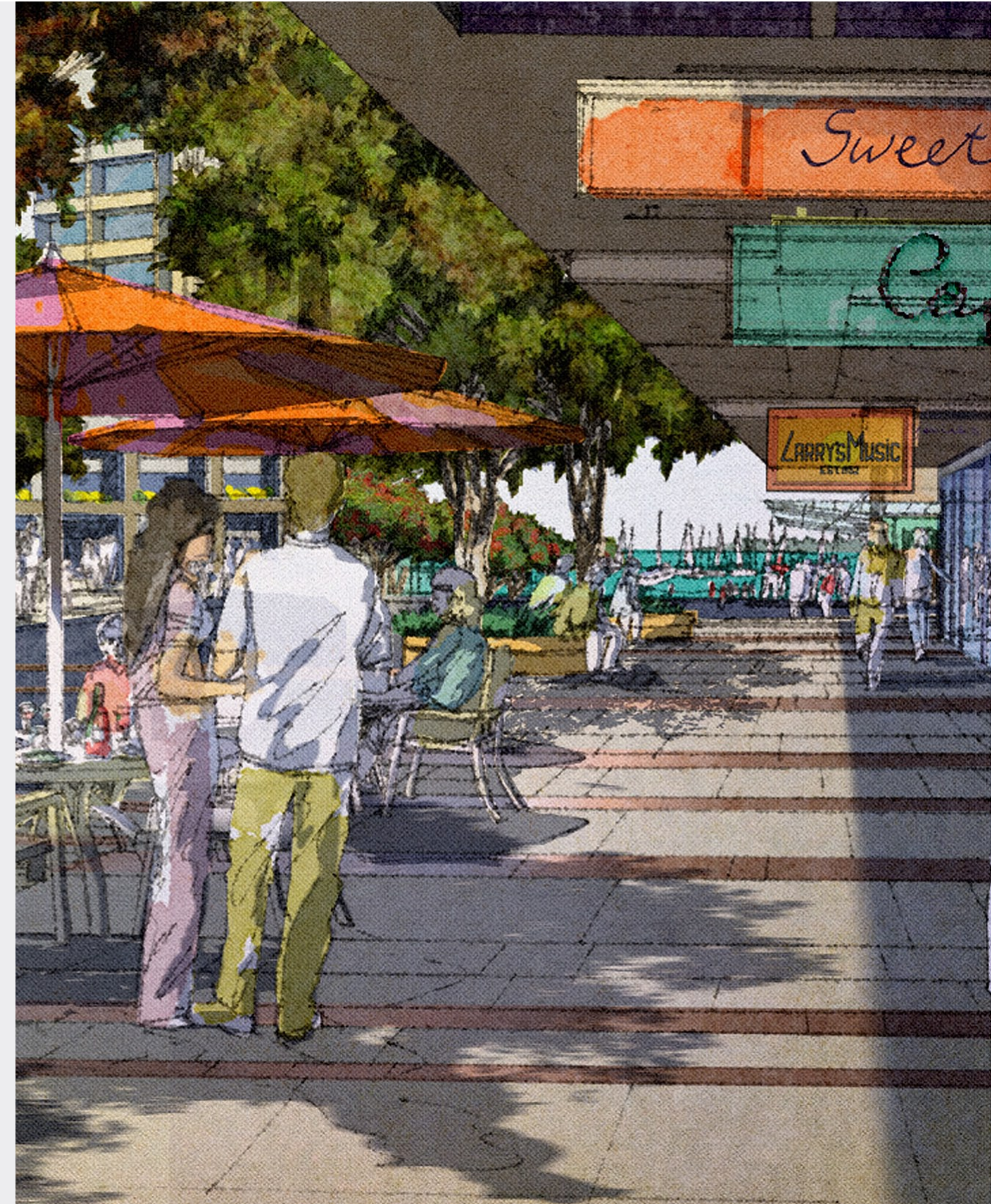
In the Bayside Precinct a rich mix of entertainment and shopping opportunities are easily reached by foot and it provides a great environment in which to relax with friends, either in the waterside park or in one of the many cafes or restaurants that make the most of the bay views.

It is a centre with a village feel and is easy to make home, with a range of high quality apartments, for all ages and family size. These have been designed to enjoy spectacular views across the bay and make the most of their proximity to the services and facilities that the Centre offers, satisfying the daily needs of any family.

It is easy to get to, and around with an excellent and convenient public transport network that services not only the Centre but also the surrounding residential neighbourhoods and local attractions. It is admired for its safe, pedestrian and cyclist friendly streets, as well as its integrated and diverse network of parks and plazas that connect the harbour to the Centre.

The variety of activities that make the Centre vibrant throughout the day provide for the needs of all citizens and visitors and make Cleveland a desirable place to live, work, relax and be educated and entertained.

Cleveland Centre is an exemplar of environmental, economic and social responsibility and is a focus for community life and civic activity."



3.2 Organising Elements for the Masterplan

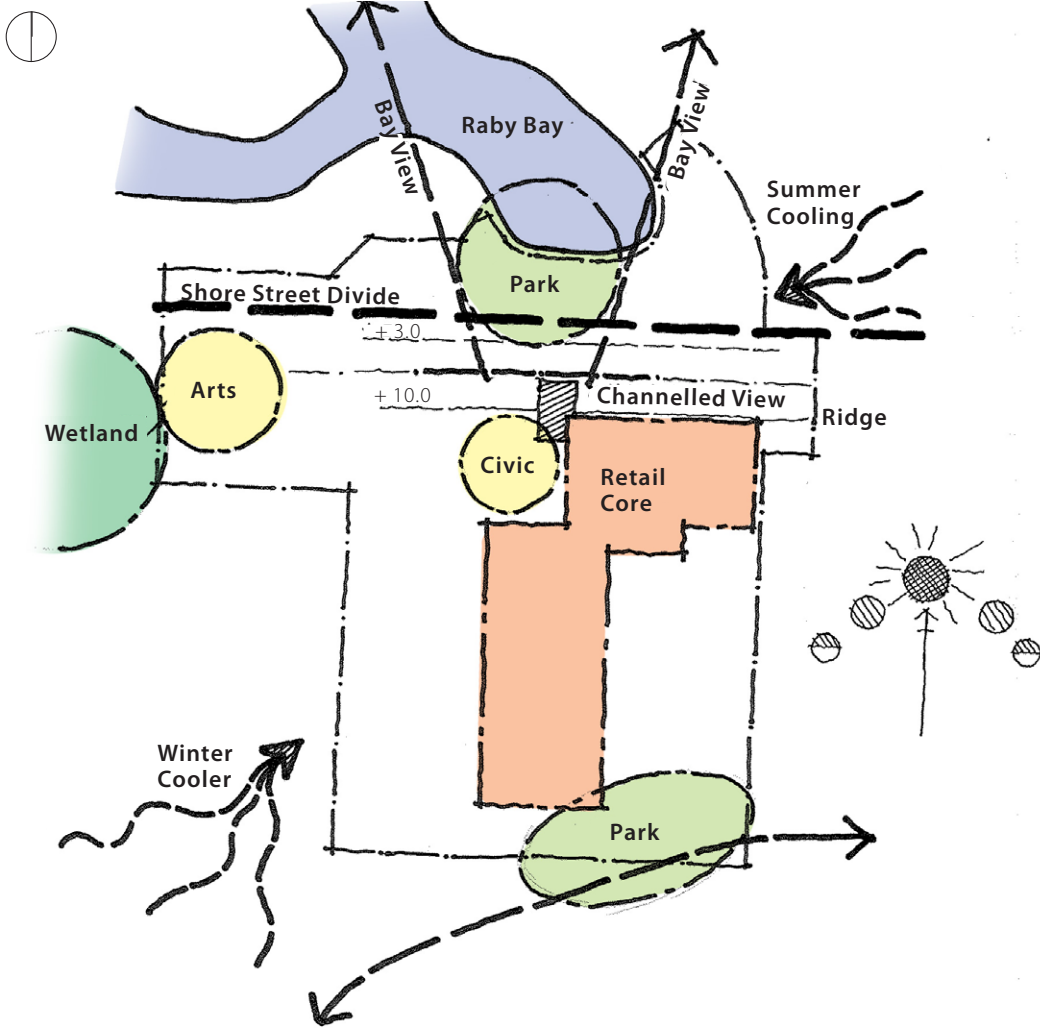
The existing Centre has a number of established strengths that have been considered and used to inform the development of the Master Plan. Key assets and current issues affecting the success of the Centre have been mapped, as part of the urban design analysis, and have helped determine the underlying character of the Centre and identify where opportunities for improvement exist.

These observations have been informed by the Enquiry by Design process, which in turn has helped to determine the subsequent development of the Vision Statement for Cleveland Centre and a number of high level principles to guide the evolution of the Master Plan.

There are a number of overarching organising elements embedded within the Master Plan:

- Reconnect Cleveland Centre with the Bay.
- Increase the variety and volume of activity in the Centre, building on its existing strengths and augmenting these with built form to accommodate more mixed use development and remove voids in the Centre's urban grain.
- Increase the residential population of the Centre and therefore the life of the area throughout the whole day and into the evening, by introducing bayside focused residential development, above large floor plate retail and commercial premises.
- Facilitate the development of a mixed use leisure and residential precinct that makes the most of the Centre's bayside location.
- Rejuvenate Raby Bay Harbour Park to create an attractive and exciting public space of regional significance; the park to be framed by a high quality waterfront accommodation, restaurants and entertainment precinct.
- Create opportunities for a range of scales of retail provision, from smaller artisan and boutique accommodation to larger units able to accommodate lifestyle goods such as a homemaker centre.
- Consolidate and strengthen the emerging Arts, Cultural and Education precinct at the western end of Middle Street. Increasing the area as a focus for Local Government, State Government and civil activities; including the Police Station and Court House, and reflecting The Cleveland Centre's emerging role as a Principal Activity Centre in the South East Queensland Region.
- Enhance the user experience of movement routes through the Centre to create a network of safe and attractive pedestrian and cyclist routes.
- Allow for ongoing effective access to parking within the Centre, while the long term strategy to encourage a modal shift towards public transport is established, and ensure that parking opportunities are accessible from inner ring roads.
- Deliver Transport Orientated Development (TOD) at Cleveland Station that maximises the development opportunity of the land and creates a high quality and accessible transport interchange with facilities for public transport passengers and cyclists. The attractiveness and convenience of the development and the services and facilities it offers contributing to achieving a modal shift away from the private car and towards cycling and use of public transport.
- Create a Centre that promotes best practice in Sub-Tropical design.
- Provide facilities that encourage social interaction and create a strong sense of community.
- Delivers a high quality and well connected public space network that includes provision for all ages.
- Sustainable design is an objective for development - maximising energy efficiency and water management etc.
- Includes effective and efficient infrastructure provision.

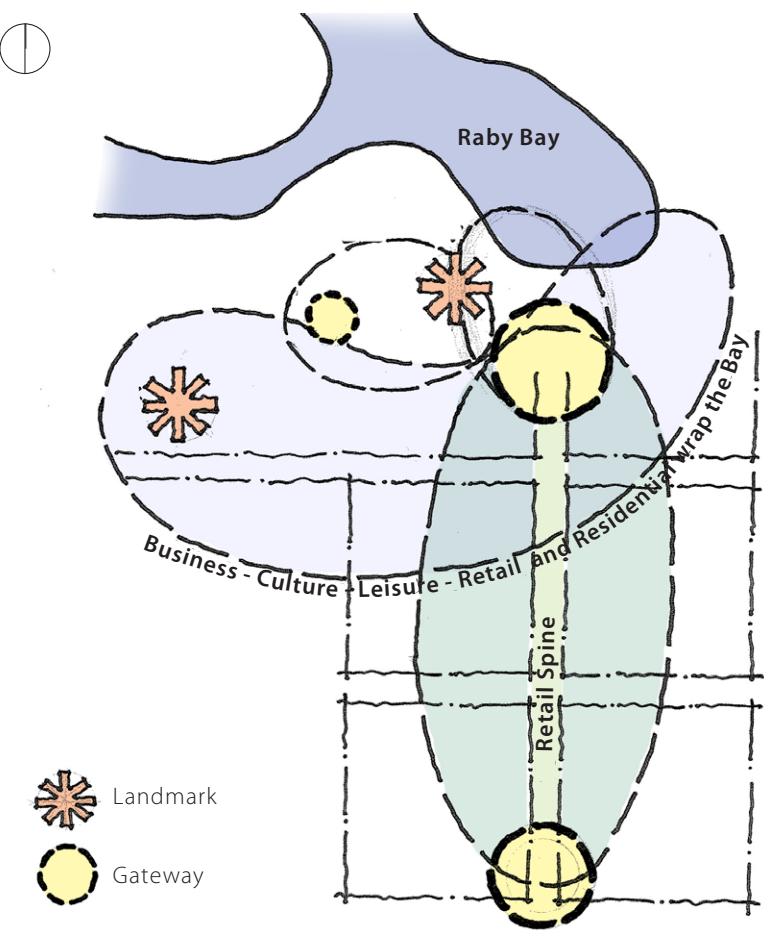
Figure 5: Local Assets



Local Assets

The key focuses of activity within Cleveland Centre (as shown in **Figure 5**), and the attributes which contribute to the definition of the Centre's distinctive character, are strong but are currently isolated and under utilised due to issues of poor pedestrian connectivity and the fragmentation of the Centre as a destination.

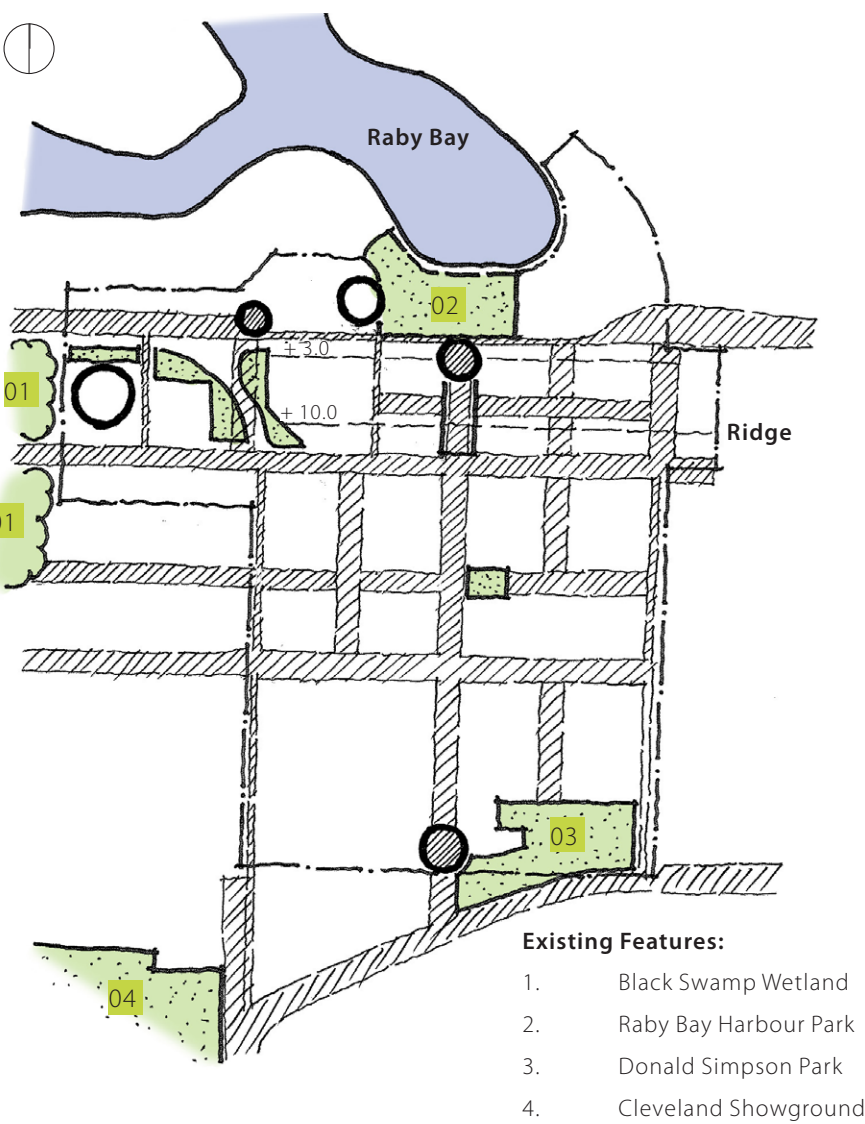
Figure 6: Unifying the Whole



Unifying the Whole

New uses should positively reinforce established patterns of activity and new urban form should be used to complete the voids in an already well defined urban grid (as demonstrated in **Figure 6**). New urban form should also be used to improve the Centre's legibility, with greater definition of an urban hierarchy through the use of built form and public spaces that interact to create landmarks and gateway elements at key location, and greater variety within the skyline.

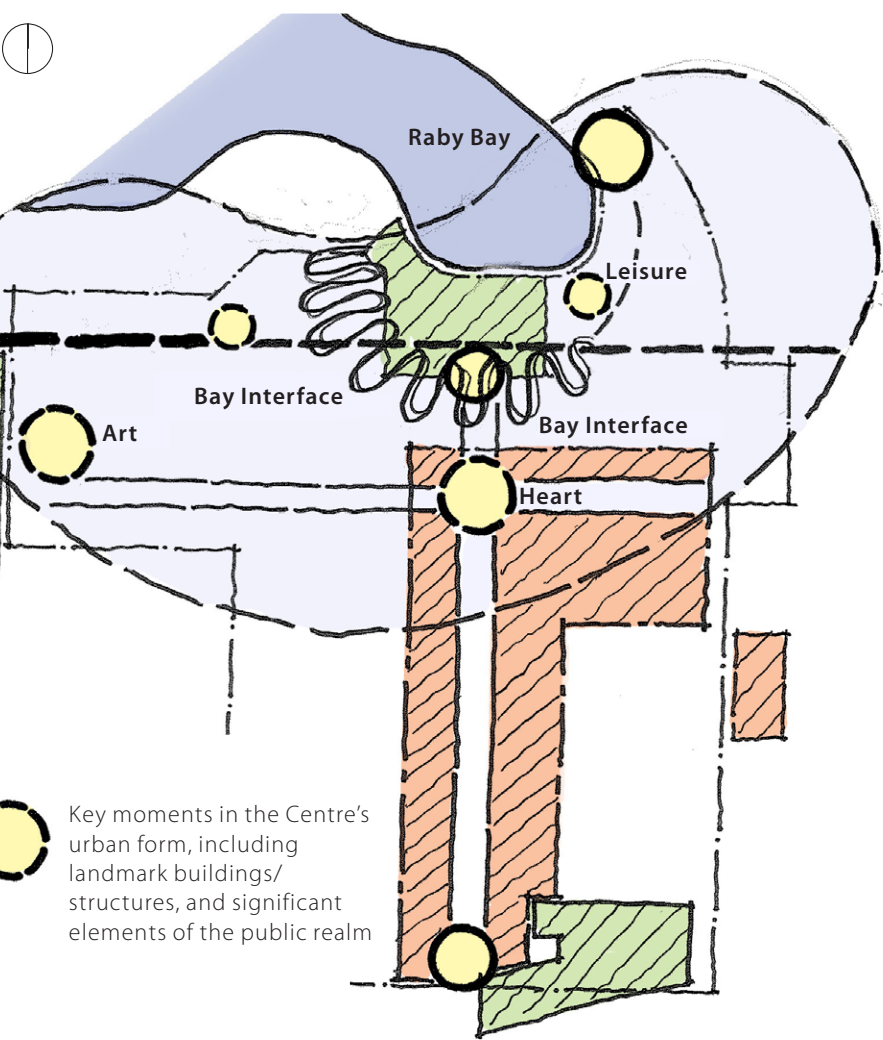
Figure 7: A Network of Routes and Spaces



A Network of Routes and Spaces

As shown in **Figure 7**, the creation of a strong network of attractive, interlinking routes and spaces should provide the organisational framework for the development of the urban block. With the anticipated increase in the density of development, and the subsequent reinforcement of the established grid, opportunities to introduce a finer grain within the blocks should be explored as part of development opportunities to ensure the delivery of an attractive, legible and walkable Centre that civilises the car.

Figure 8: Embracing the Bay



Embracing the Bay

As shown in **Figure 8**, urban form should exploit the opportunity for the Centre to embrace the bay and introduce new character and a greater diversity of uses, that optimise their bay side location, and reconnect the Centre to its water frontage.

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3.3 Illustrating the Master Plan

The Illustrative Master Plan (**Figure 9**) identifies graphically the key elements, activities and uses as numbered:

1. Raby Bay Harbour Park

2. Train Station and transport interchange with significant commercial and leisure floor space and associated parking contained in plinth to rear of main building. The opportunity to build over a portion of the rail line explored within the Master Plan.

3. Water front dining and entertainment

4. Bay side mixed use - retail and entertainment at ground floor level with residential above

5. Supermarket

6. Large scale retail opportunity accommodating either a department store or homemaker centre

7. Multi level car parking sleeved by development

8. Residential development above large floorplate retail

9. Business court with associated parking

10. Business court with associated parking

11. Town Square

12. Surface level car park and market space

13. Multi level car parking sleeved by development

14. Tertiary education facility

15. Cultural Community facility with small element of commercial provision
16. Tourist and travel information pod

17. Library

18. Large commercial development opportunity including retention of Redland City Council buildings , reconfigured to address town square

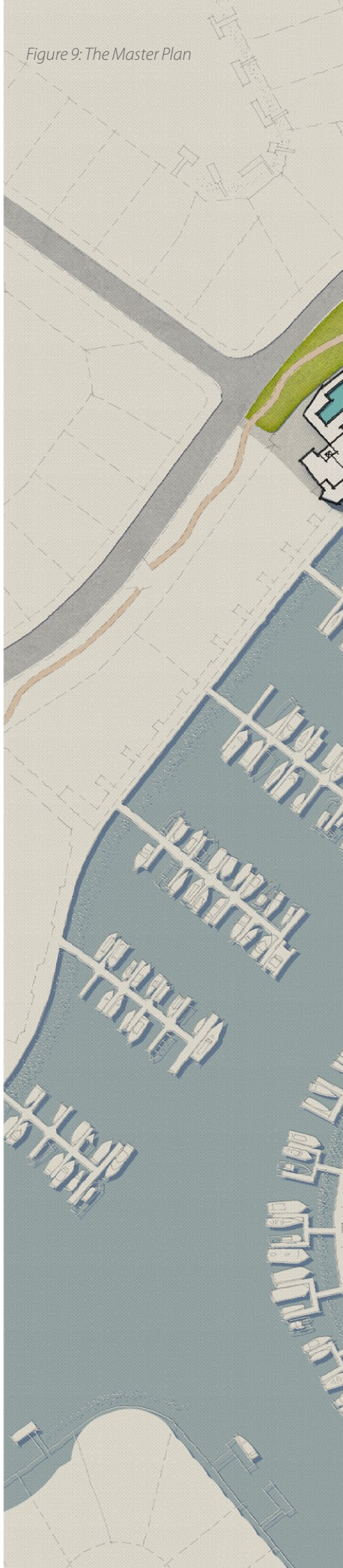
19. Raby Bay Harbour Park extension

20. Shore Street West - tree lined boulevard

21. Doig Street reconfigured to allow one way vehicle movement to the south and a pedestrianised precinct to the north, connecting to Middle Street

22. New east/west pedestrian focused route connecting the Cleveland Centre to its car parks, Town Square, high street and outer residential suburbs

23. Major public transport interchange





3.4 Visualising the Plan

A series of street level artists impressions and aerial perspective sketches have been produced to assist understanding and translation of the Master Plan.

They are an indicative representation of ultimate development beyond 20 years. All sites are shown as redeveloped, however this is unlikely to occur in the Master Plan time horizon.





Figure 10: Illustrative artists impressions



Figure 11: Bloomfield St, view north towards the bay



Figure 12: Bloomfield St, view north toward the Town Square

3.5 Character Areas

The Master Plan establishes a number of distinct character areas, or precincts, that build upon the strengths of the existing Centre, and provide the opportunity for Cleveland to become an attractive and vibrant mixed use destination of significant scale and regional draw. As outlined below, four precincts have been identified and are illustrated in **Figure 13**.

THE BAYSIDE PRECINCT

At the Centre's northern edge, focused around Raby Bay, a mixed use residential neighbourhood has been established. At the heart of this neighbourhood is Raby Bay Harbour Park and Cleveland train station. Both of these facilities will be significant generators of activity and become gateways for the Centre and wider Raby Bay area. As such they should be designed to make the most of their waterside aspect and create a distinctive address for the Centre.

A significant amount of new development is anticipated within this precinct in order to create a destination; a focus for mixed use, leisure, specialist boutique and artisan retail, as well as the accommodation of a substantial proportion of residential development.

New urban form would be used to define the bay frontage, integrating the currently underutilised and vacant sites to establish a strong and dynamic address on Shore Street West.

The relationship between buildings and public space must be reinforced to create an environment where buildings are seen as a strong frame to the bay and the Centre's most significant piece of urban green space.

The Bayside Precinct will also provide the key focus for evening activities and entertainment in the Centre.

CENTRE CORE

Building upon the existing success of Bloomfield Street and Middle Street (east), as the Centre's principal day to day shopping destination, this street will be reinforced in the Master Plan with additional frontage and floor area to form Cleveland's High Street, at the heart of the Centre. This role will be augmented further with the introduction of a new public square, at a mid point within the street, connected laterally along a new pedestrian route that leads directly east/west to the residential areas surrounding the Centre and the new focuses of parking. The design of this space will reflect its civic/ ceremonial role.

CIVIC, CREATIVE ARTS AND KNOWLEDGE HUB

Within the Master Plan the emerging focus for the arts, at the western end of Middle Street, is to be reinforced with the provision of development to accommodate a range of community uses and educational facilities, establishing a key focus for the arts and learning in the Centre.

REINFORCED CORE

Within the Master Plan strategy for the wider Centre is extended the principle of consolidating underutilised sites and providing development that accommodates a diverse mix of uses.

The southern end of Bloomfield Street continues its role as the High Street, but with an increase in the amount of residential development available, including within landmark buildings that mark the Centre's southern gateway. This residential focus integrates the Centre with the surrounding area and also introduces a significant focus of on street activity so animating and activating the entire length of Bloomfield street.

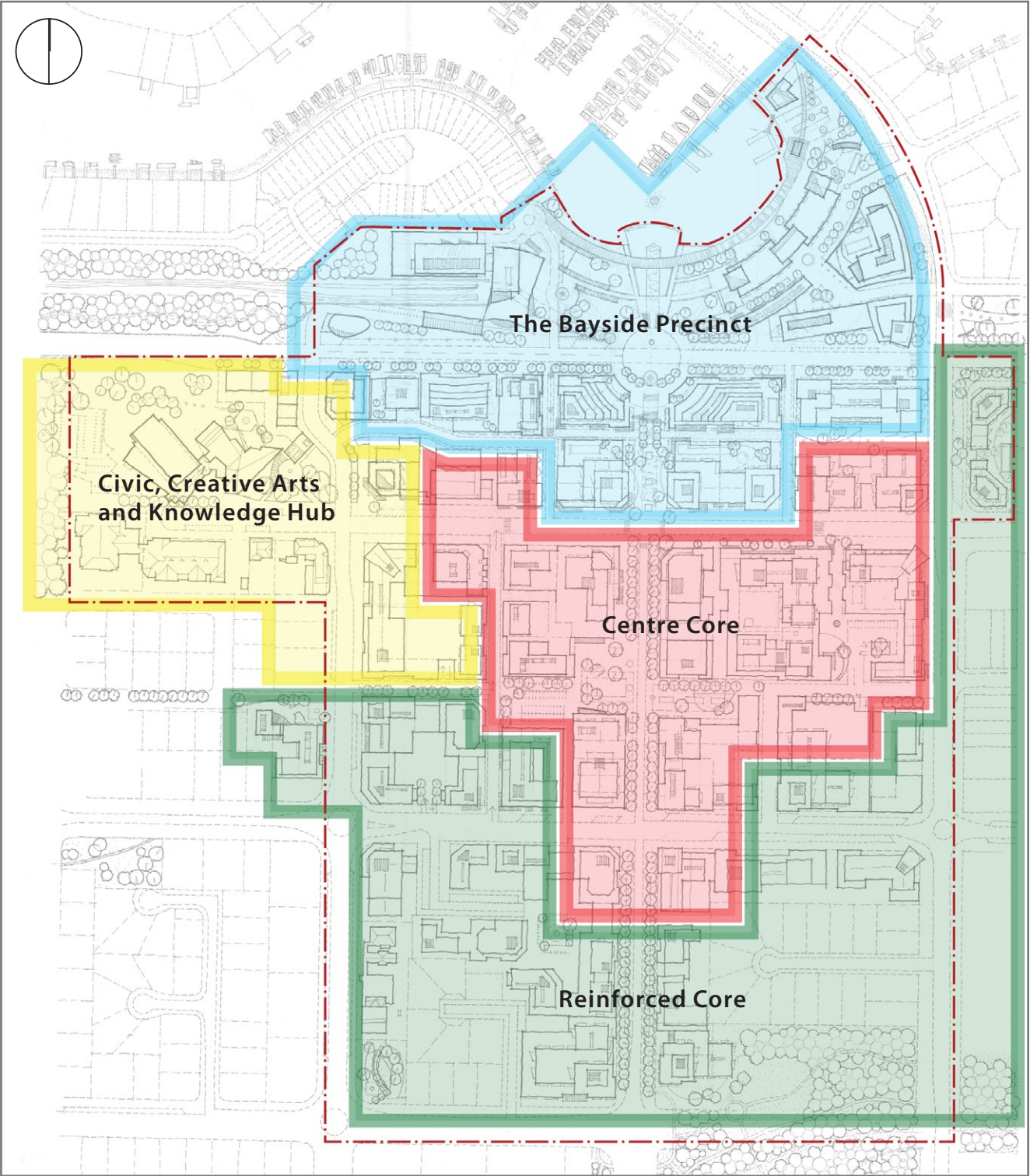


Figure 13: Character Areas

3.6 Land Use

One of the key outcomes of the land use pattern, adopted by the Master Plan, is the delivery of a vibrant Centre that has active streets and is the focus of activity throughout the day and into the night.

This will be achieved by ensuring there is an appropriate distribution of uses across the Centre, that there is also a good mix within the block and that ground floor uses generally have a positive relationship with the street - accommodating uses that have a visible presence on, and considerable interaction with the street such as shops, cafes, restaurants and extended hours services such as fitness and medical facilities.

The application of this approach will ultimately increase employment opportunities in the Centre, helping to achieve Redland City Council's strategy of increasing self containment of local jobs for local residents.

Within the Bayside Precinct the aim is to create a vibrant and attractive mixed use residential focus for Cleveland that also supports a strong and attractive evening economy, including restaurants focused around Raby Bay.

The key to delivering this will be to strike a careful balance between where and how concentrations of retail and leisure activities are positioned, and the nature of their relationship with the proposed residential component. This consideration will ensure that any conflicts in character of use, for example noise are considered and managed at the planning stage.

In addition to retail and residential uses the Bayside Precinct provides excellent opportunities for the establishment of high quality and distinctive opportunities for water front dining and entertainment facilities that make the most of their bay side location and adjacency to Raby Bay Harbour Park.

The train station also presents an excellent opportunity to introduce a significant element of commercial/ leisure activity as well as a transport interchange.

Along Middle and Bloomfield Streets, which continue to be the focus for main stream retail activity and commerce in the Centre, the maintenance of a continuous active street frontage is essential. At ground level it is preferable that retail frontage and access is maintained, and that the Centre retains the feel of a "High Street". With an increase in the general density of the Centre, new accommodation will be available above this ground floor element, with the potential to extend the retail over this larger floor plate or introduce new commercial/ office uses and increase the business presence in the Centre.

In addition, further opportunities for residential development, in the form of apartments will be accommodated above the ground and first floors of buildings, particularly across the eastern half of the Centre, to the north and south of Middle Street.

LEGEND

Mixed Use Development Opportunity and New Transport Interchange

Public Buildings

Harbour Front Dining and Entertainment Precinct

Key Focuses of Retail Frontage at Ground Floor

Mixed Use

Residential

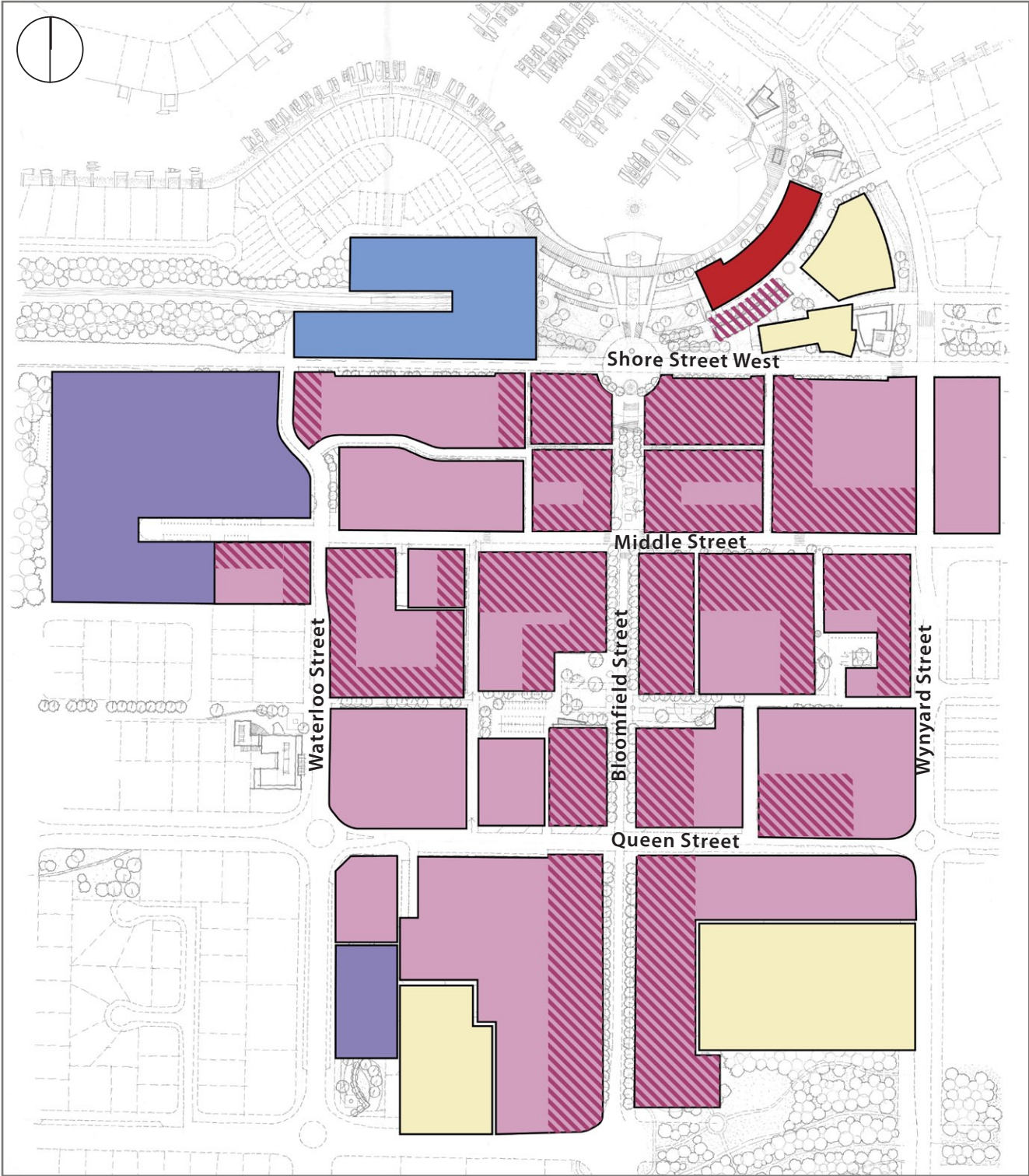


Figure 14: Land Use

3.7 Building Heights

As a principle strategy, Cleveland has been identified to accommodate a portion of the local jobs growth in the city to 2031. Similarly, it will also accommodate increased residential dwelling supply to meet the infill growth target defined in the LGMS and SEQRP 2009-2031.

In order to do this it is not enough to simply utilise the vacant sites within the Centre at the current scale. It will require a balanced change to existing planning controls. The Master Plan seizes upon the need to increase development volume as an opportunity to redefine the Centre’s urban character and utilise greater variety in height to create landmarks, gateways, emphasise corners and important buildings and increase the opportunities for residents and visitors to appreciate views out across Raby Bay and towards the outlying islands.

Within the Master Plan the greatest height, set at a maximum of eight storeys, has been focused around the bay to capitalise on views to the bay. Across the urban blocks within the centre, height ranges between eight and five storeys.

In order to maintain a strong sense of village character and reinforce the pedestrian friendly nature of the streets the use of the podium, where taller elements of built form are allowed, has been adopted. This approach accommodates taller elements of development on a base plinth of between two and three storeys maximum across the Centre. Development of this taller element is then set back from the edge to a range of minimum and maximum depths to protect the character of the streets and create continuity of character.

The height allowance will be relative to physical size of the site and the frontage to the public street and the definitions for storey, and approach to basement car park will be as set out in the Redlands Planning Scheme.

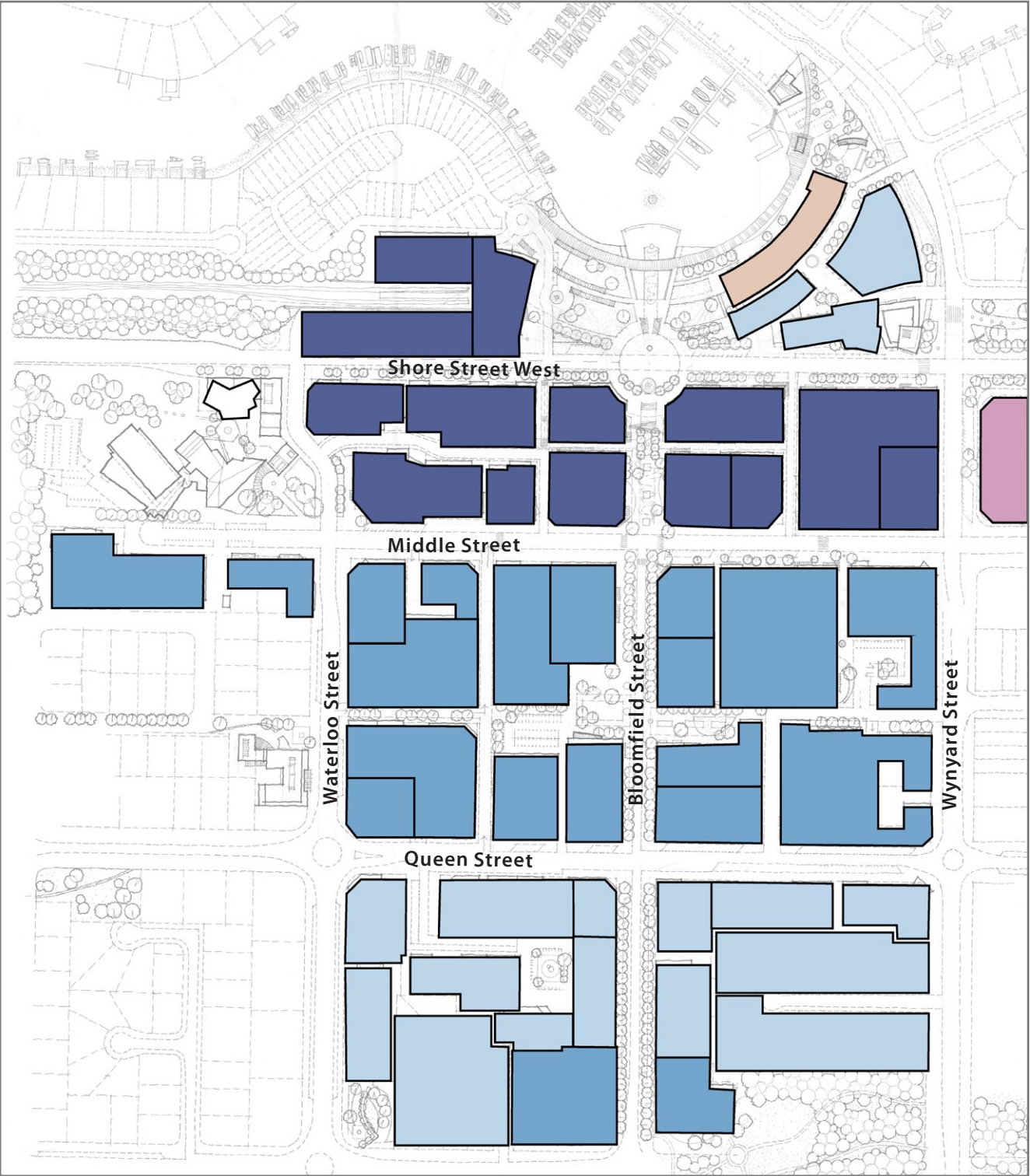


Figure 15: Building Heights

3.8 Urban Form

The Centre’s existing urban grain is defined by a strong grid structure with north/south and east/west connections that run between the blocks. Currently the strength of this grid is undermined by significant areas of surface car parking, which create voids in the Centre’s built form and undermine the strength and continuity of its streetscape.

A key outcome of the Master Plan is the creation of active and pedestrian scale streets to unify the Centre.

The opportunity to fill the voids and deliver mixed use development that generates attractive and animated street frontages is an important principle, as is the efficient use of currently underutilised sites, with a scale of development that will accommodate the employment and residential growth determined in the Local Growth Management Strategy 2008.

With the consolidation of development, on the existing blocks, there is a danger that the grain of the Centre will become quite large. If not handled carefully this approach could aggravate any current problems of pedestrian connectivity and also potentially diminish the sense of village character that is enjoyed by Cleveland residents and visitors currently.

In order to maintain this ‘village feel’, as well as aid the legibility and permeability of the Centre, the Master Plan formally introduces a number of smaller routes and pedestrian links at strategic locations within the structure of the proposed development.

The Cleveland Centre Master Plan Development; Relationships between built form and the Street Document provides further details on architectural character and activated streets. Plot ratios are also included in section 7.3 which recommend building form and scale relative to land area and street frontage.

LEGEND

Urban Grain



Figure 16: Urban Grain

3.9 Long Sections

The following long sections illustrate the interpretation of the building height guidance, established by the Master Plan, along two of the key street frontages within the centre; Bloomfield Street and Shore Street West.

These sections demonstrate the overall intent within the Master Plan to deliver a variety of height that in general peaks at the bay front, at the junction between Middle Street and Bloomfield Street, and also at the end of Bloomfield where it meets Russell Street. And that allows for a range of variety in the key street edges where the lower floors of the blocks define the public realm.

Bloomfield Street

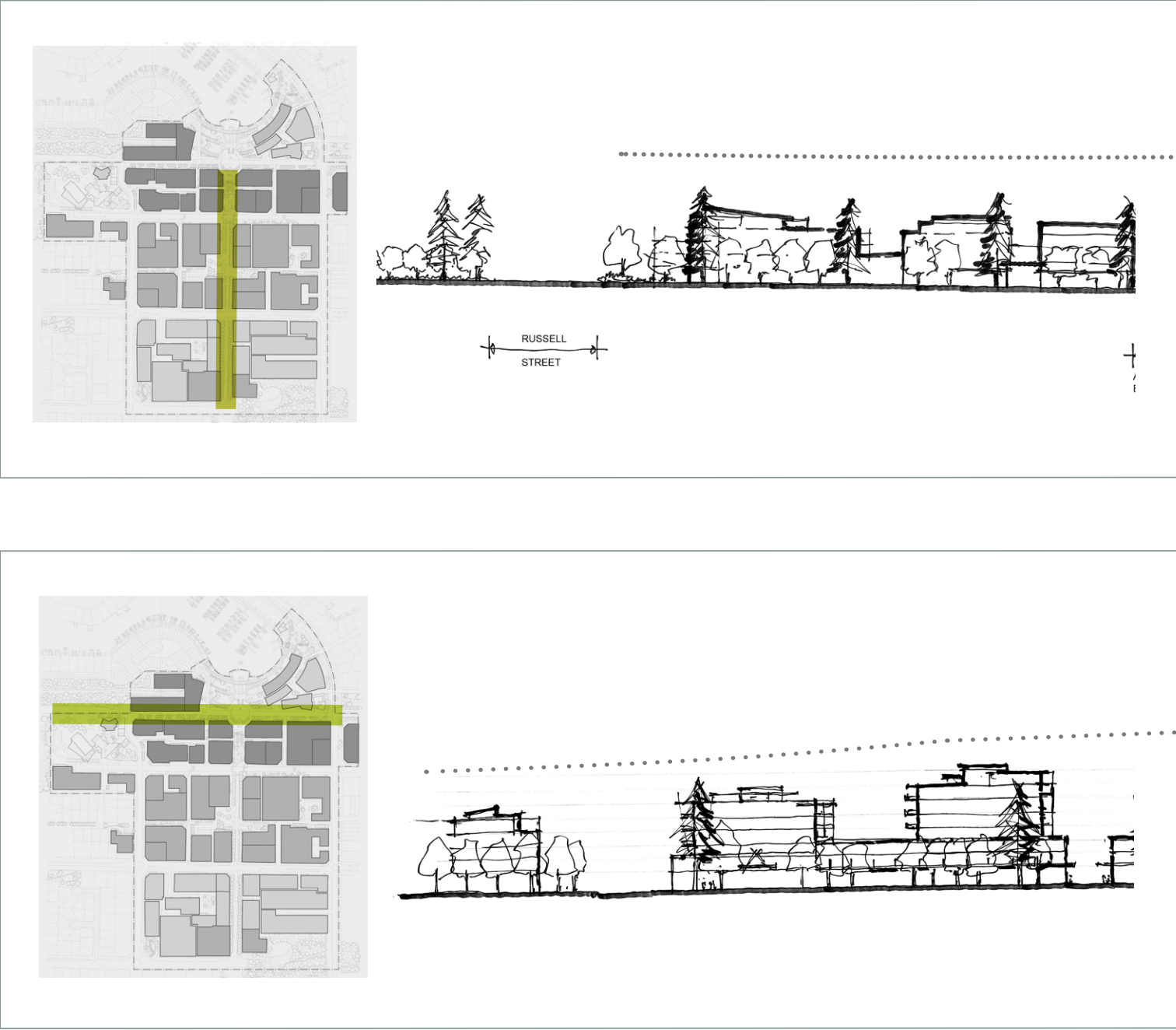
The topographical variation that is offered at the northern end of Bloomfield Street means that greater height can be accommodated without the general scale of the long elevation being out of balance. Unlike Shore Street this street profile will not be read as a single composition, it is therefore capable of accommodating a greater range of height variation. Even so height in general is focused at the streets' northern end, particularly around the Bloomfield/ Middle Street junction and towards the southern end of the street to provide a 'gateway' element to the Centre here.

Shore Street West

It is important, in defining guidance for built form along Shore Street West, to have an appreciation of the full elevation of the street due to its' single sided nature and also its' prominence as the address for the Centre when viewed from Raby Bay Harbour Park and on arrival at the train station.

The architectural treatment of the ends of the elevation, ie. at the junctions of Shore Street West and Waterloo and Wynyard Streets, should be strong on the corners. As should the architecture that frames the public space created where Bloomfield Street and Shore Street West meet.

This later opportunity is a significant one in ensuring that the strength of the visual relationship between the Centre and Raby Bay is reinforced. New buildings at this junction should not only be used to frame the public space more effectively, by creating opportunities for greater activation of the street, providing accommodation at ground level, but should also maximise on the opportunities to frame views out into Raby Bay Harbour Park and the bay beyond.



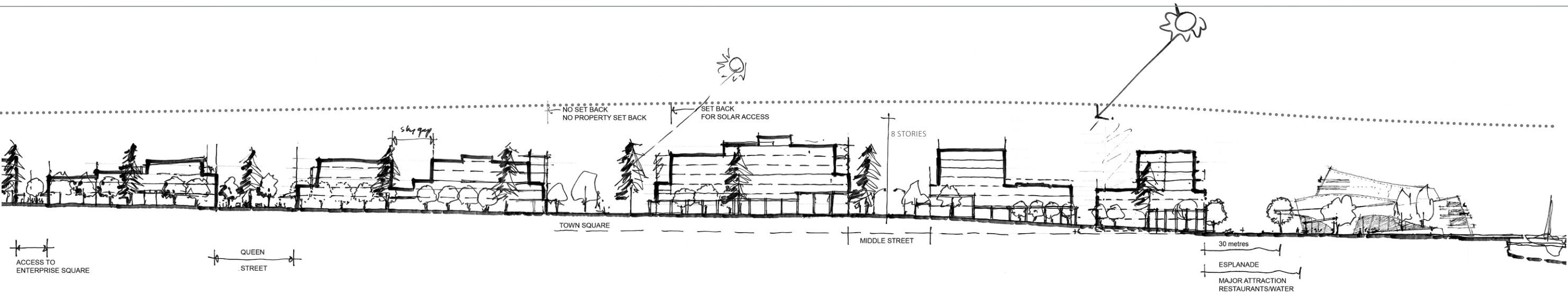


Figure 17: Bloomfield Street Long Section

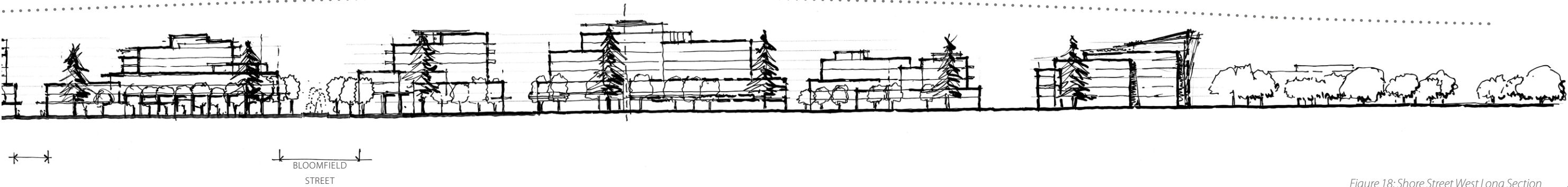


Figure 18: Shore Street West Long Section

3.10 Open Space and Public Realm


Organising elements for the open space and public realm network

The proposed Landscape Strategy for the wider Cleveland area seeks to provide RCC with a clear vision and coordinated approach to the conservation, enhancement, renewal and growth of Cleveland’s open space and define mechanisms and design direction to inform the renewal process.

The key components of the concept that form the foundations of the strategy, are defined by the distinctive qualities and characteristics of existing landscape assets. Three open space corridors, generally running north/south through the area, provided opportunities to create distinctive landscape experiences.


Across this palette of landscape experiences are a defined collection of community and recreational destinations connected by a network of attractive, and pedestrian and cyclist friendly movement corridors.

The whole strategy presents an exciting opportunity for residents and visitors to choose journeys of landscape experience.




Bushland Edge

Captures and seeks to reinforce the characteristics of the natural landscape, predominant to the west, promoting the creation and augmentation of natural landscape qualities with opportunities to enhance and re-establish the distinctive fauna and flora of the area as part of the recreational open space and public realm experience.




Bayside Address

Recognises the significance and distinctive qualities of the areas’ bay side address, providing parklands that maximise their waterfront address as part of the visual and physical experience and reinforcing Cleveland’s address on the bay.




Creek Corridors

Identifies the importance of the former creek corridors in providing interesting and ecologically diverse landscape corridors with re-vegetation and naturalisation opportunities, and the reinforcement of their role as important visual and physically attractive movement corridors for both animals and humans.



Footparks

A network of ‘Footparks’ are proposed to laterally connect these corridors of distinctive landscape experience, providing attractive, safe and accessible movement routes for residents and wildlife. The ‘Footparks’ add a further layer to the open space provision, connecting community and recreational destinations, and providing an unbroken network of important lateral routes.



Destination

The established network of community and recreational destinations are bedded into the corridors of distinctive landscape character experience.



Figure 19 Landscape Concept Plan

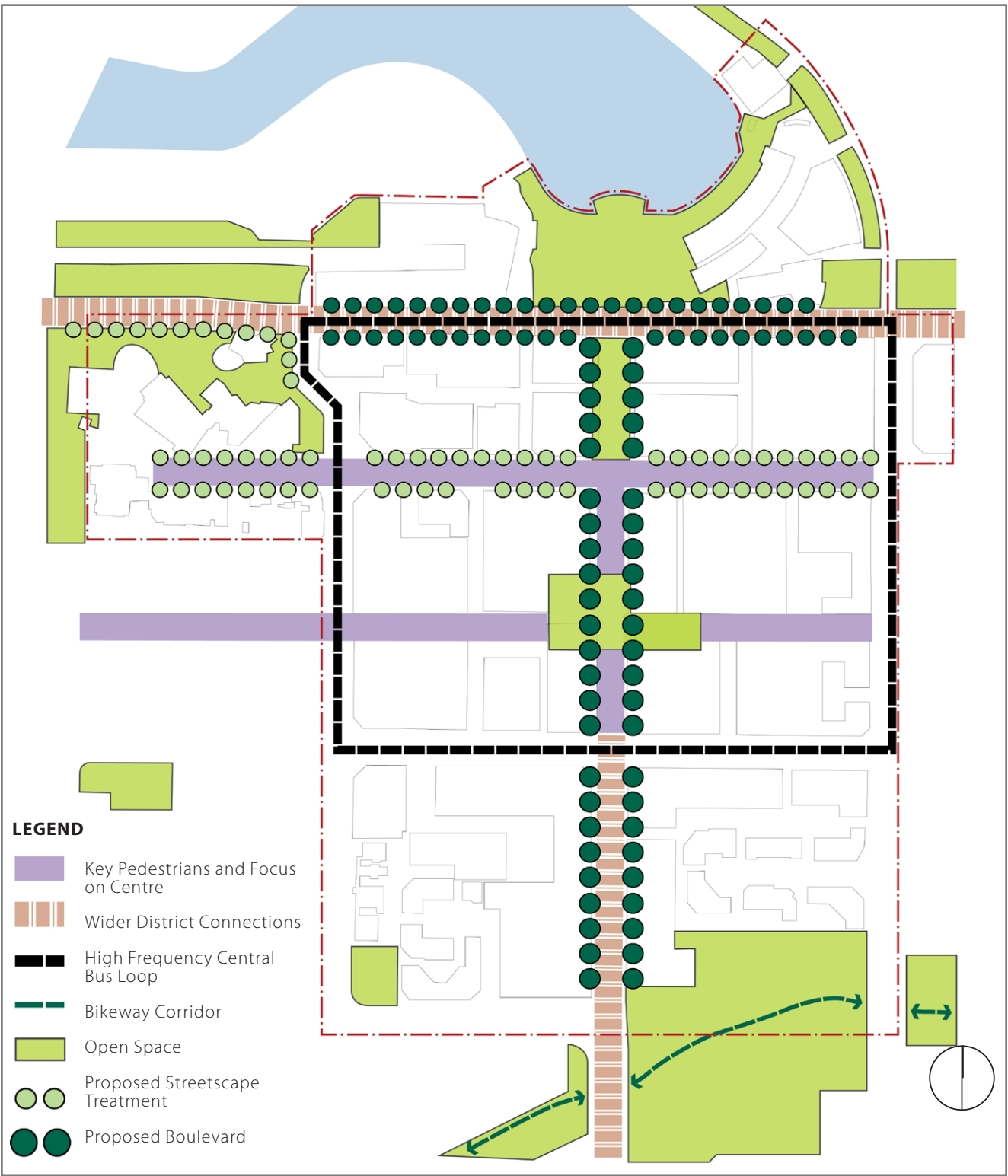


Figure 20: Open Space and Public Realm

3.11 Movement

In terms of movement a number of key principles have been adopted and are embedded within the design of the street network in the Master Plan. At the heart of all these is the desire to create a walkable Centre that effectively and safely integrates the needs of pedestrians, cyclists and the car.

The existing street network has been retained and augmented with a number of additional north/south and east/west links strategically located to improve connections to Raby Bay, the train station and out into the surrounding residential neighbourhoods.

A number of these new routes have been designated as pedestrian only or one way where vehicular traffic is accommodated. In both cases provision is made for cyclists within designated routes.

In addition a long term strategy to replace the roundabouts with signalised traffic management initiatives , at the four key junctions adjacent to the Centre, is considered within the Master Plan. The intention being to more effectively manage the relationship between vehicular, cycle based and pedestrian traffic as well as improve general traffic movement as volumes increase in the centre with its growth.

However, in the short term, only one change is to be made; at the junction of Waterloo and Middle Streets the roundabout is to be replaced with signals and the road corridor reconfigured to reduce its width and allow improved pedestrian movement between the Civic, Creative Arts and Knowledge Hub.

The continued provision of parking within the Centre is still a significant consideration and its maintenance is an important contributing factor in ensuring the long term economic viability and attractiveness of Cleveland Centre. With this in mind the provision of parking, both in terms of on-street and larger single site car parks, has been retained but the location and the variety developed.

In the main existing large areas of surface parking have been removed in order to utilise these sites more efficiently for development. In their place, multiple level car parks are proposed, at Doig Street,

Wynyard street and at the railway station. These are accessed via the existing street network and have been strategically located to be within easy access of the high street and linked directly to one of the new lateral pedestrian routes.

One of the existing surface parking facilities has been retained, adjacent to the new town square. The retention of this element is considered a contributor to the sense of village character and is seen as a further resource to be utilised for community events for example to accommodate Christmas markets.

The retention of on-street parking is also seen as a significant positive asset in the degree of activity and animation it provides streets.

Key Interventions

- 1. Shore Street West: Shore Street West, between Waterloo and Wynyard Streets, has been transformed into a tree lined boulevard with vehicular traffic in both directions, parallel car parking along either side of the carriageway, and a dedicated cycle lane in both directions. As a result more generous pavement areas have been created, on either side of the vehicle corridor, allowing for ground level activity from new buildings along the street to spill out and animate the public realm and seize the opportunity for people to enjoy views out across the rejuvenated park.
- 2. Two new routes cut at mid points through the urban block between Shore Street West and Middle Street. These both provide part vehicular/ part pedestrian only access between Middle Street and Shore Street West.
- 3. Doig Street: Doig Street is retained as an important north/ south mid block break. Traffic studies have recommended that the street be redesigned to become one way for the northern half of the street where cars could enter a proposed new carpark. The southern half of Doig Street would remain two way. This will become an important access road for visitors to the centre arriving by car, as it provides the primary access to two of the Centre's proposed car parks.

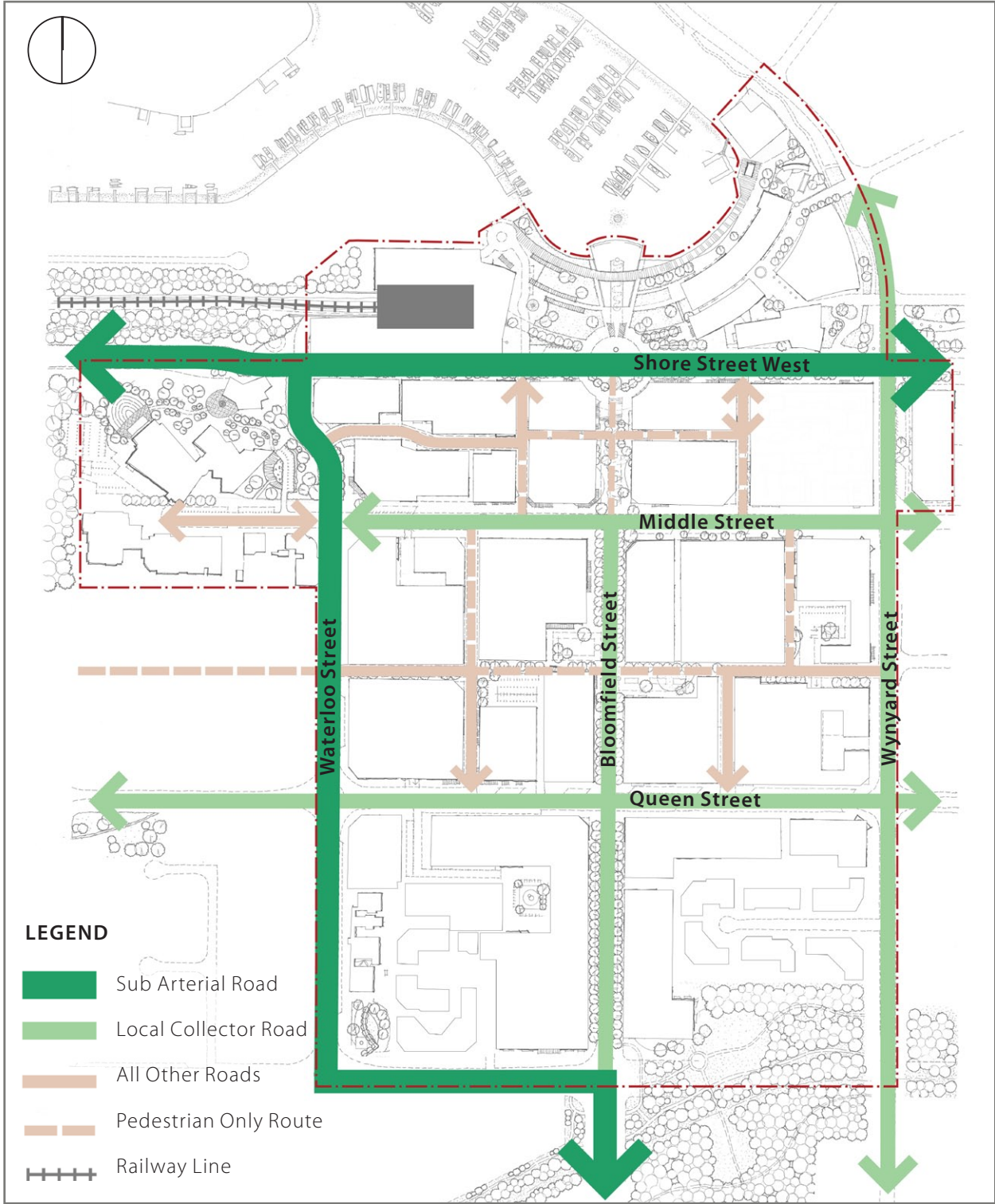


Figure 21 Movement Networks (the street structure and hierarchy illustrated in the above plan reflects the discussions in early EbD workshops and work undertaken in the first stages of the Cleveland Master Plan development 2007/2008)

Summary of Engineering Traffic Study

The proposed Master Plan street network was tested, using a traffic simulation package to understand network operation in the design years 2021 and 2031. A number of scenarios were tested in order to establish a network that would cater for the needs of the vehicular traffic whilst allowing adequate provision for pedestrian and cyclists. The simulation package chosen to model the centre was Quadstone-Paramics - the advantage of this particular package is that it produces a visual representation of the network allowing intersection interactions and operations to be understood in the context of overall operation.

The modelling process involved the following:

- 1. 2009 base year model development and calibration
- 2. Testing of design year 2021
- 3. Testing of design year 2031

BOUNDS OF THE MODEL:

The bounds of the model are defined by:

- Shore St West and Cleveland railway station to the north
- Wellington St to the west
- Queen St to the south
- Wynyard St to the East

BASE YEAR MODEL DEVELOPMENT:

Traffic counts and queue length surveys were taken at intersections in Cleveland Centre (see also Figure 1). This was undertaken in June 2009 (outside school holiday periods) at 15 locations in the AM, PM and weekend peak periods. A manual carpark survey was undertaken at the Woolworths shopping centre carpark entrance and exits and the most up to date bus data information was obtained from TransLink. A site inspection was carried out to review the location and type of parking within Cleveland Centre. Pedestrian crossings throughout the centre were recorded. Delays for through traffic in the Cleveland

centre as a result of vehicles undertaking reverse angle parking was also taken into account.

This information detailed above was used as inputs for the base model. Aerial photography was used as an overlay. Following from this a road network was created to replicate the current network. The model was then tested and calibrated to reflect the current road operation.

FUTURE YEAR SCENARIO TESTING

The future years 2021 and 2031 were tested under a number of scenarios to understand the impacts of one way systems and removing traffic lanes in the centre. Details of these scenarios are accessible in the supporting documentation to this Master Plan. Traffic volumes for these future design years were developed by applying the following agreed growth rates to the road network:

- Shore St West: 5%pa ¹
- Other roads - 2% pa ²
- Carparks 2% ²
- Cul de sacs 0% ³

The future signalisation of the following intersections were applied:

- Shore Street West/Waterloo Street
- Middle Street/Waterloo Street
- Middle Street/Wynyard Street

The signalisation of Middle St/Waterloo is proposed for the short term, whilst the signalisation of Shore Street West/Waterloo Street is proposed for the longer term. The signals at Middle Street/Waterloo Street will allow pedestrians to easily access the western end and allow a strong pedestrian spine to develop. The roundabout currently at this location, whilst adequate for traffic flows in the year 2031 would not be suitable for pedestrians. Signals are viewed as strengthening the pedestrian links and a safer option for pedestrians than roundabouts.

The signalisation of Shore Street West/Waterloo Street is considered necessary in the longer terms as growth continues throughout Cleveland Centre. Further details on this intersection are discussed in the modelling results.

Results for the one way operation of Doig St and of a lane reduction in Shore St are discussed below. The modelling tested Doig Street as a one way street to halfway (north to south) where cars could enter a proposed new carpark. The southern portion of Doig Street would remain two way. Lane reduction of Shore Street West is also discussed. This road currently operates as a four lane two way dual carriageway with limited regulated parallel parking and bus set down in the road shoulders. The modelling tested a lane reduction between Harbourview Circuit and Wynyard Street – note the final proportion of road proposed for 2 lanes is not yet finalised and may not extend for this full segment of road. One way operation along Bloomfield Street is also discussed.

RESULTS DESIGN YEAR 2021:

The paramics model showed that under anticipated 2021 volumes, Cleveland Town Centre would operate satisfactorily with Doig St reduced to one way (north to south) to mid block point. This was true for the two key peak periods during the week - the weekday PM (16:00 – 18:00) and the Saturday morning AM (10:00 -12:00). It also showed that the network would operate satisfactorily if Shore St West was reduced from 4 to 2 lanes.

- A critical intersection for this option was that of Shore St West and Waterloo St which had a Level of Service (LOS) C⁴. Other intersections tested⁵ operated at LOS A⁶ and B⁷ in 2021. [Further details of these intersections are accessible in the supporting documentation to this Master Plan].

Bloomfield St (between Middle Street and Queen

Street) was tested under one way scenarios (both north to south and south to north) – both these scenarios operated satisfactorily under 2021 design volumes.

RESULTS DESIGN YEAR 2031:

The paramics model showed that under anticipated 2031 volumes, Cleveland Centre would operate satisfactorily with Doig St reduced to one way north to south from mid block. However, it showed that under these anticipated traffic volumes there would not be sufficient capacity within the network to reduce Shore St West from 4 to 2 lanes. The reduction in capacity along this section of road cause traffic to queue back along Shore St West and become gridlocked during the PM peak period.

Bloomfield St (between Middle Street and Queen Street) was also tested under one way scenarios for 2031 (both north to south and south to north) – both these scenarios operated satisfactorily in 2031.

Note the 2021 and 2031 results discussed above were obtained with retaining the on street reverse angle parking – this parking did not have significant adverse impact on the modelling results.

Traffic circulation throughout the centre would be further enhanced through the proposed restriction of

bus movements from Middle Street. This, in addition to the concentrated parking areas proposed from the centre ring road will further assist circulation of the road network.

CONCLUSIONS

The road network provided adequate level of service and network performance for the anticipated traffic volumes in 2021. In 2031 the modelling indicated that the initial favoured option in reducing Shore St West from 4 to 2 lanes would cause the network to gridlock. As discussed, this was based on the assumption that the full section between Harbourview Circuit and Wynyard Street would be reduced to two lanes. Further detailed design planning will be needed to confirm the optimal length of road for lane reduction (which may overcome some of the congestion issue),

- 1 Shore St West provides the key east-west link into Cleveland Centre
- 2. A growth rate of 2% for roads within Cleveland Centre and for carparks was considered as reasonable
- 3. Cul de sacs were agreed to have negligible future growth
- 4. Definition LOS C: There are stable operating conditions but with manoeuvring becoming more restricted and motorists appreciable tension in driving. Longer queues and/or adverse signal coordination may contribute to lower average travel speeds of about 50% of the free flow speed.
- 5. Shore Street West/Wynyard Street, Middle Street/Waterloo Street, Middle Street/Wynyard Street, Queen Street/Waterloo Street, Queen Street/Bloomfield Street, Queen Street/Wynyard Street8
- 6. LOS A: Generally free flow conditions with operating speeds usually about 90% of the free flow travel speed for the particular class of arterial. Vehicles are unimpeded in manoeuvring in the traffic stream and stopped delay at intersections in minimal.
- 7. LOS B: Relatively unimpeded operation with average travel speeds usually about 70% of the free flow travel speed for the type of arterial class. Manoeuvring in the traffic stream is only slightly restricted and stopped delays are low.

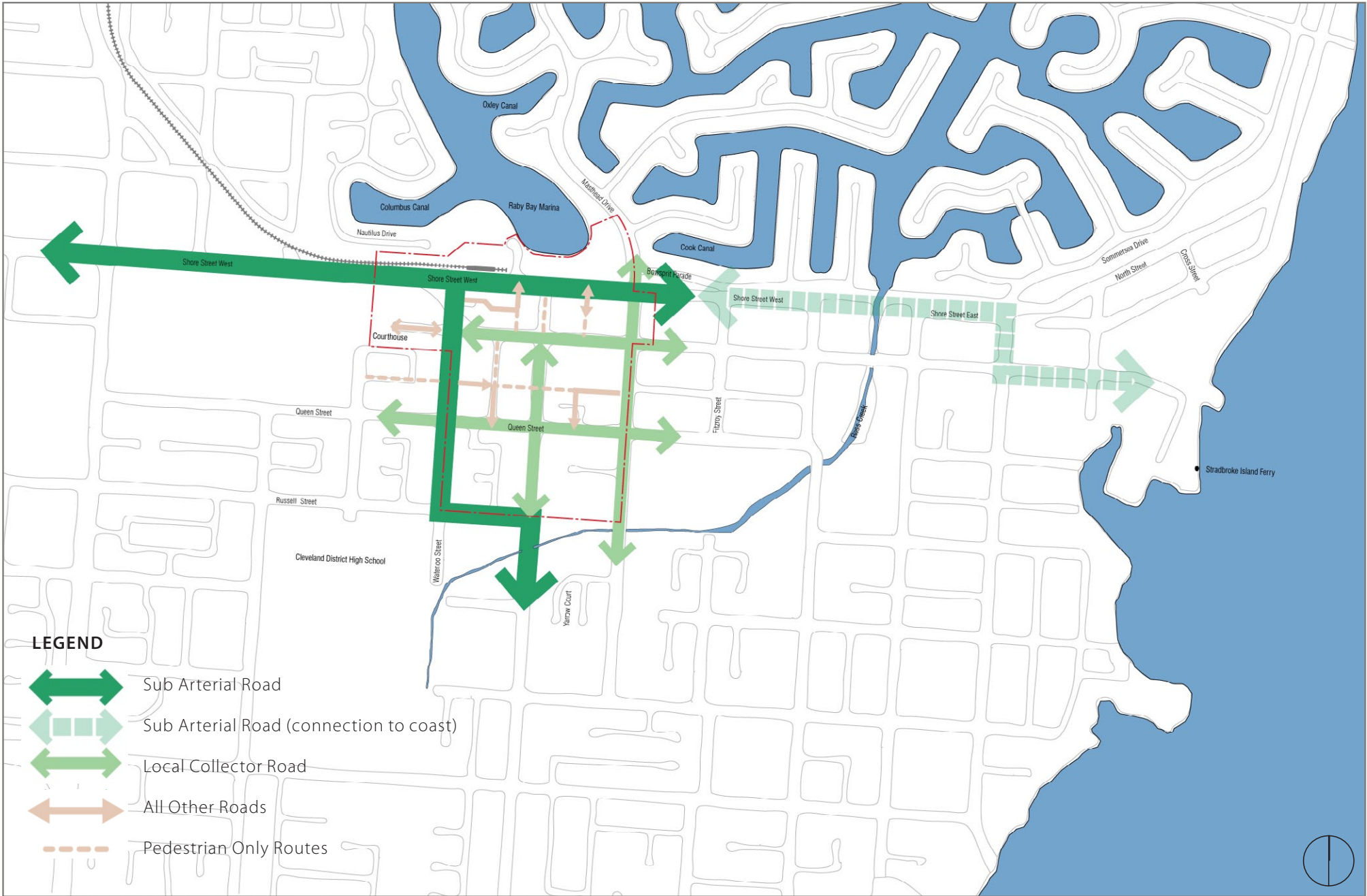


Figure 22: Movement Networks in Context and informed by discussions in enquiry by design (the street structure and hierarchy illustrated in the above plan reflects the discussions in early EbD workshops and work undertaken in the first stages of the Cleveland Master Plan development 2007/2008)

4.0 DETAIL CONSIDERATIONS

4.1 Built Form

Density and land use are key determinates of our experience of towns and cities; they influence the life and vibrancy of the streets, dictate the character and scale of buildings, as well as the nature and use of public space.

As has already been defined, the density and activity in Cleveland Centre is set to change, with an anticipated increase in population and diversification of commercial, retail and residential land uses planned for over the next twenty years.

This change will bring about a natural evolution in the character and appearance of Cleveland's urban form and, in anticipation of this change, the new characteristics of the Centre; its buildings, open spaces and streets, need to be explored and understood to ensure they continue to contribute to its attractiveness as a place to live work and play.

Key design considerations for the public realm need to be explored and understood to ensure Cleveland's streets and spaces continue to contribute to its attractiveness as a place to live work and play:

- Climatic Responsive Design
- Understanding shading
- Street Edges
- Awnings
- Design Detail
- Circulation and services
- Pedestrian amenity
- Identity
- Access for all

Key Design Considerations

Increased density within the centre has the potential to support sustainable economic and social activity, as well as deliver environmental improvements if carefully planned and managed. Well considered design is required to ensure development minimises any potential unwanted impacts on the attractiveness, character and amenity of the Centre.

An increase in the permitted development density generates requirements for the consideration of a number of new urban conditions; associated to changes in building heights, new building typologies, and an increase in vehicular and pedestrian activity as well as changes in the diversity and patterns of land use.

The implications of these issues can be addressed and factored into design considerations to provide principles to guide the delivery of more sustainable urban design in the Centre.

A series of high level design principles for built form are illustrated on the page 31.

Identity + Destination

Create a sense of identity and distinct destination for the Cleveland Centre and region.

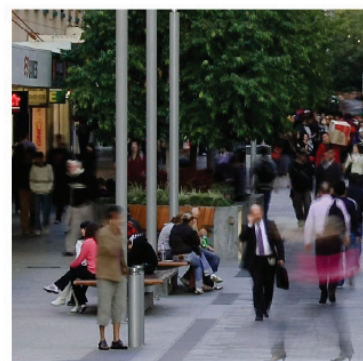


Design Principles

- Create a sense of destination through improved visual, physical and referenced connection to the Bay.
- Promote a sense of place and community identity through site specific design and local relevance in terms of plants and materials selection.
- Retain and build on a sense of heritage and village character by retaining or recycling existing elements of high visual, cultural or community value including mature trees, art work and heritage building and structures.
- Encourage visitor activity by providing an inviting, adaptable and stimulating public realm which supports shopping and dining.

People Focused

Provide a people focused high street.



Design Principles

- Encourage pedestrian interaction and activity through well scaled design, detailing, visual containment and continuity.
- Provide a comfortable environment for people through the provision of shade, street furniture and art elements.
- Provide opportunities for people to meet and interact in the street
- Provide supportive environments for active and healthy living through street design, and sufficient services and amenities.

Climatic Responsive Design

Climate responsive design consider the impact of the buildings on the local microclimate; the effects of wind and rain, sunlight and shadowing, and reflection and glare

- Tall buildings can cause shadowing over surrounding buildings and public spaces and consideration should be given to the effect of shadowing throughout the year.
- The incorporation of a well designed podium element can reduce the perceived scale of taller built forms, as well as helping to reduce any adverse effect on the street-scene
- Optimise access to natural light from within the building, particularly for habitable rooms, through consideration of building orientation, depth of floorplates and general massing
- Maximise opportunities in the design to deliver natural ventilation
- Explore opportunities to maximise use of planting in communal areas and provide 'urban gardens' as an integral part of balcony spaces

Environment

Respect environmental values and reduce the impact on the natural environment.



Design Principles

- Promote understanding of local fauna and reduce conflicts with human activity.
- Maximise the opportunity to build social capital by engaging, informing and developing knowledge and appreciation of the water cycle by using stormwater in the landscape to maximise visual amenity and promote an understanding of water in the urban environment.
- Improving health and resilience of downstream aquatic environments such as Moreton Bay through the inclusion of at-source streetscape bioretention and passive irrigation of garden beds.
- Maintain / increase tree cover providing microclimate and shade benefits to achieve improved landscape and ecological outcomes.
- Ensure efficient management regimes that allow for cost effective maintenance measures

Movement

Promote pedestrian activity to reduce the need for vehicle trips, while providing flexibility to accommodate evolving, alternative transportation modes.



Design Principles

- Encourage pedestrian movement by providing legible connections, clear routes and a clear hierarchy of materials.
- Provide a safe people environment by prioritising pedestrians and cyclist over vehicular traffic.
- Provide clear routes with legible connections to public transport.
- Provide cyclist facilities.
- Incorporation of weather protection measures to ensure a comfortable movement route

Adaptability

Create an adaptable environment.



Design Principles

- Create an environment that has the capacity to accommodate a diversity of activity and uses.
- Provide a streetscape that has the capacity to evolve to future changes of Cleveland.
- Promote succession planting to continuously retain a comfortable microclimate.
- Expansion of community and civic spaces to meet the demands of larger events and celebrations in the city

Design Principles for Built Form

Articulation of building facades and corners



In a commercial street the ground floor maximises visual access to internal space and entrances are clear and front directly onto the street



Ground floor set back provides space for outdoor use, with the upper storey providing shade and planting included as an integral part of the building design

Awnings



Awnings designed as an integral element of the building and utilised to create identity and interest within the street



Sun shading



Architectural treatment of solar shading, as an integral part of Commercial Office development design

Mixed use



The strong visual and physical relationship between the residential balconies and the street delivers high levels of natural surveillance and safety with ground floor commercial use activating the street.

Renewable energy



Renewable energy technologies can have strong visual qualities that, if considered as an integral part of the design of a building, can add distinctiveness as well as demonstrate green credentials

Street edges Urban gardens

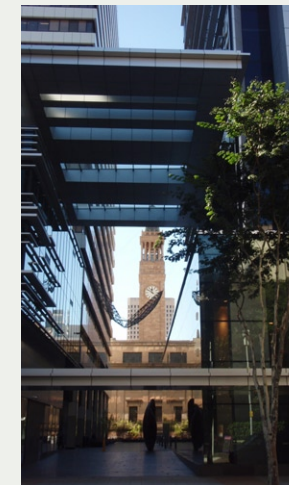


Left: Building set backs extend the area available for alfresco dining and awnings provide shade



Right: An articulated building edge creates a strong relationship with the street

Laneways



Streets and laneways can be used to frame important vistas, with activated edges ensuring a vibrant pedestrian focused street is created and architectural elements used to provide climatic comfort and safety for pedestrians

Design Principles for the Public Realm and Open Space Network



Vibrant Waterfront Destination

Provide a centre of focus for community life for all residents and visitors to Cleveland, that provides amenity and clear, legible connections to the broader environment.



Distinctive Residential Neighbourhoods

Town centre residents to establish an active town centre by providing a range of flexible housing typologies



Pedestrian Friendly Environment

Create a compact town centre with an emphasis on walkability with a focus on ensuring maximum shading in summer of the pedestrian sidewalks and encourage dappled light and shade in winter to add warmth and texture to the ground plane.



Sustainable Transportation

Promote pedestrian activity to reduce the need for vehicle trips, while providing flexibility to accommodate evolving, alternative transportation modes.



Water Sensitive Urban Design

WSUD is a holistic approach to water-cycle management, which aims to protect and enhance the intrinsic values of natural watercourses and aquatic ecosystems, such as the regionally important Black Swamp and Moreton Bay.

Use stormwater in the landscape to maximise visual and recreational amenity and promote an understanding of water in the urban environment

4.2 Key Sites

The success of the proposed, Cleveland Town Centre is pivotal to the development of two strategic project sites; the Civic Heart, and the Raby Bay Harbour Park refurbishment.

These sites are interconnected within the broader networks of footparks and laneways and will facilitate passive and active pursuits. The Raby Bay Harbour Park already has an overlay of informal sports and cultural activities, therefore the success of the proposed Master Plan is to allow for these uses to flourish over a flexible and un-cluttered space.

Key Design Considerations

Raby Bay Harbour Park: Raby Bay Harbour Park plays an important role in strengthening both the physical and visual connection between the Centre and its bay front location. In the Master Plan the park is transformed into a high quality park land landscape. The design for the area will need to be distinctive and form a destination.

Town Square: In recognition of its' increase in scale and significance, as a focus for local governance and government, a formal public square has been introduced at a mid point and fronting onto Bloomfield Street. This space provides a new focus for community activity at the heart of the Centre.

The Civic Heart

For large scale events, the two public spaces on either side of Bloomfield Street are joined to create a civic scale space. The design of all three spaces undertaken to create a seamless larger plaza.

Town Square

A permanent urban square providing the threshold and address to the regions civic heart and government. A strongly urban space with extensive room for large groups to gather. With provision for seating on its edges and shade for comfort.

Adjacent Car Parks

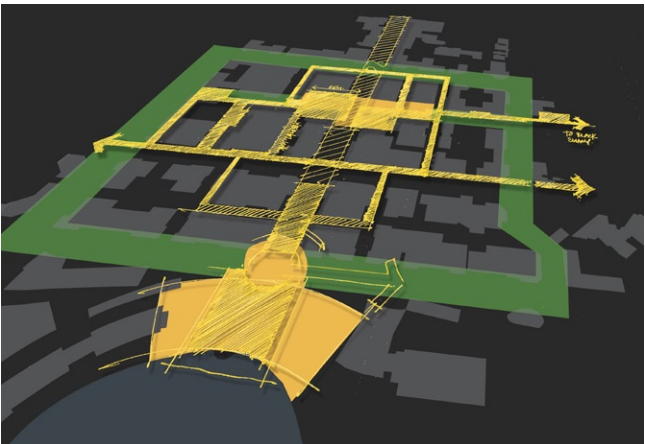
Space to expand into adjacent car parks for events such as markets

Courtyard

A small, more intimate scale space defined by the activity of the retail facilities along it's edges. The design provides a finer grain of detailing, the provision of seating and encourages lingering.

Bloomfield Street

Designed at the interface between the two spaces, as a shared corridor. The road corridor raised to be fused with the adjacent spaces, with emphasis placed on pedestrian movement over the car and detail design and materials chosen to reinforce this role.







Strategic Footparks Creating a Greenbelt Around the Town Centre



Figure 23 Town Square Urban Design Principles

LEGEND

- | | |
|--|--|
|  Shared Space Road Corridor |  Articulated Edges |
|  Urban Public Space |  Strong Visual and Physical Connectivity Through Use of Vegetation and Structures |

An attractive public space

In addition to traffic modelling, in response to the design direction set by the Master Plan, more detail design concepts for Bloomfield Street have been explored. These options are developed more fully in the accompanying document;

- Cleveland Centre - An exploration of concept designs for Bloomfield Street,

and seek to explore the future evolution of Bloomfield Street as a vibrant and attractive subtropical street and focus of community activity.

In particular the document explores issues currently affecting the street in terms of its use, as well as seeking to understand design opportunities to enhance the street in the context of its future city role.

The following is a summary of the key project findings and are included as reference.

THE FUTURE ROLE OF BLOOMFIELD STREET

Building upon the existing success of Bloomfield Street, as the Centre’s principal daily shopping destination, the proposed design explores opportunities to improve this role. Its role as a focus for community activity is augmented with the introduction of a new public square, at a mid-point within the street and connected laterally along a new pedestrian route leading directly east/west to adjacent residential areas.

In the Master Plan land use startegy Bloomfield Street continues its retail focus, but with an increase in the amount of residential development available. This residential focus integrates the Centre with the surrounding area and also introduces a significant generator of on-street activity, so animating and activating the Street.

Increased density within the centre has the potential to support sustainable economic and social activity, as well as deliver environmental improvements if carefully planned and managed. Well considered design is required to ensure development minimises any potential unwanted impacts on the attractiveness, character and amenity of the street. An increase in the permitted development density generates requirements for the consideration of a number of new urban conditions; associated to changes in building heights, new building typologies, and an increase in vehicular and pedestrian activity as well as changes in the diversity and patterns of land use.

THE LIFE OF BLOOMFIELD STREET

Bloomfield Street has potential to provide its local and regional community with a high street of strong identity, character and usability that is well connected and easily accessible. Future planned increases in residential, retail and commercial activity will bring increased vitality and activity to the street. As part of this Bloomfield needs to tap into the potentials that would come out of a much stronger connection to the activities and aesthetics associated with Raby Bay and the adjacent Cleveland transport hub. As demonstrated in the conceptual diagram this connection can be strengthened through a series of public plaza, shared zones and sculptural elements that reference and lead to the bay.



Figure 24: Bloomfield Street conceptual diagram

Additional tree cover providing more shade and improved ecological diversity

Overhead canopies providing shade and architectural definition

Strategically aligned shared zone aligning with Civic plaza

Integrated bio filtration providing sustainable stormwater management and opportunities for public education of waterway health

Sculptural Art Element to reference waterfront and provide focal points within the street

Figure 25: Bloomfield Street Illustrated Perspective

4.3 Bloomfield Street

A WELL DEFINED STREET

PODIUM
LEVELS

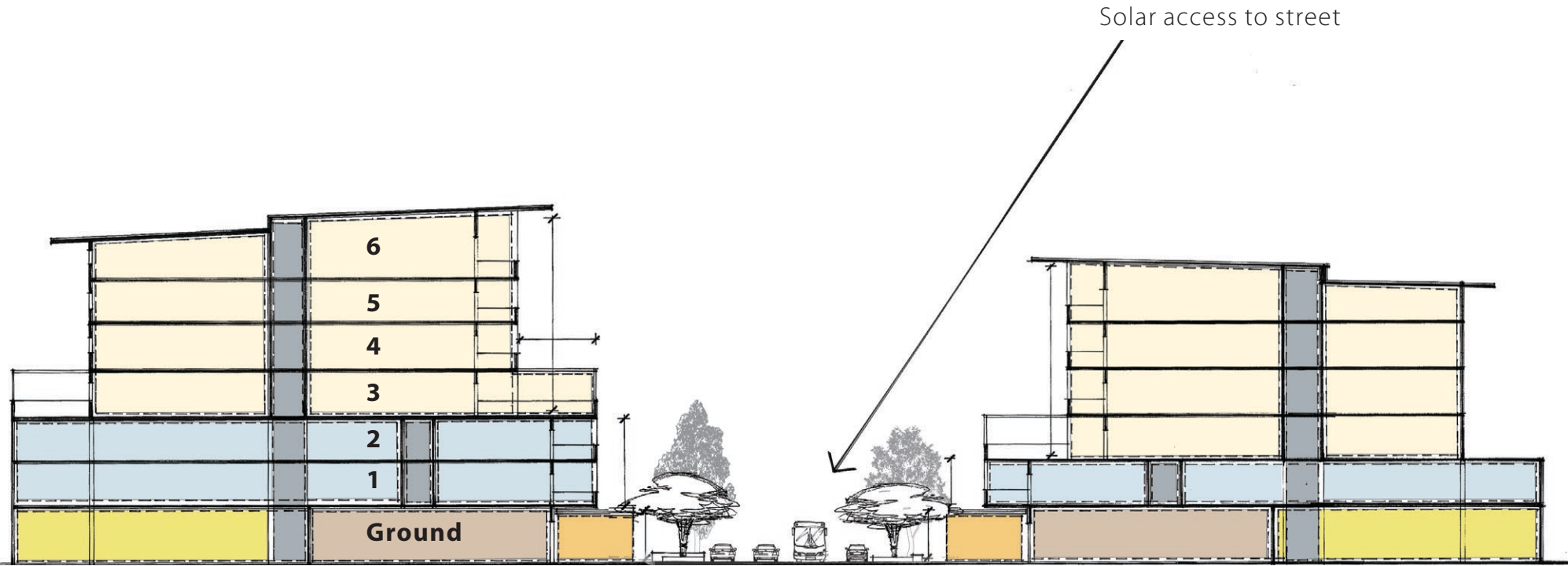


Figure 26: Case study A: Bloomfield Street

4.3.1 CASE STUDY A CHARACTERISTICS

In the proposed master plan, Bloomfield Street maintains its role as Cleveland’s key retail spine.

The master plan offers the opportunity to increase the size of buildings along either side of the street and presents opportunities to increase the diversity of retail and commercial activity along the corridor.

The proposed master plan envisages the street providing pedestrians with a vibrant experience, with opportunities for a rich mix of shops, cafes and restaurants fronting onto the street and spilling out onto a generous footpath where patrons can sit and dine or just simply watch the world go by.

ILLUSTRATIVE OPTION

The illustrated option explores a notional cross section profile near the junction of Middle and Bloomfield Street where new built form has been introduced, in line with the maximum permitted development height, and a built form introduced accommodating a mix of uses, focused on commercial and retail spaces in the podium with residential above.

PRECEDENTS



Car park accommodated in podium sleeved with office suites



Car park accommodated in podium screened with artwork



Integrated artwork and building signage create a distinctive building elevation

- Residential
- Office Suites
- Retail
- Loading
- Internal Circulation
- Active Street Frontage

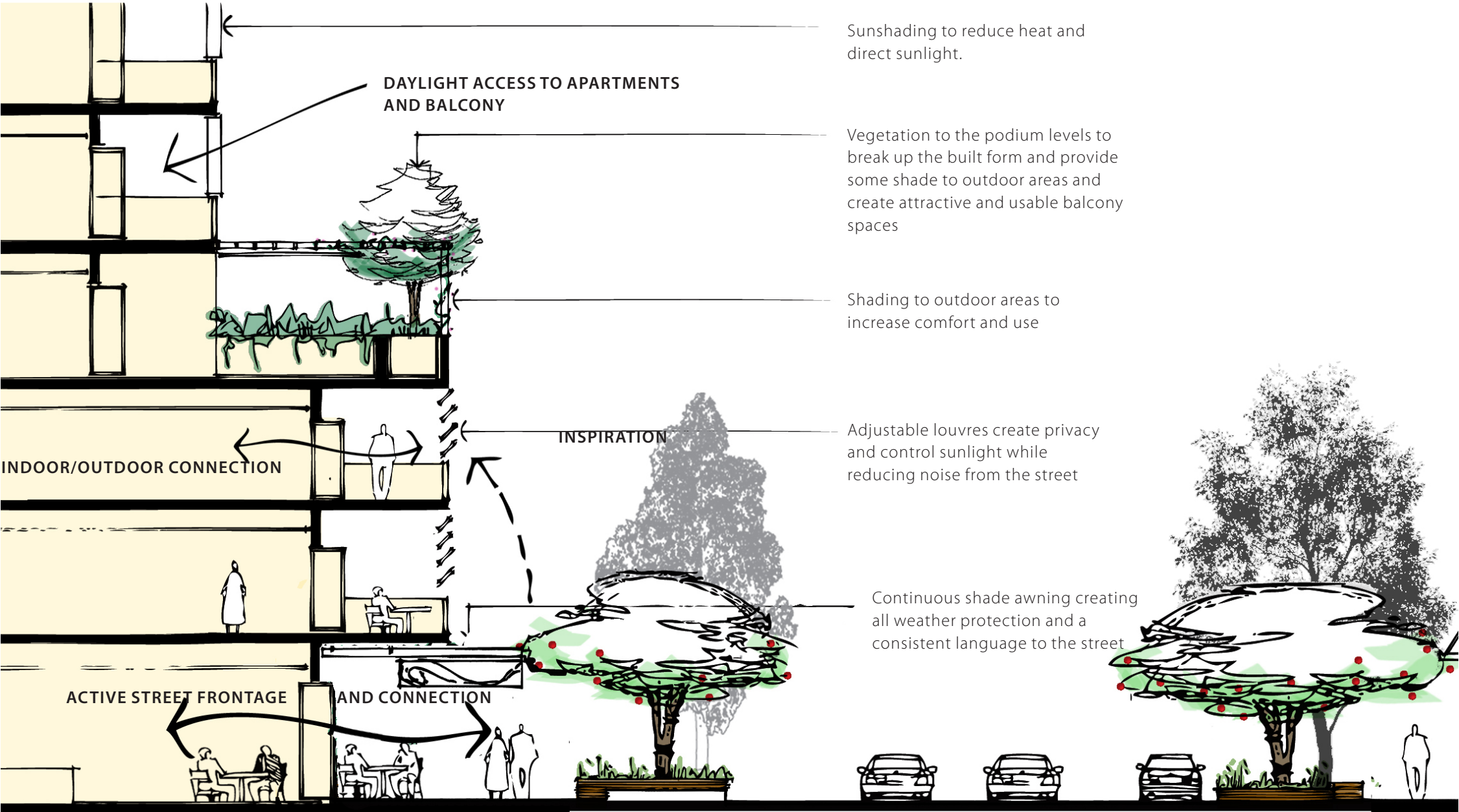
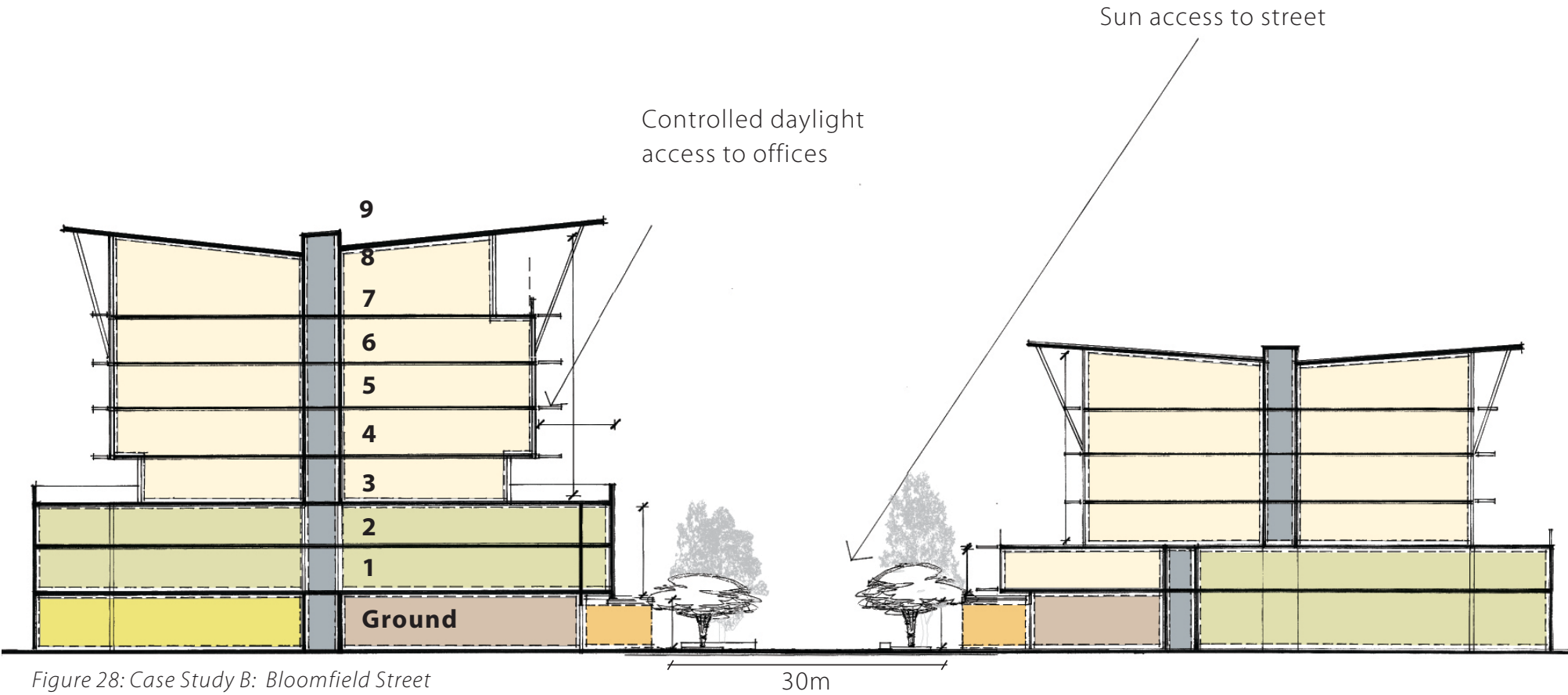


Figure 27: Bloomfield Street Illustrative Street Edge Section (Detail)

PODIUM
LEVELS



4.3.2 CASE STUDY B: CHARACTERISTICS

In the proposed master plan Bloomfield Street, at its northern end, maintains its role as a key point of transition between the retail heart of the Centre and its bay side address.

The master plan offers the opportunity to increase the height of buildings here, to create a landmark address and provide an architectural 'sign post' marking the gateway to the Bay. The proposed strategy also recognises the value of introducing a vibrant retail/ commercial ground floor use in the area, with residential development above ensuring there is activity and overlooking of the adjacent space throughout the day.

The proposed master plan envisages the street providing pedestrians with a vibrant experience, with a rich mix of cafes and restaurants fronting onto a well designed park that leads down to the water front. The upper storeys of these buildings are focused on the provision of residential accommodation that maximise on their aspect out across the bay.

ILLUSTRATIVE OPTION

The illustrated option explores a notional cross section profile to the north of the junction of Middle and Bloomfield Street, where new built form has been introduced in line with the maximum permitted development height. The built form accommodates a mix of uses, focused on retail space at ground floor and residential space above. The illustrated section also demonstrates how any required parking, if necessary within the podium, could be screened to deliver an attractive built form outcome. However a preference will always be to include residential apartments overlooking public space.

PRECEDENTS



Residential studios sleeving podium car park provide natural surveillance of the adjacent street



Retail activity fronting onto the street activates the public realm



Architecturally articulated commercial offices sleeve car parking accommodated in podium

- Residential
- Car Park & Podium
- Retail
- Loading
- Internal Circulation
- Active Street Frontage

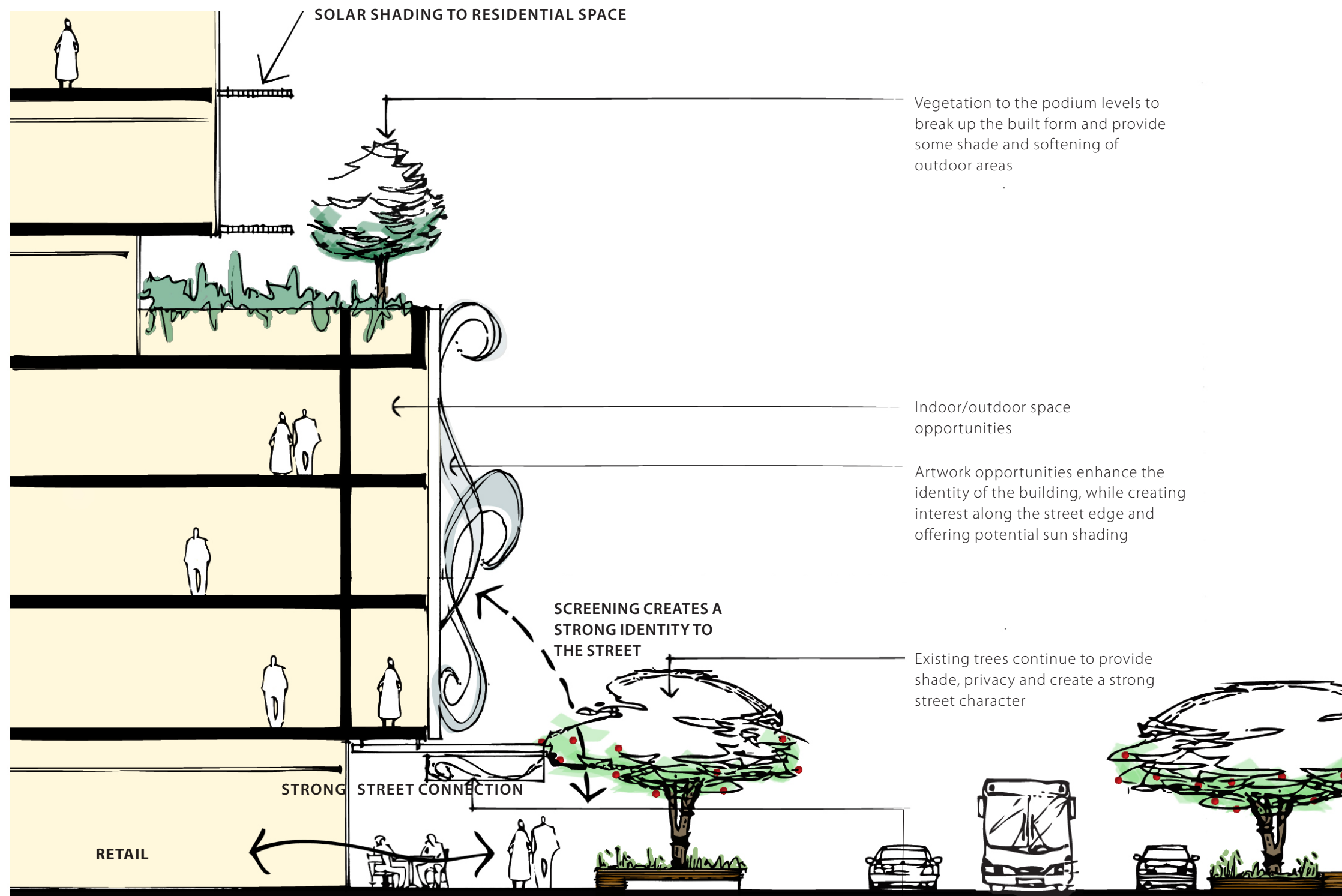


Figure 29: Illustrative Street Edge Section

4.4 Shore Street West

PODIUM
LEVELS



Figure 30: Case Study C: Shore Street West

CHARACTERISTICS

In the proposed master plan, Shore Street West will emerge as a key street in the Centre which, due to the emphasis placed on introducing activity along its frontage, will reconnect the commercial and retail heart of the Centre to the Bay.

The master plan offers the opportunity to increase the height of buildings here and also encourages the introduction of buildings that use Shore Street West as their 'front door', encouraging activation of the street and the creation of a strong and attractive southern edge to Raby Bay Harbour Park.

The proposed master plan envisages the street providing pedestrians with a vibrant mix of experiences, with the facility to introduce a rich mix of cafes and restaurants fronting onto an attractive and busy street. The upper storeys of these buildings are focused on the provision of residential accommodation that maximises aspect out across the bay and resident ownership and natural surveillance of the adjacent park and street.

ILLUSTRATIVE OPTION

The illustrated option explores a notional cross section profile at the eastern end of Shore Street West, opposite the enhanced multi modal transit centre. New built form is illustrated in line with the maximum permitted development height, accommodating a mix of uses, focused on commercial and retail space at ground floor and residential space above.

PRECEDENTS



Car park podium screened with artwork



Active Streets with cafes and shade trees



Arbour providing identity and shade

- Residential
- Commercial
- Office Suites
- Car Park
- Retail
- Loading
- Circulation
- Active Street Frontage
- Transit Centre

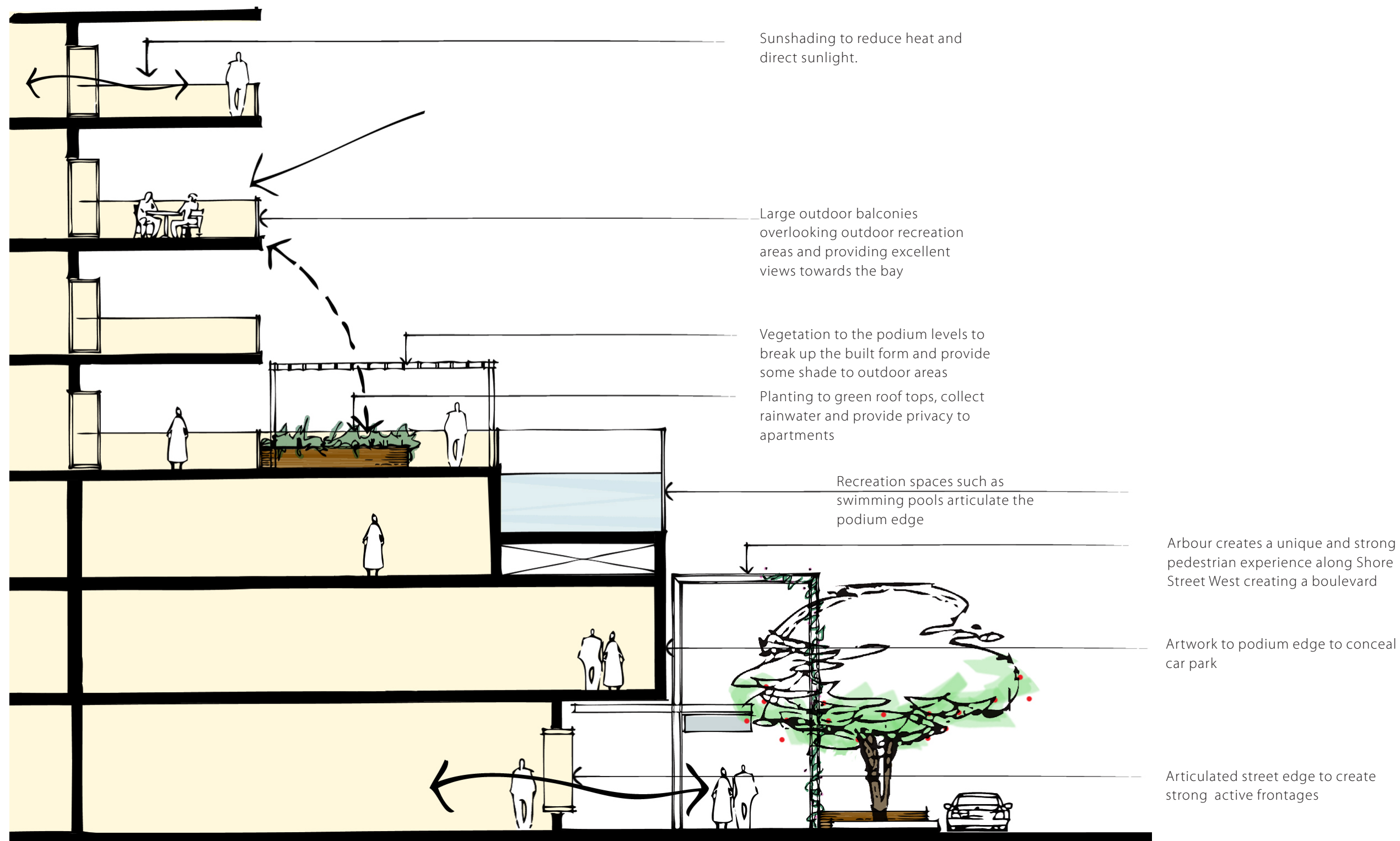


Figure 31: Illustrative Street Edge Section

Delivery

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5.0 IMPLEMENTATION PLAN

5.1 Introduction

The illustrated Master Plan sets in place a vision to guide the development of Cleveland Centre over the next 20 years as it seeks to accommodate the projected growth for the area, as determined by the Local Growth Management Strategy’s conservative target of 456 dwelling units and 3483 jobs by 2026. The proposed Master Plan provides for development potential in excess of figures.

The Delivery chapter of this report is divided into 3 sections :

Implementation Plan

This section identifies eight specific Master Plan initiatives, required to achieve the Cleveland Centre Vision for 2031. For each initiative, a method of delivery is nominated, a champion identified and a time frame given.

These include:

- Place Management
- Cleveland Centre character areas
- Land use
- Urban form
- Public Realm
- Movement
- Open Space
- Community

Catalyst Projects

Opportunities for Catalyst Projects have been identified, as a focus to begin the translation of the master plan. These project opportunities are illustrated through a series of plans and urban design principles providing informal design briefs.

Design Guidance

Design guidance identifies areas of the Redlands Planning Scheme which will need to be reviewed in response to the direction set by the Master Plan, in addition to information relating to plot ratios and built form setbacks.

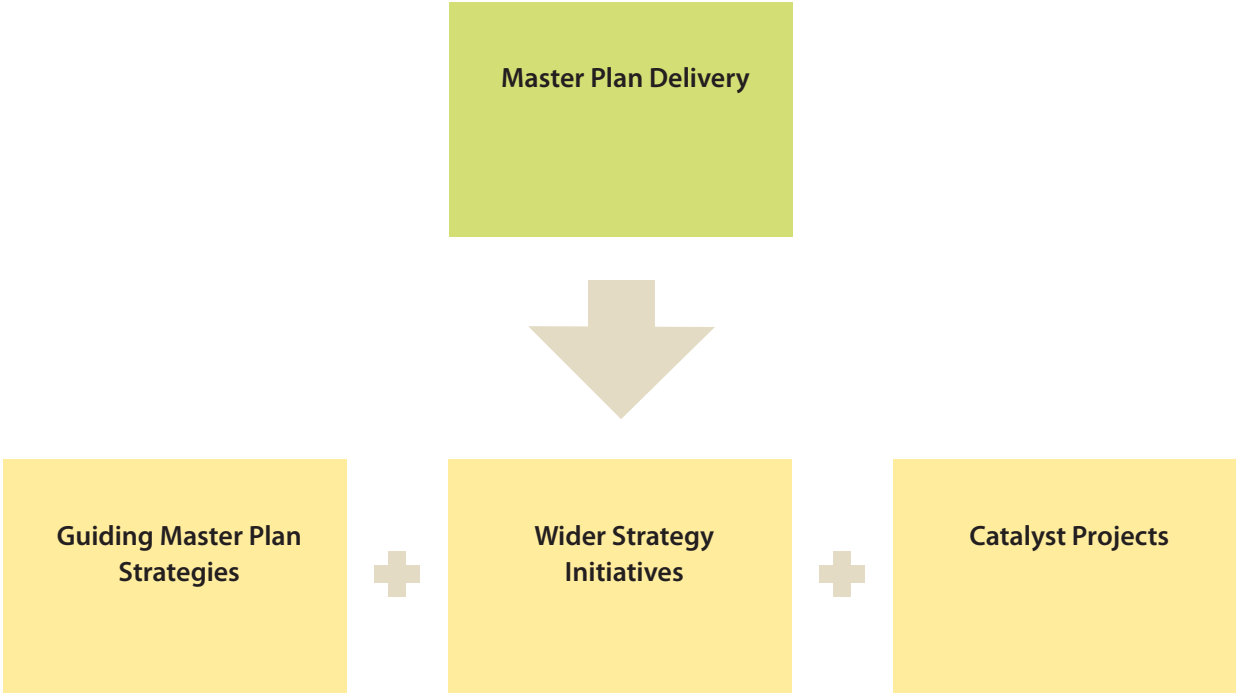


Figure 32: Delivery Strategy

MASTER PLAN AND WIDER STRATEGY INITIATIVES	INITIATIVE DELIVERY	TIMING	RESPONSIBILITY
Highlights a key initiative within the Master Plan Strategy	<p>Describes how and where the strategy will be delivered (action). Different implementation mechanisms have been identified and are allocated to each action:</p> <p>Advocacy: interventions that need active support and promotion</p> <p>Policy and Regulatory Review: initiatives that require statutory support through policy review or amendments to planning scheme</p> <p>Analysis: interventions which require a more detailed investigation process before the initiative can be delivered</p>	<p>Short: Intervention to be delivered within 5 years</p> <p>Medium: Intervention to be delivered within 5-10 years</p> <p>Long: Intervention to be delivered within the Master Plan design horizon (by 2031)</p>	Nominates an agency or stakeholder who is key in the delivery of the initiative.

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5.2 Initiatives Summary Tables

STRATEGY 1: PLACE MANAGEMENT

MASTER PLAN INITIATIVE	INITIATIVE DELIVERY	TIMING	RESPONSIBILITY
Place Management	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 Cleveland. This would likely involve the appointment of a dedicated officer to coordinate and drive the delivery of the master plan.	Short	RCC & State Government
Promotion and Branding	Advocacy: Explore marketing strategies to define a clear brand for the Cleveland Centre and communicate the opportunities to the local community and the development sector.	Short	Place Manager
Coordinated Strategy	Advocacy: Set up a task force, consisting of officers and key stakeholders from relevant departments of council, to ensure that a holistic approach to brand communication and initiative development is delivered.	Short	Place Manager
Investment Strategies	Advocacy: Establish a group or mechanism to ensure annual council budgets are coordinated and supports the delivery of the master Plan where relevant.	Medium	Place Manager
Promote Cleveland as a Sustainable Centre	Advocacy: Ensure branding and marketing message is underpinned by strong promotion of sustainable development in the centre.	Short	Place Manager

STRATEGY 2: CLEVELAND CENTRE CHARACTER AREAS

MASTER PLAN INITIATIVE	INITIATIVE DELIVERY	TIMING	RESPONSIBILITY
Precinct Identification	Advocacy: Council to explore the development and adoption of a distinctive materials and planting palette to distinguish the different character areas in the centre. Policy and Regulatory Review: Review and update Streetscape Design Manual. Analysis: Explore the development of a marketing strategy that develops the 'brand' for the Cleveland Centre and promotes catalyst project opportunities and other marketing and promotional activities.	Short	RCC
A Program of Activity	Policy and Regulatory Review: Review and update the Major Centre (MC) Zone Code and Mapping to reflect the proposed Master Plan and support the development of the character areas identified for the Centre.	Short	RCC

STRATEGY 3: LAND USE

MASTER PLAN INITIATIVE	INITIATIVE DELIVERY	TIMING	RESPONSIBILITY
Major Public Transport Interchange	Catalyst Site 5A: Opportunity around the Cleveland Rail Station for mixed use development and the creation of a architectural presence on the bay.	Medium	RCC, State Government and Developer
	Advocacy: RCC to collaborate with State Government in developing a design brief for the area and transport planning to be undertaken to determine the scope for a multi modal interchange on the site.	Medium	RCC, State Government and Developer
Dining and Entertainment	Policy and Regulatory Review: Review planning scheme land use zones, particularly within the Bayside Precinct, where a strong evening and cafe culture is proposed.	Short	RCC
Mixed Use	Policy and Regulatory Review: Review of planning scheme land use zones to confirm promotion of mixed use development across the area.	Short	RCC
	Analysis: Undertake a further economic assessment of the Centre to inform further strategies concerning the location and intensity of particular uses and activities that underpin the Master Plan vision.	Short - Medium	RCC
	Advocacy: Regularly monitor the dynamic of Centre life, economic activity and development.	Ongoing	RCC
	Catalyst Site 1A (Cnr Shore St West & Bloomfield St): A council owned site presents the opportunity for mixed use residential, retail and commercial development.	Short - Medium	RCC & Developer
	Catalyst Site 1B (Cnr Shore St West & Wynyard St): Opportunity site for mixed use residential development and multi-level car parking.		
Active Streets	Policy and Regulatory Review : Ensure there is a diverse mix of uses and activities across the centre, and that the ground floor is activated and engages with the adjacent public realm. Refer to the supporting Landscape Strategy and Public Realm and Built Form documents for further detail direction and explore opportunities to embed as planning policy guidance.	Short	RCC

STRATEGY 4: URBAN FORM (INCLUDES BUILDING HEIGHTS)

MASTER PLAN INITIATIVE	INITIATIVE DELIVERY	TIMING	RESPONSIBILITY
A Fine Urban Grain	Advocacy: Deliver a fine grain pedestrian network through the introduction of new and protection of existing laneways and arcades.	Short	RCC & Developer
	Advocacy: Explore the opportunity to start to deliver the laneway structure promoted in the Master Plan through landscape and street enhancement strategies.	Short	RCC & Developer
	Policy and Regulatory Review: Explore the opportunity to embed policy that requires the careful consideration and management of proposals for block amalgamation to maintain the walkability and fine grain of the centre into the Planning Scheme.	Short	RCC
Strengthen the Urban Grid	Advocacy: Remove the voids in the urban grid through the change of use of existing areas of surface car parking. Look to integrate parking provision in the urban structure of the centre and utilise the released land parcels for new mixed use development.	Medium	RCC
A Legible Centre	Advocacy: Adopt built form guidelines to deliver a cohesive and complimentary architectural style throughout the centre.	Short	RCC
	Advocacy: Explore opportunities for buildings, urban art, landscape and civic spaces to improve the wayfinding and legibility of the Centre.	Ongoing	RCC
Sustainable Design	Advocacy: Encourage the development of sustainable buildings through policy direction.	Short	RCC
	Policy and Regulatory Review: Set minimum standards and design requirements for sustainable development such as a minimum 4 star green star rating for new buildings as well as the adoption of climate responsive design principles such as orientation, solar access and cross ventilation.	Short - Medium	RCC

STRATEGY 5: PUBLIC REALM

MASTER PLAN INITIATIVE	INITIATIVE DELIVERY	TIMING	RESPONSIBILITY
Establish a Street Hierarchy	Advocacy: Through design detailing and careful management of traffic movement within the centre establish a clear hierarchy of streets.	Short - Medium	RCC
Gateways	Advocacy: Create a sense of arrival through the design approach adopted at the proposed Cleveland transit interchange for visitors, tourists, and returning commuters.	Short - Medium	RCC, State Government and Developer
Maintain Village Scale	Policy and Regulatory Review: Amend the Redlands Planning Scheme to require building heights and articulation to provide a pedestrian scale street address. Refer to detailed recommendations provided in the built form and public realm design guidance document. Advocacy: Create intimate and engaging spaces and a finer grain of urban block that encourages walkability. Promote the ideas of laneways in Cleveland and a connected network of small spaces.	Short	BCC
Views	Policy and Regulatory Review: Incorporate provisions into the Redlands Planning Scheme to protect important view corridors and vistas. Advocacy: Ensure key views towards the bay and view corridors are enhanced and uncompromised by new development in the centre.	Short	RCC
New Town Square	Catalyst Project 3A: Develop a town square as a key piece of public realm, fronting onto Bloomfield Street to provide a new civic and public heart for the centre. The project could be pursued through a design competition to create excitement and an sense of celebration.	Short	RCC
Raby Bay Harbour Park	Catalyst Project 8B: Transform the park into a destination in its own right; one that shares a much more positive physical and visual relationship with the Centre, adjacent development, Shore Street West and the train station. Opportunities to improve its attractiveness as a significant bayside recreational park and event space.	Short - Medium	State Government, RCC & Private Enterprise
Park Link	Analysis: Initiative to explore opportunity to revise northern end of Bloomfield Street, as it extends into Raby Bay Harbour Park, to improve visual and physical access between these two key elements of Cleveland's public realm.	Medium - Long	RCC
Community Safety	Analysis: Initiative to explore opportunity to revise northern end of Bloomfield Street, as it extends into Raby Bay Harbour Park, to improve visual and physical access between these two key elements of Cleveland's public realm.	Medium	RCC
Pocket Park	Policy and Regulatory Review: Review the Streetscape Design Manual to ensure Crime Prevention Through Environmental Design (CPTED) principles are applied in both private and public space design.	Short	RCC
	Analysis: Explore the opportunity to acquire land on the corner of Russell and Waterloo Streets for a new public open space.	Short	RCC

STRATEGY 6: MOVEMENT

MASTER PLAN INITIATIVE	INITIATIVE DELIVERY	TIMING	RESPONSIBILITY
Establish a Street Hierarchy	Advocacy: Through design detailing and careful management of traffic movement within the centre establish a clear hierarchy of streets.	Short	RCC
Laneways and Thoroughfares	Advocacy: Through the catalyst project opportunities deliver a network of finer grain laneways across the centre. Produce guidance documentation for developers promoting and providing advice on the delivery of great laneways.	Short	RCC & Developer
	Policy and Regulatory Review: Develop planning scheme provisions and mapping to identify and protect laneways as part of the Streetscape Design Manual.	Medium	RCC
Streetscape Improvements	Analysis: Building on the work undertaken in both the Master Plan and Landscape Strategy documents conduct a more detail 'ground truthed' appreciation of streetscape conditions for use in the centre and implement a staged improvement strategy. Strategy to include asset condition review, determination of streetscape upgrade program, definition of consistent standard of design works in the Streetscape Manual .	Medium	RCC & Developer
Cycle Network Upgrades	Analysis: Building on the work undertaken in both the Master Plan and Landscape Strategy documents conduct a more detail 'ground truthed' appreciation of existing cyclist use and provision, and develop a strategy to improve access and ease of use for cyclists in the centre.	Short	RCC & State
Intersectional Treatment	Advocacy: Upgrade the junction of Waterloo and Middle Streets to a signalised intersection.	Short - Medium	RCC
Road Design	Catalyst Site 5B, Shore Street West: Opportunity to transform Shore Street West into an attractive tree lined boulevard which improves the Centres important connection to Raby Bay Harbour Park.	Medium	RCC
	Catalyst Site, Bloomfield Street: A preferred strategy from the Bloomfield Street Concept Exploration Document to be adopted and translated into a new street design.	Medium	RCC

STRATEGY 7: OPEN SPACE

MASTER PLAN INITIATIVE	INITIATIVE DELIVERY	TIMING	RESPONSIBILITY
Network of Public Spaces	Advocacy: Establish a network of pedestrian and cycle links between parklands and public space within the centre and promote through events, advertising and literature.	Short	RCC
	Advocacy: Enhance the quality and provision of facilities in open space, recreational and heriatge destinations.	Medium	RCC
Key Park Improvements	Catalyst Site 8B: Council to commission a detail design for the upgrade of Raby Bay Harbour Park to create a highly usable space that connects the village centre, the transit hub and the waterfront.	Medium	RCC
Water Sensitive Urban Design	Policy and Regulatory Review: Expand upon existing policies within the Redland Planning Scheme to require the adoption of sustainable forms of water management.	Short	RCC
	Advocacy: Conduct a review of the wider catchment and develop recommendations to holistically consider improvements to the health of the water and more sustainable water management.	Short - Medium	RCC
Healthy Communities	Advocacy: Develop healthy and safe environments that encourage community activity, participation and healthy lifestyles. Particular attention should be given to active transport, walkability and connections to local destinations for seniors and families.	Short	RCC
	Advocacy: Ensure that all members of the community have access and mobility to and within the centre (age friendly, child friendly and disability).	Short-Medium & Ongoing	RCC, Developer & Landowners

STRATEGY 8: COMMUNITY

MASTER PLAN INITIATIVE	INITIATIVE DELIVERY	TIMING	RESPONSIBILITY
Community Facilities and Services	<p>Advocacy: Provide access to a full range of community facilities and services in the civic centre that can respond to changing needs over time and enhance community well-being. Ensure the objectives of the Redlands 2030 Community Plan and Redland City Council Social Infrastructure Plan 2010 are satisfied. Ensure the needs of children and young people are met in line with the RCC Child & Youth Friendly City Project currently underway.</p> <p>Advocacy: Engage in partnerships with the private, public and non-government sectors to collaboratively plan and deliver affordable and accessible social infrastructure.</p>	<p>Medium</p> <p>Short - Medium</p>	<p>RCC, State Government, Non-Government Sector & Developer</p> <p>RCC, State Government, Non-Government Sector & Developer</p>
Housing Choice	<p>Policy and Advocacy: Enhance housing options by requiring a mix of housing sizes and by encouraging more affordable rental accommodation.</p> <p>Analysis: Undertake a local housing assessment and develop a targeted planning framework to attract innovative housing responses to the economic and social needs of the centre.</p>	Short	RCC, State Government Non-Government Sector, Developer & Local Community Groups
Engagement Action	<p>Advocacy: Undertake active participation and engagement with a broad range of current and future users of the centre. Particular attention to be given to supporting seniors, Aboriginal and Torres Strait Islander people and young people to inform the implementation of the Master Plan.</p> <p>Advocacy: Engage with local businesses and financial bodies to develop projects and services that will benefit the trading environment. Explore opportunities to establish a Business Improvement District (BID).</p>	<p>Short</p> <p>Short - Medium</p>	<p>RCC, Business Traders & Land Owners</p> <p>RCC</p>
Creative and Knowledge Based Businesses	Advocacy: Provide incentives for skilled professionals and workers to relocate to the centre.	Short	RCC
Amenities	<p>Advocacy: Provide basic amenities for the wide range and comfort of users visiting the centre (e.g. water, seating, shade, toilets, change rooms and resting areas). Review of current assets in Centre.</p> <p>Advocacy: Promote through well-designed public spaces and targeted programs, a diverse range of cultural and civic activities, events and festivals that provide a focus for social interaction and sense of community.</p>	Short - Medium	RCC
Art & Culture	Policy and Advocacy: Integration of public artworks will be a priority in planning, design and construction of the cultural precinct surrounding the performing arts centre. Creative works reflecting unique elements of local culture will link the Cleveland library, Redland Art Gallery and the Redland Performing Arts Centre creating a coherent and dynamic public space at the heart of Cleveland's cultural precinct.	Short	RCC & Developer
Health & Well-being	Policy and Advocacy: Building on the strategies for healthy communities outlined in Strategy 7: Open Space, facilitate and encourage a wide range of physical activities in accordance with <i>Supportive Environments for Physical Activity and Healthy Eating: Local Governments Resources (2008)</i> .	Short-Medium	RCC & Developer

6.0 CATALYST PROJECTS

One of the first steps in translating the vision established by the Master Plan into a meaningful strategy to guide development, is the identification of early ‘catalyst’ development opportunities.

These are generally sites that present the greatest and most immediate opportunity for redevelopment to occur, often due to their ownership by Council, State Government or a limited number of private parties, as well as the nature of their current land use. These sites have the potential to be catalysts for change and lead the way in the realisation of the master planning vision.

Catalyst developments will set a benchmark for future developments in the centre, particularly in terms of design character, sustainability and civic space contributions. For example, future development must equal or exceed the level of design excellence achieved by the catalyst projects.

Within the Master Plan and Implementation Plan, these sites have been labelled as a numbered sequence of sixteen parcels of land. This numbering has been applied in order to give an indication of the sequencing of delivery the sites may best serve to build a sense of momentum and fuel the perception of change in Cleveland Centre, as well as being sites that provide the greatest opportunity to incorporate positive uses that benefit the wider community.

The general attitude adopted in the implementation plan is to first clearly identify the extent of those sites considered to be catalysts, within the context of the above definition. Then set out to define a set of high level development principles, which expand on the more generic design guidance established within the broader illustrative Master Plan for the Cleveland Centre, identifying those considerations which will need to be addressed by Council as individual projects move forward.

These later development principles and the ‘Issues and Actions’ lists, produced as part of the implementation plan, are by no means exhaustive but have been defined to inform initial considerations of how each catalyst site may begin to evolve. The significant role of each of the catalyst sites suggests the opportunity for the development of more detail individual briefs to guide development opportunities as they come forward.

CATALYST SITE INTERVENTION	INTERVENTION DELIVERY	RESPONSIBILITY
Specifies key urban design interventions that will be delivered through the development of the catalyst sites.	Identifies actions and design direction to deliver the key urban design interventions. These have been categorised into: Advocacy: interventions and design briefs that need active support and promotion. Policy and Regulatory Review: initiatives that require statutory support through policy review or amendments. Analysis: intervention which requires a more detailed investigation process before the initiative can be delivered.	Nominates an agency or stakeholder to lead the delivery of the initiative. In a number of instances, the design of buildings and the public realm has to be encouraged and driven by RCC either through incentives, the DA process or through policy. In many cases the responsibility is ‘RCC & Developer’ meaning that developers will be guided by RCC to deliver positive urban outcomes in line with the Master Plan direction.

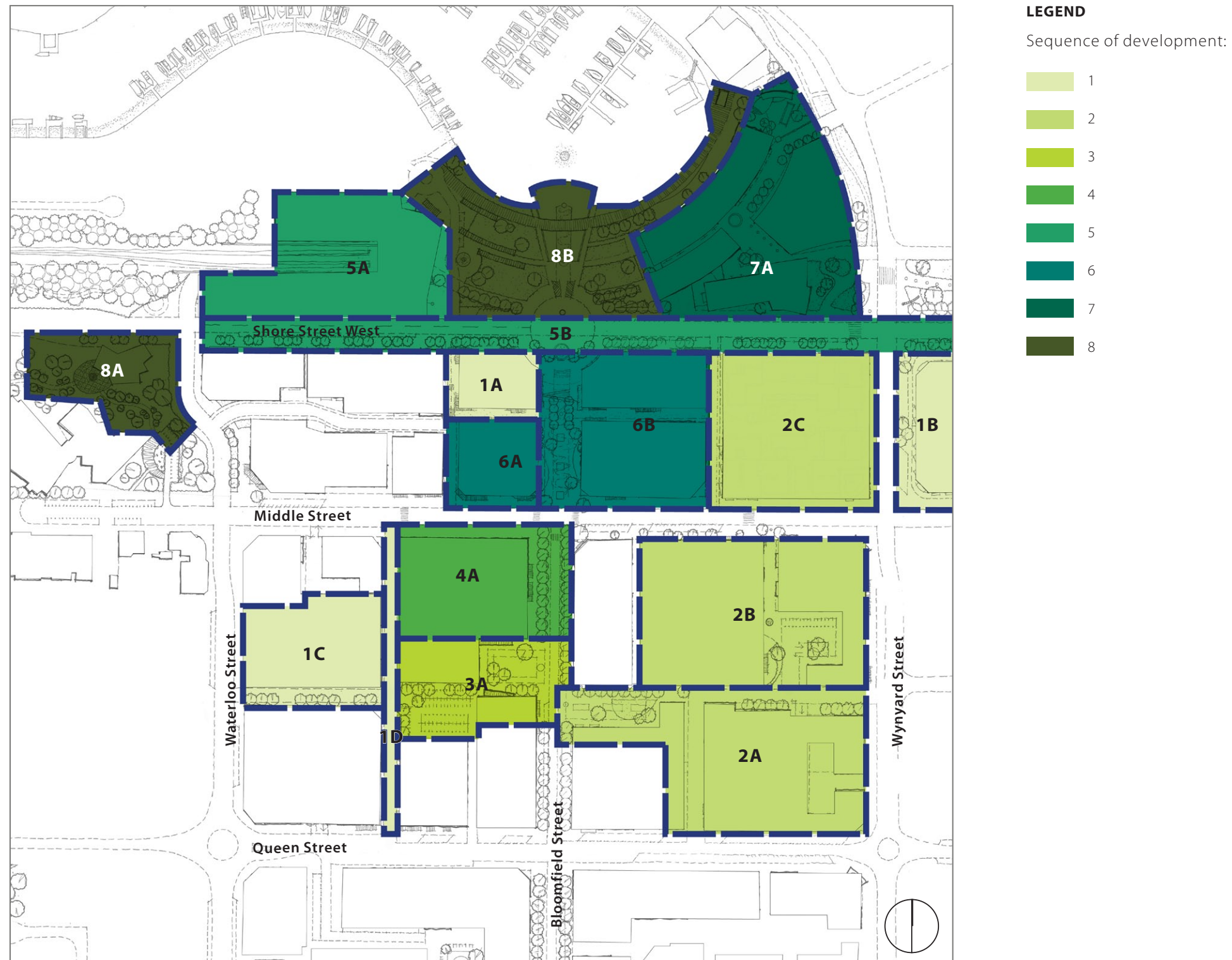


Figure 33: Catalyst Sites

6.1 Overall Design Guidelines for the Centre Master Plan Area

The plan opposite demonstrates the high level guidelines that are to be delivered through catalyst projects in the future development of the area.

The following section presents a break down of each catalyst site, in terms of the desired urban design outcomes and how they could be delivered.

This plan should be referenced in conjunction with the detail studies of each catalyst site to assist in understanding the relationship and importance of individual sites within the broader context of the Master Plan Area.




















-  Location of Catalyst site in the Centre
-  Public Park
-  Shared Zone/Pedestrian Only Street
-  Town Square Extent (Restricted Vehicular Access During Events)
-  Bus Interchange and Railway Station
-  Public Car Parking - Structured
-  Public Car Parking - At Grade (Provides for Conversion to Civic Space)
-  Strong Architectural Design Articulation
-  Active Frontage at Ground Level
-  Primary Boulevard
-  Secondary Boulevard
-  Road Network
-  Direction of Vehicular Travel
-  Public Transport Access Only
-  Service Vehicle Access Only
-  Car Parking Access
-  General Location for Maximum Building
-  Iconic Structure
-  Traffic Signals



Figure 30: Urban Elements

6.2 Site 1A: Corner Block: Shore Street West/Bloomfield Street

Proposed Land Use:

Retail / Commercial at ground and first floor, with residential above.

Height Range in storeys:

MInimum 2 - Maximum 8

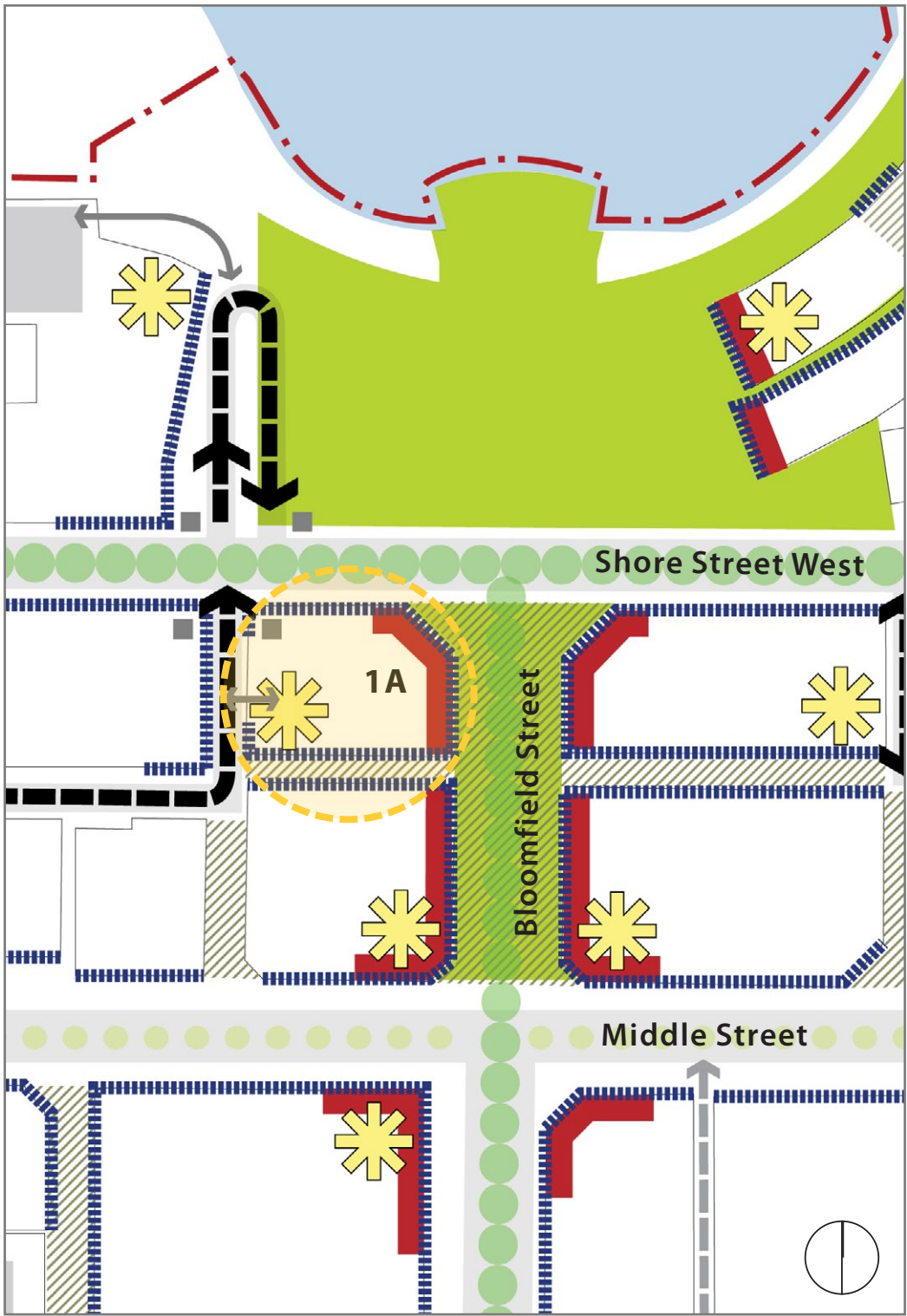
Ownership: Council

Development Principles

This Council owned site occupies a key development parcel within the Cleveland Centre. The combined attractiveness of its frontage, onto Shore Street West and Raby Bay Harbour Park, and its proximity to the train station provide one of the most attractive residential development locations within the Centre. The site also plays an important role in its potential contribution to the transformation of the Centre’s Raby Bay address; into a lively and attractive place that accommodates a broad range of evening and leisure activities as well as providing accommodation for destination shopping such as artisan studios, galleries and fashion boutiques.

A number of options have been tested, in order to inform the provision made within the illustrative master plan. The diagrams included on this page illustrate one possible scenario that includes restaurant / cafe outlets fronting onto the park to the east, and orientated out towards Raby Bay.

CATALYST SITE INTERVENTION	INTERVENTION DELIVERY	RESPONSIBILITY
Ground Floor Activation	Policy and Regulatory Review: The design of building elevations should successfully activate the street at ground floor and provide opportunities for passive surveillance.	RCC & Developer
Pedestrian focused thoroughfare	Advocacy: Deliver a max 12m pedestrian focused lane to the south of the site as a key part of the proposed artisan/shopping arcade as well as providing an important link from the train station to the ‘high street’ (Bloomfield Street).	RCC & Developer
Mixed Use	Advocacy: Retail and commercial uses should occupy the ground and first floors with residential above.	Developer
Building Design	Advocacy: The catalyst site is located in a prime position on the corner of Bloomfield Street and Shore Street West, presenting an opportunity to further define the street edges. The taller elements of the building should be focused towards the front and west of the building plate, both to maximise natural light access and to take advantage of views to the water.	Developer



Refer to “Figure 34: Urban Elements” on page 52 for legend.

6.3 Site 1B: Corner Shore Street West and Wynyard Street

Proposed Land Use: Mixed Use.

Height Range in storeys: Minimum 2 - Maximum 6

Ownership: Council and Private Ownership (Land East of Council Lot Fronting Middle, Wynyard and Shore Streets)

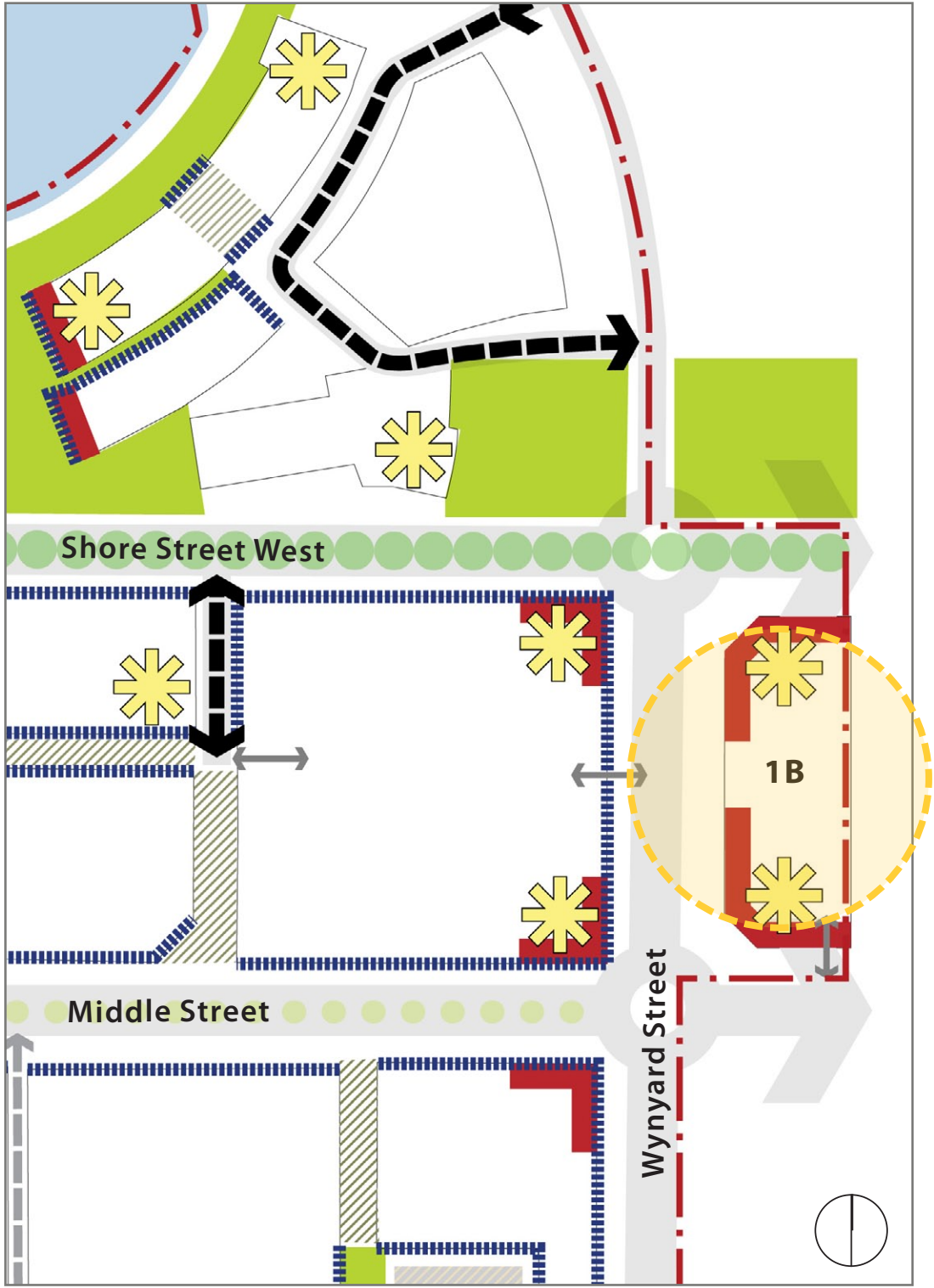
Development Principles

The proposed development site is currently occupied by a surface level car park and defines the eastern most extent of the area defined as the Cleveland

Centre Master Plan study area. Within the illustrative Master Plan this site is identified as mixed use, a significant component of which will be residential development with potential short term tourist accommodation. It will play an important role in contributing to increasing the number of residents within Cleveland Centre. This will in time start to change the dynamic of the area to one that has a substantial residential population relying on the centre to provide services such as entertainment and dining into the evening.

Multi-level/basement public car parking provided as part of site redevelopment

CATALYST SITE INTERVENTION	INTERVENTION DELIVERY	RESPONSIBILITY
Land Acquisition	Advocacy: As part of the redevelopment, Council to obtain land to relocate existing public car parks and additional spaces as part of any negotiated outcome for release of the land for redevelopment opportunities.	RCC
Mixed Use	Advocacy: This site is intended to have a large proportion of it's capacity dedicated to residential uses, and will play an important role in contributing to increasing the number of residents within Cleveland Centre.	RCC & Developer
Increased intensity	Analysis: Council to conduct a more detailed investigation in to the impact of the new development on local traffic conditions and road capacity.	RCC
	Analysis: Determine whether the consolidation of adjacent properties is appropriate and/or beneficial for future development.	RCC
	Advocacy: Building heights should be concentrated towards street corners along Wynyard Street.	RCC
A Defined Street Edge	Advocacy: Ensure the building design delivers an active frontage and strong street edge, as well as encouraging natural surveillance.	Developer
Access	Advocacy: Pedestrian access should be via Wynyard and Shore Street West in order to create an address and contribute to the animation of the public realm and the creation of a strong relationship between the Centre, Raby Bay and the new apartments.	Developer
	Advocacy: Dedicated set-down area parking for the development should be provided on-street, along Wynyard Street, and also within the development off Middle Street.	Developer



Refer to "Figure 30: Urban Elements" on page 52 for legend.

6.4 Catalyst Site 1C: Waterloo and Doig Street

Land Use: Commercial uses, educational facility and car parking

Height Range in storeys: mInimum 2 - Maximum 7

Ownership: Council and Private Ownership

Development Principles

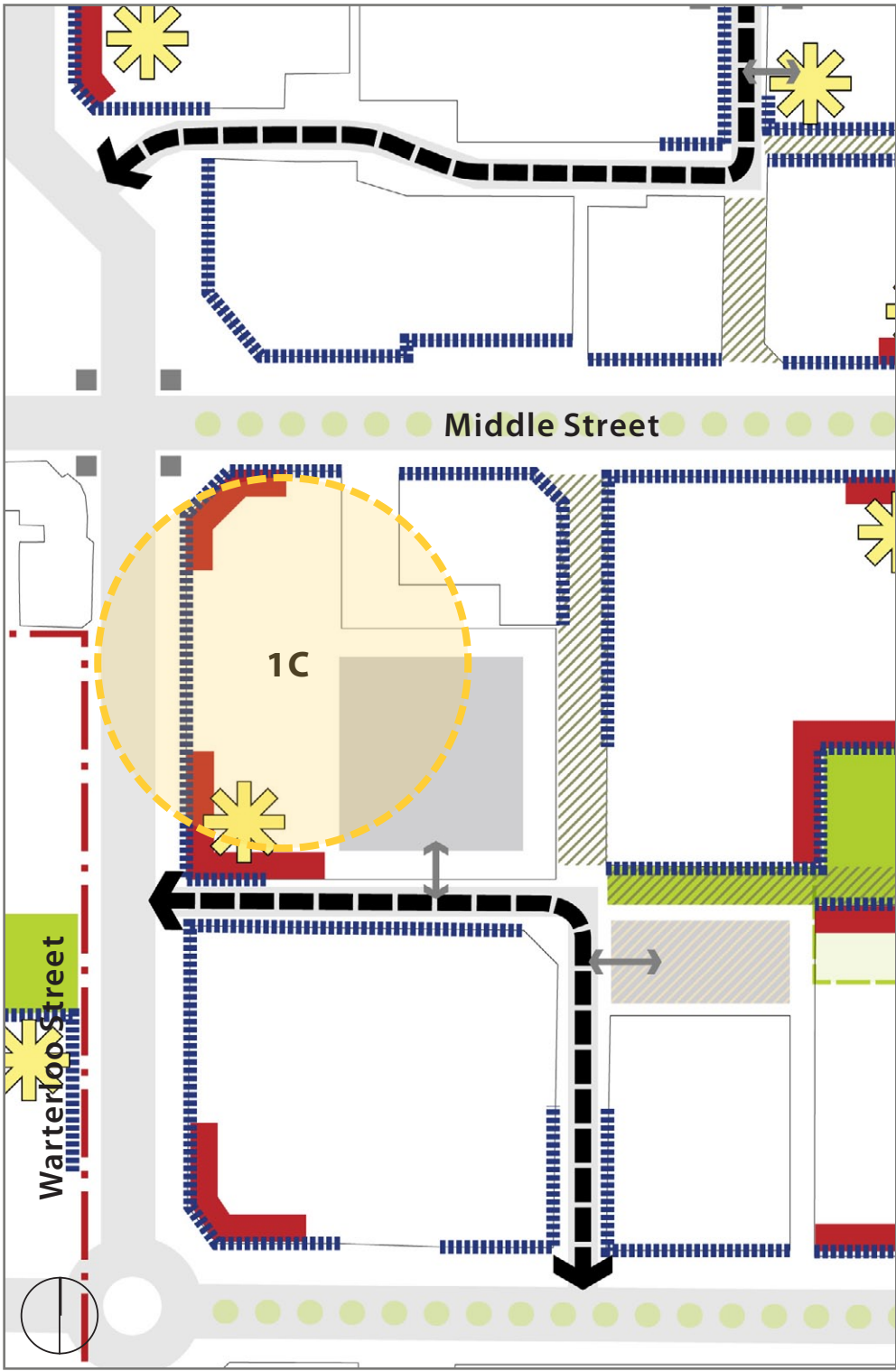
The proposed land use, as determined by the illustrative Master Plan, is for a higher education facility, as well as public car park and commercial premises. Consideration of the appropriate size for a higher education facility in Cleveland suggests a facility in the range of between 4,000 to 6,000m² with the possible opportunity to accommodate a larger unit of up to 15,000m². It is anticipated that the proposed college would operate as a ‘satellite’

campus and ‘flexible’ teaching space and that, due to the nature of the facilities provided as part of the college, it would contribute to the economic vibrancy of Cleveland, with students and staff relying on the Centre itself for their daily needs.

A number of options have been tested, in order to inform the provision made within the illustrative Master Plan. The diagrams included on this page illustrate one possible scenario that includes a higher education facility of approximately 6,000m², maximising the use of the land, and provision for ultimately 650 public parking spaces within the block. These diagrams demonstrate how such a facility might operate on the proposed site with room for additional commercial premises to be accommodated.

The tested option has also been developed further to illustrate how, in time if demand requires it, the college could expand onto the adjacent site.

CATALYST SITE INTERVENTION	INTERVENTION DELIVERY	RESPONSIBILITY
Higher Education Facility	Advocacy: Council to contribute to developing a business case for a higher education facility on the proposed site. Policy and Regulatory Review: Change of land use zoning to reflect maximum potential opportunities.	RCC, State Government and Private Enterprise RCC
Access	Advocacy: provision for ultimately 500+ public parking spaces within the block (preferably to be accessed via Waterloo Street). Reaffirm parking needs and management study for the centre to inform initiative. Advocacy: Ensure that the main pedestrian access into precinct is gained off Waterloo Street. Advocacy: Create a new lane which runs along the southern edge of the development between Waterloo Street and Doig Street. This lane is a key part of an important new east/west strategic pedestrian focused route that links important activities across the entire width of the Centre.	RCC Developer Developer
Building Design	Advocacy: Emphasise built form through elevational treatment and the application of higher built form towards the building corners. Advocacy: Design for active frontages on the ground floor, particularly along Waterloo Street and the new land.	Developer/RCC Developer/ RCC



Refer to “Figure 30: Urban Elements” on page 52 for legend.

6.5 Site 1D: Reconfiguration of Doig Street

Proposed Land Use: New pedestrian street and one way vehicle access for Centre .

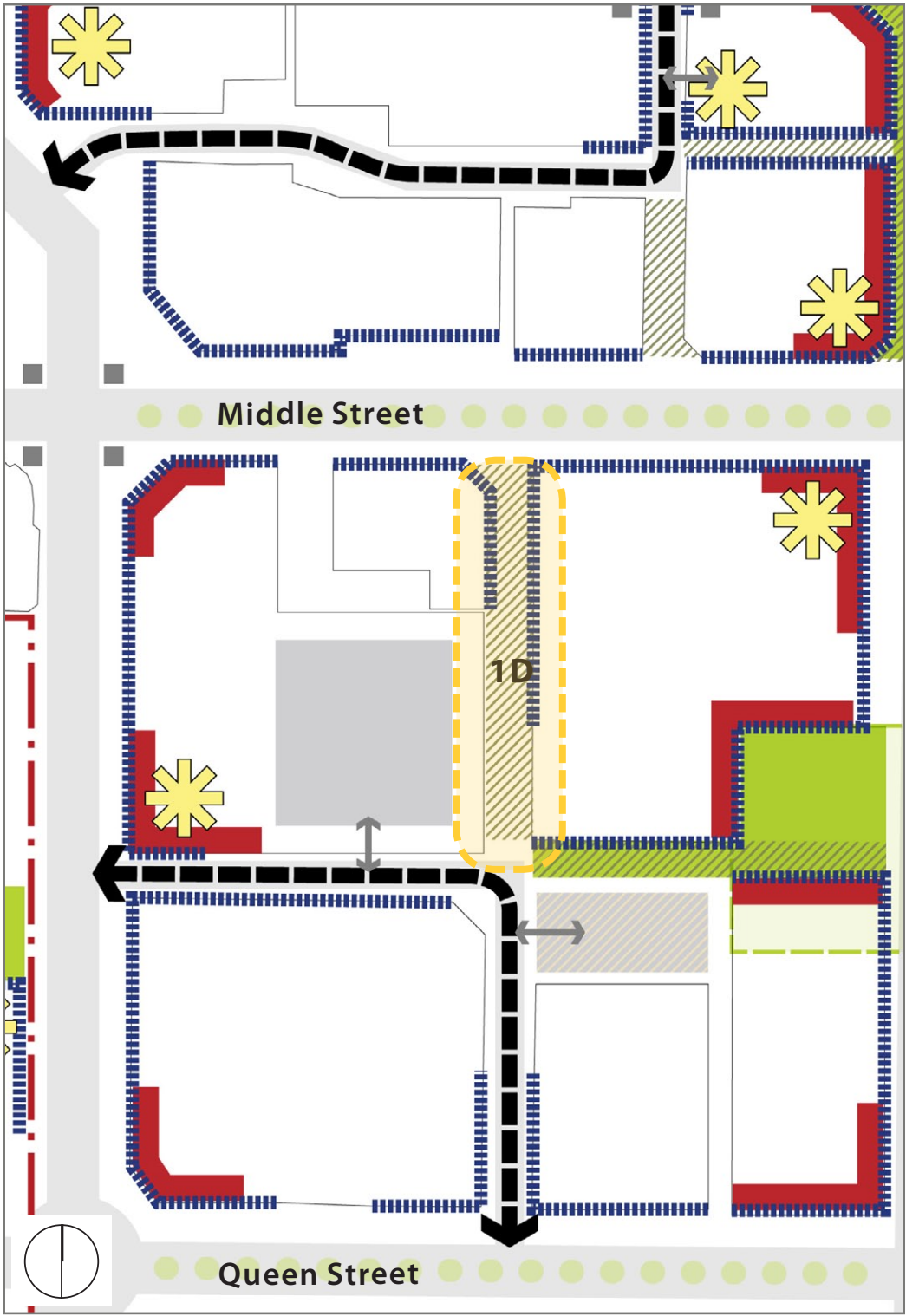
Height Range in storeys: N/A

Ownership: non-council

Development Principles

Closely associated with the development of the proposed higher education facility is the reconfiguration of Doig Street as a one way access road, providing a link to the new areas of car park and also a drop off / pick up point close to the focus of the Centre.

CATALYST SITE INTERVENTION	INTERVENTION DELIVERY	RESPONSIBILITY
Streetscape Improvements	Advocacy: Establish a high quality public realm at the northern end of Doig Street as it meets Middle Street (for pedestrian access only in the long term). In the short term, one way access from north to south will be allowed.	RCC & Developer
	Advocacy: create an attractive and comfortable pedestrian route that increases the opportunity for safe pedestrian and cyclist movement between the train station and Centre.	RCC & Developer
Legibility	Advocacy: Adopt a complementary approach and finish to the public realm, as elsewhere in the centre, along Doig Street to enhance way finding, in terms of the materials and also the inclusion of tree planting.	RCC & Developer
Program of Activity	Policy and Regulatory Review: Within the design of the pedestrian street allowance will need to be made for restricted hours access by servicing vehicles for the adjacent commercial and retail sites.	RCC
	Analysis: Council to determine a more detailed development brief for the street, having regard to service provisions/needs, to both private and council buildings.	RCC
Carparking	Analysis: Further research into the volume of parking the development is required to deliver as one of the key public car parks in the Centre.	RCC



Refer to "Figure 30: Urban Elements" on page 52 for legend.

PEDESTRIAN THOROUGHFARE - POTENTIAL
CONFIGURATION FOR PEDESTRIANISED
LANEWAYS

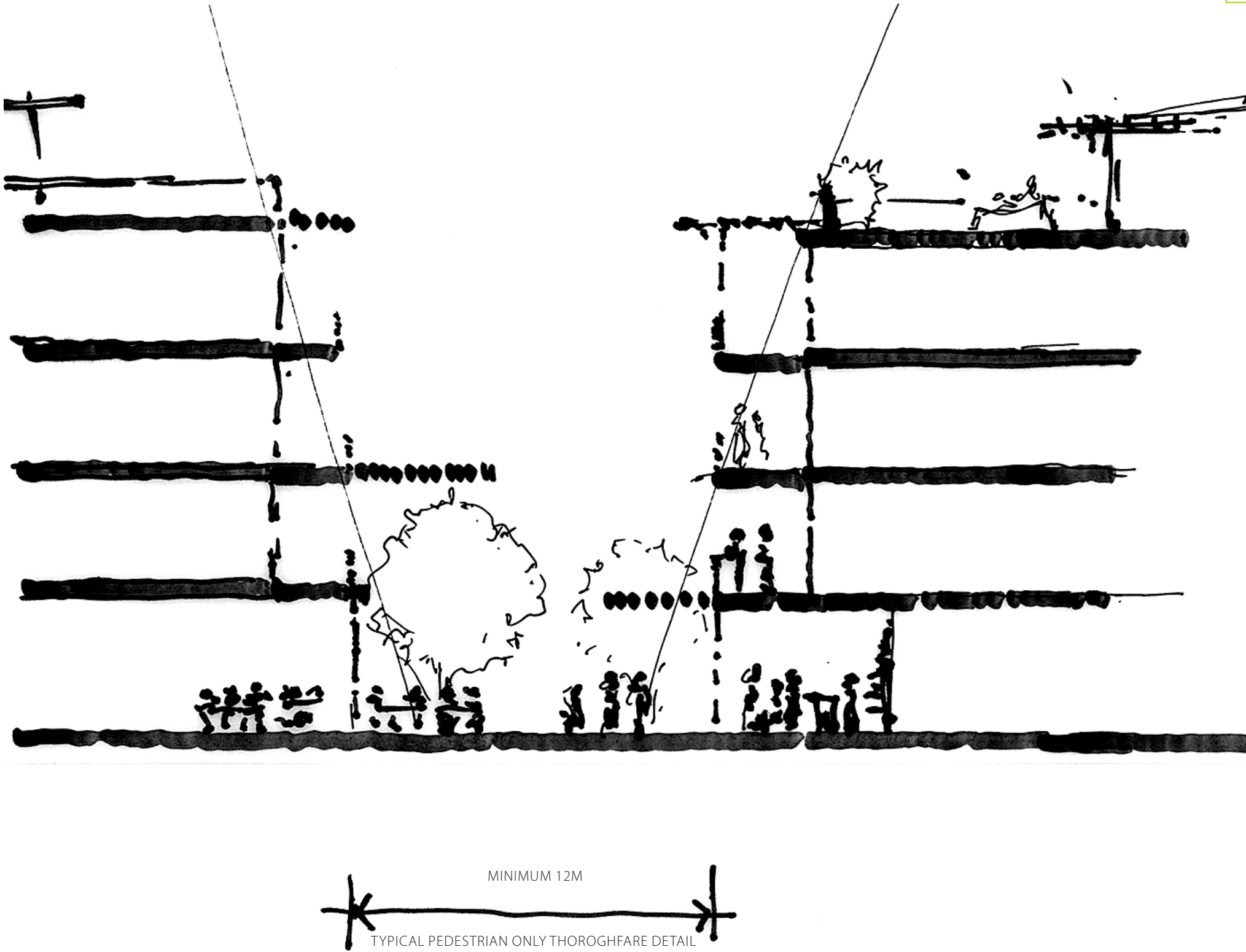
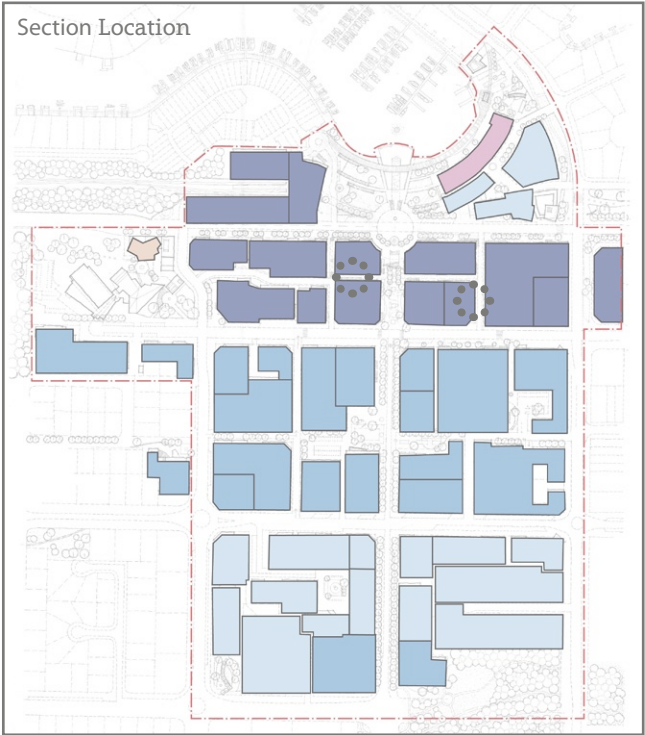


Figure 35: Pedestrian Thoroughfare Typical Section

6.6 Site 2A: Corner of Queen and Wynyard Street

Proposed Land Use: Commercial and retail development with public car park and residential development above.

Height Range in storeys: Mlnimum 2 - Maximum 7

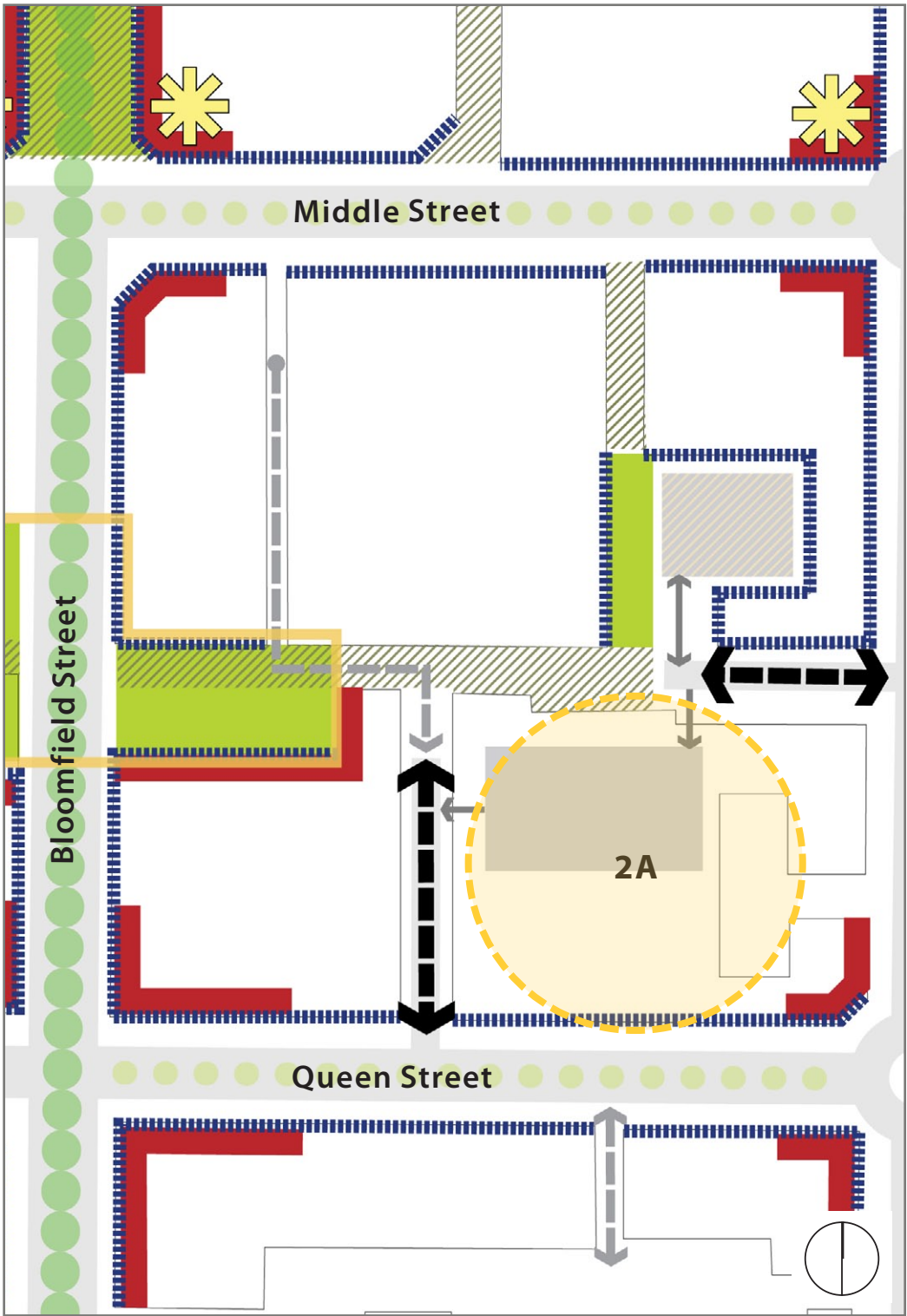
Ownership: Private/non-council

Development Principles

The proposed development site occupies land currently under Council ownership and plays an important role in the strategic delivery of the wider Master Plan, in that it will deliver a parking station and has the potential to accommodate a significant element of single site retail/ commercial floor space in line with the direction set in the Local Growth Management Strategy.

The development of the site also brings forward part of the proposed movement strategy for the Centre; the eastern half of the strategic east/ west pedestrian focused route, and will facilitate the refurbishment of an existing public space to form the first half of the proposed 'Town Square' which is located on this new route alignment.

CATALYST SITE INTERVENTION	INTERVENTION DELIVERY	RESPONSIBILITY
Ground Floor Activation	Policy and Regulatory Review: The design of building elevations should successfully activate the street at ground floor and provide opportunities for passive surveillance.	RCC & Developer
Carparking	Advocacy: The proposed enclosed car park is to be sleeved with development that presents an active frontage onto Waters and Queen Streets. Access to the car park will be from Wynyard Street and via Waters Street.	RCC & Developer
	Analysis: A clear understanding is required of the parking numbers needed by the redevelopment to inform the development brief for the car park.	RCC & Developer
Street Alignment	Policy and Regulatory Review: As part of the development, Waters Street will be extended north and then east to form a tree lined pedestrian boulevard with limited vehicle access, minimum width 12m including 4m vehicle corridor and dedicated two way cycle lanes, to be accessed via Wynyard and Queens Streets.	RCC & Developer
	Analysis: Investigate the option to move Waters Street to the west to achieve a more meaningful development floorplate area is to be secured.	RCC & Developer
Land Aquisition	Advocacy: A comprehensive design should be produced for the refurbished public space, which accommodates the land identified as site 3A, to ensure that the intention within the Master Plan to create a new Town Square, that at its full extent includes a section of Bloomfield Street, is delivered.	RCC



Refer to "Figure 30: Urban Elements" on page 52 for legend.

6.7 Site 2B: Middle and Waters Street

Proposed Land Use: Retail, commercial and residential development.

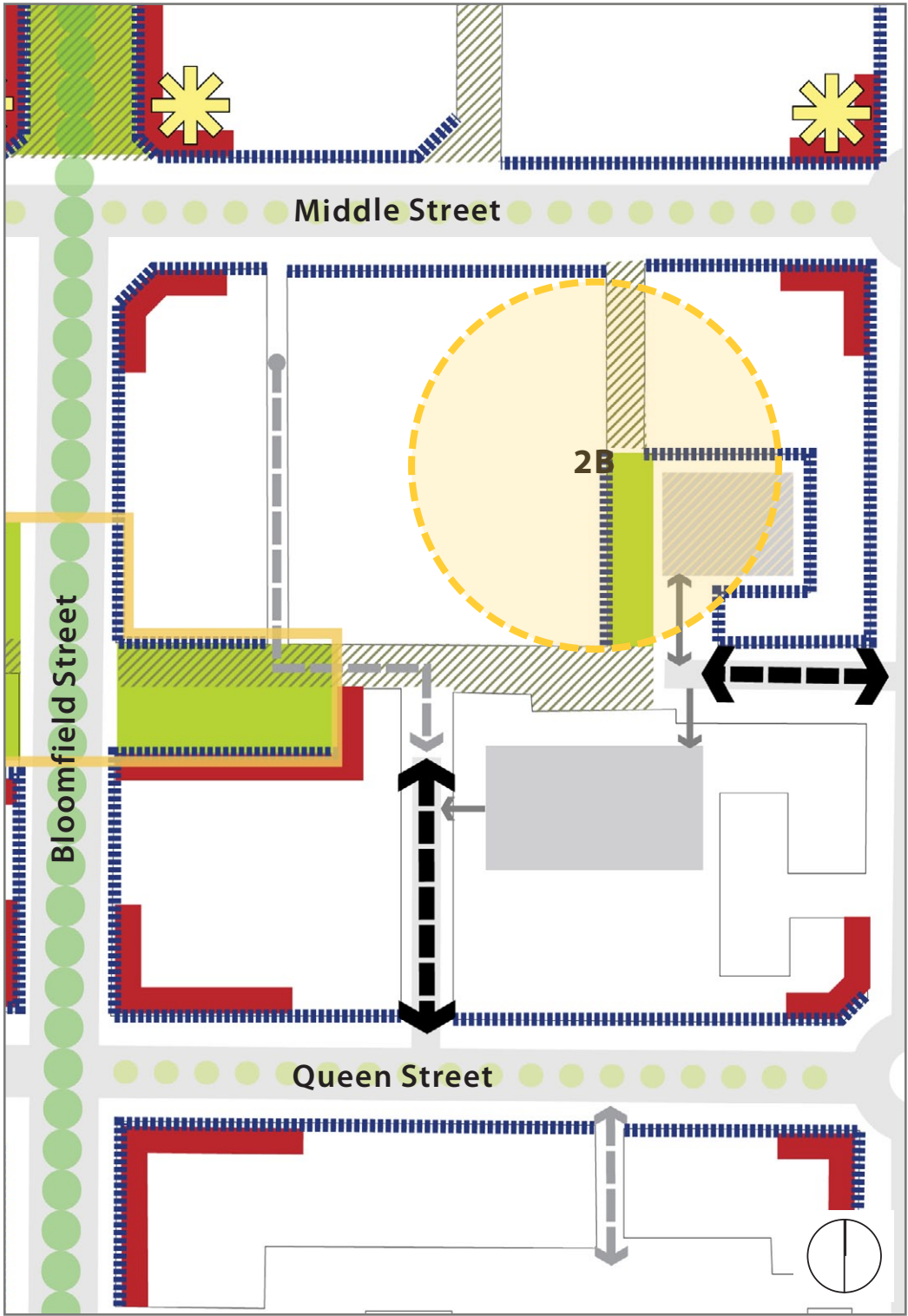
Height Range in storeys: Mlnimum 2 - Maximum 7

Ownership: Non-council

Development Principles

The proposed development site covers a significant area of land, at the heart of the Centre, on one of its principal shopping streets. The site is within the same land ownership and provides an excellent opportunity for the comprehensive delivery of a significant new high quality retail destination at Cleveland Centre.

CATALYST SITE INTERVENTION	INTERVENTION DELIVERY	RESPONSIBILITY
Active ground Floor	Policy and Regulatory Review: The design of building elevations should successfully activate the street at ground floor and provide opportunities for passive surveillance, ensuring this is delivered onto Middle and Wynyard Streets as well as onto an internal courtyard space that will provide a focus for the retail precinct.	RCC & Developer
Car Parking	Advocacy: Short stay parking provision will be provided within the internal courtyard with the opportunity for a larger number of dedicated longer term parking bays to be provided in a basement or podium level facility accessed via this central courtyard. Access to the car park will be off Wynyard Street and via Waters Street.	RCC & Developer
Access	Advocacy: The development will include provision for a new pedestrian route, connecting Middle Street with the newly extended Waters Street and reconfigured car park. This new lane to provide a high quality pedestrian focused route of minimum 6m width between the built form.	RCC
Mixed Use	Advocacy: Council to engage in discussion with land owner with regards to the potential for redevelopment of the site in the context of the illustrative Master Plan.	RCC & Developer
	Advocacy: Residential development above the retail floor plates needs to be carefully configured to minimise conflict eg. noise issues.	Developer
	Analysis: The integration of the proposed form of retail with residential development above needs to be considered carefully if it is to be successful.	RCC & Developer



Refer to “Figure 30: Urban Elements” on page 52 for legend.

6.8 Site 2C: Middle Street and Shore Street West

Proposed Land Use: Retail, commercial and residential development.

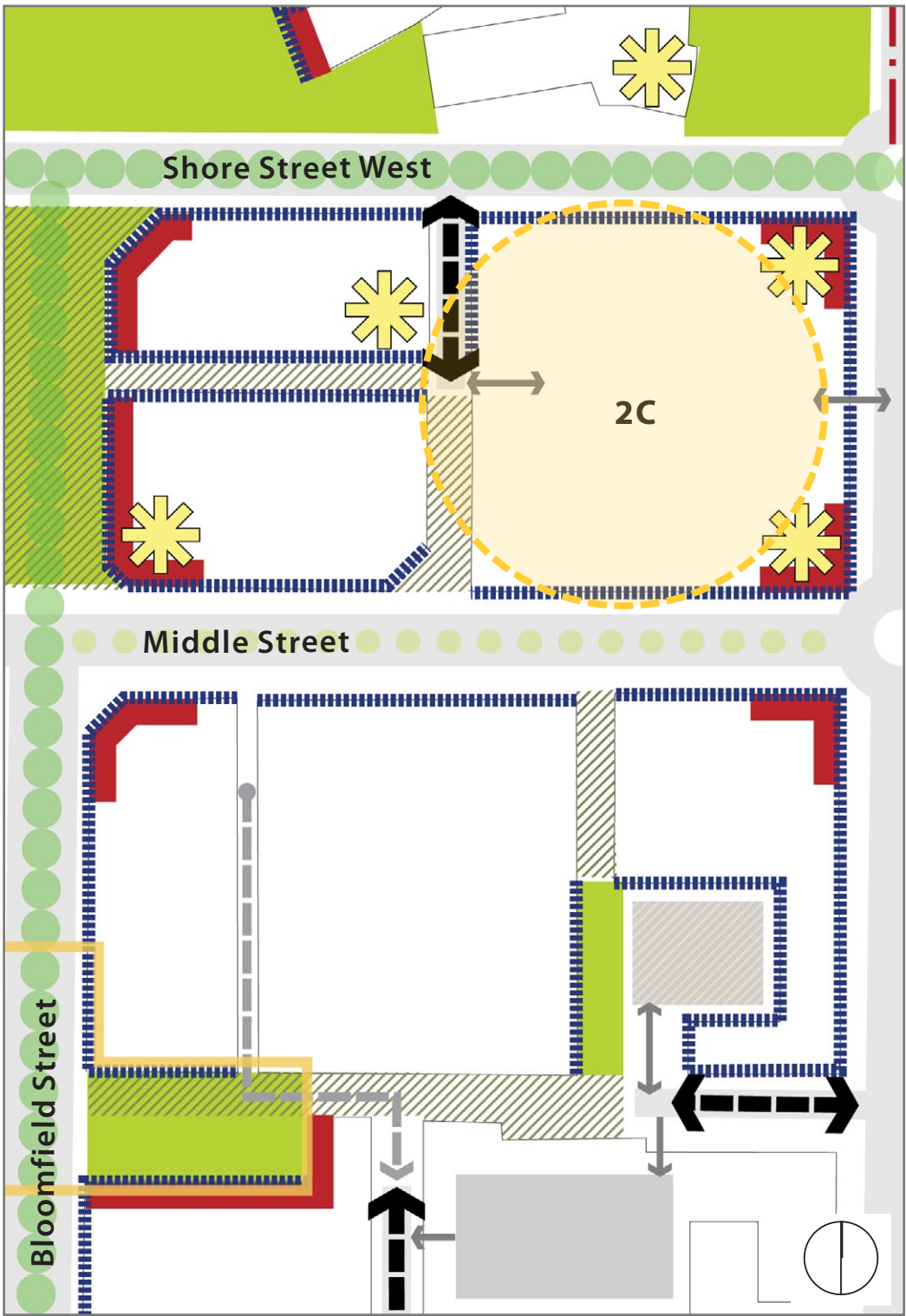
Height Range in storeys: Mlnimum 2 - Maximum 8

Ownership: Non-council

Development Principles

The proposed development site is at the eastern most extent of the Shore Street West Boulevard. It has visual prominence and occupies a gateway position. It is also an important block that will deliver a new link between Shore Street West and Middle Street and active frontages to both.

CATALYST SITE INTERVENTION	INTERVENTION DELIVERY	RESPONSIBILITY
New Thoroughfare	Advocacy: A new physical link between Shore Street West and Middle Street is to be delivered. The southern section of this route will be pedestrian only and the northern section will allow vehicular access into parking and servicing facilities associated with the proposed development.	RCC & Developer
Active Frontage	Advocacy: Active frontage is to be delivered onto Middle Street, Shore Street West and Wynyard Street.	RCC & Developer
Access	Advocacy: Access to parking associated with the development will be off Wynyard Street and the new thoroughfare connecting Middle Street and Shore Street West.	RCC & Developer
Built Form	Advocacy: In terms of urban form the architectural expression of the corners will be important in the creation of a strong and visually identifiable marker for the Centre.	RCC & Developer
	Advocacy: Strategic design considerations are required in locating service docks and associated requirements so as not to compromise the visual appearance and architectural expression of the buildings to primary road frontages.	RCC
Mixed Use	Analysis: The integration of the proposed form of retail with residential development above needs to be considered carefully if it is to be successful.	RCC & Developer



Refer to “Figure 30: Urban Elements” on page 52 for legend.

6.9 Site 3A: Doig Street Car Park and New Town Square

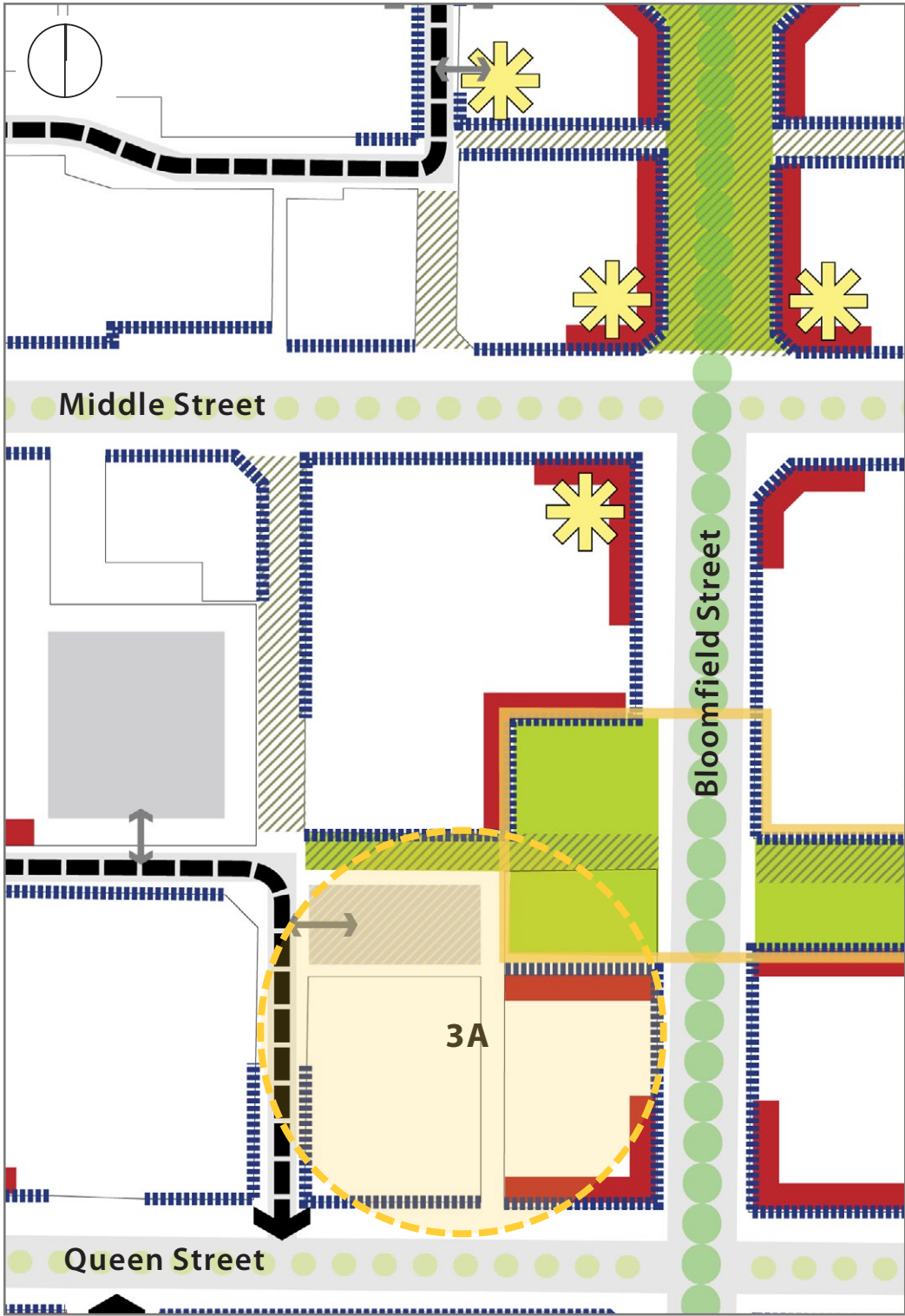
Proposed Land Use:: Commercial, retail, car park and new public space.

Height Range in storeys: MInimum 2 - Maximum 7

Ownership: Part council owner, part private/non-council owned

Development Principles
Following the delivery of a significant element of public parking provision within the Centre, at sites 2A and 2B, it will be possible to release the land to the east of Doig Street for redevelopment. The release of this piece of land will allow the delivery of a significant organisational element of the Master Plan, in the shape of a new town square at the heart of the Centre, as well as additional surface parking and key commercial and retail development.

CATALYST SITE INTERVENTION	INTERVENTION DELIVERY	RESPONSIBILITY
Built Form	Advocacy: The creation of a high quality development that provides a high quality urban frontage for the proposed town square with the inclusion of active frontage at ground floor a key requirement.	RCC & Developer
Public Space	Advocacy: The design of a high quality urban public space which shares a strong relationship with the adjacent buildings and Bloomfield Street.	RCC
Street Alignment	Advocacy: A change in the configuration of the central part of Bloomfield Street corridor, removing parking provision on the street at this point in order to deliver a new public space that can be expanded, as events require, to bridge and include Bloomfield Street as part of the space.	RCC
Car Park Reconfiguration	Advocacy: The reconfiguration of the existing surface car park to provide a high quality short stay parking facility that can be utilised also for markets.	RCC
Land ownership	Advocacy: Council to begin discussion with land owner in regards to the potential for redevelopment of the site in the context of the illustrative Master Plan.	RCC & State Government



Refer to "Figure 30: Urban Elements" on page 52 for legend.

6.10 Site 4A: Corner Bloomfield and Middle Street

Proposed Land Use: Commercial, retail and residential.

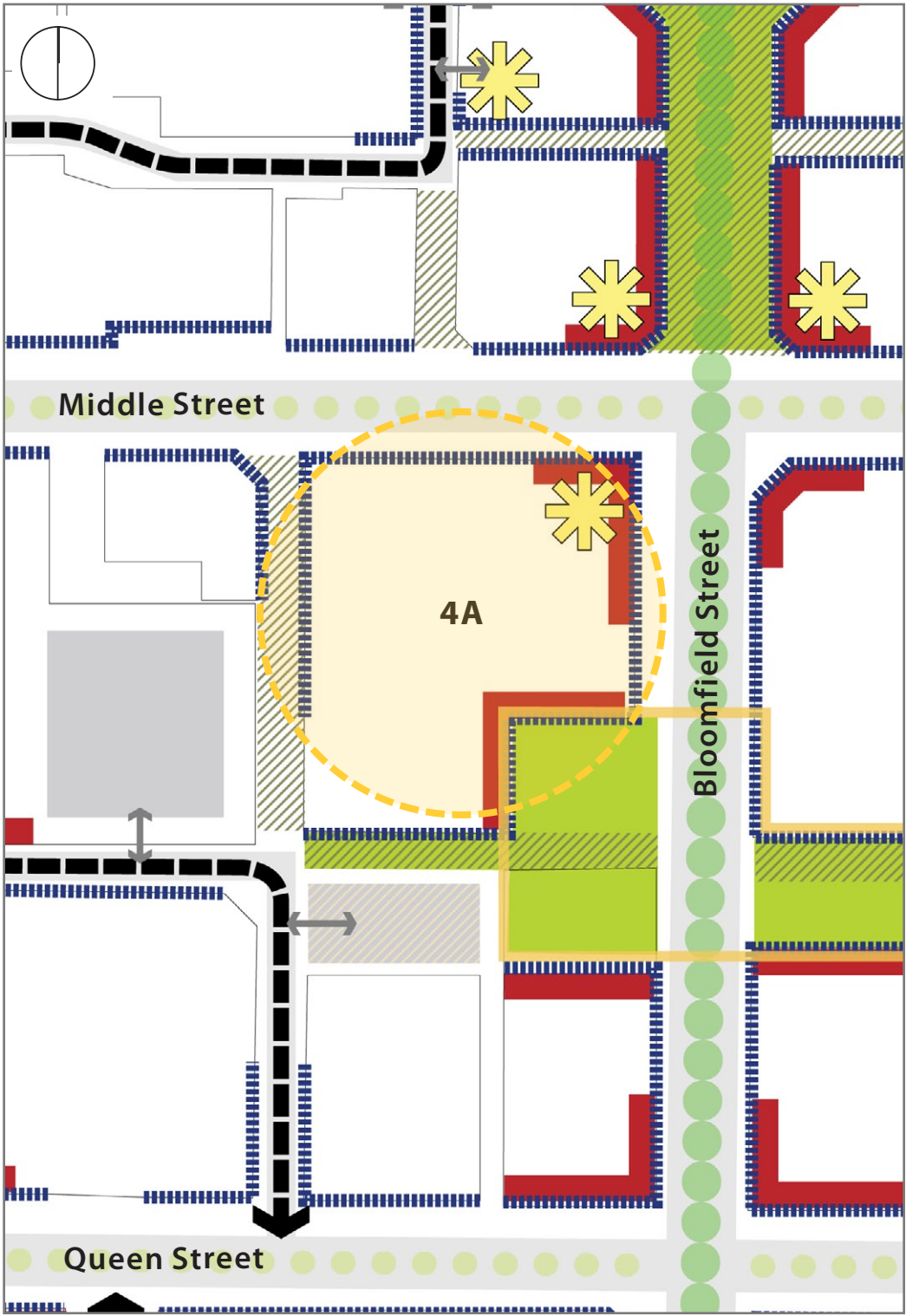
Height Range in storeys: Mlnimum 2 - Maximum 7

Ownership: Part council owner, part non-council owned

Development Principles

This site presents another of the Council’s most significant land holdings both in terms of area and prominence within the Centre.

CATALYST SITE INTERVENTION	INTERVENTION DELIVERY	RESPONSIBILITY
Public Realm	Advocacy: Development that provides a high quality frontage onto the proposed town square to define and activate the space.	RCC & Developer
	Advocacy: Develop and test new public realm concepts for the design of Bloomfield Street, ensuring that generous footpath is maintained with a maximum setback from ground floor to kerb line of 6m.	RCC
Mixed Use	Advocacy: Delivery of development that provides retail opportunities and active frontage at ground floor level along both Bloomfiield Street and Middle Street.	Developer/ RCC
	Advocacy: The accommodation of the Council’s front of house activities within the new development, ensuring that there is a council presence onto the new town square. There is the potential to combine the Council’s customer service centre and library.	RCC
Urban Form	Advocacy: The inclusion of any anticipated taller element of development on the site should ensure that the current landmark status of the Council tower building is continued.	RCC & Developer
Land Ownership	Analysis: Pursue discussions with land owner in regards to the significant opportunity to consolidate the redevelopment of the entire block.	RCC



Refer to “Figure 30: Urban Elements” on page 52 for legend.

6.11 Site 5A: Cleveland Station

Proposed Land Use: Commercial, retail, leisure, conference facilities, residential apartments, parking and transport interchange.

Height Range in storeys: MInimum 2 - Maximum 8

Ownership: State Government

Development Principles

The majority of the site is State Government owned, with a small piece to the rear in the ownership of the Council. The site presents a significant opportunity for the realisation of Transport Orientated Development (TOD) that maximises the location at the train station in terms of accessibility and delivers a greater intensity of development volume.

The site’s physical proximity to the adjacent Raby Bay and Raby Bay Harbour Park suggests that use of the land would be best suited to public activities that generate significant levels of pedestrian activity both within the building and in the adjacent public realm. The development should provide opportunities for people to appreciate the bay side location and views, creating an attractive daytime and evening destination within the proposed Bayside Precinct.

It is therefore proposed to develop a mixed use complex, over and around the train station, which includes a significant leisure/ entertainment and conference provision as well as high quality

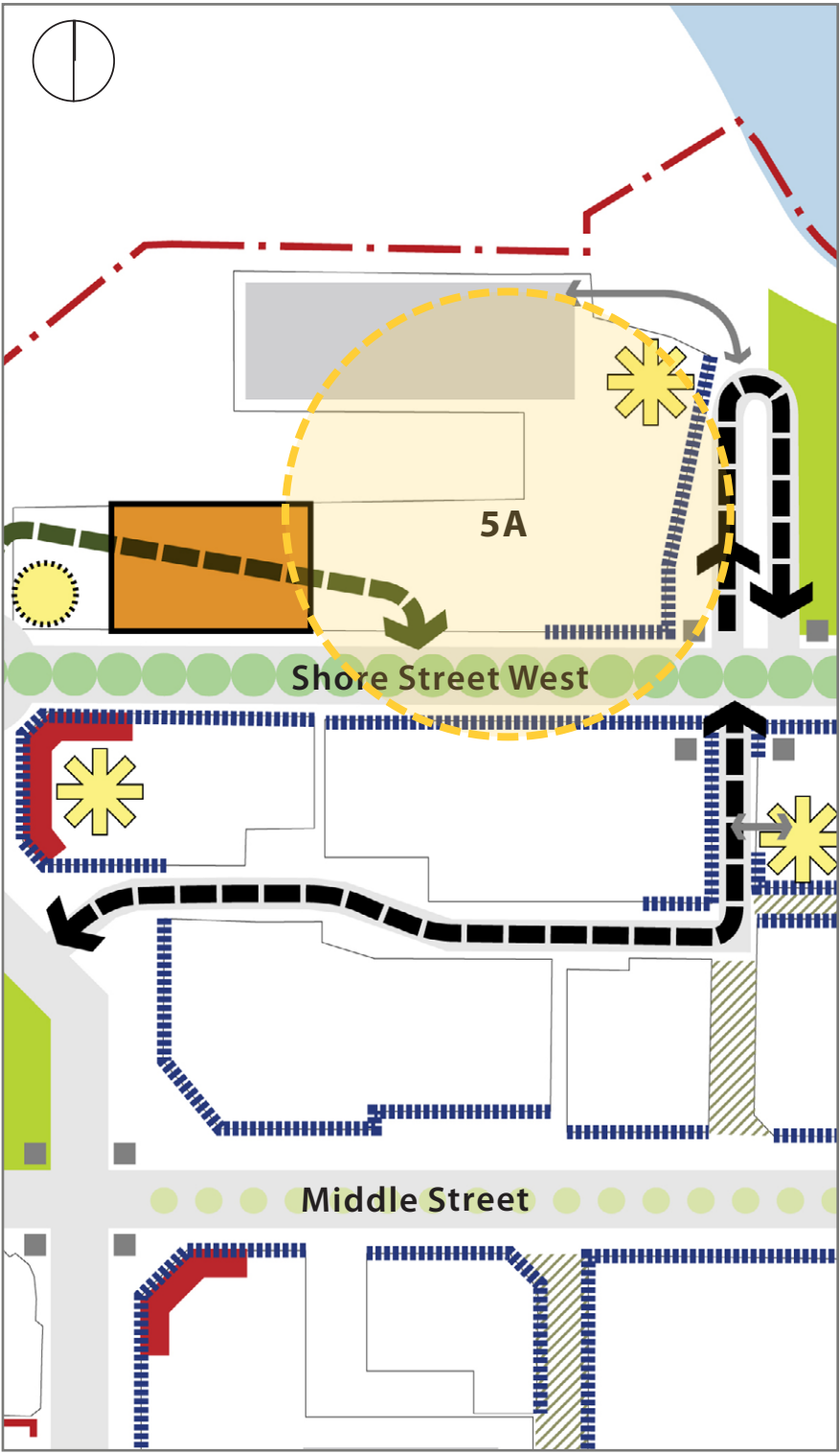
commercial premises with parking. In addition to a transport interchange that utilises the Shore Street West address.

Any proposed development should take advantage of aspect and views across the bay and provide a higher density of development to create a critical mass of activity in the area, as well as practically recognising the development economics in play on such a complicated site. The physical scale of development anticipated will therefore be significant, including one of the tallest elements of built form in the proposed Master Plan while still preserving view lines through the development and adjacent to its stepped edges.

The main buildings location and anticipated scale also means that in terms of townscape legibility it will become a key visual landmark at the entrance to Cleveland and in time synonymous with the Centre.

Acknowledgement should be made of the site’s relationship to the development to the north, and articulation of the building form to lessen the bulk when viewed from Shore Street West and adjacent areas to the south should be provided.

CATALYST SITE INTERVENTION	INTERVENTION DELIVERY	RESPONSIBILITY
Activation	Advocacy: The delivery of development that provides active frontage at ground floor level onto Raby Bay and Raby Bay Harbour Park.	State Government, RCC & Developer
Train Station Upgrades	The creation of an attractive new train station, the entrance of which is legible from Shore Street West and the park, with associated facilities such a ticket booths, waiting room and toilets.	
	The integration of a public transport interchange along the sites Shore Street West address that includes provision for buses, taxis and facilities for cyclists.	State Government
	Analysis: Investigation into the development economics associated with building in close proximity to or over a rail station.	
	Advocacy: Council should continue to engage with State Government to explore development timetables and EOI process documentation.	RCC
Built Fotm	Advocacy: A further design exercise to be commissioned to test in greater detail the robustness of the proposed land use mix and design principles, including practical construction considerations and development economics.	State Government & RCC
	Advocacy: The delivery of a high quality architectural response that creates a fitting landmark for the Centre.	State Government & RCC
	Analysis: Conduct a design assessment of the impact the new development will have on surrounding areas, for example, the existing low density residential.	State Government & Developer
	Advocacy: The inclusion of the taller element of development towards the northern edge of the site to maximise the opportunity for vantage points out across the Raby Bay and allow public access.	RCC
Access	Advocacy: Create a Gateway statement through a holistic and high quality architectural response which deliveries a fitting gateway experience for Cleveland.	State/ Developer
	Advocacy: The inclusion of a 'Kiss and Ride' facility, the design of which works sensitively with the delivery of a high quality pedestrian focused public realm.	RCC
Car parking	Policy: The provision of car parking within a structure to the rear of the development. The parking provided for both train station users as well as enough provision to support the commercial premises and also for people attending other business and leisure activities within the complex.	RCC
Mixed Use	Advocacy: The successful delivery of a mix of uses within the development to create the critical mass of activity required to animate the bayside throughout the day.	State Government & RCC
	The inclusion of high quality commercial accommodation fronting onto Shore Street West.	
	The inclusion of food and drink establishments, principally orientated north and east, to provide publicly accessible bay views.	



Refer to "Figure 30: Urban Elements" on page 52 for legend.

6.12 Site 5B: Shore Street West

Proposed Land Use: Vehicular corridor and pedestrian boulevard.

Height Range in storeys: N/A.

Ownership: State Government

Development Principles

The present configuration and scale of the Shore Street West corridor contributes to the current physical division between Cleveland Centre and Raby Bay. At 30 metres wide, with four vehicle lanes and a median strip, it presents a significant barrier and deterrent to both pedestrians and cyclists wishing to make the journey between Middle Street, the Raby Bay and the train station.

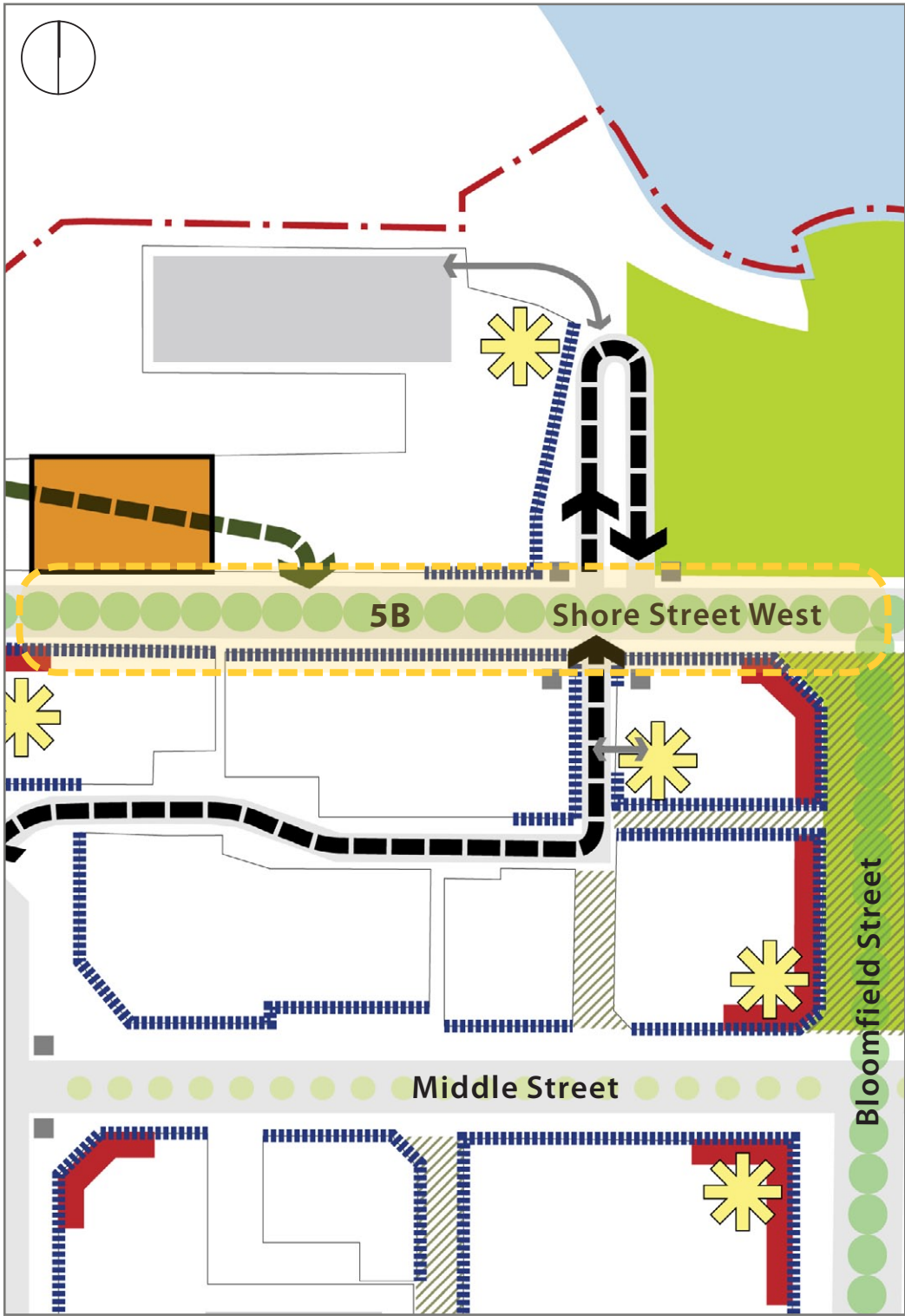
An assessment has been made, as part of the master plan process, of the volume of traffic that currently uses the route and also that which is anticipated in the coming years.

As a result the opportunity in the Master Plan to transform Shore Street West into an attractive tree lined boulevard that contributes significantly to the Centre is proposed.

The design proposes that Shore Street West becomes an important connection and public space that contributes to the liveliness of the centre and also improves its physical and visual relationship with Raby Bay.

A sketch cross section has been produced to inform the consideration of the redesign for this route.

CATALYST SITE INTERVENTION	INTERVENTION DELIVERY	RESPONSIBILITY
Street Upgrade	Advocacy: A more significant pedestrian crossing be introduced at the point where the linear park extends south from Shore Street and connects with Middle Street.	RCC
	Analysis: Council to commission a design option study for Shore Street West based on traffic modelling completed to 2031.	RCC
Public Realm	Advocacy: Land remaining following this reconfiguration to be given back to the public and be redesigned to provide a high quality, attractive tree lined boulevard that provides opportunities for Al Fresco dining.	RCC & Developer



Refer to “Figure 30: Urban Elements” on page 52 for legend.

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6.13 Site 6A: The Library Site

Proposed Land Use : Retail/ Commercial at ground and first floor with residential above.

Height Range in storeys : MInimum 4 - Maximum 8

Ownership: Council

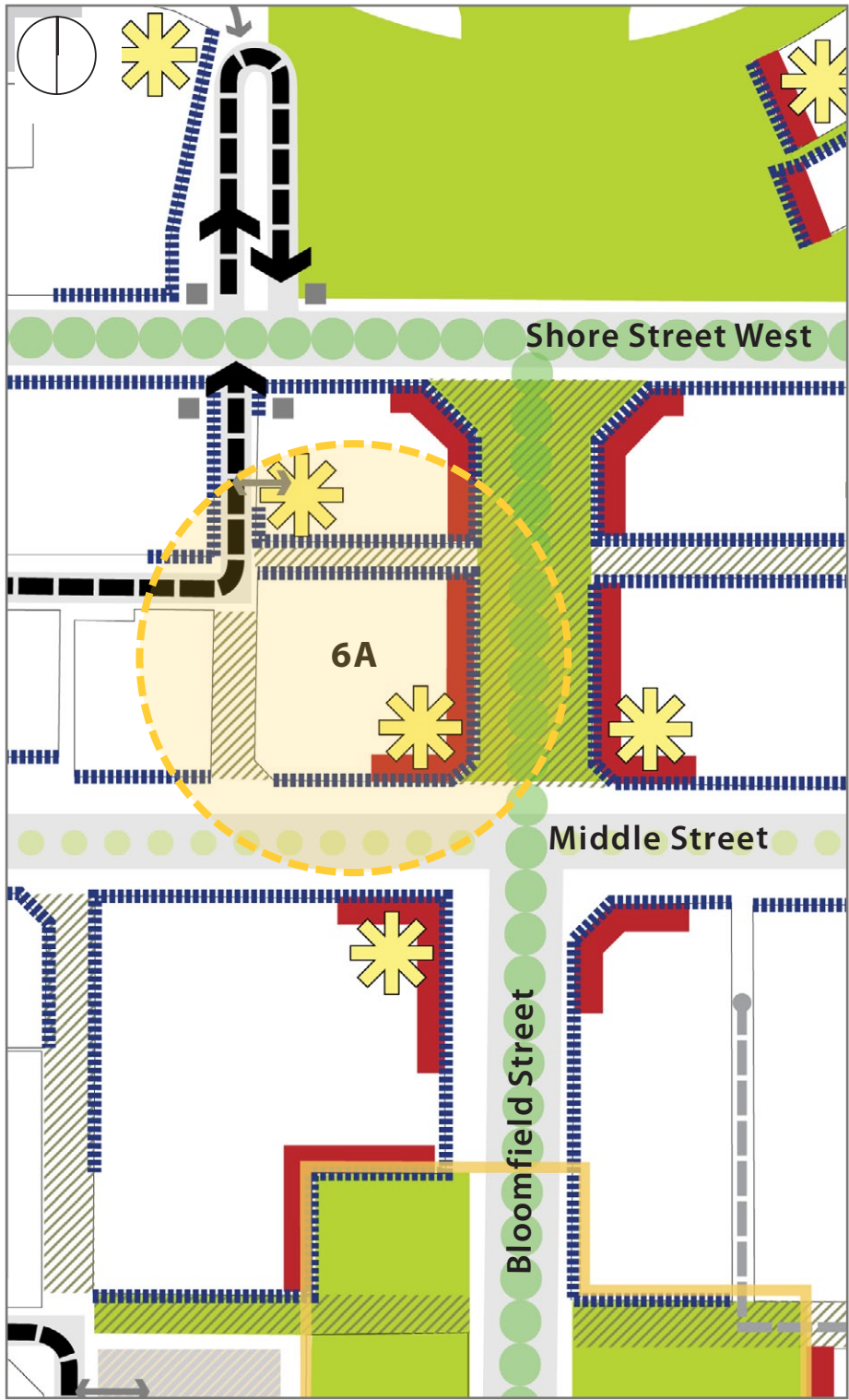
Development Principles

A Council owned site that occupies a key development location within the Centre. The combined attractiveness of its frontage onto Middle Street and the adjacent public space, along with the opportunity for views to the north across the Raby Bay mean that development, particularly at higher levels,

is most attractive for residential accommodation. The site also plays an important role in contributing to the transformation of the adjacent park that currently provides the link between Middle Street and Shore Street West; as well as contributing to the delivery of a lively and attractive new retail and leisure precinct on the bay.

The general attitude towards development should be similar to that adopted for site 1A with ground floor active uses, the establishment of active frontage onto the lane to the north and the residential development in the element above the upper storeys.

CATALYST SITE INTERVENTION	INTERVENTION DELIVERY	RESPONSIBILITY
Activation	Advocacy: The creation of active ground floor uses on all sides of the development, particularly fronting onto Middle Street, adjacent to the extension of Raby Bay Harbour Park and the proposed thoroughfare to the front of the development site.	RCC & Developer
New Thoroughfare	Advocacy: The creation of a narrow pedestrianised street or thoroughfare, of minimum 12m width, to the south of the site to provide a key part of the proposed artisan/shopping arcade. This thoroughfare also provides an important route for pedestrians between the train station, Middle Street and Bloomfield Street.	RCC & Developer
Access	Advocacy: Access to parking contained within the block will be via Kyling Lane with access onto both Shore Street West and Waterloo Street. The opportunity for parking within the block, accessed via Kyling Lane, will need careful resolution and testing to ensure that the new north/south link between the station and Middle Street maintains a strong pedestrian and cyclist focus.	RCC & Developer
Mixed Use	Advocacy: Retail and commercial uses to be accommodated within the ground and first floors of the development, with an emphasis on restaurant and cafe premises where the block fronts onto the adjacent public park. Upper storeys of the block to be residential. Council to determine a more detailed development brief for the site in potential partnership or agreement with a private developer.	RCC & Developer
Library	Analysis: Council to consider its position in relation to the redevelopment of the library.	RCC
Built Form	Advocacy: In terms of architectural form, taller elements should be concentrated towards the rear and east of the podium, in order to maximise the amount of natural light to the residential accommodation and views of the bay, and also help define a strong street frontage onto Middle Street.	RCC & Developer



Refer to "Figure 30: Urban Elements" on page 52 for legend.

6.14 Site 6B: Corner of Middle Street Bloomfield Street (east side)

Proposed Land Use : Retail/ Commercial at ground and first floor with residential above and refurbishment of the adjacent public park.

Height Range in storeys:
Middle Street: Mlimum 4 - Maximum 8.
Shore Street West: Minimum 3 - Maximum 8.

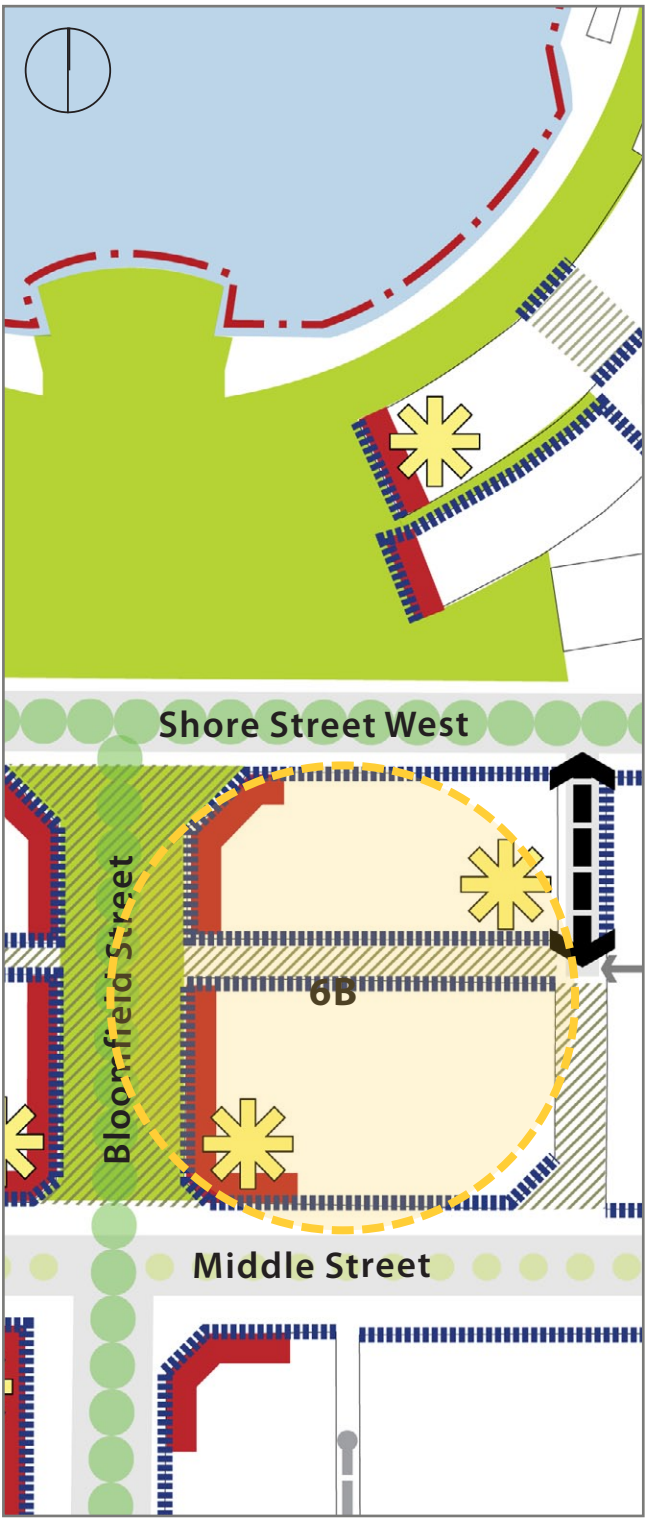
Ownership: non-council

Development Principles
This piece of privately owned land occupies another key location on the bay front. It benefits from the same assets as sites 1A and 6A, with frontage onto Middle Street and the adjacent public space as well as Shore Street West, in addition to the views north and east across the Raby Bay. Uses of the block should be consistent with those recommendations made for Sites 1A and 6A both architecturally and in terms of land use. In particular, the facade of the existing building on the corner of Middle and Bloomfield Streets are to be retained and incorporated into the new development site

The site provides the final piece in the establishment of the Bayside Precinct, completing the proposed retail and leisure area, as well as delivering the refurbishment of the park that links Middle Street to Shores Street West.

It is therefore important that the general attitude towards development should be similar to that adopted for site 1A and 6A with ground floor active uses, the establishment of active frontage onto the thoroughfare that runs centrally through the site, and residential development in the upper storeys.

CATALYST SITE INTERVENTION	INTERVENTION DELIVERY	RESPONSIBILITY
Activation	Advocacy: The creation of active ground floor uses on all sides of the development, particularly fronting onto Middle Street, adjacent to the extension of Raby Bay Harbour Park, along the proposed lane at the centre of the development and also along Shore Street West.	RCC & Developer
New Thoroughfare	Advocacy: The creation of a narrow pedestrianised street, of minimum 12m width, at a mid point within the development block to provide a key part of the proposed artisan/shopping arcade.	RCC & Developer
Access	Advocacy: Access to parking contained within the block to be via the new street, created as part of development 2C, with access and egress gained via Shore Street West only.	RCC & Developer
Mixed Use	Advocacy: Retail and commercial uses to be accommodated within the ground and first floors of the development, with an emphasis on restaurant, cafe and licenced hotel premises where the block fronts onto the adjacent public park and Shore Street. Upper storeys of the block to be residential and tourist/short term accommodation. Analysis: Council to conduct more detail testing of the various capacities for development within the context of the current local market. Issues to be considered to include traffic movement, retail capacity, ground conditions and development economics.	RCC & Developer RCC
Urban Form	Advocacy: In terms of block form, taller elements should be concentrated towards the front and east of the building to the front of the site and to the rear and west of the building to the rear of the site. This approach will maximise the amount of natural light and views of the bay accessible from both blocks and also help define this northern section of Bloomfield Street as a gateway onto the bay. Advocacy: Sites 1A, 6A and 6B should be considered as a set piece of urban form with architectural proposals responding physically and visually to each other and defining the gateway to the Raby Bay and the Raby Bay Harbour Park.	RCC & Developer
Park Upgrade	Advocacy: The refurbishment of the adjacent public park should be facilitated as part of this development. A key aim of any revised design should be to open up the view corridor and extend the visual access to Raby Bay from Middle Street and development along either side of the park.	RCC
Collaboration	Analysis: Council to determine a more detailed development brief for the site in partnership with a private developer.	RCC



Refer to “Figure 30: Urban Elements” on page 52 for legend.

6.15 Site 7A: Corner Masthead Drive and Shore Street West

Proposed Land Use: Waterfront dining and entertainment, retail and residential development.

Height Range in storeys: Minimum 2 storeys fronting the bay stepping up to a maximum of 5 on the corner of Masthead Drive and Shore Street West

Ownership: Multiple private owners

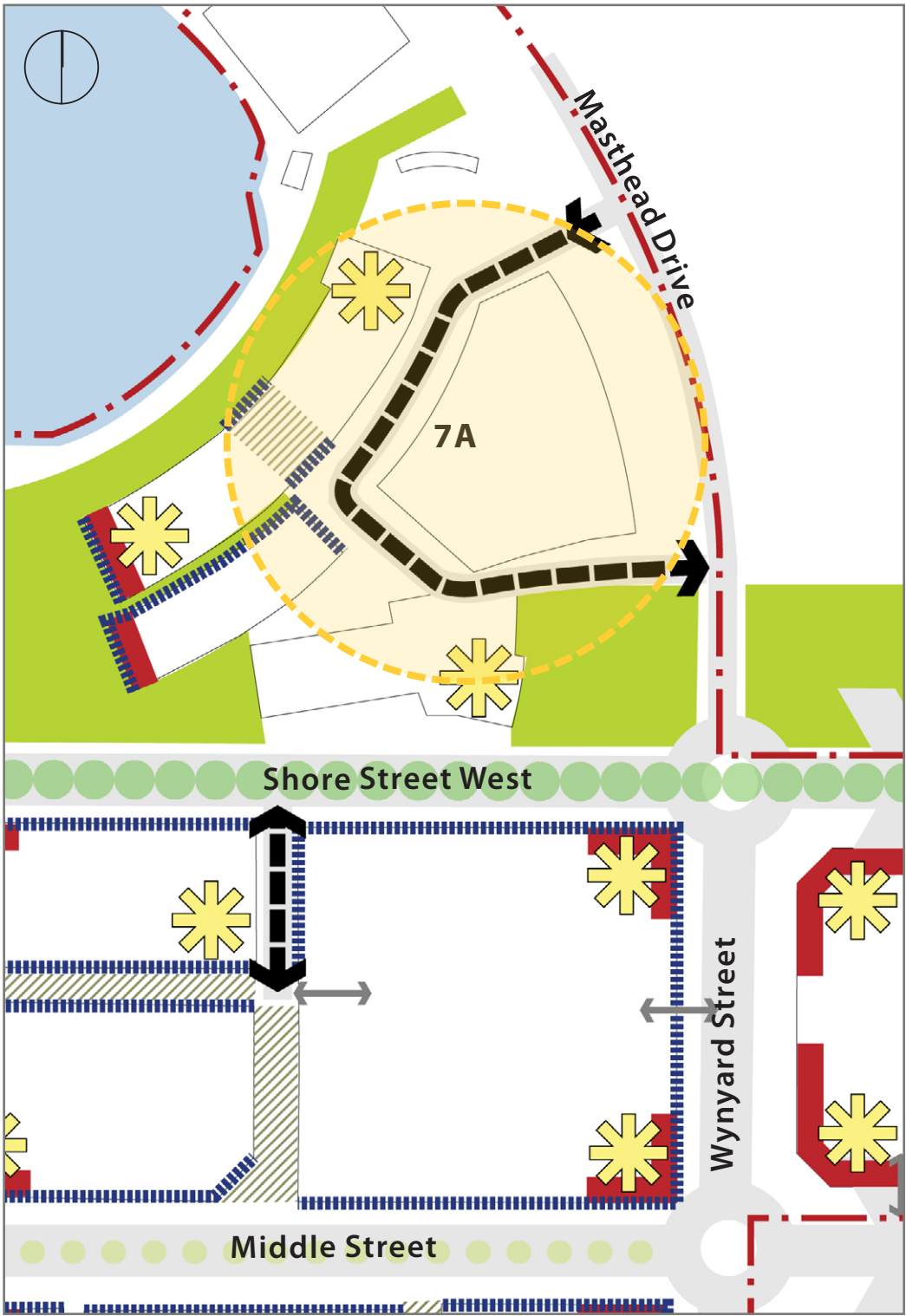
Development Principles

This proposed development site occupies another key location within the overall Master Plan. The land is currently occupied by a combination of residential, commercial and retail development, none of which in their current form maximise the site’s potential in terms of development quality, development volume, land use and their bayside address.

There is the opportunity, within the vision established by the Master Plan, to deliver a greater volume of development on this site that would be significantly beneficial to the establishment of the Bayside Precinct as well as increasing the quality of the urban experience adjacent to the bay.

Within the Master Plan the site is therefore seen as an important frame for the bay and also generator of greater volumes of pedestrian activity; providing retail and commercial opportunities at ground floor and a significant increase in the amount of residential accommodation on the bay. The proposed redevelopment will also increase the visual strength of Shore Street West as a street within the Centre by ensuring residential development frames the vehicular corridor.

CATALYST SITE INTERVENTION	INTERVENTION DELIVERY	RESPONSIBILITY
Mixed Use	Analysis: Council to make amendments to the Redlands Planning Scheme with appropriate design brief/controls.	RCC
	Advocacy: The creation of a distinctive building that introduces high quality waterfront dining opportunities, and possible accommodation, restaurant and entertainment precinct, providing a strong visual edge for the Raby Bay.	RCC & Developer
Access	Policy and Regulatory Review: Design proposals for water oriented uses should ensure that there is pedestrian access through to the bay and that active frontage is introduced within the northern and western elevation at ground floor.	RCC
	Advocacy: Access to the site will be one way off Masthead Drive, on a vehicular route that services both any proposed accommodation, restaurant and entertainment precinct and residential development.	RCC & Developer
Public Realm	Policy and Regulatory Review: The existing pocket of public space, in the eastern corner of the site, is retained and improved as part of the development.	Developer
	Advocacy: The physical relationship between the development site and adjacent Raby Bay Harbour Park should be improved with a significant component of public realm extending from the park into the development area. This is suggested to ensure that an accommodation, restaurant and entertainment precinct in particular feels like it sits within the bayside and parkland.	RCC
Built Form	Advocacy: All built form should maximise the value of the bayside address in terms of orientation and interpretation of height ranges.	RCC & Developer



Refer to “Figure 30: Urban Elements” on page 52 for legend.

6.16 Site 8A: Corner Shore Street West and Waterloo Street

Proposed Land Use

Community facilities.

Height Range in storeys

Minimum 1

Ownership: Council

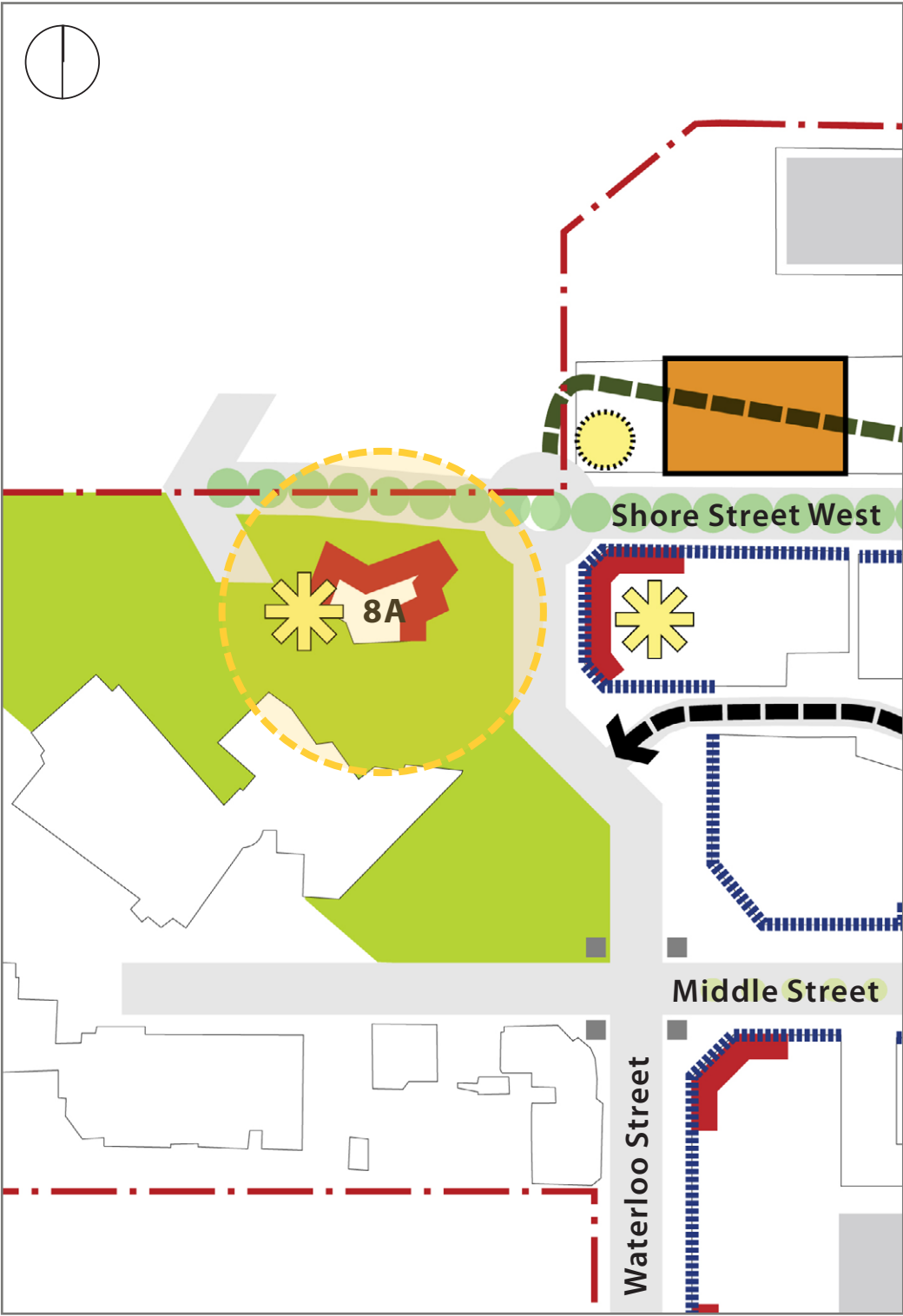
Development Principles

This proposed development site occupies another key location within the overall Master Plan, providing the opportunity for the creation of a strong gateway building at the western approach to the Centre. Associated with the Principal Activity Centre, the site is located within the proposed Civic, Creative Arts and Knowledge Hub and as such provides an

attractive and logical option for the accomodation of facilities to support the established theatres, for example a restaurant or bars and outdoor theatre. An appropriately designed building and parkland at this location would provide a clear signpost for the character and location of this precinct.

In addition the establishment of this kind of facility at the western end of Middle Street will aid in the delivery of greater volumes of pedestrian activity. The current lack of street activity in this area is a concern that has been raised as part of the Master Plan development process and the increase in the attractiveness of the area for both pedestrians and cyclists is a key principle for the Master Plan.

CATALYST SITE INTERVENTION	INTERVENTION DELIVERY	RESPONSIBILITY
Built Form	<p>Analysis: An assessment to be made of the appropriateness of the site for the scale of development determined in the brief, particularly in relation to the functional requirements of the building for example parking provision and access.</p> <p>Advocacy: Development of a detailed design brief for the site.</p>	RCC
Gateway Statement	<p>Advocacy: The creation of a high quality, iconic building that is both a gateway structure and provides a strong visual indicator of its role in the precinct, complementing the Performing Arts and Cultural Centre.</p>	RCC & Developer
	<p>Advocacy: The building's western corner provides a prominent visual marker, for both visitors and residents, signaling their arrival at Cleveland Centre.</p>	RCC & Developer
Activation	<p>Advocacy: The building complex should accommodate an active ground floor use, particularly fronting Shore Street West.</p>	RCC & Developer
Entertainment	<p>Advocacy: The establishment of an outdoor theatre that has strong links to the existing facilities.</p>	RCC



Refer to "Figure 30: Urban Elements" on page 52 for legend.

6.17 Site 8B: Raby Bay Harbour Park

Proposed Land Use: Recreation and parkland.

Height Range in storeys: N/A

Ownership: Council

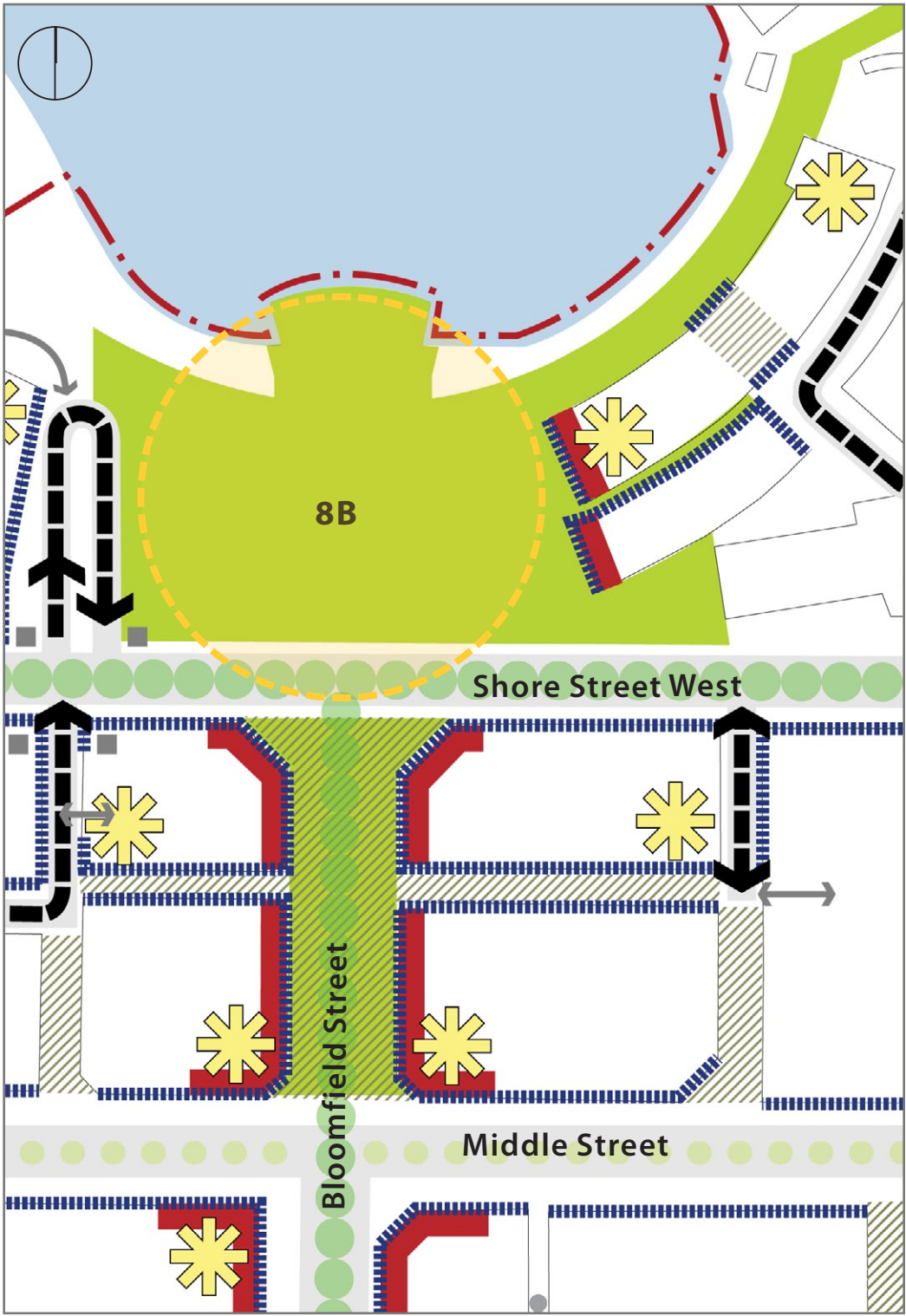
Development Principles

Raby Bay Harbour Park is one of the most significant pieces of parkland within Cleveland Centre due principally to its bayside location and physical proximity to both the Centre and the train station.

It is currently an underutilised resource with significant potential to improve its attractiveness as a bayside recreational and event space.

Within the Master Plan it is proposed to transform the park into a destination in its own right; one that shares a much more positive physical and visual relationship with the Centre, adjacent development, Shore Street West and the train station.

CATALYST SITE INTERVENTION	INTERVENTION DELIVERY	RESPONSIBILITY
Diversity	Advocacy: The creation of a refurbished public space that is a destination in its own right due to the quality and variety of spaces and experiences it offers.	RCC
Relationship to Water	Advocacy: The development of a design response that allows people using the park to engage more closely with the Raby Bay.	RCC
Integration with the Centre	Analysis & Advocacy: The development of a design response that extends the influence of the park, to create an environment where the train station, the potential accommodation, restaurant and entertainment precinct and Shore Street West appear to be elements within the park, improving both the physical and visual relationships between the park, the bay, the station, Shore Street and the Centre.	RCC



Refer to “Figure 30: Urban Elements” on page 52 for legend.

7.0 DESIGN GUIDANCE

7.1 Introduction

In order to provide meaningful guidance that helps to translate the intentions of the master plan into development direction, the established planning controls, which currently apply within the Centre, have been considered and developed to reflect the changes anticipated by the new proposals.

The assumption is therefore made that the intent of the Master Plan will be given effect through the existing Major Centre Zone Code and other applicable general codes such as parking and access, and centre design. of the Redlands Planning Scheme with recommendations for amendments as set out within the following chapter.

7.2 Provisions to be reviewed /revised within the Major Centre Zone Code of the Redlands Planning Scheme

2.a Overall Outcomes for Major Centre Zone Code

(A) USES ROLE AND FUNCTION

(iv) Sub Areas MC3, MC4, MC5, MC6, MC7 and MC8 comprise the Cleveland Major Centre which provides for a range of uses that –

- a. recognise Cleveland as one of South East Queensland’s Principal Activity Centres and one of two secondary retail and commercial centres in the City;
- j. within sub area MC4 encourage mixed use development that incorporates apartment buildings, tourist facilities, commercial and leisure activities and retail provision.
- k. within sub area MC5 – encourage mixed use development that is compatible with rail uses and incorporates a rail passenger terminal, bus (public transport) interchange, cyclist facilities, commercial and conference facilities, retail and leisure uses including restaurants and bars, and residential apartments.

(B) BUILT FORM AND DENSITY

(i) The buildings in the centre exhibit a high standard of design that:

- a. reinforces the “sense of place” established by the Centre;
- b. presents an intensive yet articulated and well integrated appearance;
- c. does not overwhelm or dominate the adjacent land;
- d. limits adverse impacts of overshadowing on public and civic places;
- e. contributes to attractive high quality and distinctive streetscape when viewed from all road frontages and public or civic places;
- f. within sub area MC3 – concentrates building mass around the central core, establishing a critical mass through significant building height and identifying the heart of the centre through physical building form;
- g. within sub areas MC3, MC4, MC5, MC6, MC7, and built form – respects and enhances the grid street pattern reinforced with businesses fronting these streets; reinforces the connection between Raby Bay Harbour and the Centre.

(ii) The density of development:

- a. maximises the appropriate and efficient use of land;
- b. provides public and civic places and attractive and functional streetscapes and parkland areas;
- c. with sub areas MC3, MC4, MC5, MC6, MC7 and MC8 – Cleveland – increased densities retain and enhance the nature of the Centre as a traditional Australian town with a grid street pattern, wide streets and business fronting these streets.

(C) LINKAGES

(i) Pedestrian and cyclist permeability and connectivity is maximised throughout the Centre;

(ii) Streetscape works are undertaken throughout the Centre to deliver comfortable, generous, safe and attractive pedestrian and cyclist environments.

(D) AMENITY

(i) Developments achieve a high standard of amenity by:

- a. no change required
- b. ensuring car parking and servicing areas are sensitively located and do not visually dominate streetscapes or the appearance of a development;
- c. no change required
- d. protecting and enhancing places of cultural significance or streetscape value;
- e. providing high quality useable public and civic spaces to complement the built form of the Centre;
- f. providing a high quality landscape and streetscape setting that complements the built form and recognises the Centre’s function;
- g. no change required
- h. ensuring residents in a habitable space and the employees of, and visitors to, a business or other organisation in the building are not able to directly overlook or have an unimpeded interface with a dwelling on an

Figure 36: Diagram 1C - Podium Height

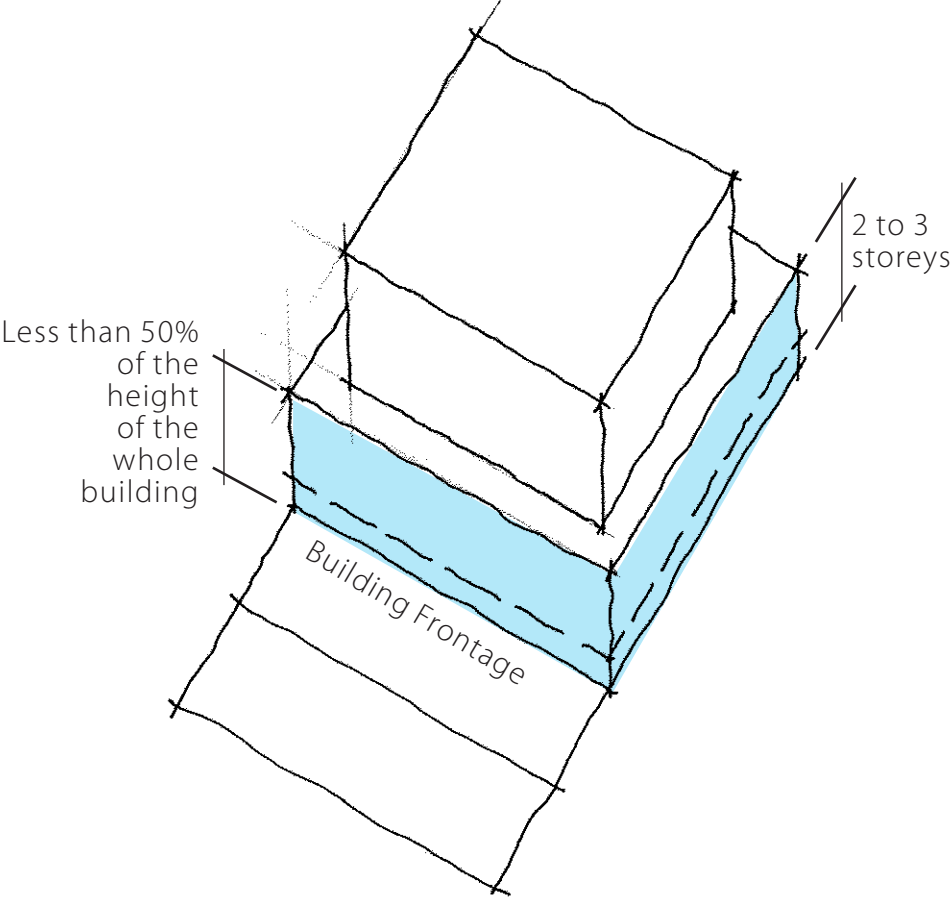


Figure 37: Diagram 4A - Above Podium Development (Mid-block Site)

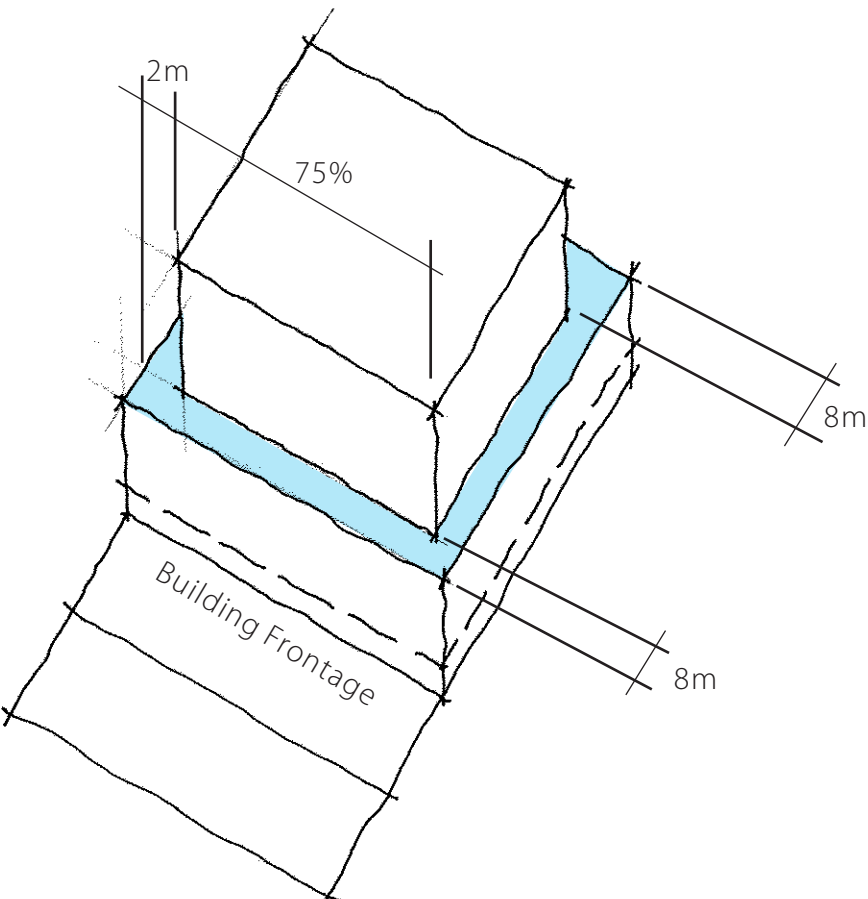
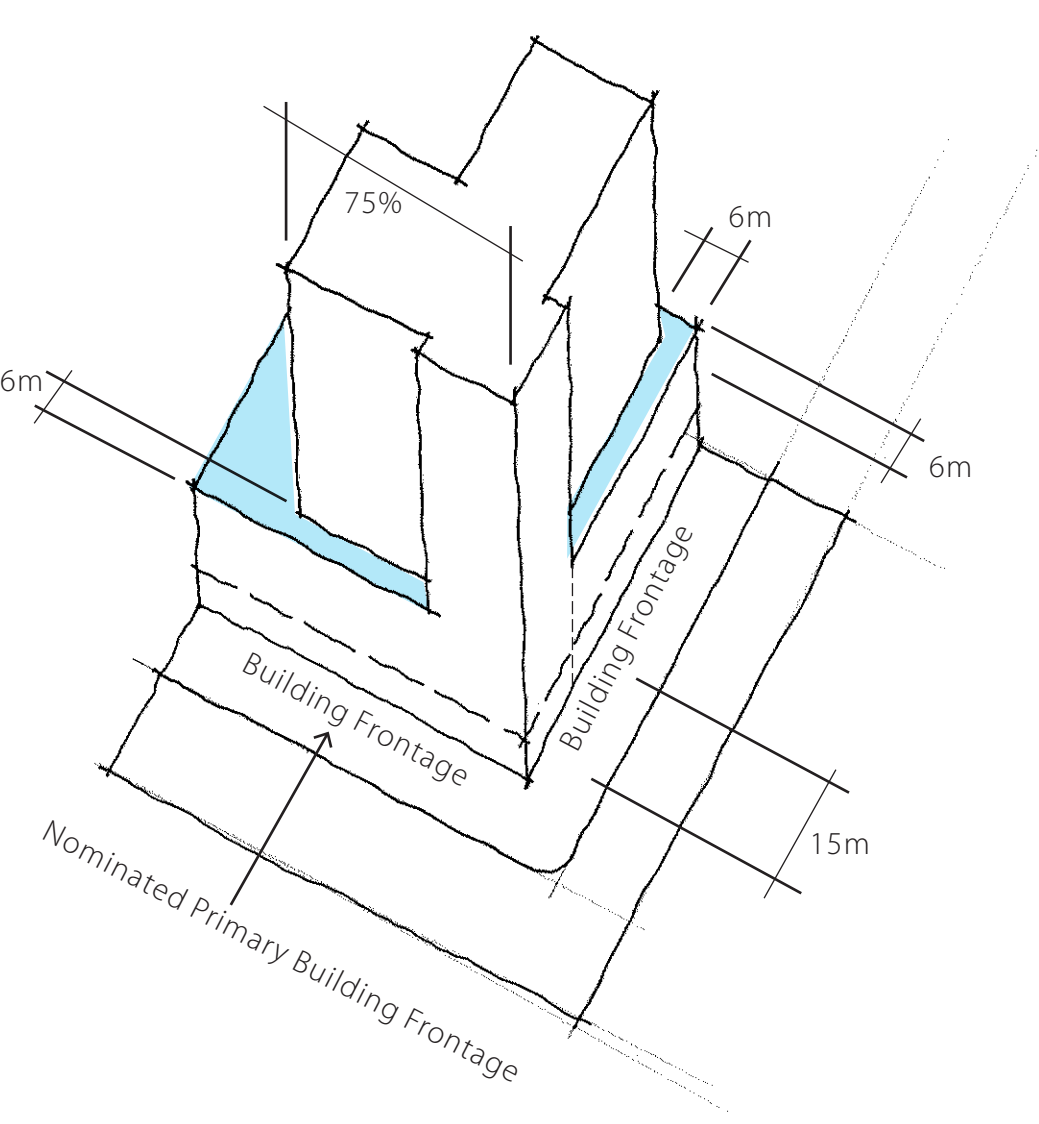


Figure 38: Diagram 4B - Podium Development (Corner Site)



Setbacks between buildings should be wide enough to provide adequate separation at upper levels which ensure the following:

- Access to natural light
- Protected privacy
- Optimal natural ventilation

7.3 Plot Ratios

The following tables indicate the various plot ratio scenarios relative to building height and were produced in testing the proposed Master Plan. These scenarios will be further evaluated and refined in reaching a position that will form the basis for review of the Redlands Planning Scheme.



Figure 39: Precincts for Plot Ratio Allocation

LEGEND

- Precinct A
- Precinct B
- Precinct C

MODEL 1

Assumptions: As per plot ratio table and all buildings ground floor retail, 1st and 2nd floors commercial and basement carpark and remainder residential

All car parking provision is thus assumed to be met in basements

PRECINCT A

PLOT RATIO TABLE		
Site Area m ²	Plot Ratio	Height
<1,000	0.75	3
1 - 1,999	1.25	4
2,000 - 3,499	1.5	5
3,500 - 5,999	2	7
6,000 +	2.5	8

PRECINCT B

PLOT RATIO TABLE		
Site Area m ²	Plot Ratio	Height
<1,000	0.75	3
1 - 1,999	1	4
2,000 - 3,499	1.25	5
3,500 - 5,999	1.5	6
6,000 +	2	7

PRECINCT C

PLOT RATIO TABLE		
Site Area m ²	Plot Ratio	Height
<1,500	0.75	3
1,500 - 2,499	1.25	4
2,500 +	1.5	5

MODEL 2

Assumptions: As per plot ratio table and all buildings ground floor retail, 1st floor car parking, 2nd and 3rd floors commercial and remainder residential

Car parking provision is at one floor of the building only - this reveals potential shortfalls for residential, commercial and retail

PRECINCT A

PLOT RATIO TABLE		
Site Area m ²	Plot Ratio	Height
<1,000	0.75	3
1,000 - 1,999	1.25	4
2,000 - 3,499	1.5	5
3,500 - 5,999	2	7
6,000 +	2.5	8

PRECINCT B

PLOT RATIO TABLE		
Site Area m ²	Plot Ratio	Height
<1,000	0.75	3
1,000 - 1,999	1	4
2,000 - 3,499	1.25	5
3,500 - 5,999	1.5	6
6,000 +	2	7

PRECINCT C

PLOT RATIO TABLE		
Site Area m ²	Plot Ratio	Height
<1,500	0.75	3
1,500 - 2,499	1.25	4
2,500 +	1.5	5



Redland City Council

Cleveland Centre

LANDSCAPE STRATEGY

October 2009

Prepared by Design + Planning at Aecom

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S01

Introduction

1.1 Purpose of the Report

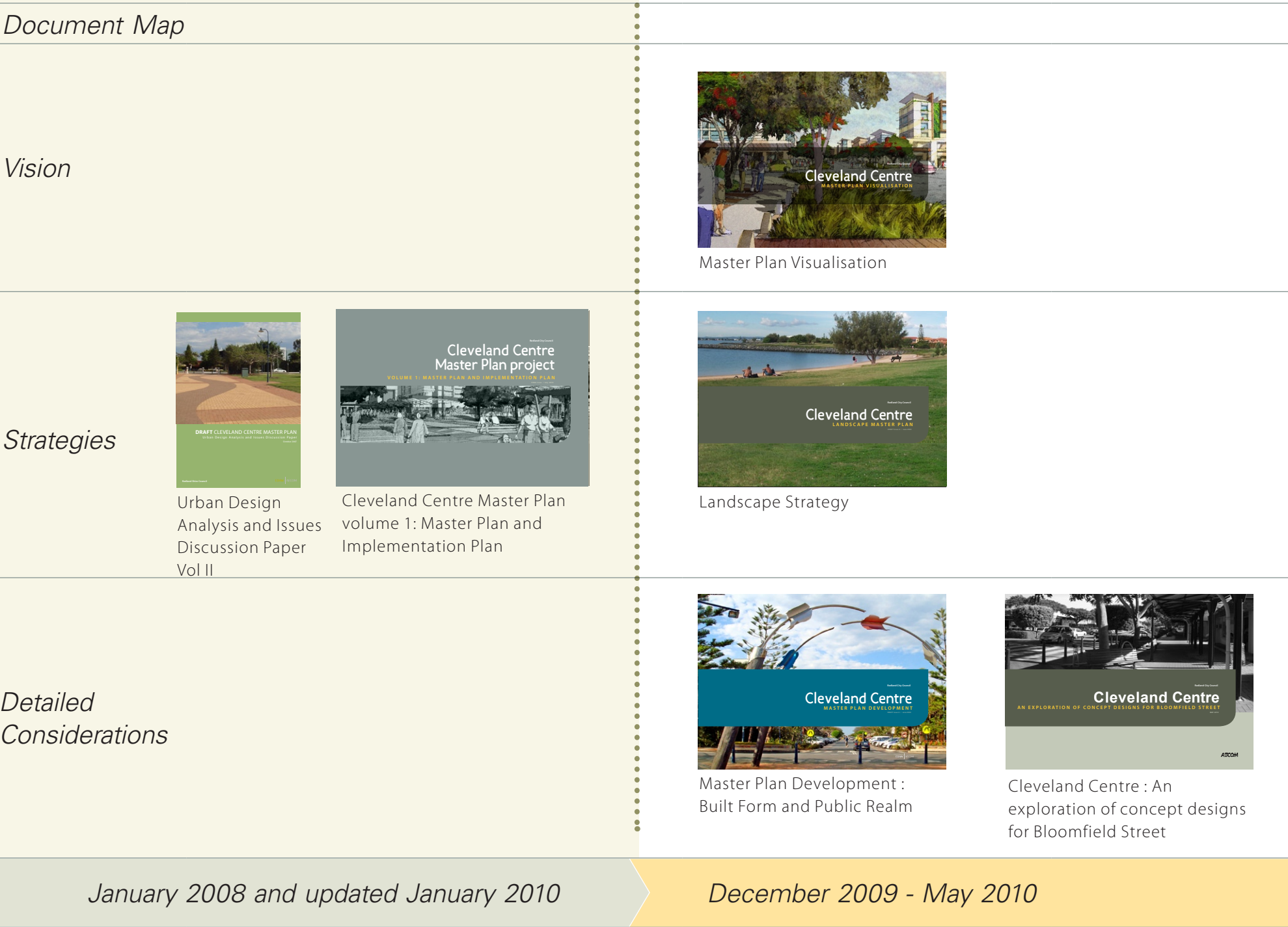
Building on the work undertaken in the development of the Cleveland Master Plan, which set in place a vision to guide the future growth of this important regional centre, this document explores opportunities for the development of a comprehensive Landscape Strategy. This strategy seeks to deliver a rich mix of diverse and stimulating public realm and open space opportunities for its residents now and into the future.

The proposed strategy provides a framework to guide the enhancement and improvement of existing resources and prioritise both open space and public realm improvements to complement the anticipated long term evolution of the Centre.

The word “landscape”, in the context of the proposed strategy, does not just include the traditional open space park elements, but also the broader components of an urban landscape including the public realm.

The definition of public realm, in this report, relates to all areas to which the public has open access e.g. publicly owned streets, sidewalks, rights-of-ways, parks and other publicly accessible open spaces, and public and civic buildings and facilities.

The study area for the Cleveland Landscape Strategy, as defined in agreement with the council, considers a 2km radius from the junction of Bloomfield and Queen Streets.



The background image is a grayscale photograph of a street scene. A large, mature tree with a wide canopy is the central focus, partially obscuring a two-story building in the background. The building has a gabled roof and several windows. In the foreground, a person is walking on a sidewalk. To the left, there are parked cars and a street sign. The overall atmosphere is quiet and urban.

S02

Analysis and Findings

2.1 Introduction

To develop a robust and usable Landscape Strategy, the legacy of which will provide a valuable network of open space for the community of Cleveland, it is necessary to understand:

- What open space and public realm currently exists?
- What is its quality, character and usage?
- What are the regional and local planning provisions influencing open space and public realm in the area?
- What are the local landscape characteristics, including ecology, topography and key vistas which contribute to it's distinctiveness?

It is acknowledged that Redlands City Council (RCC) has undertaken considerable planning in relation to the existing open space and public realm in and around Cleveland Centre, but with the anticipated direction defined in the Centre Master Plan there is a need to ensure the local area has significant high quality open space to support the proposed population growth, without adversely impacting on the local environment.

The plan opposite illustrates open space within the 2km study area and highlights the open spaces for which the Council currently have master plans or design strategies in place.

- 1 Raby Bay Foreshore Park (Masthead Park Drive)
- 2 Raby Bay Boulevard Park
- 3 Cleveland Point Reserve
- 4 Paxton Street Park
- 5 Carteret Canal Park
- 6 Bligh Canal Park
- 7 Tasman Canal Park
- 8 Bass Canal Park
- 9 Rotary Park
- 10 G J Walter Park
- 11 Anzac Memorial Park
- 12 Cleveland Raby Bay Harbour Park
- 13 Norfolk Park
- 14 Black Swamp Wetlands
- 15 Grace Hartley Park
- 16 Merv Genrich Park
- 17 William Ross Park
- 18 Nandeebie Park
- 19 Oyster Point Park
- 20 Donald Simpson Park
- 21 Cleveland Showgrounds (including Norm Price Park)
- 22 Norm Dean Park
- 23 Cleveland 'Ramp Park'
- 24 Cleveland Pump Track (Clark St)
- 25 Henry Ziegenfusz Park
- 26 Eddie Santagiuliana Way
- 27 Golby Esplanade Foreshore
- 28 Phillip Street Park
- 29 Cleveland Cemetery
- 30 Cleveland District High Playing Fields
- 31 Cleveland Primary School Playing Fields
- 32 Cleveland Bowls Club
- 33 Ormiston Primary School Playing Fields
- 34 Raby Bay Esplanade Park



Legend

- 2km Study Area
- Cleveland Centre Master Plan Core Area

- Significant Open Space Outside Study Area
- Current Landscape Master Plans

- Current Sports Field Master Plans

Figure 2.1 Existing Master Plans Map

2.2 Planning Provision

2.2.1 Open Space Planning and Koala Provision

Draft Local Growth Management Strategy (July 2008)

A key component of RCC's Local Growth Management Strategy (LGMS) is the Urban Open Space Strategy (Section 4.6). The open space network in this strategy has been devised to provide *"for the community's recreation needs, the needs for environmental conservation, management of the water cycle and protection of landscape values..."*

The key principles defined by this document, in terms of the requirements for open space and public realm are :

- Meeting public recreation needs
- Public access to the coastline
- Biodiversity conservation
- Koala protection and enhancement
- Intra urban breaks
- Water cycle function protection
- Scenic landscape values

These principles provide an important starting point, informing the general direction for the strategy.

Three plans within the LGMS depict the RCC's Open Space Strategy intent. These are the :

- Urban Open Space Concept Map 4.6a
- Redlands Koala Habitat Protection Map 4.6c
- Urban Open Space Strategy Map 4.6d

Urban Open Space Strategy

The Urban Open Space Strategy Map 4.6a is a conceptual depiction illustrating "Greenway Links" and "Greenspaces" within the study area.

The "Greenway links" include:

- Ross Creek Open Space Corridors
- Hilliards Creek Conservation Corridor "Cleveland Showground" Tributary
- Moreton Bay Foreshore Corridor
- Raby Bay Foreshore Parks (off Masthead Drive and Raby Bay Boulevard)
- Riseborough Terrace

The "Greenspaces" include:

- Black Swamp
- Hilliards Creek Koala Sustainability Area
- William Ross Park
- Rotary Park
- GJ Walter Park
- Henry Ziegenfusz Park

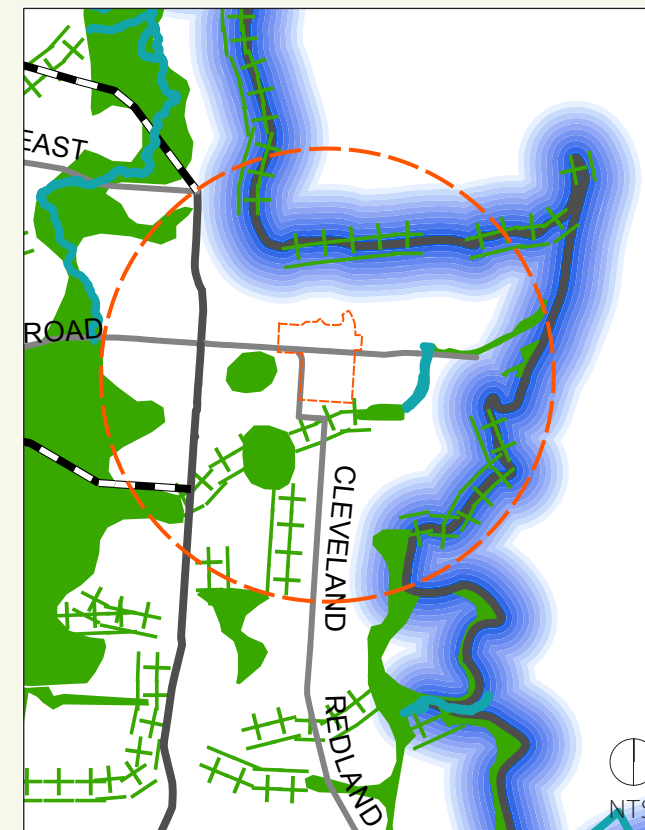


Figure 2.2 Local Growth Management Strategy: Urban Open Space Concept Map 4.6a

Redlands Koala Habitat Protection

The extract of Map 4.6c: Redlands Koala Habitat Protection Map, illustrates most of the key Koala habitat and movement corridors within the urban footprint as a "Koala Sustainability Area". A key conservation aim of RCC is the long term protection of the areas biodiversity and in particular koalas living within the urban footprint. A healthy and viable koala population lives within the urban footprint and is "supported by the green space network connecting urban habitat with surrounding koala conservation areas. The "Koala Sustainability Area" is protected by its inclusions within the LGMS Green Space Network.

The Hilliards Creek Corridor and the bushland on the junction of South Street and Wellington Street are in the "Koala Sustainability Area".

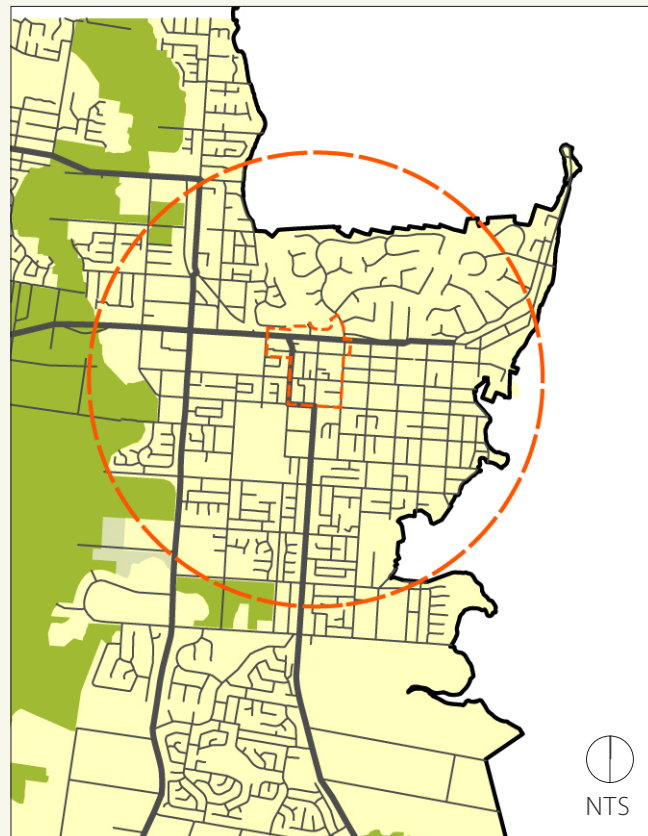


Figure 2.3 **Local Growth Management Strategy: Redlands Koala Habitat Protection Map 4.6c**

Urban Open Space Strategy

The third relevant map in the LGMS is the Urban Open Space Strategy Map 4.6d. This illustrates the following:

- 3 Regional Parks: Raby Bay Foreshore Park, the Aquatic Centre off Clarke Street and Cleveland Showgrounds
- 3 District Parks: GJ Walter Park, Raby Bay Boulevard Park and Henry Ziegenfusz Park
- 2 Major Greenway Links: Moreton Bay foreshore corridor and along Shore Street West
- 1 Minor Greenway Link along Long Street and through the riparian corridor that link into Norm Dean Park, along Smith Street, Russell Street and Bloomfield Street

5 Open space types:

- 1. Active Recreation Park
- 2. Council Reserves
- 3. Private open space land
- 4. Private conservation zoned land
- 5. State reserves and trustees and other public land

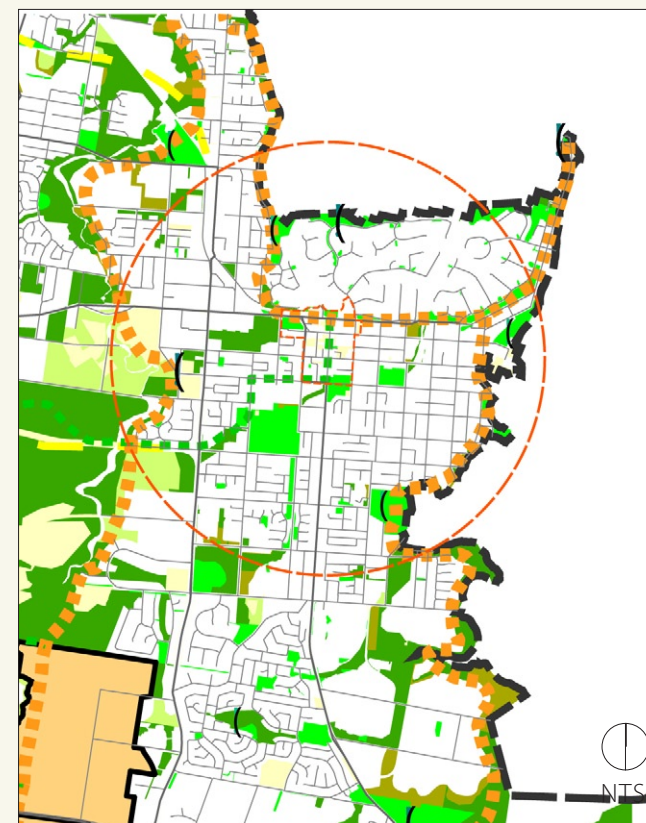


Figure 2.4 **Local Growth Management Strategy: Urban Open Space Strategy Map 4.6d**

Key Landscape Strategy Opportunities

Urban Open Space Strategy Opportunities

Consolidate the three LGMS open space concepts and strategy maps (4.6a, 4.6c and 4.6d) into one cohesive Landscape Strategy

- Reinforce and strengthen the identified green ways and green spaces
- Seek opportunities to connect isolated green spaces e.g. Black Swamp and William Ross Park
- Seek opportunities to provide additional parks within the urban footprint where existing park provision is limited.

Redlands Koala Habitat Protection Opportunities

Consolidate the three LGMS open space concepts and strategy maps (4.6a, 4.6c and 4.6d) into one cohesive Landscape Strategy Concept

- Collaborate with RCC's Environment Management Group to ensure that the Landscape Strategy does not conflict with existing RCC Koala protection and enhancement initiatives or impact adversely on the existing urban Koala population
- Seek opportunities to allow the Koalas to live in the urban footprint and not be confined to key open space
- Protect and enhance other open spaces in the 2km radius, not identified in the plan opposite, that could provide additional Urban Koala habitat.

Redlands Shire Council Open Space Plan 2004 – 2016

This Open Space Study, undertaken in 2004, identifies public open space through the following park “Catchments” and “Functions”.

Catchments: Four different catchment classifications are identified.

1. Regional: Regionally significant open space is a tract of land, large in some cases, intended to serve the shire and adjacent communities. Often they are situated beside Moreton Bay, offering direct water access. Visitors may come from all over SEQ, interstate or be international.

2. District: Usually larger than a local park, serving several adjoining neighbourhoods within a 5km radius. The district park typically provides a more comprehensive range of facilities including sports fields, clubhouse, public amenities, car parking, play ground equipment, BMX, skate parks, dog off leash areas, basket ball court, barbeque and picnic facilities.

3. Local: A park serving the people of one residential neighbourhood usually within a 500 - 800 metre safe walking distance. The recreation activity is normally of an informal nature. The park may have a swing set and seating and often a kick about space.

4. Conservation: Land who's primary function is to protect natural assets and features. Some recreational activities are co-located with conservation areas e.g. walking tracks.

Functions: Four functions are characterised and include:

1. Informal: Open space with no embellishments, generally providing for general purposes e.g. drainage, visual break.

2. Recreation: Parks at all catchment levels that are dedicated to active and passive leisure and play.

3. Sport: District and regional parks with embellishments and dedicated sporting infrastructure.

4. Conservation: Open space dedicated to the protection and retention / rehabilitation / conservation.'

RCC's Desired Open Space Standards of Supply' (2004) adopted in the Redland Planning Scheme sets the following requirements:

Catchment Area	Desired Open Space Provision in Ha per 1000 population
Local Park	1.2 ha of "recreation"
District Park	2.4 ha (1.2 ha "recreation" and 1.2 ha "sport")
Regional Park	0.70 ha (0.25 ha "recreation" and 0.45 ha "sport")
TOTAL	4.3 ha (2.65ha of "recreation" and 1.65ha of "sport")

There are currently no desired open space standards for conservation areas or informal open space, for example parks that provide corridor links or provide drainage and walkways.

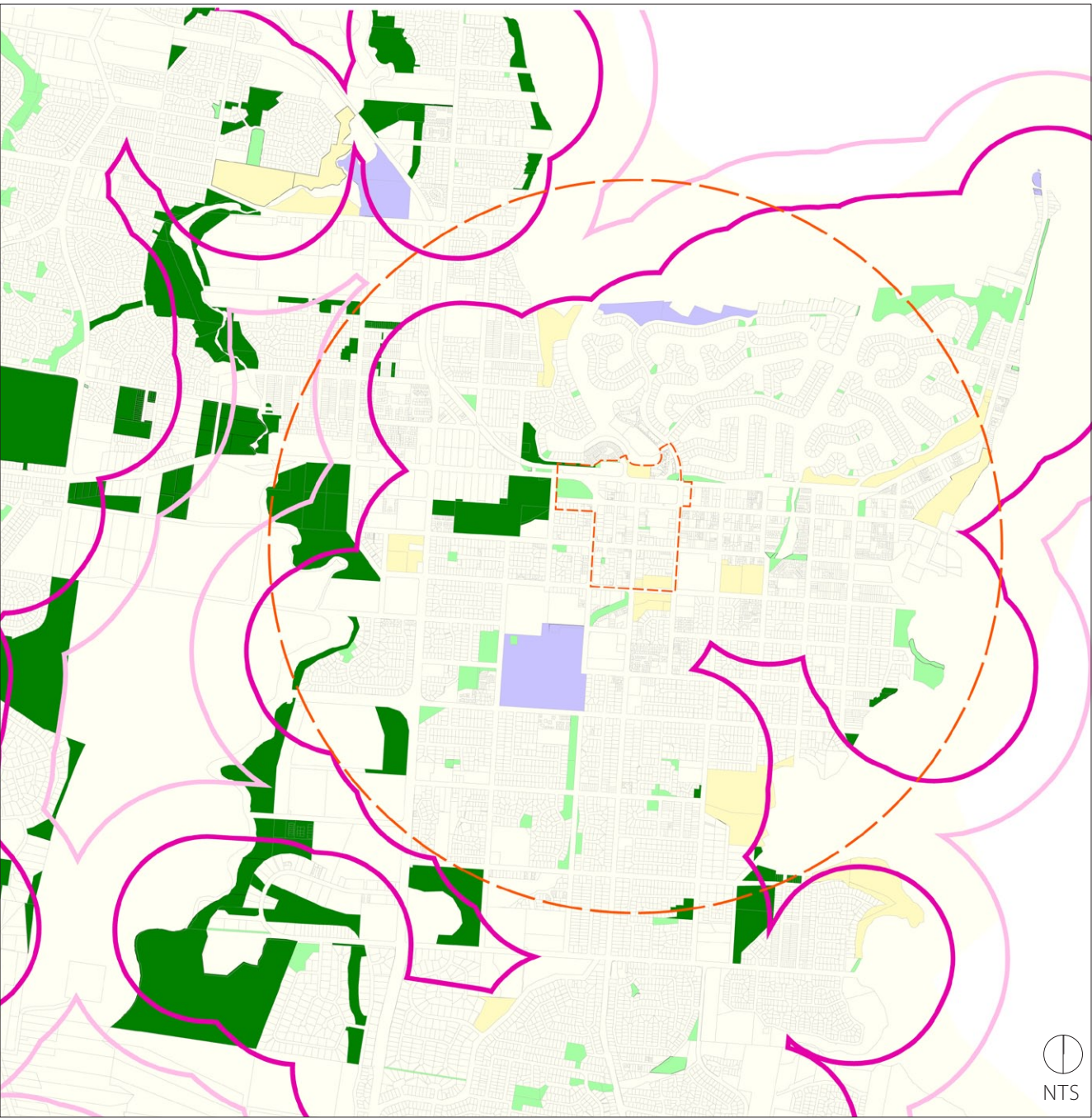


Figure 2.5 RSC Open Space Plan 2004-2016

Legend

- Study Area
- 5000m Buffer - District Park
- 2500m Buffer - District Park
- 800m Buffer - Local Park
- 500m Buffer - Local Park

Catchment Classification

- Local
- District
- Regional
- Conservation

Key Landscape Strategy Opportunities

The map on page 8 illustrates RCC’s open space provision from 2004, in the study area; it illustrates a deficit of local park provision in the following areas:

- 1. South East of Study Area: Long Street / Channel Street junction area
- 2. North West of the Study Area: Dundas Street West and Delancey Street

There is the opportunity through the development of this landscape strategy to make up this deficit in open space provision identified in Long Street/ Channel Street, Dundas Street West and Delancey Street.



2.2.2 Pedestrian and Bikeway Planning Provision

Existing Bikeway and Pedestrian Network

The plan below illustrates the existing bikeway and pedestrian network. In order to provide a comprehensive appreciation of its extent, information has been interpreted and mapped from the following sources:

- Redlands Cycling and Pedestrian Strategy : Redlands Transport Plan 2016
 - Map 6: Existing Cycling and Pedestrian Facilities Map, Mainland
 - Map 5: Existing on road bike lanes, Mainland
- Redland Shire Priority Infrastructure Plan - Map 2. Cycleway Trunk Network (2006)
- RCC's GIS, provided June 2009.

Proposed Bikeway and Pedestrian Network

The current proposed bikeway and pedestrian network, has been mapped from the following sources. This information to represents RCC's aspirations:

- Redland Shire Priority Infrastructure Plan - Map 2. Cycleway Trunk Network (2006)
- Redlands Cycling and Pedestrian Strategy : Redlands Transport Plan 2016
 - Map 1: Draft Cycle / Pedestrian Network Plan; On –Road Cycleway Routes, Mainland
 - Map 2: Draft Cycle / Pedestrian Network Plan; Off Road Cycleway Routes, Mainland
 - Map 8: Proposed On –road cycling facilities map; Mainland.

Principal Bikeway Routes

The following map illustrates the key bikeway routes proposed in the study area. These have been determined from the following two sources:

- Draft Local Growth Management Strategy (July 2008) – Map 4.5c, Integrated Transport Strategy Map – Road and Cycle Network
- SEQ Principal Cycle Network Plan – Map 10.

These principal routes will provide key commuter and key touring connections to Cleveland and beyond.

Key Landscape Strategy Opportunities

- Utilise RCC's existing and proposed networks to connect the key landscape destinations
- Develop a clear hierarchy of pedestrian and bikeway connections
- Undertake a detailed assessment of existing pedestrian and bikeway provision. There were some discrepancies between the pedestrian and bikeway data sets reviewed. It is therefore recommended that a component of future work, to follow on from this strategy, will be the undertaking of a detailed assessment and audit of the existing pedestrian and bikeway provision in line with the Ausroads 14 Guidance.

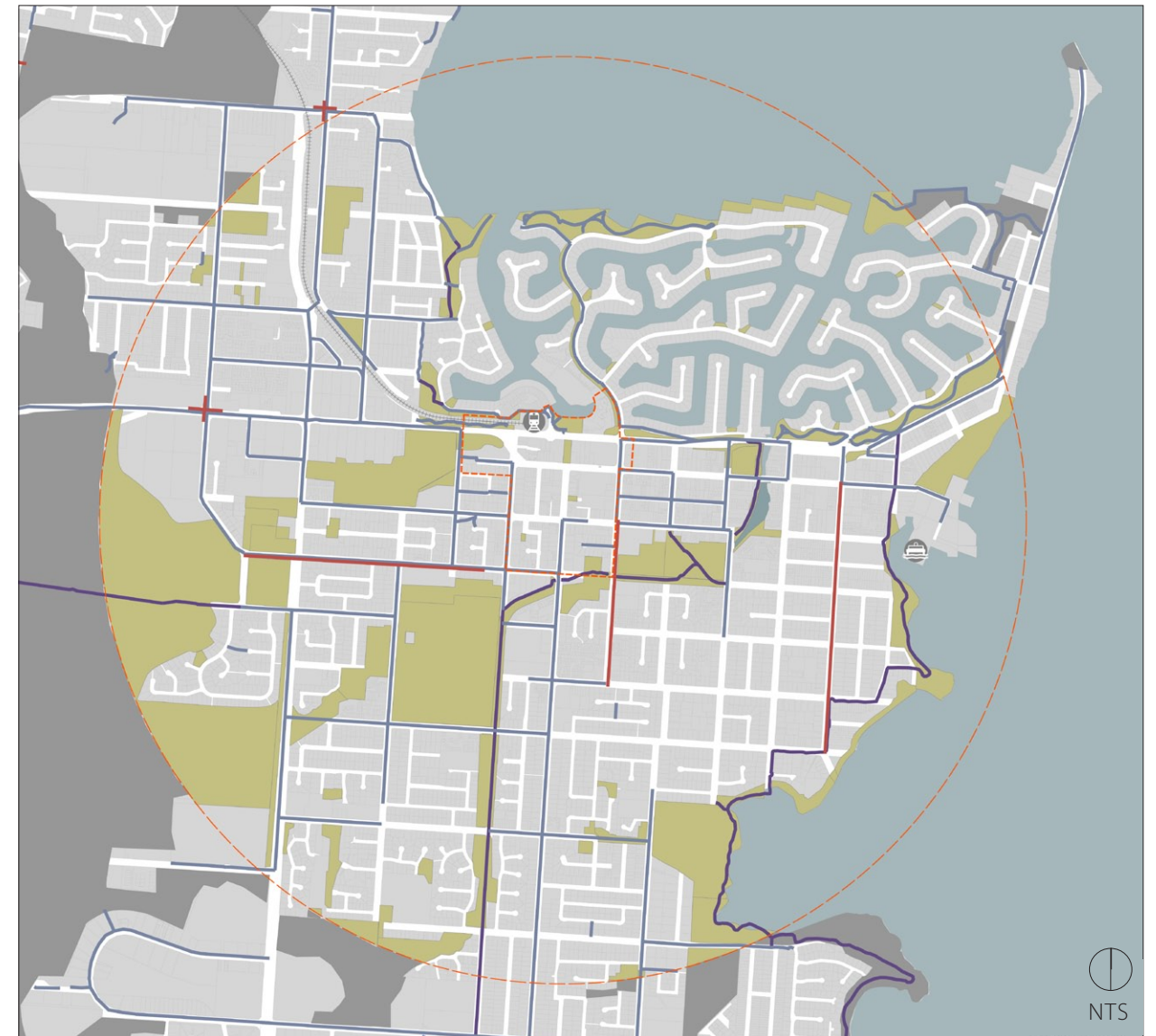


Figure 2.6 Existing Bikeway and Pedestrian Network Map

Legend

- 2km Study Area
- Cleveland Centre Master Plan Core Area
- Significant Open Space Outside Study Area

Existing Cycle Routes

- On Road Cycle Lane
- Off Road Path
- Off Road Shared Path

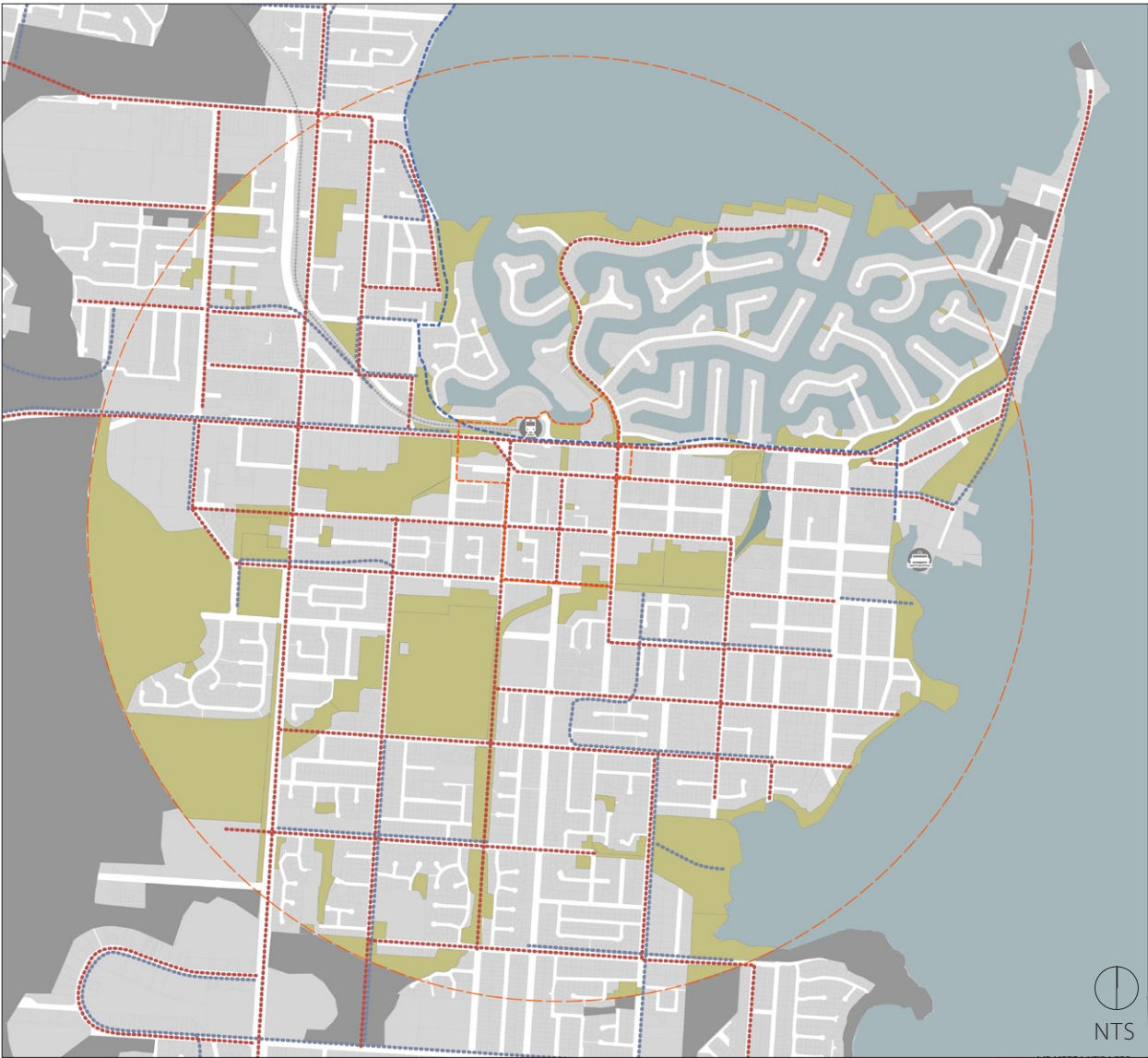


Figure 2.7 Proposed Bikeway and Pedestrian Network Map

- Legend**
- 2km Study Area
 - Cleveland Centre Master Plan Core Area
 - Significant Open Space Outside Study Area
- Proposed Cycle Routes**
- Moreton Bay Cycle Lane
 - On Road Cycle Lane
 - Off Road Cycle Path

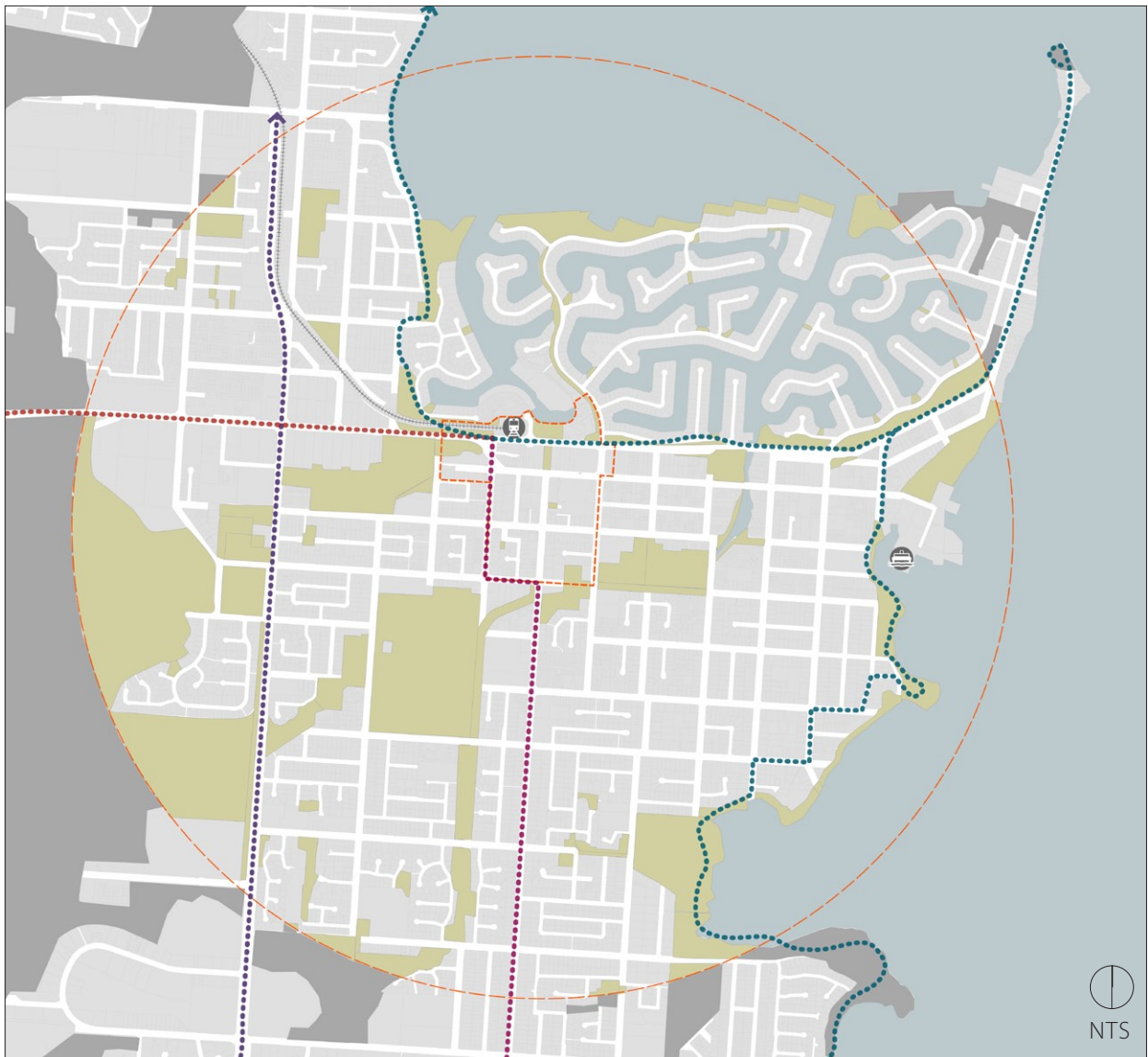


Figure 2.8 Principal Bikeway Network (proposed) Map

- Legend**
- 2km Study Area
 - Cleveland Centre Master Plan Core Area
 - Significant Open Space Outside Study Area
- Principle Cycle Routes**
- Moreton Bay Cycleway
 - Bloomfield Street Cycleway
 - Shore Street West Cycleway
 - Wellington Street Cycleway

2.3 On Site Assessment

The Influence of the landscape and more particularly land forms, can contribute significantly to the experience and distinctiveness of public spaces.

2.3.1 Existing Topography and Visual Connections

The study area’s topography is divided by the two catchments of Hilliards and Ross Creeks. A ridgeline runs on an approximate north/south axis in the western part of the area, effectively dividing the two catchments.

Three spurs, running on an approximate south/west to north/east orientation, extend across the study area from the main ridgeline.

From the elevated parts of the ridge and spurs, long distance views are afforded, generally where land cover i.e. vegetation and built form, is limited. For example, there are directed views along roads such as Bloomfield Street towards Cleveland Town Centre and from the high points west to Hilliards Creek and east to Moreton Bay.

The highest points in the study area are to the south/west off Wellington Road, whilst the low lying locations are associated with Moreton Bay and the waterways that dissect the area.

A qualitative and quantitative assessment was undertaken, and studied views were then characterised under 3 headings to define the prominent landscape characteristics. The key views identified are illustrated on the plan opposite and divided into the following three types:

1. Moreton Bay and Water Scape Views (including those from the Stradbroke Island Ferry)
2. Cleveland Centre Views
3. Other Key Views from Major Roads.



View Types	View Number	View Description
Moreton Bay and Water Scape Views	1	Views looking west from Dundas Street
	2	Views looking north from Raby Bay Foreshore Park (Masthead Drive)
	3	Views looking north from Raby Bay Foreshore Park (of Raby Bay Boulevard)
	4	Views looking north from Bloomfield Street, to Raby Bay Harbour
	5	Views looking north from Raby Bay Harbour Park
	6	Views looking east from G J Walter Park
	7	Views looking south and east from Oyster Point Park
	8	Views looking south and east from the Pocket Park off Passage Street
	9	Views looking east from Long Street
	10	Views looking east from Bay Street
	11	Views looking east from Beach Street
Cleveland Centre Views	12	Views looking east along Shore Street West
	13	Views looking west along Shore Street West at the “gateway” to Cleveland Town Centre
	14	Views looking east along Shore Street West at the “gateway” to Cleveland Town Centre
	15	Views looking south along Bloomfield Street
	16	Views looking north along Bloomfield Street
Other Key Views from Major Roads	17	Views looking east along Russell Street (near Aquatic Centre)
	18	Views looking south along Wellington Street
	19	Views looking west along Long Street towards Hilliards Creek ridgeline
	20	Views looking west along Bay Street towards Hilliards Creek ridgeline

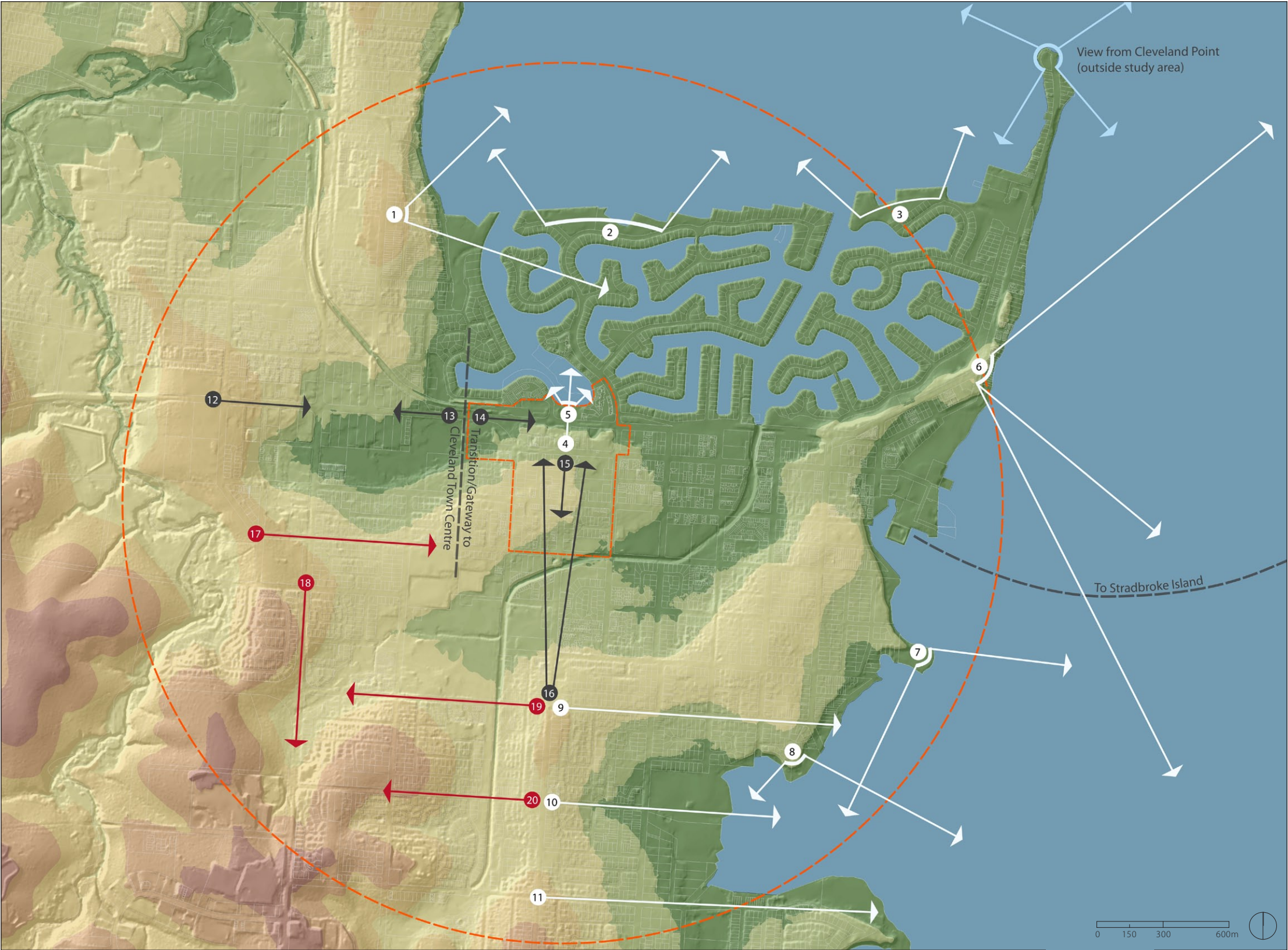


Figure 2.9 Identifying Regional Topography and Significant Views Map

Moreton Bay and Waterscape Views

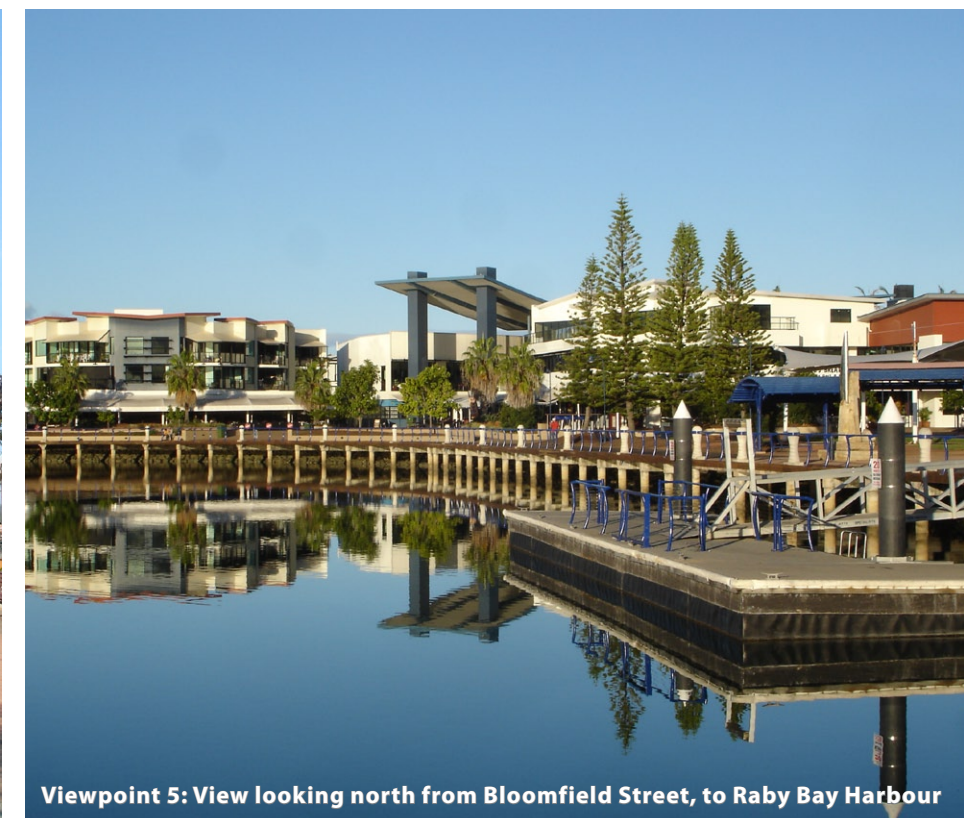
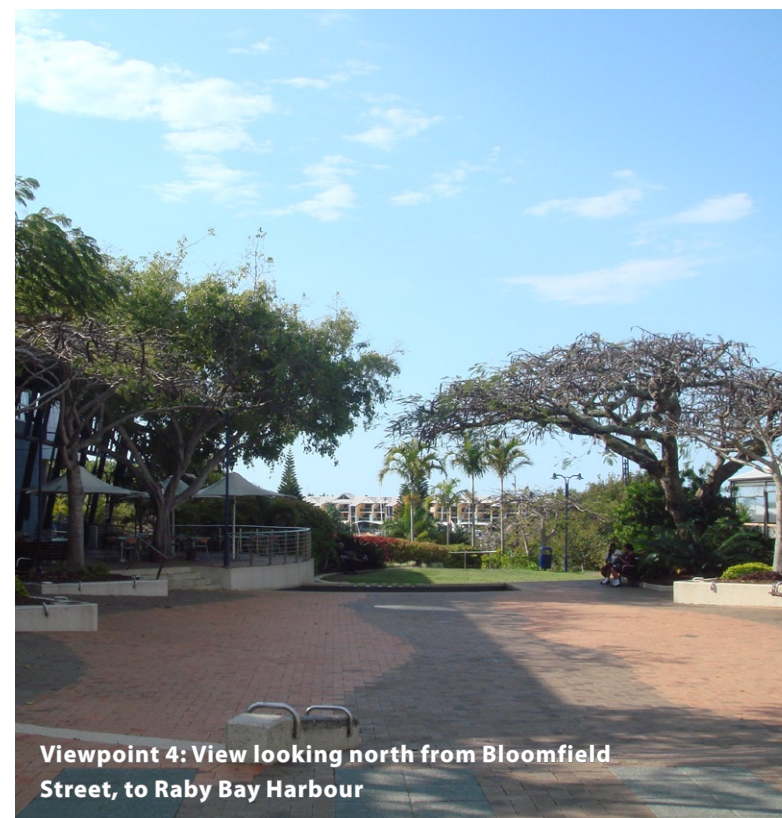
Across these pages are illustrated some of the key publicly accessible Moreton Bay and water scape views within the study area.

Key Landscape Strategy Opportunities

- Promote the identified Moreton Bay and Water Scape views , e.g. through public realm improvements at view sites and introduction of artworks
- Utilise views 4, 5, 9,10 and 11 to promote Cleveland Centre and wider suburbs connection with Moreton Bay
- Utilise these views as a key determinant for important pedestrian and cycle connections or “green street links”.



Figure 2.10 Waterscape View Location Map



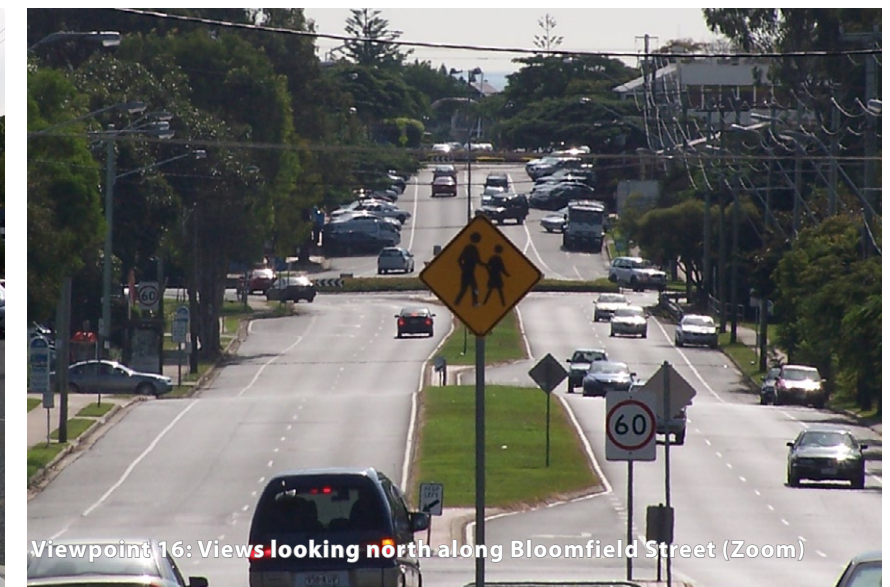
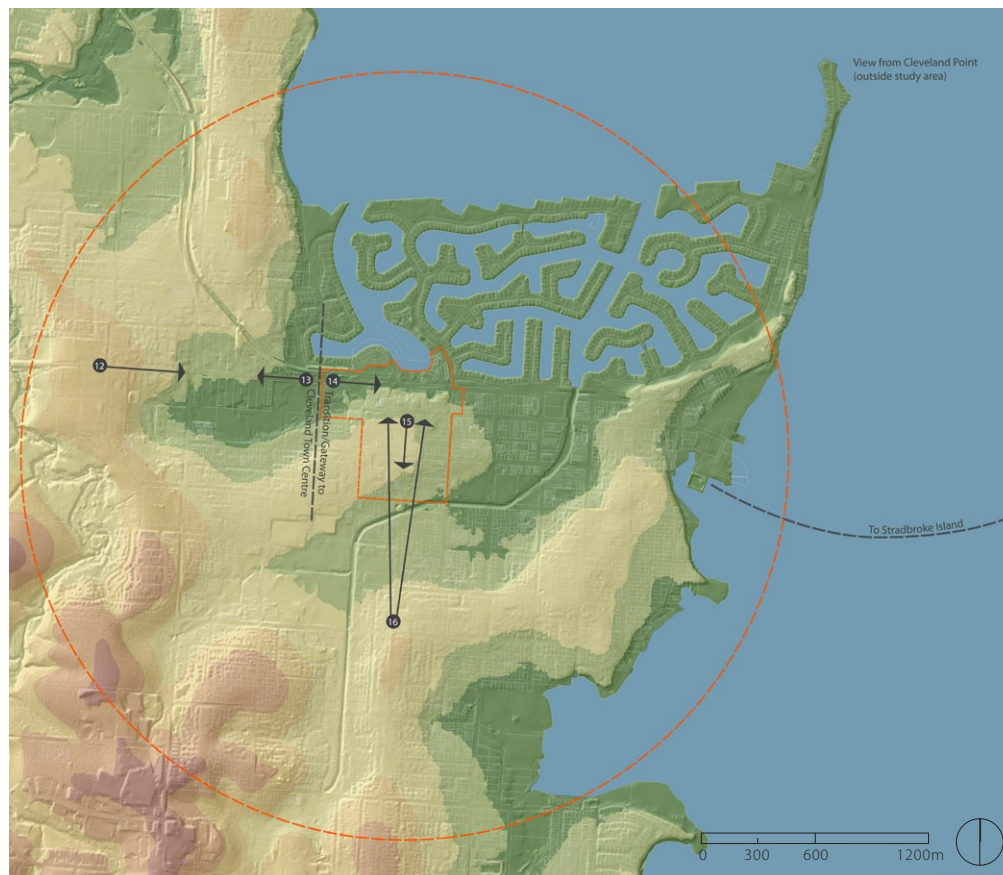


Cleveland Centre Views

Across these pages are illustrated some of the key publicly accessible Cleveland Centre views within the study area.

Key Landscape Strategy Opportunities

- Promote the identified Centre views , e.g. through public realm improvements at view sites and introduction of artwork
- Utilise views 14 and 16 as entries or “thresholds” to Cleveland Centre
- Maintain water scape views from viewpoint 16
- Utilise view 13 as an exit from Cleveland Centre
- Maintain views south and north bound along Bloomfield Street from viewpoints 4 and 15 to allow a sense of place and legibility within the urban scape
- Utilise these views as a key determinant for the key pedestrian and cycle connections or “green street links”.



Other Key Views from Major Roads

Across these pages are illustrated some of the key publicly accessible views from other major roads in the study area.

Key Landscape Strategy Opportunities

- Maintain and enhance these views, e.g. through the provision of street tree planting to frame and direct views along corridors
- Utilise these views as a key determinant for the key pedestrian and cycle connections or “green street links” due to the high level of visual legibility they provide.

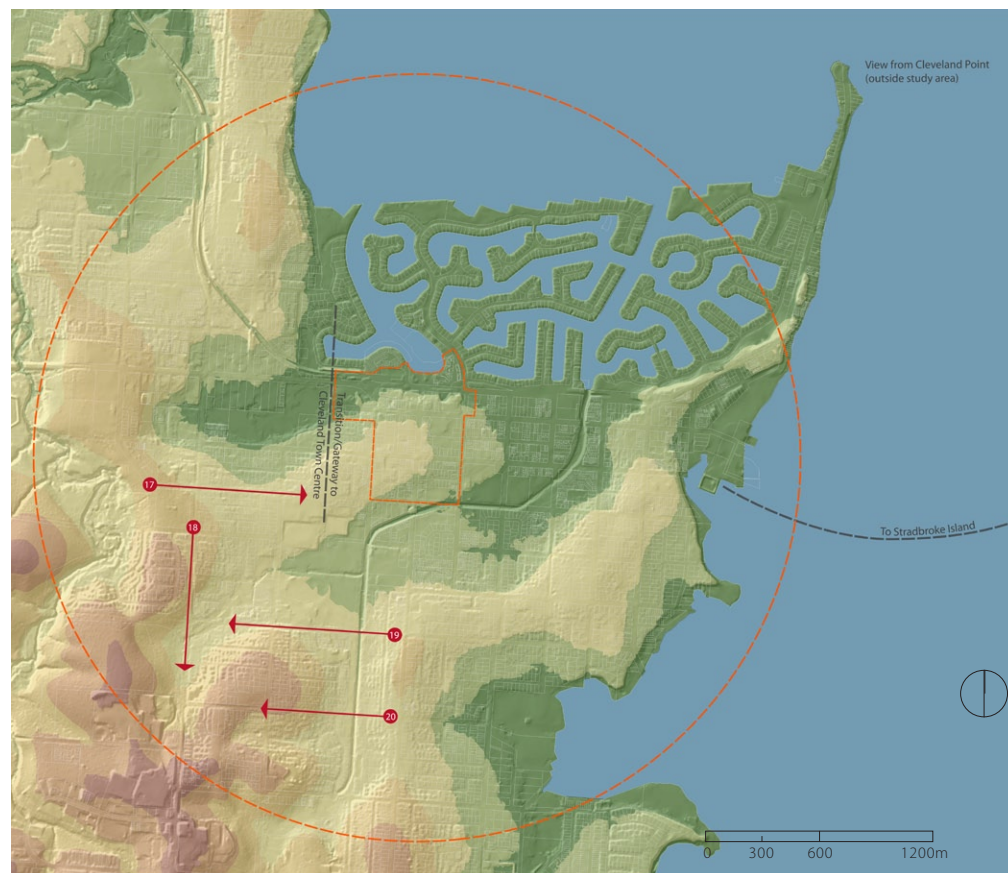
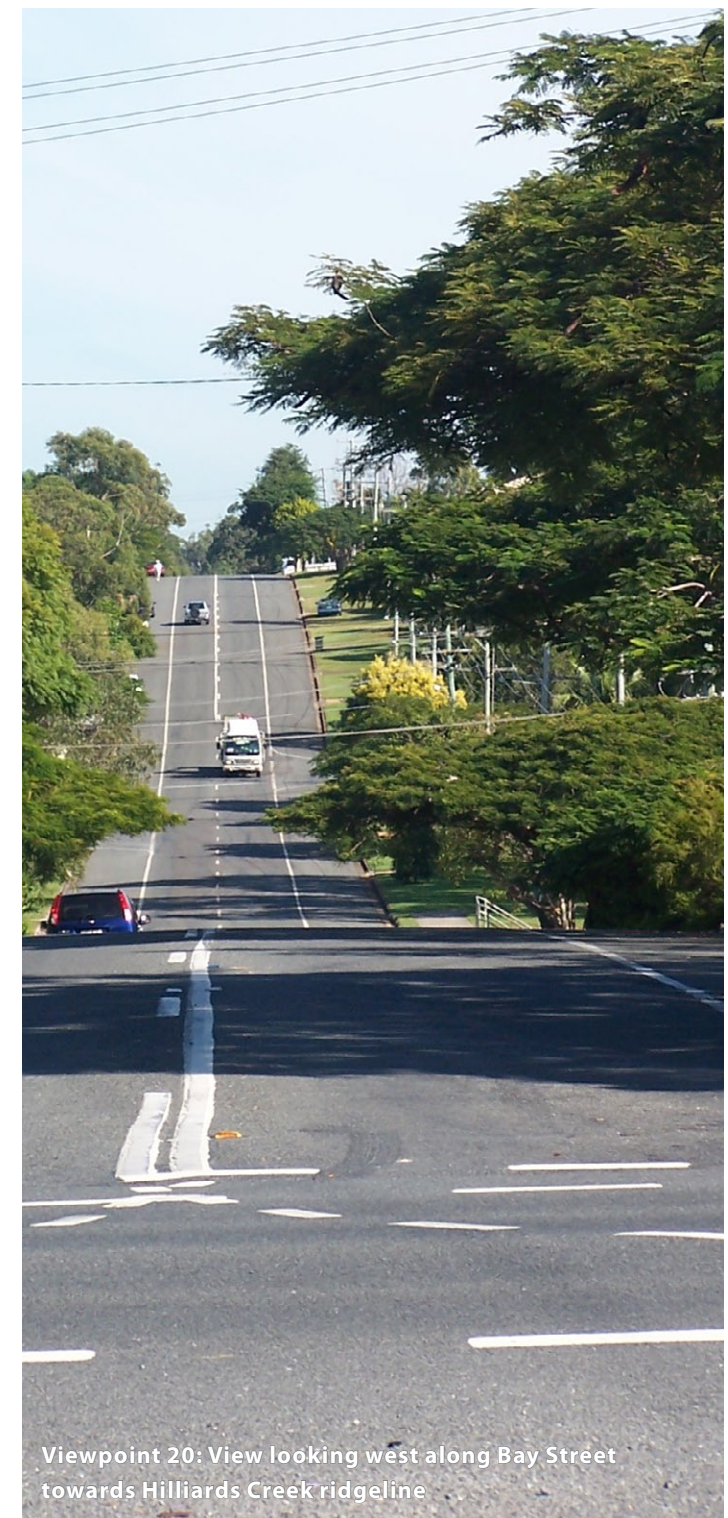


Figure 2.12 Views From Road Corridors Location Map



“What are the characteristics of existing parks within the 2km study area of Cleveland Centre?”

2.3.2 Open Space Character Assessment

An open space character assessment was undertaken. This involved the use of existing open space mapping, using GIS information, provided by RCC to provide a base understanding of open space distribution in the area. The findings of the desk top assessment were then “ground truthed” on site.

Each existing open space was surveyed to determine its facilities, characteristics and qualities. The results were documented using photographs and a site survey pro forma (illustrated opposite).

Following the site survey, an evaluation of the range of open space typologies was undertaken to determine the number and key characteristics of open space in the study area. An open space single type broadly has similar or common characteristics and patterns.

Unlike typical open space planning and land use zoning definitions, the following five types were determined based primarily on the experiential qualities of the spaces:

- Pocket Neighbourhood Park
- Community Park
- Link Park
- Conservation Park
- Special Purpose Park

These 5 categories combine the functional role as well as the inherent characteristics of the each of the spaces. Typically the typology given is in response to the main function of the park and the “sub type” is defined by the inherent character of the park.

Key Landscape Strategy Opportunities

- Allow better public access for all users, including the disabled and elderly, to the open space identified (with exception of some of the exclusive use open space) e.g. Cleveland Showgrounds
- Seek opportunities to allow “limited” informal recreation access to Conservation Parks
- Upgrade key open spaces with user facilities such as seating, play equipment

OPEN SPACE INVENTORY

NAME: 1 OYSTER POINT PARK

LOCATION: _____

DATE: _____

REF NO. _____

SIZE: _____ HA

FUNCTION / NEED / DISTRIBUTION / HIERARCHY PROVISION / QUANTITY

PARKLAND TYPE / CLASSIFICATION:
☒ Local park
☐ District Recreation
☐ District Sport
☐ Regional park
☐ Conservation
☐ Wetland / drainage open space

PARKLAND FACILITIES:
☐ Amenity Landscape
☒ Toilets
☒ Seating
☒ Seating shelters
☐ Paths
☐ Bike Path
☒ Playground equipment
☐ Shade structure over play area
☒ Barbeque facilities + P.C.N.C Area
☒ Drinking fountain
☐ Artwork / features
☐ Bicycle racks
☒ Rubbish bins
☐ Recycle bins
☐ Dog off-leash area
☐ Soccer goals
☐ Basketball hoop
☐ Cricket nets
☐ Bike track
☐ Skateboard facility
☐ Sports field (type: _____)
☒ Informal lawn areas (kick around, etc)
☐ Courts (type: _____)
☐ Includes commercial facility
☐ Clubhouse

ADJACENT LAND USE / DEVELOPMENT:
☐ Low density Residential
☐ Med – High density Residential
☒ Open space (type: _____)
☐ School

WATER, ISOLATED MANGROVES

☐ Industry
☐ Commercial (type: _____)

ACCESS / LEGIBILITY / CONNECTIVITY / LINKAGES
☐ Local / shared paths
☐ Regional ped. / shared path
☐ Cycle path
☐ Street frontage to most sides
☐ Defined entry point into space
☐ Park naming signage
☐ Car parking area
☐ On-street parking
☒ Handicapped parking
☐ Bus stop
☐ Legibility / signage
☐ Visual connection to other OS
☐ Physical connection to other OS
☒ Disabled access and facilities

AESTHETICS
P/A/G
☐☐☐
Notes: _____

COMFORT / PERCEPTION / SAFETY
☐ Intrusive noise
☐ Fencing
☐ Passive Surveillance LIMITED
☒ Park Lighting
☐ Nearby street lighting
☐ Signage / legibility of use
☐ Areas of shade and sunshine (shaded = %; sunny = %)
Notes: _____

CHARACTER:
☐ Bushland
☐ Wetland
☐ Drainage channel
☐ Parkland
☐ Natural
☐ Formal
☐ Steep Topography
☐ Undulating Topography
☐ Other _____

☐ Fits within neighbourhood character

PERCEPTUAL ASPECTS
~~Intimate~~ / small / large / vast
Tight / ~~enclose~~ / open / exposed
Smooth / ~~textured~~ / rough / V rough
Uniform / ~~simple~~ / diverse / complex / haphazard
Straight / angular / curved / sinuous
Vertical / sloping / ~~rolling~~ / horizontal
Monochrome / ~~muted~~ / colourful / garish
Random / ~~organized~~ / regular / formal
Dead / still / ~~calm~~ / bus
Traffic noise / pollution / light intrusion

ECOLOGICAL CONSIDERATIONS
☐ Existing stands of trees / vegetation conserved
☒ Remnant Vegetation
☐ WSUD
☐ Environmentally sensitive materials / surfaces
☐ Wetland
☐ Fauna crossing / corridor / connection
☐ Nature walks

QUALITY / CONDITION (POOR, AVERAGE, GOOD):
☐ Evidence of Graffiti
☐ Poor workmanship
☐ Evidence of Tipping / Rubbish
☐ Poor / low maintenance

P/A/G
☐☐☒ General Impression





General Notes:
KOALAS
ACCESS TO WATER (BOATING)
ISOLATED
VIEWS TO WATER
SUBSTATION

Sample of the site survey proforma used to categorise and qualify public space character



Figure 2.13 Open Space Classifications Map

Table of Park Type Definitions and Examples

Type	Key Characteristics	Character Sub Types	Key Examples	Images of Key Example Parks in Cleveland
Special Purpose Park	Typically servicing a unique function	Town Centre Public Open Space	Raby Bay Harbour Park, Cleveland Cemetery	
	Contains specific elements such as “memorial” or “artwork”		Redlands Showgrounds	
	Typically high profile park with anticipated frequent and high use numbers		Anzac Memorial Park	
			Bloomfield Street Parkside Cafe Park	
Pocket Neighbourhood Parks	Size: Generally less than 5,000 m2	Canal pocket park	Carteret Canal Pocket Park	 
	Small, local park	Foreshore pocket park	Sleath Street Pocket Park	
	Typically unconnected with other open spaces	Inland neighbourhood pocket park	Scott Street Pocket Park	
	Variety of character dependent on location			
	Limited facilities			
	Catchment anticipated to be confined to immediate neighbourhood			
Community Parks	Size: Generally greater than 5,000 m2	Open community foreshore park (including strong water views)	Raby Bay Boulevard Park and Raby Bay Foreshore Park	
	Larger local and district parks	Remnant vegetation community foreshore park (significant vegetation established within park)	GJ Walter Park and Nandeebie Park	
	Typically contains a larger number of facilities	Inland community Park	William Ross Park and Donald Simpson Park	
	Contains either defined sports pitch facilities or informal kick about spaces			
	Catchment anticipated to be for wider community and potentially a regional parkland attractor			



Redlands Showgrounds





Redlands Showgrounds



Anzac Memorial Park



Type	Key Characteristics	Character Sub Types	Key Examples	
Link Parks	Typically park in a “linear form”		Merv Grenrich Park	 Waterloo Street Link Park
	Either accommodates a drainage channel or pedestrian / bike path or both	Link park without waterway	Ross Creek floodway between Long Street and Bay Street	
	Either local or district park	Link park with channelled waterway	Norm Dean Park	
	Typically visually and physically connected with other areas of open space	Link park with natural waterway		
	Typically contains a limited number of facilities			
	Catchment anticipated to be for wider community as parks form key links in the urban area			
Park or Area	Park or area of high conservation and ecological value	Wetland /Swamp Conservation Area	Black Swamp Wetland	 Black Swamp Wetland
	Typically has limited recreation access	Bushland Forest Conservation Area	Hilliards Creek	



Wellington Street Link Park



William Ross Park



Norm Dean Park



Goleby Esplanade Foreshore



Black Swamp Wetland



S03

Landscape Strategy

3.1 Developing the Landscape Strategy

Cleveland’s growing population will put increasing pressure on its existing green space. The proposed Landscape Strategy seeks to ensure a robust network of open space is provided, so that the existing and future community have easy access to a wealth of recreational experiences and a diverse range of facilities (both formal and informal) that will continue to contribute to the existing high quality of life in the area.

It also seeks to balance these human requirements with ecological consideration and set in place a framework within which the enhancement of flora and fauna habitats are key principles. In particular these are the locally significant urban koala population, wetlands and waterways. The proposed strategy will enhance and increase the ecological values of these areas by:

- Maintaining and restoring key faunal movement corridors
- Providing habitat for koalas
- Protecting waterways through the suggested restoration riparian zones
- Improving water quality by putting in place strategies to treat stormwater from impervious areas through the adoption of ‘best practice’ Water Sensitive Urban Design (WSUD) techniques.

The conclusions drawn from the background survey and analysis work have been the key contributing factors in the development of a Vision for Cleveland’s open space and public realm network, informing the production of a strategy that is both grounded in existing landscape and planning policy direction as well as current on-site landscape and public realm character and conditions.

Key objectives defined in response to the findings are:

- Understanding the different types (both use and character) of existing and proposed destinations which both the local and wider community use
- Understanding the spatial distribution of these different destinations

- Organising these existing as well as potential future destinations into consistent and distinct layers within a connected network of spatial opportunities
- Delivering an attractive and connected network that encourages a range of transport options
- Overlaying the connections between all the destinations to create a co-ordinated “active transport” network
- Defining the opportunities to create a network of new pedestrian and flora and fauna focused ‘Footparks’ that contribute to the open space network
- Developing contextually responsive design concepts and a design language that reinforces the strong landscape characteristics of the area and that can be used to inform the delivery of open spaces and a public realm that is distinctly Cleveland.

The proposed strategy also embeds as principles, the objectives already defined in RCC’s LGMS and the Cleveland Town Centre Master Plan (see table).

Through the course of the analysis, a high level review of existing open space was undertaken. This was carried out to establish an understanding of the degree of existing provision against the expected volume required to accommodate future population growth. Although not a formal open space assessment, it provided enough spatial data to comfortably confirm that the current resource meets the requirements defined by RCC’s Desired Open Space Standards of Supply (2004) and the demands established by population increase in the life of the planning horizon set by the Cleveland Master Plan.

The overall aim of the strategy is therefor to reinforce and enhance the existing valuable and well used open space and public realm network, working with the full extent of this resource, to provide a responsive framework and subsequent design direction for the creation of a valuable and locally distinctive open space experience for the existing and future increased residential population facilitated by the Cleveland Master Plan.

It will Refine, Improve, Enhance and Add layers to the work undertaken to date and target areas for improvement.

The LGMS Urban Open Space Strategy Outcomes

Draft LGMS Strategy Outcome	
Meeting public recreation needs on public land	Includes a hierarchy of urban open space that provides choice for a diverse range of activities at the local, district and regional level
	Includes high quality open spaces and facilities to meet increasing community needs
	Includes a network of safe and accessible pedestrian and cycle pathways linking the open space network
	Includes extensive recreational trail network for walking and cycling
Public access to the coastline and significant marine waters	Public access to the Moreton Bay foreshore is protected and enhanced through the establishment of a network of foreshore urban open space parks linked by walking and cycle paths
Biodiversity conservation	The biodiversity values of Redland City are identified, protected, managed and enhanced within an integrated network of urban (conservation) open space
Koala protection and enhancement	A healthy, viable population of koalas lives within the urban footprint of Redland City supported by a green space network connecting areas of ‘urban’ habitat with surrounding koala conservation areas
Water cycle function protection	The green space network provides for the protection and ecologically sustainable use of the natural water cycle through maintaining and re-establishing healthy waterways, wetlands and riparian areas, ensuring that all development accords with principles of WSUD and implementation of integrated water management
Intra-urban breaks	The urban open space network provides for intra-urban breaks to confer a clear sense of place, individual character and identity to neighbourhoods and suburbs
Scenic landscape value	Areas of high scenic landscape value are included and protected with the network of urban open space

3.2 Vision

The proposed Landscape Strategy seeks to provide RCC with a clear vision and coordinated approach to the conservation, enhancement, renewal and growth of Cleveland's open space and define mechanisms and design direction to inform the renewal process. The strategy seeks to deliver:

A contextually responsive open space and public realm network

To reconnect and "re-establish Cleveland on its' bay", both visually and physically and provide current and future residents' with a diverse network of easily accessible, ecologically and culturally rich sustainable landscape and open space opportunities.



An open space network that is responsive to future trends

To respond to both current and future trends in the areas growth and open space needs, by considering and providing for the anticipated population increase and densification of its' centre as defined by the LGMS in terms of landscape quantity, variety and quality.



A flexible delivery mechanism

To identify a range of project opportunities and provide initial direction and design guidance, that will inform individual project development, categorising project opportunities and identifying priority and catalyst initiatives.



Exemplary sustainable outcomes

To provide design direction and deliver exemplary examples of high quality, connected and sustainable open space outcomes within the city and specifically Cleveland.



Greater personal choice and access for all

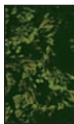
To provide attractive, alternative "active transport" options and well defined routes to both existing and future destinations. The open space network will also service the wider regional SEQ community, and have the potential to enhance the experience of both visitors and residents to a wide range of destinations.





3.2. 1 Design Concept


The key components of the concept that form the foundations of the strategy, are defined by the distinctive qualities and characteristics of existing landscape assets. Three open space corridors, generally running north/south through the area, provided opportunities to create distinctive landscape experiences.

Across this palette of landscape experiences are a defined collection of community and recreational destinations connected by a network of attractive, and pedestrian and cyclist friendly movement corridors. The whole strategy presents an exciting opportunity for residents and visitors to choose journeys of landscape experience.

 **Bushland Edge**
Captures and seeks to reinforce the characteristics of the natural landscape, predominant to the west, promoting the creation and augmentation of natural landscape qualities with opportunities to enhance and re-establish the distinctive fauna and flora of the area as part of the recreational open space and public realm experience.

 **Bayside Address**
Recognises the significance and distinctive qualities of the areas' bay side address, providing parklands that maximise their waterfront address as part of the visual and physical experience and reinforcing Cleveland's address on the bay.

 **Creek Corridors**
Identifies the importance of the former creek corridors in providing interesting and ecologically diverse landscape corridors with re-vegetation and naturalisation opportunities, and the reinforcement of their role as important visual and physically attractive movement corridors for both animal and humans.

 **Footparks**
A network of 'Footparks' are proposed to laterally connect these corridors of distinctive landscape experience, providing attractive, safe and accessible movement routes for residents and wildlife. The 'Footparks' add a further layer to the open space provision, connecting community and recreational destinations, and providing an unbroken network of important lateral routes.


 **Destination**
The established network of community and recreational destinations are bedded into the corridors of distinctive landscape character experience.



Figure 3.1 Landscape Concept Plan

3.3 Cleveland’s Destinations

One of the layers in the proposed Landscape Strategy are Cleveland’s key destinations; anticipated in Cleveland by 2026. These destinations will be both recognised and locked in place by providing a network to connect them.

Building upon the information assimilated in the analysis and findings stage, the aspirations of the vision and the proposed Centre Master Plan, the following category destinations have been determined and then explored in greater detail to provide the layers of the landscape strategy.

Community and Recreational Destinations

- Community and Cultural Based Destinations (3.2.1)
- Environment Based Destinations (3.2.2)
- Recreation and Sport Destinations (3.2.3)

The State Government’s definition of recreation activities are those that:

- people undertake for enjoyment in their own free time
- people undertake by voluntarily allocating resources (time, money, equipment)
- may be an expression of the self-identity of many people
- provide for the expression of distinct (recreational) sub-cultures
- may be essential to the quality of life of many people.

Civic and Services Destinations (3.2.4)

- Transport Destinations
- Government Destinations
- Medical Destinations
- Educational Based Destinations



“WHAT WILL THE KEY DESTINATIONS IN CLEVELAND BE IN 2026?”





“WHAT ARE CLEVELAND’S KEY COMMUNITY AND CULTURAL DESTINATIONS ?”

3.3.1 Community and Cultural Based Destinations

Aim
Provide a diverse and connected network of culturally based community and recreational destinations for Cleveland residents and visitors to enjoy at their leisure.

Design Objectives
In order to inform the development and delivery of appropriate design responses, that elevate the cultural and community based destinations, the following objectives have been developed:

CONNECTED NETWORK: To create a legible, user friendly and comfortable network of alternative active transport routes, and trails to connect the key destinations for all members of the Cleveland Community.

DIVERSITY: To provide a variety of cultural recreation based destinations for the Cleveland community to experience and enjoy.

ACCESSIBLE FOR ALL: To allow all these destinations to be age friendly,including young and old, and all mobilities.

LEGIBLE: To ensure that these destinations are legible and easy to find.

HERITAGE PRECINCT: Redefine the heritage precinct to enhance the presence of this distinctive collection of buildings and landscape.

Destinations

Heritage Destination	
1	Ormiston State School and Ormiston Cold Store
2	Scott Street Gravesite
3	Cleveland Cemetery
4	Redland Museum
5	Cleveland Rifle Range
6	Sands Hotel
7	Cleveland State School, Old School House
8	War Memorial Precinct: Including the former RSL Memorial Hall, Cleveland Police Station, Former Commercial Area, Station Masters Residence
9	North Street Precinct: Including Fernleigh, St Paul’s Church, North Street houses (e.g. No 45), Grand View Hotel and former Cassims Hotel
10	Shore Street North Precinct: Including Shore St reserve, Old schoolhouse gallery, Norfolk Island Pines, Fig trees, Paxton Street and Court House Restaurant and Shore Street North houses (e.g. 148, 151)
11	Cleveland Point and the Lighthouse
Community and Cultural Destination	
12	Cleveland Town Centre - Civic Plaza
13	Old Schoolhouse Gallery
14	Redlands Performing Arts Centre
15	Redland Art Gallery, Cleveland
16	Library
17	Community Centre
18	Cleveland Scouts
19	Cleveland Showgrounds
20	Donald Simpson Over 50’s Leisure Club
21	Cleveland Bowls Club
22	Redlands Boat Club
23	Redlands Memorial Hall
24	Tourist information centre
25	Lions Club
26	Redland District Committee on the Ageing (RDCOTA)
27	Country Womens Association Hall
28	Redlands RSL Sub-Branch and Community Centre
29	Cleveland Girl Guides
30	Killara Place Respite Centre
31	Skate Park
32	Country Women’s Association Hall
33	Redlands RSL Sub-branch and community centre
34	Cleveland Girl Guides

In addition to the above mentioned community and cultural destinations in Cleveland, are the places of worship. These include;

- St Pauls Anglican Church
- Cleveland Baptist Church
- Star of the Sea Catholic Church
- Baycoast Community Church
- Christadelphians
- Integrity church
- The Church of the Latter Day Saints
- Uniting Church Cleveland.

Connections

The key community and cultural destinations will be connected by two networks of routes :

- “Heritage Trails”
- Active transport community and cultural routes

These are illustrated on the maps on page 31.

“Heritage trails” are in the majority strategic and provide principal recreation trails to be enjoyed at leisure, whilst the “active transport” community and cultural routes utilise the principal commuter and local routes.

As a result the heritage trail facilities will be safe, comfortable with heritage trail signage to enhance legibility. The active transport community and cultural routes will be quicker, efficient, safe, legible, with user facilities such as bike storage, water fountains, designed for comfort (e.g. shade provision), to provide straight and easy connections.

Community and Cultural Open Space and Public Realm Network



Figure 3.2 Community and Cultural Based Destinations Map

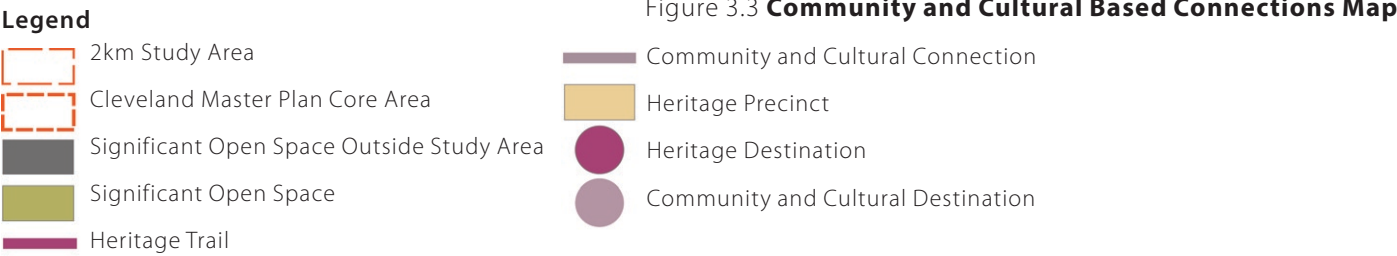
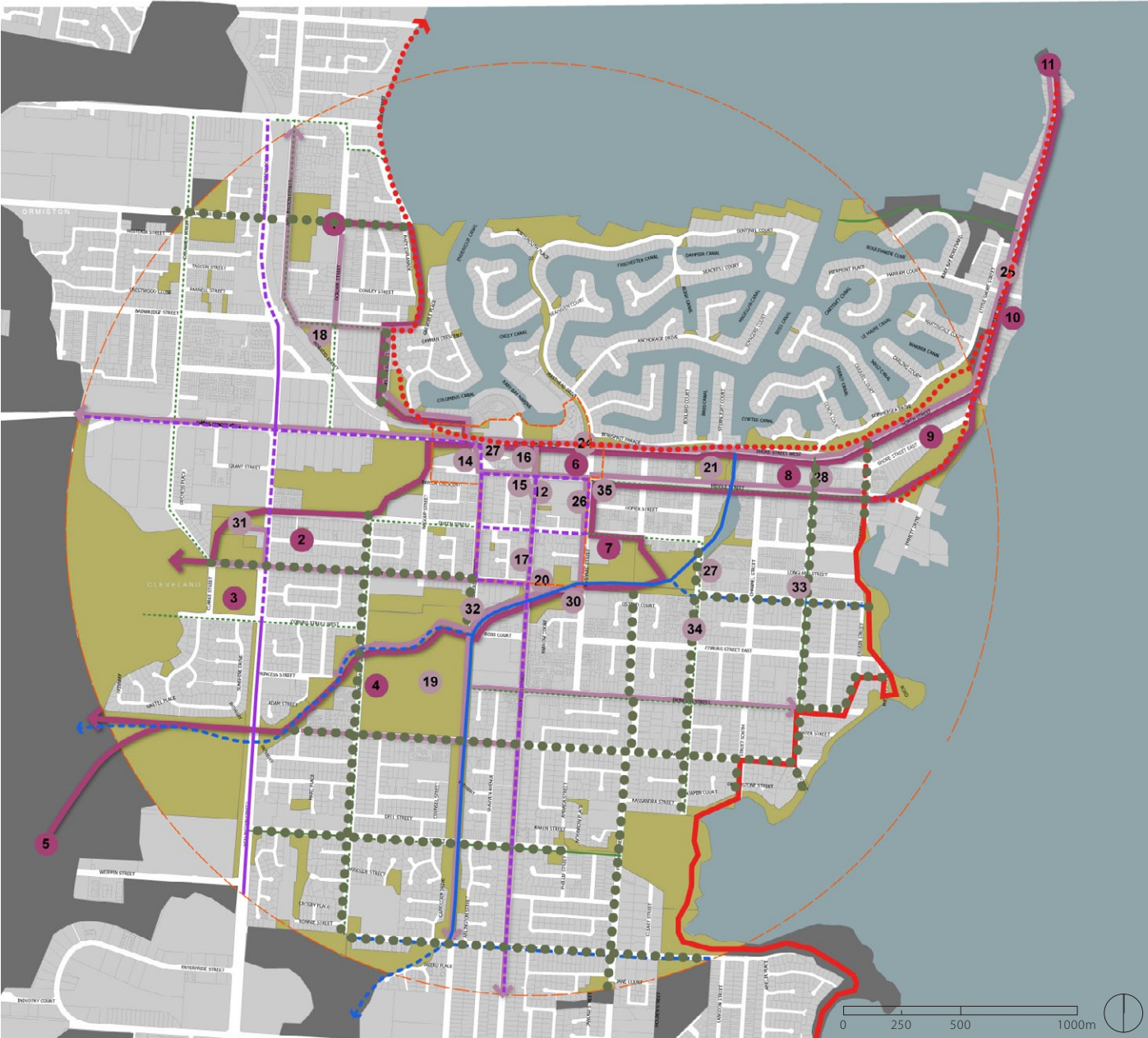


Figure 3.3 Community and Cultural Based Connections Map



3.3.2 Ecological Based Destinations

Aims

Provide an environmentally diverse network of ecologically rich destinations with a strong natural landscape character.

Design Objectives

The following design objectives have been developed to guide the detail design development of initiatives for environmental destinations.

PROTECT: To continue the protection of existing environmental assets through policy, for example key areas of koala habitat and wetlands of significance.

WATER SENSITIVE URBAN DESIGN: To apply WSUD principles to the treatment of existing and proposed streets, creeks and parks. To protect and enhance aquatic ecosystems through the application of WSUD by treating stormwater runoff from impervious areas.

INCREASE BIODIVERSITY: To increase biodiversity throughout the urban environment of Cleveland, through the improvement of urban ecology in built areas, the ecological restoration of open spaces and the rehabilitation of concrete lined drains to natural waterways, replacing weeds with native protective ecologies.

LOW MAINTENANCE: To create schemes that can be sustainably managed and maintained.

CONNECTED NETWORK: To create a network of environmental corridors, that allow for safe fauna movement and allow ecology to be adaptive.

INCREASE COMMUNITY AWARENESS: Through selective and sensitive access and provision of interpretation to, and of, key areas of environmental value. Furthermore through actively engaging community involvement and participation in environmental projects.

Destinations

The following existing and proposed environment based destinations have been identified in the study area:

- Hilliards Creek Open Space Corridor
- Ross Creek Open Space Corridor and associated tributaries
- Moreton Bay Foreshore Corridor
- Cleveland's Koala Friendly Streets.

Key Existing Conservation Focused Parks:

1. Black Swamp,
2. Golby Esplanade Foreshore,
3. Grace Hartley Park.

Key Proposed Conservation Focused Parks:

4. Hilliards Creek Open Space Corridor
5. Ross Creek Open Space corridor connection from Wellington Street to Smith Street
6. Open Space between Wellington Street and Jabiru Place
7. Foreshore Park from Channel Street South to Phelan Street at Oyster Point Park
8. Black Swamp Corridor: From Clarke Street / Russell Street to Wellington Street.

“WHAT ARE THE KEY ENVIRONMENTAL DESTINATIONS OF CLEVELAND?”

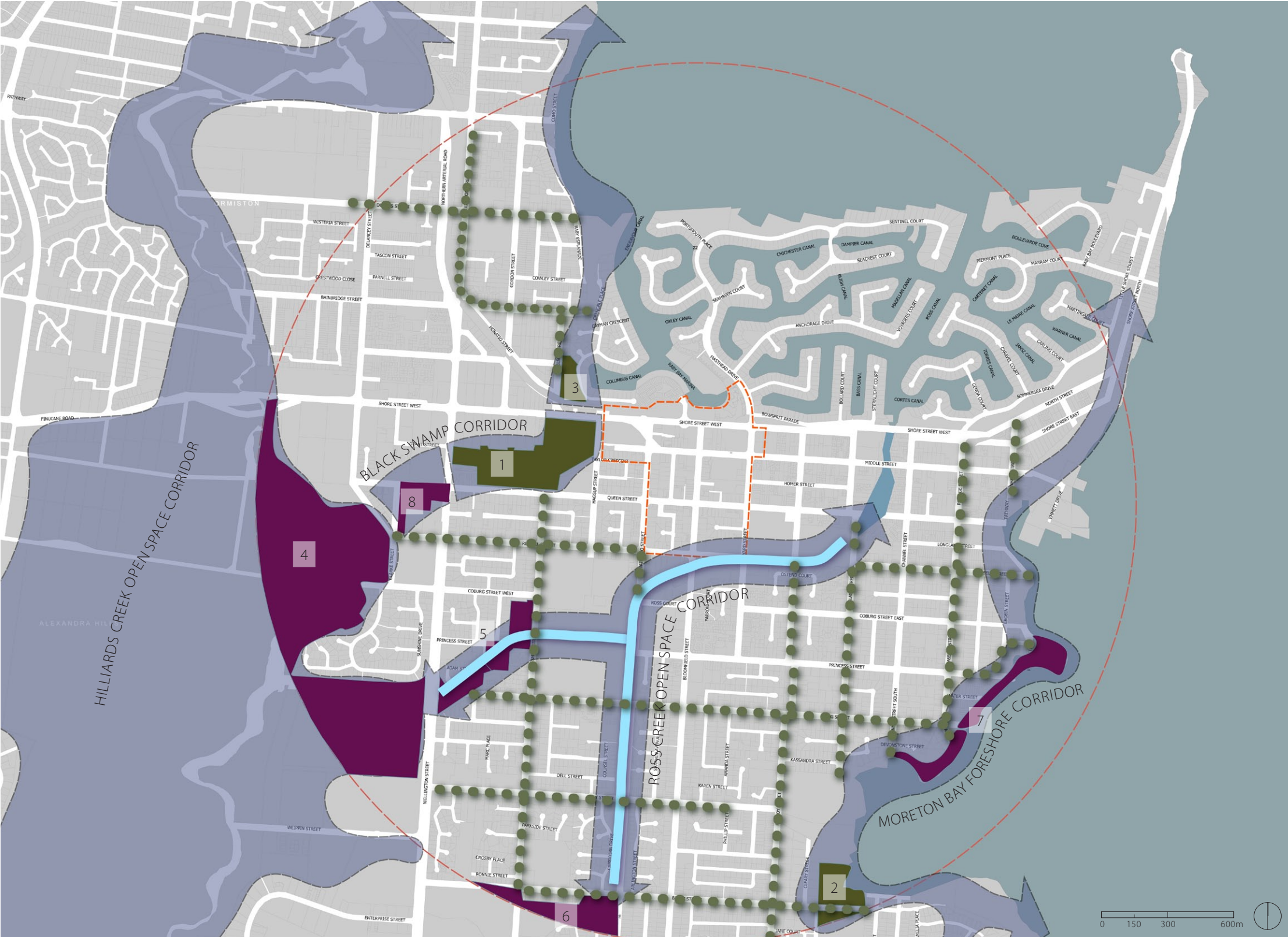


Figure 3.4 Ecologically Rich Open Space Destinations and Public Realm Network Map

Strategies for the delivery of the proposed Ecologically Rich Open Space and Public Realm Network

1. Restore Ecology

Ecological restoration, in its most ideal sense, is defined as the process of assisting the recovery and management of ecological integrity.

“The practice of re-establishing the historic plant and animal communities of a given area or region and the renewal of the ecosystem and cultural functions necessary to maintain these communities now and into the future.” (Dave Egan, 1996 as cited in Ecological Restoration).

This strategy proposes that ecological restoration be adopted across Clevelands landscapes through the application of the following principles and activities :

CONSERVE (and PROTECT): These are the pristine and principally untouched, natural habitat areas, where human activities have been limited. These are areas of regional remnant vegetation, wetlands of significance and tree protection areas. As a rule, weed infestation is minimal and it is anticipated that the only interventions required are control measures such as limited maintenance and management to retain the natural habitat.

ENHANCE: These are areas where some of human activities have impacted on the former natural habitat. Ecological restoration in these areas is typically limited to smaller scale intervention such as bushland regeneration activities and the removal of invasive weeds.

REHABILITATE: The natural habitats of these areas have been significantly impacted by human activities and major intervention works are required to restore their ecological integrity and value. Within the study area, the key areas currently identified for rehabilitation are:

- Along the Ross Creek waterway corridors where

there is the potential to realign the channelled waterway, to restore a natural channel design, with run, riffle and pool sequences to recreate aquatic and riparian habitats that support the indigenous flora and fauna.

- Along the Cleveland coast line, including Raby Bay Foreshore Park, Raby Bay Esplanade and Raby Bay Boulevard Park. Aim to instate locally contextual and regionally specific ecosystem responses; for example :
 - Salt vegetation including grassland and herbland on marine clay plains – not of concern
 - Mangrove shrubland to low closed forest on marine clay plains and estuaries – not of concern
 - Casuarina glauca open forest on margins of marine clay plains of concern.

Potential areas of ecological restoration are illustrated on the map on page 35, however the assessment is based on a desk top understanding and all ecological restoration work will need to be ground truthed on site by a qualified ecological practitioners.

2. Create a Koala Friendly Environment

How can the suburb of Cleveland provide a friendly and safe environment for koalas?

Three initiatives to create the koala friendly environment are detailed below.

2.1 “Making Your Garden Koala Friendly”

RCC are already targeting private open space to create a koala friendly centre. This is currently happening through the “making your garden koala friendly” scheme. Actions involved in this scheme include advising people to retain and plant koala food trees such as;

- Queensland Blue Gum (*Eucalyptus tereticornis*)
- Tallowood (*Eucalyptus microcorys*)
- Scribbly Gum (*Eucalyptus racemosa*)
- Brush Box (*Lophostemon confertus*)

- Swamp Mahogany (*Eucalyptus robusta*).

2.2 Koala Friendly Streets

The map on page 35 identifies a number of potential koala friendly street opportunity sites. These streets have been selected for a number of reasons:

- there is the opportunity to utilise the currently large road reserves
- most are located where known “dedicated” underground services can be avoided
- they provide links between and to key areas of open space
- they are local street connectors (arterial and sub arterial roads have generally been avoided – to avoid conflict and higher risk of koala fatalities).

Despite efforts to avoid streets with dedicated “underground” services, there are a number of streets in the ecological plan where services occur. These streets provide key connections between open spaces and include sections of Russell Street, Passage Street, Wharf Street and Bainbridge Street, and therefore need to be included.

Key design guidance for these streets includes:

- Provision of a “connected” network of food trees (listed above) within the road reserves (this can be provided by clumping trees to create a closed canopy)
- Lower car speeds on local streets, identified as “Koala friendly streets” e.g. to 40km per hr (the Woonerf model, or Home Zone, street theory could be explored here)
- Avoid even spacing of trees and provide in “clumps” to conform with a sub tropical design themes
- Provide safe fauna crossings at major road or rail intersections. This objective requires further ecological analysis to determine key koala movement e.g. at Bloomfield Street, Shore Street West, Waterloo Street with the potential to identify other crossings on the plan
- Ensure the streets have no barriers to limit koala

movements e.g. furnishings or fencing

- Check all streets for services prior to installation of trees. Within streets where underground services are located, make provision for the installation of appropriate root barrier control.

2.3 Koala Friendly Open Space

The plan opposite identifies the koala friendly open space. These open spaces have been selected for a number of reasons including:

- they form part of the existing open space network
- they do not contain dog off leash areas e.g. GJ Walter Park
- they form part of a wider network of connected open space.

Key design guidance for these open spaces includes:

- Provision of a “connected” network of food trees (listed above) within the open space (this can be provided by clumping trees to create a closed canopy)
- Avoid even spacing of trees and provide in “clumps” to conform with a sub tropical design theme
- Providing safe fauna culverts or underpasses at major roads or rail crossings, subject to further ecological analysis to determine key koala movement e.g. Bloomfield Street, Shore Street West, Waterloo Street. These crossings should be installed using best practice with the potential to identify other crossings on the plan
- Ensure there are no barriers to limit koala movements within the open space itself e.g. furnishings or fencing
- Install barriers at main traffic roads to stop koalas entering busy road reserves. E.g. Bloomfield Street, Shore Street West, Waterloo Street
- Check all open spaces for services prior to installation of trees. Within streets where underground services are located, make provision for the installation of appropriate root barrier control.



Figure 3.5 Ecologically Rich Open Space Connections and Public Realm Network Map

3.3.3 Recreation and Sport Destinations

Aim

Create a network of diverse Recreation and Sport Destinations that encourage social interaction and active lifestyles.

The State Government's understanding of Recreation and Sport activities is as follows:

- Non-competitive Recreation and Sport – activities in a non-competitive context (for example, bush walking, bicycle touring, picnicking and camping)
- Outdoor sports – formally organised, competitive events such as orienteering, surfing competitions, long distance off-road motorcycle racing, car rallies and endurance horse riding
- Outdoor and environmental education – using Recreation and Sport activities to help achieve formal and informal educational outcomes
- Health and lifestyle improvement – active forms of Recreation and Sport (walking, riding, canoeing, etc.) improve health and wellbeing or as part of a balanced lifestyle
- Adventure-based counselling – using Recreation and Sport activities for therapeutic outcomes – improved physical, psychological, social and spiritual well-being
- Adventure tourism, eco-tourism and nature-based tourism – Recreation and Sport activities provided by commercial tourism enterprises.

Design Objectives

The following objectives have been developed to inform the design of Recreation and Sport Destinations in Cleveland:

CONNECTED NETWORK: To create a legible, user friendly and comfortable network of alternative active transport routes and trails to connect the key destinations for all members of the Cleveland Community and visitors, whether young or old.

DIVERSITY: To provide a variety of cultural, arts and heritage destinations for the community to experience and enjoy.

ACCESSIBLE FOR ALL: To allow all these destinations to be easily accessible for all.

LOW MAINTENANCE: To provide Recreation and Sport provision that can be sustainably managed and maintained.

CLEAR FUNCTION OR ROLE: To provide a diverse range of open spaces with clearly distinguished and detailed functions and roles.

PROVISION FOR ALL: Ensure a local park is accessible within 500metres of every home within the 2km study area. The delivery of this objective will require the provision of a new local, recreation park close to the catchment at Long Street and Channel Street junction.

Destinations

To understand the use of the current and proposed Recreation and Sport destinations, they have been divided into two types based on the nature of recreational activities they support which can be classified as either formal or informal destinations.

FORMAL: Typically these are areas where the recreation activities that take place require purpose-built facilities. They include all "sports parks" as defined in the Redland Shire Council Open Space Plan 2004 - 2016.

Examples in Cleveland include: The aquatic centre and the football pitches at Cleveland Showgrounds.

INFORMAL: These activities do not typically require purpose built facilities and are not based on formal competition or the provision of a formal set of rules. This definition includes "informal open space" and "recreation parks" from the Redland Shire Council Open Space Plan 2004 - 2016.

Examples in Cleveland include: informal kick about areas, cycle / walking / running tracks / trails / routes, cemeteries, picnic areas and playgrounds.

These spaces are illustrated on the map on page 37. Some of the areas included are either not accessible to the general public e.g. they are school grounds facilities or they are areas of conservation with no current public access or they are "exclusive" facilities that require a fee to be paid for use e.g. the Bowls Club and the Aquatic Centre.





Figure 3.6 Recreation and Sport Destinations Map

3.3.4 Recreation and Sport Strategy Proposals and Connections

The concept plan on page 39 illustrates the four proposed key strategies.

1. Provision of Additional Open Space

The Redland Shire Council Open Space Plan from 2004 illustrates two areas within the study area with a deficit in local park provision:

- South east of study area: Long Street / Channel Street junction area
- North west of the study area: Dundas Street West and Delancey Street

The opposite illustrates these potential locations which could be upgraded to provide local parks to partially fill the “catchment” gap.

1. South East of Study Area: Long Street / Channel Street Junction Area

Two possible locations identified include:

- A. South end of Channel Street by Eddie Santagiuliana Way
- B. North end of Channel Street South cul-de-sac, by Princess Street

2. North West of the Study Area: Dundas Street West and Delancey Street

Three possible locations identified include:

- C. Upgrading the pocket park of Delancey Road by Crestwood Close and Downey Street
- D. Providing local park facilities in the open space at the end of Lucy Crescent and Winship Street
- E. Providing local park facilities in the open space at the end of Troy Crescent.

2. Upgrading Existing Open Space

RCC is already actively targeting the upgrade of existing open spaces within Cleveland. These spaces are mapped on the plan opposite and already have landscape or sports field master plans in place.

There are also a number of existing open spaces that could be upgraded within Cleveland to accompany the Centre’s redevelopment and provide for both the existing and anticipated future community.

Key spaces include:

- 1. Cleveland Town Centre - Civic Plaza
- 2. Cleveland Raby Bay Harbour Park - Urban Park
- 3. “Link Park” between the Civic Centre and Raby Bay Parkland
- 4. Conservation Based Open Space

3. Key Recreation Based Trails

All of the Recreation and Sport facilities are to be linked by a network of active transport based recreation trails. The strategic and principal recreation trails are mapped on the concept plan opposite. These trails fit into an overall strategy to improve pedestrian and cycle provision, described in section 5.1.

Strategic Recreation Pedestrian / Cycle Trails

This strategic network is in line with RCC’s LGMS and the SEQ Regional Plan. These are regional routes, connecting Cleveland to adjacent suburbs and to the wider SEQ region, providing touring and recreational trails. Sections of this network forms what is known as “The Moreton Bay Cycle Way” and connects Cleveland Centre with Moreton Bay.

“How do we connect cleveland’s recreation and sport destinations?”

Principal Recreation Pedestrian / Cycle Trails

The Principal Recreation Trails (in the majority) follow the provisions described in RCC’s LGMS.

The recreational user requires leisurely, safe, comfortable, user facilities (water fountain, seating, signage) logical and legible connections to key Recreation and Sport nodes e.g. Aquatic Centre and Cleveland Showground. The “visual” and “scenic” experience will be important to users to ensure high levels of enjoyment, attractiveness and legibility of the routes are delivered.

Three key recreational experiences are created from Hilliards Creek in this strategy:

- The Ross Creek Corridor Journey Experience
- The Black Swamp Journey Experience
- Eddie Santaguiliana Way from Cleveland Railway Station to Oyster Point
- The Cleveland Showground Journey Experience.

These recreation routes provide off road facilities either as separated or shared user paths.

4. Visual “Points Of Pause”

These “points of pause” augment the key connections and are locations which take advantage of key views. They are particularly important to connect Cleveland with Moreton Bay and give users a sense of place and heighten the experience of the ‘borrowed landscape’.

Key design guidance for the points of pause could include:

- Provision of furnishings such as benches, orientated to take advantage of the view
- Provision of art work and interpretation
- Provision of shade in the form of shade structure or trees so users can enjoy a ‘pause’ in comfort
- Combine with other facilities within existing open spaces such as Barbeque’s and picnic areas.





- Legend**
- 2km Study Area
 - Cleveland Centre Master Plan Core Area
 - Significant Open Space Outside Study Area
 - Proposed Conservation Focused Open Space
 - RCC's Existing Landscape and Sports Field Master Plans
 - Existing Open Space
 - Strategic Cycle and Pedestrian Trail
 - Principle Recreation Cycle and Pedestrian Trail
 - Potential Locations for Local Parks
 - Potential opportunities for visual 'Point of Pause'
 - 1 Cleveland Town Centre - Civic Plaza
 - 2 Cleveland Raby Bay Harbour Park - Urban Park
 - 3 "Link Park" between the Civic Centre and Raby Bay Parkland
 - 4 Conservation Based Open Space

Figure 3.7 Recreation and Sport Connections Map

3.3.5 Civic and Services Destinations

Aim
Create a well connected and legible network that links civic and service based destinations that support the daily life of the Cleveland Community.

As well as the community and recreation based destinations in Cleveland, there are also other more essential nodes that people need to get to support their daily life.

- Design Objectives**
- The following principles have been developed to guide the detail design of the civic and service based destinations:
- CONNECTED NETWORK: To create a legible, user friendly and comfortable network of alternative active transport routes and trails to connect the key destinations and provide attractive, safe routes for all members of the Cleveland Community and visitors.
 - ACCESSIBLE FOR ALL: To allow all these destinations to be easily accessible for all.
 - LEGIBLE: To ensure that these destinations are legible, easy and safe to find.



Destinations

Transport Destination	
1	Toondah Harbour
2	Stradbroke Ferry Terminal (water taxi and barge)
3	Cleveland Bus Interchange
4	Cleveland Railway Station
5	Ormiston Railway Station
Government Destination	
6	Redland City Council Administration Building
7	Cleveland Magistrates Court and Police Station
8	SES
9	Air Sea Rescue
10	Ambulance
11	Fire and Rescue
12	Centrelink, Department of Communities, Child Safety Services
13	Department of Transport and Main Roads



Medical Destination	
14	Redland Hospital, Redland Health Service Centre, Redlands Mater Private Hospital
Education Destination	
15	Primary School
16	High School
17	Primary School
18	Primary School
19	Library



Connections

The key civic and service destinations will be connected, in the majority, by principal commuter and local routes. These active transport routes will be generally quick, efficient, safe, legible, comfortable (e.g. with good shade provision), straight and easy, with user facilities such as bike storage and water fountains at end of trip.

The opportunity to relocate the main bus interchange adjacent to the railway station should be further investigated. This would allow the transportation design principal of minimising the car dominance of the urban core and encourage pedestrian focused shared driving areas.

These are illustrated on the plan opposite.





Figure 3.8 Civic and Services Destinations Map

- Legend**
- 2km Study Area
 - Cleveland Centre Master Plan Core Area
 - Significant Open Space Outside Study Area
 - Significant Open Space
 - 1 Transport Destination
 - 7 Government Destination
 - 15 Medical Destination
 - 19 Educational Destination



Civic and Services Connections Map

- Legend**
- 2km Study Area
 - Cleveland Centre Master Plan Core Area
 - Significant Open Space Outside Study Area
 - Significant Open Space
 - 1 Transport Destination
 - 7 Government Destination
 - 15 Medical Destination
 - 19 Educational Destination
 - Civic and Services Connection

3.4 Pedestrian and Cycle Strategy

3.4.1 Developing the Pedestrian and Cycle Strategy

Aim

The pedestrian and cycle strategy connects all the four layers of the framework destinations identified in section 3.2.

The basis of the Pedestrian and Cycle strategy is to align with the following:

- The existing established pedestrian and cycle network identified through the early analysis (Chapter 2)
- RCC's aspirations identified through the early analysis (Chapter 2)
- The proposed Cleveland Centre Master Plan, in particular the Movement and Open Space and Public Realm Strategies
- The four destination types and their key connections (outlined in Section 3.3).

All of the above information has been mapped individually and subsequently overlaid to ensure all key existing and proposed connections and destinations were included within the proposed framework and catered for in the development of this pedestrian and cycle strategy.

3.4.2 Design Objectives

The following principles have been developed, based on the LGMS pedestrian and cycle strategy outcome:

SUSTAINABLE: The pedestrian and cycling network provides a safe, sustainable and active transport alternative supporting an increasing number of trips by 2026.

CONNECTED: To establish a connected, convenient and legible network that links key destination nodes (such as the skate/ramp park) and the wider region for both the local and wider community.

HIGH QUALITY: To provide a network with high quality user amenities e.g. shade provision, clear signage, bike storage facilities.

SAFE: To provide safe pedestrian and cycle connections adopting CPTED principles to deliver best practice solutions.

HIERARCHY: To provide a hierarchy of different types of routes, to accommodate a range of pedestrian and cycling needs. E.g. recreational day users versus the commuter user

JOURNEY EXPERIENCE: Create different journey experiences for different types of user, drawing on the distinctive characteristics of Cleveland's landscape to deliver a "sense of place" and character and "connection with Moreton Bay".

COMPLIANCE: All pedestrian and cycle way provision to comply with Ausroads 13 and 14 standards as a minimum.

3.4.3 Providing a Hierarchy of Pedestrian and Cycling Provision

1. Strategic Pedestrian / Cycle Route

This strategic network is in line with RCC's LGMS and the SEQ Regional Plan provisions. These are regional routes, connecting Cleveland to key Recreation and Sport, environmental and cultural and community destinations, as well as adjacent suburbs and the wider SEQ region. These trails provide touring and recreational routes. Sections of this network form what is known as "The Moreton Bay Cycle Way" and will connect Cleveland Centre with Moreton Bay.

2. Principal Pedestrian / Cycle Route

The Principal Pedestrian and Cycle network (in the majority) follows the provisions described in RCC's LGMS and aim to connect all the destinations identified in the previous section.

"HOW DO WE CONNECT ALL OF THE DESTINATIONS IN CLEVELAND?"

This network aims to provide two types of route:

- **Commuter Routes:** Typically these are separated facilities where exclusive cycle lane provision can be located on road. Exclusive cycle lanes should be a minimum of 1.5 metres on 60km roads.

The commuter requires quick, efficient, safe, legible, user facilities (e.g. bike storage, water fountains) comfortable (e.g. shade provision), straight and easy connections to day to day facilities such as areas of key employment (Cleveland Centre) or transport nodes (train stations). Typically these routes follow the major roads i.e. arterial and trunk roads. At junctions and roundabouts traffic engineers should carefully consider and cater for the functional requirements and safety of these active transport users.

- **Recreation Routes:** Typically off road facilities as either separated or shared user paths (2.5-4.5metres wide). However where the route follows a road it is recommended that a shared user path (minimum of 2.5 metres wide) be provided in the road reserve to cater for inexperienced bike riders whilst the roads hard shoulder caters for more experienced riders.

The recreational user requires leisurely, safe, comfortable, user facilities (such as water fountains, seatings, signage) logical and legible connections to key recreational nodes, such as Recreation and Sport, community and cultural and environmental destinations. The "visual" and "scenic" experience will be important to these users.

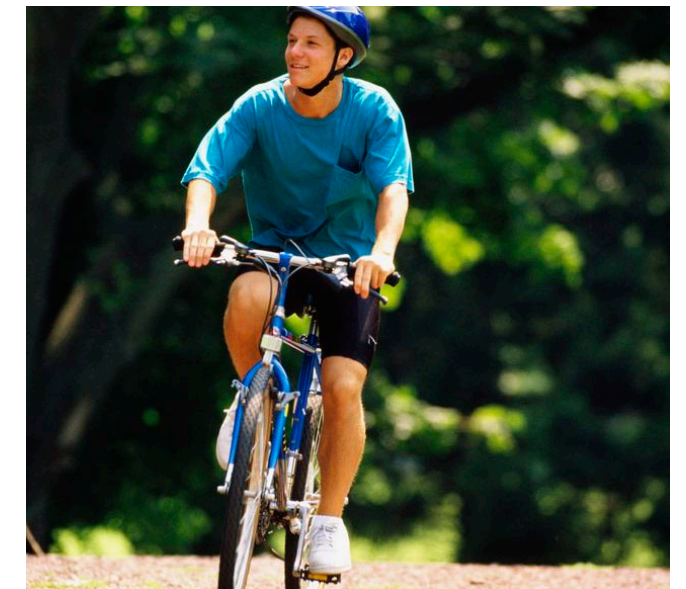
Four key recreational experiences have been created in the framework from Hilliards Creek:

- The Ross Creek Corridor journey experience
- The Black Swamp journey experience
- The Cleveland Showground journey experience
- Moreton Bay Foreshore journey experience.

These are illustrated on the Recreation and Sport strategy proposal and connections plan.

3. Local Pedestrian / Cycle Route

These local routes provide connections to either strategic or principal facilities as well as key destinations. These users require safe, comfortable and legible facilities and routes. It is recommended that these routes provide, a pedestrian path (minimum of 2.0 metres wide to cater for the disabled user and buggies in one direction – Ausroads 13) and that the road caters for bike riders either in the hard shoulders or in exclusive cycle lanes (minimum width of 1.2m, Ausroads 14)



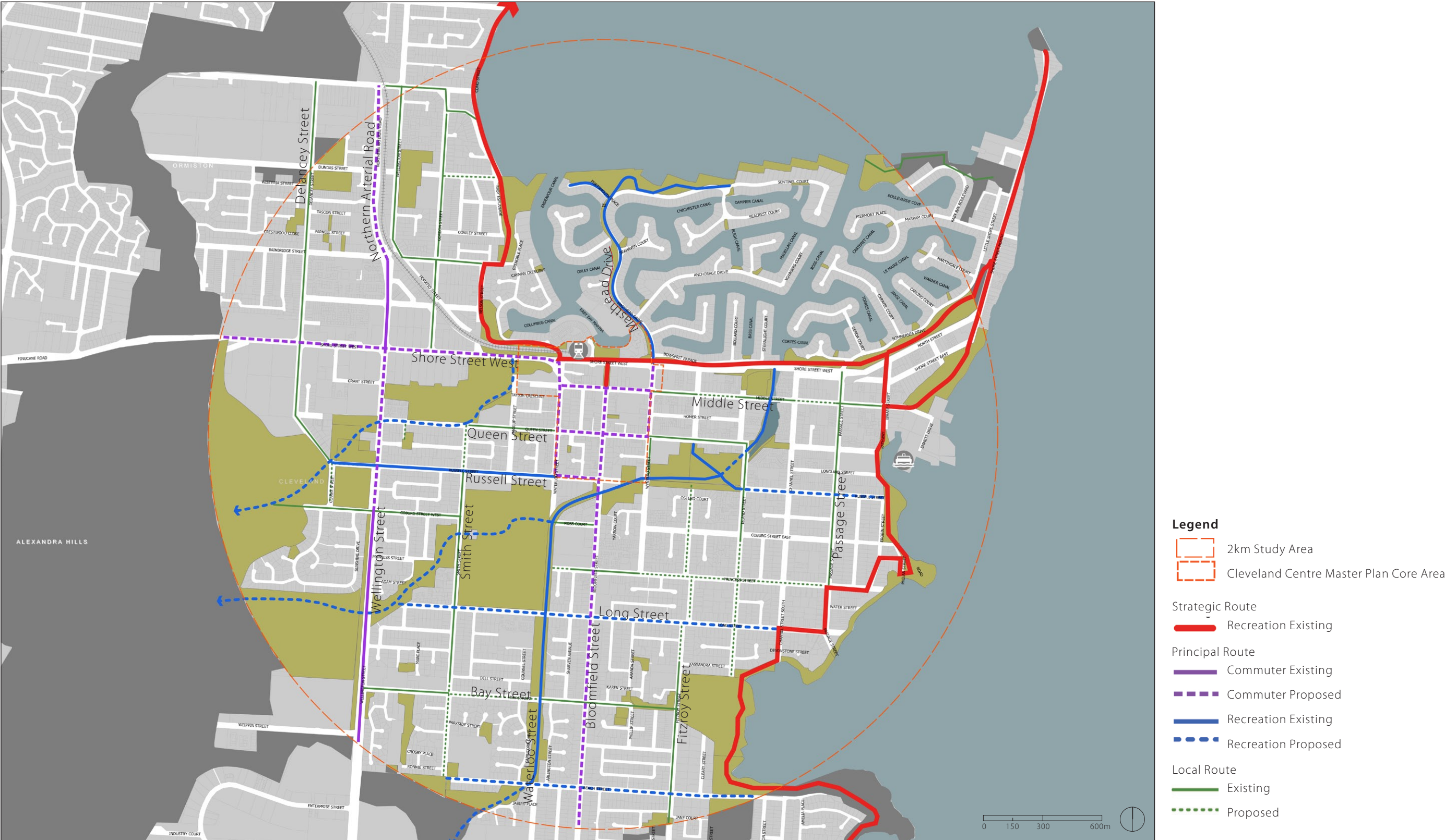


Figure 3.10 Pedestrian and Cycle Strategy Map



S04

Concept Design of Key Open Space

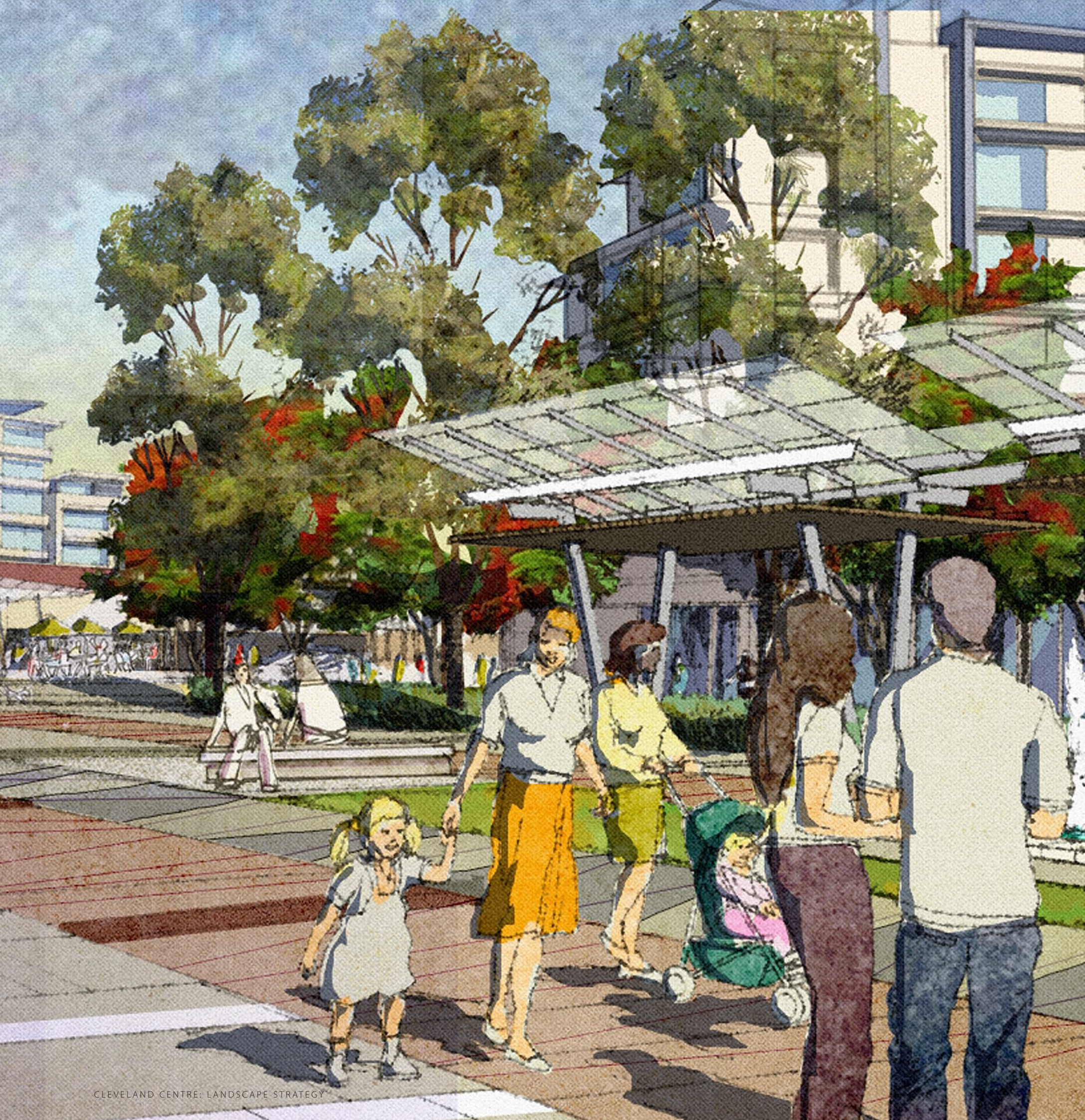
4.1 Introduction

The proposed, intensified and densified Town Centre will continue to be the social and retail hub of Cleveland. Acting as a major arrival point for visitors, but moreover with an opportunity to enhance the civic perception of Cleveland as an urban nucleus and destination, not simply a gateway to the many islands in Moreton Bay.

The treatment of the various spaces within the Town Centre becomes vital to the overall success of the proposed master plan, with these areas central to the formative perceptions of visitors. Moreover, the landscape treatments have the potential to shape the way that a community and the many new residents interact with one another and with visitors to the area.

With this in mind, the proposed landscape treatment of the Town Centre has been conceptualised and developed with the following objectives in mind:

- Provide a memorable and authentic experience
- Maximise visitor safety and comfort, thereby encouraging pedestrian activity
- Activate the interface between built form and the surrounding environment
- Maintain and enhance the existing natural assets such as the open spaces and parks, natural vegetation natural and water edges
- Provide sufficient amenities for permanent and seasonal residents
- Encourage interaction between future centre users, employees in the centre and residents to foster a sense of community and ownership of the landscape
- Create a transitional edge between the town centre and the surrounding suburban environment
- Provide supportive environments for physical activity including informal recreation.



4.2 Design Principles

Vibrant Waterfront Destination

Provide a centre of focus for community life for all residents and visitors to Cleveland, that provides amenity and clear, legible connections to the broader environment.



Destination Design Principles

- Create active at-grade uses
- Maintain and enhance where possible, existing beach front and mangrove water edges for habitat and erosion control
- Provide distinctive marine amenities to encourage interaction with the water
- Create a platform for community events, celebrations and cultural experiences
- Design functional places that have active frontages, can accommodate high levels of movement and manage climate conditions well such as micro climates.

Distinctive Residential Neighbourhoods

Town centre residents to establish an active town centre by providing a range of flexible housing typologies

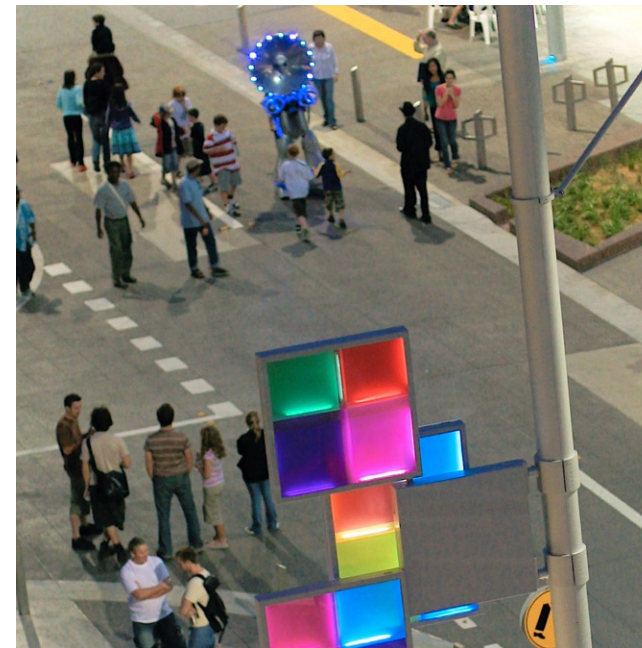


Neighbourhood Design Principles

- Create a distinctive public realm that provides an attractive environment for a growing population and a lively town centre
- Use flexible building and block typologies to accommodate phasing and development plan
- Define building height to reduce mechanical needs and maintain views
- Maximize public access to waterfront edges.

Pedestrian Friendly Environment

Create a compact town centre with an emphasis on walkability with a focus on ensuring maximum shading in summer of the pedestrian sidewalks and encourage dappled light and shade in winter to add warmth and texture to the ground plane.



Pedestrian Design Principles

- Create pedestrian focused areas with limited vehicular access to minimise intrusions and conflicts
- Promote passive surveillance and animation of the public realm, develop shared precincts; drop off zones and laneways encouraging slow speed use and circulation
- Accommodate compact urban forms that encourage walking
- Include community facilities and open space at optimised locations at the heart of a walkable neighbourhood, creating a strong sense of place that is easily recognised
- Minimise the impact of wind tunnelling through streets and access ways with architectural orientation and articulation of built edges.

Sustainable Transportation

Promote pedestrian activity to reduce the need for vehicle trips, while providing flexibility to accommodate evolving, alternative transportation modes.

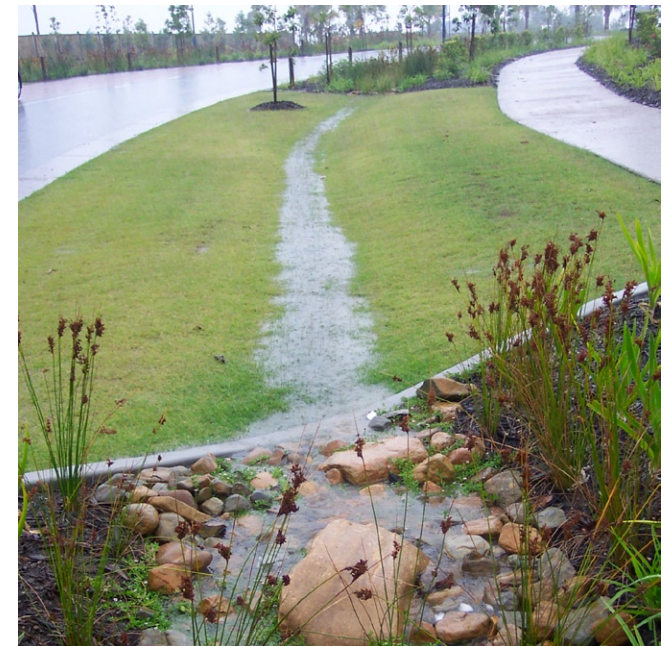


Transportation Design Principles

- Build streets at a functional minimum width to reduce distances between built form, and design verges as an integrated part of the open space network and to be less focused on a car dominated urban core
- Applying a distinct material palettes to encourage pedestrian focused shared driving areas
- Provide flexible options for parking to accommodate future modes of transport
- Incorporate designs for bus pick-up/drop-off locations, within close walking distance of all parts of the town centre.

Water Sensitive Urban Design

WSUD is a holistic approach to water-cycle management, which aims to protect and enhance the intrinsic values of natural watercourses and aquatic ecosystems, such as the regionally important Black Swamp and Moreton Bay.



WSUD Design Principals

- Use stormwater in the landscape to maximise visual and recreational amenity and promote an understanding of water in the urban environment
- On flat broad roads, such as Bloomfield Street use at-source streetscape bioretention to improve stormwater runoff quality and reduce peak flows
- Consideration of alternative water supplies, such as fit-for-purpose reuse of stormwater (e.g. roof water runoff for irrigation in the Cleveland Centre)
- Using the principles of natural channel design to return concrete-lined drains to natural waterways
- Minimising wastewater generation and ensuring the treatment of wastewater is to a standard suitable for effluent re-use or release to receiving waters
- Improve the health and stability of waterways thus increasing their resilience and ability to adapt to change
- Increase tree cover within parklands and streetscapes. The microclimate benefits and shade benefits delivered by trees are critical to achieving waterway health, landscape and ecological outcomes. Trees are critical components of waterway rehabilitation. Their shade arrests weed growth and their roots provide natural geomorphic stability to reverse the progression of degradation and send the waterway on a trajectory of rehabilitation and restoration. This coupled with stormwater treatment bioretention rain gardens and wetlands is an integrated approach to waterway management which delivers waterway health, landscape and community education benefits
- Enhance parks and recreational spaces with ecological systems that capitalise on Cleveland's subtropical character, bringing water into the landscape to be filtered and cleansed and rehabilitating waterways by stabilising banks and replacing weeds with native bio-diverse plant communities
- The inherent value of public open space and existing tree cover as a landscape asset is recognised and as such the solutions are optimised through a transparent triple bottom line process to balance the social, economic and environmental benefits of all projects
- Treating stormwater runoff and rehabilitating waterways is becoming more and more common place in recognition of the importance of improving the health of our waterways, rivers and bays for today and tomorrow
- Providing new unique experiences for the community that maximise the opportunity to build social capital by engaging, informing and developing knowledge and appreciation of the water cycle
- Waterway health enhancement projects create green and bio-diverse environments by incorporating a variety of native plants and enhancing the ecosystem services provided by riparian zones including habitat, wildlife corridors, shade, bank stability, filtering, recreation and aesthetics, among others
- WSUD projects promote sustainable water use by managing water as an asset. Innovative and diverse ways of collecting stormwater, passively watering the landscape and where opportunities arise, reusing stormwater for irrigation are identified and prioritised.

4.3 Key Sites

The success of the proposed, Cleveland Town Centre is pivotal to the development of two strategic project sites; the Civic Heart, and the Raby Bay Harbour Park refurbishment.

These sites are interconnected within the broader networks of footparks and laneways and will facilitate passive and active pursuits. The Raby Bay Harbour Park already has an overlay of informal sports and cultural activities, therefore the success of the proposed master plan is to allow for these uses to flourish over a flexible and un-cluttered space.

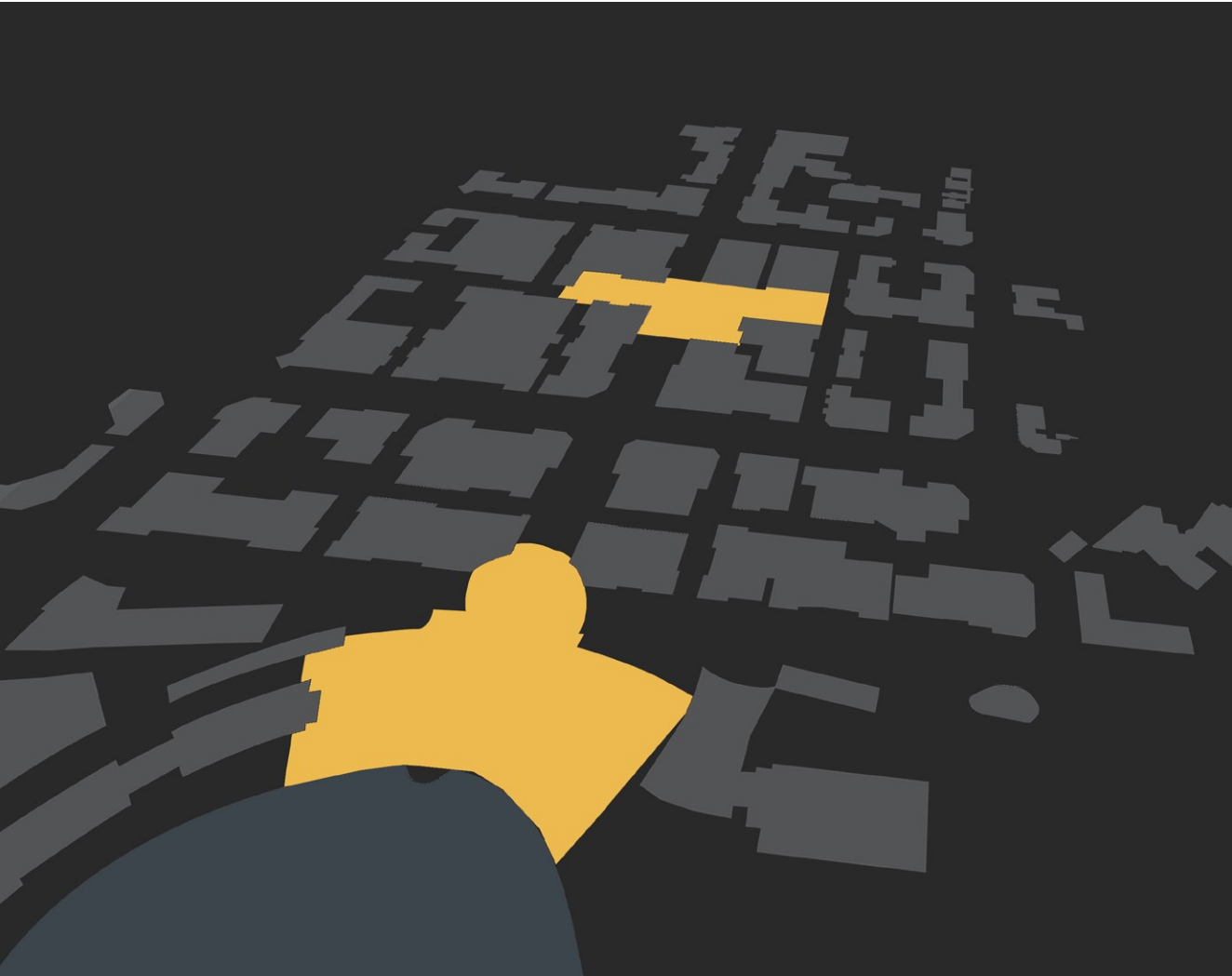


Figure 4.1 **Figure Ground Plan of Current Proposed Master Plan, Highlighting Key Project Sites**

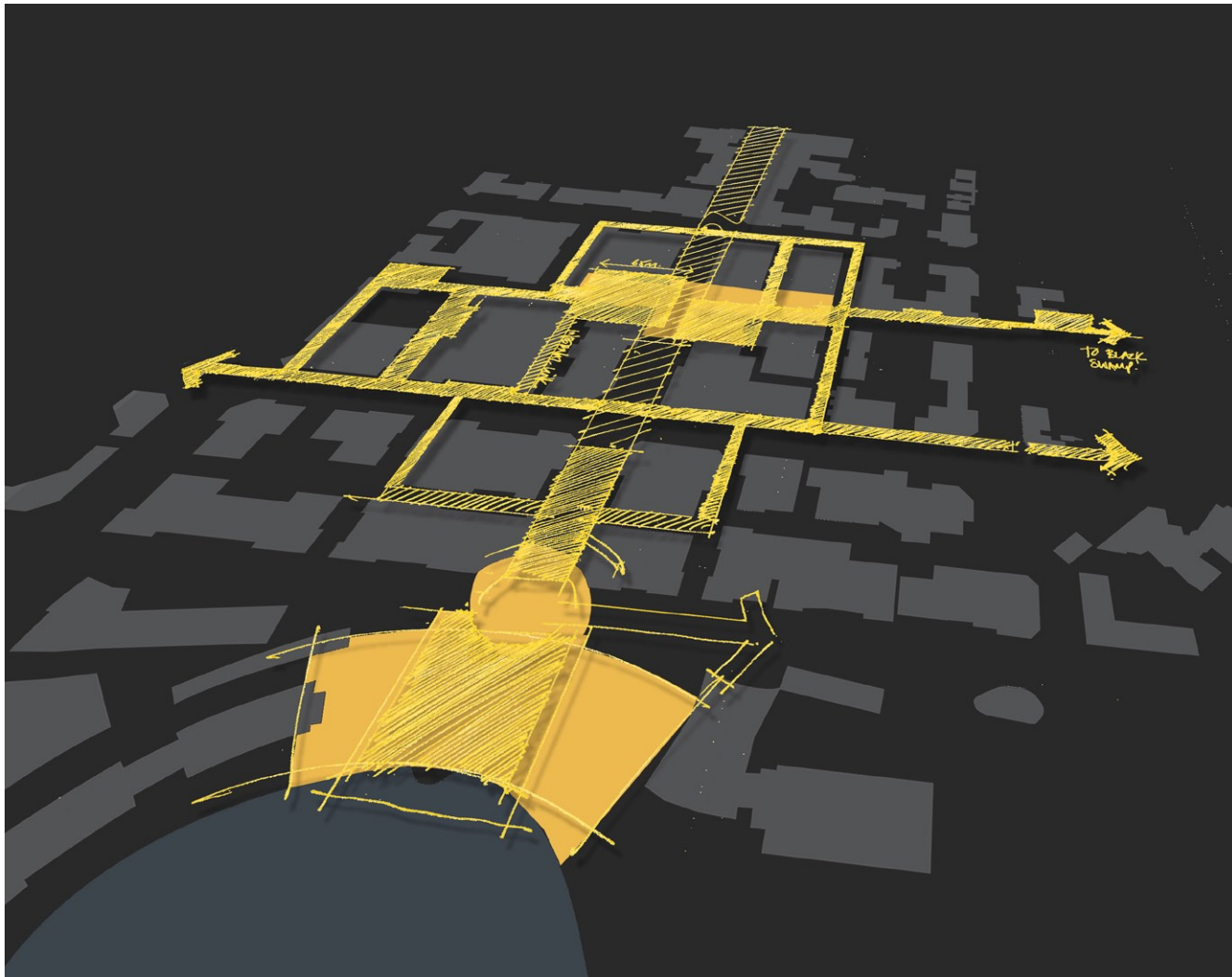


Figure 4.2 **Interconnection of Laneways and Thoroughfares**

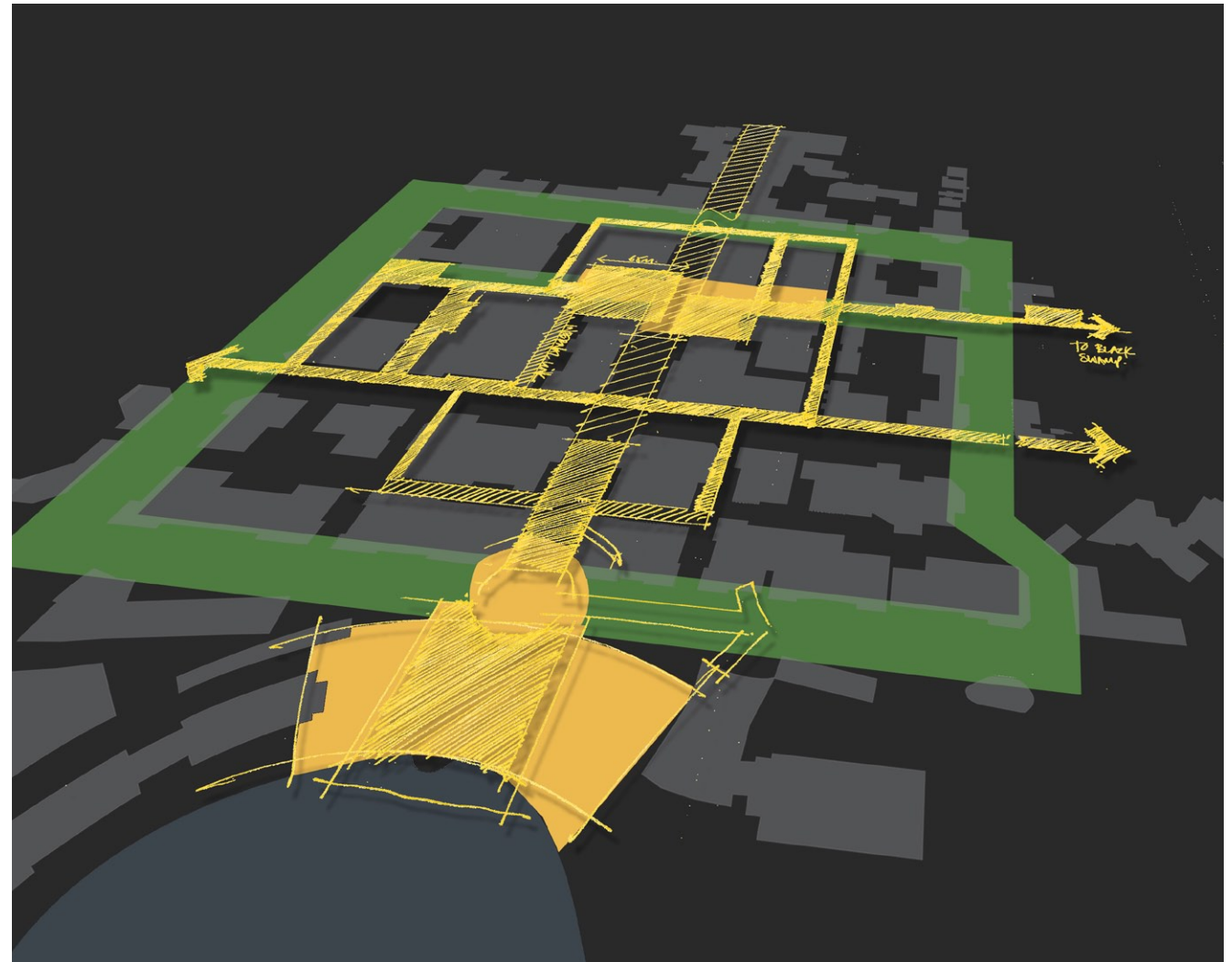


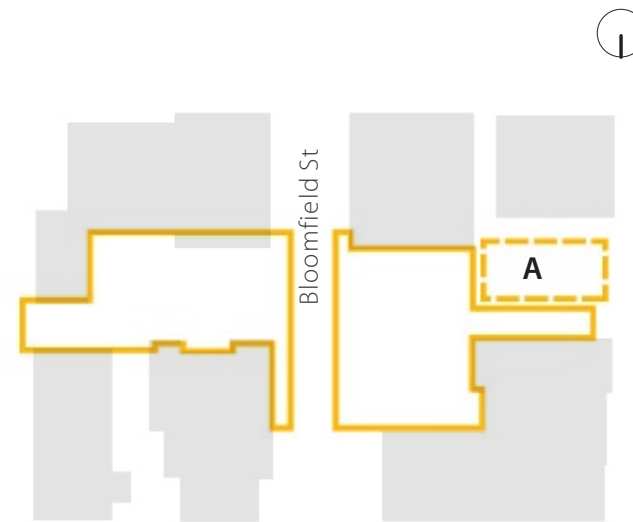
Figure 4.3 **Strategic Footparks Creating a Greenbelt Around the Town Centre**

4.4 Appreciating scale and space

4.4.1 Scale and grain within Civic Plaza

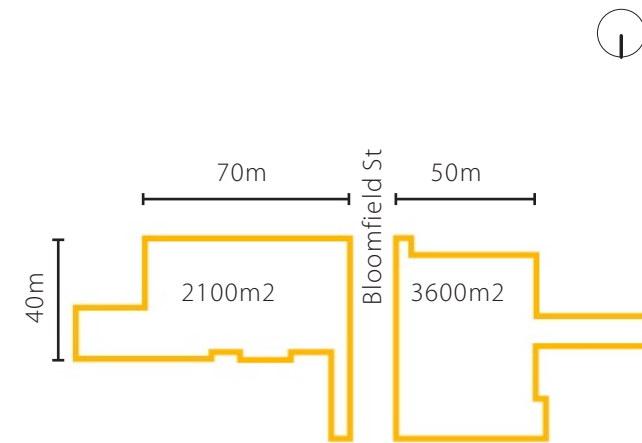
When developing a strategy for improved access and amenity to Cleveland's urban core, the size and scale of plazas, open space parks and laneways must be understood.

The examples below overlay known sites in SEQ over the proposed sites to illustrate both the scale of the space, along with indicative estimates of the potential carrying capacity of the space, i.e. what population can the spaces sustain?

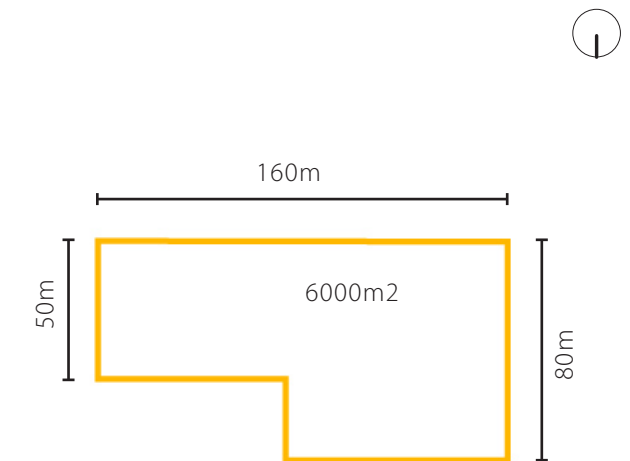


The proposed Cleveland Town Centre urban footprint with the proposed allocation for the New Civic Plaza

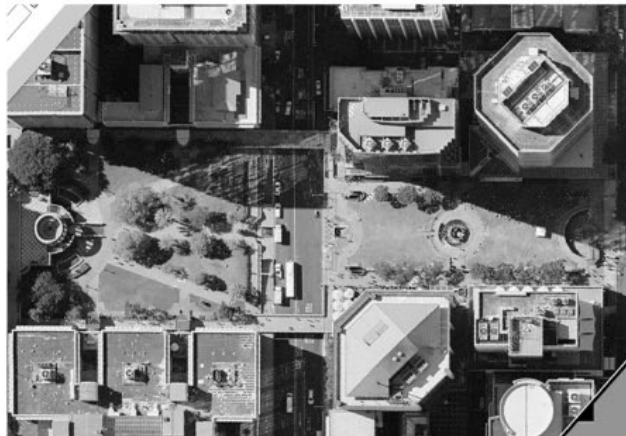
A. Illustrates the use of the established car park as an area into which the space could extend to accommodate larger events.



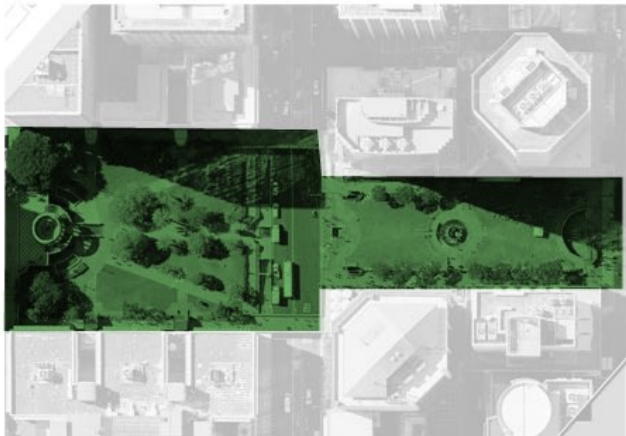
The Cleveland Centre master plan proposes two defined spaces either side of Bloomfield Street



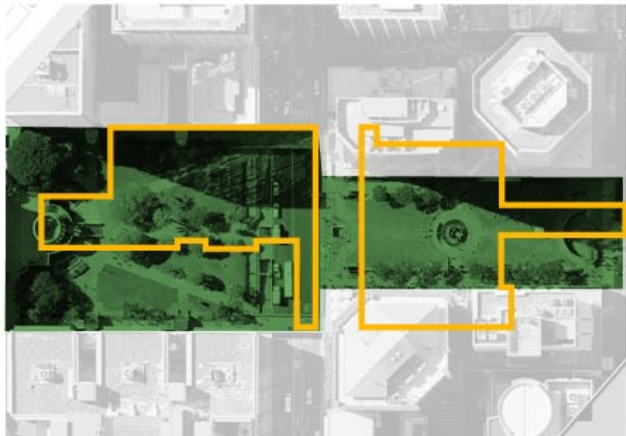
With the option for the area to become one cohesive space to accommodate events such as market day, when Bloomfield Street restricts access for vehicle traffic



Anzac Square, Brisbane QLD



Extent of Public Realm



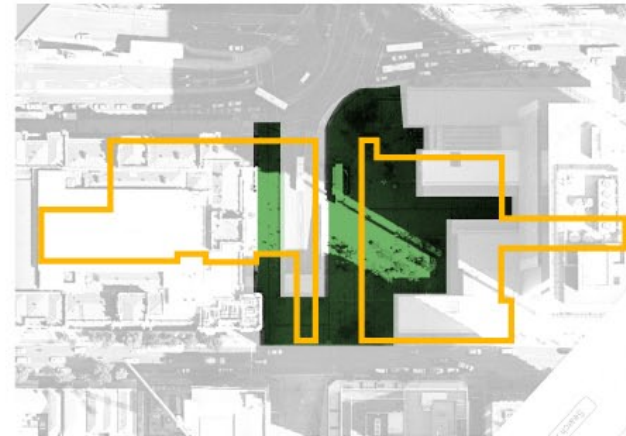
Overlay of the proposed Cleveland Town Centre Civic Plaza



Reddacliff Place, Brisbane QLD



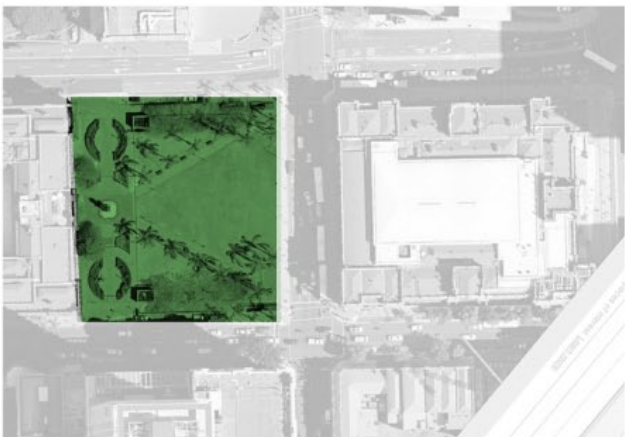
Extent of Public Realm



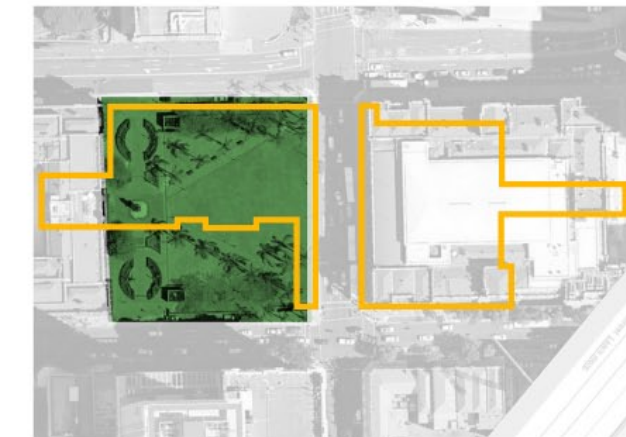
Overlay of the proposed Cleveland Town Centre Civic Plaza



Queens Park, Brisbane QLD



Extent of Public Realm



Overlay of the proposed Cleveland Town Centre Civic Plaza



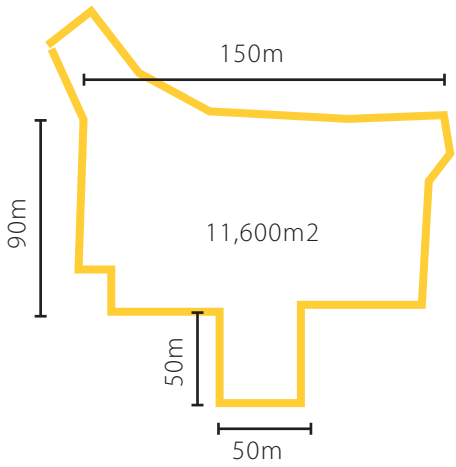
4.4.2 Scale and grain within Raby Bay Harbour Park

When developing a strategy for improved access and amenity to Cleveland’s Raby Bay Harbour Park, the size and scale of comparable flexible park spaces may be understood.

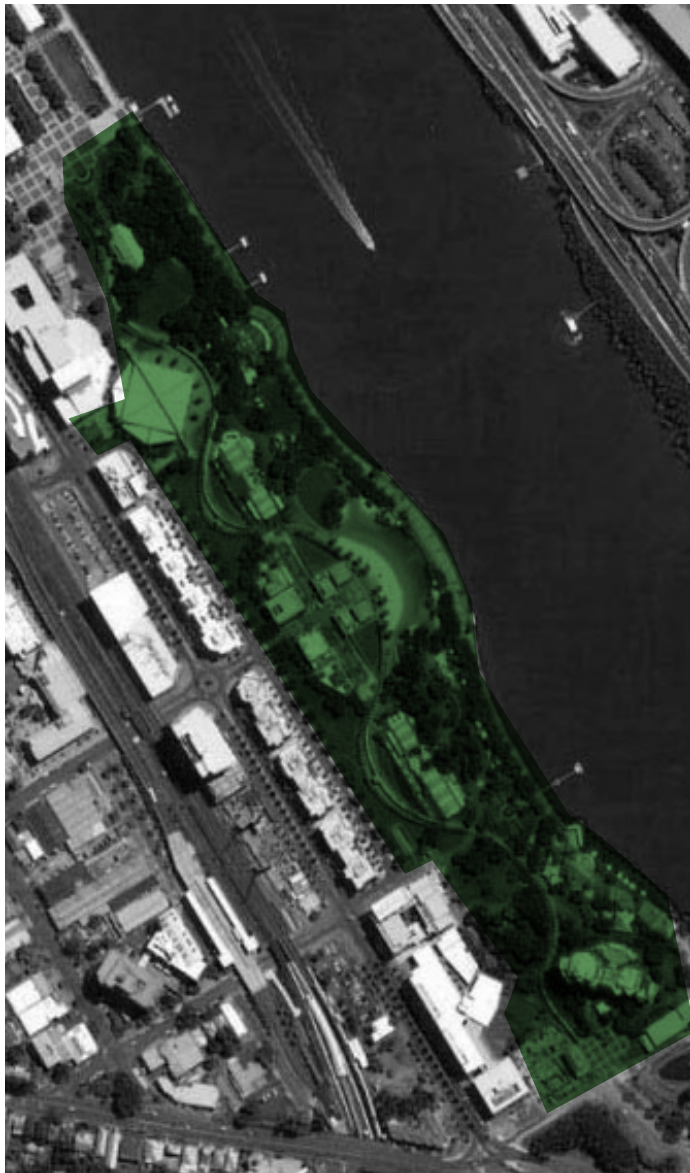
The examples below overlay known sites in SEQ over the proposed sites to illustrate both the scale of the space, along with indicative estimates on the potential carrying capacity of the space, i.e. what population can the spaces sustain?



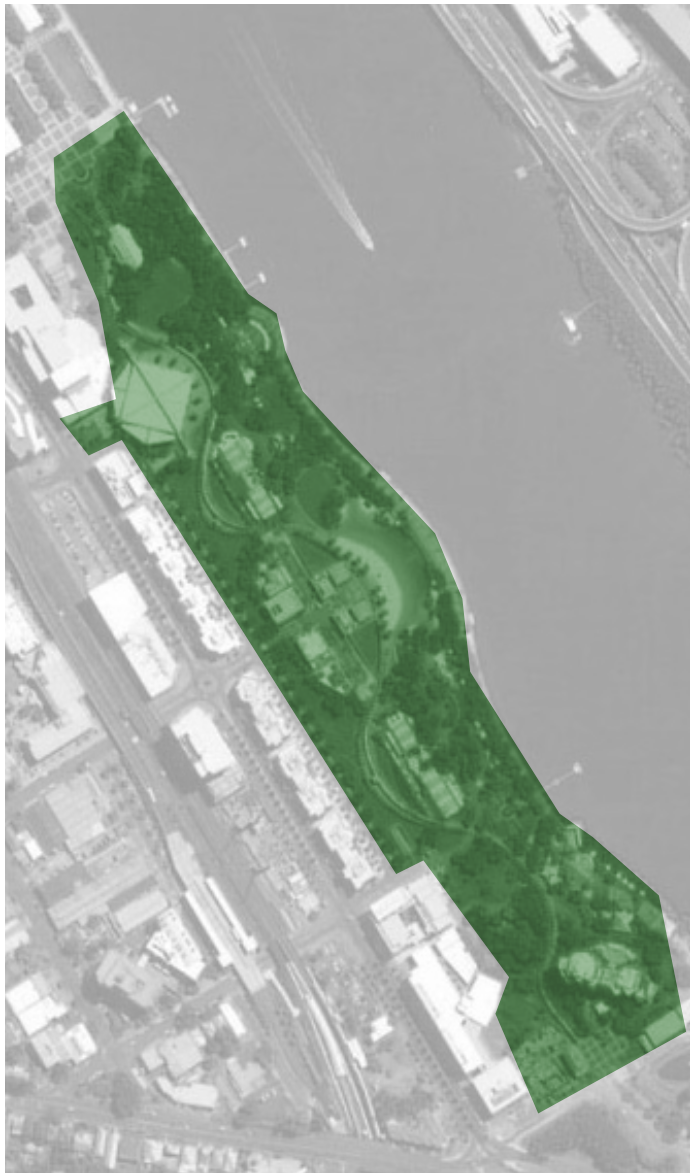
The proposed Cleveland Town Centre Urban Footprint with the proposed allocation for the New Civic Plaza



One Parkland space, accessed via Bloomfield Street via a pedestrian focused crossing over Shore Street West (50m x 50m)



Southbank Parklands, Brisbane QLD



Extent of Public Realm



Overlay of the proposed Cleveland Raby Bay Harbour Park



Crowds enjoying the lagoon at Southbank



New Farm Park, Brisbane QLD



Extent of Public Realm



Overlay of the proposed Cleveland Raby Bay Harbour Park



Public access along the river edge at New Farm

4.5 Open Space Opportunities

4.5.1 Character Zones

Cleveland Town Centre sits atop a confluence of distinct character zones; derived primarily from the environment’s three open space corridors. These are typically the Elevated Township, Lower Plains and Marina, Creeks and Gullies and the Coastal Edges. The distinct aesthetic of each zone is a result of the varied topographic and agronomic conditions along the coastal edge and are evident in the way the township has developed over time.

The 2km radius from the Town Centre includes all these character zones, however the Cleveland Town Centre’s 500m walkable neighbourhood is split between the Coastal Edge character, and the Lower Plains and Marina character, divided by Shore Street West, to the North of the Town Centre.

It is the direction of the proposed open space guidelines to;

- Ensure that the form and materiality of built elements relate to and are evocative of the character zone in which they are located
- Promotes spaces and structures that will sit comfortably in their surroundings and share a common palette of materials within each character zone, creating unity and a strong sense of local identity.



Figure 4.4 Cleveland Landscape Character Zones

4.5.2 Elevated Township

Bloomfield Street, flanked by Delonix Regia (Poinciana Trees) is the current heart of the elevated Town Centre and is as a result, somewhat in contrast within its natural landscape.

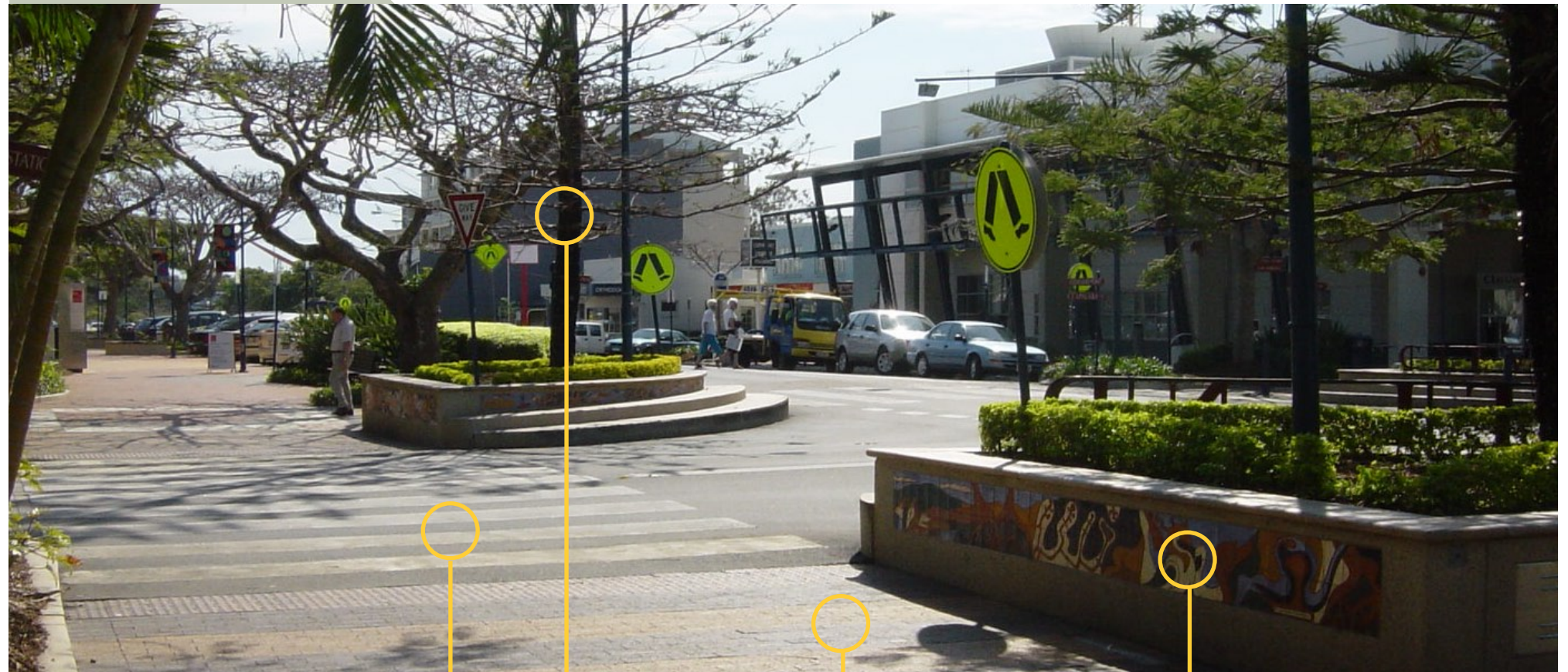
However with this being noted, the cultural identification of these non-indigenous species with the place cannot be ignored. Through the identification of alternate koala food trees, in adjoining streets and along 'foot-parks', a grid of connecting open spaces across the Town Centre for Koala migration can be achieved.

The proposed Town Centre public realm includes streetscapes, dining terraces, laneways, pocket parks and a proposed Civic Heart, creating a strong identity and focal point for the Urban Centre.

Design Principles

- Earthen textured materials along the east—west axial links narrate the distinct geological characteristics of the area and are laid in strong linear bands reminiscent of the working, agricultural landscape of the broader region
- Rills and formed drainage lines are expressed within the paving treatments and are not disguised
- The north south linkages from the town centre, down towards the lower planes, utilise a more fluid patination reflecting the water edge story and the ebb and flow of rising and falling tides
- The design intent builds on the streetscape works along Bloomfield Street installed in the late 1990's, and that have captured and defined a strong civic identity for the centre.

Typical Existing Character



Signature trees
defining streetscape

Designated pedestrian
crossing paving treatment

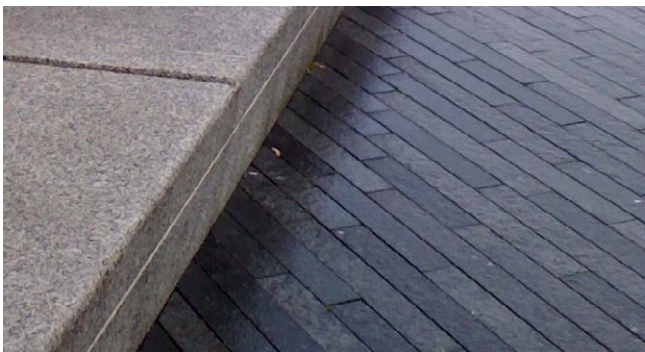
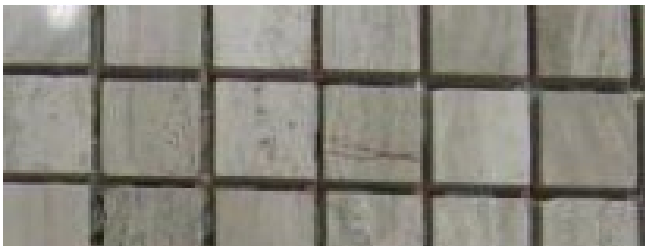
Patterned paving
along street
frontage

Insitu community
artwork reinforcing
township identity

Inspiration



Materiality and Signature Trees



Suggested Palette



4.5.3 Lower Planes and Marina Edge

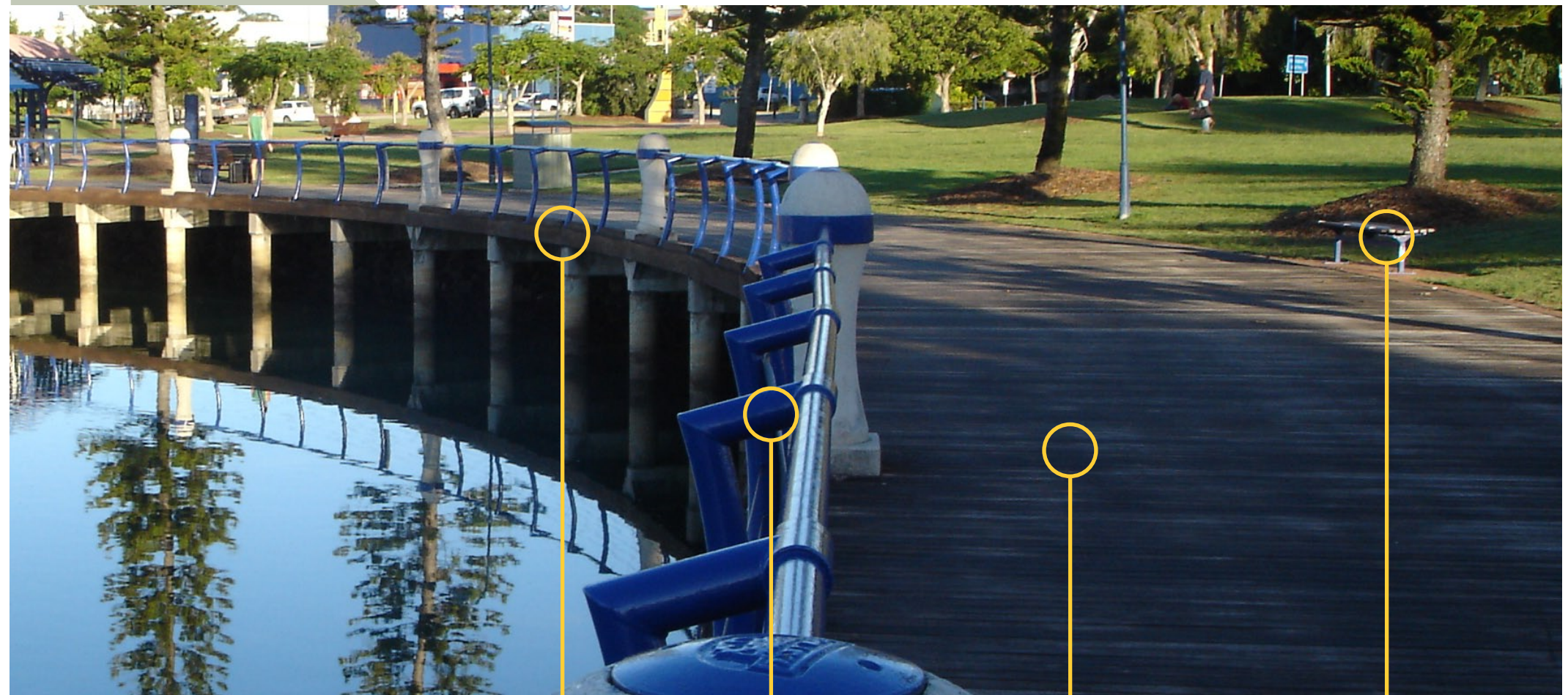
Descending gently from the elevated township towards the coast, the Lower Plains historically would have been home to the majority of animal feeding and habitat areas sheltered from the open bay. Fingers of marine development in the mid 1980's have presented a tessellated edge to the mainland, blurring the physical and visual connectedness of the town centre and the water edge.

The proposed Town Centre expansion will see increased connectivity within the open space network in this area, in particular with increased connectivity between the Civic Heart and a regenerated Waterside Urban Park

Design Principles

- Materials and forms in this zone draw on the earthen colours and organic textures of the mangrove and melaleuca plantings, which would have once dominated this landscape
- With close proximity to the town centre the patination is still to be relatively urban and sophisticated, therefore a strong sense of repetition, order, and bold defined circulation paths are necessary
- Signature species such as Pines and Ficus to be used consistent with other major parks on the CBD's periphery.

Typical Existing Character



Structural pilons
exposed to view

Distinctive colour
palette

Promenade timber
decking along water
front

Furniture
elements of
same suite
materials

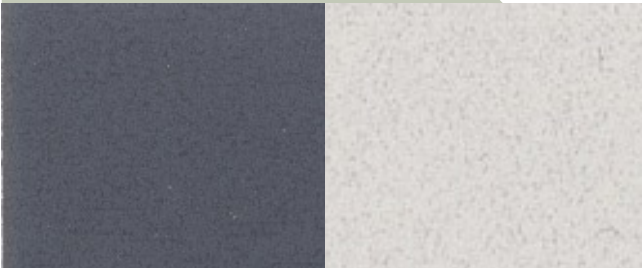
Inspiration



Materiality and Signature Trees



Suggested Palette



4.5.4 Creeks and Gullies

Hilliards Creek systems along with other major drainage lines such as Black Swamp offer strong cues of the sites coastal context and include distinct vegetation types that thrive in these narrow and often inundated transects.

The creeks and gullies bisect the urban footprint of the town centre, offering open space, east west linkages through the site.

Design Principles

- Improve visual and physical connectivity along the open space network associated with creek line corridors
- Increase physical and visual connectivity with the waterways in a strategy designed to increase awareness and visibility of the direct impact between Urban Development and its effect on the waterway health
- Provide strategies for implementing WSUD into new developments and seek retrofit opportunities for returning channelised waterways into diverse habitats
- Materials and forms in this zone draw on the natural colours and organic textures of the melaleuca, callistemon, Eucalypt and littoral zones that colonise this landscape character zone.

Typical Existing Character



Natural shade
provided by
vegetation

Expansive lawn
with open views

Distinctive native
vegetation

Riparian vegetation
and associated
microclimate

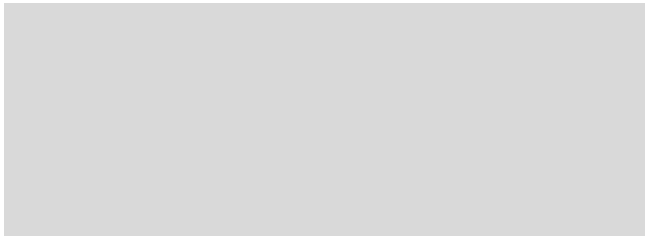
Inspiration



Materiality and Signature Trees



Suggested Palette



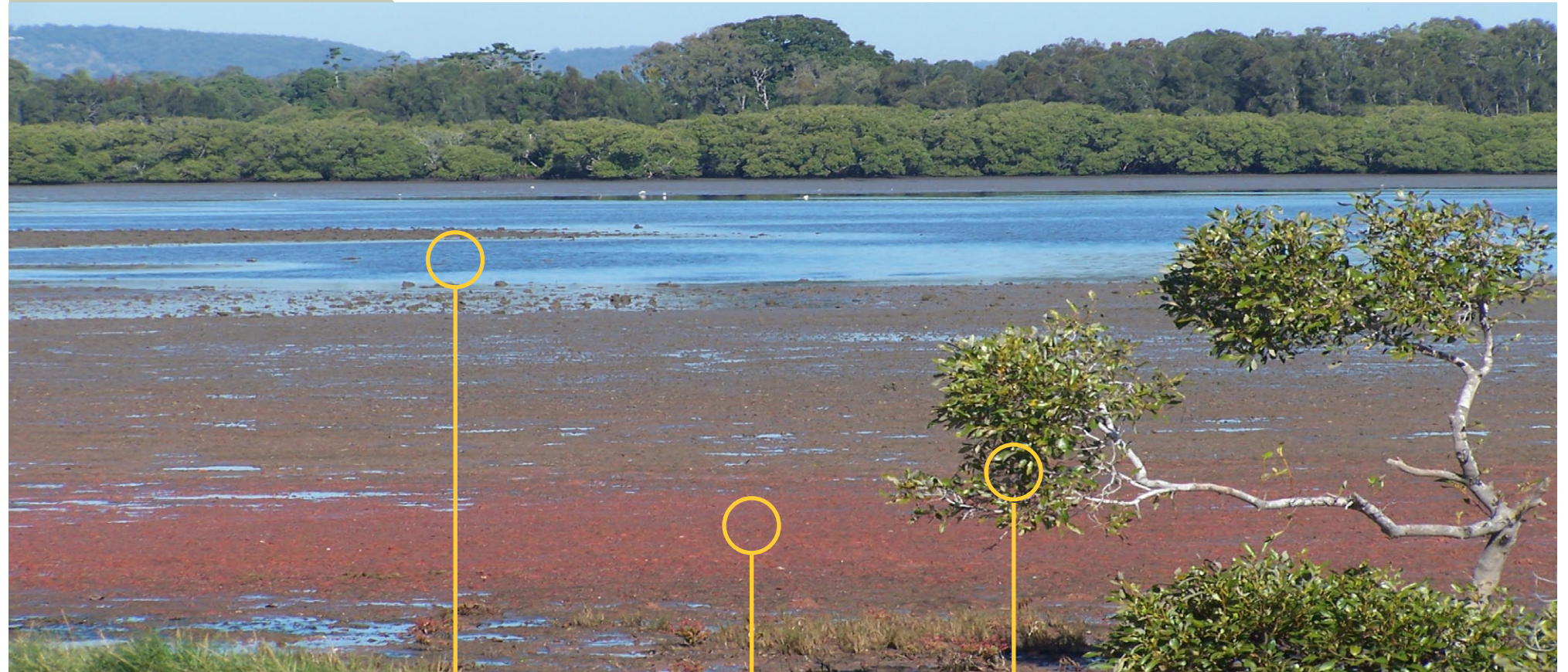
4.5.5 Coastal Edges

Characterised by turquoise water and mangrove lined mudflats the coastal edge of Cleveland Town Centre is home to a substantial bird population and with distinct views out across the bay towards Stradbroke Island is a unique and idyllic representation of Cleveland's regional character.

Design Principles

- Weathered materials and cool colours reminiscent of the coastal character are to be utilised
- Maintain strong views and openness onto the waters edge.

Typical Existing Character

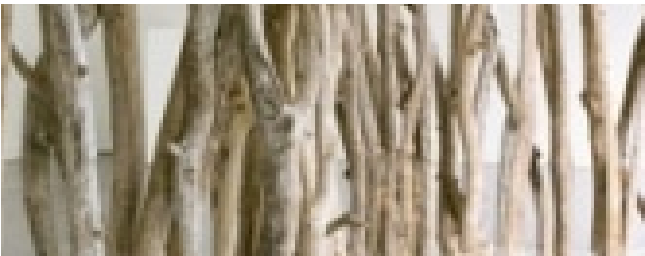
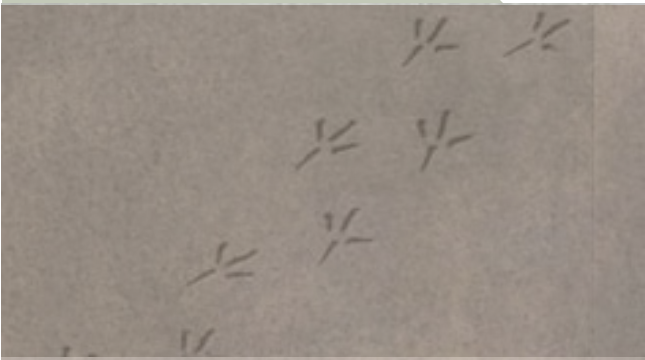


Water and
fluctuating tidal
conditions

Red pigmentation
of tidal flats

Texture and light
play on mangrove
vegetation

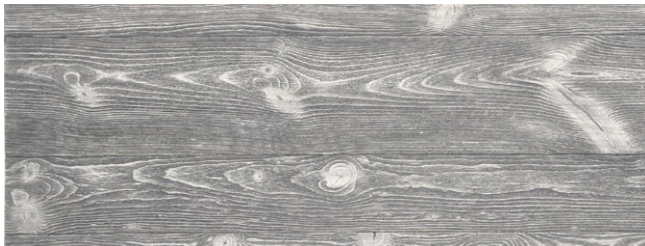
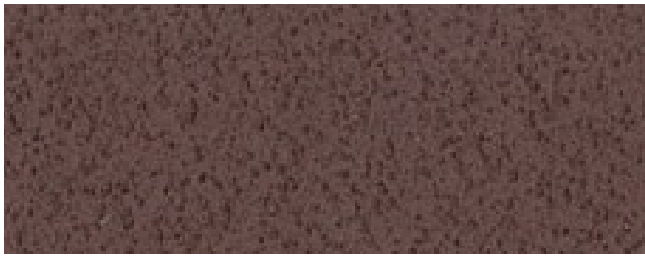
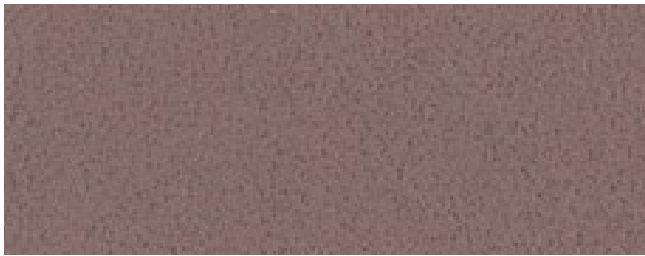
Inspiration



Materiality and Signature Trees



Suggested Palette



A grayscale photograph of a city street scene. In the foreground, there is a paved pedestrian area with a crosswalk. To the left, a low concrete wall with decorative carvings runs along the edge. In the middle ground, a circular landscaped area with a tree and some shrubs is visible. In the background, a modern building with a glass facade and a covered walkway is seen. Several cars are parked or driving on the street. The image is overlaid with a semi-transparent dark gray rectangle containing the text 'S05 Illustrative Perspectives'.

S05

Illustrative Perspectives

Urban Design Principles - Civic Heart

1. Civic Square

A permanent urban square providing the threshold and address to the regions civic heart and government. A strongly urban space with extensive room for large groups to gather. With provision for seating on its edges and shade for comfort.

2. Courtyard

A small, more intimate scale space defined by the activity of the retail facilities along it's edges. The design provides a finer grain of detailing, the provision of seating and encourages lingering.

3. The Civic Heart

For large scale events, the two public spaces on either side of Bloomfield Street are joined to create a civic scale space. The design of all three spaces undertaken to create a seamless larger plaza.

4. Adjacent Car Parks

Space to expand into adjacent car parks for events such as markets

5. Bloomfield Street

Designed at the interface between the two spaces, as a shared corridor. The road corridor raised to be fused with the adjacent spaces, with emphasis placed on pedestrian movement over the car and detail design and materials chosen to reinforce this role.

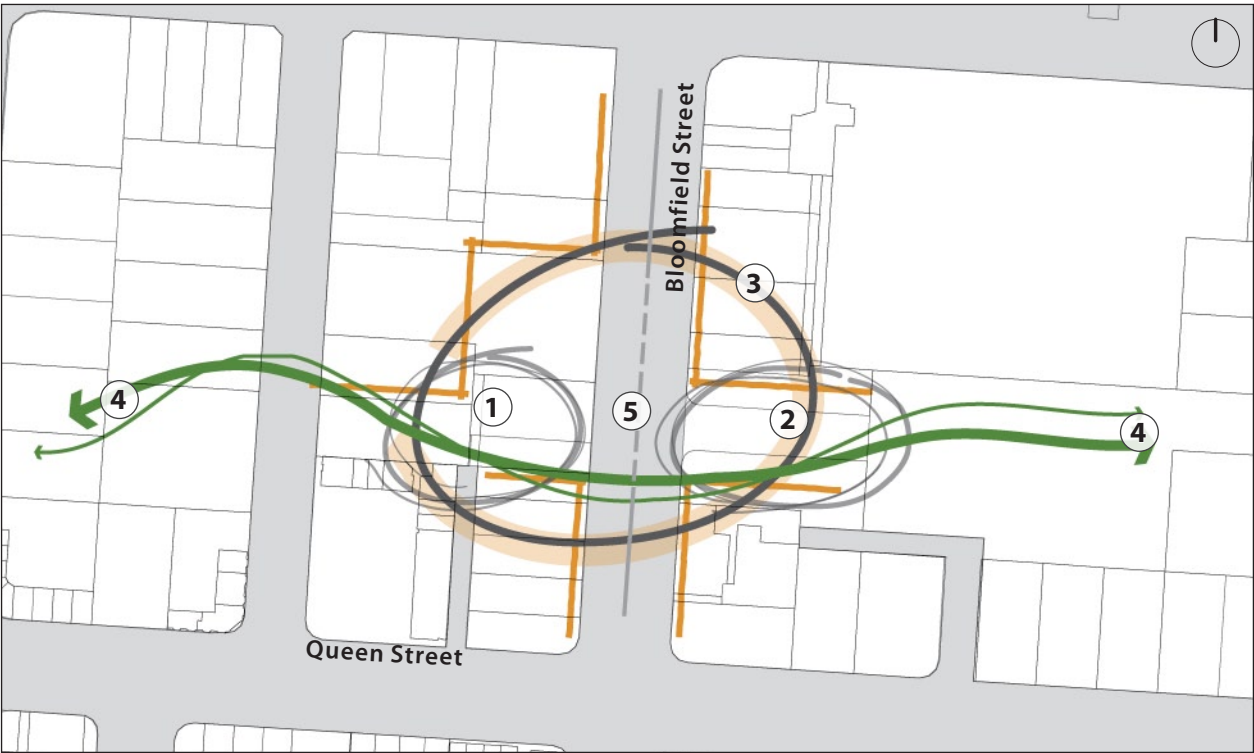


Figure 5.1 Civic Heart Concept Diagram

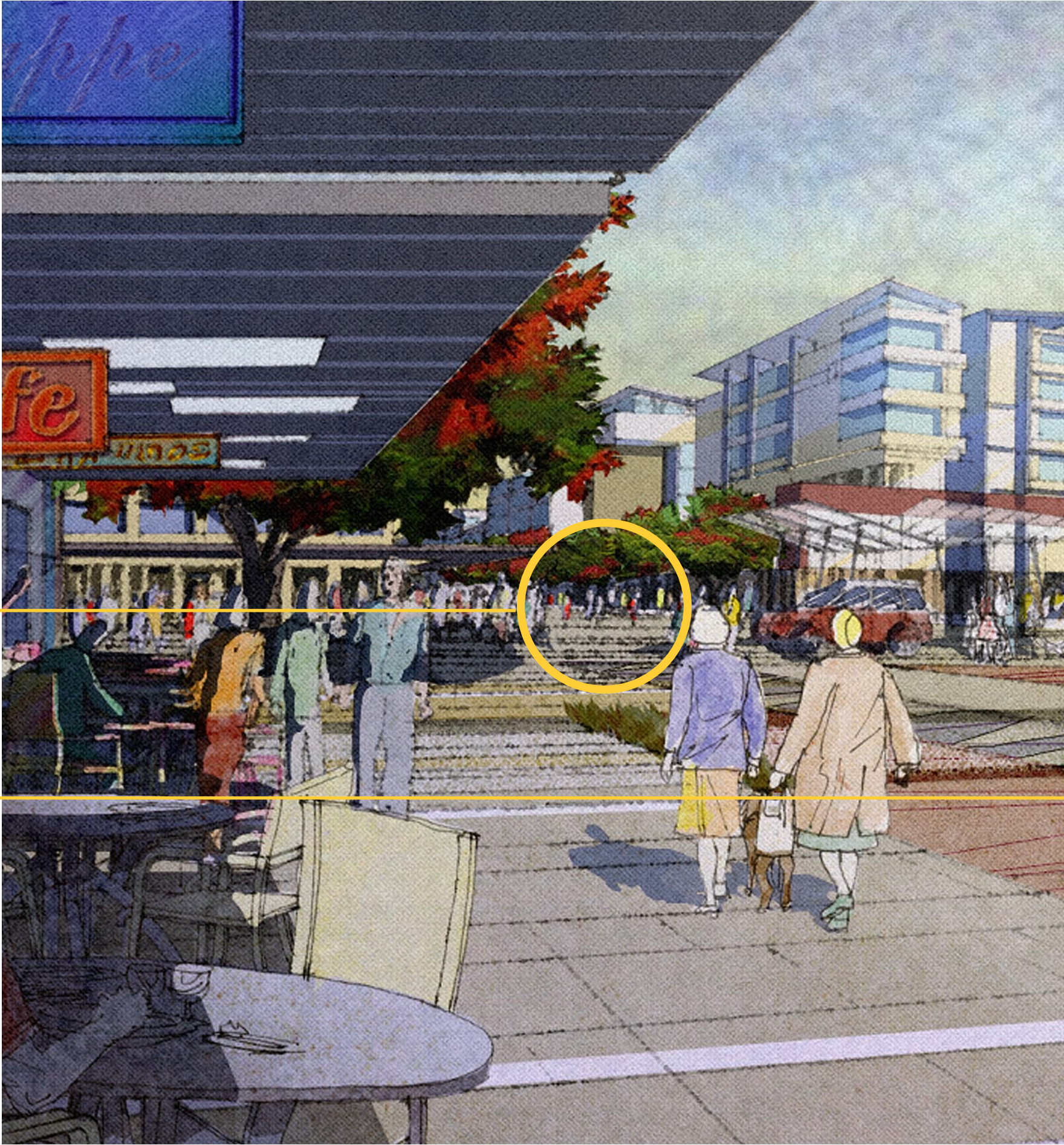


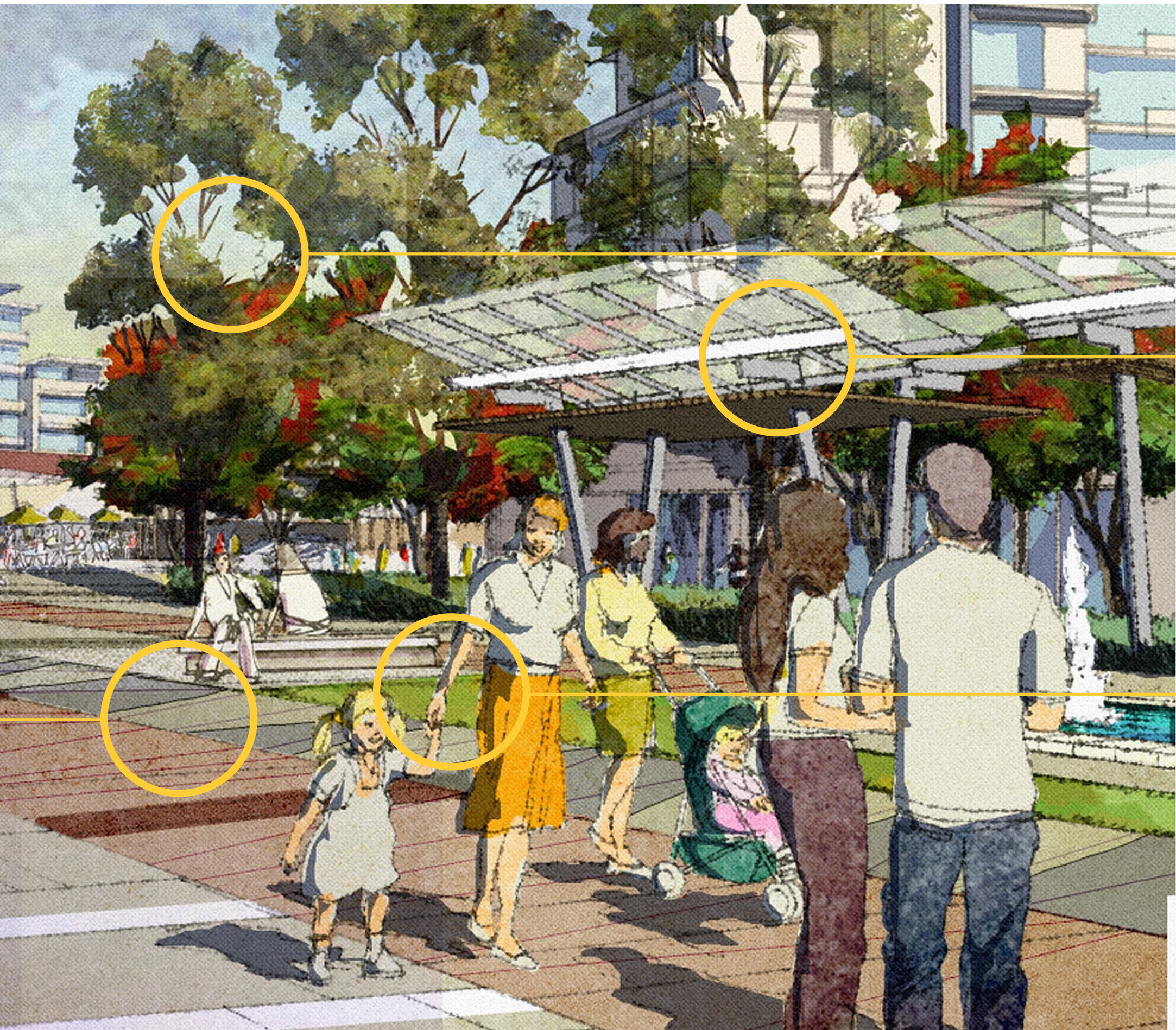
Figure 5.2 Civic Heart Urban Design Principles

- Legend**
- Shared Space Road Corridor
 - Urban Public Space
 - Articulated Edges
 - Strong Visual and Physical Connectivity Through Use of Vegetation and Structures

Civic plaza

Integrated bio filtration





Vertical canopy trees allowing architectural form to frame laneways

Overhead canopy creating shade

Formal lawn

5.1.3 Illustrative Perspective, Raby Bay Harbour Park (a)

Events lawn

Urban edge transitions into mixed use precinct

Formal water edge





Bloomfield Street forum

Shared plaza

The background image is a grayscale photograph of a city street scene. In the foreground, there is a paved sidewalk with a low concrete wall on the left. A large tree with dense foliage is on the right. In the middle ground, a road with a crosswalk and a small landscaped area with steps are visible. In the background, there are buildings, more trees, and a few vehicles. The overall scene is urban and well-maintained.

S06

Prioritisation and Recommendations

6.1 Introduction

To assist RCC in realising the objectives of the proposed Landscape Strategy, the following schedule has been compiled in order to itemise and prioritise the key components of the landscape strategy and identify a project action list.

The project opportunities have been divided up as follows:

Park Provision:

- Priority parks for renewal
- Proposed parks.

Connection Provision:

- Active transport street or “footpark” connections (both new and upgraded)
- Active transport open space connections.

Both the schedule and plan have been produced to assist RCC in prioritising an action list and structuring budget strategies to deliver projects within a comprehensive open space framework and therefore optimise results.

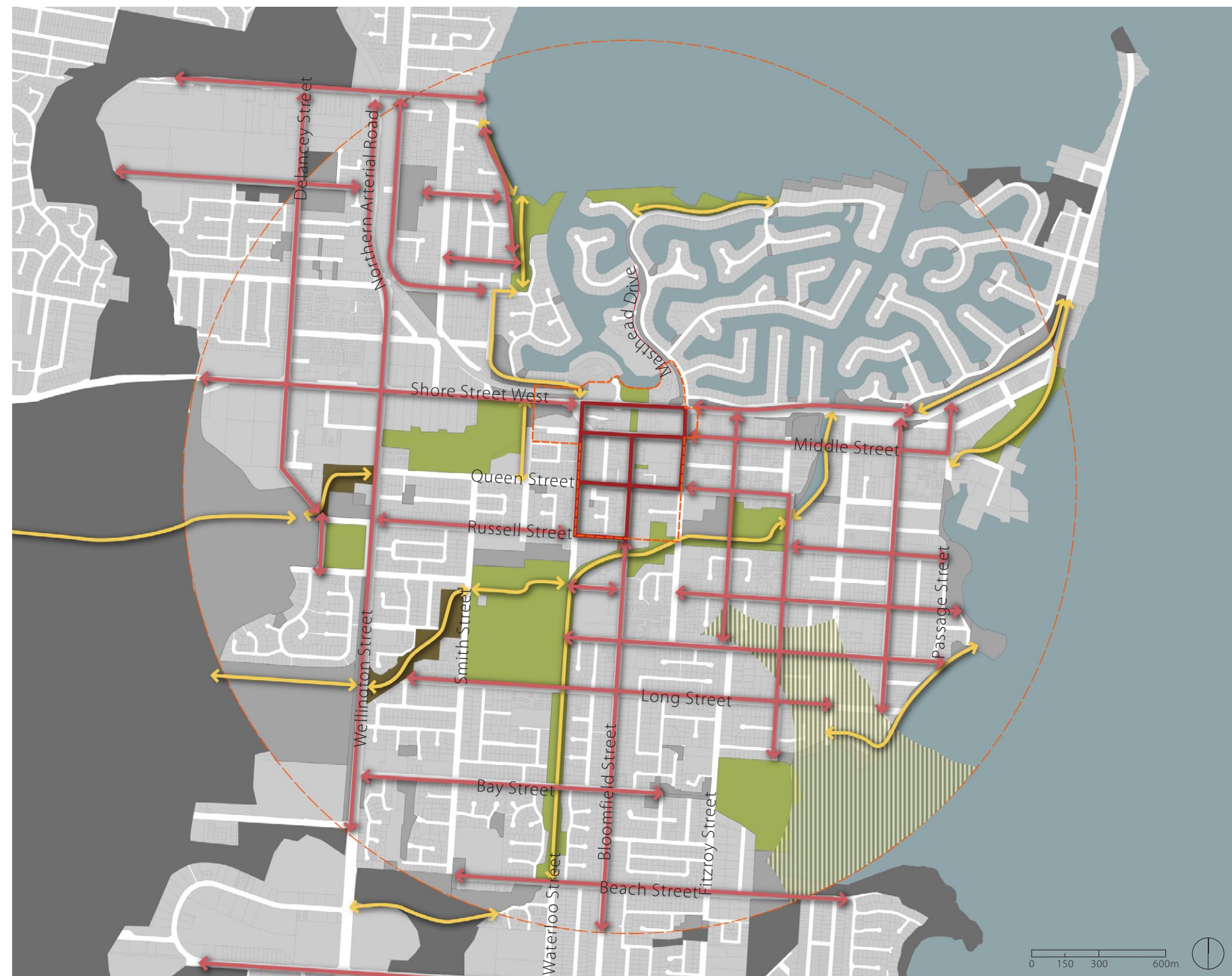


Figure 6.1 Landscape Strategy Plan and Projects Map

Legend

- | | | |
|--|--|---|
| Cleveland Centre Master Plan Core Area | Proposed New Conservation Parks | Active Transport Street Connections Outside Cleveland |
| 2km Study Area | Area for New Local Parks | Open Space Active Transport Connections |
| Priority Parks for Renewal | Cleveland Centre Active Transport Street Connections | |

6.1.1 Park Improvement Projects

Priority Parks for Renewal	Priority Parks for Renewal (Master Plans and renewal plans in place by RCC)	
	1	Raby Bay Foreshore Park (Masthead Park Drive)
	2	Raby Bay Boulevard Park
	3	Black Swamp Wetlands (being developed)
	4	Cleveland Showgrounds (including Norm Price Park)
	5	Henry Ziegenfusz Park
	Priority Parks for Renewal (no current RCC Master Plans or renewal plans in place)	
	6	Cleveland Town Centre – Civic Plaza
	7	Raby Bay Harbour Park
	8	Link Park between the Centre and Raby Bay Harbour Park
	9	Ross Creek waterway corridor from Beach Street to Island Street
	Key longer term projects	
	10	Rotary Park
Proposed Parks	Proposed New Local Parks	
	14	South east of study area: Long Street / Channel Street junction area
	Proposed New Conservation Parks	
	15	Ross Creek Tributary: From Wellington Street to Smith Street via Norm Dean Park
	16	Black Swamp Corridor: From Clarke Street / Russell Street to Wellington Street
	Key longer term projects	
	17	Hillards Creek Open Space Corridor
	18	Open Space between Wellington Street and Jabiru Place
	19	Foreshore Park from Channel Street South to Phelan Street at Oyster Point Park



Legend

Cleveland Centre Master Plan Core Area

2km Study Area

Priority Parks for Renewal

Proposed New Conservation Parks

Area for New Local Parks

Key Longer Term Projects

Figure 6.2 Park Improvement Projects Map



Existing Pocket Park, Scott Street, Cleveland

6.1.2 Open Space Connection Projects

Active Transport Open Space Connections	Open Space Active Transport Connections and Trails	
	20	From Shore Street West over railway line to Foreshore Park off Raby Bay Esplanade
	21	Black Swamp Corridor: From Clarke Street / Russell Street to Wellington Street behind the Aquatic Centre
	22	To Hillards Creek Sewage Treatment work: From Wellington Street
	23	Ross Creek Tributary: From Wellington Street to Smith Street via Norm Dean Park
	24	Cleveland Showgrounds: From Smith Street to Waterloo Street
	25	Through G J Walter Park: From Shore Street West to Middle Street and Eddie Santaguiliana Way
	26	Through Rotary Park connecting to Shore Street West and Shore Street North
	27	Along Ross Creek waterway corridor from Beach Street to Island Street
	28	Through Raby Bay Foreshore Park
Key longer term projects	29	Through Raby Bay Boulevard Park
	30	Extend Eddie Santaguiliana Way with the possible incorporation of a boardwalk: from Oyster Point Park to Eddie Santaguiliana Way at Channel Street South
	31	Connection from Shore Street West to Queen Street via Black Swamp
	32	Along the foreshore from Raby Bay Foreshore Park north along Sleath Street
	33	Through Open Space between Wellington Street and Jabiru Place
	34	Through Hilliards Creek open space corridor from Russell Street / Clarke Street
	35	Upgrade Along Ross Creek waterway corridor from Island Street to Shore Street West



Legend

- Cleveland Centre Master Plan Core Area
- 2km Study Area
- Opens Space Active Transport Connection

Figure 6.3 Open Space Connections Improvement Projects Map



Existing culvert section



Figure 6.4 Preferred WSUD culvert section

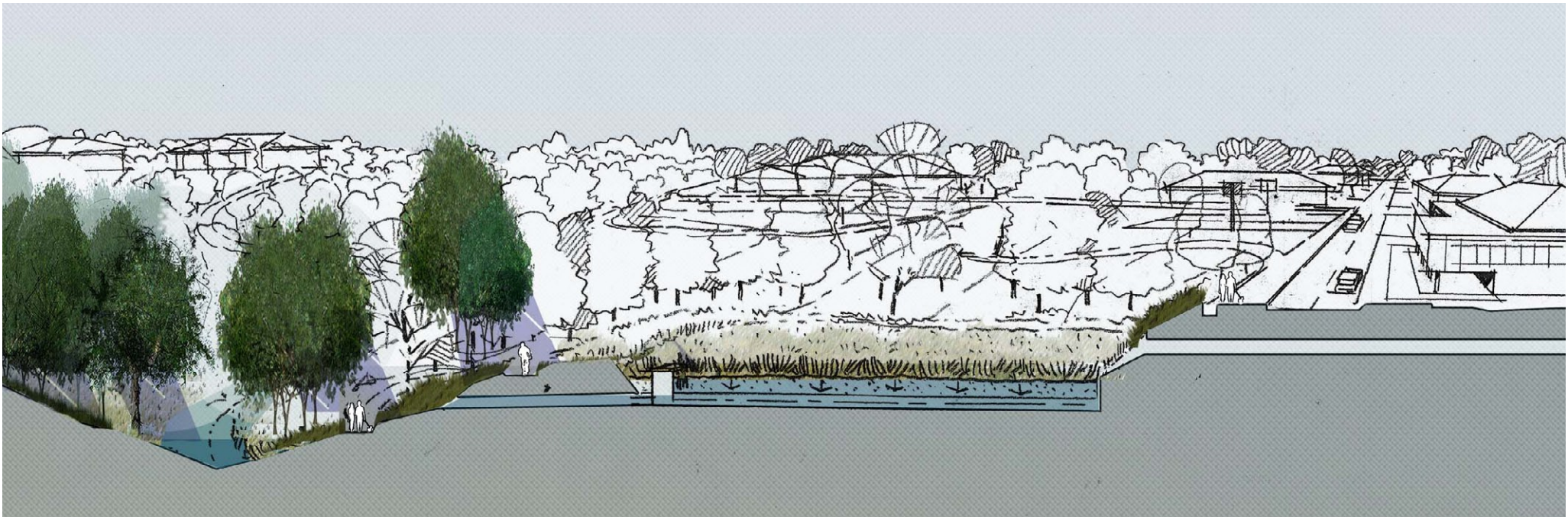


Figure 6.5 Preferred open space and re-profiled culvert section

6.1.2 Footpark Connection Projects

Active Transport Street or "Footpark" Connections (both new and upgraded)	Cleveland Centre Master Plan Streets (within Centre master plan boundary)	
	36	Shore Street West
	37	Bloomfield Street
	38	Middle Street
	39	Queen Street
	40	Russell Street
	41	Waterloo Street
	42	Wynard Street
	Streets outside the Cleveland Centre (outside Centre Master Plan boundary)	
	43	Shore Street West
	44	Bloomfield Street
	45	Middle Street
	46	Queen Street
	47	Russell Street
	48	Northern Arterial and Wellington Street
	49	Wharf Street
	50	Island Street
	51	Long Street
	52	Wellington Street and Bainbridge Street
	Key longer term projects	
	53	Princess Street
	54	Beach Street
	55	Bay Street
	56	Passage Street
	57	Fitzroy Street
	58	South Street
	59	Coburg Street West
	60	Delancey Street
	61	Gordon Street
	62	Sturgeon Street and Sleath Street
	63	Ross Court
	64	Dundas Street
	65	Clarke Street

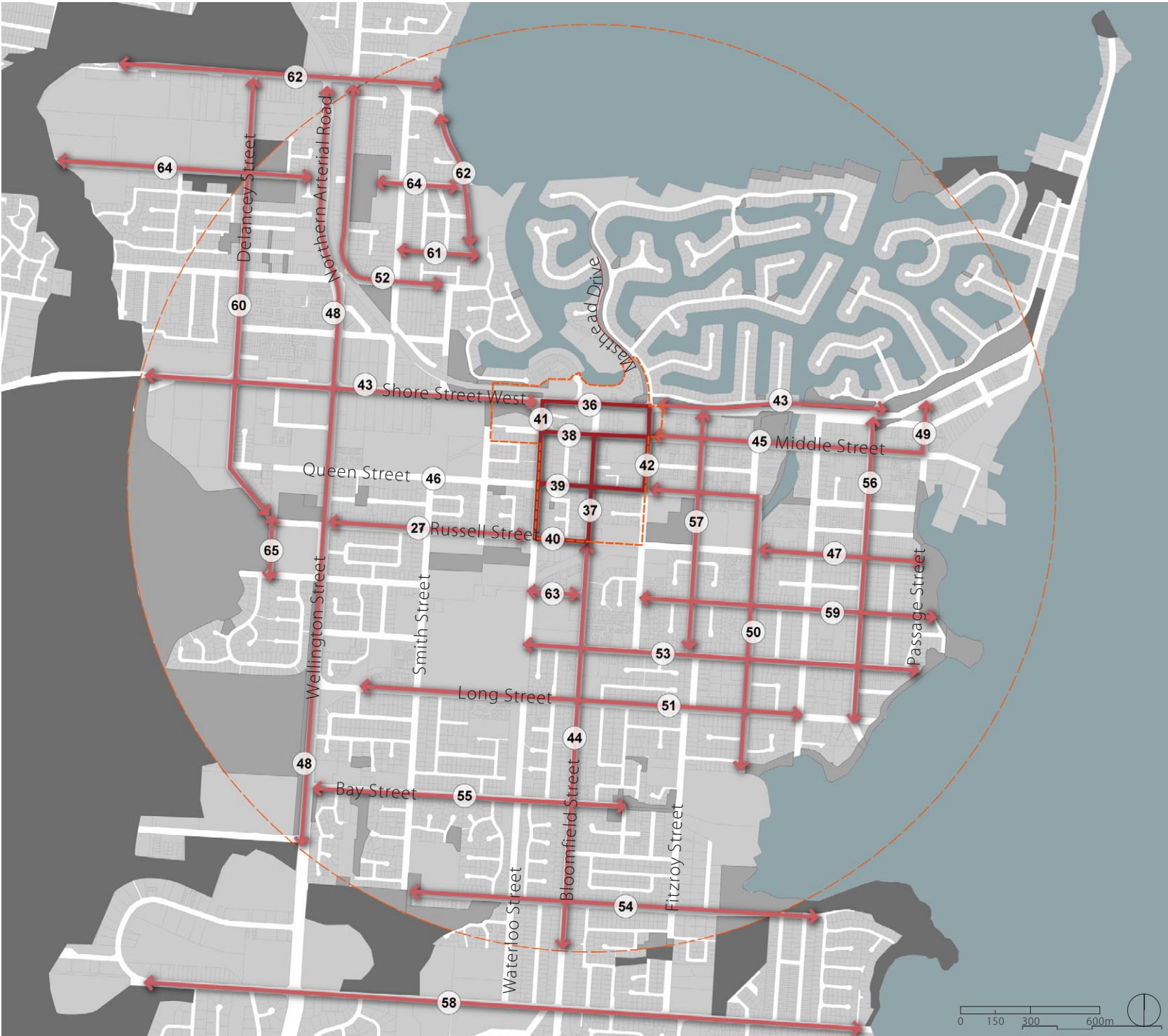


Figure 6.6 Footpark Connections Improvement Projects Map

- Legend**

 - Cleveland Centre Master Plan Core Area
 - 2km Study Area
 - Cleveland Centre Active Transport Street Connections
 - Active Transport Street Connections Outside Cleveland

Illustrative Examples of Footpark Composition



Figure 6.7 Preferred Streetscape with Adjacent Footpark Concept
35m Wide Road

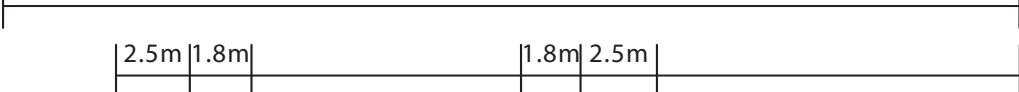
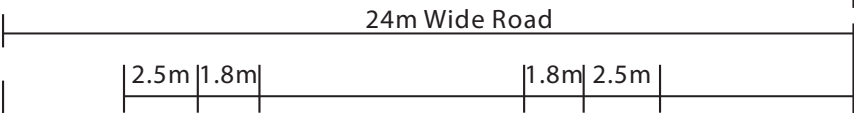


Figure 6.8 Preferred Streetscape with Footpark Concept



Existing Condition of Cleveland Streets Identified for Improvement Projects



Bay Street Existing Streetscape



Queens Street Existing Streetscape

Action Points

The transformation of the proposed streets into footparks will require future detail ground truthing of conditions to fully estimate opportunities and constraints. Considerations will include existing:

- Services
- Overhead power lines
- Appropriate species choice
- Tree heights
- Build outs and car parking requirements

Existing Condition of Cleveland Streets Identified for Improvement Projects



Beach Street Existing Streetscape



Bloomfield Street Existing Streetscape



Long Street Existing Streetscape



Princess Street Existing Streetscape



Middle Street Existing Streetscape



Shore Street West Existing Streetscape



Passage Street Existing Streetscape



Russell Street Existing Streetscape



Delancy Street Existing Streetscape



Sleath Street Existing Streetscape



Wellington Street Existing Streetscape



Sturgeon Street Existing Streetscape



Northern Arterial Existing Streetscape



Dundas Street Existing Streetscape



Island Street Existing Streetscape



Fitzroy Street Existing Streetscape



Coburg Street Existing Streetscape



Wynyard Street Existing Streetscape



Clarke Street Existing Streetscape



Ross Court Existing Streetscape



Smith Street Existing Streetscape



Gordon Street Existing Streetscape



Bainbridge Street Existing Streetscape



Waterloo Street Existing Streetscape

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Redland City Council

Cleveland Centre

AN EXPLORATION OF CONCEPT DESIGNS FOR BLOOMFIELD STREET

MAY 2010

AECOM

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Prepared by Design + Planning at Aecom

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S01

Introduction

1.1 Context of this Report

This report has been produced by the Design + Planning team at AECOM on behalf of Redland City Council. It aims to build on, and contribute to, the wider body of work being produced in the development of the Cleveland Centre Master Plan.

The master plan is represented through a series of documents which collectively set in place a vision to guide the future growth of this important regional centre over the next twenty years.

This study is part of the Cleveland Centre Master Plan which consists of the following additional documents, all of which should be read in conjunction with each other for a comprehensive appreciation of the project and development process (refer to page 4). These include:

Volume 1: Contains the Cleveland Centre Master Plan and the Implementation Plan.

Volume 2: Presents the Master Plan Report and documents the supporting information considered by Council in the development of the Cleveland Centre Master Plan.

Cleveland Centre Landscape Strategy: Explores opportunities for the development of a comprehensive Landscape Strategy to deliver a rich mix of diverse, stimulating public realm and open space opportunities for Cleveland's residents now and into the future.

Cleveland Centre Master Plan Development - Relationships between Built Form and the street: This document seeks to understand and explore in more detail some of the key issues and opportunities relating to the design of built form edges and the adjacent public realm. It provides high level design guidance and presents best practice examples to ensure appropriate design responses can be adopted in the future to ensure Cleveland maintains its position as a distinctive and attractive place to live, work and play.

Cleveland Centre Master Plan Visualisation: This series of visualisations seek to provide a realistic interpretation of the intent of the master plan in terms of how density, height, activities and public spaces may shape the future Cleveland Centre. Key design principles demonstrated include sustainable living, strong architectural design to define streets and spaces, subtropical character, a centre that promotes outdoor lifestyle and maintains the human scale of the public realm.



Document Map

Vision

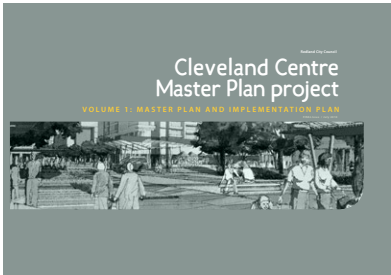


Master Plan Visualisation

Strategies



Urban Design
Analysis and Issues
Discussion Paper
Vol II



Cleveland Centre Master Plan
volume 1: Master Plan and
Implementation Plan

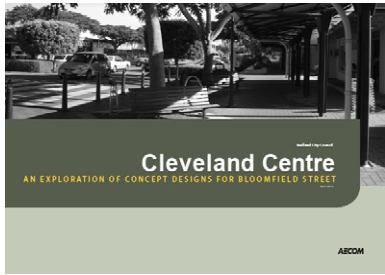


Landscape Strategy

Detailed
Considerations



Master Plan Development :
Built Form and Public Realm



Cleveland Centre : An
exploration of concept designs
for Bloomfield Street

January 2008 and updated January 2010

December 2009 - May 2010

1.2 Purpose of this Report

This document explores the development of more detail design concepts for Bloomfield Street. In particular issues currently affecting the street in terms of its use, as well as seeking to understand design opportunities to enhance the street in the context of its future city role as the focus for commercial activity and life in the centre.

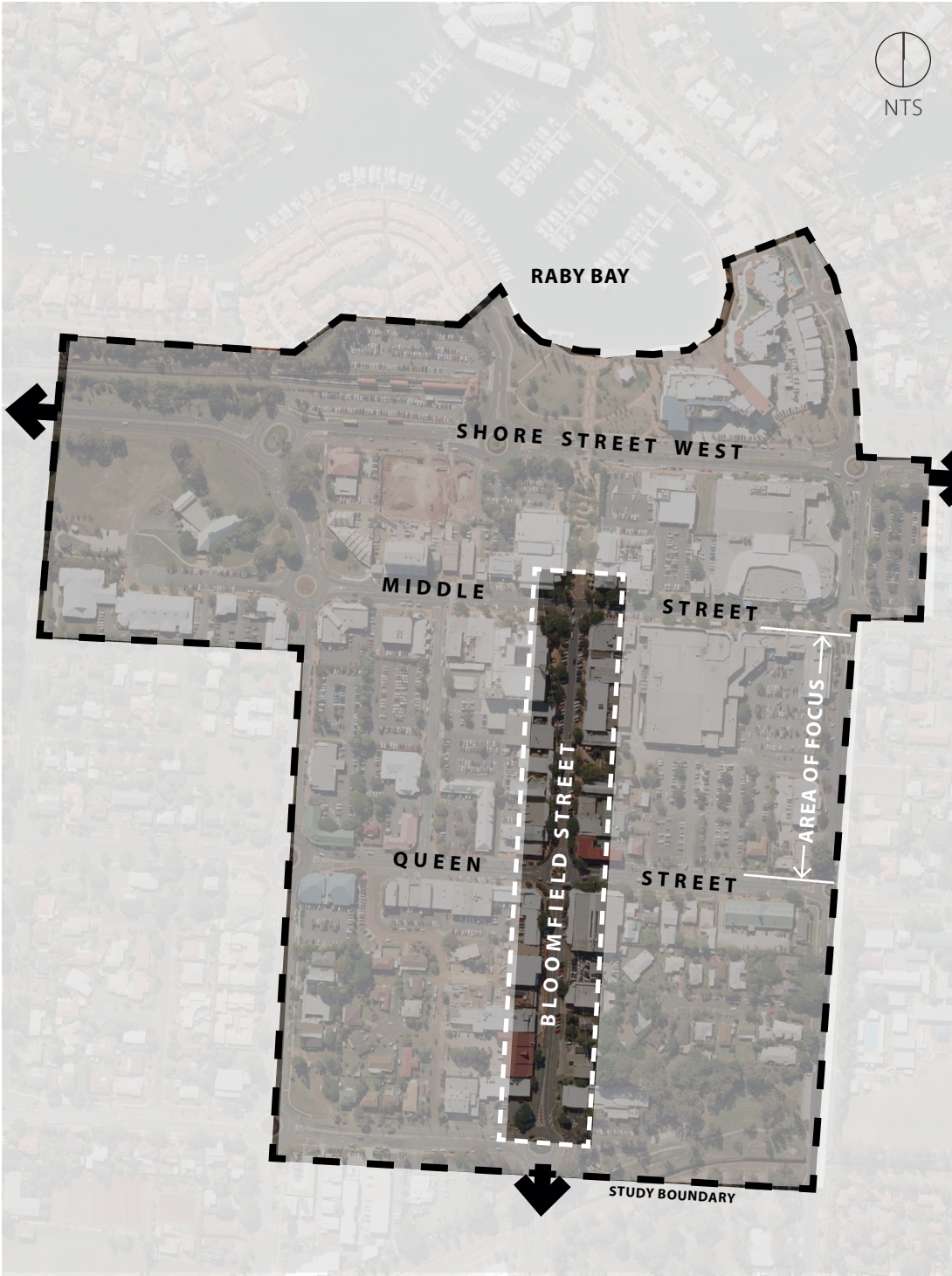
This document has been structured in two sections:

Section 2.0 Analysis and Findings

This section sets out a detail exploration of the existing street in the context of its physical conditions as well as design quality, use, key features and assets. It also draws on research into working streets to provide an appreciation of key design considerations which contribute to the establishment of great streets, exploring issues of traffic movement, one way and two options, parking provision and design.

Section 3.0 Design Opportunities

This Section seeks to establish possible design opportunities for Bloomfield Street by providing clear direction through design principles, character imagery and the development and comparison of scenarios exploring possible future configurations of this high street.



Local Context Plan

The background image is a grayscale photograph of a street scene. A large, mature tree with a wide canopy is the central focus, partially obscuring a two-story building in the background. The building has a gabled roof and several windows. In the foreground, a person is walking on a sidewalk. To the left, there are parked cars and a crosswalk. A street sign is visible near the tree. The overall atmosphere is quiet and urban.

S02

Analysis and Findings

2.1 Current Situation

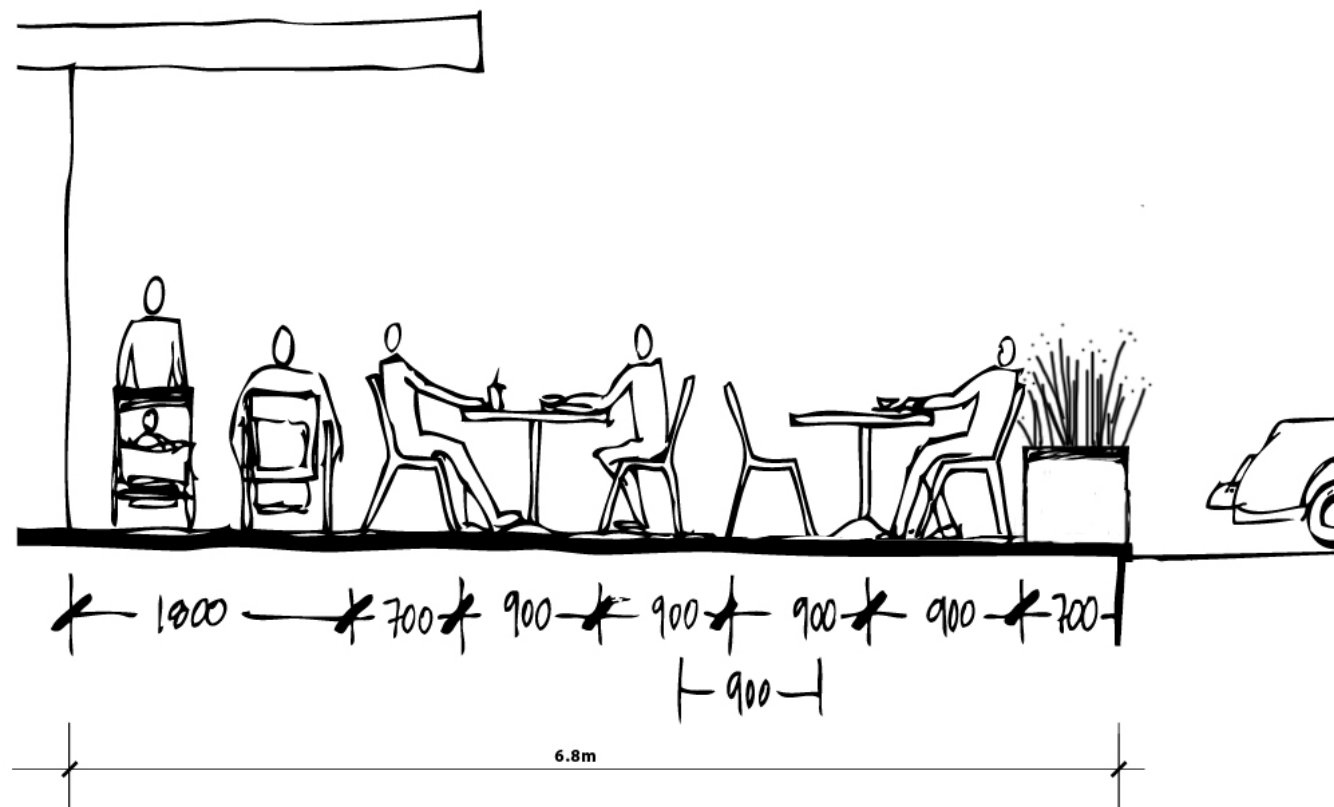
Bloomfield Street defines the central spine of the Cleveland Centre core area, as defined by the Master Plan. It is the focus of daily life for the residents providing access to shops and local government.

The street is approximately 30m wide, from building edge to building edge, and provides substantial space that accommodates both pedestrians and vehicles. Just over half of the corridor is utilised to facilitate vehicle movement with a generous central corridor off which rear in parking bays are accessed. Exhaust fumes from rear in parking adversely impact on the quality of the pedestrian environment.

Both sides of the street are currently defined by single and two story retail and commercial activity. Activity on the street is therefore directly related to business opening hours.

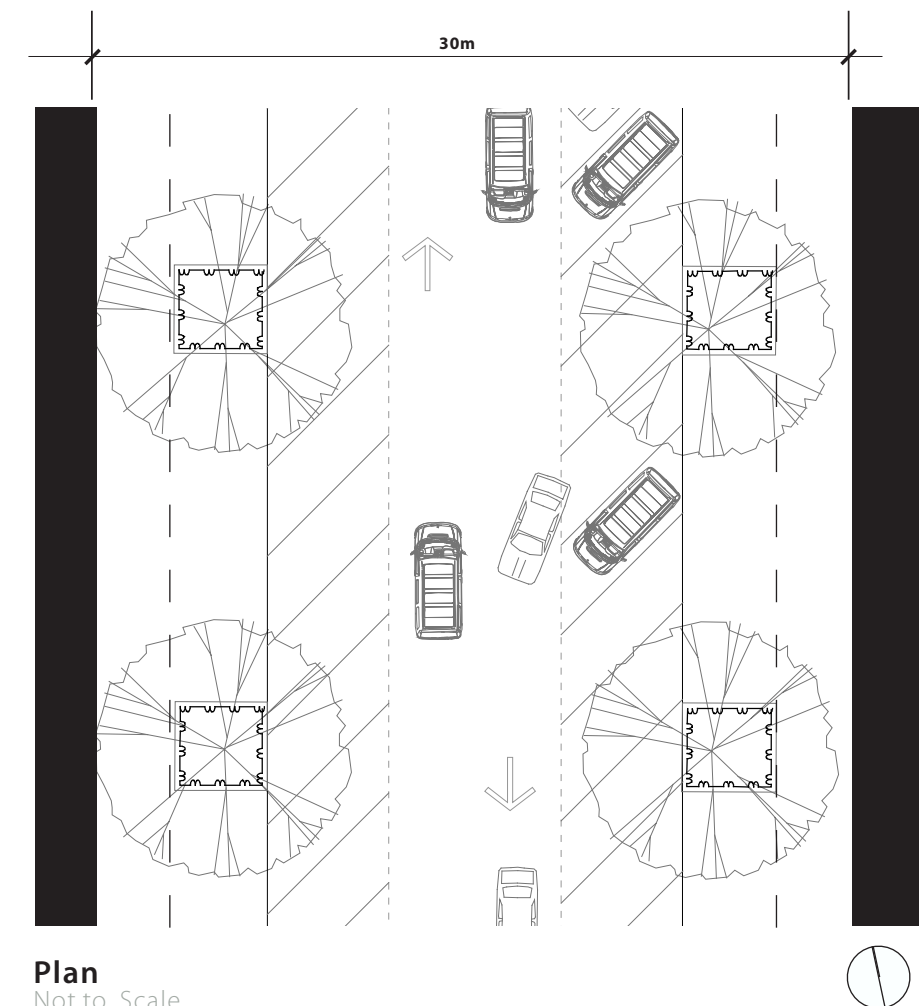
Accommodating People

Bloomfield Street has a footpath width of approximately 6.8m. The below diagram describes how the footpath could easily function in terms of ergonomic requirements and people comfort. It demonstrates that the current width is substantial, allowing cafe activity to occur while still allowing sufficient width for pedestrian through traffic. There are planters and seating walls along the length of the street providing rhythm, human scale, detail and shaded spaces enabling pedestrians to pause under the distinctive canopy of Poinciana trees.

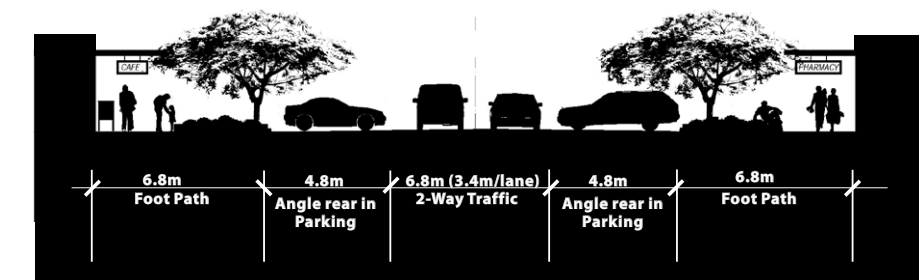


Footpath Section: Dimension considerations accommodating People

Not to Scale



Plan
Not to Scale



Typical Section

Not to Scale

2.2 Key Features of the Street

The current landscape of the street dates back to 1994, designed by Brisbane based Landscape Architect, John Mongard in close consultation and involvement with the local community.

The design creates a street of distinctive character with:

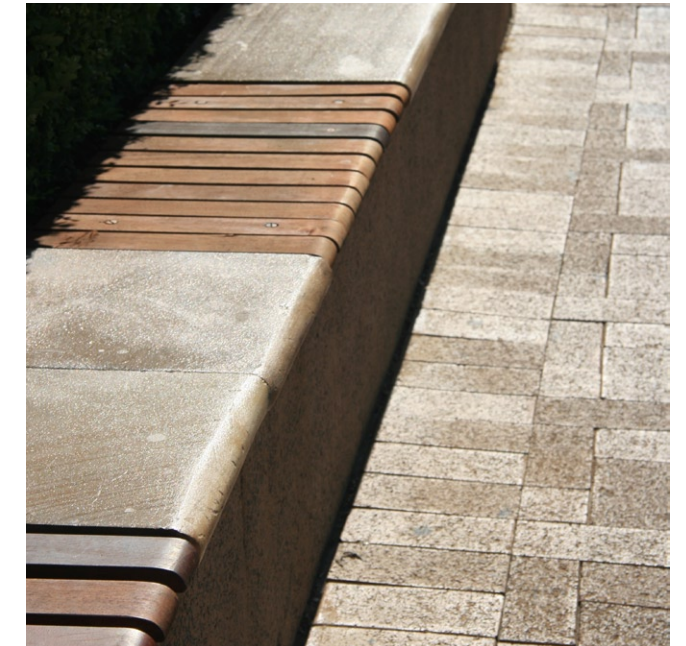
- Integrated artwork providing local distinctiveness and a platform for community identity
- Site specific furniture to accommodate pedestrian use of the footpath spaces
- Shade and character with tree planting, in particular *Delonix Regia* (Poinciana Trees) which help define the linearity of the street and provide a broad canopy, shade and colour

Distinctive Design



The streetscape design and artwork provide interest and identity.

Comfort



Seating, bins, lighting and signage highlight the streets focus on pedestrians and their comfort.

Community Ownership



Previous streetscape design has involved community collaboration which has helped strengthen ownership and street character.

Adaptation



Bloomfield Street provides important frontage and access for business that provide for the daily needs of this growing community.

Promenade



Building frontages, wide pavements and awnings provide the framework for an effective pedestrian thoroughfare.

Shade



Street tree planting and garden beds provide climate comfort with shade and contribute to the distinctive character of the street.

Infrastructure



Stormwater management in the street is handled by more traditional methods of infrastructure.

Street Vista



Poinciana Street tree planting and hoop pines focus the eye along the street both strengthening and obstructing vistas towards Raby Bay marina.

Key Considerations

- The mature Poinciana's contribute significantly to the comfort of users and the streetscape character.
- The established street has generous width with a significant proportion of the surface area used to accommodate the needs of the motor vehicle.
- Existing artwork and community involvement contribute to character and a sense of pride and place.

2.3 Future Role of Bloomfield Street

As part of the master plan development a vision for the future of the Cleveland Centre was defined:

*"Cleveland Centre is the vibrant and exciting gateway to Moreton Bay. It is a destination with unrivalled attractions and exciting **buildings and streets focused around Raby Bay**. In the Bayside Precinct **a rich mix of entertainment and shopping opportunities are easily reached by foot and it provides a great environment in which to relax with friends, either in the waterside park or in one of the many cafes or restaurants that make the most of the bay views.***

It is a centre with a village feel and is easy to make home, with a range of high quality apartments, for all ages and family size. These have been designed to enjoy spectacular views across the bay and make the most of their proximity to the services and facilities that the Centre offers, satisfying the daily needs of any family.

*It is easy to get to, and around with an excellent and convenient public transport network that services not only the Centre but also the surrounding residential neighbourhoods and local attractions. **It is admired for its safe, pedestrian and cyclist friendly streets,** as well as its integrated and diverse network of parks and plazas that connect the harbour to the Centre.*

*The variety of activities that make the Centre vibrant throughout the day provide for the needs of all citizens and visitors and make Cleveland a desirable place to live, work, relax and be educated and entertained. **Cleveland Centre is an exemplar of environmental, economic and social responsibility and is a focus for community life and civic activity."***

The statements highlighted in the vision demonstrate the clear desire for the future character and role of the streets within the centre and the importance placed on their design as pedestrian focused and capable of supporting the full range of life in this growing community.

Bloomfield Street: At the heart of a reinforced core

Building upon the existing success of Bloomfield Street, as the Centre's principal day to day shopping destination, the Street will be reinforced in the master plan with additional frontage and floor area to form Cleveland's principal 'High Street'.

This role will be augmented further with the introduction of a new public square, at a mid-point within the street, connected laterally along a new pedestrian route leading directly east/west to the residential areas surrounding the Centre.

Bloomfield Street is proposed to continue its retail focus, but with an increase in the amount of residential development available. This residential focus integrates the Centre with the surrounding area and also introduces a significant generator of on-street activity, with the potential to animate and activate the entire length of Bloomfield Street.

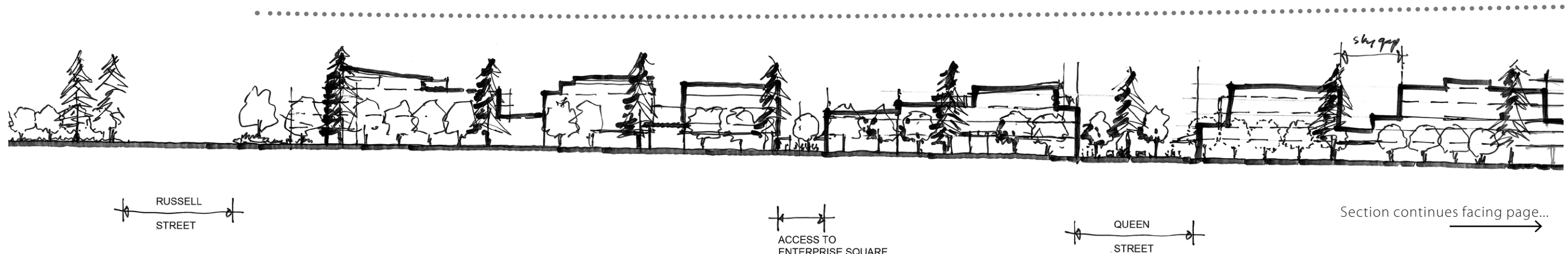
The long section illustrated on this page provides an interpretation of the building heights anticipated by the master plan along Bloomfield Street. The section demonstrates the overall intent within the master plan for variety in the key street edges where the lower floors of the blocks define the public realm.

Increased density within the centre has the potential to support sustainable economic and social activity, as well as deliver environmental improvements if carefully planned and managed.

Well considered design is required to ensure development minimises any potential unwanted impacts on the attractiveness, character and amenity of the Centre. An increase in the permitted development density generates requirements for the consideration of a number of new urban conditions; associated to changes in building heights, new building typologies, and an increase in vehicular and pedestrian activity as well as changes in the diversity and patterns of land use.

Key design considerations for the centres public realm need to be explored and understood to ensure Cleveland's streets and spaces continue to contribute to its attractiveness as a place to live work and play:

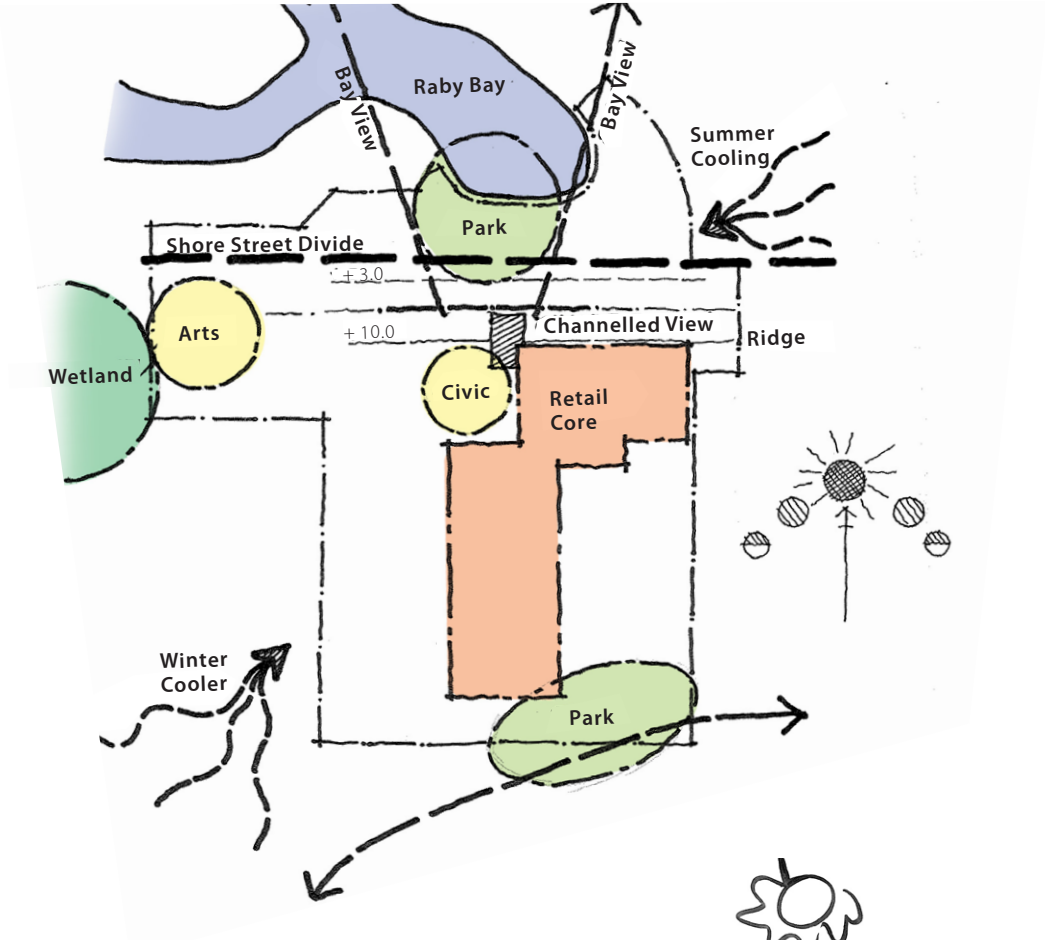
- Climatic Responsive Design
- Understanding shading
- Street Edges
- Awnings
- Design Detail
- Circulation and services
- Pedestrian amenity
- Identity
- Access for all



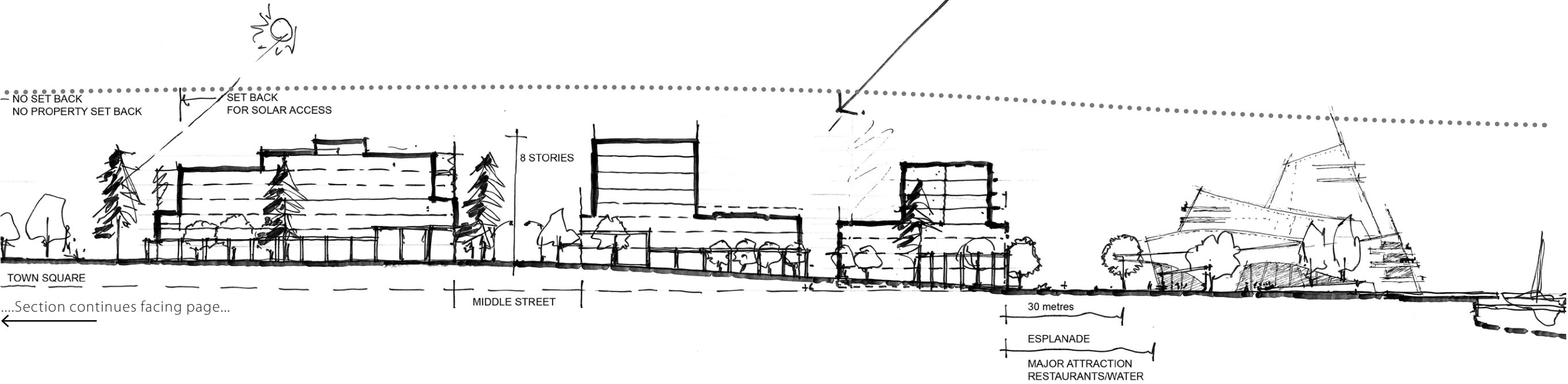
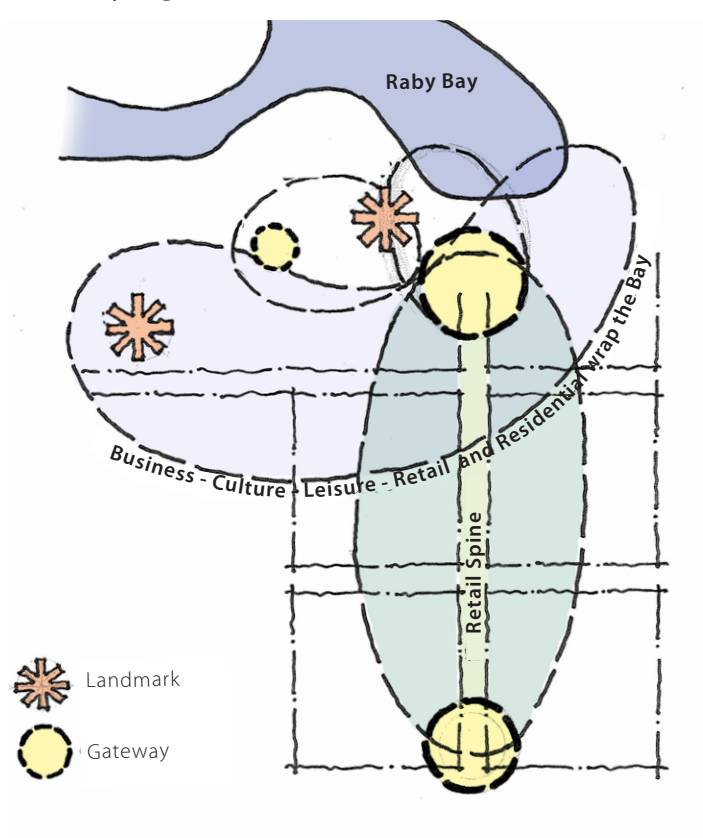
Bloomfield Street Long Section illustrating the anticipated change in building character along the street.

Images on this page have been taken from the Cleveland Master plan Document, Page 9.

Local Assets

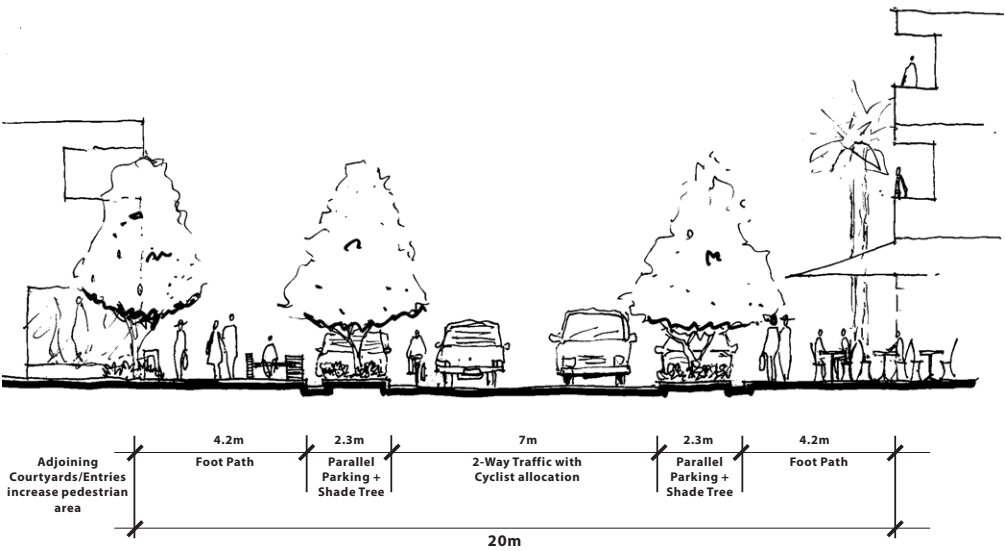


Unifying the Whole



2.4 Exploring Working Streets

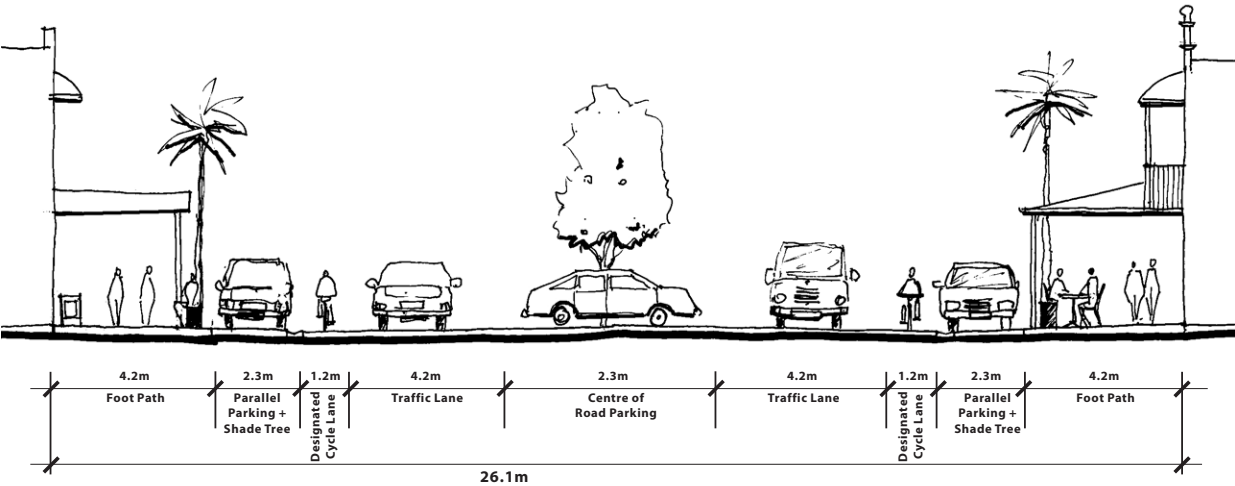
a destination



Typical Section
Not to Scale

Location	Noosa, Sunshine Coast
	North/South Orientation between Noosa Main Beach and Noosa River
Condition	Two-way/ two-lane high street approximately 1km long dead end. Medium to high volumes of Traffic.
General Comments	The street works well as both a destination, due to the amenities and services accommodated in buildings along its length, as well as being accessible; providing links to the beach, nearby holiday accommodation, shops, restaurants and Noosa National Park.
Use	<ul style="list-style-type: none">• Footpath• Links to beach• Building access• Meeting spaces• Additional retail space for adjacent shops• Alfresco dining opportunities
Design Details	<ul style="list-style-type: none">• A consistent plant palette helps frame the street, busy pathways and casual spill-out spaces create a relaxed and well shaded environment• Pedestrian zones are legible along the straight kerb edged pavements and support a variety of uses• Slow moving traffic through raised shared zones and the volume of pedestrian activity in the street• The proportion between adjacent building heights and the street corridor creates an attractive and well defined space
Key Considerations	In the context of our study Hastings Street is an example of a street which acts as a successful destination, as a resort style high street /tourist 'mecca'. The architecture, planting, road layout and highly visible and well located pedestrian crossings combine to give priority to pedestrian activity.

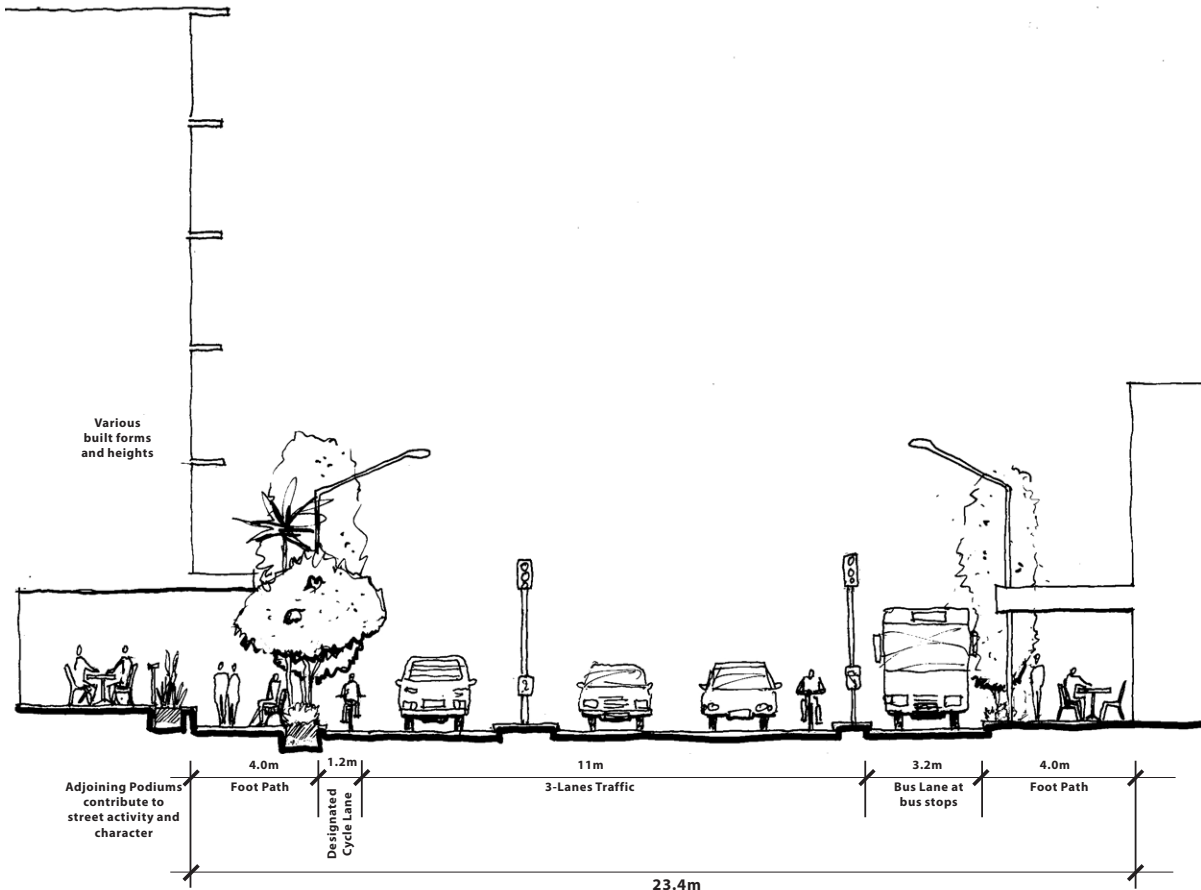
distinctive



Typical Section
Not to Scale

Location	Woolloongabba, Brisbane
Condition	Two-way section of Logan Road with dead end. Low volumes of traffic.
General Comments	It is a small high street precinct located near The Gabba sports ground which focuses on speciality retail, cafes and restaurants.
Use	<ul style="list-style-type: none">Alfresco cafe and dining opportunitiesPedestriansBuilding accessMeeting spacesSpeciality retail
Design Details	<ul style="list-style-type: none">Flush kerbs help create an accessible shared space between the footpath and road for all abilities and improve opportunities for effective stormwater managementPavement edges are kerb-less but defined well by paving colour variance, bollards, line marking and designated cyclewayThe linear nature of the historical facade help direct pedestrian flows underneath the awnings.Street tree planting although juvenile is structured, helps clarify road / pedestrian threshold and complements architectural facade.Central road parking bays allow for additional street trees down the centre of road characteristic of old country townsDistinctive lighting and furnitureSpecific people gathering spaces provided at each end
Key Considerations	This design provides a precedent for Bloomfield in terms of clear pedestrian/ vehicular thresholds and distinctive identity and character.

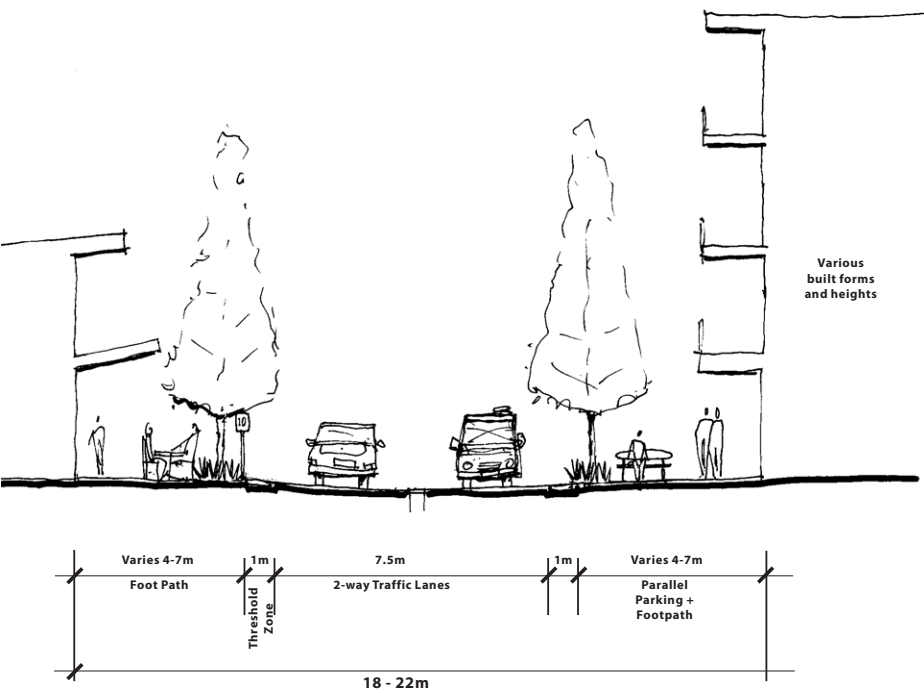
subtropical boulevard



Typical Section
Not to Scale

Location	South Brisbane/ West End
Condition	Two-way/ three-lane street Under 1km in length linking Brisbane's CBD with the South Brisbane and West End precincts. High volumes of traffic.
General Comments	The street works well as both a destination, due to the amenities and services accommodated in buildings along its length and providing access to speciality retailers, eating precinct and commercial buildings and the wider suburb.
Use	<ul style="list-style-type: none">• Commuter and pedestrian footpath• Vehicular and pedestrian link to city and cultural precinct• Building access• Meeting spaces• Mixture of retail, business and dining• Alfresco dining opportunities
Design Details	<ul style="list-style-type: none">• Pedestrians are able to maintain visual connection between the street, footpath and building entrances• Diverse range of architecture, scale, facade entries and pedestrian podium levels are tied together by consistent streetscape theme and materials palette• Street trees with various layers of canopy and understory planting soften the road/ footpath interface and reflect the sub tropical location• Updates to the design have maintained path width and kerb alignments• The street environment includes sub tropical planting, site specific furniture and public art
Key Considerations	In the context of our report, Melbourne Street is a good example of how a busy urban street can be people focused yet not inhibit vehicular movement. Dining and retail precincts exist as destinations activating the street and providing passive surveillance. It is a street which has to adapted to and benefits from increased population and activity.

controlled speed



Typical Section
Not to Scale

Location	Maroochydore, Sunshine Coast
Condition	Two-way street approximately 800m long with sections of shared pedestrian crossing zones. Medium to high volumes of traffic.
General Comments	The accommodation, retail and business focused section of Duporth Avenue has been designed with priority given to pedestrians by creating a shared zone of 10km speed limit. A uniform material finish and colour has been applied from built edge to built edge and a lack of kerbs emphasises the shared nature of this part of Duporth Avenue. Cross paver banding, edge planting beds and bollards to narrow vehicular passage act as slowing mechanisms. The road edge is defined by a wide band of tactile indicators of contrasting colour which effectively acts as threshold zone between the pedestrian and shared zone.
Use	<ul style="list-style-type: none">• Footpath• Links to businesses/ retail• Building access• Meeting spaces• Access to accommodation / serviced apartments• Alfresco dining opportunities
Design Details	<ul style="list-style-type: none">• Continuous material from building edge to building edge to emphasis shared zone• Tall columnar trees provide street scale while not inhibiting views from apartments and offices above• Diverse range of architecture, facade entries and pedestrian podium levels are tied together by consistent streetscape theme and materials palette• Trees, site specific furniture and material selection contribute to the street character• Speed controlled through bends and narrowing of the road corridor
Key Considerations	Duporth Avenue provides an example of a shared zone street with a strong pedestrian priority through the control of vehicle speeds.

2.5 Movement

The Street Debate

Redland City Council are currently exploring and testing a number of traffic and transport options in order to improve the pedestrian experience of Cleveland’s Streets and plan for the future growth of the centre in accordance with the Cleveland Centre Master Plan.

As part of this initiative both one-way and two-way traffic options have being explored.

The primary objectives of the one-way street are to improve pedestrian environments by calming vehicle movement. There has been robust debate around the world regarding the pros and cons of one-way vehicular movement versus two-way.

Recently within Australia, both Hobart and Perth City Councils have reassessed their traffic management options within their business centres. Both have queried whether retention or change to their Central Business District (CBD) one-way streets is necessary. The key catalyst for these discussions has been the requirement to reassess urban centres, at a time of international focus on making CBD’s more successful pedestrian focused destinations.

A key figure in the Hobart discussion has been the Danish Architect Professor Jan Gehl, who has been commissioned to produce a new city plan for Hobart by the end of 2010. This plan proposes to convert Hobart’s one way streets to two-way to make them more pedestrian friendly. An assessment of Professor Gehl’s plan indicates a desire to make the streets more pedestrian friendly by reducing on street parking, and introducing two-way street conditions.

An American report that comprehensively covers the issues informing street options is ‘Downtown Streets: Are We Strangling Ourselves on One-Way Networks (G. Wade Walker, Walter Kulash and Brian McHugh 1998)’ by the Transport Research Board, Florida. This report attempts to summarise the two movement scenarios from the perspective of key stakeholders - namely motorists, traffic engineers, pedestrians and businesses.

The following is a summary of the key relevant points from this report.

One Way Streets

Opportunities

- Locals who are familiar with navigating the one way street network tend to fare better than visitors in understanding the legibility of an area.
- A one way system delivers simplified crossings for pedestrians.
- One way systems accommodate increased vehicular flows and reduced congestion due to a reduction in conflict and stalled traffic.
- Kerb side activity can be arguably less disruptive as there is usually more room either side of the one-way lane.

Challenges

- Visitors to an area tend to struggle with one way street navigation and may be deterred or delayed navigating an area.
- One way systems often result in an increase in the number of required detours to reach a destination. This has a flow on effect in terms of petrol use and carbon emission, as well as possible increase in traffic congestion in another location within the city grid , such as at major intersections.
- An increase in the variety of intersection variables within the city and therefore increased difficulty in legibility. For example a one way street intersecting with a one way street, a two way street and two way streets intersecting with two way streets.
- Increased vehicular speeds. This may prompt a requirement for speed reduction devices such as speed humps, signage, road narrowing, and/ or chicanes (horizontal speed deflections) which all have a cost implication, life span and impact on the overall character and clarity of the street.

Two Way Streets

Opportunities

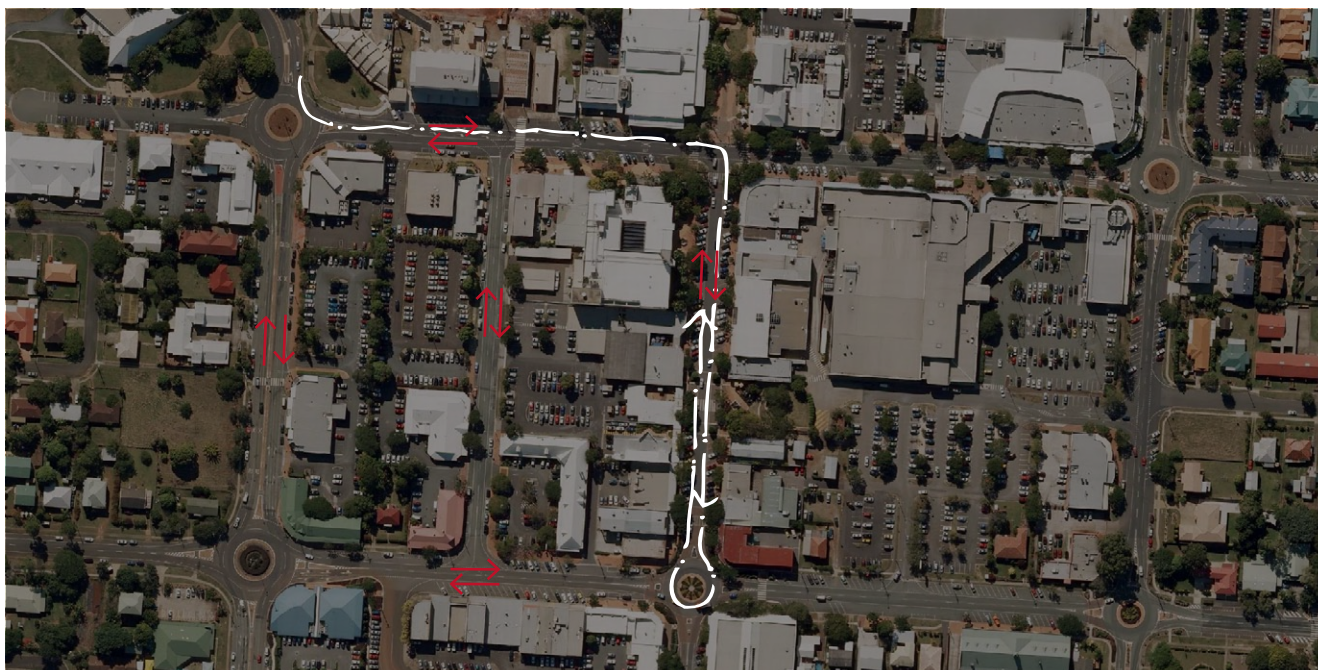
- Reduced traffic speed due to perceived increase in navigational and steering skills.
- Legible for both visitors and locals.
- Visibility between vehicles and adjacent pedestrians maximised.
- Visibility between vehicles and shop fronts maximised at intersections.
- Pedestrians can choose to walk against or with the traffic flow for comfort reasons, safety perception or glare minimisation at night.
- More options for entries and exits to the precinct and flexibility for short term street closure for roadworks or events.

Challenges

- Reduced vehicular traffic speeds along the street.
- Reduced on street parking opportunities in comparison with one-way street options within the same corridor width.



Bloomfield one-way circulation: The white line demonstrates the anticipated route of a vehicle accessing Bloomfield Street. Should the driver miss out on an on-street car park on their first attempt, they are then forced to go around the block again.



Bloomfield two-way circulation: The white line demonstrates the anticipated route of a vehicle accessing Bloomfield Street. Should the driver miss out on an on-street car park on their first attempt, they can turn around at the roundabout and return up the Street.

Summary of Traffic Modelling

In addition, in order to test the robustness of the proposed master plan Redland City Council have had Traffic Modelling undertaken, to test the proposed street network using a traffic simulation package to understand network operation in the design years 2021 and 2031, with 2009 as the base year.

A number of scenarios including Bloomfield Street as a one-way system, were tested in order to establish a network that would cater for the needs of the vehicular traffic of Cleveland's future community, whilst allowing adequate provision for pedestrians and cyclists.

Bloomfield Street (between Middle Street and Queen Street) was tested under one way scenarios (both north to south and south to north) – both these scenarios operated satisfactorily under 2021 design volumes.

Bloomfield St (between Middle Street and Queen Street) was also tested under one way scenarios for 2031 (both north to south and south to north) – both these scenarios operated satisfactorily in 2031.

Note the 2021 and 2031 results discussed above were obtained with retaining the on street reverse angle parking – this parking did not have significant adverse impact on the modelling results.

Traffic circulation throughout the centre would be further enhanced through the proposed restriction of bus movements from Middle Street. This, in addition to the concentrated parking areas proposed from the centre ring road will further assist circulation of the road network.

In conclusion, and based on the modeling undertaken, the growth scenario anticipated by the Cleveland Centre Master Plan has no implication on the efficiency and success of Bloomfield Street from a Traffic circulation perspective should it be altered into a one way system.

Moving forward

The debate regarding the relative appropriateness of one way versus two way vehicle movement, particularly in high streets, is a very complex one. Needing to take into account many factors including pedestrian safety and attractiveness, economic vibrancy of adjacent businesses as well as the efficient movement of vehicles. To explore these issues exhaustively, requires a multidisciplinary team to conduct a detail study of the physical conditions and use of the relevant street and its associated network.

The extent of study required is beyond the scope of this project currently. The scope and focus for this piece of work is therefore the exploration and development of a vision for Bloomfield Street, one that is built on strong urban design principles that seek to deliver a strong, vibrant, distinctive and pedestrian friendly subtropical street.

Through the course of developing the vision options to change the vehicular use of the street have been explored to understand the benefits and impacts on the public realm.

Key principles have informed the design discussion:

- Ease of vehicle movement and short stay parking access to facilitate a range of user needs in the centre
- Improved visual and physical access to businesses for pedestrians
- Improvements in the physical relationship between businesses and an attractive public realm
- Reduced vehicle speeds without engineered calming solutions
- Legibility of the street
- The provision of an attractive public realm
- The introduction of larger volumes of vegetation within the street to assist in balancing microclimate conditions and increase bio-diversity



S03

Design Opportunities

3.0 Introduction

This section of the study seeks to explore design opportunities for Bloomfield Street, ones which take into consideration the vision of the Cleveland Centre Master plan and combine these with the aspirations for the future role of Bloomfield Street within its local and regional context.

A series of design tools have been developed to provide the Council with the relevant material to effectively canvas opinion on design opportunities for the street, and guide the detail development of its future design.

Guiding Design Principles

In order to provide clear direction for any potential future configuration and detail design development, a set of guiding design principles have been developed.

Illustrating the opportunities

The emerging ideas have been illustrated using simple artists perspectives to help demonstrate the potential life of the street. In addition, character imagery has been included to provide guidance on possible future textures, materiality, character and detail design solutions.

Testing cross sectional compositions

Three different configurations for the street cross section have been tested, to understand the opportunities presented within the 30m corridor dependant on the preferred design focus for the ultimate street design.

Next Steps

Finally the section concludes by providing a few key bullet point recommendations on moving forward with the project to ensure that the vision for the street is achieved; to deliver an attractive civic street that supports a vibrant and vital residential and business community into the future-.

3.1 Design Principles

The Design Principles seek to provide Redland City Council with a clear direction and coordinated approach to the conservation, enhancement, renewal and growth of Bloomfield Street and define mechanisms and design direction to inform the renewal process.

The principles have been developed and informed by the:

- the direction set by the Cleveland Centre Master Plan
- Lessons learnt from Section 2.4 of this study: Exploring Working Streets
- Lessons learnt from Section 2.5 of this study: Movement.

Identity + Destination

Create a sense of identity and distinct destination for the Cleveland Centre and region.

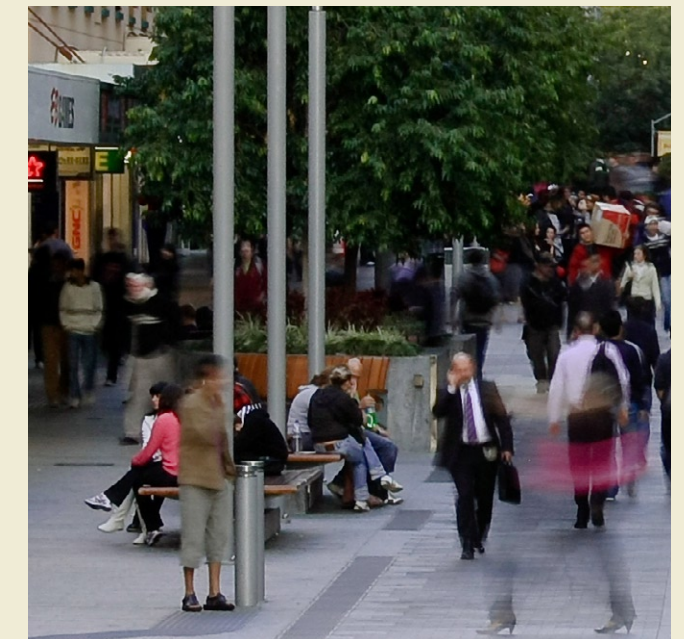


Design Principles

- Create a sense of destination through improved visual, physical and referenced connection to the Bay.
- Promote a sense of place and community identity through site specific design and local relevance in terms of plants and materials selection.
- Retain and build on a sense of heritage and village character by retaining or recycling existing elements of high visual, cultural or community value including mature trees, art work and heritage building and structures.
- Encourage visitor activity by providing an inviting, adaptable and stimulating public realm which supports shopping and dining.

People Focused

Provide a people focused high street.



Design Principles

- Encourage pedestrian interaction and activity through well scaled design, detailing, visual containment and continuity.
- Provide a comfortable environment for people through the provision of shade, street furniture and art elements.
- Provide opportunities for people to meet and interact in the street

Environment

Respect environmental values and reduce the impact on the natural environment.



Design Principles

- Promote understanding of local fauna and reduce conflicts with human activity.
- Maximise the opportunity to build social capital by engaging, informing and developing knowledge and appreciation of the water cycle by using stormwater in the landscape to maximise visual amenity and promote an understanding of water in the urban environment.
- Improving health and resilience of downstream aquatic environments such as Moreton Bay through the inclusion of at-source streetscape bioretention and passive irrigation of garden beds.
- Maintain / increase tree cover providing microclimate and shade benefits to achieve improved landscape and ecological outcomes.
- Ensure efficient management regimes that allow for cost effective maintenance measures

Movement

Promote pedestrian activity to reduce the need for vehicle trips, while providing flexibility to accommodate evolving, alternative transportation modes.



Design Principles

- Encourage pedestrian movement by providing legible connections, clear routes and a clear hierarchy of materials.
- Provide a safe people environment by prioritising pedestrians and cyclist over vehicular traffic.
- Provide clear routes with legible connections to public transport.
- Provide cyclist facilities.
- Incorporation of weather protection measures to ensure a comfortable movement route

Adaptability

Create an adaptable environment.



Design Principles

- Create an environment that has the capacity to accommodate a diversity of activity and uses.
- Provide a streetscape that has the capacity to evolve to future changes of Cleveland.
- Promote succession planting to continuously retain a comfortable microclimate.
- Expansion of community and civic spaces to meet the demands of larger events and celebrations in the city

3.2 The Life of the Street

Bloomfield Street has potential to provide its local and regional community with a high street of strong identity, character and usability, one that is well connected and easily accessible.

Future planned increases in residential, retail and commercial activity will bring increased vitality and activity to the street. As part of this Bloomfield Street needs to tap into the opportunities that would come from much stronger connections to the activities and aesthetics associated with Raby Bay and the adjacent Cleveland transport hub.

The adjacent conceptual diagram illustrates this connection and how it can be strengthened through the delivery of a series of public spaces, plazas, shared zones which when combined with sculptural elements that reference the bay, lead to and reference the water edge .



Bloomfield: Concept - Connections to the bay

3.2 The Life of the Street

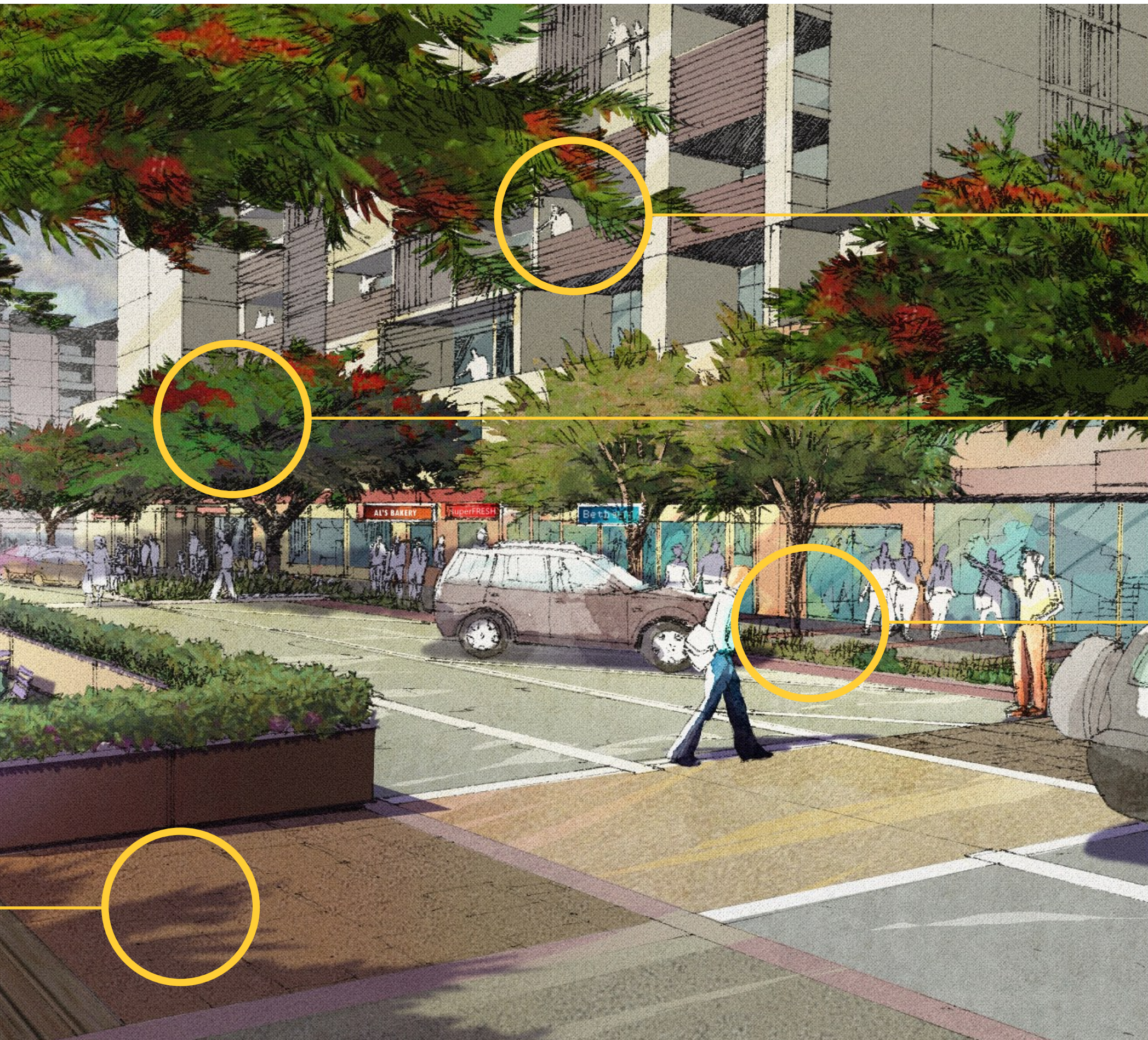
Bay vista

Increased pedestrian area for Cafe spill out space

Design and material finishes promote pedestrian priority



Illustrated perspective of view north along Bloomfield Street towards the bay.



Residential levels above provide passive surveillance of the street offering safety and activity outside of retail hours

Existing mature Poinciana's provide shade, distinctive character and visual containment for the street, supplemented by additional native tree planting

Increased vegetation and ecological diversity contribute to the realisation of a successful subtropical street



Location Map

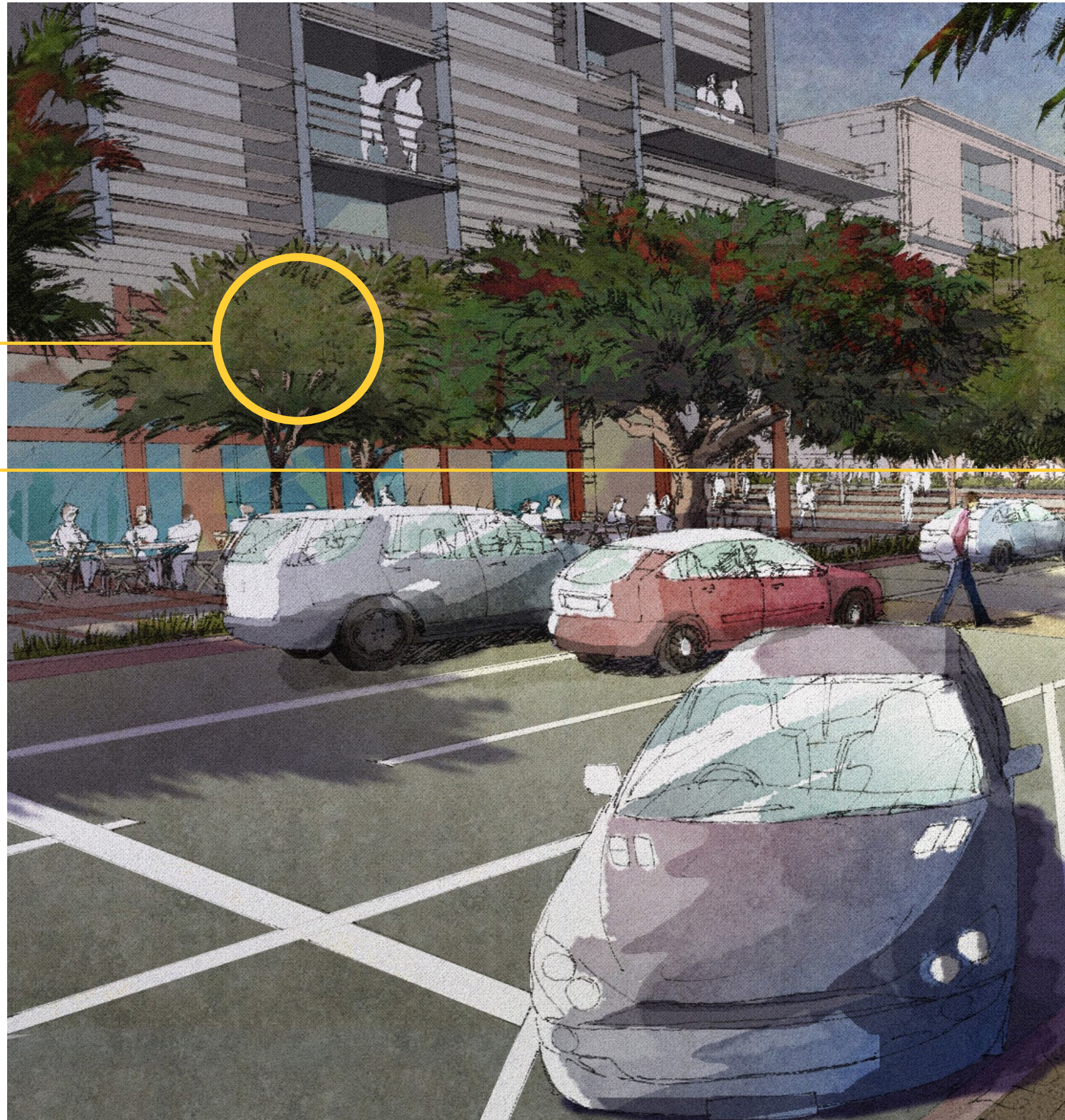
3.2 The Life of the Street

Additional tree cover providing more shade and improved ecological diversity

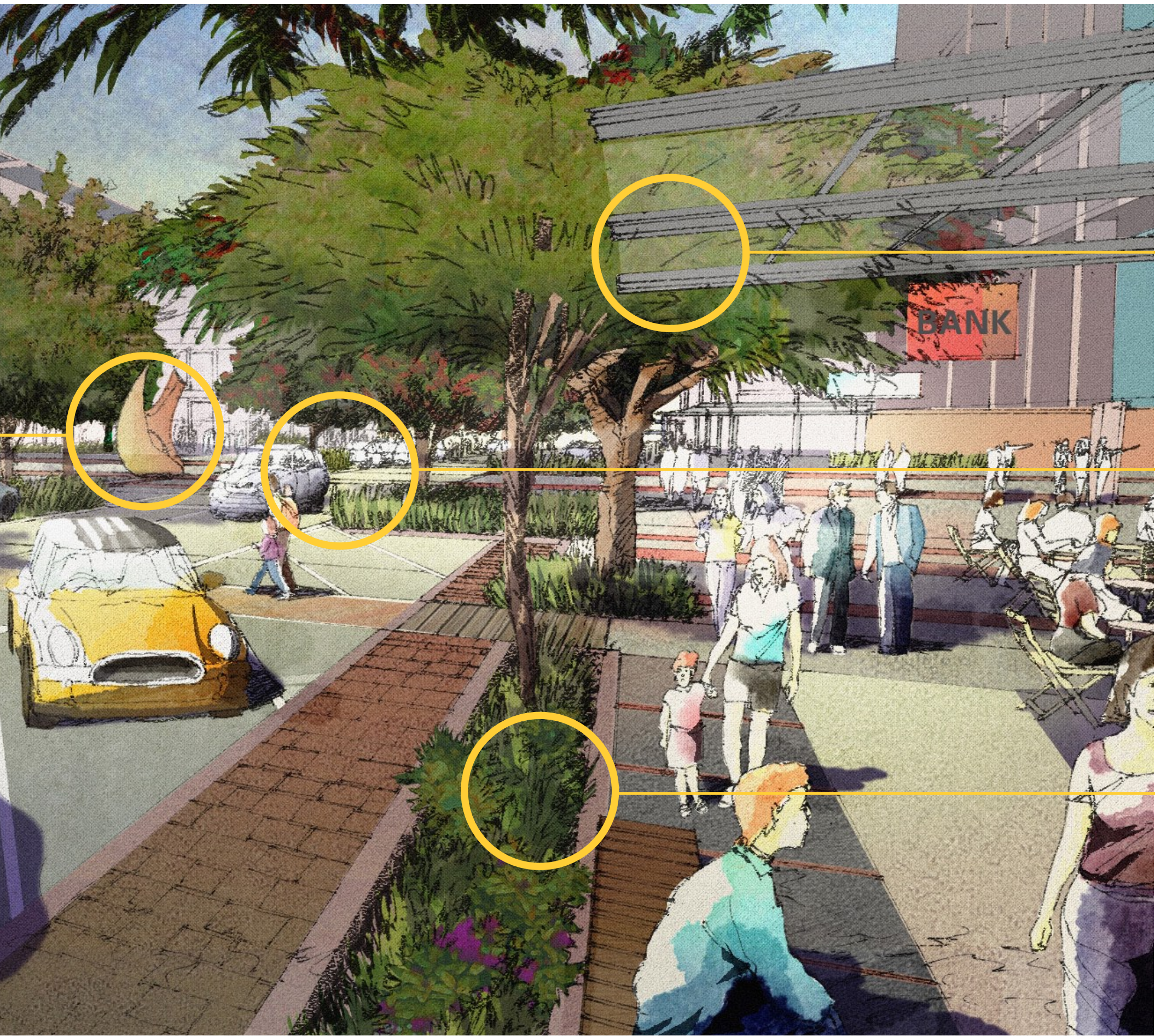
Sculptural/ Art Elements reference the waterfront context and provide focal points within the street to aid legibility and create a dynamic and interesting streetscape



Location Map



Illustrated perspective of view north along Bloomfield Street towards the future shared zone and town square.



Overhead canopies providing shade and architectural definition

Strategically aligned shared zone intersects with a new Civic plaza

Integrated bio filtration providing sustainable stormwater management and opportunities for public education of waterway health, as well as providing strong definition to the street edge

3.3 Street Configuration Options

Introduction

This section of the document seeks to explore and compare possible future configurations for the street.

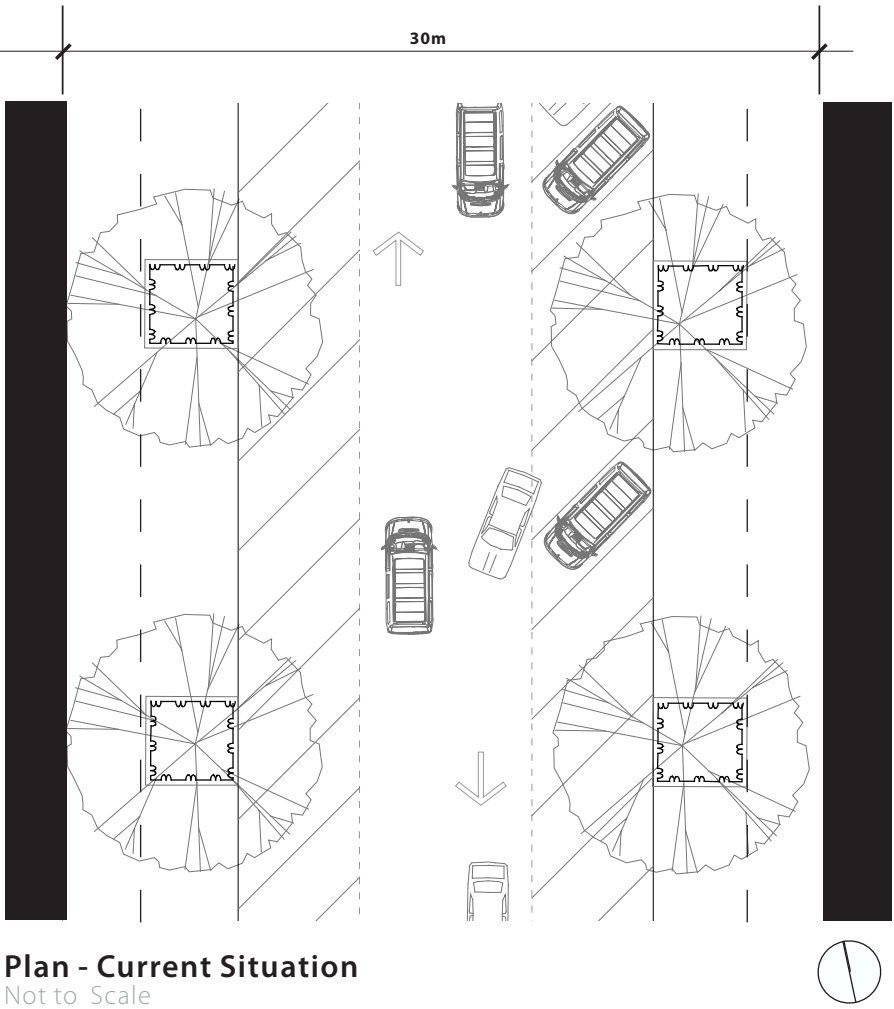
Based on the vision for the street and the findings of the research gathered in the preceding section we have developed a series of preferred design scenarios for Bloomfield Street with a strong emphasis on delivering exceptional urban design outcomes.

Four scenarios have been developed.

Options 1 and 4 retain a two-way system but explore alternate options for parking in particular. Options 2 and 3 explore one-way configurations to test alternative outcomes and potential opportunities.

Each scenario has been illustrated using simple cross section profiles and plans providing information of the physical configuration of the street.

A table of statistics of the physical elements that would be contained within the focus area of Bloomfield, between Middle and Queens Streets allows for comparison.



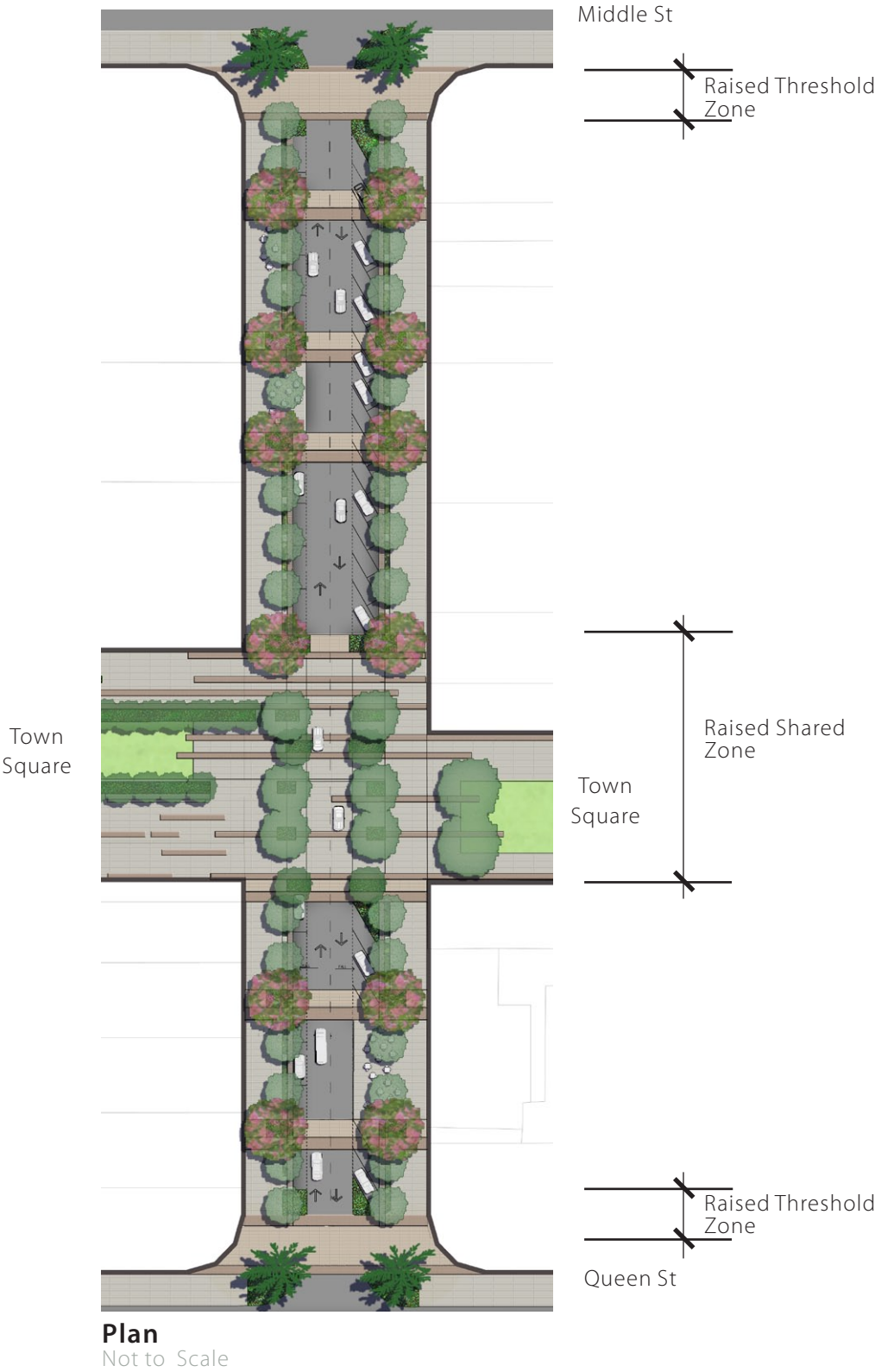
Current Statistics	
Area of Pedestrian Zone	2555m2
Area of Shared Zone	0m2
Area of Road and Parking	3200m2
Number of Car Parks	78
Area of Planting	245m2
Number of Trees	32



Option 1: Two Way, 30 Degree Angle Parking + Parallel Parking

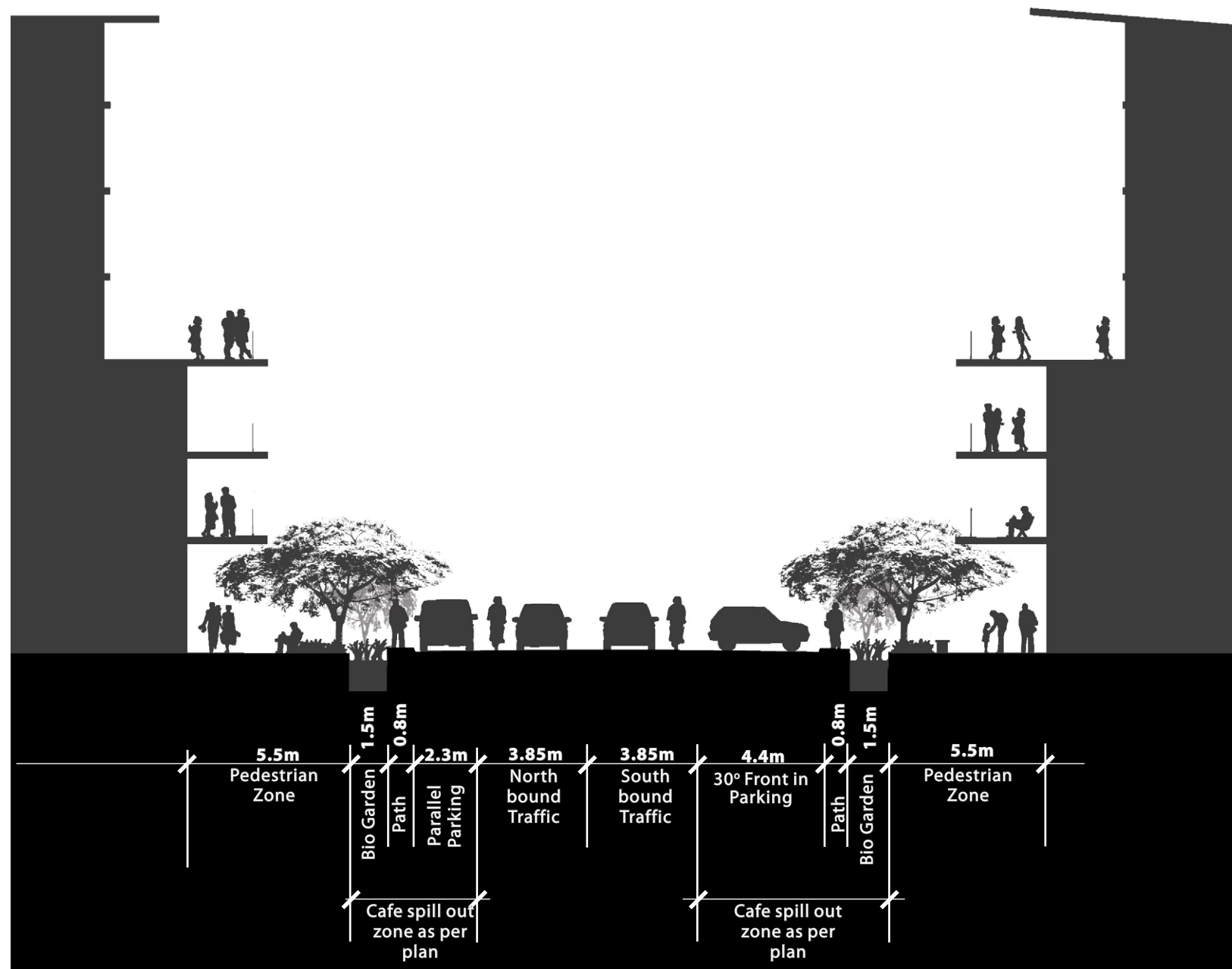
Value Add:

- Reduced traffic speed along Bloomfield Street due to perceived increase in navigation.
- Legible and familiar configuration for both visitors and locals.
- Street configuration enables pedestrians to choose to walk against or with the traffic flow for comfort reasons, safety perception or glare minimisation at night.
- Greater options for entries and exits into the precinct reducing congestion points.
- Flexibility with traffic flow in the event of short term street closures for road works or events.
- Increased access and movement along Bloomfield Street which helps promote commercial traffic and business
- Decrease in “Vehicle Miles Travelled” by eliminating indirect routes (driving around the block to get to your destination).
- Greater activity at the street level with two-way flow of traffic and pedestrians.
- Angle parking in conjunction with parallel parking can enable more parking spaces than just parallel alone.
- Angle parking provides a greater area for street planting and landscaping along the street.
- Angle parking on just one side of the street and parallel parking on the other enables a greater area for footpaths, footpath dining and landscaping treatments



Option 1 Statistics

Area of Pedestrian Zone	2316m2
Area of Shared Zone	716m2
Area of Road and Parking	1923m2
Number of Car Parks	37
Area of Planting	969m2
Number of Trees	40



Section
Not to Scale

Preferred Option Rationale:

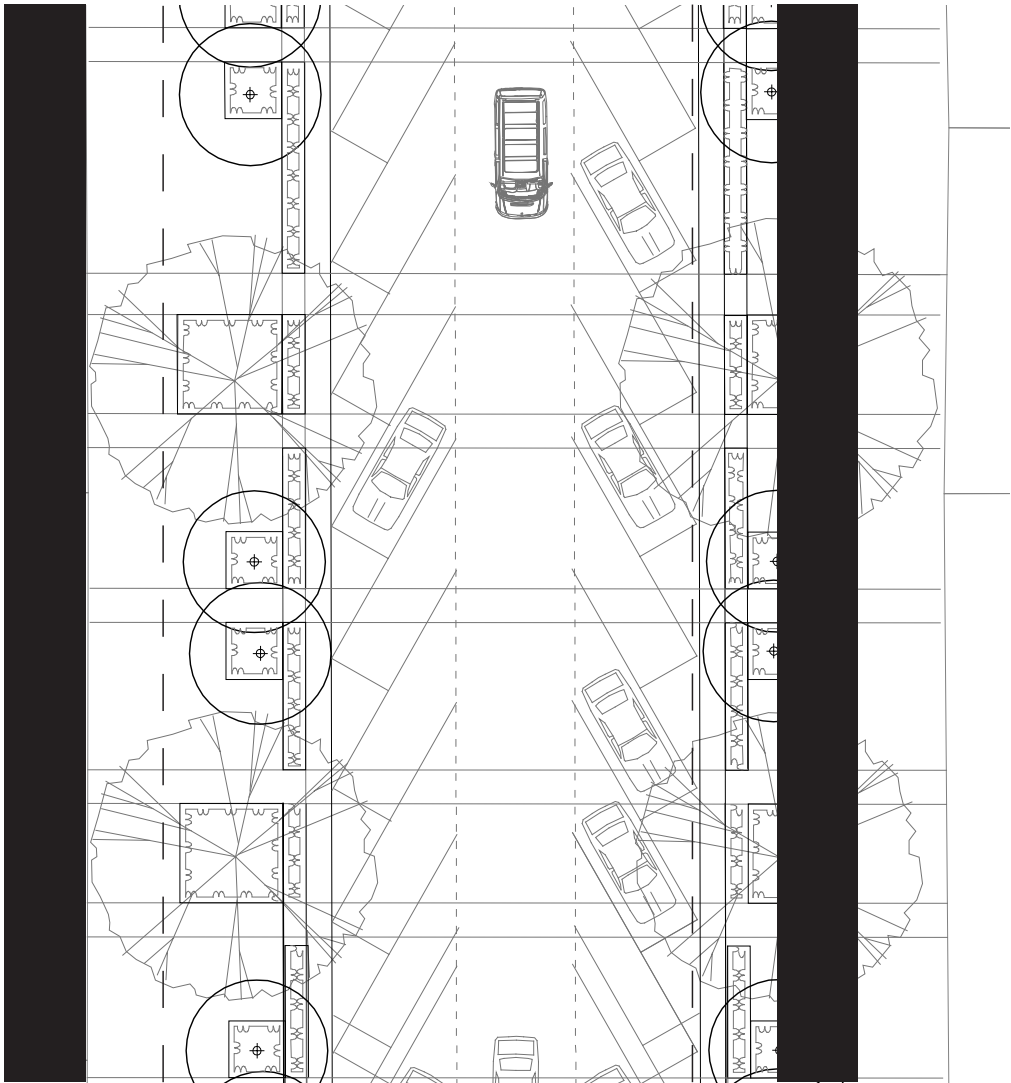
Option 1 presents a preferred strategy for the street. The concept delivers a vibrant and attractive streetscape for pedestrians, and encourages active transport, whilst maintaining easy access for vehicles to support commercial activity along the street.

The integrated design also promotes sustainable water management and increases biodiversity within the centre.

Option 2: One-way + 30 Degree Parking

Value Add:

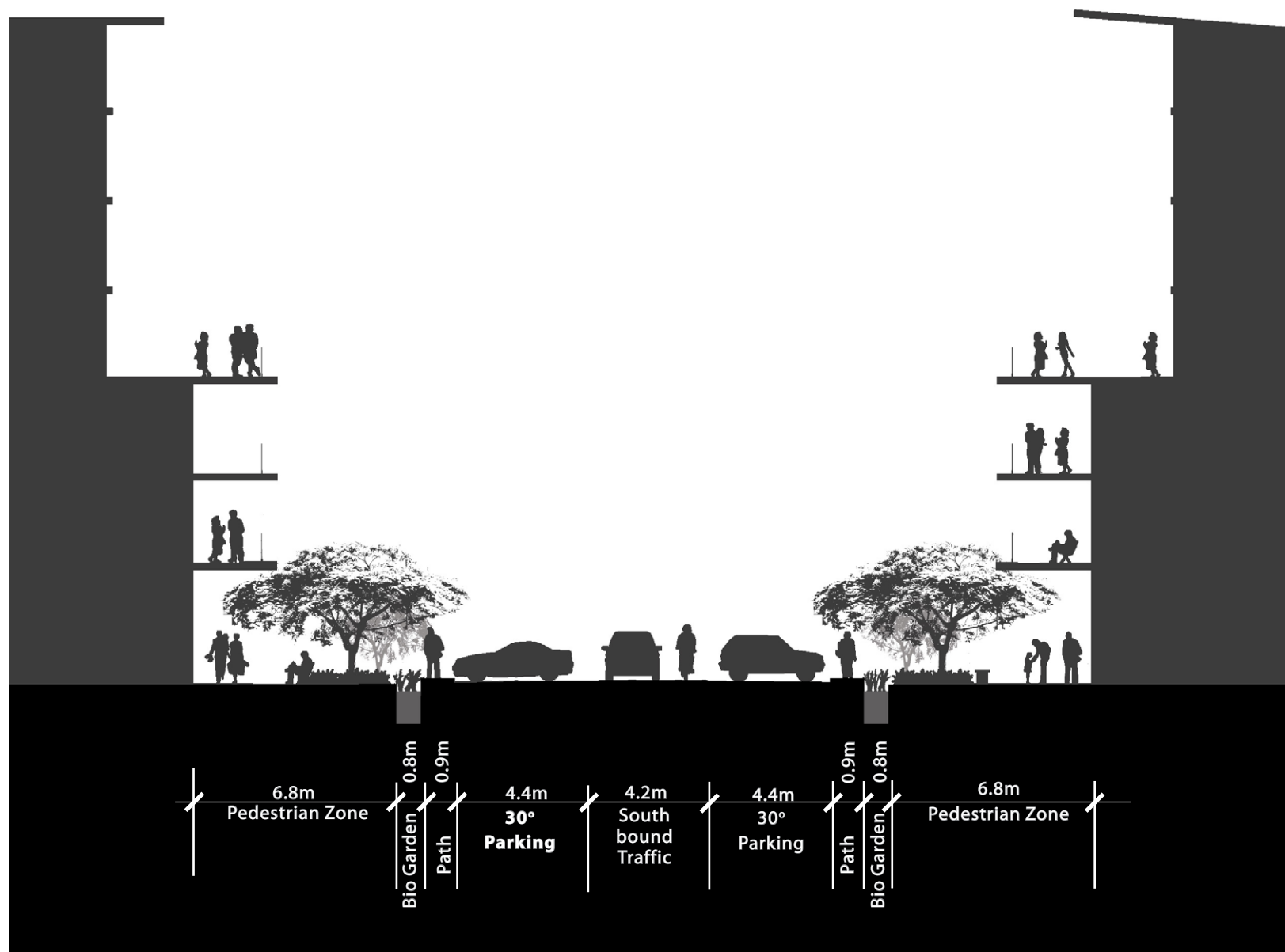
- Locals who are familiar with navigating the one way street network tend to fare better than visitors with the legibility of the area.
- A one way system delivers simplified crossings for pedestrians.
- One way street configuration can accommodate increased vehicular flows and reduced congestion due to a reduction in conflict and stalled traffic through improved signal coordination.
- Kerb side activity can be arguably less disruptive as there is usually more room either side of the one-way lane.
- One way street configuration eliminates vehicles crossing in front of oncoming traffic.
- Pedestrian safety is improved as the pedestrian has fewer directions to be concerned about at intersections. Drivers have fewer potential conflicts to handle as well so can give more attention to pedestrian safety.
- Angle parking and one lane of traffic provides a greater area for street planting, landscaping and wider footpaths along Bloomfield street.
- Angle parking enables greater number of car parking spaces



Plan
Not to Scale

Option 2 Statistics

Area of Pedestrian Zone	2695m2
Area of Shared Zone	715m2
Area of Road and Parking	1885m2
Number of Car Parks	42
Area of Planting	705m2
Number of Trees	50



Section
Not to Scale

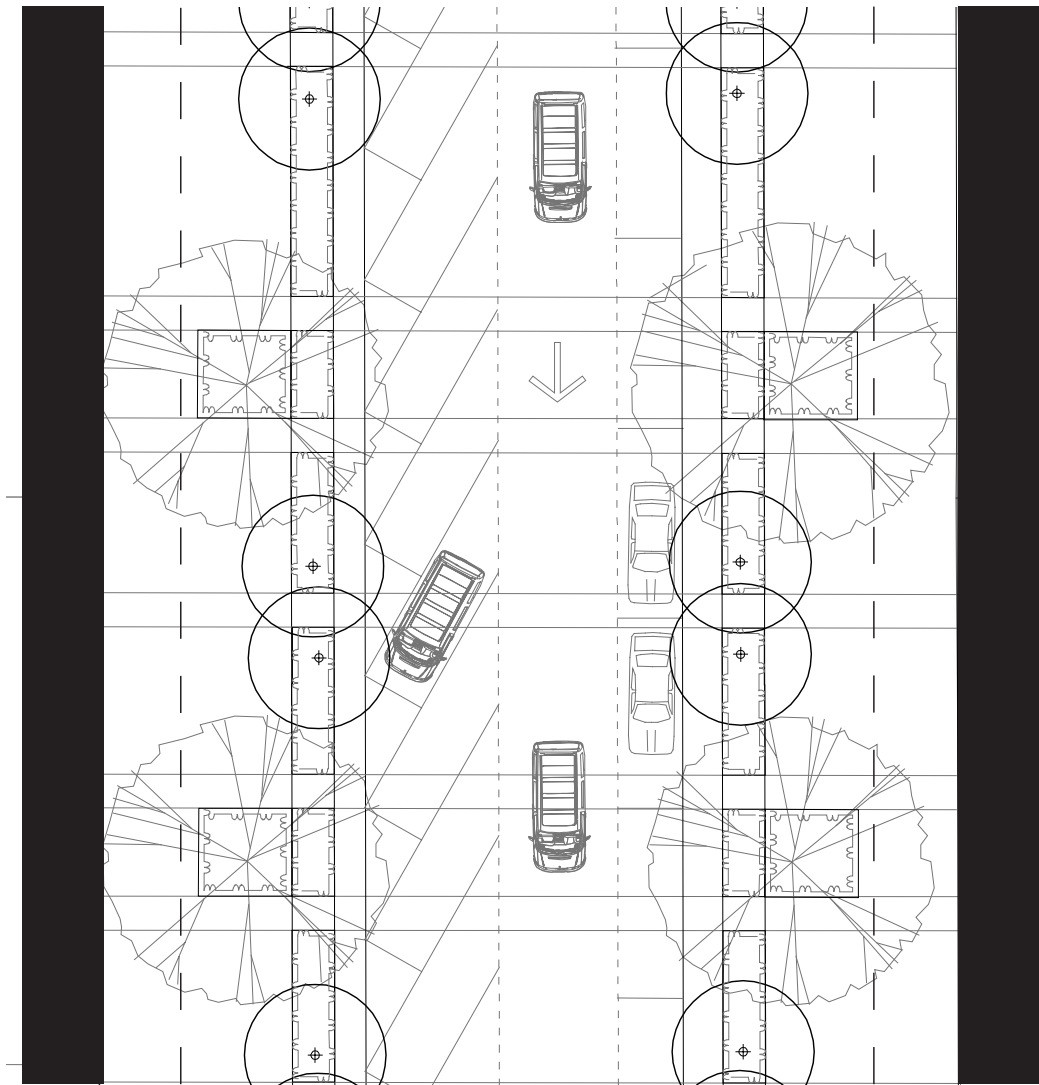
Consideration:

Option 2 (one-way) is not the preferred strategy for Bloomfield Street, however it would still work well from a traffic perspective.

Option 3: One-way + 30 Degree Parking + Parallel Parking

Value Add:

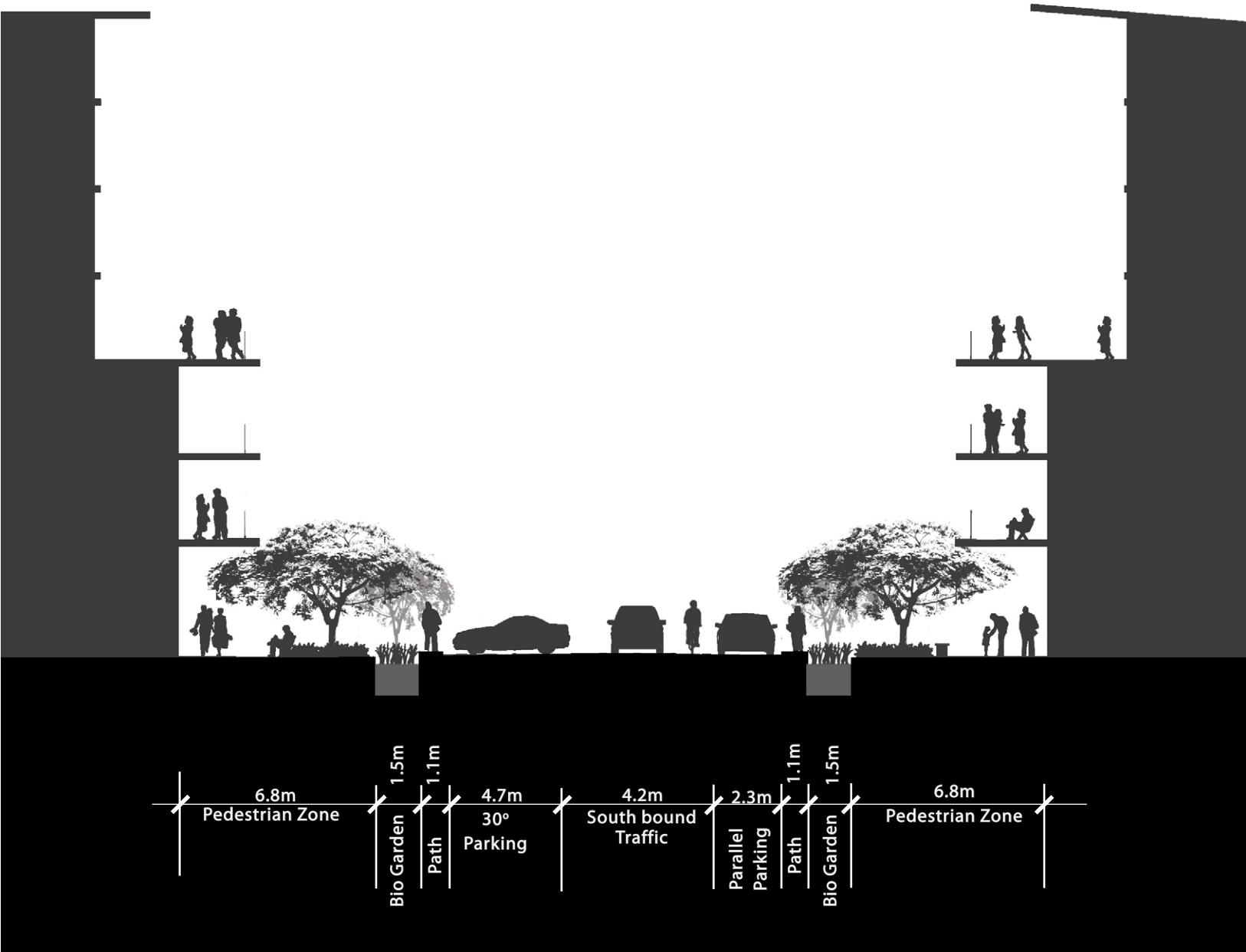
- Locals who are familiar with navigating the one way street network tend to fare better than visitors with the legibility of the area.
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- Kerb side activity can be arguably less disruptive as there is usually more room either side of the one-way lane.
- One way street configuration eliminates vehicles crossing in front of oncoming traffic.
- Pedestrian safety is improved as the pedestrian has fewer directions to be concerned about at intersections. Drivers have fewer potential conflicts to handle as well so can give more attention to pedestrian safety.



Plan
Not to Scale

Option 3 Statistics

Area of Pedestrian Zone	2739m2
Area of Shared Zone	616m2
Area of Road and Parking	1624m2
Number of Car Parks	38
Area of Planting	1021m2
Number of Trees	40



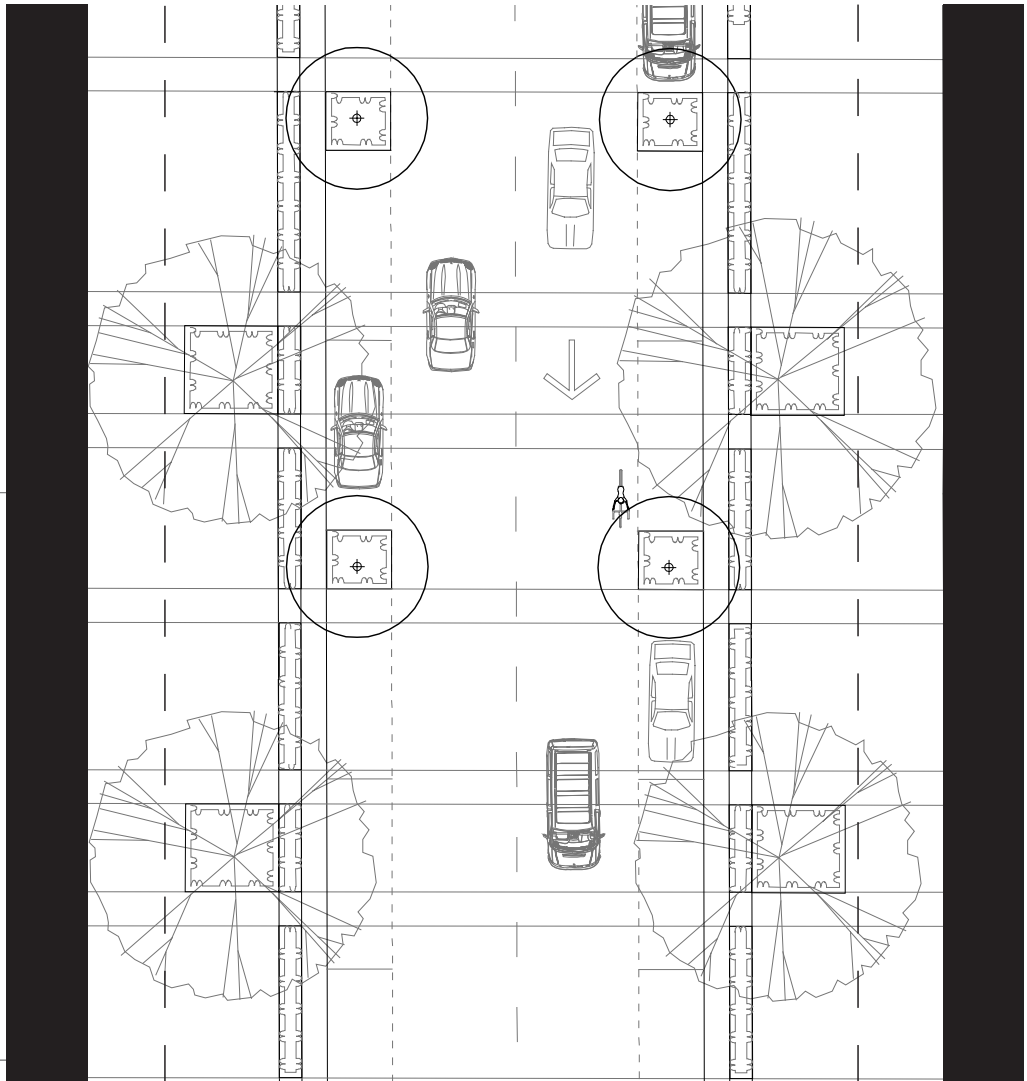
Section
Not to Scale

34

Option 4: Two-way + Parallel Parking

Value Add:

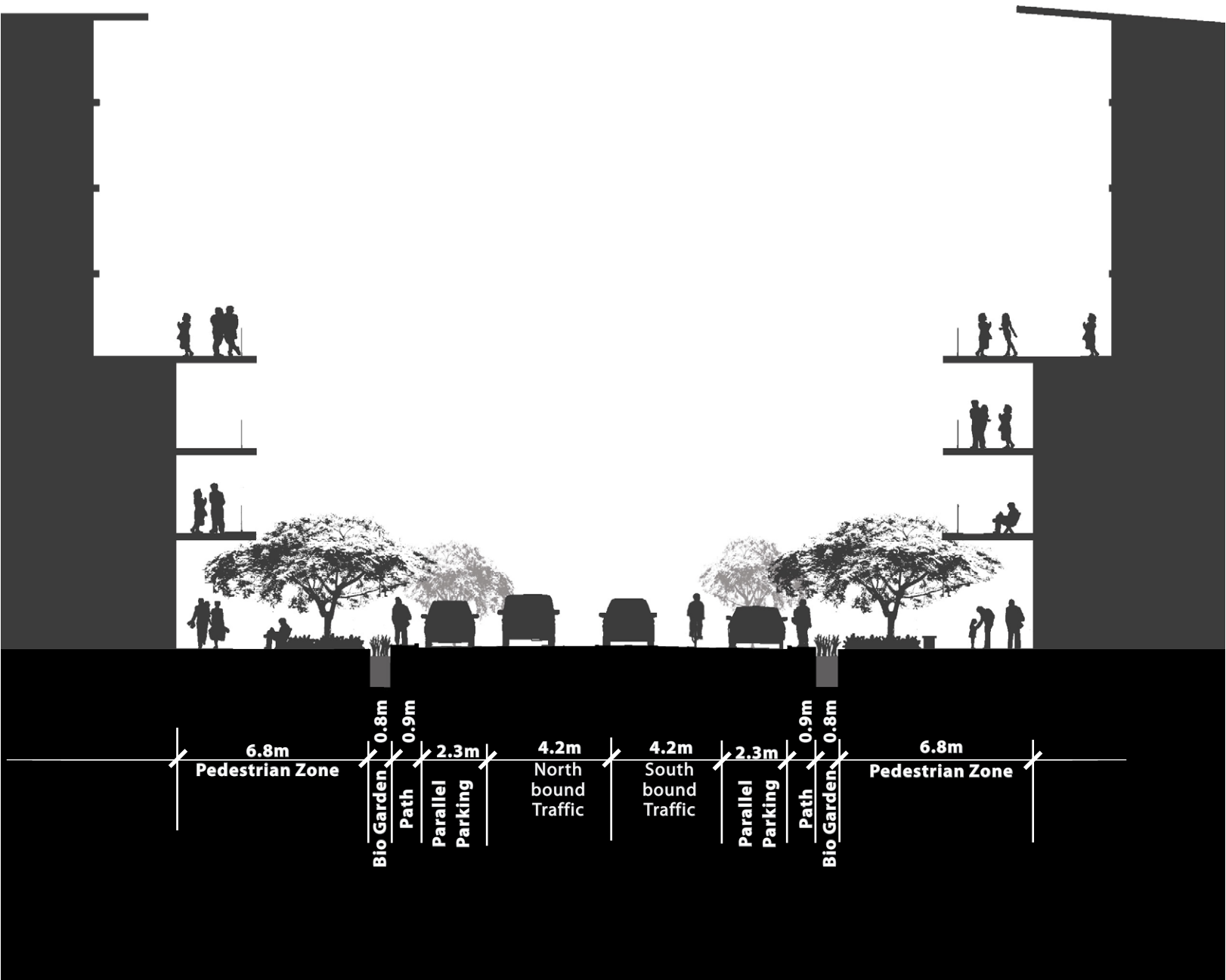
- Reduced traffic speed along Bloomfield Street due to perceived increase in navigation.
- Legible and familiar configuration for both visitors and locals.
- Street configuration enables pedestrians to choose to walk against or with the traffic flow for comfort reasons, safety perception or glare minimisation at night.
- Greater options for entries and exits into the precinct reducing congestion points.
- Flexibility with traffic flow in the event of short term street closures for road works or events.
- Increased access and movement along Bloomfield Street which helps promote commercial traffic and business
- Decrease in “Vehicle Miles Travelled” by eliminating indirect routes (driving around the block to get to your destination).
- Greater activity at the street level with two-way flow of traffic and pedestrians.



Plan
Not to Scale

Option 4 Statistics

Area of Pedestrian Zone	2697m2
Area of Shared Zone	715m2
Area of Road and Parking	1745m2
Number of Car Parks	22
Area of Planting	843m2
Number of Trees	30



Section
Not to Scale

3.4 Indicative Palette

Finally, an indicative palette of design materials, textures and street furniture elements, has been selected to reinforce the previously described design principles and give an impression of the kind of qualities the preferred design options would seek to deliver (Refer Section 3.1) of:

- Identity + Destination
- People Focused
- Environment
- Movement
- Adaptability

Physical and visual reference to the Bay **A people focused high street**



Promote an understanding of **water** in the **urban environment** + **sustainable principles**



Accessibility + Legible connections, clear routes, clear **hierarchy of materials**



Adaptability to accommodate a **diversity of activity** at a variety of scales



3.5 Next Steps

The design opportunities and strategies developed in this study set the direction for more detail consultation and exploration of design options, to inform the preferred future character of Bloomfield Street.

The document provides the Council with the visual collateral and design direction to consult and test further what the primary drivers for the future design of the street should be.

Recommended next steps:

- Determine the preferred hierarchy of needs for the street in terms of design principles. As has been demonstrated in this study the corridor is wide enough to accommodate a range of alternate configurations whilst still maintaining effective vehicle movements. A first step in determining how the corridor might be re configured is to understand the priority being placed on various uses. For example, is the loss of 30% of the existing parking provision preferable in order to substantially increase volumes of planting within the corridor
- Conduct more detail survey work to thoroughly determine where existing services etc. are located and help inform decisions about the appropriateness and opportunities for kerb realignments and more sustainable methods of surface water management.
- Determine a strategy that looks at phased changes in parking within corridor so that the street is able to consider an option to evolve over time as land use patterns in the centre change.
- Undertake more detail design development of options for the street to further test scenarios and inform more comprehensive response with regards to materials.

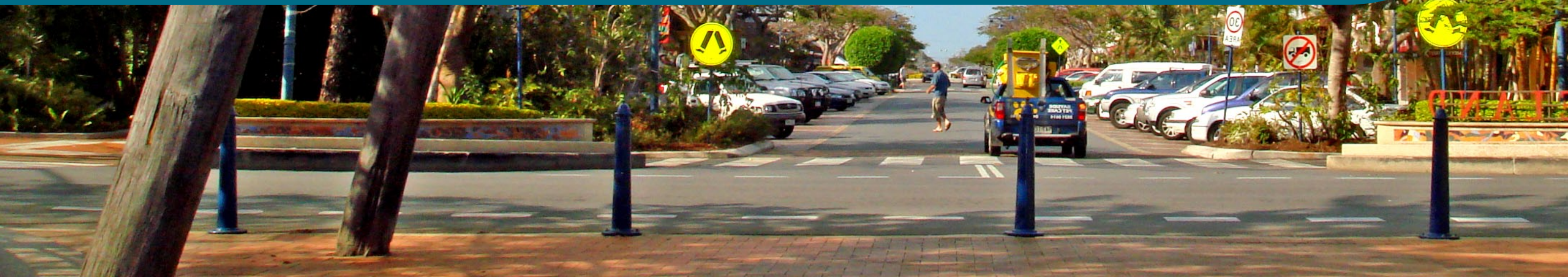


Redland City Council

Cleveland Centre

MASTER PLAN DEVELOPMENT

Relationships between built form and the street
July 2010



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1.2	Purpose of Report	3
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S01

Purpose Of Report

1.1 Context for the report

As Cleveland begins to grow, in line with the direction set by both the Local Growth Management Strategy (LGMS) and the proposed master plan, the nature of development in the Centre will change.

The LGMS described the desired future urban form and character of Cleveland as including:

- Increased integration between precincts through improved design of public spaces and through generous and safe pedestrian linkages with particular emphasis on strengthening the link between the retail core, harbour, performing arts centre and railway station
- Low height podium design and activated street level uses including dining and retail premises shall be promoted to reinforce the pedestrian focused ‘main street’ character of the centre
- The maintenance and enhancement of urban open space in and around the Cleveland Centre providing a significant green gateway to the centre and a parkland facility in proximity to the Raby Bay Harbour
- Substantial civic spaces, around the existing community facilities and the centre of town, linked with generous shaded promenades
- New residential development promoting quality sub-tropical urban design and the provision of active building frontages at street level throughout the centre.

The design direction set by the master plan embeds these principles within a strategy to guide development, and seeks to sensitively accommodate the required increase in development volume, of commercial, retail and residential floorspace in the Centre, in a way that maintains the attractiveness and distinctiveness of this popular urban ‘village’.

Characteristic with cities and towns across Australia the predicted increase requires a new built form, with mixed use, medium and high density development essential to the delivery of sustainable land use patterns and infrastructure efficiencies to accommodate this change.

This report has been produced, in support of the broader suite of documents that make up the Cleveland Centre Master Plan (see diagram opposite), to begin to explore some of the design issues and opportunities’ that will emerge as Cleveland evolves into a key regional Centre over the next twenty years.

1.2 Purpose of the report

This report has been produced to support, and provide an additional level of design guidance to underpin the Cleveland Centre Master Plan.

The document seeks to understand and explore in more detail some of the key issues and opportunities relating to the design of built form edges and the adjacent public realm. It provides high level design guidance and presents best practice examples to ensure appropriate design responses can be adopted in the future to ensure Cleveland maintains its position as a distinctive and attractive place to live, work and play.

Document Map

Vision

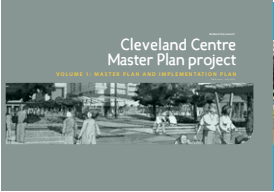


Master Plan Visualisation

Strategies



Urban Design
Analysis and Issues
Discussion Paper
Vol II



Cleveland Centre Master Plan
volume 1: Master Plan and
Implementation Plan



Landscape Strategy

Detailed Considerations



Master Plan Development :
Built Form and Public Realm



Cleveland Centre : An exploration
of concept designs for Bloomfield
Street

January 2008 and updated January 2010

December 2009 - May 2010



S02 Contemporary Urban Forms - design considerations

2.1 Introduction

Density and land use are key determinates of our experience of towns and cities; they influence the life and vibrancy of the streets, dictate the character and scale of buildings, as well as the nature and use of public space.

In Cleveland the density and activity in the Centre is set to change, with an anticipated increase in population and diversification of commercial, retail and residential land uses planned for over the next twenty years.

2.2 Considerations

This change will bring about a natural evolution in the character and appearance of Cleveland’s urban form and, in anticipation of this change, the new characteristics of the Centre; its buildings, open spaces and streets, need to be explored and understood to ensure they continue to contribute to its attractiveness as a place to live work and play.

Key Opportunities

- More efficient use of land
- More compact development
- An increase in the number of residents living in close proximity of, and therefore able to make use of and support community services and facilities
- Supports development patterns that encourage walking and cycling, rather than vehicular use, and provides opportunities to reduce carbon emissions and improvements to air quality as alternative forms of transport become preferable and the need for daily travel reduces
- Contributes to improvements in residents general health and fitness due to increased pedestrian mobility
- Increases the opportunities for social interaction as a result of more active and attractive streets and more residents using them
- Activation of the Centre, creating a vibrant and diverse hub of community activity
- Increased activity on the street, leading to improvements in the safety and security of the centre at all hours
- Greater numbers of residents able to support a viable public transport system
- A reduction in the impact of development on the natural environment, due to greater and more efficient use of land and a reduced environmental footprint
- Diversification of the available residential housing

Key Issues

- Possible loss of traditional township character and scale
- Likely loss of solar access from increased building height
- Increased risk of wind tunnelling between tall buildings
- Community angst towards negative impacts of higher density development
- Potential for increased anti social behaviour with a higher density population
- Probable rise in property prices within the Centre
- Increased pressure on existing public open spaces as the number of people living in apartments without private backyards increases

2.3 Key Design Considerations

Increased density within the centre has the potential to support sustainable economic and social activity, as well as deliver environmental improvements if carefully planned and managed. Well considered design is required to ensure development minimises any potential unwanted impacts on the attractiveness, character and amenity of the Centre.

An increase in the permitted development density generates requirements for the consideration of a number of new urban conditions; associated to changes in building heights, new building typologies, and an increase in vehicular and pedestrian activity as well as changes in the diversity and patterns of land use.

Once understood, the implications of these issues can be addressed and factored into design considerations to provide principles to guide the delivery of more sustainable urban design in the Centre.

Key areas for design consideration include:

- Climatic Responsive Design
- External Spaces
- Street Edges
- Built form

Climatic Responsive Design

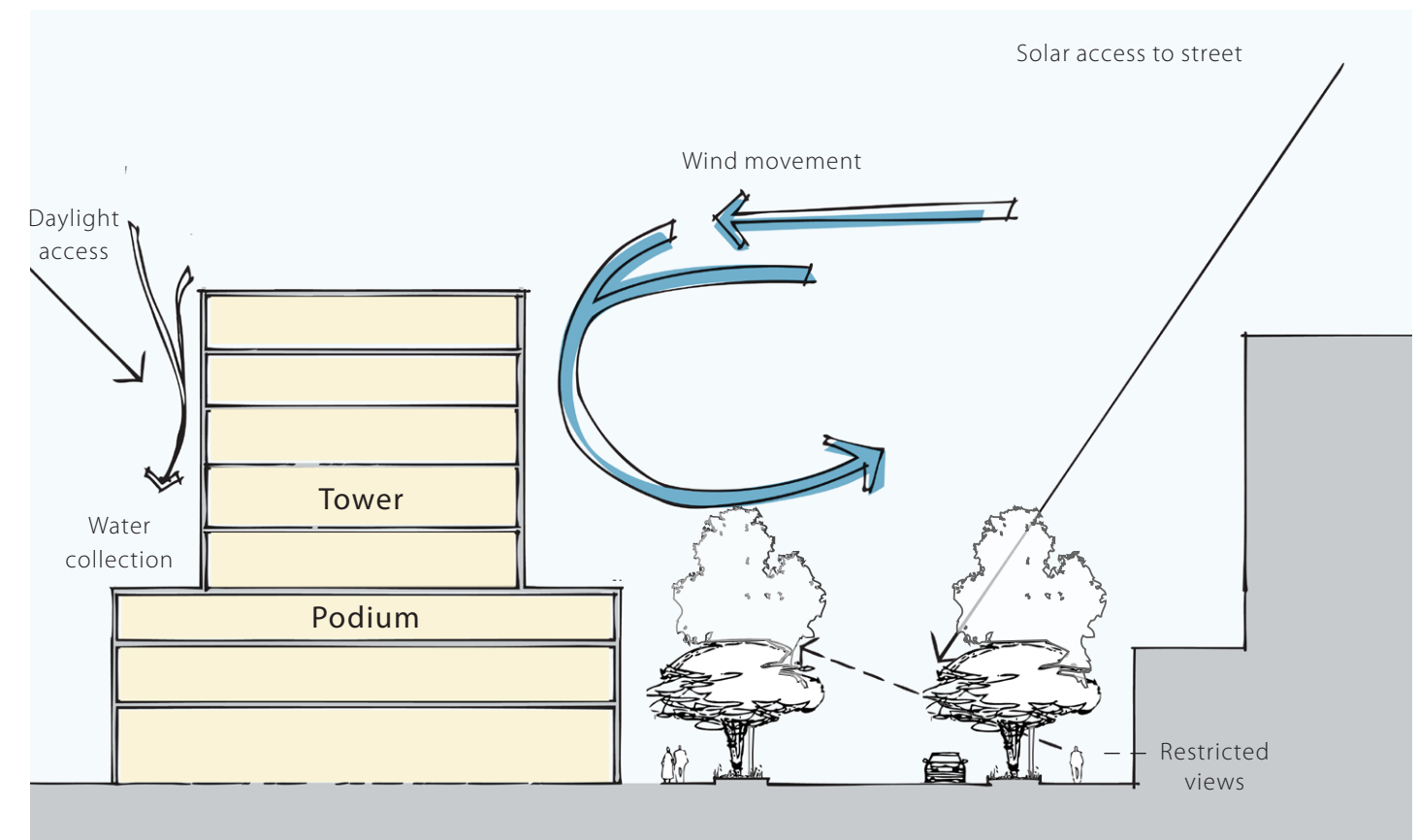
Climate responsive design considers the impact of building design on the local microclimate; the effects of wind and rain, sunlight and shadowing, and reflection and glare. Design elements can include:

- Optimise access to natural light from within the building, particularly for habitable rooms, through consideration of building orientation, depth of floorplates and general massing
- Maximise opportunities in the design to deliver natural ventilation to indoor areas
- Seek to limit the negative effects of wind tunnelling on the public realm and neighbouring buildings through the use of awnings, a well designed podium element and careful building massing.
- Explore opportunities for planting in communal areas, 'urban gardens' as an integral part of balcony spaces and the incorporation of green roofs which will contribute to an improved urban biodiversity, micro climate and building insulation
- Create opportunities to collect and reuse water including irrigation for landscape areas
- The appropriate Green Star accreditation should be sought, dependent upon building use, to achieve best practice sustainable design solutions, particularly in relation to building efficiencies. An absolute minimum Green Star rating of four stars should be pursued
- Consider the total 'lifecycle' cost of the building.

Understanding shading

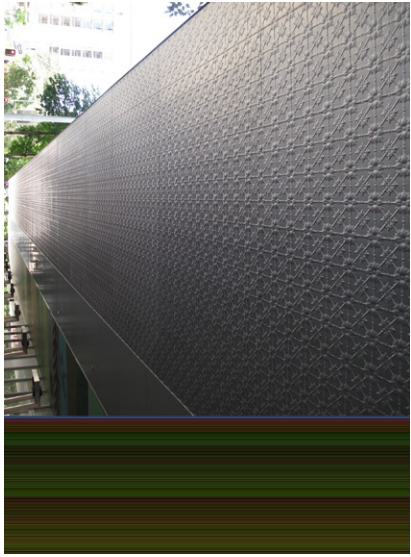
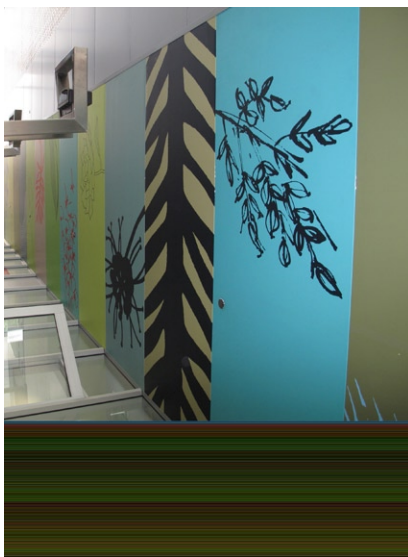
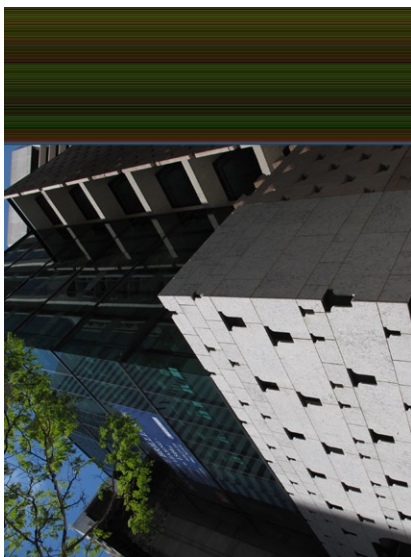
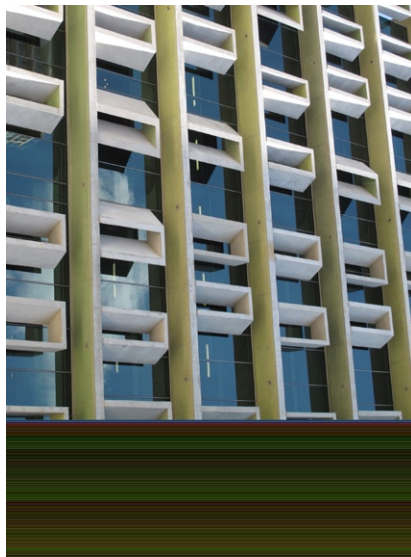
Taller buildings can cause shadowing over surrounding buildings and public spaces and consideration should be given to the effect of shadowing throughout the year.

As a further exercise in understanding the climatic impact of taller built forms in Cleveland Centre a simple 'sun path' model has been generated. This model translates the maximum built form permitted with regards to building height, across the Centre, and demonstrates a worst case scenario in terms of areas of anticipated shade. In the diagrams the extent of shadowing of the public realm can be seen based on a day in mid summer and a day in mid winter. (see diagrams on following page).



Street Section illustrating climatic considerations for design in response to medium and high density development typologies

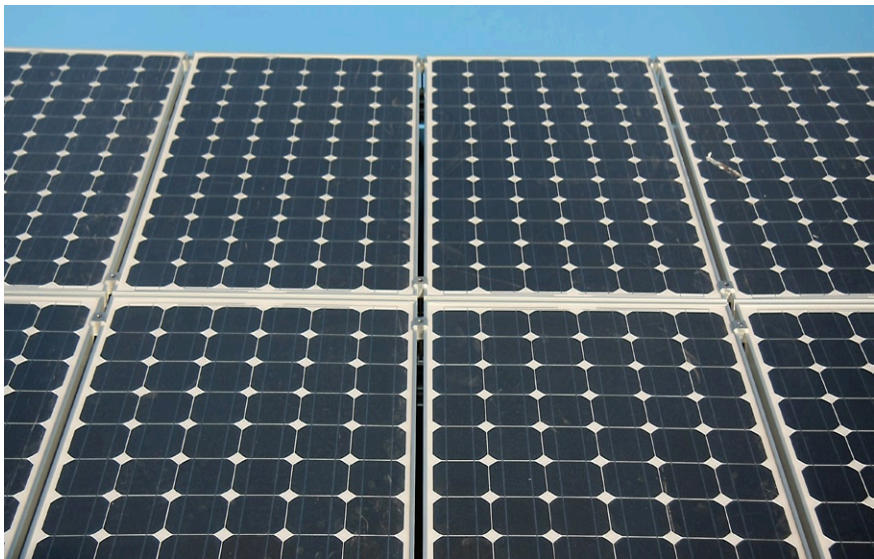
Sun shading



Architectural treatment of solar shading, as an integral part of Commerical Office development design

Awnings designed as an integral element of the building and utilised to create identity and interest within the street

Renewable energy



Renewable energy technologies can have strong visual qualities that, if considered as an integral part of the design of a building, can add distinctiveness as well as demonstrate green credentials

Urban gardens

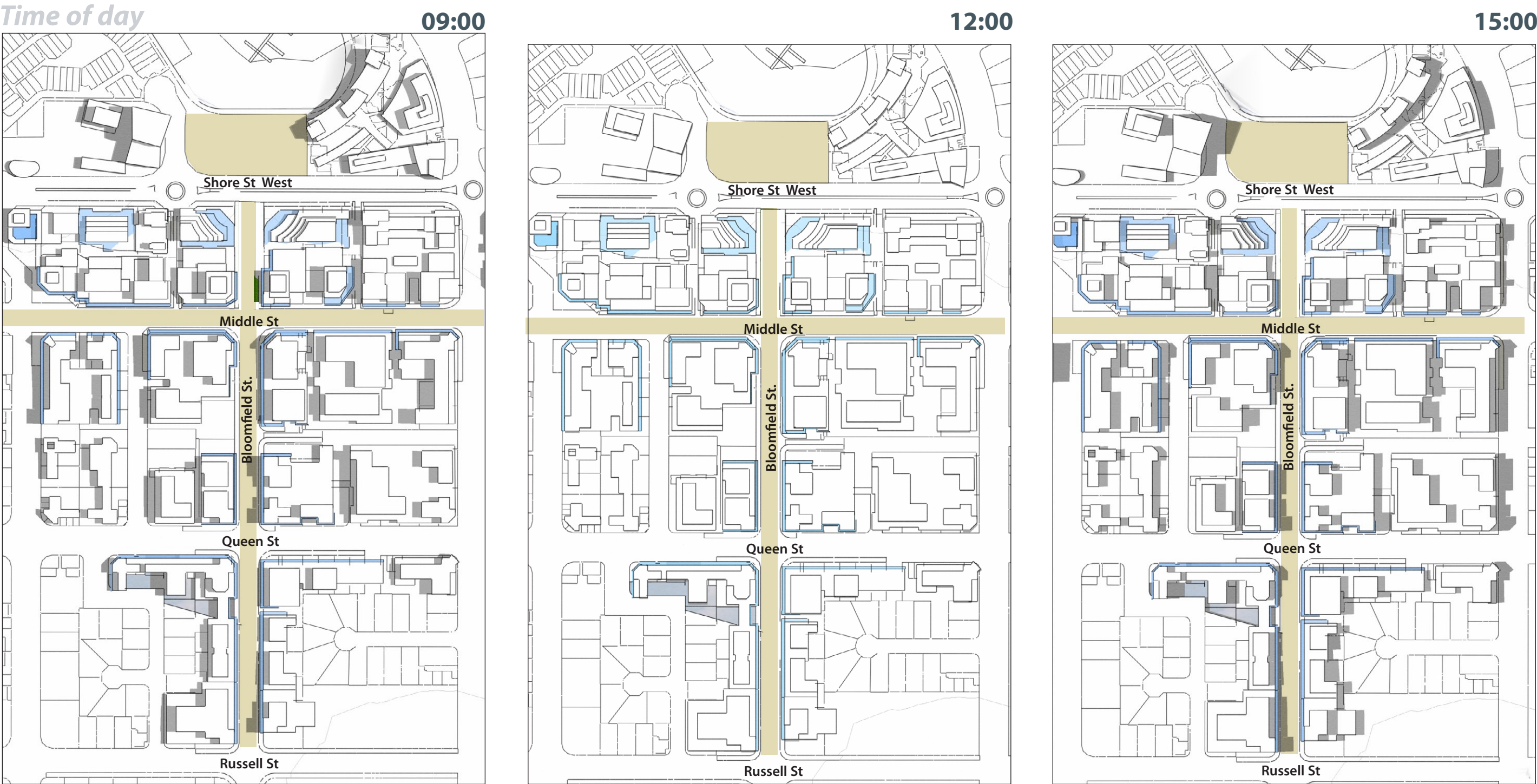


Dense landscape planting, as an integral element of the design creates a distinctive sense of place and pleasant environment for workers, residents and visitors alike



Planting adjacent to exterior walls can be used to absorb heat during the day

Extracts from Sun Path model for Cleveland Centre Master Plan illustrating the degree of shade within the public realm

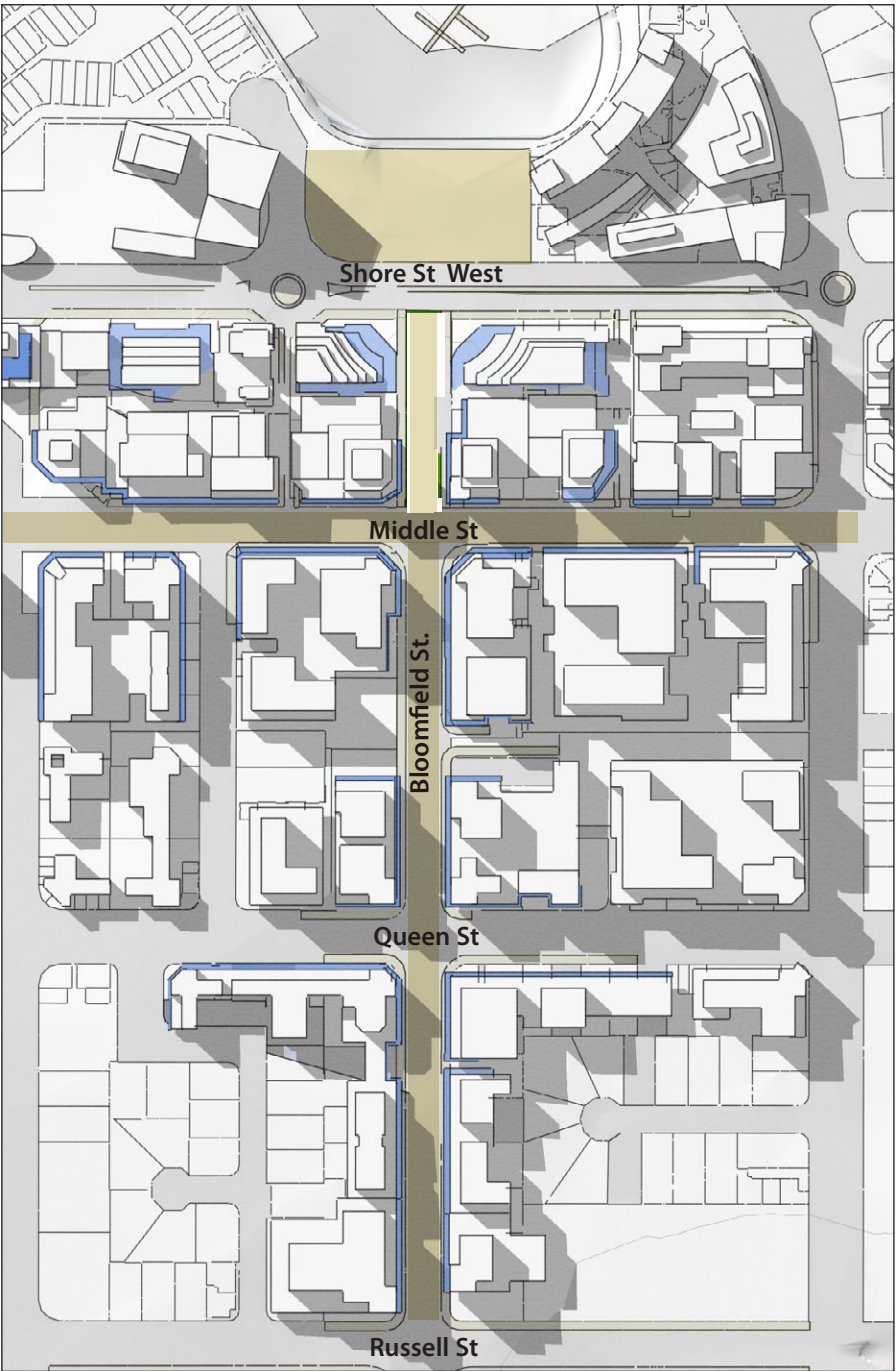
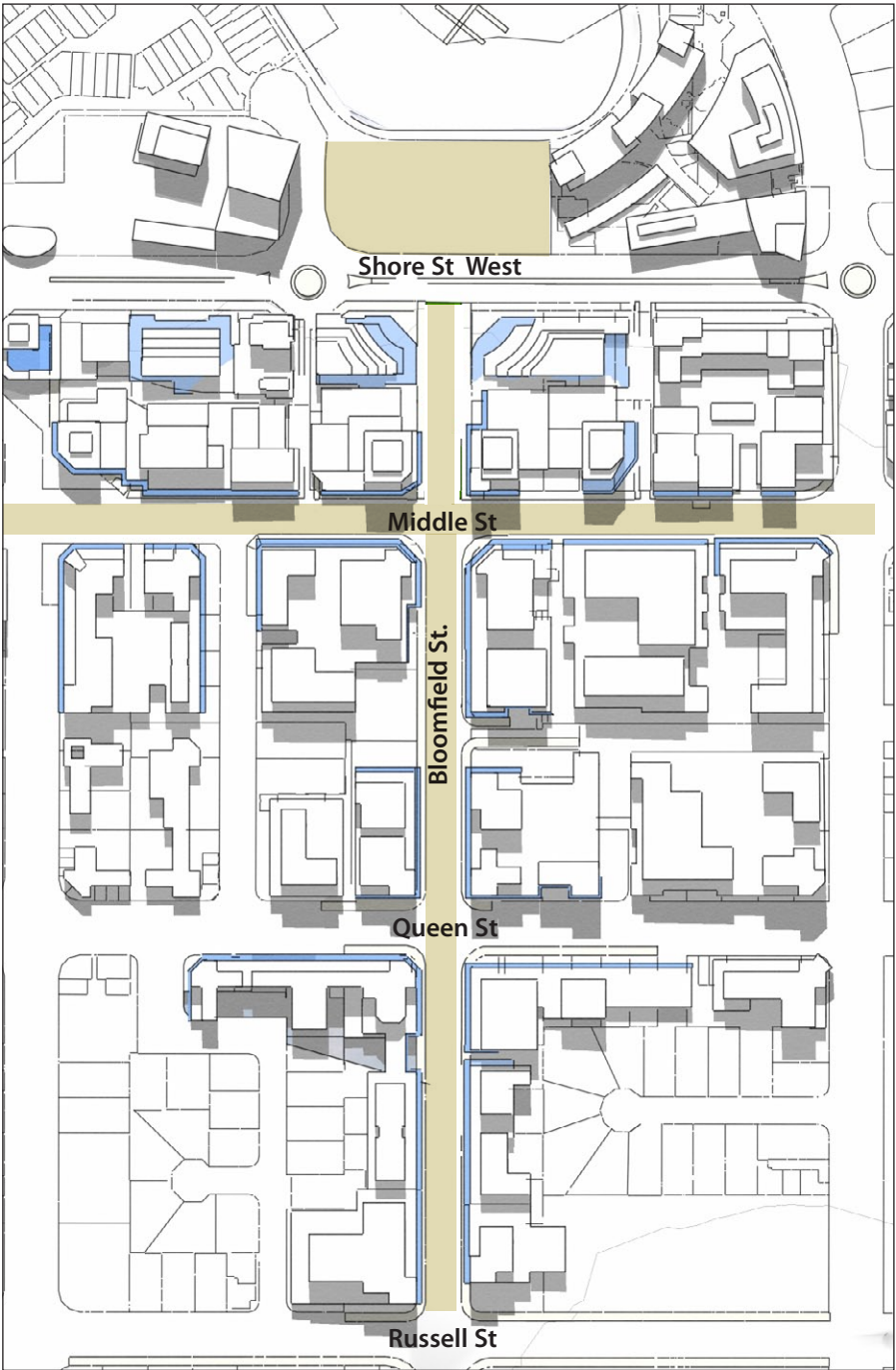
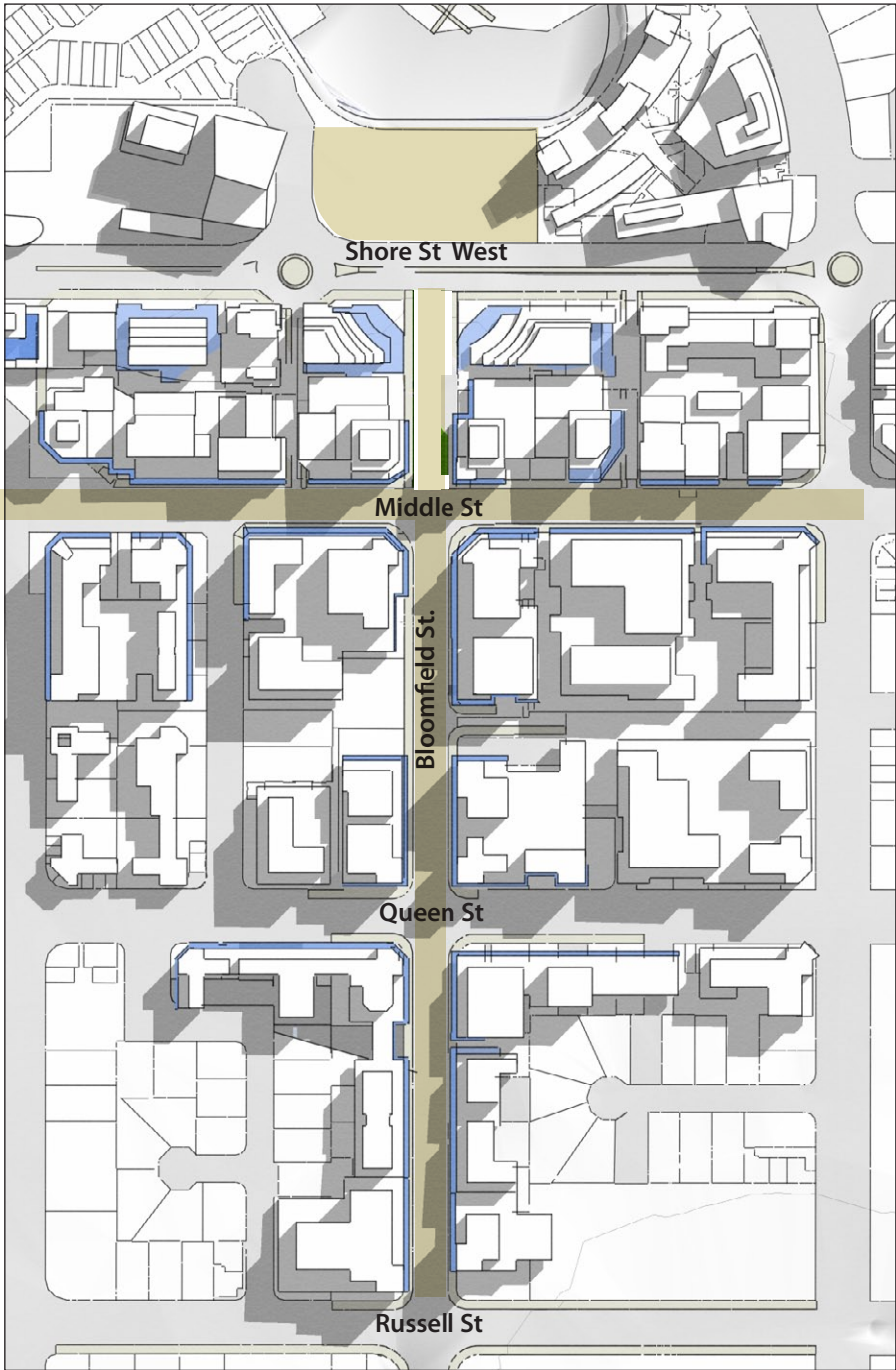


Summer

09:00

12:00

15:00



Winter

Key Elements of Cleveland's Public Realm
(These are determined as those streets and spaces likely to attract the highest levels of use as a result of activity and amenity they offer)

External Spaces

- Provide areas for the inclusion of soft landscape in both the building and adjacent street wherever possible, to improve urban biodiversity and offer climatic comfort for both building users and pedestrians
- Provide private external space that is usable and offers reasonable levels of amenity for residents and visitors
- Clearly distinguish between public and private space to foster a sense of ownership, and present a clear message with regards to expected behaviour and use
- Design open spaces so that they can be easily and well maintained
- Make open spaces flexible so that they can support the needs of a wide range of users
- Orientate balconies, terraces and external spaces to optimise solar access
- All apartments should be provided with indoor/ outdoor space, with an accessible balcony the minimum acceptable provision.

Street Edges

- Locate active uses along the street edges to increase safety, use and interest on the street
- Maximise the number of windows and entrances at ground floor level to promote active frontages and natural surveillance
- Provide well defined and easily accessible pedestrian routes and establish desire lines through large urban blocks to encourage local pedestrian movement and the creation of walkable neighbourhoods
- Avoid creating blank walls and introducing recesses at ground floor that could allow for concealment and reduced activity on the street
- Use well designed architectural features and artworks to screen or disguise podium parking areas from the street
- Accentuate and identify building entrances so they are visually legible and physically accessible

- Create more rather than fewer entries to activate the street
- Avoid introducing entrances to car parks onto shopping streets
- Incorporate pedestrian access with car park entrances, or provide discrete car entrances.

Awnings

- At the interface between the building and street substantial awnings should be designed as an integral part of the building to provide comfort for pedestrians on the street
- Awnings can be used to give buildings visual distinctiveness
- Design open spaces so they offer an attractive and usable outdoor environment throughout the year; with specific consideration given to the need for shelter and shade

Building Layout and Design

- Design for a mix of dwelling types to cater for a diverse population mix; singles, family groups, students, the elderly, people with limited mobility and people on low to moderate incomes to ensure that a vibrant mixed community can be accommodated
- Design the internal layout of new higher density buildings to suit the site and surroundings as well as the occupants:
 - Consider views to and from the site
 - Orientation, prevailing winds and climate
 - The location of main street activity
 - External noise sources
 - Access and security
 - Natural day lighting and ventilation
- Consider multiple lifts and stair cores rather than single central cores in buildings with a larger foot print and that address more than one street.

Roof forms

- Design roof spaces to be used
- Facilitate opportunities to deliver green roofs with allowances made for deep planting to ensure vegetation has the optimum conditions for growth and success
- In roof garden design explore options to provide edible landscapes in community gardens
- Integrate servicing and lift over runs into the design of the building
- Taller buildings can enhance skylines and panoramas if their tops are well designed and visually striking. The tops of buildings can provide:
 - Identity and image
 - Reference and orientation
 - Visual incident
 - Urban sculpture
 - Landmark status.

Design Detail

- Consider materials as an integral part of the design response to reflect local context and also sustainable choices
- Use external lighting to enhance the building design
- Integrate building signage and graphics within the building design
- To mitigate any potential risk of contributing to the urban heat island affect no reflective glass facades should be considered

Circulation and services

- Consider rear lane access for podium parking
- Clearly mark access into, and movement through car parks with signage
- Clearly identify parking spaces for specific dwellings/ offices
- Make provision for loading and unloading of services
- Provide adequate parking facilities for visitors
- Ensure the main entry and individual dwelling entries allow for delivery and removal of large furniture items
- Ensure lifts can accommodate large furniture
- Ensure emergency services have easy access to the building
- Consider the visual and noise impact of air-conditioning condensers and provide discrete locations for them
- Provide a clear method for refuse sorting and disposal.

Articulation of building facades and corners



In a commercial street the ground floor maximises visual access to internal space and entrances are clear and front directly onto the street



Ground floor set back provides space for outdoor use, with the upper storey providing shade and planting included as an integral part of the building design

Awnings



Ensure buildings on corners address the street well, with opportunities to introduce distinctive elements of design to assist with way finding and animate the street with ground floor uses



Mixed use



The strong visual and physical relationship between the residential balconies and the street delivers high levels of natural surveillance and safety with ground floor commercial use activating the street.

Street edges



Building set backs extend the area available for alfresco dining and awnings provide shade



An articulated building edge creates a strong relationship with the street

Lane ways



Streets and laneways can be used to frame important vistas, with activated edges ensuring a vibrant pedestrian focused street is created and architectural elements used to provide climatic comfort and safety for pedestrians



2.4 Yield Analysis

7.3 Plot Ratios

The following tables indicate the various plot ratio scenarios relative to building height and were produced in testing the proposed Master Plan.

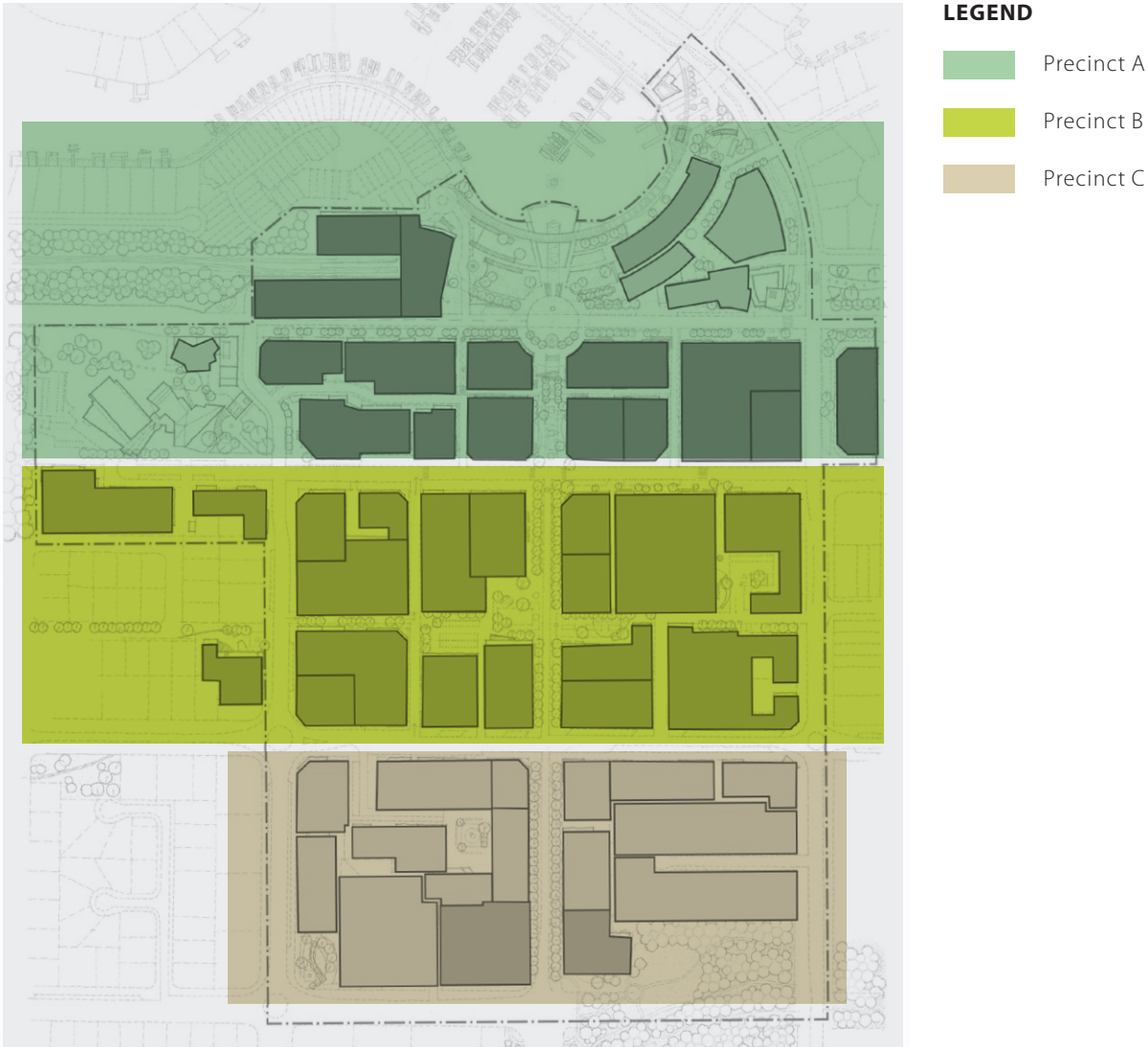


Figure 37: Precincts for Plot Ratio Allocation

MODEL 1

Assumptions: As per plot ratio table and all buildings ground floor retail, 1st and 2nd floors commercial and basement carpark and remainder residential

All car parking provision is thus assumed to be met in basements

Precinct A

plot ratio Table		
Site Area m²	Plot Ratio	Height
<1,000	0.75	3
1 - 1,999	1.25	4
2,000 - 3,499	1.5	5
3,500 - 5,999	2	7
6,000 +	2.5	8

Precinct B

plot ratio Table		
Site Area m²	Plot Ratio	Height
<1,000	0.75	3
1 - 1,999	1	4
2,000 - 3,499	1.25	5
3,500 - 5,999	1.5	6
6,000 +	2	7

Precinct C

Plot Ratio Table		
Site Area m²	Plot Ratio	Height
<1,500	0.75	3
1,500 - 2,499	1.25	4
2,500 +	1.5	5

MODEL 2

Assumptions: As per plot ratio table and all buildings ground floor retail, 1st floor car parking, 2nd and 3rd floors commercial and remainder residential

Car parking provision is at one floor of the building only - this reveals potential shortfalls for residential, commercial and retail

Precinct A

Plot Ratio Table		
Site Area m²	Plot Ratio	Height
<1,000	0.75	3
1,000 - 1,999	1.25	4
2,000 - 3,499	1.5	5
3,500 - 5,999	2	7
6,000 +	2.5	8

Precinct B

Plot Ratio Table		
Site Area m²	Plot Ratio	Height
<1,000	0.75	3
1,000 - 1,999	1	4
2,000 - 3,499	1.25	5
3,500 - 5,999	1.5	6
6,000 +	2	7

Precinct C

Plot Ratio Table		
Site Area m²	Plot Ratio	Height
<1,500	0.75	3
1,500 - 2,499	1.25	4
2,500 +	1.5	5

S03

Illustrative Studies



3.1 Introduction

In order to understand, and explore further, how the design considerations and opportunities presented in this summary study might be translated in Cleveland Centre, a series of illustrative cross sectional studies have been produced.

These diagrams relate to the master plan and explore the application of a mixture of design techniques, at three locations in the Centre. They seek to illustrate the delivery of four key goals in the design of new urban forms:

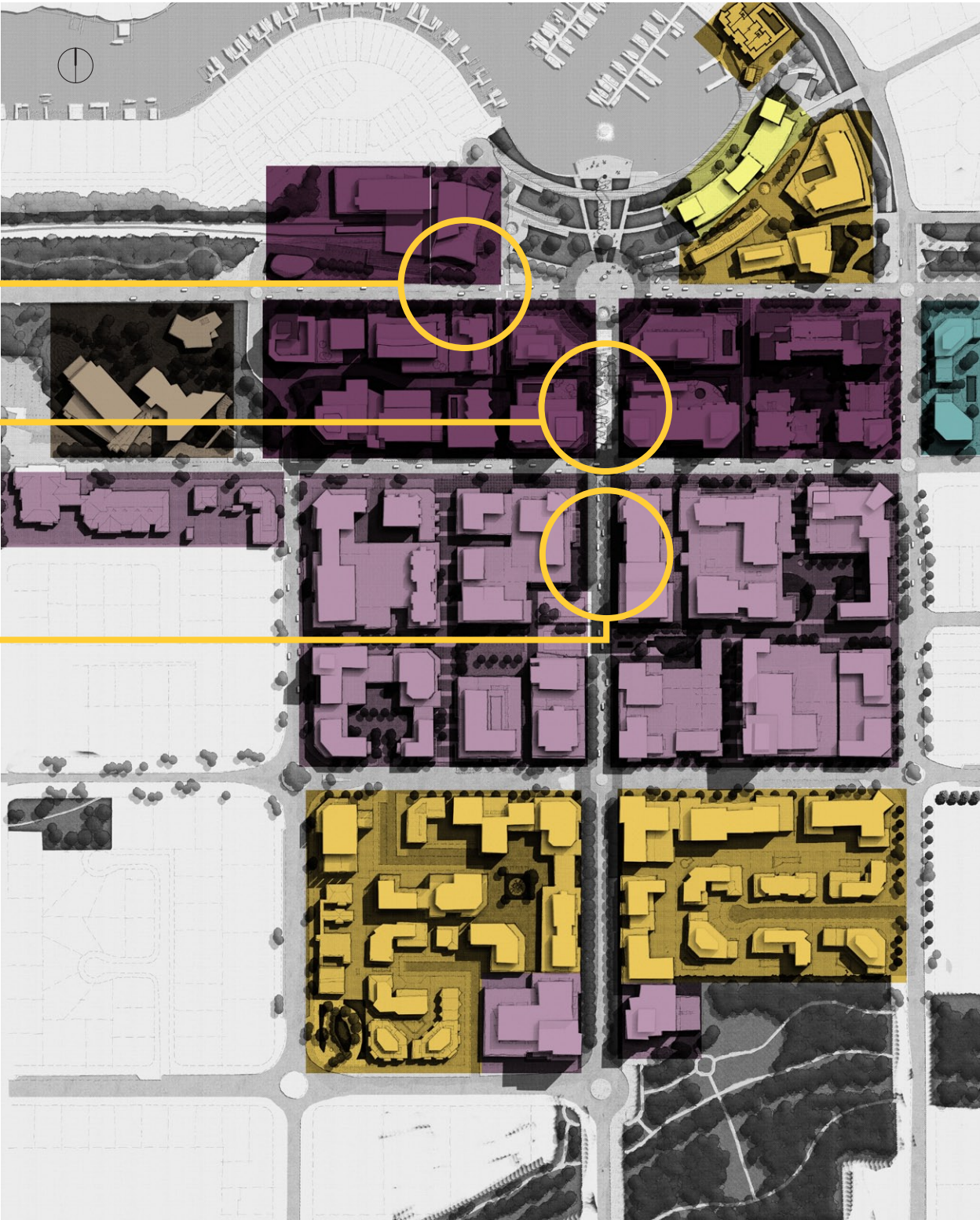
- Best practice solutions that contribute to the delivery of an attractive street scene
- Building elevations that help define distinctive and strong streets
- Ground floor treatments that ensure a lively, safe and attractive public realm are created
- The creation of a comfortable street environment for pedestrians.

Location of illustrative case studies:

Study C: Shore Street West > p 18

Study B: Bloomfield Street > p 16

Study A: Bloomfield Street > p 14



Master Plan Proposed Building Heights

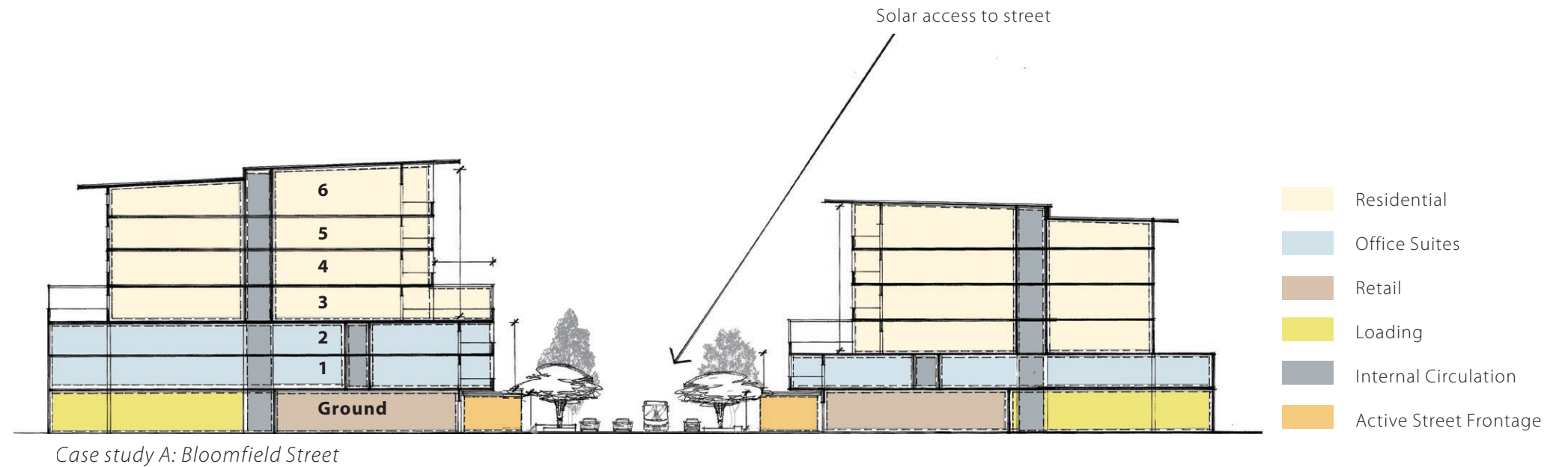
Study A: Bloomfield Street

Characteristics

In the proposed master plan, Bloomfield Street maintains its role as Cleveland's key retail spine.

The master plan offers the opportunity to increase the size of buildings along either side of the street and presents opportunities to increase the diversity of retail and commercial activity along the corridor.

The proposed master plan envisages the street providing pedestrians with a vibrant experience, with opportunities for a rich mix of shops, cafes and restaurants fronting onto the street and spilling out onto a generous footpath where patrons can sit and dine or just simply watch the world go by.



Illustrative Option

The illustrated option explores a notional cross section profile near the junction of Middle and Bloomfield Street where new built form has been introduced, in line with the maximum permitted development height, and a built form introduced accommodating a mix of uses, focused on commercial and retail spaces in the podium with residential above.

Precedents



Car park accommodated in podium sleeved with office suites



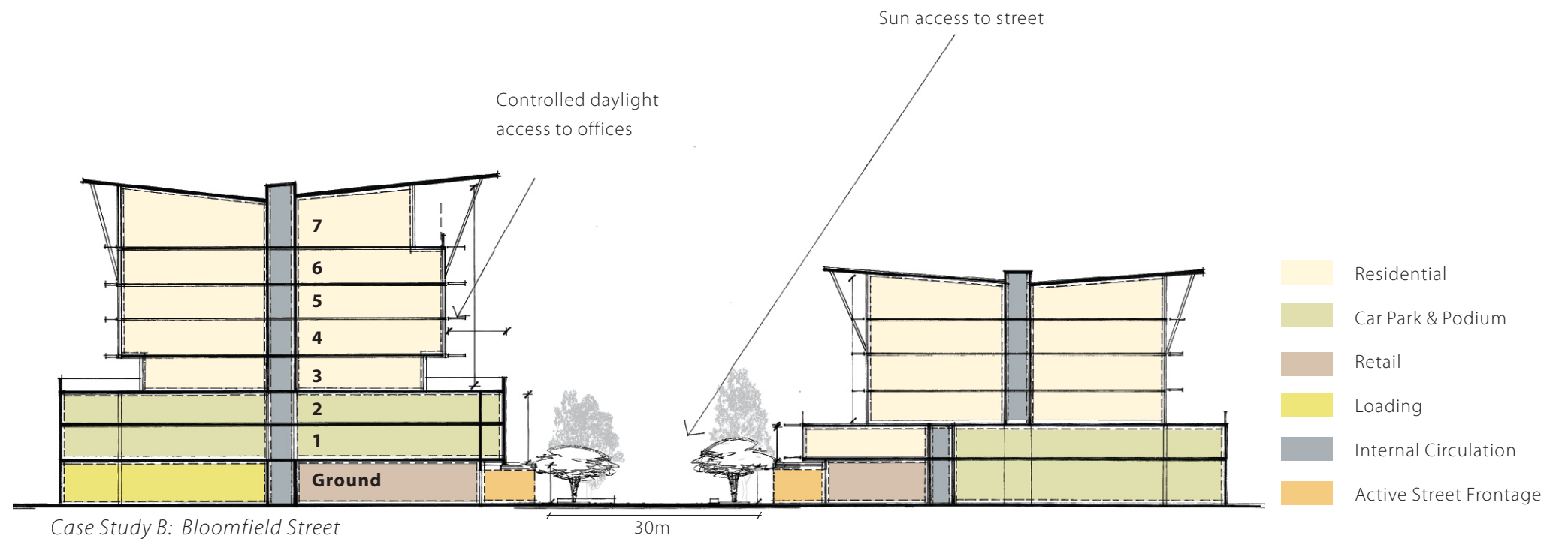
Car park accommodated in podium screened with artwork



Integrated artwork and building signage create a distinctive building elevation

Study B: Bloomfield Street

PODIUM
LEVELS



Characteristics

In the proposed master plan Bloomfield Street, at its northern end, maintains its role as a key point of transition between the retail heart of the Centre and its bay side address.

The master plan offers the opportunity to increase the height of buildings here, to create a landmark address and provide an architectural 'sign post' marking the gateway to the Bay. The proposed strategy also recognises the value of introducing a vibrant retail/commercial ground floor use in the area, with residential development above ensuring there is activity and overlooking of the adjacent space throughout the day.

The proposed master plan envisages the street providing pedestrians with a vibrant experience, with a rich mix of cafes and restaurants fronting onto a well designed park that leads down to the water front. The upper storeys of these buildings are focused on the provision of residential accommodation that maximise on their aspect out across the bay.

Illustrative Option

The illustrated option explores a notional cross section profile to the north of the junction of Middle and Bloomfield Street, where new built form has been introduced in line with the maximum permitted development height. The built form accommodates a mix of uses, focused on retail space at ground floor and residential space above. The illustrated section also demonstrates how any required parking, if necessary within the podium, could be screened to deliver an attractive built form outcome. However a preference will always be to include residential apartments overlooking public space.

Precedents



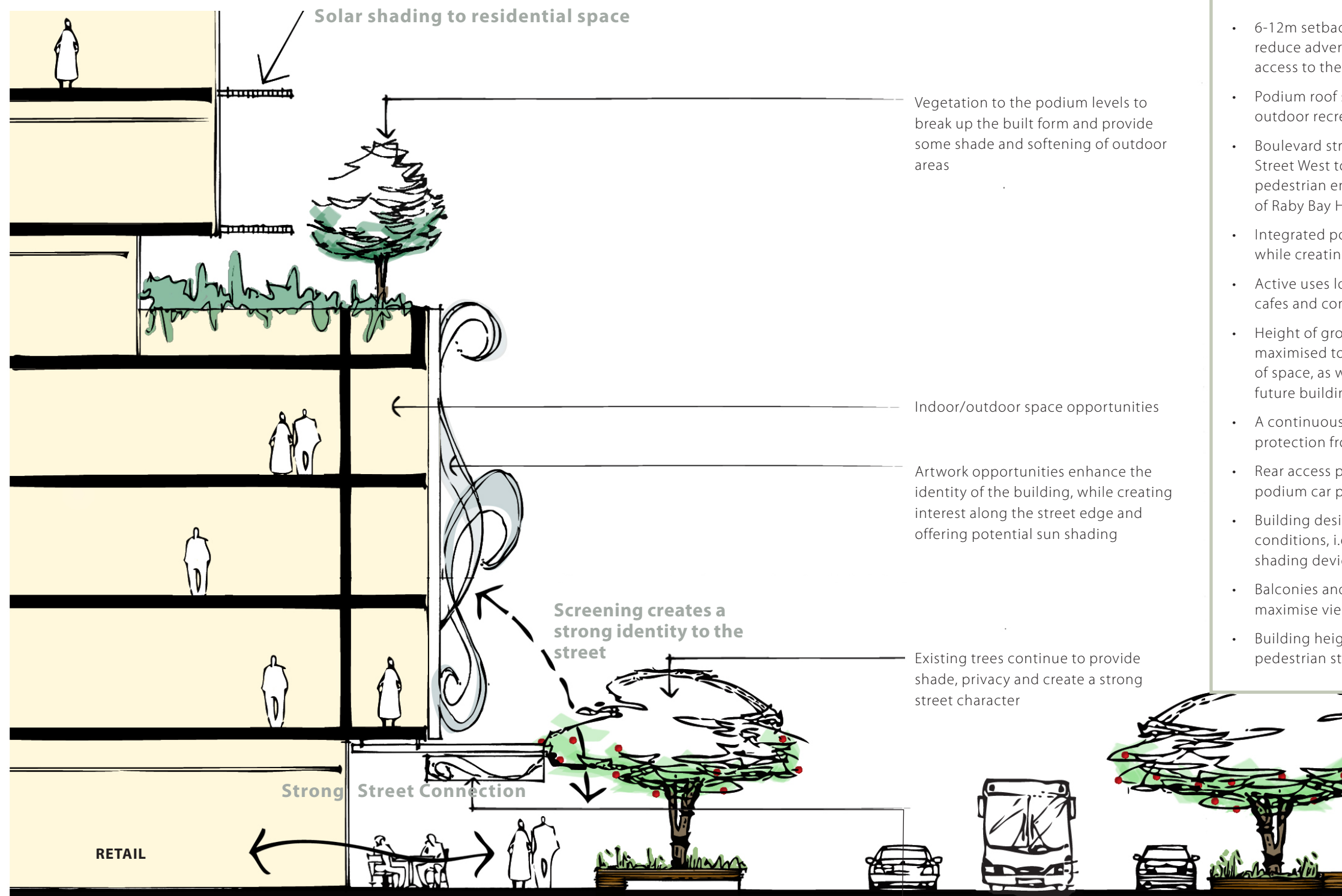
Residential studios sleeving podium car park provide natural surveillance of the adjacent street



Retail activity fronting onto the street activates the public realm



Architecturally articulated commercial offices sleeve car parking accommodated in podium



Illustrative Street Edge Section

Integrated signage and awnings create a consistent street language while providing relief from the outdoor climate

Design Considerations

- 6-12m setback to tower to limit overshadowing, reduce adverse wind effects and allow for daylight access to the rear
- Podium roof space utilised for rainwater collection, outdoor recreation and green space for residents
- Boulevard street character established along Shore Street West to create an interesting and dynamic pedestrian environment and extend the influence of Raby Bay Harbour Park
- Integrated podium artwork screens the car parking while creating a interesting public interface
- Active uses located on the street, such as shops, cafes and community services
- Height of ground floor entrances and opening maximised to promote active frontages and a sense of space, as well as increasing the flexibility of future building uses
- A continuous awning provides pedestrians with protection from rain, sun and wind
- Rear access provided to loading zones and the podium car parks
- Building designed to consider local climatic conditions, i.e. building envelop design, sun shading devices etc
- Balconies and outdoor space orientated to maximise views, daylight and breezes
- Building heights relate to sun access to main pedestrian street

Study C: Shore Street West

Characteristics

In the proposed master plan, Shore Street West will emerge as a key street in the Centre which, due to the emphasis placed on introducing activity along its frontage, will reconnect the commercial and retail heart of the Centre to the Bay.

The master plan offers the opportunity to increase the height of buildings here and also encourages the introduction of buildings that use Shore Street West as their 'front door', encouraging activation of the street and the creation of a strong and attractive southern edge to Raby Bay Harbour Park.

The proposed master plan envisages the street providing pedestrians with a vibrant mix of experiences, with the facility to introduce a rich mix of cafes and restaurants fronting onto an attractive and busy street. The upper storeys of these buildings are focused on the provision of residential accommodation that maximises aspect out across the bay and resident ownership and natural surveillance of the adjacent park and street.

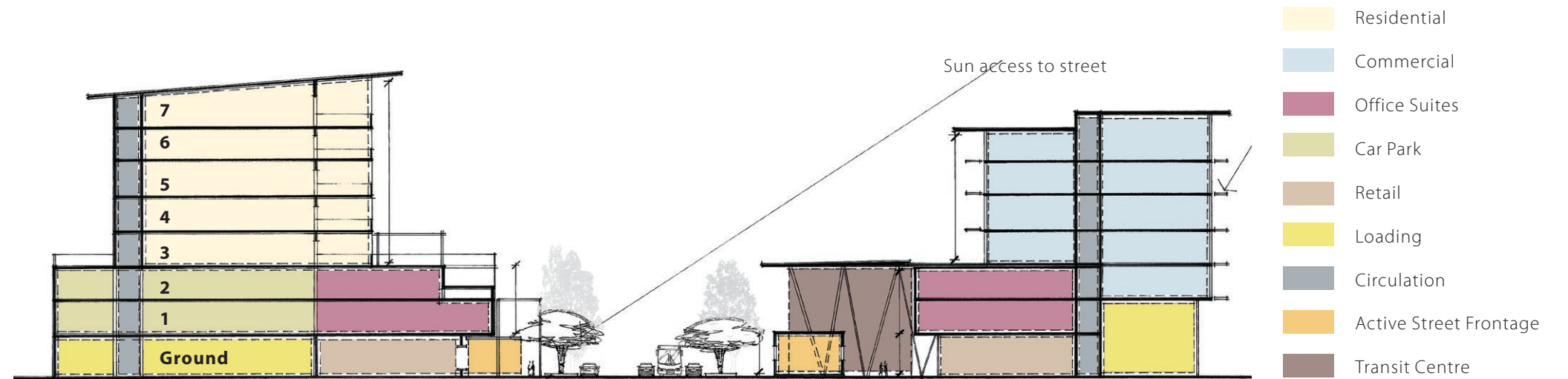


Figure 05: Case Study C: Shore Street West

Illustrative Option

The illustrated option explores a notional cross section profile at the eastern end of Shore Street West, opposite the enhanced multi modal transit centre. New built form is illustrated in line with the maximum permitted development height, accommodating a mix of uses, focused on commercial and retail space at ground floor and residential space above.

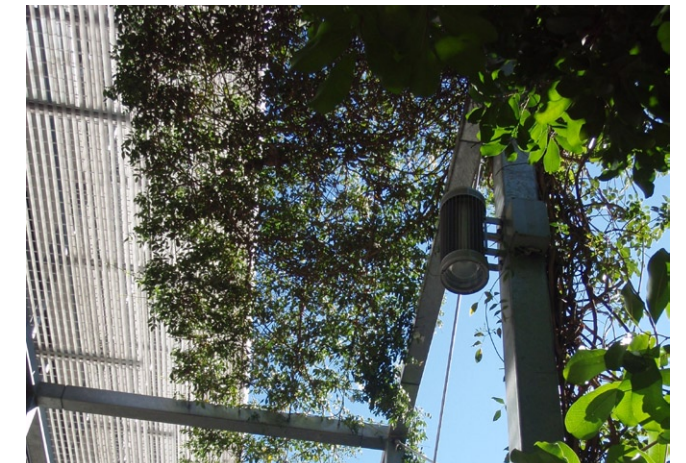
Precedents



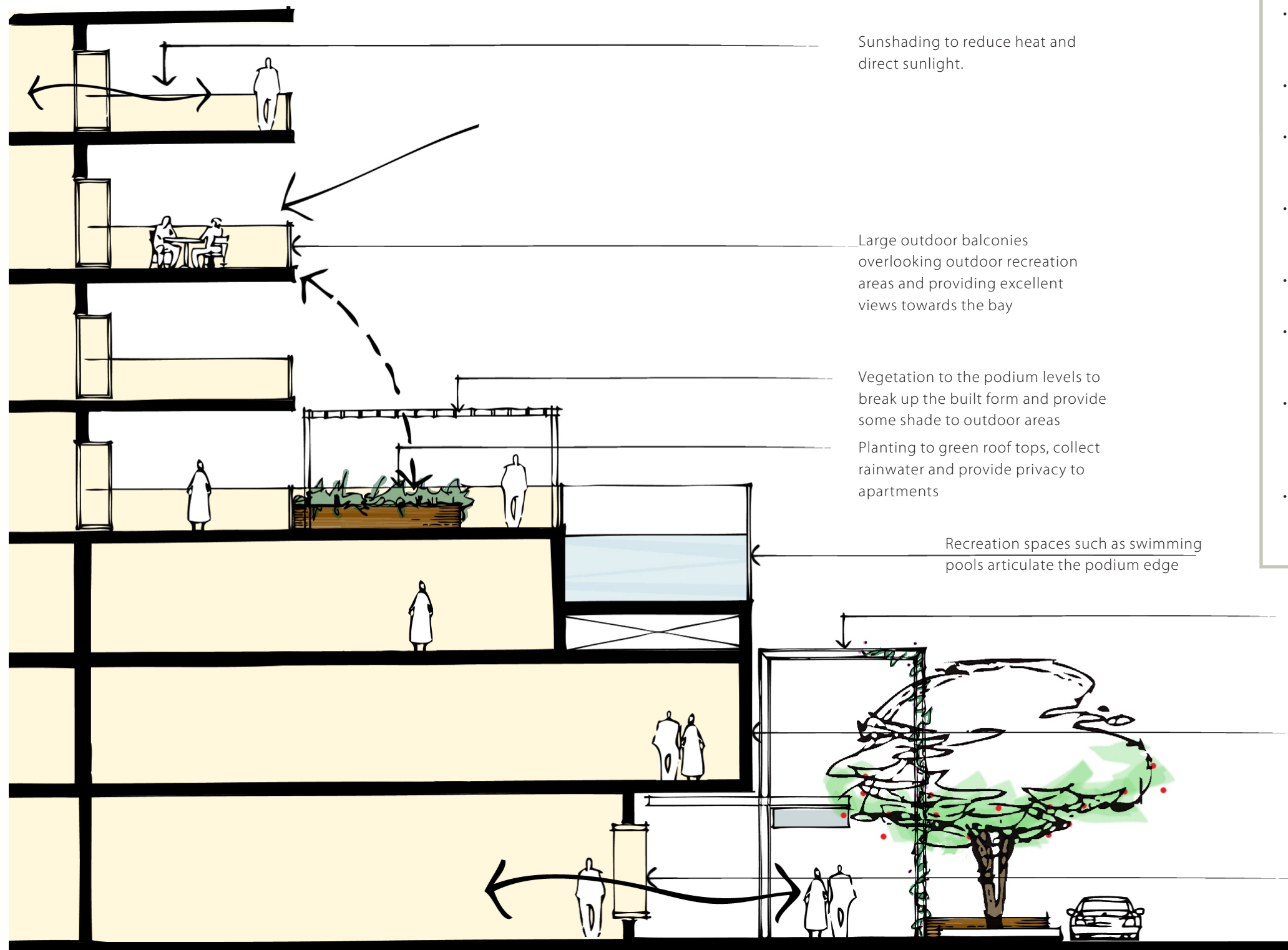
Car park podium screened with artwork



Active Streets with cafes and shade trees



Arbour providing identity and shade



Design Considerations

- 6m setback to tower in order to limit overshadowing, reduce adverse wind effects and allow for optimum access to daylight
- Podium roof space utilised for rainwater collection, outdoor recreation and garden space for residents
- Podium level residential accommodation designed to maximise opportunities for 'eyes on the street' and the delivery of a safe public realm
- Active uses such as shops and cafes located at street level, to activate the public realm and provide residents with attractive places to meet, greet and eat
- A continuous awning provided to protect pedestrian connections from rain, sun and wind
- Building designs consider local climatic conditions, i.e. building envelop design, sun shading devices etc for all units
- Adopt distinctive sub tropical design characteristics in the design of the built form, in particular opportunities to have indoor/ outdoor spaces as a key feature of the living accommodation offered
- Building heights relate to sun access to main pedestrian street.

Illustrative Street Edge Section

A

Appendix 1: Yield Analysis

Cleveland Centre Master Plan

MODEL 1
Assumptions:
As per PR table and all buildings ground floor retail, 1st and 2nd floors commercial and basement carpark and remainder residential
All car parking provision is thus assumed to be met in basements

Precinct A								Precinct B								Precinct C							
Sites	Site Area m2	PR	Total Flrspc	Height	Residential	Commercial	Retail		Site Area m2	PR	Total Flrspc	Height	Residential	Commercial	Retail		Site Area m2	PR	Total Flrspc	Height	Residential	Commercial	Retail
1	4800	2.5	12000	8	7500.00	3000.00	1500.00		7350	2	14700	7	8400.00	4200.00	2100.00		2900	1.5	4350	5	1740.00	1740.00	870.00
2	6000	2.5	15000	8	9375.00	3750.00	1875.00		6700	2	13400	7	7657.14	3828.57	1914.29		5500	1.5	8250	5	3300.00	3300.00	1650.00
3	7000	2.5	17500	8	10937.50	4375.00	2187.50		4200	1.5	6300	6	3150.00	2100.00	1050.00		10000	1.5	15000	5	6000.00	6000.00	3000.00
4	8400	2.5	21000	8	13125.00	5250.00	2625.00		1500	1	1500	4	375.00	750.00	375.00		5500	1.5	8250	5	3300.00	3300.00	1650.00
5	10000	2.5	25000	8	15625.00	6250.00	3125.00		4500	1.5	6750	6	3375.00	2250.00	1125.00		10200	1.5	15300	5	6120.00	6120.00	3060.00
6	8200	2.5	20500	8	12812.50	5125.00	2562.50		9000	2	18000	7	10285.71	5142.86	2571.43		5000	1.5	7500	5	3000.00	3000.00	1500.00
7	13250	2.5	33125	8	20703.13	8281.25	4140.63		2000	1.25	2500	5	1000.00	1000.00	500.00		2100	1.25	2625	4	656.25	1312.50	656.25
8									3800	1.5	5700	6	2850.00	1900.00	950.00		6000	1.5	9000	5	3600.00	3600.00	1800.00
9									15000	2	30000	7	17142.86	8571.43	4285.71		6000	1.5	9000	5	3600.00	3600.00	1800.00
10									7000	2	14000	7	8000.00	4000.00	2000.00		5500	1.5	8250	5	3300.00	3300.00	1650.00
11									4350	1.5	6525	6	3262.50	2175.00	1087.50		3820	1.5	5730	5	2292.00	2292.00	1146.00
12									1500	1	1500	4	375.00	750.00	375.00		800	0.75	600	3	1800	0	0
13									1500	1	1500	4	375.00	750.00	375.00								
14									3800	1.5	5700	6	2850.00	1900.00	950.00								
Totals	57650		144125		90078.13	36031.25	18015.63		72200		128075		69098.21	39317.86	19658.93		63320				38708.25	37564.50	18782.25
Dwellings					900.78								690.98								387.08		
Employees						1801.56	360.31							1965.89	393.18						1878.23	375.65	

PR Table		
Site Area m2	PR	Height
<1,000	0.75	3
1 - 1,999	1.25	4
2 - 3,499	1.5	5
3.5 - 5,999	2	7
6,000 +	2.5	8

PR Table		
Site Area m2	PR	Height
<1,000	0.75	3
1 - 1,999	1	4
2 - 3,499	1.25	5
3.5 - 5,999	1.5	6
6,000 +	2	7

PR Table		
Site Area m2	PR	Height
<1,500	0.75	3
1.5 - 2,499	1.25	4
2.5 +	1.5	5

Model 1 Totals	
Dwellings	1978.85
Retail Employees	1129.14
Commercial Employee	5645.68

MODEL 2
Assumptions:
As per PR table and all buildings ground floor retail, 1st floor car parking, 2nd and 3rd floors commercial and remainder residential
Car parking provision is at one floor of the building only - this reveals potential shortfalls for residential, commercial and retail

	Precinct A								Precinct B								Precinct C													
Sites	Site Area m2	PR	Total Flrspc	Height	Residential	Commercial	Retail	Car Parking	Site Area m2	PR	Total Flrspc	Height	Residential	Commercial	Retail	Car Parking	Site Area m2	PR	Total Flrspc	Height	Residential	Commercial	Retail	Car Parking						
1	4800	2.5	12000	8	6000.00	3000.00	1500.00	1500.00	7350	2	14700	7	6300.00	4200.00	2100.00	2100.00	2900	1.5	4350	5	870.00	1740.00	870.00	870.00						
2	6000	2.5	15000	8	7500.00	3750.00	1875.00	1875.00	6700	2	13400	7	5742.86	3828.57	1914.29	1914.29	5500	1.5	8250	5	1650.00	3300.00	1650.00	1650.00						
3	7000	2.5	17500	8	8750.00	4375.00	2187.50	2187.50	4200	1.5	6300	6	2100.00	2100.00	1050.00	1050.00	10000	1.5	15000	5	3000.00	6000.00	3000.00	3000.00						
4	8400	2.5	21000	8	10500.00	5250.00	2625.00	2625.00	1500	1	1500	4	0.00	750.00	375.00	375.00	5500	1.5	8250	5	1650.00	3300.00	1650.00	1650.00						
5	10000	2.5	25000	8	12500.00	6250.00	3125.00	3125.00	4500	1.5	6750	6	2250.00	2250.00	1125.00	1125.00	10200	1.5	15300	5	3060.00	6120.00	3060.00	3060.00						
6	8200	2.5	20500	8	10250.00	5125.00	2562.50	2562.50	9000	2	18000	7	7714.29	5142.86	2571.43	2571.43	5000	1.5	7500	5	1500.00	3000.00	1500.00	1500.00						
7	13250	2.5	33125	8	16562.50	8281.25	4140.63	4140.63	2000	1.25	2500	5	500.00	1000.00	500.00	500.00	2100	1.25	2625	4	0.00	1312.50	656.25	656.25						
8									3800	1.5	5700	6	1900.00	1900.00	950.00	950.00	6000	1.5	9000	5	1800.00	3600.00	1800.00	1800.00						
9									15000	2	30000	7	12857.14	8571.43	4285.71	4285.71	6000	1.5	9000	5	1800.00	3600.00	1800.00	1800.00						
10									7000	2	14000	7	6000.00	4000.00	2000.00	2000.00	5500	1.5	8250	5	1650.00	3300.00	1650.00	1650.00						
11									4350	1.5	6525	6	2175.00	2175.00	1087.50	1087.50	3820	1.5	5730	5	1146.00	2292.00	1146.00	1146.00						
12									1500	1	1500	4	0.00	750.00	375.00	375.00	800	0.75	600	3	1800	0	0							
13									1500	1	1500	4	0.00	750.00	375.00	375.00														
14									3800	1.5	5700	6	1900.00	1900.00	950.00	950.00														
Totals	57650		144125		72062.50	36031.25	18015.63	18015.63	72200		128075		49439.29	39317.86	19658.93	19658.93	63320				19926.00	37564.50	18782.25	18782.25						
Dwellings					720.63												494.39									199.26				
Employees						1801.56	360.31										1965.89	393.18									1878.23	375.65		
Car Parking								643.42													702.10									670.79

PR Table		
Site Area m2	PR	Height
<1,000	0.75	3
1 - 1,999	1.25	4
2 - 3,499	1.5	5
3.5 - 5,999	2	7
6,000 +	2.5	8

PR Table		
Site Area m2	PR	Height
<1,000	0.75	3
1 - 1,999	1	4
2 - 3,499	1.25	5
3.5 - 5,999	1.5	6
6,000 +	2	7

PR Table		
Site Area m2	PR	Height
<1,500	0.75	3
1.5 - 2,499	1.25	4
2.5 +	1.5	5

Model 2 Totals	
Dwellings	1414.28
Retail Employees	1129.14
Commercial Employee	5645.68
Car Parking	2016.31





Redland City Council

Cleveland Centre

MASTER PLAN VISUALISATION

October 2009

Contents

Document Chapters

1.0	Role of the Document	1
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5.0	Village Scale	10
6.0	Living Streets	12
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Long term visual image,
reflecting the delivery of
the Vision created for the
Centres future

1.0 The Role of the Document

Building on the work undertaken in the development of the Cleveland Master Plan, which set in place a vision to guide the future growth of this important regional centre, this document aims to assist in the appreciation and understanding of the Master Plan narrative and the Centres potential beyond 20 years from now.

This series conceptual illustrations are indicative of the total realisation of Cleveland Centre's vision and capacity. Key design principles suggested by the visualisations include sustainable living, strong architectural design to define streets and spaces, subtropical character, a centre that promotes outdoor lifestyle and maintains the human scale of the public realm.

The level of change shown in the Centre wide birds eye illustrations, is in reality, most unlikely to occur within the time horizon of this Master Plan which is to the year 2031.

The Master Plan process has led to the exploration and establishment of distinct character areas within the centre, which have been used to illustrate the range and diversity of experience sought to enrich the lives of current and future residents which include:

- The Arts Precinct
- The Civic Heart
- The Bay
- Living streets

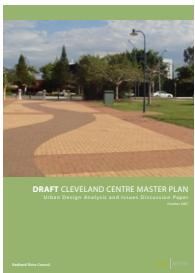
Document Map

Vision

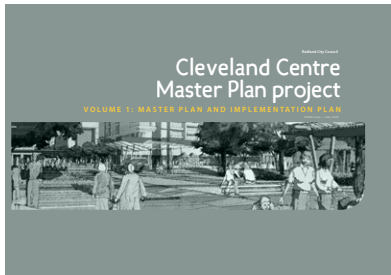


Master Plan Visualisation

Strategies



Urban Design
Analysis and Issues
Discussion Paper
Vol II



Cleveland Centre Master Plan
volume 1: Master Plan and
Implementation Plan

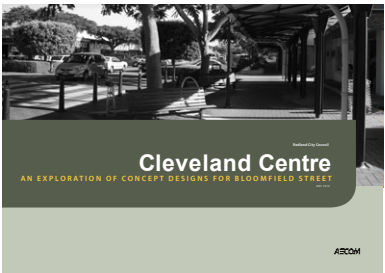


Landscape Strategy

Detailed
Considerations



Master Plan Development :
Built Form and Public Realm



Cleveland Centre : An exploration of
concept designs for Bloomfield Street

January 2008 and updated January 2010

December 2009 - May 2010

2.0 The Vision

“Cleveland Centre is the vibrant and exciting gateway to Moreton Bay.

It is a destination with unrivalled attractions and exciting buildings and streets focused around Raby Bay.

In the Bayside Precinct a rich mix of entertainment and shopping opportunities are easily reached by foot and it provides a great environment in which to relax with friends, either in the waterside park or in one of the many cafes or restaurants that make the most of the bay views.

It is a centre that is easy to make home, with a range of high quality apartments, for all ages and family size. These have been designed to enjoy spectacular views across the bay and make the most of their proximity to the services and facilities that the Centre offers, satisfying the daily needs of any family.

It is easy to get to, and around with an excellent and convenient public transport network that services not only the Centre but also the surrounding residential neighbourhoods and local attractions. It is admired for its safe, pedestrian and cyclist friendly streets, as well as its integrated and diverse network of parks and plazas that connect the harbour to the Centre.

The variety of activities that make the Centre vibrant throughout the day provide for the needs of all citizens and visitors and make Cleveland a desirable place to live, work, relax and be educated and entertained.

Cleveland Centre is an exemplar of environmental, economic and social responsibility and is a focus for community life and civic activity.”

Illustrated Key Characteristics of the Master Plan

On The Bay > p6

The Civic Heart > p8

Village Scale > p10

Living Streets > p12

The Arts Precinct > p14



3.0 On The Bay

Cleveland's bay side defines the northern edge of the Centre, and Raby Bay Harbour Park provides an important public green space connecting Cleveland's commercial and civic heart to its bay.

The parkland provides a well loved public space, where both visitors and residents are able to play on the bay, and is a key feature and focus of the precinct. Its design celebrates its role as an important point of arrival, both for motorists and public transport users, as well as a gateway to the bay, with the design drawing the language of water and water play into the landscape and opening up the bay edge to improve both visual and physical access to the water for all. A central events lawn provides a flexible space accommodating a diverse range of activities including community events, family barbeques and as well as providing a large shared public garden for residents who call the centre home.

At its southern edge, Shore Street West establishes a formal tree lined boulevard, framed and animated by the activity of adjacent cafes and restaurants where patrons enjoy the vibrancy of the street and the outlook to the water well into the evening.

Cleveland's bay side is the focus for a range of boutique shops and is the evening destination of choice for residents and visitors wishing to enjoy culinary delights in an attractive and chic bay side setting.





4.0 The Civic Heart

Cleveland's Civic Heart will be reinforced at the centre of Bloomfield Street, between Queen Street and Middle Street with the establishment of a new Civic Square around which community and civic functions will be focused.

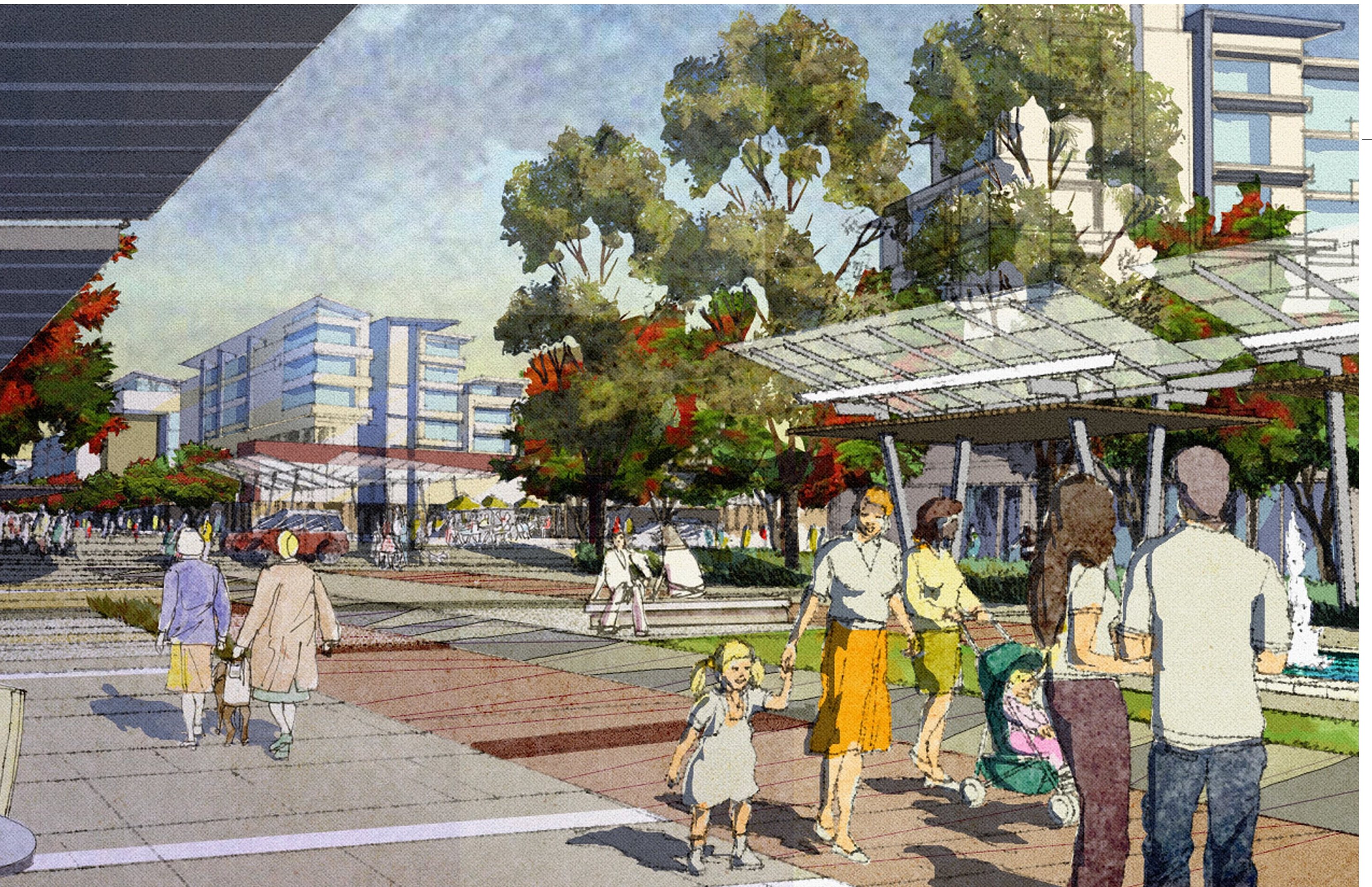
The creation of a substantial public space at the heart of the centre will see it become an area that is loved and belongs to the community, providing central, flexible and highly usable space for a wide range of celebratory as well as weekly events and markets.

The design of this space will place a strong emphasis on pedestrian priority and comfort. Where the space straddles Bloomfield Street a shared surface area has been created to emphasise pedestrian priority crossing the street. The reinforcement of a strong east/west link through the square will help to improve connections from the centre into the surrounding residential community. Although an urban space, careful consideration will be given to the inclusion of trees to provide climatic comfort for people using the space as well as improving the ecology and biodiversity in the centre by drawing on the locally distinct species palette.

Bloomfield Street will maintain its role as the focus for village life, supporting the majority of the centres commercial activity. It will be a vibrant street with activities from adjacent businesses spilling out into the generous public realm, promoting pedestrian movement with large awnings offering shade and visual distinctiveness.

The street will also maintain its role as a focus for integrated public art, contributing to peoples understanding of place as well as enhancing the visual legibility of Cleveland's identity. The streetscape design will enhance the strong north/ south linear views, with the distinctive avenue of trees maintained to reinforce its role as the key connection between the civic heart and the bay. The introduction of a series of east/ west pedestrian links, through the urban blocks, accessed off Bloomfield introduce a finer grain and walkability to the centre.





5.0 Village Scale

Cleveland centre is a dynamic and attractive place to live. It is home to a diverse community who enjoy the convenience of their proximity to amenities and the ease of access to everyday needs such as a wide range of shops, education, jobs, good public transport and an excellent network of attractive and easily accessible public spaces and parks.

There is a rich mix of residential accommodation in the centre attracting a range of families, working couples and retirees to make Cleveland Centre their home. Its buildings reflect the latest in architectural innovation and thinking in medium density subtropical living, and create a strong, activated street ensuring the centre is a lively, safe and attractive place to live.

The design of homes reflects the latest thinking in sustainable living. They are designed to embed the benefits of the local environment into resident's lifestyles, optimising views to the bay, the experience of indoor/ outdoor living and delivering optimum performance in the use of natural resources with water management and energy efficiencies an integral part of their design. Sustainable and innovative architecture is actively encouraged through the adoption of features such as green roofs, green walls and kitchen gardens which contribute to the establishment of a distinctive urban character.

In Cleveland the role and subsequent design of its streets have contributed to maintaining a sense of scale and liveability, ensuring the characteristics of an urban village have been maintained. Canopy elements along the street, such as generous shop awnings, stand alone shade structures and tree cover provide shade as well as articulation of the street and create distinctive addresses for buildings. Within the streets, intimate and engaging spaces have been created, providing places for social interaction and visual and functional amenity for residents.





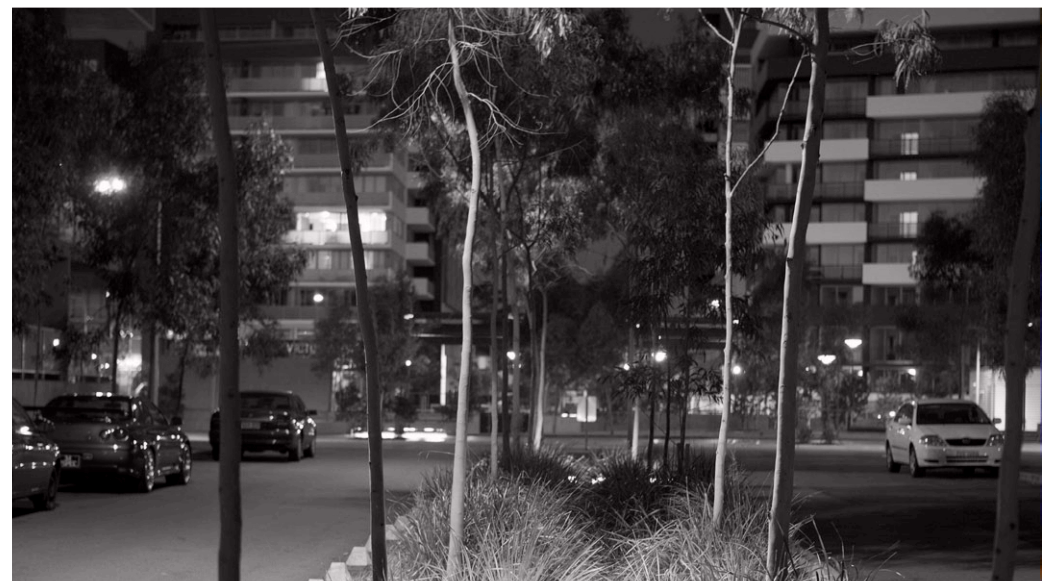
6.0 Living Streets

With an increase in the residential population of the centre, the street networks potential to provide a further important component of open space, as well as places of enhanced biodiversity and ecological value, will be realised.

The streets are designed to form an integral part of the centres open space network and not simply operate as spaces primarily for the car.

Generous footpaths provide places for outdoor seating and the inclusion of a broader palette of planting, including trees with a high ecological and biodiversity value, will improve the attractiveness and opportunities for residents to use the streets as informal 'footparks'.

The integration of 'best practice' Water Sensitive Urban Design within the streets clearly expresses the centres commitment and high regard for the delivery of sustainable solutions, performing a functional role in protecting Cleveland's natural waterways as well as greening and softening the urban fabric.





7.0 The Arts Precinct

The arts precinct will evolve into a vibrant cultural hub, focused on promoting the creative arts and knowledge. The existing Arts Centre and a potential higher education facility will establish a strong focus of creative activity to draw residents, visitors and students to the area.

The Cleveland Arts Precinct will become an exemplar environment promoting the visual and performing arts in Redland City. It will take advantage of the city's subtropical climate by utilising outdoor spaces for performance and artistic experiences. The architectural design of buildings should exemplify best practice subtropical design and adopt principles from the *Subtropical Design in South East Queensland: A Handbook for Planners, Developers and Decision Makers**, creating attractive and functional environments for the community.

The arts precinct is well connected to both local and regional transport networks with the railway and bus stations on Shore Street West providing a major transport interchange bringing students and art lovers from the surrounding region.

Taking advantage of this highly serviced area, a tourism and information centre will be established, and the precinct will become an important point of arrival and orientation for day-trippers arriving on the bay, students enrolled at the higher education facility and local residents.

Lively cafes and relaxed restaurants will cater for students and art and theatre enthusiasts frequenting the area, providing interesting spaces where creativity can be explored, with wireless internet and outdoor settings providing a flexible work/play environment.

* QUT, Brisbane City Council and the State of Queensland. (2010). *Subtropical Design in South East Queensland: A Handbook for Planners, Developers and Decision Makers*. Brisbane: Queensland University of Technology: Centre for Subtropical Design





8.0 Growth of Cleveland Centre

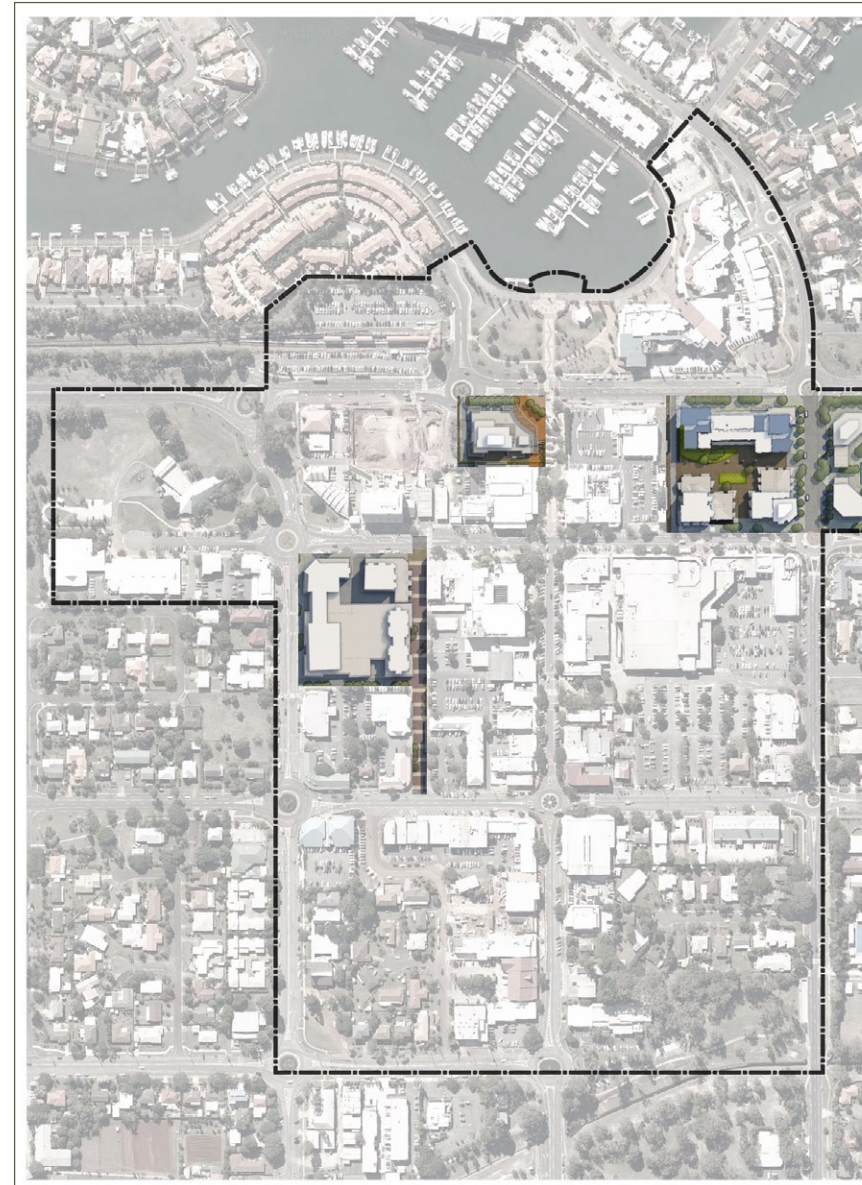
Cleveland's vision is to become a vibrant and exciting gateway to Moreton Bay, supported by a growing community who are proud of their home in this attractive bay side setting.

To ensure future growth in the area continues to contribute to the unique character of Cleveland the proposed Master Plan, presented by Redland City Council, defines design strategies to sustainably guide future growth.

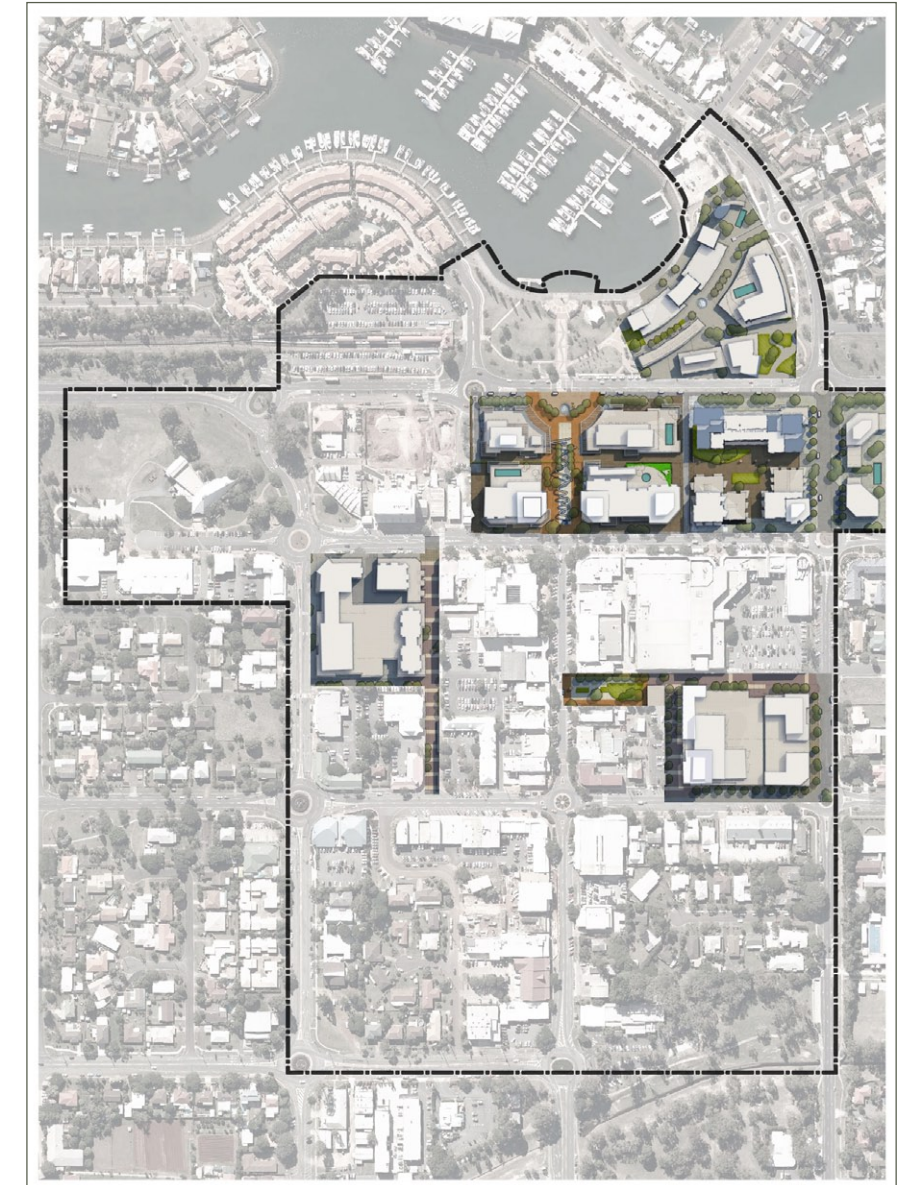
Within this document the future potential for the Centre has been illustrated through a series of artist impressions, with possible scenarios for the look and feel of Cleveland in 20 years time imagined.

These artists impressions are also supported by a series of five plans, see opposite page, that seek to illustrate the gradual evolution of the centre over a twenty year time frame. These plans reflect the sequencing for a number of catalyst project opportunities, which have been identified in the main Master Plan document, as well as general development and demonstrate the gradual evolution of Cleveland into an important and vibrant regional Principal Activity Centre.

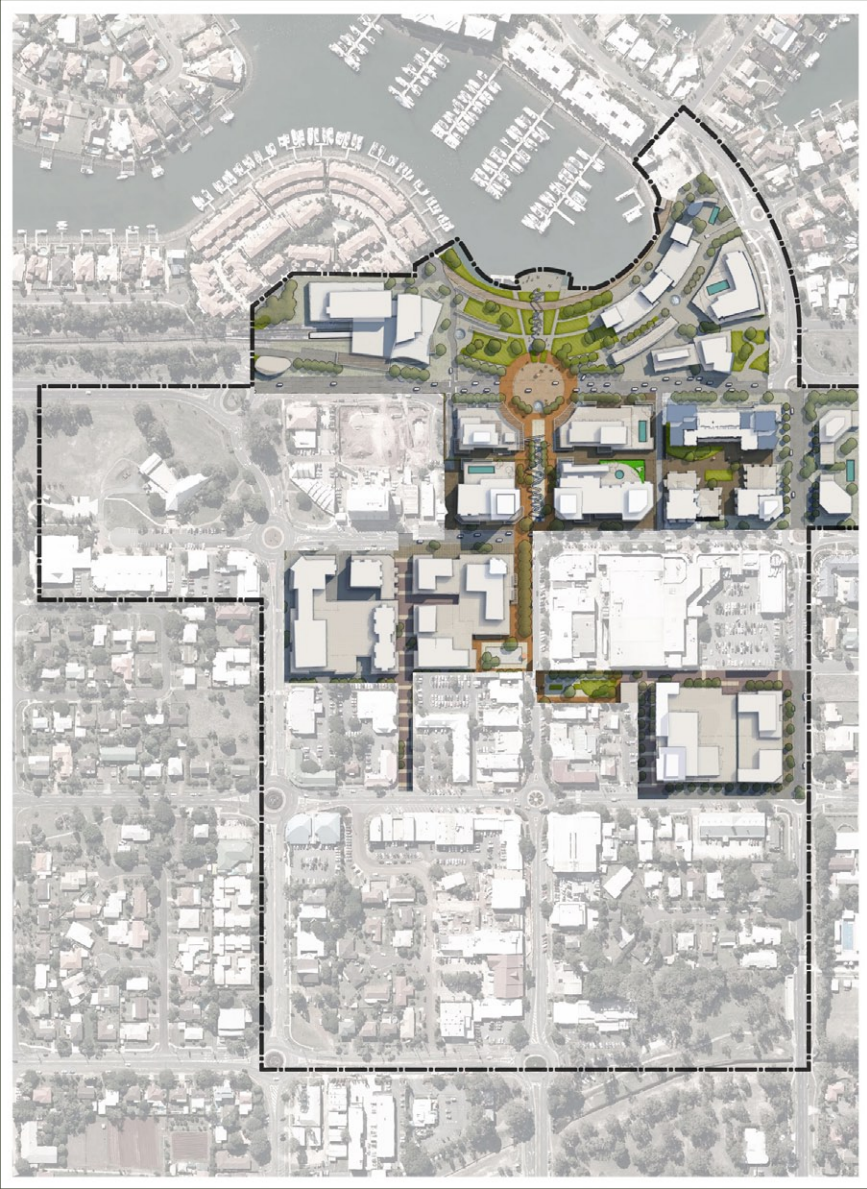
Indicative growth of the Principal Activity Centre



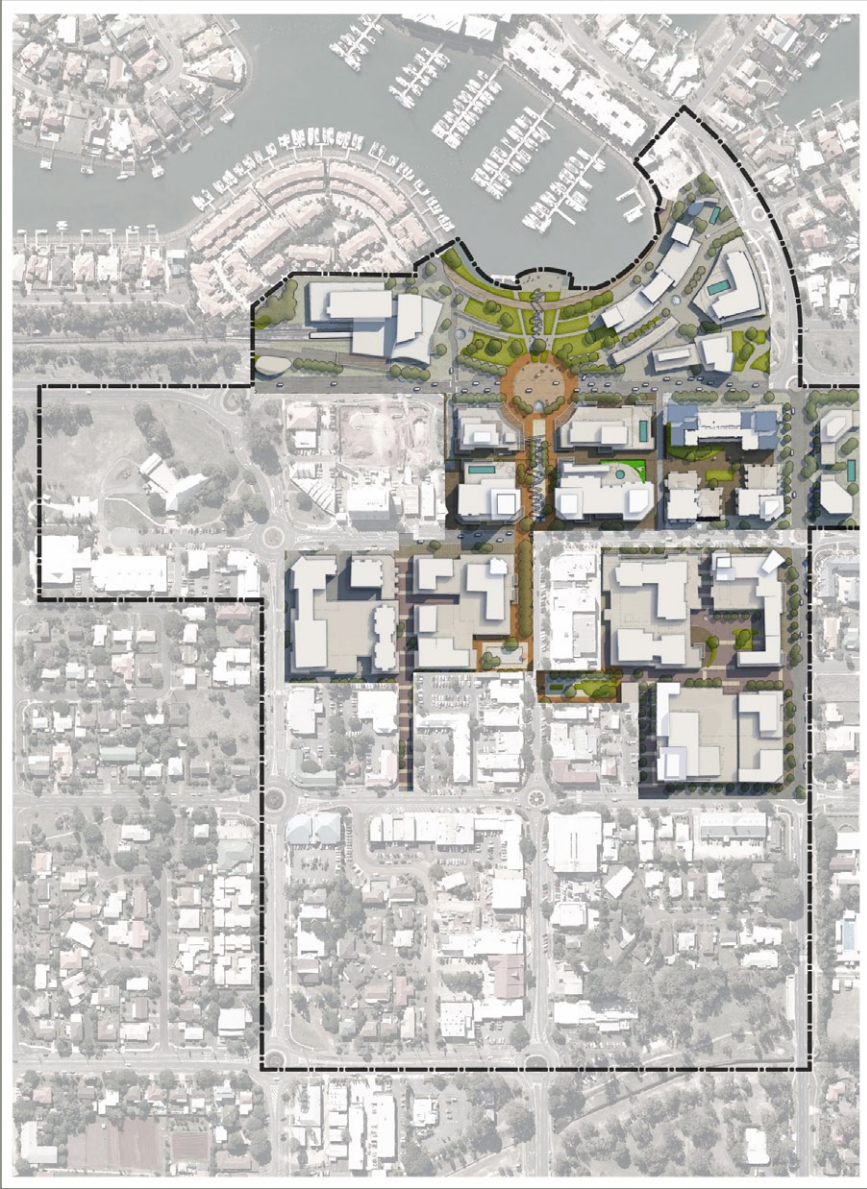
0-5 years



5-10 years



10-15 years



15-20 years



20+ years

Higher Education Facility

Large commercial development opportunity including retention of Redland City Council buildings, reconfigured to address town square

Bay side mixed use retail and entertainment at ground floor level with residential above

Raby Bay Harbour Park Extension

Shore Street West - two lane tree lined boulevard

Shared plaza

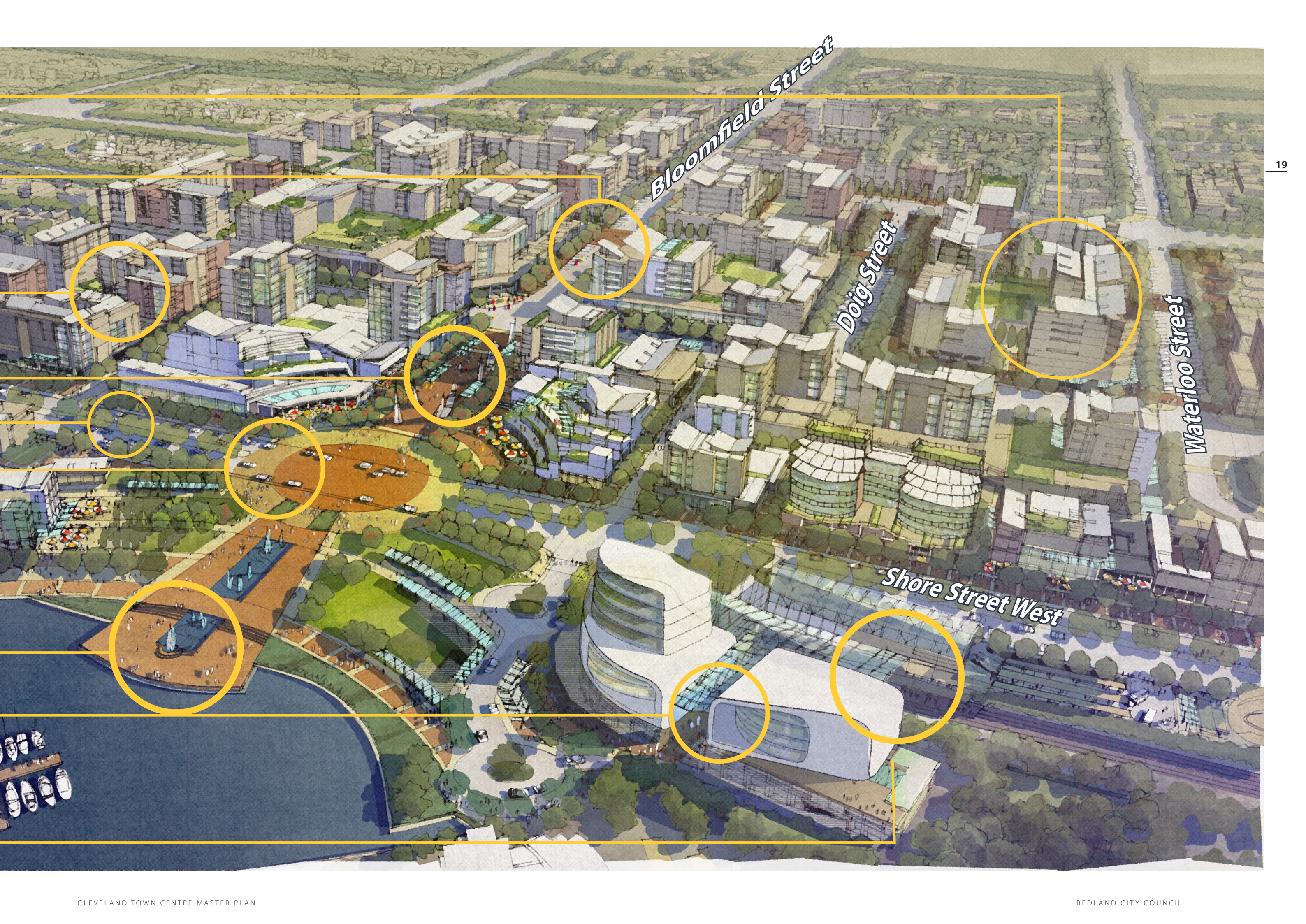
Waterfront dining and entertainment

Raby Bay Harbour Park

Multi level car parking sleeved by development

Major public transport interchange with significant commercial and leisure floor space and associated parking contained in plinth to rear or main building. The opportunity to build over a portion of the rail line explored withing the Master Plan





Super market

Doig Street reconfigured to allow one way vehicle movement to the south and a pedestrianised precinct to the north, connecting to Middle Street

Town Square with library fronting the space

Surface level car park and market square

Large scale retail opportunity accommodating either a department store or homemaker centre

Residential development above large floor plate

Business court with associated parking

Multi level car parking sleeved by development







12.1.3 SUPPORT FOR ECOVATION PTY LTD SOLAR NEIGHBOURHOODS PROGRAM

Datworks Filename: EM Mitigation & Energy Transition - Community
Responsible Officer Name: Gary Photinos
Manager Environmental Management
Author Name: Warren Mortlock
Principal Adviser Environmental Protection
Luke Reade
Adviser Environmental Performance

EXECUTIVE SUMMARY

Council has been approached to participate with Logan City Council in promoting a Solar Neighbourhoods Program in Redlands.

In accordance with Section 141 (1) (a) (ii) of *Local Government (Finance Plans and Reporting) Regulations 2010*, Council resolution is sought to support the advertising campaign for the Solar Neighbourhoods Program with Ecovation Pty Ltd for one year.

PURPOSE

To seek Council endorsement for an advertising arrangement with Ecovation Pty Ltd to carry out the Solar Neighbourhoods Program.

BACKGROUND

- Logan City Council (LCC) and Ecovation initially approached Redland City Council in August 2009 to run the Solar Neighbourhoods Program in Redlands. This followed a successful pilot of the program they had developed in the Logan Council area under a partnership agreement. LCC interviewed several providers and chose Ecovation. Logan City and Ecovation ran the scheme under a similar partnership arrangement successfully for the last 18 months.
- Ecovation are one of two commercial suppliers engaged by the State Government's Climate Smart Solar Hot Water Rebate Scheme following an Australia-wide tender process run by the state government (therefore pre-qualified suppliers). Ecovation has been supplying and installing systems successfully under this scheme for in excess of 18 months.

ISSUES

Council endorsement of the Solar Neighbourhoods Program is sought because the program will have a significant public profile and carries Councils logo on promotional and publicity materials. The program will be run in parallel to several new Council sustainable energy initiatives in the community (and more to be developed) and encourage Redland residents to sign up to all these initiatives.

Council community programs to run in parallel to Solar Neighbourhoods are:

- Green Cross – Green Land Diaries (as committed to under Community Plan)
- CSIRO – Energymark
- Energex's Energy Conservation Communities
- Library loan of Powermate meters and home audit

We anticipate further announcements and the recommendation does not restrict Council from engaging with other service providers who express an interest to provide similar Solar Neighbours programs that would provide a community benefit through value added services.

SOLAR NEIGHBORHOODS PROGRAM

The Solar Neighbourhoods program aims to encourage residents to install Solar Power and Solar Hot Water, as well as promote energy efficiency and conservation.

The unique features of Solar Neighbourhoods are that the program:

- has been successfully developed and trialled in Logan City in a partnership between Ecovation and Logan City Council;
- provides local employment for the Redland Community (minimum of 4 plumbers and 3 electricians);
- includes a behaviour change component (called PowerIN Your Community) in the form of workshops run in local venues for residents;
- is run by Ecovation, which is an SEQ company (while the others are interstate or international);
- will install a solar hot water system (for \$495) or solar power (or both for \$995). For pensioners and low income earners, the cost will be \$95.

CONTRACT ARRANGEMENTS

The publicity arrangement that is Solar Neighbourhoods is proprietary to Ecovation and not offered by other providers at this time. Redland City Council is required to sign a 'program agreement' with Ecovation. This agreement commits Council to participate in the publicity for Solar Neighbourhoods for up to \$15,000 contribution by Council. There are no other requirements of Council.

Council's legal and contracting changes have been accepted by Ecovation and agreement is in the final stages of development between Ecovation and Council. Ecovation is responsible for and indemnifies Council against risks associated with Solar Neighbourhoods arising from:

- ensuring that Ecovation and subcontractors are qualified and certified adequately to carry out work on private premises;
- ensuring that adequate insurance cover is in place;

- ensuring that workplace health and safety is maintained in accordance with relevant legislation;
- ensuring that quality equipment is installed for all clients of the program.

It must be noted that Council does not receive a direct service under this agreement. Rather, a service is offered to residents who choose to install either (or both) a solar hot water or solar PV system.

Council has no expectation of commercial return, and this contract agreement is a 'recognised program for a specified purpose', and therefore does not satisfy the definition of sponsorship in the Council guideline 3084-001.

BENEFITS

- Solar Neighbourhoods and the above Community Climate Change and sustainable energy initiatives satisfy the requirements of the "Green Living" component of both the Community Plan and the Corporate Plan, and in turn those of the Climate Change Strategy.
- The initiative is supporting local business and providing the community assistance in being green and reducing greenhouse gas emissions.
- Announcing these programs has raised their profile and community expectations which should now be delivered as swiftly as practicable.
- The program will enhance the public image of Council.
- The program will lead to the reduction of community energy use and greenhouse gas emissions, as resolved by Council (Greenhouse Gas Emission Targets 2010 – 2030, 26 February 2010).

RELATIONSHIP TO CORPORATE PLAN

The recommendation primarily supports Council's strategic priorities:

- 2.2 Promote, support and encourage commitment to green living in our community by improving residents' understanding of climate change and achieving greater water, energy and waste conservation and efficiency
- 2.3 Promote a 'go local' attitude towards working, socialising, shopping, playing and supporting local production of food
- 2.6 Conserve energy and water, improve efficiency and reduce greenhouse gas emissions resulting from Council's energy consumption
- 2.7 Keep Redlands clean and green through programs that increase community participation in practical and positive local action to build a sense of ownership and an increasing pride in our city

FINANCIAL IMPLICATIONS

Council will contribute up to \$15,000 (budgeted in this financial year), which will be paying marketing and advertising.

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 amendments to the Redlands Planning Scheme.

CONSULTATION

Officers have consulted widely with suppliers of 'similar' services and continue to do so.

The Contracts Manager and Manager Legal Services have reviewed the contract and purchasing arrangements, and varied the agreement limiting its scope to the media program plan, and to manage risks associated with work.

The Manager Legal Services has commented that the contractual arrangement commits Council to the Media Plan for the Solar Neighbourhoods Program, but otherwise does not commit Council to the procurement, endorsement or installation of the 'hot water system' or 'PV system' which will be subject to individual contractual arrangements. Council officers have assessed and Ecovation Pty Ltd advises that they have the technical, financial and managerial capability necessary to perform the individual contracts consistent with the legislative requirements in particular Work Place Health and Safety laws".

Manager Marketing and Communications has been briefed on this program and Councils likely media commitments under it.

OPTIONS

PREFERRED

To endorse Council's support and provide an advertising arrangement for the Solar Neighbourhoods Program with Ecovation Pty Ltd.

ALTERNATIVE

Council provide further direction in regard to the Solar Neighbourhoods Program partnership.

OFFICER'S/COMMITTEE RECOMMENDATION

That Council resolve to endorse Council's support and provide an advertising arrangement for the Solar Neighbourhoods Program with Ecovation Pty Ltd.

COUNCIL RESOLUTION

Moved by: Cr Bowler

Seconded by: Cr Henry

That Council resolve that this item be deferred and referred to the Planning & Policy Committee meeting on 29 September 2010 and that the Committee be

delegated authority under section 257(1)(c) of the *Local Government Act 2009* to determine the matter.

CARRIED

A division was called for.

Crs Reimers, Murray, Bowler, Townsend, Henry, Ogilvie, Boglary and Hobson voted in the affirmative.

Crs Elliott and Williams voted in the negative.

Cr Burns was absent from the meeting.

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

12.2 COMMITTEE CLOSED SESSION

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

12.2.1 SMBI OPEN SPACE PLAN LAND ACQUISITION UPDATE

Datworks Filename: SMBI Open Space Plan
Responsible Officer Name: Gary Photinos
Manager, Environmental Management Group
Author Name: Angela Wright
Principal Advisor, Open Space Planning Unit

EXECUTIVE SUMMARY

A confidential report from Manager, Environmental Management Group dated 1 September 2010 was discussed in closed session at Planning & Policy Committee, with the Committee Recommendation presented at today's General Meeting for consideration.

COMMITTEE RECOMMENDATION/ COUNCIL RESOLUTION

Moved by: Cr Bowler
Seconded by: Cr Elliott

That Council resolve to:

- 1. Continue to support the SMBI Open Space Land Acquisition priorities and acquisition methodologies as previously adopted by Council on 24 June 2009 and amended by Council on 27 January 2010;**
- 2. Purchase, at fair market value, the lot identified in the confidential report from Manager Environmental Management Group, dated 1 September 2010; and**
- 3. That this report remain confidential until negotiations are complete.**

CARRIED

13 CUSTOMER SERVICES COMMITTEE 15/9/2010 – RECEIPT AND ADOPTION OF MINUTES

Moved by: Cr Boglary

Seconded by: Cr Henry

That the Customer Services Committee Minutes of 15 September 2010 be received.

CARRIED

13.1 CUSTOMER SERVICES**13.1.1 DERM AMENDMENT TO LAND MANAGEMENT PLAN - NORTH STRADBROKE ISLAND HOLIDAY PARKS**

Datworks Filename: EM Land Management Plan - Straddie Holiday Parks, NSI

Attachments: [Land Management Plan – Storage Van amendment \(120810\)](#)

Responsible Officer Name: Greg Jensen
Group Manager, Customer and Community Services

Author Name: Michael Tait
Project Manager, Customer and Community Services

EXECUTIVE SUMMARY

In July 2010, Council adopted the Land Management Plan - North Stradbroke Island Holiday Parks 2010-2040 and submitted the plan to the Minister for Environment and Resource Management for approval under the provisions of the *Land Act 1994*.

After reviewing the Land Management Plan, Officers from the Department of Environment and Resource Management (DERM) have requested a minor amendment be made to clarify future intentions regarding storage vans located at the holiday parks. Primarily, DERM Officers wished to clearly identify that there will not be an increase in the total number of storage vans currently within the holiday park network and that the number of storage vans will decline to a sustainable level.

It is recommended that Council approve the amendment made to section **8.1.3 Permanent residents, Storage vans and use** of the Land Management Plan 2010 – 2040 and resubmit the plan to the Minister for Environment and Resource Management for approval under the provisions of the *Land Act 1994*.

PURPOSE

To seek a resolution from Council to approve the amendment made to section 8.1.3 of the Land Management Plan 2010 – 2040 and resubmit the plan to the Minister for

Environment and Resource Management for approval under the provisions of the *Land Act 1994*.

BACKGROUND

The Land Management Plan has been prepared in accordance with *Land Act 1994 Policy PUX/901/209* to facilitate Trust Leases being issued by the Minister to a third party for the management of the holiday parks. The primary aim of the Land Management Plan is to provide a strategic framework for the future management of the Holiday Parks on North Stradbroke Island. At Council's General Meeting held 28 July 2010 Council resolved as follows:

Council adopt the attached Land Management Plan - North Stradbroke Island Holiday Parks 2010-2040 and submit the plan to the Minister for Environment and Resource Management for approval under the provisions of the Land Act 1994.

ISSUES

After reviewing the Land Management Plan, Officers from the Department of Environment and Resource Management (DERM) have requested a minor amendment be made to clarify future intentions regarding storage vans located at the holiday parks. Please note that the amendment applies to storage vans only and not to permanent residents within the holiday parks. The amendment requested by DERM is the inclusion of the following paragraph in the Land Management Plan under section 8.1.3 Permanent residents, Storage vans and use.

In addition to permanent residents, the holiday parks also contain a number of storage vans which are used for holidaying exclusively by the van owners for a period not greater than six weeks. An increase in the total number of storage vans across the holiday park network will not be permitted; therefore additional storage van sites will not be established across the holiday park network. The number of existing storage van sites will be reduced to a sustainable level through either natural attrition or eviction. Storage van sites cannot be bought or sold as the site is located on Crown Land.

The amendment is designed to clearly identify that there will not be an increase in the total number of storage vans currently within the holiday park network and that the number of storage vans will decline to a sustainable level. To better understand how the amendment fits with the discussion on storage vans within the Land Management Plan, attached is the complete section 8.1.3 Permanent residents, Storage vans and use.

The above amendment is supported by DERM Officers and is consistent with third party proposals currently being considered for the future management of the holiday parks.

RELATIONSHIP TO CORPORATE PLAN

The recommendation primarily supports Council's strategic priority:

Outcome 1: **'Healthy Natural Environment'** - A diverse and healthy natural environment, with an abundance of native flora and fauna and rich ecosystems will thrive through our awareness, commitment and action in caring for the environment.

Outcome 3: **'Embracing the Bay'** – The benefits of the unique ecosystems, visual beauty, spiritual nourishment and coastal lifestyle provided by the islands, beaches, foreshores and water catchments of Moreton Bay will be valued, protected and celebrated.

Outcome 4: **'Quandamooka Country'** – The rich Aboriginal heritage of the Redlands (Quandamooka) and the Traditional Owners' ongoing custodianship of Quandamooka land and waters will be widely understood and respected, and we will work together for the future of Quandamooka Country.

FINANCIAL IMPLICATIONS

The amendment is consistent with Council's current practice of not increasing storage vans numbers within the holiday park network and over the past couple of years, storage van numbers have been allowed to decline through natural attrition.

The storage vans provide a stable, albeit limited income year round which supports the financial viability of the holiday parks during periods of low occupancy. As storage van numbers reduce, those sites will become available for other camping and caravanning activities that will potentially attract higher tariffs therefore offsetting the reduction of income resulting from less storage vans.

When the holiday parks are leased to a third party, the financial implications from the amendment will be managed by the third party. Again, the amendment is consistent with third party proposals currently being considered for the future management of the holiday parks.

PLANNING SCHEME IMPLICATIONS

The Land Use Planning Group was not consulted as it is considered that the outcome of recommendations in this report will not require any amendments to the Redlands Planning Scheme.

CONSULTATION

Senior Land Officer - Department of Environment and Resource Management (DERM) has been consulted regarding the appropriate wording for the amendment that will satisfy the requirements of DERM.

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

Moved by: Cr Boglary
Seconded by: Cr Elliott

That Council resolve to approve the amendment made to section 8.1.3 of the Land Management Plan 2010-2040 and resubmit the plan to the Minister for Environment and Resource Management for approval under the provisions of the *Land Act 1994*.

CARRIED

LAND MANAGEMENT PLAN – NORTH STRADBROKE ISLAND

8.1.3 Permanent residents, Storage vans and use

The *Land Act* 1994 and its relevant policies do not support the camping reserves being used for the exclusive use of individual van owners. As such, the existing permanent residents and storage van owners have been permitted to stay within the Straddie Holiday Parks by the trustee without the support of the Act (pers. comms. Rogers. K. 2010).

Under the *Land Act* 1994 the community purpose trust land requires public access be maintained to that trust land. It would therefore seem that the exclusive use of that land by a permanent structure i.e. a caravan and annex, would restrict public access to that part of the reserve. However, if the definition of public access is purely defined as the whole of the reserve set aside for that community use then so long as there is public access to land without that use impacting on the purpose of that land then the use of land for exclusive use by permanent or storage vans could be acceptable if it is managed under a Land Management Plan by the trustee.

The Department of Environment and Resource Management (DERM) has indicated that an increase in permanent residents is not permitted within the holiday parks, however the State also has a policy of no forced evictions of permanent residents from the holiday parks. The current policy is that as permanent residents relocate from the parks no other permanent occupation of that site will be permitted (pers. comms. Rogers. K. 2010). Council has acted in accordance with this policy and has openly communicated that while no new permanent sites will be established, the number of existing long term sites will decline through natural attrition. A Secondary Use Lessee will need to comply with this policy.

In addition to permanent residents, the holiday parks also contain a number of storage vans which are used for holidaying exclusively by the van owners for a period not greater than six weeks. An increase in the total number of storage vans across the holiday park network will not be permitted; therefore additional storage van sites will not be established across the holiday park network. The number of existing storage van sites will be reduced to a sustainable level through either natural attrition or eviction. Storage van sites cannot be bought or sold as the site is located on Crown Land.

The State requires the Trustee to ensure that all storage vans are compliant with various requirements of maintaining a habitable structure. Compliance incorporates a range of requirements relating to safe and workable fixtures such as gas bottles and gas lines, electrical equipment and that the vans can be relocated if and when required.

Existing storage vans located on-site can remain on-site if they are compliant with the various requirements of maintaining a habitable structure and relevant building and plumbing codes. Newly purchased storage vans that are replacing existing storage vans are permitted to occupy a site whilst in-use, however must be removed from site and stored elsewhere whilst not being used. Storage Vans not being used may be stored in an appropriate location within the holiday park as identified by the holiday park management.

Storage vans and their ongoing patronage of the holiday parks provide a revenue base for Council and any future Secondary Use Lessee. Therefore, storage vans could be seen to add to the financial viability of the holiday parks to ensure there is appropriate return from the trust land as required by the Act.

In addition to the requirements of the Act and State Government Policy, the availability of affordable land alternatives for many of the permanent residents is virtually non-existent. Consequently, their permanent structures provide the only affordable dwelling for them within North Stradbroke Island. While this is not necessarily the responsibility of the trustee or any Secondary Use lessee it still is an important social issue which cannot be easily resolved within the context of law, policy and land management planning for community use trust land.

However State Government Policy PUX/901/102 (v3)¹ called Caravan Park Policy identifies the following provision –

To provide guidelines to ensure appropriate action is taken to restrict the loss of caravan parks and the subsequent reduction in economy accommodation stock. This will be achieved by preserving caravan parks and camping grounds sited on State-owned land and identifying unallocated State land suitable for development as caravan parks.

This policy lists a number of Caravan Parks to which the policy relates, however by inference it also may include the Camping Reserves on North Stradbroke Island. Therefore, the policy seeks to ensure that caravan parks on State reserves i.e. Trust land are preserved and that they continue to provide "economy accommodation stock" for those permanent residents which still occupy sites within the Straddie Holiday Parks.

Redland City Council manages permanent occupancy of sites within the holiday parks under the *Residential Tenancies and Rooming Accommodation Act* 2008. Council currently has placed all permanent residents on a 12 month agreement for their site. In the future and once the existing agreements have expired, all permanent residents will be placed on Residential Tenancy Agreements issued by the Residential Tenancies Authority.

¹ http://www.derm.qld.gov.au/about/policy/documents/3850/slm_2007_3127.pdf

13.1.2 MONTHLY REPORT FOR CUSTOMER AND COMMUNITY SERVICES GROUP JULY 2010

Datworks Filename:	GOV Reports to Committee - Customer & Community Services (CCS)
Attachment:	<u>Attachment 1 – Customer & Community Services July, 2010 report</u>
Responsible Officer Name:	Greg Jensen Manager, Customer & Community Services
Author Name:	Jodi Marchant Group Business Services Coordinator

EXECUTIVE SUMMARY

This report outlines the key monthly activities for the Customer & Community Services Group including:

- Human Services Unit;
- Cultural Services Unit;
- Leisure and Recreation Unit;
- Customer Service Unit;
- Redland Performing Arts Centre

PURPOSE

To provide information to the Council on current performance levels and significant issues affecting service delivery.

BACKGROUND

The Customer & Community Services (C&CS) Group delivers a wide range of services at multiple locations throughout the City. The Group comprises of five Units; these being Human Services, Cultural Services, Leisure and Recreation Services, Customer Service and Redland Performing Arts Centre.

While the group has its predominant focus on community services delivery a number of the services are operational under the *Code of Competitive Conduct (Type 3 Businesses) under the Local Government Act*. These include the Redland Performing Arts Centre, Straddie Holiday Parks and School Age Care Services.

Each of the teams in the Group reports monthly against a set of performance indicators. Variations from performance expectations are highlighted in the attached annexure. Achievements are also reported on as well as significant future events. Program deliverables and key projects are reported in tables. Each Service Manager summarises the most significant of these each month within the report to the Customer Services Committee. The annexure is provided for Councillors for reference to more detailed reporting if required.

ISSUES

Human Services Unit:

Refer attachment 1

- School Age Care;
- Respite;
- Home Assist Secure;
- Community Grants Program;
- Community Development.

Summary of Activities

- Killara Place were host to TAFE students from Alexandra Hills currently studying for their Cert III in Aged Care during 3rd - 5th August. Approximately nine students per day will attend with many experiencing the workings of a Day Respite Centre for the first time.
- Recruitment of Community Development Officer South with the new officer to commence in late August. The new position will provide support to the community within the Southern Redlands including Victoria Point, Redland Bay, Mt Cotton, Sheldon, Southern Moreton Bay Islands and Coochiemudlo Island so as to build strong communities.
- Redland Mobility Scooter Education Project will be delivered on 6th October in partnership with industry experts (including QLD Police, RACQ, Scooters and Mobility Capalaba, Blue Care, and the Community Development Team) with the support of the Donald Simpson Centre for the use of their facility.

Cultural Services Unit:

Refer attachment 2

- Libraries
- Redland Art Gallery
- Museums

Summary of Activities

- NAIDOC Week from 4 - 11 July was celebrated on 7 July at Cleveland Library with the help of the local Indigenous community. There was didgeridoo playing, a necklace making workshop and the Yulu Burri Ba Minjerribah Dancers of the Sand & Sea from North Stradbroke Island entertaining people in library square with their dancing, singing and face painting.
- The Mobile Library visited Mount Cotton Primary School and signed up 76 new library members.

Leisure & Recreation Unit:

Refer attachment 3

- Major Venues (Showgrounds, Aquatic Centre and Russell Island Pool);
- Community Halls;
- Recreation (Lifeguard Services);
- Cemeteries;

- Camping Grounds (Straddie Holiday Parks).

Summary of Activities

- The key scheduled activity was with Fun in the Parks Winter 2010 which finished on 8 July.

Customer Services Unit:

Refer attachment 4

Summary of Activities

No significant major activities to be reported on this month.

Redland Performing Arts Centre:

Refer attachment 5

Summary of Activities

- A highlight for July was the continued success of the RPAC seniors' concert series – Musical Melodies. The concert series has experienced strong growth in attendance this year. Athol Guy and Friends performed their show "The Swinging Sixties and Seekers Songbook" in July which sold out well in advance of the performance date.
- The performance of the Queensland Youth Orchestra in July was an important milestone for RPAC as this concert saw a full 90 piece orchestra perform on the concert hall stage for the first time. RPAC invited key representatives from Queensland Symphony Orchestra to attend the concert, and they provided very positive feedback on the acoustics of the hall for orchestral music.
- The two commercial hirers both enjoyed sell out performances in July, and both hirers were very complimentary about the services provided by RPAC, stating that the high level of services provided to its commercial hirers directly contributes to achieving successful sales for their shows. This positive word of mouth has already resulted in increased use and interest in RPAC from Australian commercial promoters, which is exciting in terms of the potential for future growth of the centre.

RELATIONSHIP TO CORPORATE PLAN

The recommendation primarily supports Council's following outcomes:

Outcome 7 - '**Strong and connected communities**' – Our health, wellbeing and strong community spirit will be supported by a full range of services, programs, organisations and facilities, and our values of caring and respect will extend to people of all ages, cultures, abilities and needs. Strategies in this outcome supporting are: 7.1, 7.2, 7.3, 7.4, 7.5, 7.6, 7.7, 7.8 & 7.9

Outcome 8 - '**Inclusive and ethical governance**' – Deep engagement, quality leadership at all levels, transparent and accountable democratic processes and a spirit of partnership between the community and Council will enrich residents' participation in local decision making to achieve the community's Redlands 2030 vision and goals:

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

Outcome 9 - '**An efficient and effective organisation**' – Council is well respected and seen as an excellent organisation which manages resources in an efficient and effective way.

Strategy 9.1 – Deliver excellent leadership throughout the organisation for the benefit of the community.

FINANCIAL IMPLICATIONS

The Customer & Community Services Group is within budget expectations.

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 occurred with all Customer & Community Service Managers and the General Manager Customer Services.

OFFICER'S/COMMITTEE RECOMMENDATION/ COUNCIL RESOLUTION

Moved by: Cr Boglary
Seconded by: Cr Elliott

That Council resolve to note the report and annexure.

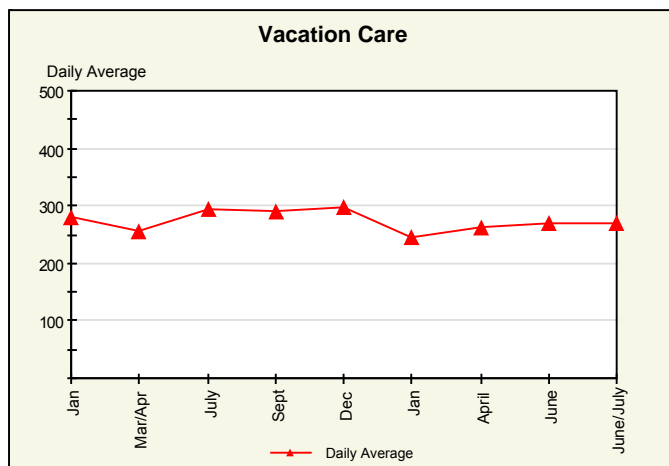
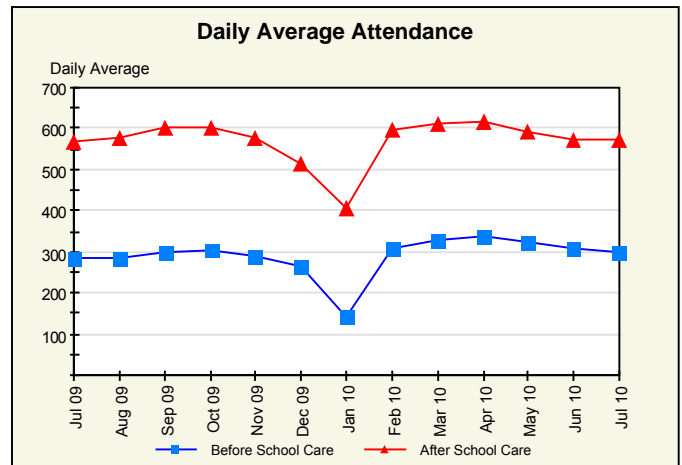
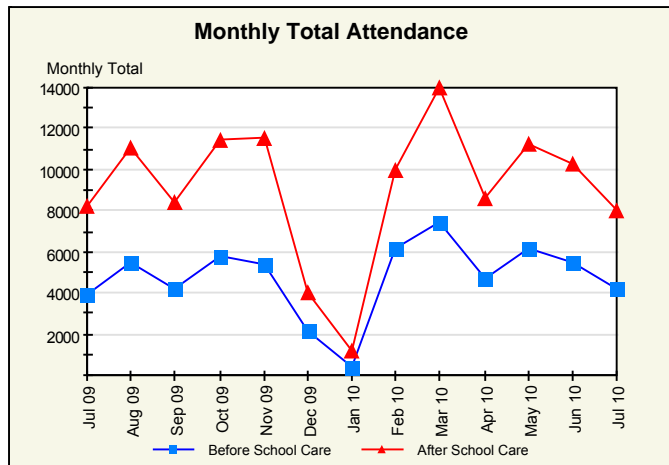
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Customer & Community Service

Human Services

Attachment 1

School Age Care



Summary of Activities

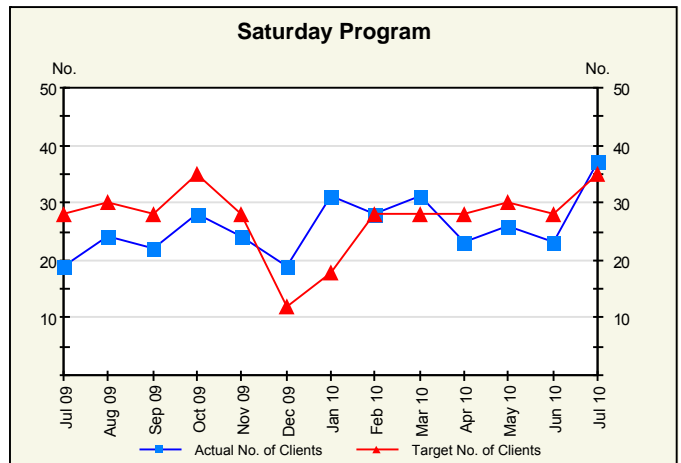
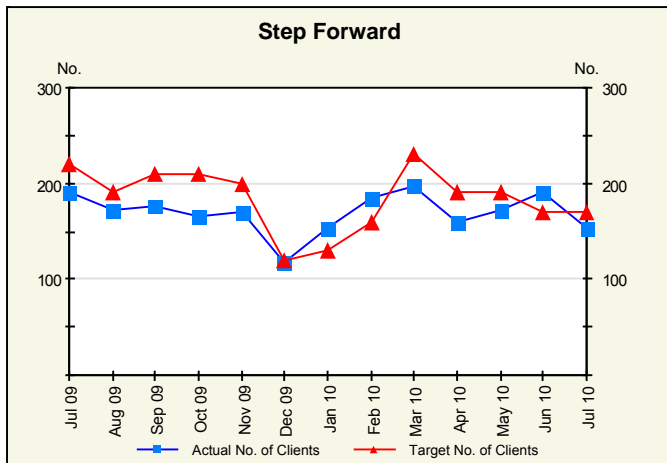
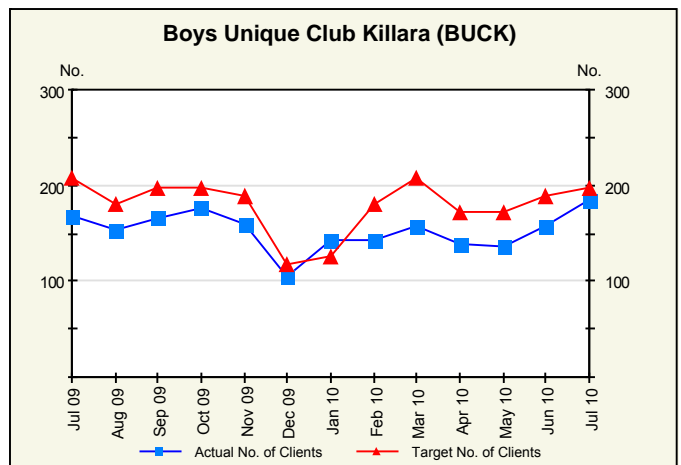
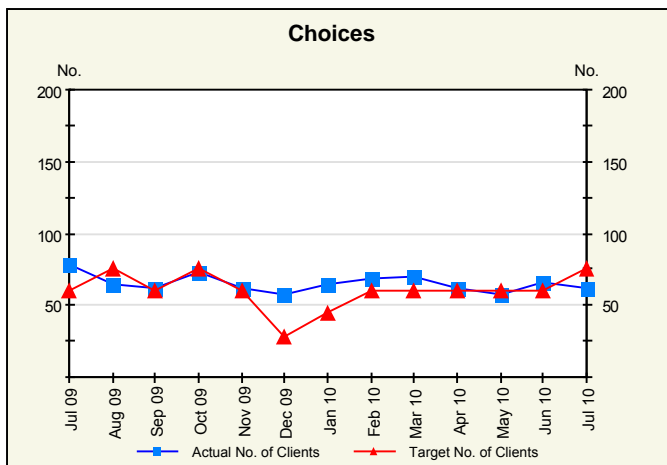
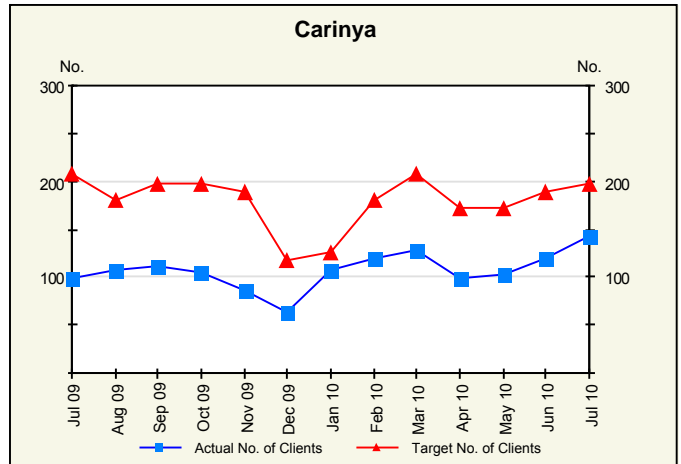
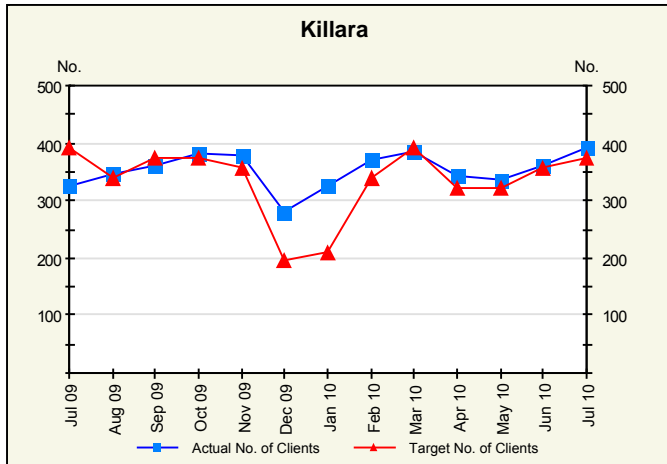
Eight (8) services operated vacation care for the June/July school holidays.

A workshop with Queensland Children's Activity Network (QCAN) was attended by two staff to develop a tool for school's to use as a tender document when reviewing school age care providers.

The School Age Care Coordinator has developed a network with the Safety House Committee to ensure that School Age Care receives notification of any safety house alerts in the Redlands area.

Human Services

Respite

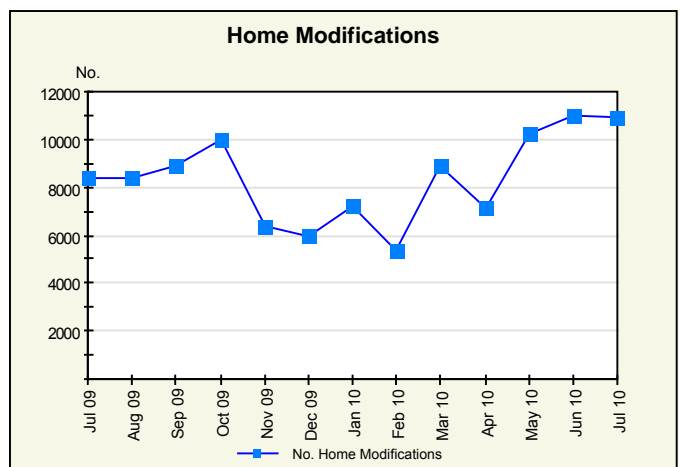
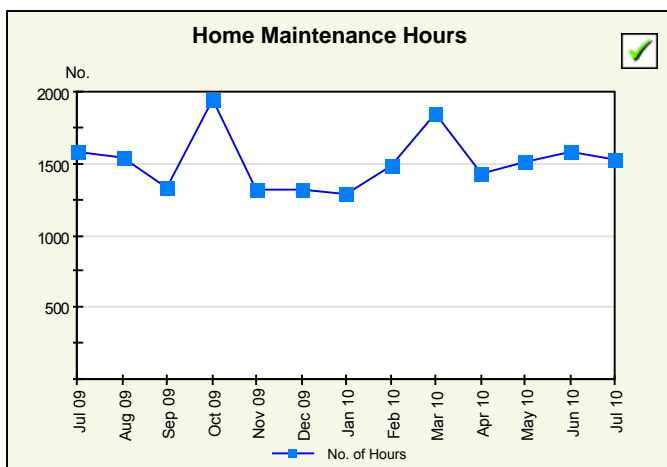
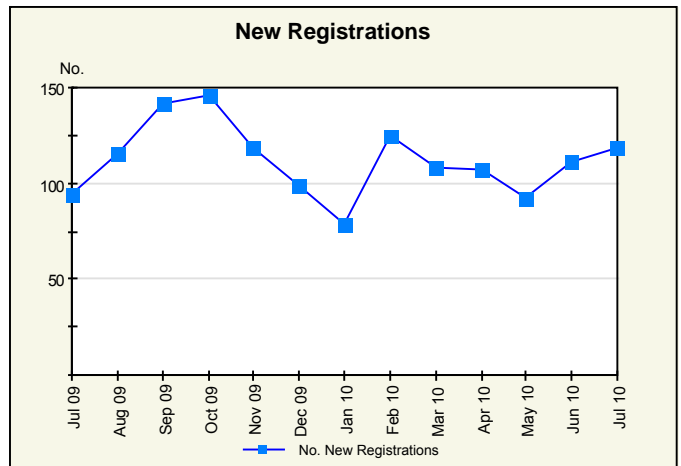
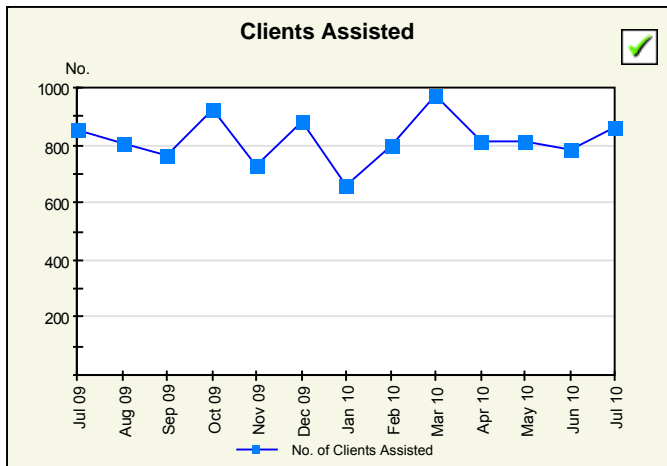


Summary of Activities

Killara Place hosted Tafe students from Alexandra Hills currently studying for their Certificate III in Aged Care from 3rd - 5th August. Approximately 9 students per day attended with many experiencing the workings of a Day Respite Centre for the first time. Students will be encouraged to participate in programs and assist during outings into the community.

Human Services

Home Assist Secure

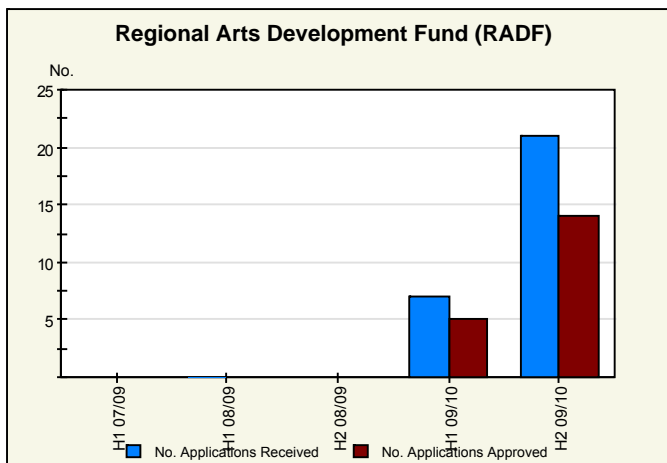
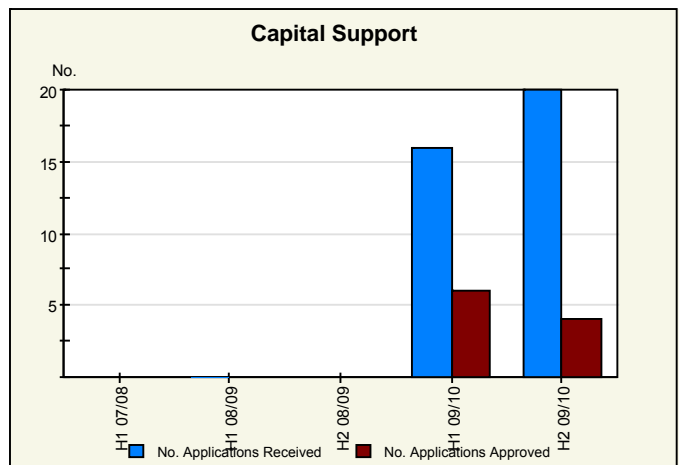
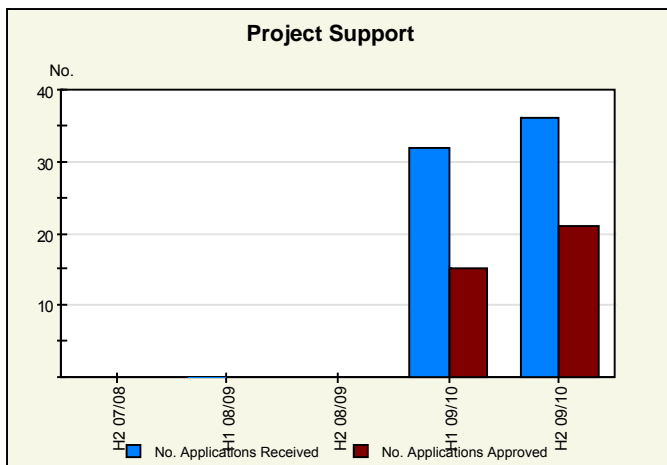
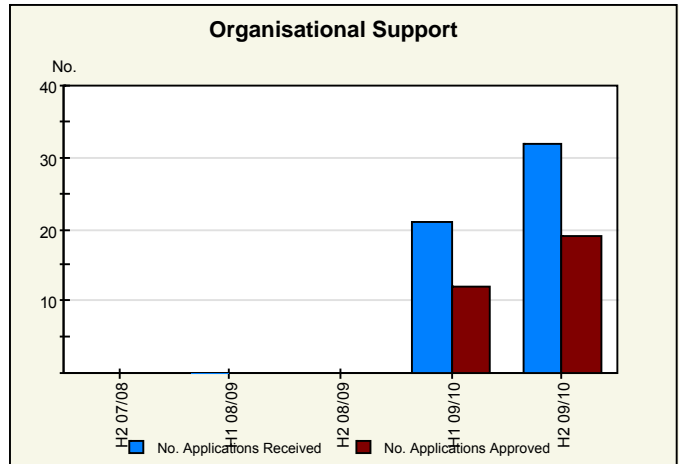
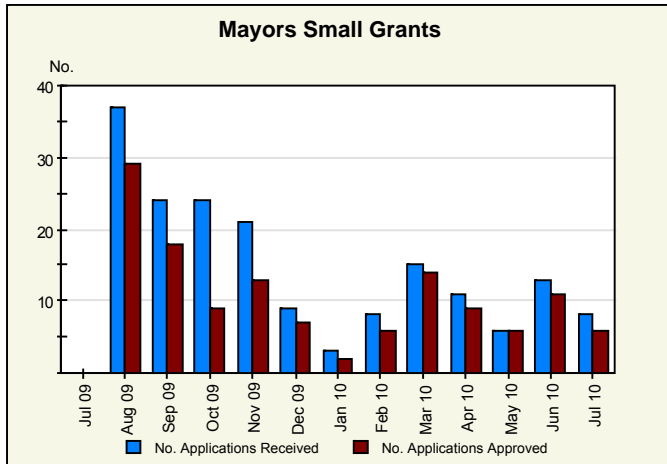


Summary of Activities

Presentations to promote Home Assist Secure services were held at Spiritus Cleveland where 40 people attended; School Age Care for 20 people; Respite Centre Stradbroke Island for 60 people making a total of 120 people educated about Home Assist Secure services.

Human Services

Grants



Summary of Activities

Round 1 of the Community Grants Program in 2010/11 opened on 26 July and will close 3 September. Applications will be received under Organisation, Project and Koala Conservation categories and Regional Arts Development Fund. Applications for Capital Infrastructure will open in September. Six Information Sessions were held in July and into August. These were held in Capalaba, Victoria Point, NSI, Russell Island and Cleveland.

Human Services

Community Development

Summary of Activities

23 activities were delivered in the month July by the Community Development team with some 750 people participating in events.

Community Development is now working in partnership with the Community Grants team to deliver grant workshops assisting community groups to access available funding. Community Grant workshops commenced in July when Round 1 of funding opened on July 26. A total of seven general grant information workshops were delivered across the Redlands with an additional arts grant writing workshop delivered with the support of the Cultural Development Officer. Current Council community grants round closes on 3 September.

Community Development Officer South position recruitment process commenced. New Officer to commence in late August.

MONTHLY ATTACHMENT FOR COMMITTEE REPORT FOR CUSTOMER AND COMMUNITY SERVICE GROUP

HUMAN SERVICES UNIT

Responsible Officer Name: Sue Collins
Service Manager Human Services
Author Name: Leanne Tu'ipulotu
Coordinator Community Development

Legend	
Activity Completed	COMPLETE
In Progress	✓
Watch List - Possible Concern	!
Major Concern	✗

Activities	Achievements / Issues Over Last Month	Significant Events in the Upcoming Months	Status Rating
Community Development / Community Program			
Management of all Networks & the provision of information to the Networks (RIN, RYN & RDN)	<p>A meeting of the Redlands Youth Network was held on Monday 19th July with approximately 17 workers representing various local youth services in attendance. A newsletter was sent out on 17th July.</p> <p>The Redlands Disability Network minutes from the 1 June meeting were sent out on 12 July; a newsletter was sent out on 19 July; and a bimonthly meeting held on 27 July. In addition, four working groups commenced meeting: 1. Drop In Planning Group to develop recreational activities for young people with disability aged 14 – 25 years 2. Disability Action Week 2010 planning 3. Carers Group 4. Communication Access.</p> <p>The Redlands Interagency Network Directory was completed and sent out on 29 July, a resource much appreciated by network members.</p>	Upcoming Network meeting dates include: Redlands Disability Network meeting on 5 October; Redlands Interagency Network on 15 October; and Redlands Youth Network on 20 September. The Redlands Disability Network is also hosting an event for Disability Action Week, on Monday 6 September in the grassed area between Capalaba Central and Capalaba Place.	✓
Strategy and Policy Development	Initial discussions held with C & SP regarding the Community Safety Strategy review. Research has been conducted on how to obtain latest statistics from Queensland Police.		✓
	Community Development Business Plan - Consultants have been appointed, consultation and workshops have been held with key stakeholders .		✓
Community Grants Program	Worked in partnership with the Grants Team, presenting 7 grant information workshops for community groups. Workshops were organised and promoted by the Grants team.	Grant applications close 3 September 2010 and assessment of grants will follow.	✓
Community Education Program - Young Citizens Program	Participated in NAIDOC week celebrations at Dunwich school. There were 9 bookings delivered through the Young Citizens Program with a total of 523 children & young people participating. This included 3 primary schools, 3 high schools, 1 child care centre and 1 community group (Scouts). Successfully delivered a newly revised version of the local government program to five classes of Grade 4 students at Redland Bay State School.		✓

Activities	Achievements / Issues Over Last Month	Significant Events in the Upcoming Months	Status Rating
Southern Redlands Community Development	Community Development Officer South position recruitment process has successfully been undertaken.	Community Development Officer South to commence on 23 August 2010	
SMBI Initiatives	A meeting was held with nine community members to progress the development of a voluntary management committee for community use of Kennedy's farm house.		✓
Youth Development			
Redlands Youth Forum	Ytalk - Redlands Youth Forum is presently being reinvigorated; a team building day was held at Kindilan in June to encourage new membership and establish a core group of interested young people. The team building day resulted in 12 young people actively showing interest in ongoing involvement with the Youth Forum. The first meeting for this new group is scheduled for August the 3rd.	YTALK meeting 3.8.10	✓
Redlands Youth Plaza Activation / Capalaba Youth Space	Successfully delivered The Cage Youth Space young people's launch event on 8th July; over 50 young people in attendance. Youth worker training commenced and is being delivered to Cage youth workers and also Russell Island's The Hut youth workers to build their capacity to deliver services to young people. Common Threads, a youth bereavement course continued through June with approximately 12 young people at each session.	Youth worker training to be delivered in August for The Hut and The Cage youth workers, first aid training also made available to youth space staff and volunteers. Youth engagement activity is being planned to be held at the Redlands Youth Plaza in October.	✓
Young People and Public Space	Finalisation of report from QUT providing analysis of the young people and public space survey.		✓
Youth Week	No work this month	No work this month	COMPLETE
Seniors			
RAGOSI	No RAGOSI meeting was held this month	RAGOSI meeting in August has been cancelled due to committee members and the Mayor attending seniors week events. A new meeting date will be arranged.	✓
Ageing Well in the Redlands strategy implementation	Redland Aged Care Providers Group - Emergency Sub Committee meeting was held on 23/7/10. Men's Shed Committee meeting held on 23/7/10. A new men's shed at Thornlands is to open in August at Faith Lutheran school.	Redland Aged Care Providers Emergency workshop with Mike Morrison is to be delivered in September/October as this group moves towards a collaborative approach to emergency preparedness. Faith Lutheran Men's Shed open day is being held on Monday 9th August 2010.	✓
Seniors Week	Redland Seniors week committee meeting to organise upcoming seniors week events was held on 20th July with 15 people attending.	Redland City Council Sponsored Seniors Walk and Multicultural concert will be held on 15/8/10 and Inspiring Seniors on 19/8/10	✓
Initiatives for Seniors	Mobility Scooter Education Project: Mobility Scooter experts meeting held to setup experts training sessions for the delivery of the education day in October	Redland Mobility Scooter Education Project will be held at Donald Simpson Centre on 6/10/10 at 9am - 12:30pm.	✓
Community Partnerships including Star Transport & Donald Simpson Centre	CEO from Star Transport retired and a new CEO Peter Mann will take over the role this month. Donald Simpson Centre is supporting the Redland Mobility Scooter Education Day on 6/10/10.		✓

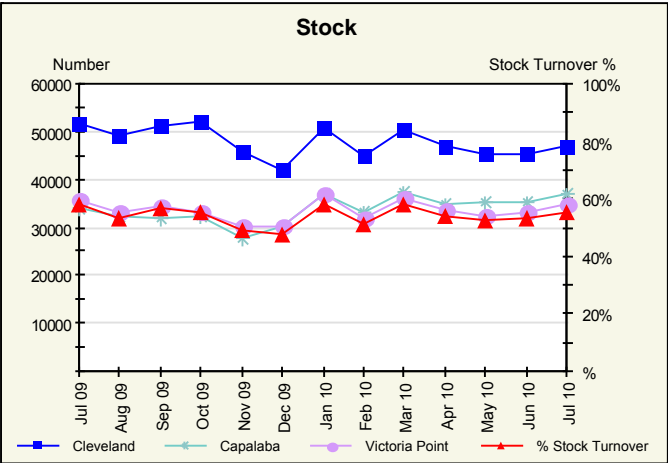
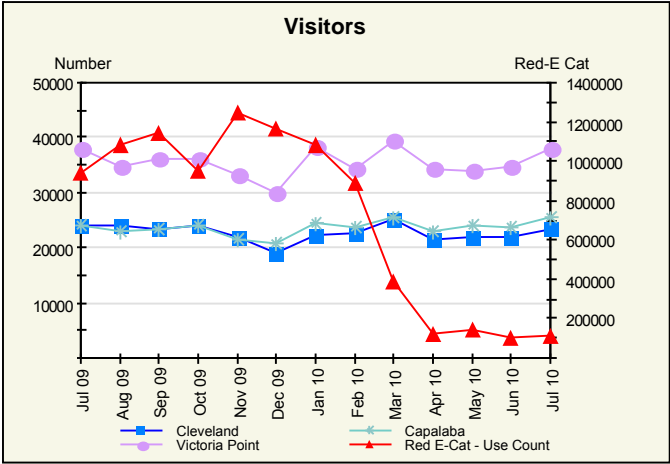
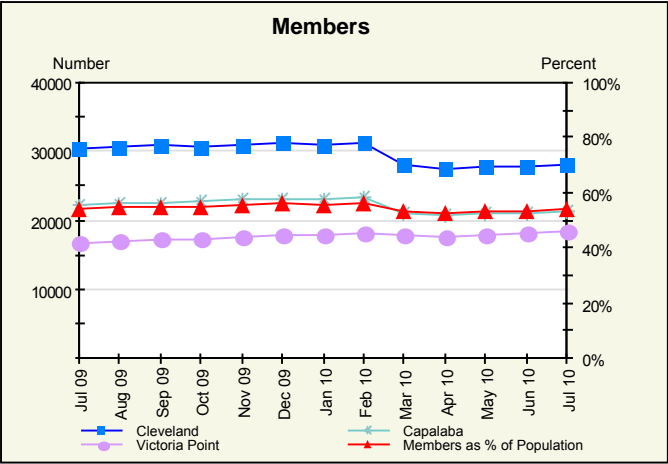
Activities	Achievements / Issues Over Last Month	Significant Events in the Upcoming Months	Status Rating
Safety			
Graffiti Solutions Projects	Urban smart projects continue to work with artists on designs for the remaining traffic signal boxes through out the Redlands. Initial discussions held with Elise Parups (Community Cultural Development Officer) in relation to a graffiti / aerosol art group discussion with the possibility of a graffiti prevention art installation to be attached to the project.		✓
Community Safety Forums	No work required this month		COMPLETE
Crime Prevention Through Environment Design (CPTED)	Conducted initial discussions with Operations & Maintenance (John Frew) & Asset Management (Allison Fergusson) to develop a CPTED audit tool and recording database for use in car park audits (A KPI for works Ops 2010/11 budget). Waiting on approval of CPTED audit tool and testing will be conducted in August.		✓
Graffiti Management Plan Implementation	Graffiti Cleanup day locations were scoped ; priority area identified in Ormiston. The Cage Graffiti Removal team was contracted to continue cleanup of these area providing opportunities for youth on juvenile justice orders to partake in community service hours through cleaning graffiti.	Graffiti Cleanup in mid August 2010	✓
Community Cultural Development			
Regional Arts Development Fund (RADF) Grants	Arts grants writing workshop "Money and the Arts" delivered. Miriam Martin presented this workshop which was hosted at the Victoria Point Library on 21 July. Twenty four community members attended and feedback has been highly positive. RADF Grants were opened 26 July, and Information sessions were held on 28 + 29 July.	RADF assessment meeting 7 October. AGM scheduled for November. RADF cheques presentation 13 December.	✓
SMBI Welcome Signage Project	Awaiting advice from C&SP as to future direction of this project.		✓
Community Cultural Development Initiatives	21 July arts Forum to discuss distribution of Redlands Creative Alliance postcards. Distribution of the Redlands Creative Alliance postcards has continued successfully throughout the city with more than 3000 postcards being distributed. As a result, the membership to the network has increased, and visits to the Creative Alliance website has recorded over 2000 hits.	Common Threads, a program designed to support young people affected by grief and loss in partnership with The Cage Youth Foundation and Red Thread Stories Pty Ltd, is due for completion in August.	✓

Customer & Community Services

Cultural Services

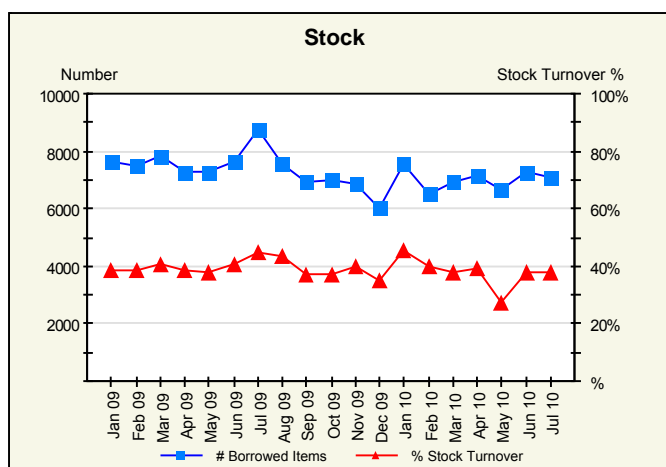
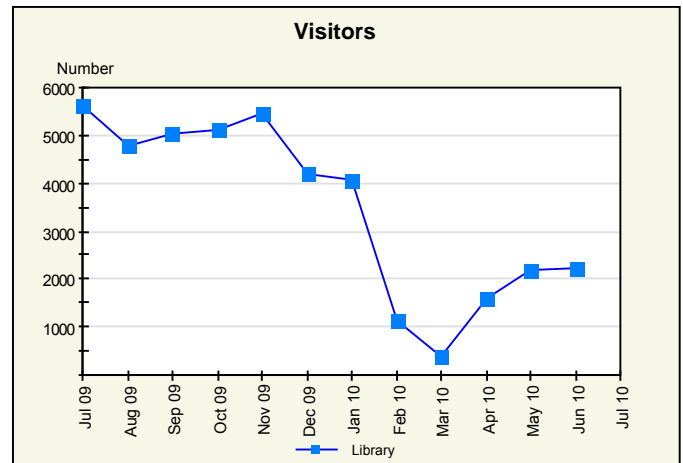
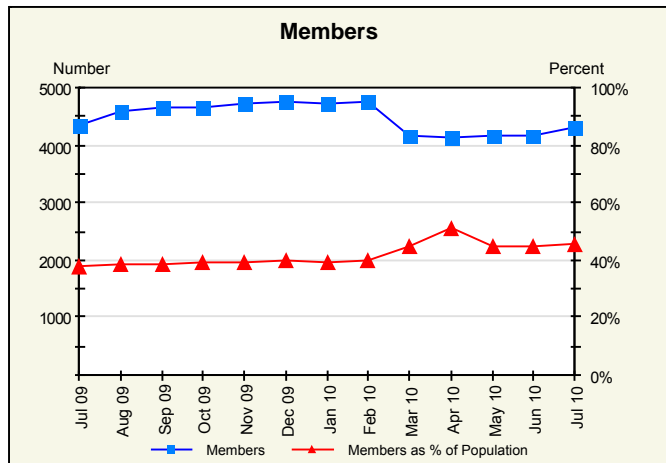
Attachment 2

Libraries - Mainland



Cultural Services

Libraries - Island & Mobile



Summary of Activities

Capalaba Library:

- NAIDOC Week Celebrations 4-11 July. NAIDOC stands for the National Aboriginal and Island Day Observance Committee
- Building Websites Class (Hands on Session) on Friday, 23 July

Cleveland Library:

- Family Movie Night: Matilda on Thursday, 1 July.
- Behind the Screens: Red-e-cat and Library Discovery Tours on Tuesday, 6 July
This session showed clients how to use the catalogue with confidence and then either locate items in the library or place a request on them.
- NAIDOC Week Celebrations 4-11 July. NAIDOC stands for the National Aboriginal and Island Day Observance Committee
- Building Websites Class (Hands on Session) on Tuesday, 13 July
- The Law of Attraction on Thursday, 22 July

Marie Vassallo discussed "The Law of Attraction" which has been used for centuries by successful people and made famous through books. Marie outlined some of the basics of "The Law of Attraction" as well as providing some tips for attendees to implement in order to improve the results they are currently getting out of life.

Victoria Point Library:

- An evening with Jack Sim on Thursday, 15 July. Jack Sim is Brisbane's dark historian, specialising in true crime and ghost stories. He is the publisher of the Murder Trails, Ghost Trails and The Boggo Road Gaol Series.
- Building Websites Class (Hands on Session) on Thursday, 29 July.

Cultural Services

Museum (Redland & NSI)

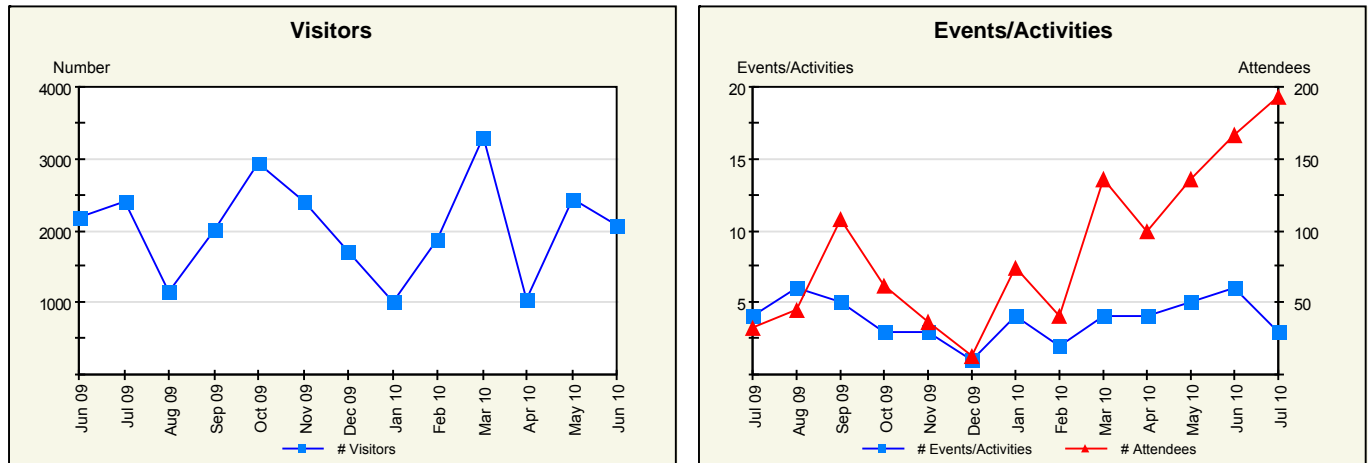
Summary of Activities

Redland Museum

- | Building Extension: A Town Planner has been engaged to prepare the Development Approval Application. The Land Development Plan is very close to final approval.
- | Electricity to the Russell Island shed is now connected.
- | Redland Museum have produced their Vision Plan to take them through to 2011.
- | The Heritage Festival Committee meet weekly on a Tuesday. Sunday, 01 May 2011 has been confirmed as the date for this Festival.

Cultural Services

Art Gallery



Summary of Activities

Exhibitions:

Cleveland Art Gallery

- | 18 July to 15 August - Revisiting the Australian Landscape - curated by Elizabeth Shaw, Convenor of Jewellery and Small Objects, Queensland College of Art. (Galleries 2,3,4)
- | 18 July to 15 August - Plant-Life: An Exhibition by Nicola Moss (Gallery 1)
- | Exhibition opening on 18 July.

Capalaba Art Gallery

- | 20 July - Seasons in the Sun - an exhibition by the Donald Simpson Centre art groups and wood carvers.

Other Events:

- | Children's holiday workshops on 6 July.
- | Floor Talk & Chit Chat on 21 July.
- | On 22 July, Glenys Ismail and Redland Art Gallery staff attended the Moreton Bay and Islands Tourism Awards 2010. The Redland Art Gallery won the Heritage & Cultural Tourism Award for the second year in a row.

MONTHLY ATTACHMENT FOR COMMITTEE REPORT FOR CUSTOMER AND COMMUNITY SERVICE GROUP

CULTURAL SERVICES UNIT

Responsible Officer Name: Glenys Ismail
Service Manager Cultural Services
Author Name: Karen Callow
Business Support Officer

Legend	
Activity Completed	COMPLETE
In Progress	✓
Watch List - Possible Concern	!
Major Concern	✗

Activities	Achievements / Issues Over Last Month	Significant Events in the Upcoming Months	Status Rating
Libraries			
Collections	"OverDrive" which is the Redland Libraries first subscription to a service for downloadable e-books and audio books, will not be formally launched on 4th August as previously anticipated. The program was expected to go live in July, however we are still waiting on IT to complete the authentication. It will go live as soon as this is done. The official launch has been delayed.		✓
Young People's Programs	Author talk by Deborah Abela at Cleveland Library 28 July. School holiday activities included family movie screenings at Cleveland and Dunwich, story times at Amity Point and Point Lookout, and a magic show at Capalaba Library.	Children's Book Week (August) will feature author/illustrator Leonie Norrington at Cleveland Library 27th August and Digital Storytelling at Cleveland Library 26th August. An evening with popular children's author Andy Griffiths will be hosted by the Library Service at RPAC 6 September.	✓
Adult Programs	NAIDOC Week/Movie Night/Building websites Computer class/ Mobile Library visit to Mt Cotton SS/ Internet classes/Author visit	Jessica Watson Book Launch 400 booked/ Earl Morris-be your own bodyguard/	✓
Special Programs	As part of a membership drive, Young People's Services and the Mobile Library visited Mt Cotton School to deliver storytelling sessions to prep and year 1 classes.		✓
REDLAND ART GALLERY			
Exhibitions - Cleveland	18 July to 15 August - Revisiting the Australian Landscape - curated by Elizabeth Shaw, Convenor of Jewellery and Small Objects, Queensland College of Art (Galleries 2,3,4) 18 July to 15 August - Plant-Life: An Exhibition by Nicola Moss (Gallery 1)	22 August - Tracey Moffatt: narratives - A Monash Gallery of Art travelling exhibition.	✓
Exhibitions - Capalaba	20 July - Seasons in the Sun - an exhibition by the Donald Simpson Centre art groups and wood carvers	23 August - Eye Spy - An art exhibition for kids	✓
Chit Chat & Floor Talks	21 July - Floor Talks by Nicola Moss & Elizabeth Shaw		✓
Children's Workshops	6 July - Children's holiday workshops	20 & 23 September children's holiday workshops	✓
Adult Workshop		8 September - Nicola Moss - Interpreting the Natural Environment	✓
Special Events	On 22 July Glenys Ismail and Redland Art Gallery staff attended the Moreton Bay and Islands Tourism Awards 2010. The Redland Art Gallery won the Heritage & Cultural Tourism Award for the second year in a row.	3 September in Cleveland Art Gallery - Tourism Awards Volunteer afternoon celebration.	✓

MONTHLY ATTACHMENT FOR COMMITTEE REPORT FOR CUSTOMER AND COMMUNITY SERVICE GROUP

CULTURAL SERVICES UNIT

Responsible Officer Name: Glenys Ismail
Service Manager Cultural Services
Author Name: Karen Callow
Business Support Officer

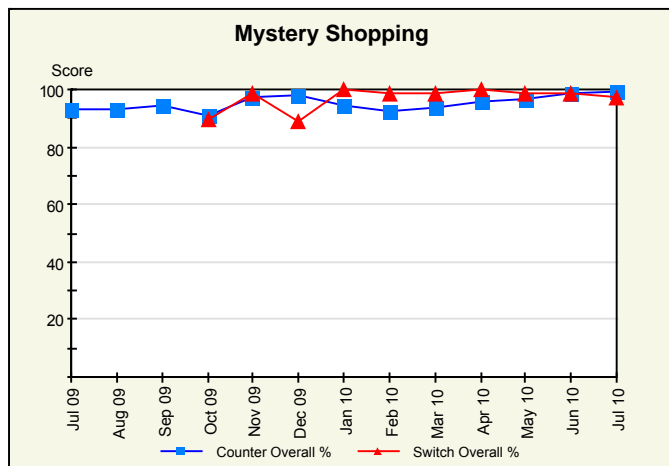
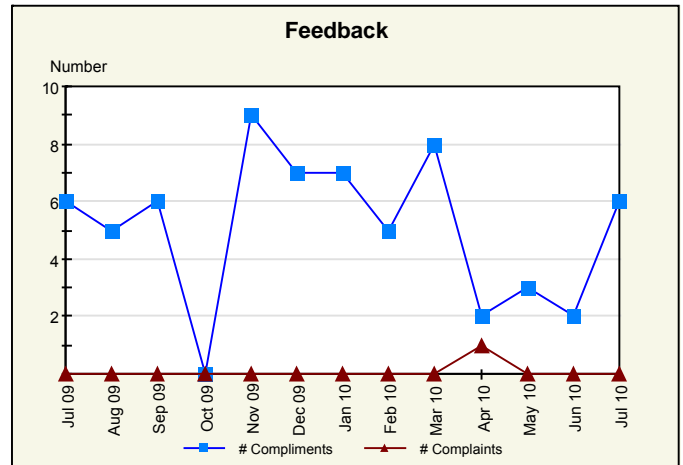
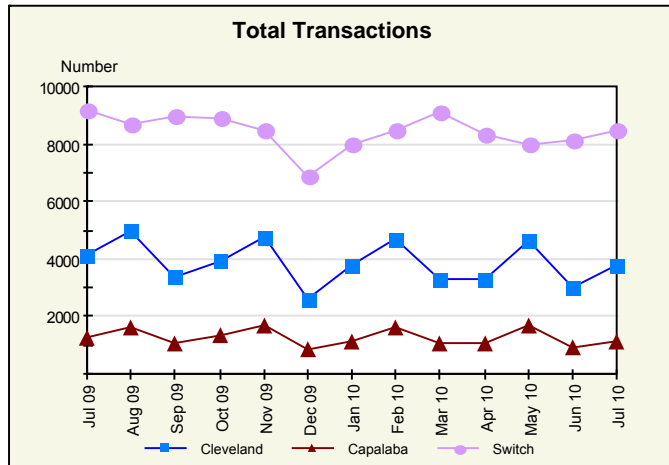
Legend	
Project Complete	COMPLETE
In Progress	✓
Watch List - Possible Concern	!
Major Concern	✗

Project Name	Current Comments	Budget	Target Start Quarter	Target Finish Quarter	Status Rating
Libraries					
41829 Self check in / check out system (Victoria Pt)	This budget given up in 09/10 and budgeted for in 2010-2011.	\$52,300	2011/2012	2011/2012	✓
45565 Cleveland Library Renovations		\$30,000	2010/2011	2010/2011	✓
Art Galleries					
42324 Virtual Gallery Software		\$24,000	2011/2012	2011/2012	✓
20579 Gallery Track Lighting Replacement	Budget given up in 09/10 and an amount of \$40K budgeted 2010-11 for the most energy efficient system that can be purchased for gallery purposes	\$40,000	2010/2011	2010/2011	✓

Customer & Community Services

Customer Service

Attachment 4



Summary of Activities

The peaks & troughs for transactions have remained constant in comparison to 2009 statistics.

Increase in customers due to rating period with many customers querying Allconnex charges.

An achievement of 99.41% on Mystery Shopping this month for both counter and switch teams.

MONTHLY ATTACHMENT FOR COMMITTEE REPORT FOR CUSTOMER AND COMMUNITY SERVICE GROUP

CUSTOMER SERVICE UNIT

Responsible Officer Name: Kym Banks
Service Manager Customer Service

Author Name: Lorri Watego
Business Support Officer

Legend	
Project Complete	COMPLETE
In Progress	✓
Watch List - Possible Concern	!
Major Concern	✗

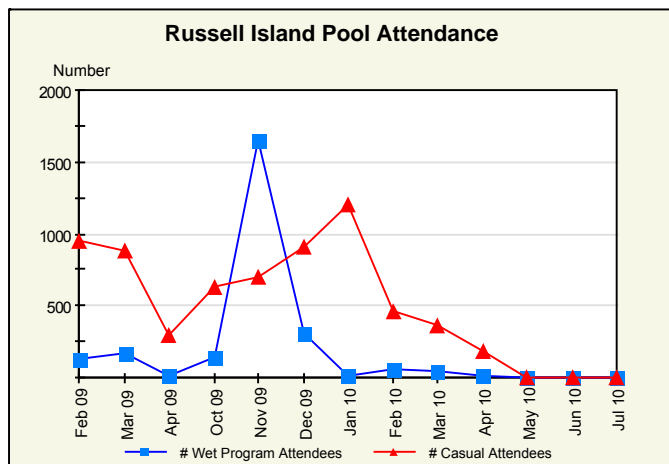
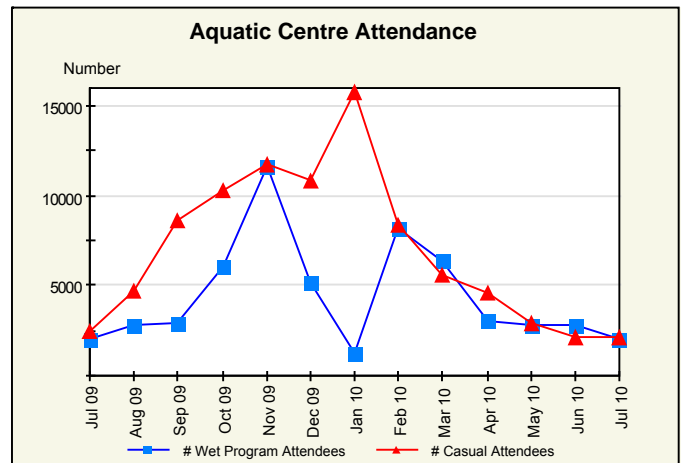
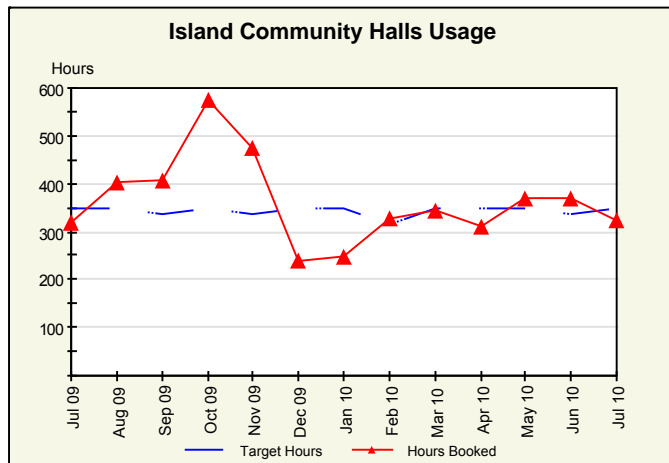
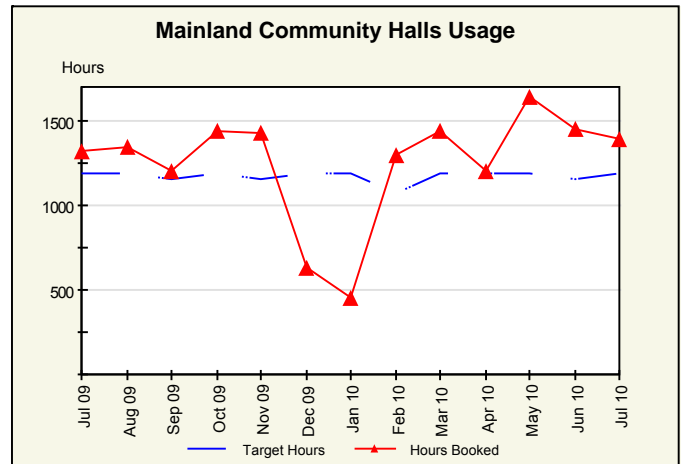
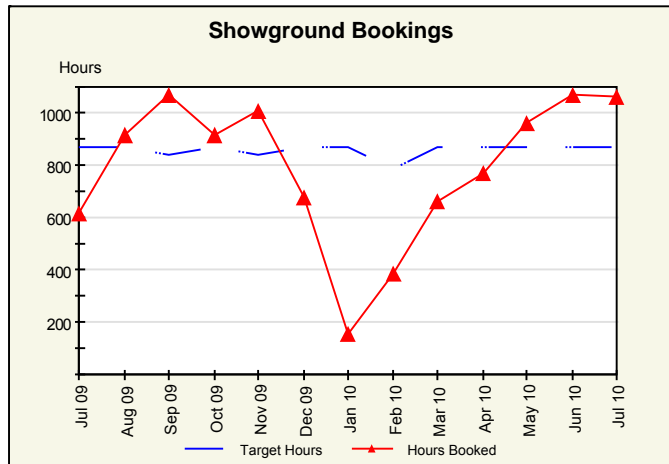
Project Name	Current Comments	Budget	Target Start Quarter	Target Finish Quarter	Status Rating
Customer Service					
Implementation Proposal Plan for Contact Centre	Formalising documentation for tender process to attract consultants	\$100,000	2nd Qtr	1st Qtr 2011	✓

Customer & Community Services

Leisure and Recreation

Attachment 3

Recreation, Showgrounds, Aquatic Centre & Community Halls



Summary of Activities

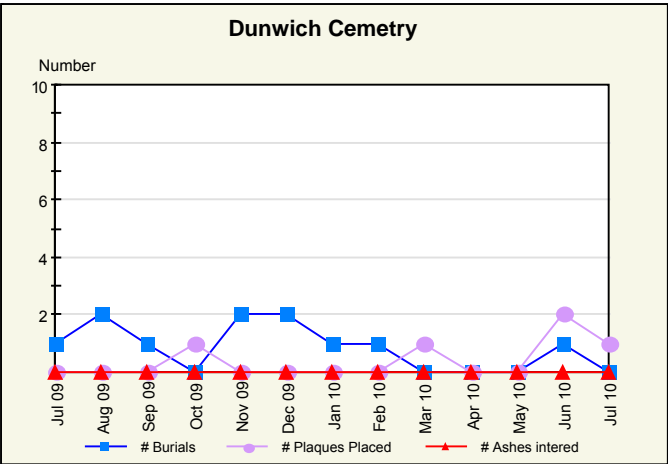
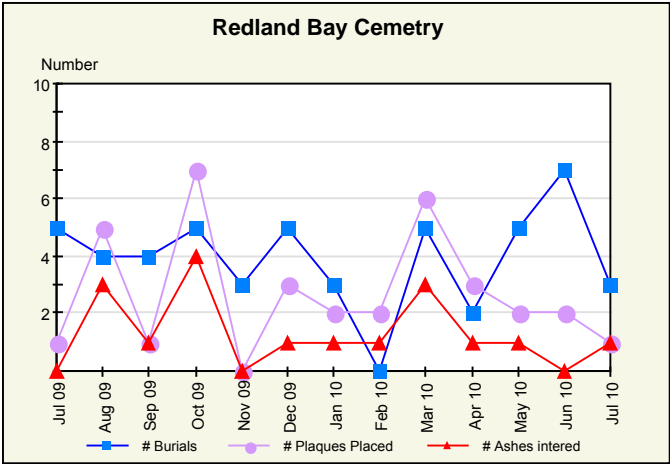
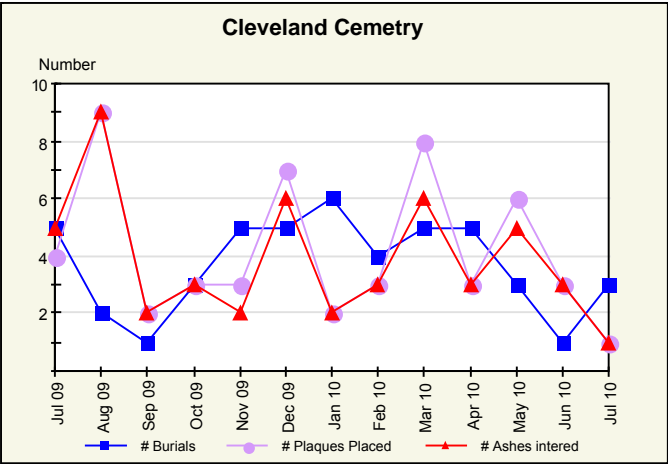
Community Halls usage both mainland and islands was average with mainland slightly more heavily used.

The Cleveland Aquatic Centre usage was slightly below average but numbers are expectedly less during winter months. The Russell Island Pool remains closed for the season and will reopen on 18 September.

Redland Showgrounds numbers remain high due to the continued growth of the regular user sporting groups with most outdoor facilities being used at capacity. there were no events held at the showgrounds in July.

Leisure and Recreation

Cemeteries



Summary of Activities

Burials at the Cleveland and Redland Bay cemeteries remained at three for each site in July with one ashes interment at each. This is slightly more than June but consistent overall. There were no burials at Dunwich in July.

Leisure and Recreation

Surf Life Saving QLD

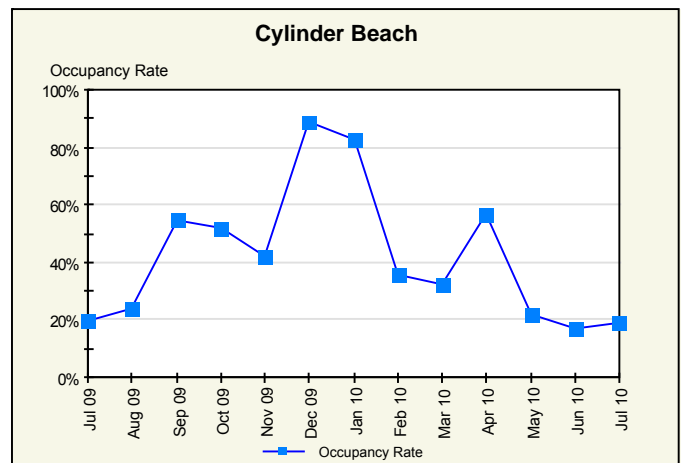
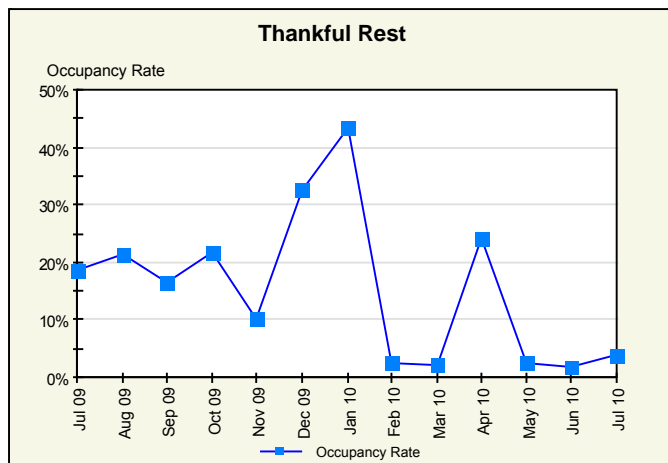
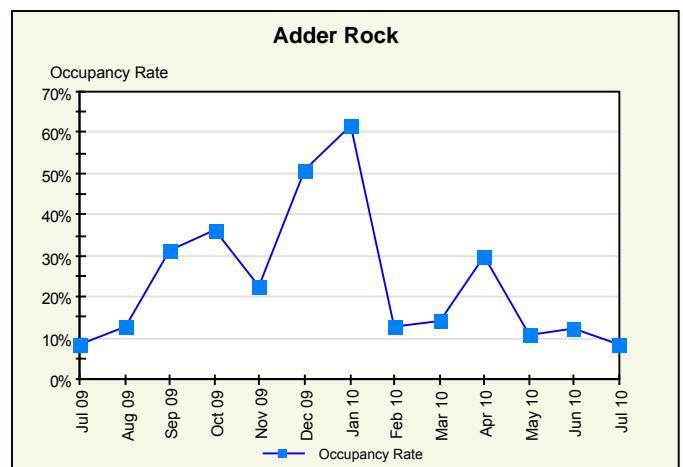
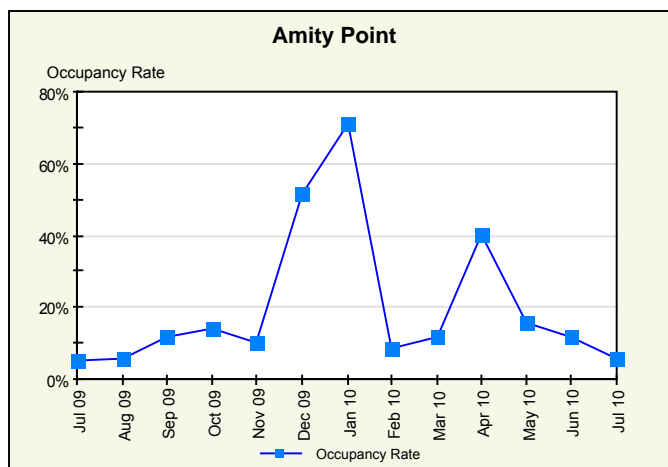
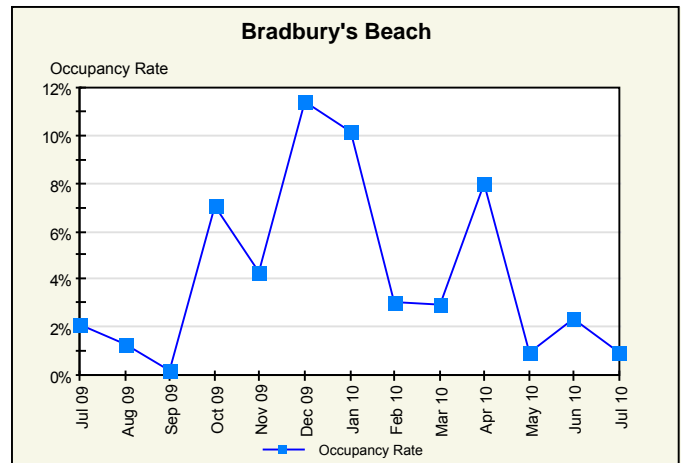
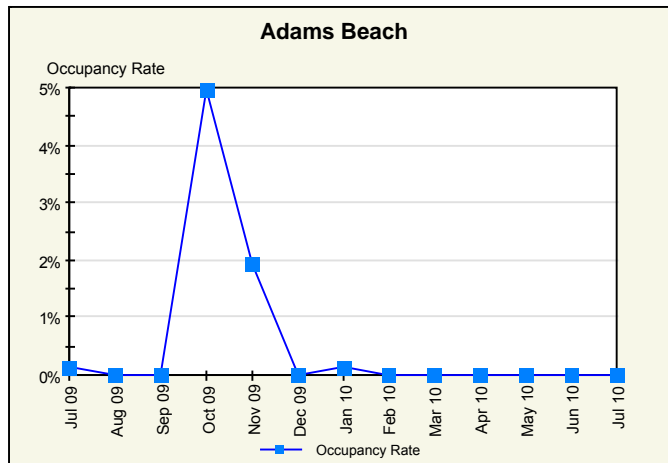
Summary of Activities

Beach usage is relatively quiet during winter but the lifeguards have had issues with fishermen driving through flagged areas at Main Beach (and Adder Rock in season), sometimes at dangerous speeds. SLSQ has suggested additional signage to warn of potential danger to bathers and to alert drivers Council officers are working with lifeguard supervisors on this and have alerted Compliance Officers to the situation.

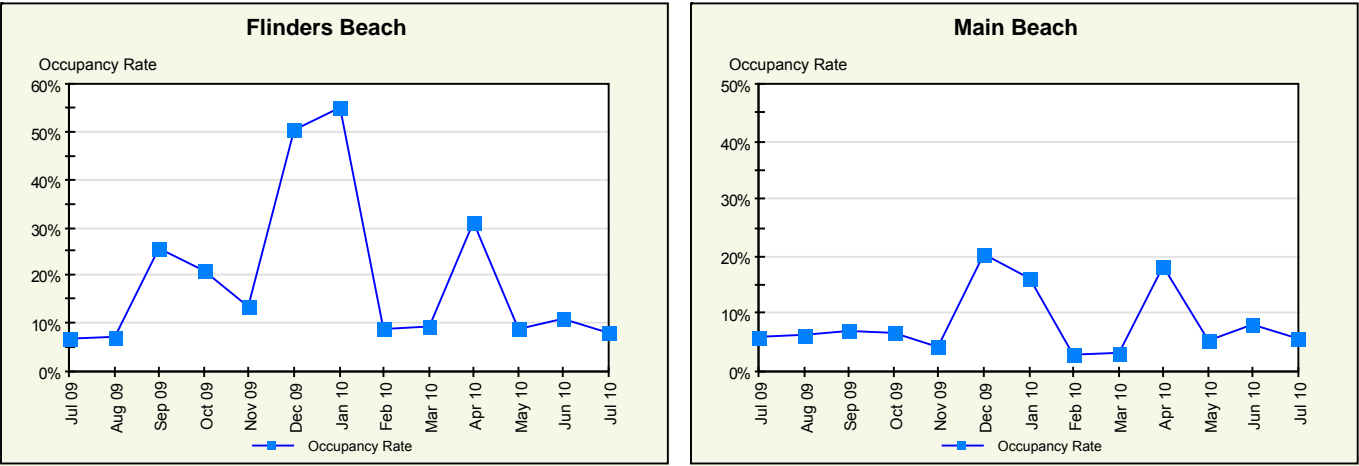
All other operational aspects remain constant.

Leisure and Recreation

Straddie Holiday Parks



Straddie Holiday Parks (cont'd)



Summary of Activities

Holiday Parks occupancy for July remains comparable to this period last year. Storage van occupancy is at seasonal low as expected.

MONTHLY ATTACHMENT FOR COMMITTEE REPORT FOR CUSTOMER AND COMMUNITY SERVICE GROUP

LEISURE & RECREATION SERVICES UNIT

Responsible Officer Name: Russell Cook
Service Manager Leisure & Recreation
Author Name: Michelle Maguire
Administration Officer

Legend	
Activity Completed	COMPLETE
In Progress	✓
Watch List - Possible Concern	!
Major Concern	✗

Activities	Achievements / Issues Over Last Month	Significant Events in the Upcoming Months	Status Rating
Recreation			
Fun in the Parks	There were good numbers for the most part with over 1030 participants over the 6 days. The turn up was usually reflective of the park location, i.e. big numbers in the areas of Wellington Point, Thorneside, Victoria Point and a lower turnout at Redland Bay. Feedback was very good as indicated by evaluation sheets and verbal comments from patrons on site. The format was different this program trying some varied entertainment with an emphasis on dance and fitness (Zumba dancing, Bollywood dance) which was well received.	The next program will be in late January 2011	✓
Holiday Programs		The next program will be run in the September School holiday period	✓
Club Liaison & Admin Programs	Two additional Agreements were signed in this period	Council officers will continue to work with the remaining Clubs who have yet to sign the Permit to Occupy agreements. Twelve of the 17 clubs met with to date have signed PTOs	✓
Sports Development Programs	As no decision had been made on how this program would be delivered for 10/11. The majority of these funds were transferred to the Physical Activity Strategy project.		✓

MONTHLY ATTACHMENT FOR COMMITTEE REPORT FOR CUSTOMER AND COMMUNITY SERVICE GROUP

LEISURE & RECREATION SERVICES UNIT

Responsible Officer Name: Russell Cook
Service Manager Leisure & Recreation
Author Name: Michelle Maguire
Administration Officer

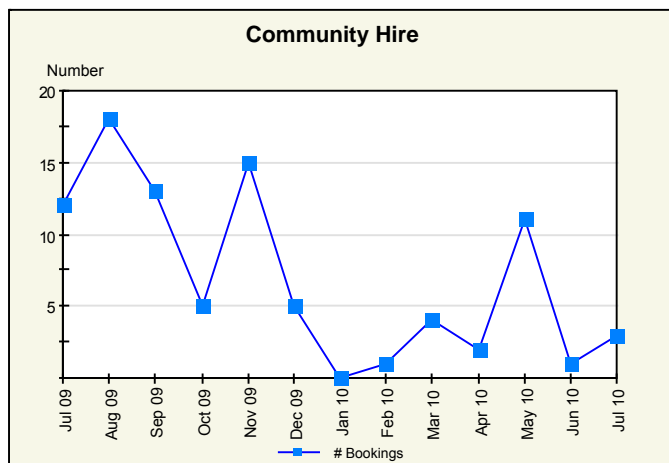
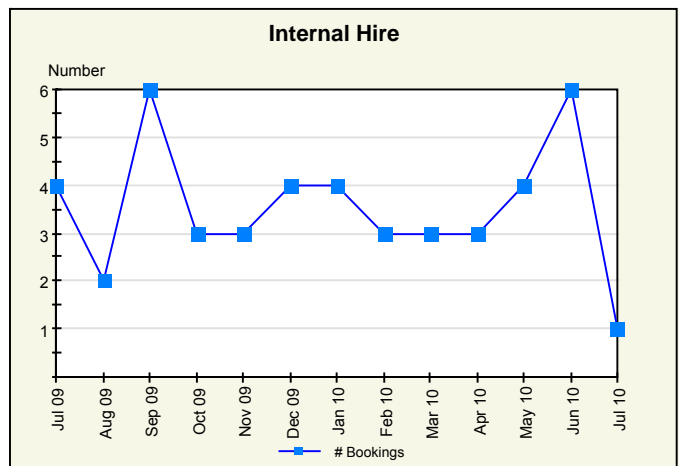
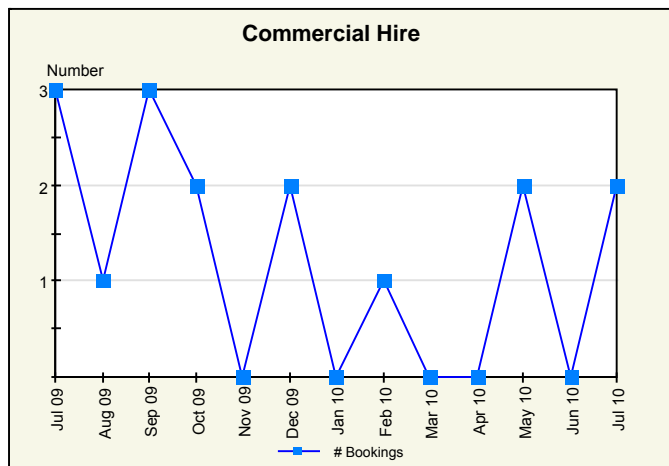
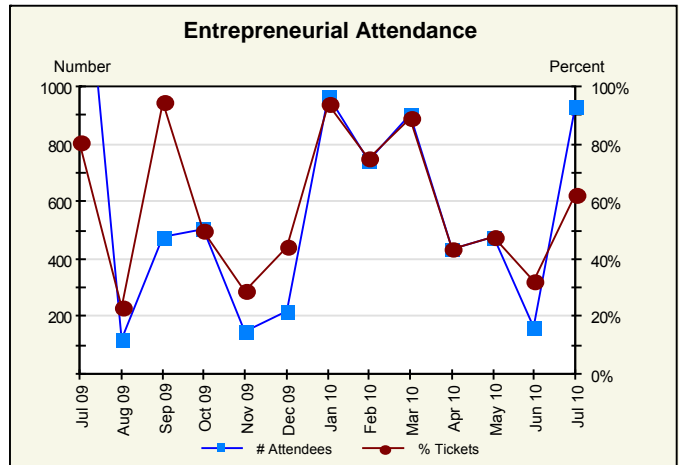
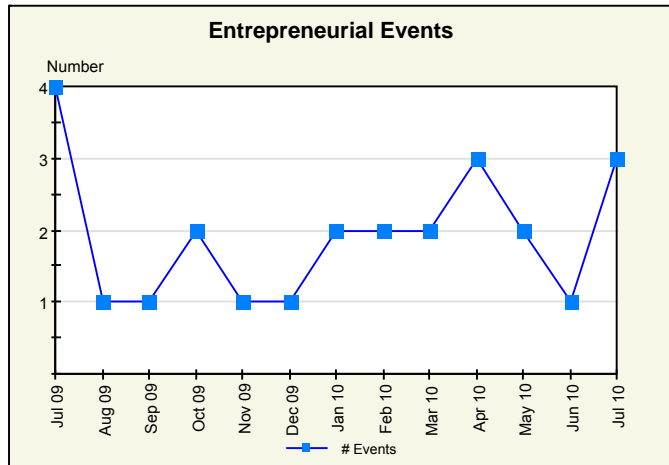
Legend	
Project Complete	Complete
In Progress	✓
Watch List - Possible Concern	!
Major Concern	✗

Project Name	Current Comments	Budget	Target Start Quarter	Target Finish Quarter	Status Rating
Recreation, Showgrounds & Aquatic Centre					
Showground Power Boards	This project has been put on hold until an electrical audit of the Showgrounds has been completed as part of the Showgrounds Master Plan review. The remaining \$40K of this project was transferred to the Repainting of the Memorial Hall project to allow it to proceed in 10/11	\$50,000			✓
Caravan Asset Maintenance Plan	Project has not yet commenced	\$35,000			✓
Replace Concourse for 25m Pool at Cleveland Aquatic Centre	Project has not yet commenced				✓
Community Halls					
Repaint Hall 1	Hall to be determined from the Community Hall review currently being undertaken	\$53,000			✓
Repaint Hall 2	Hall to be determined from the Community Hall review currently being undertaken	\$53,000			✓
Removal of Asbestos from Community Halls	The asbestos was removed from Thornlands Dance Palais in Jan Feb 10. This now only leaves the Point Lookout Hall which will be included in the hall redevelopment which is expected to start November 2010	\$120,000		3rd QTR 10/11	✓
Cemeteries					
Cleveland Cemetery Internal Road System	A Cemetery Maintenance plan has been developed and the project will be designed by PDG in 10/11. The \$200,000 budget for this has been shifted to 11/12	\$0			✓
Expansion of Redland Bay Cemetery	A Cemetery Maintenance plan is currently being developed and it is expected to be completed by July 2010 and only minor works commencing this financial year	\$100,000			✓
Landscaping & Garden Edging at Cleveland Cemetery	Project has not yet commenced	\$40,000			✓

Customer & Community Services

Redland Performing Arts Centre (RPAC)

Attachment 5



Summary of Activities

July at RPAC

- | 2 July - "Shorter+Sweeter", an assortment of the very best works from the international short-play festival, Short+Sweet, 'the biggest little play festival in the world'. The performance featured nine tantalising, theatrical 10-minute treats covering the entertainment spectrum from controversial and rib-tickling to dramatic and absurd, all in this unique format - 160 patrons attended.
- | 31 July - The Qld Youth Orchestra 2 - the program offered patrons the opportunity to experience the sounds of a full size 90 piece orchestra in our new concert hall for the first time since the centre opened. The feedback on the acoustics of the concert hall from classical music professionals who attended the concert was very positive. The performance was enjoyed by 267 patrons.
- | RPAC'S popular seniors' concert series - Musical Melodies featuring "Athol Guy and Friends - The Swinging Sixties and Seekers Songbook" held on 4 July was a wonderful success with all tickets sold.

Commercial Hires -July featured the Jon English Rock Show and the ever popular Busting Out - both performances proved to be hugely successful and were sold out.

Community Hires -In July the Aust Teachers of Dancing Australia featured their scholarship nights and Sheldon College featured their Dance Night.

Internal Hires -One Immunisation Clinic was held in July.

Community Art Display Space -Showcased a selection of handicrafts by the Cleveland Baptist Craft and Fellowship Group including; card making, embroidery, crochet, knitting, quilting, model making and silk work. The craft group meets once per week, engaging in their crafts and socialising.

September at RPAC

30 Sept - Flamenco Fire's Primavera Mia (Festival of Spring) is an echo of the Spring fiestas in Spain. Australia's only national flamenco company - Flamenco Fire - is a collaboration of our finest flamenco artists, thrilling audiences with a heady mix of traditional and contemporary flamenco in all of its guises.

13.1.3 MONTHLY REPORT FOR PROJECT DELIVERY GROUP

Datworks Filename: GOV Reports to Committee - Project Delivery Group

Attachment: [Attachment 1 – Report for PDG for July, 2010](#)
[Attachment 2a – Report for PDG for July, 2010](#)
[Attachment 2b – Report for PDG for July, 2010](#)

Responsible Officer Name: Bradley Salton
Group Manager, Project Delivery Group

Author Name: Delia Dowthwaite
Project Delivery Group

EXECUTIVE SUMMARY

The Project Delivery Group Monthly Report is presented to Council for noting.

The report provides a project status as at 28 August and an overall financial summary as at 31 July for projects undertaken by the Project Delivery Group.

PURPOSE

To provide Council with a summary report of projects currently being managed by the Project Delivery Group.

BACKGROUND

The Project Delivery Group (PDG) is responsible for the delivery of capital and major operational projects. This involves developing detailed designs and costing for each project, coordinating the quotation or tendering process and the project delivery and/or construction of the works program.

ISSUES

Listed below are projects that reached practical completion between 31st July and 28th August 2010. Refer Attachment 1 for more detail.

- 42186 – Redlands Performing Arts Complex, Cleveland
- 40144 – Manning Esplanade, Thornlands (Dog Off Leash Area)
- 46043 – Yorston Place Easement Drainage Improvement
- 40145 – Olympus Dve Sediment Pond, Cleveland
- 41769 – Wellington Pt Reserve Stage 2 – Park Upgrade

FINANCIAL SUMMARY

The Group's financial performance as at 31st July 2010 is summarised with supporting graphs (refer Attachment 2a & 2b).

RELATIONSHIP TO CORPORATE PLAN

The recommendation primarily supports Council's following outcome:

Outcome 7 - **'Inclusive and Ethical Governance'** – Deep engagement, quality leadership at all levels, transparent and accountable democratic processes and a spirit of partnership between the community and Council will enrich residents' participation in local decision-making to achieve the community's Redlands 2030 vision and goals.

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

FINANCIAL IMPLICATIONS

No direct financial implications for the Planning Scheme arising from this report.

CONSULTATION

The Survey Services Manager; Design Services Manager; Project Management Services Manager and Construction Projects Services Manager have been consulted in the preparation of this report and are supportive of the recommendation.

OFFICER'S/COMMITTEE RECOMMENDATION/ COUNCIL RESOLUTION

Moved by: Cr Boglary
Seconded by: Cr Elliott

That Council resolve to note the report.

CARRIED

MONTHLY ATTACHMENT (1) FOR COMMITTEE REPORT FOR PROJECT DELIVERY GROUP as at 28 August 2010

Responsible Officer Name: Bradley Salton
Manager Project Delivery Group
Author Name: Delia Dowthwaite
Project Administrator Project Delivery Group

Legend	
Project Completed	Complete
In Progress	✓
Watch List - Possible Concern	!
Major Issue	✗
Outside PDG Control	Blank

Job #	Current Future	Project Name	Brief Description	Current Status	Div #	Target Start Quarter	Target Finish Quarter	Status Rating
Current Projects								
Upgrade Caravan Parks								
45744-3	C	Waste Water Disposal - Amity Pt Caravan Pk NSI	Supervising consultant for disposal of grey water from the amenities blocks at Amity Point Tourist Park.	Report phase	2	1st Qtr 1011	2nd Qtr 1011	✓
45744-4	C	Waste Water Disposal - Amity Pt Caravan Pk NSI	Construction & design of KEWT Wastewater Treatment System at Amity Point Tourist Park.	Pre construction	2	1st Qtr 1011	2nd Qtr 1011	✓
Conservation Areas								
70021	C	Runnymede Project	Due diligence, structural inspection, environmental & asbestos audit.	Report phase	7	2nd Qtr 1011	2nd Qtr 1011	✓
70021-3	C	Runnymede Project	Demolition & removal of building & associated works.	Procurement phase	7	1st Qtr 1011	1st Qtr 1011	✓
Community Halls								
20383	C	Pt Lookout Hall Refurbishment	Design and construct additions & alterations to community hall.	Pre construction	2	1st Qtr 1011	4th Qtr 1011	✓
42326	C	Verandah Cover Redland Bay Hall	Replace existing shade cover veranda with weather proof cover.	Pre construction	5	2nd Qtr 1011	3rd Qtr 1011	✓
Cultural								
10272	C	RCCC Stage 1 SDP Works (RPAC)	Urgent repairs to RCCC roof, guttering and glazing to address serious water damage/leakage issues.	Pre construction	2	2nd Qtr 1011	2nd Qtr 1011	✓
42186	C	Redlands Performing Arts Complex, Cleveland	Completion of RPAC - after practical completion costs.	Construction complete	2	1st Qtr 0910	1st Qtr 1011	✓
42315	C	Fire Detection Emergency Lighting System RPAC	Emergency lighting and fire detection systems replacement.	Pre procurement phase	2	3rd Qtr 1011	3rd Qtr 1011	✓
Cycleway Trunk Infrastructure								
45212	C	Intrepid Dr/Online Court Vic Point	Design & construct bridges at Creek Side Circuit East.	Construction phase	6	1st Qtr 1011	1st Qtr 1011	✓
45212-1	C	Intrepid Dr/Online Court Vic Point	Construct concrete track over top of sewage line from bridge at Creek Side Circuit East.	Procurement phase	6	2nd Qtr 1011	2nd Qtr 1011	✓
45741	C	Queens Esplanade Cycleway	Construct 3m wide concrete pathway as part of Moreton Bay Cycleway through Thorneside.	Procurement phase	10	2nd Qtr 1011	2nd Qtr 1011	✓
Dog off Leash Areas								
40144	C	Manning Esplanade, Thornlands (Dog Off Leash Area)	Construct fully fenced dog off leash area with seating, signage, bin & bag dispenser & water bubbler.	Construction complete	3	4th Qtr 0910	1st Qtr 1011	✓
Drainage Program								
46043	C	Yorston Place Easement Drainage Improvement	Install storm water drainage.	Construction complete	1	1st Qtr 1011	1st Qtr 1011	✓
40145	C	Olympus Dve Sediment Pond	Install new field inlet.	Construction complete	3	1st Qtr 1011	1st Qtr 1011	✓

Job #	Current Future	Project Name	Brief Description	Current Status	Div #	Target Start Quarter	Target Finish Quarter	Status Rating
Foreshore Protection								
45482	C	Wilson Esplanade Cnr Wilson St Foreshore Access Stairs Vict Pt	Provide safe access to beach and foreshore by providing concrete stairs complete with handrails.	On hold by Client	4			
Intersections								
40048	C	Wellington & Bainbridge Sts Intersection Ormiston	Minor intersection upgrade, including pedestrian pathway on sw side of Bainbridge St.	Design phase	1	2nd Qtr 1011	3rd Qtr 1011	✓
LATM'S								
40148	C	Conley Ave, Thornlands	Proposed chicane traffic islands at the intersection of Lidgard St.	Design Phase.	3	4th Qtr 1011	4th Qtr 1011	
40092	C	South Street Thornlands	Construct threshold treatments, install blister islands & warning signs.	Pre design phase	3	3rd Qtr 1011	3rd Qtr 1011	
40159	C	Orana St Intersection Improvements	Install 2 precast traffic islands with pavement markings & signs.	Design phase	4	4th Qtr 1011	4th Qtr 1011	✓
45394	C	Willard Rd, Capalaba	Installation of 'pinch point' side and central splitter precast concrete traffic islands in Willard Rd at the Elwyn St intersection, and painting of associated pavement.	Design phase	8&9	4th Qtr 1011	4th Qtr 1011	✓
Marine SMBI								
41138	C	Upgrade Macleay Island Berthing Piles	Upgrade 2 western berthing piles at barge ramp on Macleay Island & remove 1 pile.	Procurement phase	5	2nd Qtr 1011	2nd Qtr 1011	✓
42140	C	Lamb Island - Boat Ramp Toe Planks	Installation of Keying Beam and toe planks as ramp maintenance.	On hold by Client	5	TBA	TBA	
Marine Mainland & NSI								
40030	C	Amity Pt Upgrade Landside Facilities NSI	Build pavement & surfacing in asphalt. Accommodation for carparks, CTUs and de-rigging area.	Pre Design phase	2	3rd Qtr 1011	4th Qtr 1011	✓
42299	C	Weinam Creek Carpark Upgrade	Design & construct for Weinam Creek Carparking facility. Description and scope completed by KBR consultants.	Pre design phase	5	TBA	TBA	✓
42320	C	Wellington Point Queuing Beach	Construct Sand Queuing beach on the northern end of the main 4 lane ramp on the South Side of the jetty.	Design phase	1	2nd Qtr 1011	2nd Qtr 1011	✓
Marine Transport								
10911	C	Dredging Emmett Drive Boat Ramp Toondah Harbour	Use long arm excavator to remove silt from toe of boat ramp. Place spoil in spoil pond.	Pre construction	2	2nd Qtr 1011	2nd Qtr 1011	✓
Open Space Trunk Infrastructure								
40102	C	Dundas St, Bushland Refuge, Ormiston Upgrade	Construction of concrete pathways, landscaping and nature based play elements.	Pre design phase	1	4th Qtr 1011	4th Qtr 1011	✓
40108	C	Bailey Rd Park, Birkdale upgrade	Construction of concrete pathways, landscaping and nature based play elements.	Design phase	8	4th Qtr 1011	4th Qtr 1011	✓
40109	C	Chantelle Park Capalaba Upgrade	Construction of concrete pathways, landscaping and nature based play elements.	Design phase	9	4th Qtr 1011	4th Qtr 1011	✓
40112-1	C	Dog of Leash areas-Point Talburpin, Redland Bay	Trial only of Dog Off Leash Area	Pre construction	5	1st Qtr 1011	2nd Qtr 1011	✓
40112-2	C	Dog of Leash areas-Point Talburpin, Redland Bay	Construct fully fenced dog off leash area with seating, signage, bin & bag dispenser & water bubbler.	Pre procurement phase	5	3rd Qtr 1011	3rd Qtr 1011	✓
40174	C	Water bubblers/taps Upgrade Sandy Bay Dr Park Victoria Pt	Installation of new water bubbler adjacent to Fit for Life Station	Design phase	4	4th Qtr 1011	4th Qtr 1011	✓
40175	C	Water bubblers/taps Upgrade Capalaba Regional Park	Installation of new water bubbler adjacent to Fit for Life Station	Design phase	9	4th Qtr 1011	4th Qtr 1011	✓
40176	C	Water bubblers/taps Upgrade Raby Bay Esp Park Ormiston	Installation of new water bubbler adjacent to Fit for Life Station	Design phase	1	4th Qtr 1011	4th Qtr 1011	✓

Job #	Current Future	Project Name	Brief Description	Current Status	Div #	Target Start Quarter	Target Finish Quarter	Status Rating
41769	C	Well Pt Reserve Stage 2 - Park Upgrade	Upgrade Wellington Point Reserve to Regional Park Standards including carpark upgrades, seawalls, pathways, shelters, trees, play equipment, landscaping.	Construction complete	1	2nd Qtr 0910	1st Qtr 1011	✓
42114	C	Henry Ziegenfusz Reserve, Fitzroy Street Cleveland Carpark NSI	Upgrade existing gravel carpark to a concrete carpark. This includes the construction of pathway, landscaping bays within carparks and upgrades to drainage.	Construction phase	3	1st Qtr 1011	2nd Qtr 1011	✓
42260	C	Raby Bay Foreshore Park Playground	Upgrade existing playground with new proprietary play equip and provide new shade sails.	Design phase	2	3rd Qtr 1011	3rd Qtr 1011	✓
80539	C	Cleveland Point Reserve	Maintain ring road but increase foreshore space for pedestrians. Improve play area and recreation facilities.	Design Phase	2	3rd Qtr 1011	4th Qtr 1011	✓
80539-1	C	Cleveland Point Reserve	Amenities block and shelters	Procurement phase	2	2nd Qtr 1011	2nd Qtr 1011	✓
41773-4	C	Capalaba Regional Park Upgrade Stg 3b Playground, Regional Recreational Park	Extension of all abilities playground and installation of a retaining wall along the gazebo seating area	Construction phase	9	4th Qtr 0910	1st Qtr 1011	✓
41774-2	C	Victoria Point Reserve Stage 1	Upgrade Stage 1 of Vic Pt Reserve to Regional Park Stds in accordance with approved Land Mgt Plan. Includes playground, footpath and picnic facilities such as shelters, water fountains, bins and BBQs- playground upgrade.	Construction phase	4	4th Qtr 0910	1st Qtr 1011	✓
41774-4	C	Victoria Point Reserve Stage 1	Upgrade Stage 1 of Vic Pt Reserve to Regional Park Stds in accordance with approved Land Mgt Plan. Includes carpark & landscape upgrade works.	Construction phase	4	1st Qtr 1011	2nd Qtr 1011	✓
Parks & Conservation								
20020	C	Indigiscapes Shed	Construction of a concrete slab and 6mx9m shed adjacent to nursery.	Design phase	7	3rd Qtr 1011	3rd Qtr 1011	✓
40167	C	Shade Shelter Extension Windemere Rd, Alex Hills	Shade shelter extension	Design phase	7	2nd Qtr 1011	2nd Qtr 1011	✓
Parks Maintenance								
40124	C	Shade Structure William Stewart Park Thornlands	Supply & install 1 freestanding framed shade structure.	Design phase	3	2nd Qtr 1011	2nd Qtr 1011	✓
40139	C	Shade Structure Ern & Alma Dowling Memorial Park Vic Point	Supply & install 1 freestanding framed shade structure	Design phase	4	2nd Qtr 1011	2nd Qtr 1011	✓
Paths & Trails								
40088	C	Point Lookout Gorge Boardwalk	Upgrade existing lengths of track in line with current Australian Stds & Cultural Heritage requirements.	Design phase	2	3rd Qtr 1011	4th Qtr 1011	✓
40134	C	Ziegenfusz Rd, Thornlands - Footpath	Construction of 2.0m wide pathway, 170m long, on the southern side of Ziegenfusz Rd in-between Trundle Rd & Conley Ave.	Pre design phase	3	2nd Qtr 1011	2nd Qtr 1011	✓
40158	C	Mt Cotton Village to State School Pathway (Stage 1 Link)	Construct a 2.5m shared use pathway from Sanctuary Dr to Community Park.	Pre design phase	6	3rd Qtr 1011	3rd Qtr 1011	✓
42290	C	Brosnan Dr Stage 2 Barber to Nth Parkland	Concrete pathway	Design Complete	9	3rd Qtr 1011	3rd Qtr 1011	✓
42296	C	Valley Road Wellington Point Footpath Solar Lighting	Installation of 2 x solar lights along the pathway from Valley Rd through to Galena St. Locations of the solar lights as indicated on scope.	Pre construction	1	1st Qtr 1011	1st Qtr 1011	✓
45863	C	Footpath - Larbonya Cres, Capalaba	1.5m concrete pathway approx 170m in length from existing pathway outside no 5 Larbonya Cres through to no. 28 Larbonya Cres Capalaba	Procurement phase	9	2nd Qtr 1011	2nd Qtr 1011	✓

Job #	Current Future	Project Name	Brief Description	Current Status	Div #	Target Start Quarter	Target Finish Quarter	Status Rating
45864	C	Footpath - Saul St, Thorneside	Construction of a 1.5m concrete footpath approx 360m in length, along the eastern side of Saul St Birkdale from Queens Esplanade to Mooroodu Rd	Pre procurement phase	10	2nd Qtr 1011	2nd Qtr 1011	✓
Public Amenities								
45905	C	Public Amenities - Les Moore Park Victoria Point	Construct an amenities block as per Les Moore Park Revised Landscape Master Plan.	Design complete	4	3rd Qtr 1011	3rd Qtr 1011	✓
Raby Bay Revetment Wall								
46044	C	Raby Bay Revetment Walls - Wall repairs Masthead Drive 95-105	Wall repairs Masthead Drive 95-105 (Was JN 45365 - Raby Bay Revetment Walls, also funds coming from 30125 the 10YR Opex planning Job)	Design phase	2	2nd Qtr 1011	3rd Qtr 1011	✓
Regional Parks								
40142	C	Raby Bay Foreshore Park Pathway	To continue the pedestrian circulation pathway system as per the approved master plan 2008. Construct a reinforced 2.0 wide concrete footpath.	Pre procurement phase	2	2nd Qtr 1011	2nd Qtr 1011	✓
40168	C	Windemere Road Park, Alexandra Hills	Construct physical activity station & seating	Design phase	7	3rd Qtr 1011	3rd Qtr 1011	✓
40169	C	Aquatic Paradise Park West, Birkdale	Construct physical activity station & seating	Design phase	10	3rd Qtr 1011	3rd Qtr 1011	✓
40170	C	Bailey Road Park, Birkdale	Construct physical activity station & seating	Design phase	8	3rd Qtr 1011	3rd Qtr 1011	✓
40171	C	Capalaba Regional Park, Capalaba	Construct physical activity station & seating	Design phase	9	3rd Qtr 1011	3rd Qtr 1011	✓
40172	C	Raby Esplanade Park, Ormiston	Construct physical activity station & seating	Design phase	1	3rd Qtr 1011	3rd Qtr 1011	✓
40173	C	Sandy Drive Park, Victoria Point	Construct physical activity station & seating	Design phase	6	3rd Qtr 1011	3rd Qtr 1011	✓
45799	C	Physical Activity Station In Sel Outridge Park Red Bay	Installation of physical activity stations	Procurement phase	5	2nd Qtr 1011	2nd Qtr 1011	✓
45800	C	Physical Activity Station Yeo Park, Vic Pt	Installation of physical activity stations	Procurement phase	4	2nd Qtr 1011	2nd Qtr 1011	✓
Reseals & Resurfacing								
46100	C	AO - Heffernan Road Alexandra Hills	School carpark	Procurement phase	7	2nd Qtr 1011	2nd Qtr 1011	✓
46101	C	AO - Koorong Court Alex Hills	Palana St - Cul-de-sac	Pre procurement phase	7	2nd Qtr 1011	2nd Qtr 1011	✓
46102	C	AO - Lapford Court Alex Hills	Vienna Rd - Cul-de-sac	Procurement phase	7	2nd Qtr 1011	2nd Qtr 1011	✓
46103	C	AO - Palana Street Alex Hills	Hanover Drive - Hanover Drive	Pre procurement phase	7	2nd Qtr 1011	2nd Qtr 1011	✓
46104	C	AO - Pangela Court Alex Hills	Palana St - Cul-de-sac	Pre procurement phase	7	2nd Qtr 1011	2nd Qtr 1011	✓
46105	C	AO - Wandana court Alex Hills	Palana St - Cul-de-sac	Pre procurement phase	7	2nd Qtr 1011	2nd Qtr 1011	✓
46107	C	AO - Burbank Road Birkdale	Randall Rd - Spoonbill St	Pre procurement phase	10	2nd Qtr 1011	2nd Qtr 1011	✓
46108	C	AO - Haig Road Birkdale	Collingwood Rd - Pandanus St	Procurement phase	10	2nd Qtr 1011	2nd Qtr 1011	✓
46109	C	AO - Pandanus St Birkdale	MacFarlan St - Cul-de-sac	Procurement phase	10	2nd Qtr 1011	2nd Qtr 1011	✓
46110	C	AO - Spoonbill Street Birkdale	Sunnybay Dr - House no.42	Pre procurement phase	10	2nd Qtr 1011	2nd Qtr 1011	✓
46111	C	AO - Banbury Street Capalaba	Wardley St - Ney Rd	Pre procurement phase	9	2nd Qtr 1011	2nd Qtr 1011	✓

Job #	Current Future	Project Name	Brief Description	Current Status	Div #	Target Start Quarter	Target Finish Quarter	Status Rating
46112	C	AO - Brosnan Drive Capalaba	Callaghan way - Callaghan way	Pre procurement phase	9	2nd Qtr 1011	2nd Qtr 1011	✓
46113	C	AO - Bute Street Capalaba	Handsworth St - Wentworth Dr	Pre procurement phase	9	2nd Qtr 1011	2nd Qtr 1011	✓
46114	C	AO - Cunningham Street Capalaba	Wentworth Dr - Kennedy Dr	Pre procurement phase	9	2nd Qtr 1011	2nd Qtr 1011	✓
46115	C	AO - Diana Street Capalaba	Rhoades St - Dead end	Pre procurement phase	9	2nd Qtr 1011	2nd Qtr 1011	✓
46116	C	AO - Dublin Street Capalaba	Killarney Cres - Blarney Rd	Procurement phase	9	2nd Qtr 1011	2nd Qtr 1011	✓
46117	C	AO - Galaxy Court Capalaba	Gundagai Dr - Cul-de-sac	Procurement phase	7	2nd Qtr 1011	2nd Qtr 1011	✓
46118	C	AO - Gibson Street Capalaba	Logan St - Macquarie St	Pre procurement phase	9	2nd Qtr 1011	2nd Qtr 1011	✓
46119	C	AO - Gregory Street Capalaba	Handsworth St - Wentworth Dr	Pre procurement phase	9	2nd Qtr 1011	2nd Qtr 1011	✓
46120	C	AO - Handsworth Street Capalaba	Ney Rd - Parkway St	Pre procurement phase	9	2nd Qtr 1011	2nd Qtr 1011	✓
46121	C	AO - Jameson Street Capalaba	Killarney Cres - Blarney Rd	Procurement phase	9	2nd Qtr 1011	2nd Qtr 1011	✓
46122	C	AO - Jefferey Street Capalaba	Ney Rd - Jon St	Procurement phase	9	2nd Qtr 1011	2nd Qtr 1011	✓
46123	C	AO - Jon Street Capalaba	Jefferey St - Silvara Cct	Procurement phase	9	2nd Qtr 1011	2nd Qtr 1011	✓
46124	C	AO - Kevin Street Capalaba	Diana St - Handsworth St	Pre procurement phase	9	2nd Qtr 1011	2nd Qtr 1011	✓
46125	C	AO - Logan Street Capalaba	Wentworth Dr - Mitchell St	Pre procurement phase	9	2nd Qtr 1011	2nd Qtr 1011	✓
46126	C	AO - Mitchell Street Capalaba	Cunningham St - Macquarie St	Pre procurement phase	9	2nd Qtr 1011	2nd Qtr 1011	✓
46127	C	AO - Nova Court Capalaba	Gundagai Dr - Cul-de-sac	Procurement phase	7	2nd Qtr 1011	2nd Qtr 1011	✓
46128	C	AO - Parkway Street Capalaba	Handsworth St - Rhoades St	Pre procurement phase	9	2nd Qtr 1011	2nd Qtr 1011	✓
46129	C	AO - Randwick Street Capalaba	Crotona Rd - Cul-de-sac	Procurement phase	9	2nd Qtr 1011	2nd Qtr 1011	✓
46130	C	AO - Rhoades Street Capalaba	Diana St - House no.32	Pre procurement phase	9	2nd Qtr 1011	2nd Qtr 1011	✓
46131	C	AO - Simpson Street Capalaba	Logan St - Macquarie St	Pre procurement phase	9	2nd Qtr 1011	2nd Qtr 1011	✓
46132	C	AO - Spirit Drive Capalaba	Frost St - House no.30	Procurement phase	7	2nd Qtr 1011	2nd Qtr 1011	✓
46133	C	AO - Stuart Street Capalaba	Cunningham St - Cul-de-sac	Pre procurement phase	9	2nd Qtr 1011	2nd Qtr 1011	✓
46134	C	AO - Toni Street Capalaba	School Rd - Diana St	Pre procurement phase	9	2nd Qtr 1011	2nd Qtr 1011	✓
46135	C	AO - United Court Capalaba	Gundagai Dr - Cul-de-sac	Procurement phase	7	2nd Qtr 1011	2nd Qtr 1011	✓

Job #	Current Future	Project Name	Brief Description	Current Status	Div #	Target Start Quarter	Target Finish Quarter	Status Rating
46136	C	AO - Wardley Street Capalaba	Handsworth St - End	Pre procurement phase	9	2nd Qtr 1011	2nd Qtr 1011	✓
46138	C	AO - Channel Street Cleveland	Middle St - RSL turn around	Pre procurement phase	2	2nd Qtr 1011	2nd Qtr 1011	✓
46139	C	AO - Fitzroy Street Cleveland	Princess St - Coburg St East	Pre procurement phase	2	2nd Qtr 1011	2nd Qtr 1011	✓
46140	C	AO - Cassandra Street Cleveland	Island St - Fitzroy St	Pre procurement phase	3	2nd Qtr 1011	2nd Qtr 1011	✓
46143	C	AO - Longland Street Cleveland	Passage St - Cul-de-sac	Pre procurement phase	2	2nd Qtr 1011	2nd Qtr 1011	✓
46144	C	AO - Masthead Drive Cleveland	Compass Ct - Plymouth Ct	Pre construction	2	1st Qtr 1011	1st Qtr 1011	✓
46148	C	AO - Weippin Street Cleveland	Wellington St - Bus Stop	Procurement phase	2	2nd Qtr 1011	2nd Qtr 1011	✓
46149	C	AO - Hibiscus Drive Mt Cotton	Orchid Dr - PVM CH	Pre procurement phase	6	2nd Qtr 1011	2nd Qtr 1011	✓
46150	C	AO - Hibiscus Drive Mt Cotton	Hibiscus Dr - PVM CH	Pre procurement phase	6	2nd Qtr 1011	2nd Qtr 1011	✓
46151	C	AO - Marigold Place Mt Cotton	Hibiscus Dr - Cul-de-sac	Pre procurement phase	6	2nd Qtr 1011	2nd Qtr 1011	✓
46152	C	AO - Orchid Drive Mt Cotton	Papaya St - Hibiscus Dr	Pre procurement phase	6	2nd Qtr 1011	2nd Qtr 1011	✓
46153	C	AO - Papaya Street Mt Cotton	Valley Way - Hardwood Dr	Pre procurement phase	6	2nd Qtr 1011	2nd Qtr 1011	✓
46154	C	AO - Blackthorne Street Ormiston	Armagh St - End	Pre procurement phase	1	2nd Qtr 1011	2nd Qtr 1011	✓
46155	C	AO - Hilliard Street Ormiston	Wellington St - Cul-de-sac	Pre procurement phase	1	2nd Qtr 1011	2nd Qtr 1011	✓
46156	C	AO - McCartney Street Ormiston	Wellington St - Rose St	Pre procurement phase	1	2nd Qtr 1011	2nd Qtr 1011	✓
46158	C	AO - Shamrock Street Ormiston	Hilliard St - Oak St	Pre procurement phase	1	2nd Qtr 1011	2nd Qtr 1011	✓
46159	C	AO - Thistle Street Ormiston	Hilliard St - Oak St	Pre procurement phase	1	2nd Qtr 1011	2nd Qtr 1011	✓
46160	C	AO - Thorne Street Ormiston	Hilliard St - Oak St	Pre procurement phase	1	2nd Qtr 1011	2nd Qtr 1011	✓
46161	C	AO - Wellington Street Ormiston	McCartney St - Pryor St	Pre procurement phase	1	2nd Qtr 1011	2nd Qtr 1011	✓
46162	C	AO - Winship Street Ormiston	Bainbridge St West - End	Pre procurement phase	1	2nd Qtr 1011	2nd Qtr 1011	✓
46169	C	AO - School of Arts Road Redland Bay	Collins St - Donald Rd	Procurement phase	5	2nd Qtr 1011	2nd Qtr 1011	✓
46170	C	AO - Serpentine Creek Road Redland Bay	Torquay Rd - Oakland Dr	Procurement phase	5	2nd Qtr 1011	2nd Qtr 1011	✓
46174	C	AO - Henry Street Thorneside	Railway Pde - Thorne Rd	Pre procurement phase	10	2nd Qtr 1011	2nd Qtr 1011	✓
46175	C	AO - Hull Street Thorneside	Roy St - End	Procurement phase	10	2nd Qtr 1011	2nd Qtr 1011	✓
46176	C	AO - Leon Street Thorneside	Fisher Rd - Thorneside Rd	Procurement phase	10	2nd Qtr 1011	2nd Qtr 1011	✓

Job #	Current Future	Project Name	Brief Description	Current Status	Div #	Target Start Quarter	Target Finish Quarter	Status Rating
46177	C	AO - Mark Street Thorneside	Mooroonda Rd - Queens Esp	Procurement phase	10	2nd Qtr 1011	2nd Qtr 1011	✓
46178	C	AO - Railway Parade Thorneside	Mond St - Charles St	Pre procurement phase	10	2nd Qtr 1011	2nd Qtr 1011	✓
46179	C	AO - Roy Street Thorneside	Alma St - Hull St	Procurement phase	10	2nd Qtr 1011	2nd Qtr 1011	✓
46180	C	AO - Thorneside Road Thorneside	John St - Fisher Rd	Pre procurement phase	10	2nd Qtr 1011	2nd Qtr 1011	✓
46181	C	AO - Albicore Street Thornlands	Ziegenfusz Rd - Cul-de-sac	Procurement phase	3	2nd Qtr 1011	2nd Qtr 1011	✓
46182	C	AO - Claret Court Thornlands	Hermitage Cr - Cul-de-sac	Procurement phase	3	2nd Qtr 1011	2nd Qtr 1011	✓
46183	C	AO - Dalwood Court Thornlands	Yalumba St - Cul-de-sac	Procurement phase	3	2nd Qtr 1011	2nd Qtr 1011	✓
46184	C	AO - Hawk Street Thornlands	Kite St - house no.3	Procurement phase	3	2nd Qtr 1011	2nd Qtr 1011	✓
46186	C	AO - Moyston Court Thornlands	Yalumba St - Cul-de-sac	Procurement phase	3	2nd Qtr 1011	2nd Qtr 1011	✓
46187	C	AO - Shirley Street Thornlands	Manhattan Ave - Lake View Dr	Procurement phase	3	2nd Qtr 1011	2nd Qtr 1011	✓
46189	C	AO - Butterfield Close Victoria Point	Jeanne Dr - Cul-de-sac	Pre construction	4	1st Qtr 1011	1st Qtr 1011	✓
46191	C	AO - Jasmine Court Victoria Point	Peppercorn Cr - Cul-de-sac	Pre construction	4	1st Qtr 1011	1st Qtr 1011	✓
46192	C	AO - Jeanne Drive Victoria Point	Link Rd - House no.23	Pre construction	4	1st Qtr 1011	1st Qtr 1011	✓
46193	C	AO - Jeanne Drive Victoria Point	Fryar St - Gannet St	Pre construction	4	1st Qtr 1011	1st Qtr 1011	✓
46194	C	AO - Lexington Court Victoria Point	Trafalgar Dr - Cul-de-sac	Procurement phase	4	2nd Qtr 1011	2nd Qtr 1011	✓
46195	C	AO - Lindabel Court Victoria Point	Seagull St - Cul-de-sac	Procurement phase	4	2nd Qtr 1011	2nd Qtr 1011	✓
46197	C	AO - Magnolia Parade Victoria Point	Redland Bay Rd - Waratah Ave	Pre procurement phase	4	2nd Qtr 1011	2nd Qtr 1011	✓
46198	C	AO - Nottingham Drive Victoria Point	Regency St - Traffic Island (Seaholly)	Procurement phase	4	2nd Qtr 1011	2nd Qtr 1011	✓
46199	C	AO - Nottingham Drive Victoria Point	Regency St - Cul-de-sac	Procurement phase	4	2nd Qtr 1011	2nd Qtr 1011	✓
46200	C	AO - Paddington Place Victoria Point	Trafalgar Dr - Cul-de-sac	Procurement phase	4	2nd Qtr 1011	2nd Qtr 1011	✓
46201	C	AO - Parklane Road Victoria Point	Nottingham Dr - Pavement Change	Procurement phase	4	2nd Qtr 1011	2nd Qtr 1011	✓
46202	C	AO - Peppercorn Crescent Victoria Point	Poinciana Ave - Poinciana Ave	Pre construction	4	1st Qtr 1011	1st Qtr 1011	✓
46204	C	AO - Point O'Halloran Road Victoria Point	Colburn Ave - Seagull St	Procurement phase	4	2nd Qtr 1011	2nd Qtr 1011	✓
46205	C	AO - Point O'Halloran Road Victoria Point	Minetta St - Lakefield Dr	Pre procurement phase	4	2nd Qtr 1011	2nd Qtr 1011	✓
46211	C	AO - Regency Street Victoria Point	School Rd - Nottingham Dr	Procurement phase	4	2nd Qtr 1011	2nd Qtr 1011	✓
46214	C	AO - Sycamore Parade Victoria Point	Link Rd - Magnolia Pde	Pre procurement phase	4	2nd Qtr 1011	2nd Qtr 1011	✓

Job #	Current Future	Project Name	Brief Description	Current Status	Div #	Target Start Quarter	Target Finish Quarter	Status Rating
46215	C	AO - Trafalgar Drive Victoria Point	House no.6 - Cul-de-sac	Procurement phase	4	2nd Qtr 1011	2nd Qtr 1011	✓
46216	C	AO - Waratah Avenue Victoria Point	Sycamore Pde - Sycamore Pde	Pre procurement phase	4	2nd Qtr 1011	2nd Qtr 1011	✓
46217	C	AO - Wilson Esplanade Victoria Point	Wilson St - House no.41	Pre construction	4	1st Qtr 1011	1st Qtr 1011	✓
46218	C	AO - Wilson Street (West) Victoria Point	Colburn Ave - Wilson Esp	Pre construction	4	1st Qtr 1011	1st Qtr 1011	✓
Residential Street Upgrade Program								
40047	C	Wellington St Ormiston	K&C Road widening front of carpark Ormiston Station	Design phase	1	2nd Qtr 1011	3rd Qtr 1011	✓
42297	C	Curlew Creek Rehabilitation	Install 375mm pipe to Elizabeth St, Coochiemudlo Is through to the 2x1050 pipes at intersection of Victoria Pde.	Design Phase	4	4th Qtr 1011	4th Qtr 1011	✓
65049	C	Days Rd upgrade link to Resources & Waste Facility	Days Rd Upgrade Link to Resources & Waste Facility	On hold by Client	6	TBA	TBA	
Road Reconstruction Program								
40080	C	Mako Avenue, Birkdale	The paved section in Mako Ave is failing. The removal of existing pavers is required and reseal with bitumen.	Pre construction	10	2nd Qtr 1011	2nd Qtr 1011	✓
40178	C	Dunwich Streetscape Footpath Renewal	Renewal of existing concrete pathway leading to the shops in Stradbroke Place Dunwich.	Pre construction	2	3rd Qtr 1011	3rd Qtr 1011	✓
School Safe								
45762	C	Anson Road Car Park Wellington Pt	Bitumen carpark, line marking and Islands 70-100 carparks Redlands College.	Pre construction	1	2nd Qtr 1011	3rd Qtr 1011	✓
Seal Gravel Road								
40042	C	Judith St Russell Island	To upgrade and bitumen seal the existing surface of the road 5.5m wide road from Kings Road to Beryl Street	Pre construction	5	2nd Qtr 1011	2nd Qtr 1011	✓
40045	C	Scarborough Tce Macleay Island	To upgrade and bitumen seal the existing surface of the road 5.5m wide from the existing concrete road to house 30	Pre construction	5	3rd Qtr 1011	3rd Qtr 1011	✓
40049	C	Alkira St, Macleay Island	Upgrade and bitumen seal existing surface of the road.	Pre construction	5	3rd Qtr 1011	3rd Qtr 1011	✓
40051	C	Eastbourne Tce Macleay Island	To upgrade and bitumen seal the existing surface of the road 5.5m wide road from Brighton Terrace to Cowes Street.	Design phase	5	4th Qtr 1011	4th Qtr 1011	✓
45631	C	Orange Grove Road, Coochiemudlo Island.	Erobin Street to Mooroondu - 230m	Pre construction	4	1st Qtr 1011	2nd Qtr 1011	✓
45632-2	C	Vista / Short St Russell Island	Seal gravel rd from High Street to Short Street to Highland Street - Stage 2	Construction phase	5	1st Qtr 1011	2nd Qtr 1011	✓
45635	C	Tina Ave Lamb Is - Leonie to Paula	Construction of a 5.5m bitumen road and associated piped drainage in Tina Avenue, Lamb Island from Paula Parade to Pine Avenue. Works also include the installation of kerb and channel on the north western side of the road.	Pre construction	5	1st Qtr 1011	2nd Qtr 1011	✓
SMBI Reserve								
40040	C	High/ Minjerriba Streets Intersection Upgrade Russell Island	High/Minjerriba - intersection upgrade Minjerriba/Centre St Intersection upgrade	Pre construction	5	2nd Qtr 1011	2nd Qtr 1011	✓
40043	C	McBean/Nina St Karragarra Is	To upgrade the existing surface of the road 5.5m wide road construction required. Road design to take into consideration all drainage issues.	Pre construction	5	2nd Qtr 1011	2nd Qtr 1011	✓
40046	C	Stg 3 Melaleuca Dr Lamb Island	Sealing of the gravel road from Lucas Drive to where it meets the existing sealed road along Melaleuca Drive, including Basil Court.	Construction phase	5	1st Qtr 1011	1st Qtr 1011	✓
40050	C	East Rd Karragarra Island	To upgrade and bitumen seal the existing surface of the road 5.5m wide road.	Pre construction	5	1st Qtr 1011	2nd Qtr 1011	✓

Job #	Current Future	Project Name	Brief Description	Current Status	Div #	Target Start Quarter	Target Finish Quarter	Status Rating
40059	C	The Shack - Southsea Tce, Macleay Is	A 2.5m covered walkway is to be constructed between the veranda of the Macleay Island Community Centre and the Veranda of 'The Shack'.	Pre procurement phase	5	3rd Qtr 1011	3rd Qtr 1011	✓
40136	C	Canaipa Road Path Russell Island	Construction of a 2.5m pathway from High St to Oasis Dve. Stage 1 High St to Akebia St .	Design phase	5	2nd Qtr 1011	2nd Qtr 1011	✓
40146	C	Crescent Dve Russell Island	Provide access through 83 Crescent Dve and 37 Victoria Pde	Pre construction	5	1st Qtr 1011	2nd Qtr 1011	✓
45780	C	Noyes Parade, Karragarra Is (Causeway)	Construct concrete causeway along Noyes Parade from house 96 to the intersection of Treasure Island Avenue.	Construction phase	5	1st Qtr 1011	1st Qtr 1011	✓
45798	C	Attunga Street Recreational Bridge Macleay Island	Attunga Street Recreational Bridge and pathway.	On hold by Client	5			
45787	C	Pats Park Stage 1, Beelong St, Macleay Island	Upgrade Park facilities and provide new CPTED compliant toilets.	Pre construction	5	1st Qtr 1011	2nd Qtr 1011	✓
45881	C	Kennedy Farm Site Remediation, Russell Island	Remove two buildings as indicated on map provided and remove asbestos and the site to be made good on completion.	Pre procurement phase	5	2nd Qtr 1011	2nd Qtr 1011	✓
SMBI Road Sealing								
45772	C	Beth St, Russell Island	SMBI Road Sealing Beth St from Jackson St to end	Design phase	5	4th Qtr 1011	4th Qtr 1011	✓
Special Maintenance								
40318	C	Cleveland Lighthouse Conservation Works - Stage 2	Restoration Works to existing lighthouse	Construction phase	2	1st Qtr 1011	1st Qtr 1011	✓
Sporting Facilities								
20586	C	Replace Aquatic Centre Filter 50M Pool	Replace existing filtration system to 50m at Aquatic Centre	Pre procurement phase	2	4th Qtr 1011	4th Qtr 1011	✓
Stormwater Trunk Infrastructure								
81163	C	Beckwith Street Ormiston	Rehabilitation of water course. Possible use of rock lining.	Pre construction	1	3rd Qtr 1011	3rd Qtr 1011	✓
81164	C	Sturgeon St Ormiston	Rehabilitation of water course. Possible use of rock lining.	Pre construction	1	3rd Qtr 1011	3rd Qtr 1011	✓
Transport Trunk Infrastructure								
40179	C	Thorneside Rd Concrete Footpath	Construction of footpath Rickertt Rd to Railway Pde	Procurement phase	10	2nd Qtr 1011	2nd Qtr 1011	✓
41870	C	Queen Street & Government Road Redland Bay	Installation of kerb and channel, footpath, drainage and median island - Stage 1	Design complete	5	3rd Qtr 1011	4th Qtr 1011	✓
45467-1	C	Quarry/Rickertt Road, Thorneside/Birkdale	Design & Contract Mgt of JN 45467-3	External Project Management	10	1st Qtr 0809	2nd Qtr 1011	✓
45467-3	C	Quarry/Rickertt Road, Thorneside/Birkdale	Construction - Upgrade all road infrastructure incl widening 2-4 lanes.	Construction phase	10	1st Qtr 0910	1st Qtr 1011	✓
Waste Management Facility								
65014-2	C	Sustainable Resource & Waste Facility Redland Bay - DevApp	Development application for the construction of the SRWF	Procurement phase	6	TBA	TBA	✓
65014-3	C	Sustainable Resource & Waste Facility Redland Bay - D&C	Design and Construct the SRWF	Procurement phase	6	TBA	TBA	✓
65014-4	C	Sustainable Resource & Waste Facility Redland Bay - ContMgt	Contract Management of the SRWF	Procurement phase	6	TBA	TBA	✓
65019-2	C	Macleay Island Waste Transfer Station	Remediation of the old landfill site and upgrading the existing transfer station.	Permit phase	5	2nd Qtr 1011	3rd Qtr 1011	✓
Operational Jobs								
10005	C	Apex Park BMX Track, Ormiston	Construction of a compacted earth BMX jump area	Construction phase	1	4th Qtr 0910	1st Qtr 1011	✓
10037	C	Birkdale Hall	Repaint internal & External	Pre procurement phase	10	2nd Qtr 1011	3rd Qtr 1011	✓

Job #	Current Future	Project Name	Brief Description	Current Status	Div #	Target Start Quarter	Target Finish Quarter	Status Rating
10188	C	Coochiemudlo Public Hall	Replace/Repair as needed the handrail to the hall balcony and disabled ramp of the Coochiemudlo Hall.	Pre procurement phase	4	2nd Qtr 1011	3rd Qtr 1011	✓
10267	C	Aquatic Centre Repairs 25M Pool Concourse	Repair work to foundations and replace concrete topping to concourse	Pre procurement phase	2	4th Qtr 1011	4th Qtr 1011	✓
30004	C	Coochiemudlo Island Jetty Repairs	Repair cracks in Jetty deck & soffit, wrap piles in Marine Tape.	Pre procurement phase	4	2nd Qtr 1011	2nd Qtr 1011	✓
30071	C	Demolition 2 Outridge Street, Redland Bay	Preliminary security works to property, house demolition, re-establish yard & fence off property.	Design Phase	5	3rd Qtr 1011	3rd Qtr 1011	✓
70006	C	Remediation Works, Judy Holt Park, Eastern Batter Birkdale	Major capping and reprofiling works, stormwater mgt, leachate mgt system and walking track re-establishment	Pre design phase	8	4th Qtr 1011	4th Qtr 1011	✓
70019	C	Baythorn Restoration	Establishment of Council conservation area	Construction phase	4	1st Qtr 1011	2nd Qtr 1011	✓
70023	C	Duncan Rd Baseball Fields Surface Water Management	Design surface water management treatments to improve main drainage between Field 1 and Field 2	Design Phase	7	3rd Qtr 1011	4th Qtr 1011	✓
70026	C	German Church Rd Redland Bay Due Diligence Project	Undertake safety assessments & due diligence checks & prepare SMP on properties	Pre Report Phase	6			✓
70027	C	Smith St Capalaba Due Diligence Project	Undertake safety assessments & due diligence checks & prepare SMP on properties	Pre Report Phase	9			✓
70002-2	C	Dredging Emmett Dve. Boat Ramp Toondah Harbour	Removal of spoil from dredge pond area - phase 2	Construction phase	2	4th Qtr 0910	1st Qtr 1011	✓

Not Lead Agent

30382	C	Mainland Conservation Asset Services	Orana Street Victoria Point - Boardwalk Rehabilitation	Construction phase	4	1st Qtr 1011	2nd Qtr 1011	✓
30394	C	Raby Bay Canal Maintenance	40 Raby Bay Blvd - Repair paving around pool fence & repair concrete block Fence.	Pre procurement phase	2	4th Qtr 1011	4th Qtr 1011	✓
42319	C	Victoria Point (Masters Ave) Toe Planks	Install extra toe planks at the end of Masters Ave boat ramp	Returned to Client	5	N/A	N/A	
45718	C	Victoria Point North Ramp, Foreshore Access Stairs	Provide safe access to beach and foreshore by providing concrete stairs complete with handrails	Returned to Client	4	N/A	N/A	
70905	C	John Fredericks Park Risk Reduction Works	Closed Landfill risk reduction remediation design, carparking and access design and construction	Returned to Client	9	N/A	N/A	
41099-1	C	Pt Lookout Hall - Path & Viewing Platform	Design & Project Mgmt of concrete footpath & viewing platform. Stage 1	Returned to Client	2	N/A	N/A	

Received, Not Yet Accepted

40181	C	Harbour Park Cleveland Shade Structure Refurbishment	Replace roof & supports of existing bus shelter type shad structures in park as per report.	Received Yet to be Accepted	2			
70083	C	Tina Ave Seawall Replacement Lamb Island	Install a sheet pile wall and remove existing wall.	Received Yet to be Accepted	5			

Future Projects

Carparks Parks & Reserves

41724	F	Amity Point Flinders Beach Access NSI	Carpark upgrade with track pads to Flinders Beach.	On hold by Client	2	Future Job	Future Job	
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Cemeteries

10036	F	Cleveland Cemetery Master Plan	Design all proposed infrastructure within Cleveland Cemetery - Heritage Master Plan.	Pre design phase	2	Future Job	Future Job	✓
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Cycleway Trunk Infrastructure

40009	F	MBC Raby Bay Esplanade Masthead to Wharf St	Design & construct cycleway on road two-way contra flow and shared use pathway & bridge.	Pre design phase	2	Future Job	Future Job	✓
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Job #	Current Future	Project Name	Brief Description	Current Status	Div #	Target Start Quarter	Target Finish Quarter	Status Rating
40012	F	MBC Thorneside Rickertt to John St	Design & construct cycleway through Thorneside on foreshore land.	Pre design phase	10	Future Job	Future Job	✓
40160	F	MBC Thorneside to Ormiston BAZ	Install Bicycle Awareness Zone & Bicycle Lane line marking.	Pre design phase	10	Future Job	Future Job	✓
41710	F	Moreton Bay Cycleway - Hilliards Creek Crossing, Ormiston	Construction of part of the Moreton Bay Cycleway including 3m floating boardwalk/cycle way linking Station St, Wellington Point to Hilliard Street Ormiston.	Design phase	1	Future Job	Future Job	✓
Drainage Program								
45809	F	Fern Terrace, Russell Island	Drainage improvements	Design complete	5	Future Job	Future Job	✓
Foreshore Protection								
40062	F	Pelican Street Seawall	Demolish wall & foreshore access stairs, construct new rip rap type wall to extents indicated & install foreshore access stairs in location identified.	On hold by Client	4	Future Job	Future Job	
40258	F	Queens Esplanade Seawall	Concept design	Pre design phase	10	Future Job	Future Job	✓
41891	F	Cleveland Point Seawall & Foreshore	Foreshore protection. GHD report on Structural Integrity, 10/11 refurb works according to findings of GHD report.	Pre design phase	2	Future Job	Future Job	✓
45481	F	Foreshore Access Stairs - Kalara Street, Macleay Island	Provide safe access to beach and foreshore by providing concrete stairs complete with handrails.	Pre design phase	5	Future Job	Future Job	✓
45225	F	Vic Pt Seawall - West of Nth Boat Ramp	Obtain approval and permits and construct and install 125m of 0.5m high seawall (Near Air Sea Rescue).	Design complete	4	Future Job	Future Job	✓
45229	F	North Street Redland Bay Revetment Wall	Demolish and reconstruct a rip rap revetment wall for the length of wall indicated. Full extent of works to be determined on initial site visit.	Pre design phase	5	Future Job	Future Job	✓
45719	F	Wilson Esp Opp Barron St Foreshore Access Stairs Vic Pt	Provide safe access to beach and foreshore by providing concrete stairs complete with handrails.	On hold by Client	4	Future Job	Future Job	
LATM'S								
45892	F	Daveson/ Old C'land Rd East - Path Extension	Extend footpath & install/re-align new pram ramps at the intersection.	Design Complete	9	Future Job	Future Job	✓
Marine SMBI								
40063	F	Macleay Island Bowls Club Seawall	Construct seawall along western boundary of club. Job scheduled to coincide with Foreshore Access Stairs - Kalara St.	Pre design phase	5	Future Job	Future Job	✓
45233	F	Upgrade Russell Island Berthing Piles	Upgrade 2 eastern and inner western berthing piles at barge ramp on Russell Island.	Design complete	5	Future Job	Future Job	✓
Marine Mainland & NSI								
40033	F	Dunwich Barge Traffic Management - Junner St	Negotiation with stakeholders regarding lease areas and trades offs. Agreement on layout redesign.	On hold by Client	2	Future Job	Future Job	
40035	F	Moores Road Boat Ramp Resurfacing	Resurfacing of the Moores Rd Boat Ramp using standard toe planks as per the Queensland Transport Standard Design Drawings Supplied.	Design Phase	5	Future Job	Future Job	✓
40137	F	William Street Boat Ramp Extra CTU Parking	Design CTU Parking as extension to existing parking at William St boat ramp. Design to work with new boat ramp (Job 42318) Channelised traffic should be able to flow between ramps and parking areas.	Pre design phase	2	Future Job	Future Job	✓
42132	F	Victoria Point Boat Ramp Floating Pontoon	Remove old plastic floating pontoon. Install new concrete floating pontoon system.	Pre design phase	4	Future Job	Future Job	✓
42318	F	William Street Southern Ramp	Construct a 2 lane boat ramp on the southern side of the VMR facility at William St boat Haven as per Qld Transport Standard Specs.	Pre design phase	2	Future Job	Future Job	✓

Job #	Current Future	Project Name	Brief Description	Current Status	Div #	Target Start Quarter	Target Finish Quarter	Status Rating
45252	F	Weinam Creek Walkway & Pontoon Redland Bay	Removal of current pontoon & walkway, install alternative pontoon & walkway.	Design complete	5	Future Job	Future Job	✓
Open Space Trunk Infrastructure								
40103	F	Water bubblers/taps Upgrade Bellini Court Park, Alexandra Hills	Install a new water bubbler.	Design complete	7	Future Job	Future Job	✓
40104	F	Water bubblers/taps Upgrade Chantelle Court Park, Capalaba	Upgrade existing tap with a new water bubbler.	Design complete	9	Future Job	Future Job	✓
40105	F	Water bubblers/taps Upgrade Jasper St Park, Alexandra Hills	Upgrade existing tap with a new water bubbler.	Design complete	8	Future Job	Future Job	✓
40106	F	Water bubblers/taps Upgrade Macfarlan St Park, Birkdale	Upgrade existing tap with a new water bubbler.	Design complete	10	Future Job	Future Job	✓
40107	F	Water bubblers/taps Upgrade Sylvania St Park, Wellington Point	Upgrade existing tap to water bubbler.	Design complete	8	Future Job	Future Job	✓
40111	F	John Fredericks Park Shade	Detailed design for shade through the park (natural and structured)Env Mgmt consult on location and type of trees for remediation plans.	Pre design phase	9	Future Job	Future Job	✓
40151	F	W/Bubbler Skinner Ave, Wellington Pt	Installation of water bubbler and anti vandal fitting.	Design complete	8	Future Job	Future Job	✓
40152	F	W/Bubbler Babiana St Park, Alex Hills	Upgrade existing tap to water bubbler.	Design complete	8	Future Job	Future Job	✓
40153	F	W/Bubbler Crotona Rd East Park, Alex Hills	Installation of water bubbler, tap and dog bowl.	Design complete	9	Future Job	Future Job	✓
40154	F	W/Bubbler Goodge Crt Park, Birkdale	Installation of water bubbler, tap and dog bowl.	Design complete	8	Future Job	Future Job	✓
40155	F	W/Bubbler Lobelia St Park, Birkdale	Installation of water bubbler and dog bowl.	Design complete	10	Future Job	Future Job	✓
40156	F	W/Bubbler O'Gorman St Park, Alex Hills	Upgrade 2 taps to water bubblers	Design complete	7	Future Job	Future Job	✓
40163	F	Crystal Waters Wetlands Thornlands	New concrete pathway, seating and upgrade existing playground equipment	Pre design phase	3	Future Job	Future Job	✓
41793	F	Valentine Park Stage 1	To remove old play equipment, supply and install as per design brief. As per Valentine Park Master Plan District Park Stds.	Pre design phase	8	Future Job	Future Job	✓
42109	F	Upgrade Cleveland Ramp Park	Technical Feasibility & Construction doc & major upgrade of an established ramp (skate) park	Pre design phase	2	Future Job	Future Job	✓
42116	F	Pinklands Sporting Complex Carpark	Stage 1 - Concept Design of parking layout. Stage 2 - Community Engagement. Stage 3 - Detailed design.	Design complete	4	Future Job	Future Job	✓
Parks & Conservation								
45867	F	Water Bubblers/taps Upgrade- Winter Memorial - 53 Mount Cotton Rd	Install water bubblers where required or upgrade existing with anti vandalism fitting.	On hold by Client	9	Future Job	Future Job	
Paths & Trails								
40161	F	Wellington St Cleveland Pathway	Construct pathway along western side of road, cnr Russell St (in front of the Fire Station) past the SES building and the Ambulance station and joining into the existing concrete pathway in front of the retirement village.	Design Phase	2	Future Job	Future Job	✓
40162	F	Beveridge Road Rachow to Erapah	Design & construct cycleway to link to new Moreton Bay Cycleway Bridge.	Pre design phase	4	Future Job	Future Job	✓
40164	F	Osprey Dve Thornlands Pedestrian Path	Construct pathway over 2 stages.	Pre design phase	3	Future Job	Future Job	✓
40165	F	Burnett St Wellington Pt - Pedestrian Path	Construct pathway between Edith and Station Sts.	Pre design phase	1	Future Job	Future Job	✓
41920	F	Ferry Road New Boat Ramp	Conceptual Design at this time. As per specifications supplied.	Design phase	10	Future Job	Future Job	✓
45557	F	Pt Halloran Rd, Victoria Point	Orana Esp. to Lakefield Dr - east side (inc. road edge)	Design complete	4	Future Job	Future Job	✓
45558	F	Esplanade, Redland Bay	Banana St to Esplanade existing pathway (sth of Peel St)	Design complete	5	Future Job	Future Job	✓

Job #	Current Future	Project Name	Brief Description	Current Status	Div #	Target Start Quarter	Target Finish Quarter	Status Rating
45559	F	Main Rd Path, Wellington Pt	On road bikeway	Design complete	1	Future Job	Future Job	✓
45563	F	Wellington St, Cleveland	Russell to Queen St (west side)	Design complete	2	Future Job	Future Job	✓
45850	F	Illidge Road, Victoria Point - Pathway	Construct 2.5 m shared pathway Western side Illidge Rd, Vic Pt. 170m along Nottingham Dr and Regency St through to School Rd.	Design complete	4	Future Job	Future Job	✓
45851	F	Cavell Street, Birkdale - Pathway	Construct 1.5 m pathway south of Cavell St, Birkdale extending 700m from Birkdale Rd to Bath St.	Design Complete	10	Future Job	Future Job	✓
45862	F	Pathway - Wellington Point School	2.5m concrete pathway approx 250m in length, connecting the existing shared pathway at the southern end of 347-371 Birkdale Rd, Wellington Point with a bridge crossing over drainage, and extending to Wharton Street.1	Design complete	1	Future Job	Future Job	✓
46099	F	Anita Street, Redland Bay	Install correct standard handrails on pedestrian footbridge	Pre design phase	5	Future Job	Future Job	✓
42258-2	F	Brosnan Drive Capalaba Pathway - Stage 2	To construct 1.8 wide pathway along southern side Brosnan Dr from Barber Dr to Northern Parkland.	Design complete	9	Future Job	Future Job	✓
Raby Bay Revetment Wall								
40065	F	Seahaven 12 Revetment Wall	Revetment wall remediation works 63.0m	Pre design phase	2	Future Job	Future Job	✓
40066 - 46045 - 30490	F	Seacrest Crt Cleveland (Raby Bay) (24,25&26) Revetment Wall Repairs	Revetment Wall remedial works at Lots 24, 25 & 26.To RCC Standard. Design must stabilise revetment wall slip circle. Concrete revetment reinstated to design height and alignment.	Design phase	2	Future Job	Future Job	✓
42092	F	Mainroyal Crt Cleveland (Raby Bay)	Raby Bay Revetment Wall	Design complete	2	Future Job	Future Job	✓
Reseals & Resurfacing								
46106	F	AO - Wimborne Road Alex Hills	Vienna Rd - Redruth Road	Pre procurement phase	7	Future Job	Future Job	✓
46137	F	AO - Bay Street Cleveland	Arlington St - Brief St	Pre procurement phase	2	Future Job	Future Job	✓
46141	F	AO - Langdon Street Cleveland	Beach St - South St	Pre procurement phase	3	Future Job	Future Job	✓
46142	F	AO - Long Street Cleveland	Bloomfield St - Smith St	Pre procurement phase	2	Future Job	Future Job	✓
46145	F	AO - McLeod Street Cleveland	Beach St - South St	Pre procurement phase	3	Future Job	Future Job	✓
46146	F	AO - Ocean Street Cleveland	Bloomfield St - Fitzroy St	Pre procurement phase	3	Future Job	Future Job	✓
46147	F	AO - Shore St North Cleveland	Paxton St - William St	Pre procurement phase	2	Future Job	Future Job	✓
46157	F	AO - Northern Arterial Road Ormiston	Wellington St - Sturgeon St	Pre procurement phase	1	Future Job	Future Job	✓
46163	F	AO - Christopher Street Redland Bay	Serpentine Creek Rd - End	Pre procurement phase	5	Future Job	Future Job	✓
46164	F	AO - Janita Street Redland Bay	Torquay Rd - Cul-de-sac	Pre procurement phase	5	Future Job	Future Job	✓
46165	F	AO - Junee Street Redland Bay	Shanahan St - End	Pre procurement phase	5	Future Job	Future Job	✓
46166	F	AO - Lisa Street Redland Bay	Torquay Rd - Cul-de-sac	Pre procurement phase	5	Future Job	Future Job	✓
46167	F	AO - McWilliam Street Redland Bay	Torquay Rd - Phillip St	Pre procurement phase	5	Future Job	Future Job	✓
46168	F	AO - Sandra Court Redland Bay	Torquay Rd - Cul-de-sac	Pre procurement phase	5	Future Job	Future Job	✓

Job #	Current Future	Project Name	Brief Description	Current Status	Div #	Target Start Quarter	Target Finish Quarter	Status Rating
46171	F	AO - Tina Street Redland Bay	Torquay Rd - Phillip St	Pre procurement phase	5	Future Job	Future Job	✓
46172	F	AO - Torquay Road Redland Bay	McWilliam St - End	Pre procurement phase	5	Future Job	Future Job	✓
46173	F	AO - Wilkie Street Redland Bay	Torquay Rd - Cul-de-sac	Pre procurement phase	5	Future Job	Future Job	✓
46185	F	AO - Island Lookout Avenue Thornlands	Cleveland/Redland Bay Rd- Vintage Dr	Pre procurement phase	3	Future Job	Future Job	✓
46188	F	AO - Alison Street Victoria Point	Sutton St - Cul-de-sac	Pre procurement phase	4	Future Job	Future Job	✓
46190	F	AO - Chestnut Crescent Victoria Point	Sycamore Pde - Sycamore Pde	Procurement phase	4	Future Job	Future Job	✓
46196	F	AO - Link Road Victoria Point	Benfer Rd - Colburn Ave	Pre procurement phase	4	Future Job	Future Job	✓
46203	F	AO - Poinciana Avenue Victoria Point	Benfer Rd - Magnolia Pde	Pre procurement phase	4	Future Job	Future Job	✓
46209	F	AO - Point O'Halloran Road Victoria Point	Lakefield Dr - Orana Esp	Pre procurement phase	4	Future Job	Future Job	✓
46210	F	AO - Regal Court Victoria Point	Sunshine St - End	Pre procurement phase	4	Future Job	Future Job	✓
46212	F	AO - Sunshine Street Victoria Point	East - West	Pre procurement phase	4	Future Job	Future Job	✓
46213	F	AO - Sutton Street Victoria Point	Link Rd - Sunshine St	Pre procurement phase	4	Future Job	Future Job	✓
46219	F	AO - Bagden Road Wellington Point	Birkdale Rd - Hardy Rd (Bridge)	Pre procurement phase	1	Future Job	Future Job	✓
46220	F	AO - Chermside Street Wellington Point	Roberts St - Jacob St	Pre procurement phase	1	Future Job	Future Job	✓
46221	F	AO - Chermside Street Wellington Point	Roberts St - Valley Rd	Pre procurement phase	1	Future Job	Future Job	✓
46222	F	AO - Collingwood Road Wellington Point	Hardy Rd - Pitt Rd	Pre procurement phase	8	Future Job	Future Job	✓
46223	F	AO - Hardy Road Wellington Point	Bagden Rd (Bridge) - Marlborough Rd	Pre procurement phase	1	Future Job	Future Job	✓
46224	F	AO - Hardy Road Wellington Point	Marlborough Rd - Collingwood Rd	Pre procurement phase	1	Future Job	Future Job	✓
46225	F	AO - Harris Street Wellington Point	Herbert St - Cul-de-sac	Pre procurement phase	1	Future Job	Future Job	✓
46226	F	AO - Harris Street Wellington Point	Herbert St - Fernbourne Rd	Pre procurement phase	1	Future Job	Future Job	✓
46227	F	AO - Harris Street Wellington Point	Cul-de-sac - End	Pre procurement phase	1	Future Job	Future Job	✓
46228	F	AO - Pitt Road Wellington Point	Collingwood Rd - Nelson Rd	Pre procurement phase	1	Future Job	Future Job	✓
40132	F	AO - Sand Street - Ormiston	Raby Esplanade to End	Pre procurement phase	1	Future Job	Future Job	✓
42039	F	AO - Sea View Road, Mt Cotton	Mt Cotton Road to End	On hold by Client	6	Future Job	Future Job	
42221	F	MLA - Karingal Road, Mt Cotton	Micro lift Asphalt Karingal Road Mt Cotton from Mt Cotton Rd to dead end	Pre procurement phase	6	Future Job	Future Job	✓

Job #	Current Future	Project Name	Brief Description	Current Status	Div #	Target Start Quarter	Target Finish Quarter	Status Rating
45974	F	AO - Thorneside Road - Thorneside	John Street to Leon Street	Pre procurement phase	10	Future Job	Future Job	✓
46000	F	AO - Avalon Road - Sheldon	Mount Cotton Road to House number 30	Pre procurement phase	6	Future Job	Future Job	✓
46057	F	AO - Marlborough Road, Wellington Point	Main Rd to Birdwood Rd	Pre procurement phase	1	Future Job	Future Job	✓
46058	F	AO - Cowley Street, Ormiston	Gordon St to Raby Esp	Pre procurement phase	1	Future Job	Future Job	✓
Residential Street Upgrade Program								
40094	F	Frederick St Wellington Pt	Install K&C Frederick and Edith Sts, catchpits & drainage works	Pre design phase	1	Future Job	Future Job	✓
40096	F	Kefford Street Stage 2 Wellington Point	Completion of works undertaken 2007 from Sturgeon St to Kelso St. Includes road widening & K&C.	Pre design phase	1	Future Job	Future Job	✓
41210	F	Beach Street, Cleveland	McLeod to Koala Reserve	Design complete	3	Future Job	Future Job	✓
45764	F	Starkey Street Widening	Starkey Street Carpark Upgrade	Design complete	1	Future Job	Future Job	✓
SMBI Reserve								
40999	F	High Central Park, Macleay Island	1. Temporary Fence 2. Structural Report on existing building 3. Environmental Site Assessment	Pre construction	5	Future Job	Future Job	✓
45447	F	Sports Park Development Russell Island	Designs for soccer field, multipurpose courts, carparking, pathways, stormwater & upgrade Union St	Design phase	5	Future Job	Future Job	✓
45827	F	Panorama Street, Russell Island	SMBI Road Sealing	Pre design phase	5	Future Job	Future Job	✓
45829	F	Vine Street, Macleay Island	SMBI Road Sealing	Pre design phase	5	Future Job	Future Job	✓
45830	F	Bluewater Crescent, Macleay Island	SMBI Road Sealing	Pre design phase	5	Future Job	Future Job	✓
45831	F	Borrow St (part) & Bunnings St, RI	SMBI Road Sealing	Pre design phase	5	Future Job	Future Job	✓
45832	F	Coast Road, Macleay Island	SMBI Road Sealing	Pre design phase	5	Future Job	Future Job	✓
45833	F	Hawthornden Drive, RI	SMBI Road Sealing	Pre design phase	5	Future Job	Future Job	✓
45834	F	Lau Street, Russell Island	SMBI Road Sealing	Pre design phase	5	Future Job	Future Job	✓
45835	F	Lemontree Drive, Macleay Island	SMBI Road Sealing	Pre design phase	5	Future Job	Future Job	✓
45836	F	Leonie Crescent, Lamb Island	SMBI Road Sealing	Pre design phase	5	Future Job	Future Job	✓
45837	F	Lovell Parade, Lamb Island	SMBI Road Sealing	Pre design phase	5	Future Job	Future Job	✓
45838	F	Melaleuca Drive, Lamb Island	SMBI Road Sealing	Pre design phase	5	Future Job	Future Job	✓
45839	F	Noon-Muckle Street, Macleay Island	SMBI Road Sealing	Pre design phase	5	Future Job	Future Job	✓
Sport & Recreation								
42113	F	EGW Woods Sportsfield Carpark Anson Rd Wellington Point	Revised Functional Scope. A sealed carpark behind Tennis Courts.	Design phase	1	Future Job	Future Job	✓
45213	F	Cleveland Aquatic Ctr Carpark Reseal - Delancey St Cleveland	Reseal to the Aquatic Centre carpark	Design complete	2	Future Job	Future Job	✓
45841	F	Sportsfield Lighting (Redlands Soccer) Cleveland	Provide lighting to Soccer field 3 at Cleveland Showgrounds	Pre design phase	2	Future Job	Future Job	✓
45856	F	Security Improvements - pathway lighting EGW Wood Wellington Point	Safety lighting along the newly constructed netball courts from the carpark.	Design complete	1	Future Job	Future Job	✓
81135	F	Duncan Road Baseball Carpark Sheldon	Duncan Road Carpark (baseball club) next to existing carpark	On hold by Client	7	Future Job	Future Job	
Transport Trunk Infrastructure								
45442	F	Panorama Drive, Thornlands (Design Only)	Four laning between Boundary Road and South of Goddard Road Intersection	Design complete	3	Future Job	Future Job	✓
45554	F	Panorama/Wellington St Intersection (Design Only) Thornlands	Upgrade of road from 2 to 4 lanes between South St & Goddard Rd (excluding upgrade of Goddard Rd Intersection)	On hold by Client	3	Future Job	Future Job	

Job #	Current Future	Project Name	Brief Description	Current Status	Div #	Target Start Quarter	Target Finish Quarter	Status Rating
45607	F	Collins Street, Redland Bay (Design Only)	Construct a section of Collins Road - Widening from 2-4 lanes.	Design phase	5	Future Job	Future Job	✓
45755	F	Pinklands Sporting Complex Entrance Thornlands	Upgrade entrance into Sporting complex	Design phase	4	Future Job	Future Job	✓
Operational Jobs								
30002	F	Black Swamp Pond Construction	Construction of a permanent pool of water at weir and drainage channels through swamp to improve drainage of wetland.	Design Phase	2	Future Job	Future Job	✓
30464	F	Adder Rock to Home Beach, Pt Lookout	Trail construction and sleeper steps - 2 locations	Design complete	2	Future Job	Future Job	✓
Not Lead Agent								
40023	F	Showgrounds - Electrical Upgrade	Electrical Upgrade as per the recommendations of the Ashburner Francis Report. (Supplied).	Returned to Client	2	N/A	N/A	
40025	F	Cleveland Showgrounds Refurbish Public Amenities	To refurbish the amenities block to the north of the Touch Football Club at Cleveland Showground. Detailed requirements for fittings etc to be provided in due course.	Returned to Client	2	N/A	N/A	
40081	F	Wellington Pt Village Green	Waiting on scope of works based on the Wellington Point Village Green Landscape Master Plan.	Returned to Client	1	N/A	N/A	
40099	F	Dog off leash areas - Raby Esplanade Park, Ormiston	To construct a fully fenced dog off leash area with seating, signage, bin and bag dispenser and water bubbler.	Returned to Client	1	N/A	N/A	
40100	F	Dog off leash beach - Karragarra Island	To construct a dog off leash beach with signage, bin and bag dispenser as well as a water bubbler if possible.	Returned to Client	5	N/A	N/A	
40101	F	Dog off leash beach - Macleay Island	To construct a dog off leash beach with signage, bin and bag dispenser as well as a water bubbler if possible.	Returned to Client	5	N/A	N/A	
40177	F	Duncan Rd Baseball Fields Remediation Works & Drainage Program	Reprofiling/landfill capping works, upgrade surface drainage, reinstatement baseball fields & assoc infrastructure works	Future year project	7	Future Job	Future Job	
42171	F	Cleveland Showground Improvements (was Job 81129)	Detailed Designs & Cost Estimate for realignment of existing road in showgrounds adjacent to Museum to allow for Museum expansion.	Returned to Client	2	N/A	N/A	
45183	F	Conser Fauna Land Bridge Design Only	It requires a 5 m wide bridge to cross over Avalon Rd to allow fauna movement between Don and Christine Burnett and Ford Rd Conservation Area. (Land in LC, owned by RCC)	Design phase	6	Future Job	Future Job	✓
45789	F	South Sea Tce Park	Technical Feasibility Check and construction documentation package prepared based upon OGPU landscape design	On hold by Client	5	Future Job	Future Job	
45790	F	Jock Kennedy Park Russell Island	Technical Feasibility check an deconstruction documentation package prepared based upon OGPU landscape design	On hold by Client	5	Future Job	Future Job	
41099-2	F	Pt Lookout Hall - Path & Viewing Platform	Design & Project Mgmt of boardwalk & viewing platform. Stage 2	Returned to Client	2	N/A	N/A	
Received, Not Yet Accepted								
70025	F	Designs - Northern Landfill Batters Judy Holt Park	Environmental investigation preliminaries, design of closed landfill remediation & assoc works.	Received Yet to be Accepted	8	Future Job	Future Job	

Acronym descriptions

RLCIP1 - Regional & Local Community Infrastructure Program - Round 1

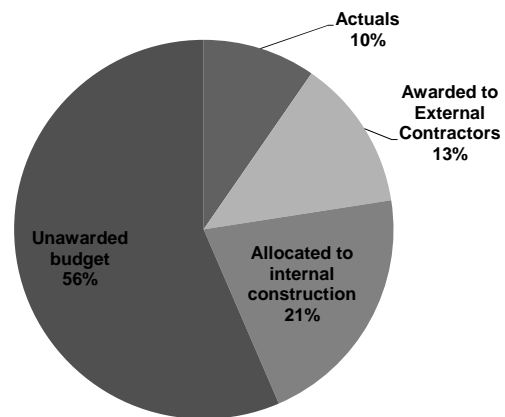
AO - Asphalt Overlay

MLA - MicroLift Asphalt

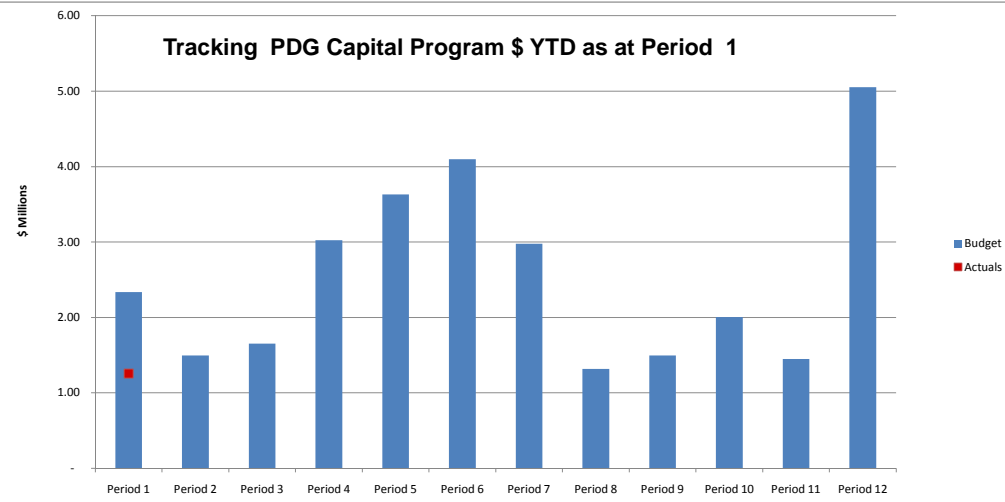
LATM - Local Area Traffic Management

Job #	<u>C</u> urrent <u>F</u> uture	Project Name	Brief Description	Current Status	Div #	Target Start Quarter	Target Finish Quarter	Status Rating
			SP - Scalping Program CPTED - Crime Prevention Through Environmental Design SRWF - Sustainable Resource & Waste Facility MBC - Moreton Bay Cycleway D&C - Design & Construct Definitions Project complete - practical & financial completion Construction complete - practical completion only					

PDG Capital Program % YTD as at Period 1



Tracking PDG Capital Program \$ YTD as at Period 1



DEFINITIONS

Actuals	Actual dollars Spent Year to date.
Awarded to external contractors	YTD Budget assigned for projects undertaken by External Contractors
Allocated to Internal Construction	YTD Budget assigned to cover the costs for projects undertaken by Council's Construction Project Unit (CPU)
Unawarded Budget	Balance of Annual Budget yet to be awarded - includes administrative budgets

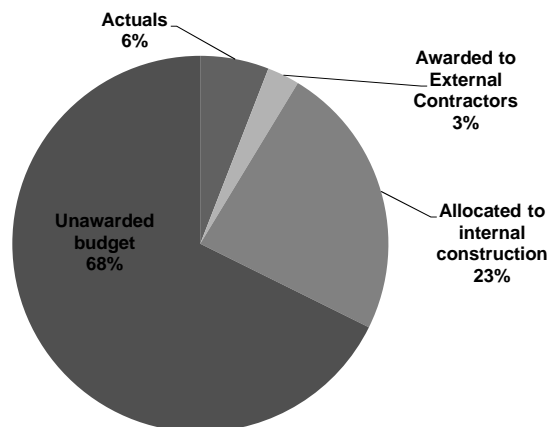
ANALYSIS OF GRAPH'S

PDG Revised annual budget is **\$30,536M**
 PDG Actuals as of Period 1 (July 2010) **\$2,934M**

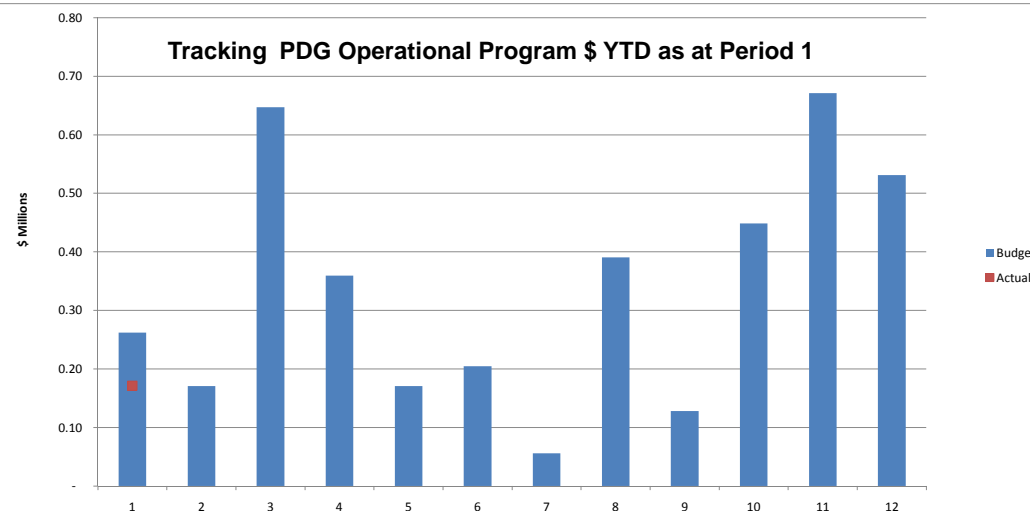
Awarded to external contractors and assigned to internal construction Year to date **\$10,358M**

Unawarded Budget Year to date **\$17,244K**

PDG Operational Program % YTD as at Period 1



Tracking PDG Operational Program \$ YTD as at Period 1



DEFINITIONS

Actuals	Actual dollars Spent Year to date.
Awarded to external contractors	YTD Budget assigned for projects undertaken by External Contractors
Allocated to Internal Construction	YTD Budget assigned to cover the costs for projects undertaken by Council's Construction Project Unit (CPU)
Unawarded Budget	Balance of Annual Budget yet to be awarded - includes administrative budgets

ANALYSIS OF GRAPH'S

PDG Revised annual budget is **\$4.039M**

PDG Actuals as of Period 1 (July 2010) **\$245K**

Awarded to external contractors and assigned to internal construction Year to date **\$1.108M**

Unawarded Budget Year to date **\$2.686M**

13.1.4 MONTHLY REPORT FOR OPERATIONS AND MAINTENANCE

Dataworks Filename: Gov Reports to Committee - Operations and Maintenance (OPM)

Attachment: [Operations and Maintenance – July 2010](#)

Responsible Officer Name: Lex Smith
Manager, Operations and Maintenance

Author Name: Tracy Carrick
Group Administration Co-ordinator

EXECUTIVE SUMMARY

The core activities of the Operations and Maintenance Group are contained within this report and cover the period 1 July to 31 July 2010.

- The Roads and Drainage Maintenance Unit;
- Parks and Conservation Unit;
- Environmental Education Unit; and
- Waste Unit

have all contributed to this report.

The Waste Management Unit is a type 2 business unit and this report will provide Council with a monthly update and on a quarterly basis the unit will report its performance against the key performance Indicators in the business performance plan.

PURPOSE

To provide information to Council on the activities undertaken by the Operations and Maintenance Group and on a quarterly basis report on the performance of the Waste Business Unit against key performance indicators.

BACKGROUND

The Operations and Maintenance Group undertakes the day to day operational activities of environmental education and environmental extension programs, the maintenance and operation of Council's waste collection and disposal facilities, the maintenance of roads, drains, marine and quarry facilities and the maintenance of Council's parks reserves and assets. This range of activities is undertaken by Council's day labour and contractor workforce.

The group generally operates between the hours of 7am to 4.45 pm weekdays with an on call service for after hours, however the environmental education operates 6 days per week and many evenings, with the waste facilities operating 7 days per week.

ISSUES**ROADS AND DRAINAGE UNIT – Unscheduled Activities and Significant Events****Graffiti**

149 instances of graffiti rectified - at a cost of \$5918.95

Includes 26 street signs replaced - \$2860 and 31 repaired - \$2325

Vandalism

83 instances of vandalism – at a cost of \$4293.95

Includes 16 street signs replaced - \$1760 and 24 repaired - \$1800

Illegally Dumped Refuse

20 Instances of Illegal dumping cleared – total 65.25m³/ 41.79tonnes
– cost to dispose \$6348.63

Activities Status

Nil comments – All Activities on target.

PARKS AND CONSERVATION UNIT– Unscheduled Activities and Significant Events

106 instances of graffiti rectified. Costing for graffiti removal will be included in this report from October.

Vandalism

One instance of vandalism in the Capalaba Skate Bowl for the month of July. Several wheelie bins were burnt on the concrete skate ramp causing significant damage. The ramp was out of commission until repairs were made. Cost to repair approx \$16,000. Full repair has been completed.

Number of instances of vandalism in parks decreases during the winter months.

Illegally Dumped Refuse

10 incidences – total 15.5m³/19.68tonnes – cost to dispose \$1833.00

Activities Status

Nil comments – all Activities on target.

ENVIRONMENTAL EDUCATION UNIT– Unscheduled Activities and Significant Events**IndigiScapes**

- Two new fish tanks installed in the centre – one with a ‘healthy’ creek (vegetation, shade, logs, clean, native fish, the other an ‘unhealthy’ creek (weeds, rubbish, feral fish). Short term interpretive signage up at the moment with more permanent signage currently with Communications.

- New furniture in the café – tables, chairs
- In July, 25% of all visitors who signed our visitor book were from overseas.
- Winner of Moreton Bay Tourism Awards in the Ecotourism category.

Wildlife Issues

- Koalas on the move as breeding season begins
- LED Koala signs working and back out on the roads

Activities Status

Nil comments – all Activities on target.

WASTE UNIT**Complaints**

There were no complaints regarding dust, noise or odour from any site during July.

Site Reports***Birkdale Landfill and Transfer Station***

All operations have been continuing as normal.

Redland Bay Waste Transfer Station

All operations have been continuing as normal.

Giles Rd Hardfill site

All operations have been continuing as normal.

North Stradbroke Island Waste Transfer Stations

All operations have been continuing as normal.

SMBIs and Coochiemudlo Island Waste Transfer Stations

All operations have been continuing as normal.

Waste Education Activities**July 2010**Highlights of the month

- The post-visit from the first excursion to be developed and delivered by Claire Boyce was undertaken at Faith Lutheran College. Students spent the morning

turning trash in to treasure and then presented their masterpieces at an 'awards ceremony'. Feedback from both the students and the teachers from this pilot program was overwhelmingly positive:

"Very relevant; connectedness between real life experience and classroom learning. A very relevant, appropriate and engaging learning experience for all the students."

The final series of three interrelated visits have helped these students develop a deeper understanding of waste minimisation and have lead to the school beginning the process of introducing a recycling and waste minimisation program in the school with the help of our Education Officer, Claire Boyce.

- Our Education Officer (Resources and Waste) travelled down to Tweed Shire Council to meet with her counterpart at the Council's Sustainable Living Centre. The centre featured an array of amazing examples of waste minimisation and recycling, with the chairs made from recycled printing cartridges, stools made from recycled e-waste, backpacks made from recycled plastic, pencil sharpeners made from bamboo (a fast growing, sustainable natural resource), paper made from elephant poo and much more! Resource development and sharing were undertaken and as a result a waste minimisation guide for schools in the Redlands is well underway.
- Meetings between Queensland Waste Educator Group (QWEG), the Department of Environment and Resource Management (DERM), Education Queensland (EQ) and our Waste Education Officer are bringing together key stakeholders to help assist schools with their School Environmental Management Plan (SEMP). This Plan is a road map to reducing waste, electricity and water in schools with a 50% reduction target in waste by 2013. Our Waste Education Officer is now in the process of presenting key information to teachers at a Professional Development day in August, highlighting how Redland City Council can assist schools with the waste component of SEMF.
- A waste education stall featured at this year's National Aborigines and Islanders Day Observance Committee, or NAIDOC Week.

Locations of visits

- Redland City Council Fun in the Parks (25)
- Victoria Point State High School (1)
- Faith Lutheran College (3)
- Dunwich State School (1)

Activities Status

Landfill Gas Engine and Electricity Generator

Council are still waiting on the contractor to complete landscaping works prior to undertaking an official opening of the renewable energy facility.

Waste Incentive Program

The process and procedures for the program were finalised early in the month and the program has been rolling out from late in July. There has been reasonable interest in the program, figures provided in the attachment for July, and with further marketing in August more registrations are expected.

RELATIONSHIP TO CORPORATE PLAN

The activities undertaken within this report primarily support Council's following outcomes:

Outcome 1: **“Healthy natural environment”** - A diverse and healthy natural environment, with an abundance of native flora and fauna and rich ecosystems will thrive through our awareness, commitment and action in caring for the environment.

Outcome 2: **“Green Living”** – Our green living choices will improve our quality of life and our children’s lives, through our sustainable and energy efficient use of resources, transport and infrastructure, and our well informed responses to risks such as climate change.

Outcome 3 **“Embracing the Bay”** – The benefits of the unique ecosystems, visual beauty, spiritual nourishment and coastal lifestyle provided by the islands, beaches, foreshores and water catchments of Moreton Bay will be valued, protected and celebrated.

FINANCIAL IMPLICATIONS

The Operation and Maintenance Group is within budget.

CONSULTATION

This report was prepared in consultation with Unit Service Managers and numerous staff within the Operations and Maintenance group.

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

Moved by: Cr Williams
Seconded by: Cr Reimers

That Council resolve to note the report.

CARRIED

MONTHLY ATTACHMENT FOR REPORT FOR OPERATIONS AND MAINTENANCE GROUP FOR THE PERIOD 1st JULY to 31st JULY 2010

Responsible Officer: Lex Smith
 Manager Operations and Maintenance
 Author: Tracy Carrick
 Business Support Officer

In Progress	✓
Watch List - Possible concern	!
Major Issue	✗

Roads and Drainage Unit

Programmed Activities	Activities over July	Scheduled activities over August	Achievements over this financial year	Status
Marine				
Projects	Waiting on Marine Parks Permit from Department of Environment and Resources Management to undertake minor maintenance works on maritime infrastructure, Permit is expected to be received in the next week.	Maintenance repairs to hand rails and posts to Masthead Drive Jetty Raby Bay, minor maintenance works to the top section of Cleveland Point boat ramp has been identified due to safety issues. Redland City Council has accepted full maintenance responsibilities to the one mile jetty on North Stradbroke Island from Department of Transport.	Continue to contribute to and support achievement of the Redlands Community Plan and RCC Corporate Plan. Continue meeting duty of the Aboriginal Cultural Heritage act as it relates to marine maintenance activities, within Redland City Council.	✓
Unsealed Roads - Mainland				
Roads programmed	3.9km of unsealed roads were maintained during July. 4 days spent on Coochiemudlo Is.	Mainland car parks and Russell Is scheduled for August.	3.9km of Roads maintained	✓
Unsealed Roads – Bay Islands				
Roads programmed	20 roads were maintained, largely on Russell Island. Total length 5km	Continue with Russell Island maintenance	20 roads totalling 5km maintained for year to date	✓
Sealed Roads				
Overlays - <25mm thick asphalt layer - usually over a large area - carried out to correct surface roughness	500m2 of overlays for July incorporating 28.5 tonne of asphalt	Minimal overlays scheduled for August	A total of 500m2 for year to date	✓
Potholes	875 potholes repaired in July	Potholes repaired on a reactive basis	875 potholes repaired year to date	✓
Road Failure Repairs - Usually involves removing a section of road to a depth of 100mm and replacing with hot asphalt	A total of 2169m2 failure repairs using a total of 545 tonne of asphalt. Largely in the Redland Bay area	Failure repair will continue to be a major focus for August.	Year to date figures 2169m2, 545 tonne asphalt in 14 streets	✓

Roads and Drainage Unit con't

Programmed Activities	Activities over July	Scheduled activities over August	Achievements over this financial year	Status
Footpaths				
Kilometres Inspected	Limited Km's inspected this month due to a change over of staff fulfilling this role. Programme being compiled to complete 30 faults above intervention levels. 34 action requests received from the community.	Inspections will be carried out in Redland Bay and all state high schools throughout the city. Works programme in these areas to start early September.	Continue to improve efficiency in the way footpath inspections are being inspected and programmed.	✓
Number of hazards repaired and estimated costs	Safety audit undertaken by Council in Cleveland C.B.D, 30 faults where identified and repaired, estimated cost of 4k.	40 repairs programmed for various sites throughout the city, approximately 390m2, these repairs will be completed by internal crew and external contractors. Estimated costs of \$35,000	Sustainable increase in budget has been included in the ten year operational plan, to try and eliminate the backlog and enable the network to be maintained at or below the current intervention level.	✓
Street Sweeping				
Area activities	Northern Truck: Cyclic Sweeping Programme to sweep: Capalaba, Alexandra Hills. Southern Truck: Dollery & Smith Streets Capalaba West, Moreton Bay Rd & Cleveland.	Northern Truck: Cyclic Sweeping Programme to sweep Birkdale, Thorneside, Wellington Point & Ormiston. Southern Truck: Sheldon, Capalaba West & Thornlands. Discussions to take place with GPS provider and Council to trial system.	On going planning and future implementation of global positioning system (GPS) to sweeping trucks is being discussed with contractor, to improve efficiency in sweeping. Discussions with Council and GPS provider to investigate Councils requirements, implementation expected November 2010.	✓
Street signage				
Maintenance	218 signs repaired or replaced in July . 93% due to vandalism, graffiti or vehicle damage.	Signage maintenance is mainly reactive therefore minimal scheduling possible.	Looking at options to reduce workload due to vehicle damage. Eg. Flexible signpost bases for keep left signs.	✓
Stormwater catchpits	Regular catchpit cleaning program was suspended during July as staff were reallocated to other teamleading roles due to extended annual leave coinciding with sick leave. However, there was a significant amount of adhoc catchpit grate cleaning due to wet weather as staff are typically assigned to this role when unable to carry out normal duties.	The regular programme will recommence in the second week of August	No achievements to record for year to date	✓
Relocatable building movements	8 Applications for house removals received during July. 6 house removals entering the City for Russell Island. 2 house removals leaving the City	Applications processed as received	8 applications have been processed in the 2010/2011 financial year	✓

Roads and Drainage Unit con't

Programmed Activities	Activities over July	Scheduled activities over August	Achievements over this financial year	Status
<i>Traffic Control Permits - approval of plan for the control of traffic when work being carried out on roads will impact on the flow of traffic</i>	28 Traffic Control Permits raised through the Customer request system were processed during July.	Permit applications are processed as they are received.	28 Traffic Control Permits have been processed during the 2010/2011 financial year.	✓
<i>Lighting Requests</i>	17 Lighting requests were received during July. New installations - 1 , Streetlight glare - 2 , Bollard lighting - 6, Park lighting (including solar lights) - 6 , Streetscape lighting - 2, Marine lighting - 0.	Lighting requests are processed as they are received.	17 lighting requests have been received during the 2010/2011 financial year. These include installation of new lights and maintenance to existing lighting. Glare sheild installations tend to be self regulating as the 50% cost sharing guideline for sheilds on existing lights causes many applications to be withdrawn.	✓

Environmental Education Unit

Programmed Activities	Activities over July	Scheduled activities over August	Achievements over this financial year	Status
Visitor numbers	4500	NA	4500	✓
Projects and Events	No significant community events occurred in July	Dogs Day Out, activities calendar for rest of 2010 sent out to public	No Significant Community Events year to date	✓
Training & workshops	Internal staff training - regional ecosystems (12 participants)	Wildflower Walk 1 - Judy holt bushland Reserve	Internal staff training - regional ecosystems (12 participants)	✓
Community talks and tours	3 community group tours (45 people), one tourism tour (4 people)	Talks and tours are usually booked at short notice and definite numbers will be reported on after they have occurred	3 community group tours (45 people), one tourism tour (4 people)	✓
Hall Occupation	42%	NA	42.00%	
Bushcare				
Plants in ground (Total of plants place in ground across Bushcare and Community Plantings)	570 (70 koala food trees)	Plantings are dependant on weather conditions. Accurate data will be reported on after they have occurred	570 (70 koala food trees) between Bushcare and Community Plantings.	✓
Community Plantings (Breakdown of where the plants went for the Community plantings. These figures are included in the Plants in ground total)	No community plantings in July	National Tree Day	No Community Plantings year to date	✓
New/Closed groups	No applications processed for July	NA	No Applications year to date	✓
Habitat Protection				
Land for Wildlife	7 return visits, no new properties	NA	7 visits	✓
Rural Support	2 return visits	NA	2 visits	✓
Koala Conservation Agreement Programs	5 return visits	NA	5 visits	✓
Habitat Protection con't				
Your Backyard Garden	7 new properties, 1 return visit, 2 one-off visits	NA	7 new properties, 1 return visit, 2 one-off visits	✓
Voluntary Conservation Agreements	One new VCA on Mt Cotton Rd - total area (10.05ha)	NA	1 signed VCA (10.05ha)	✓
Projects	Points to Peaks Festival Implementation of Fasture Pasture Recommendations Dam Management Workshop 2 more factsheets (aquatic weeds and fish)	Eucalypt identification booklet	Points to Peaks Festival Implementation of Fasture Pasture Recommendations Dam Management Workshop 2 more factsheets (aquatic weeds and fish)	✓

Environmental Education Unit con't

Programmed Activities	Activities over July	Scheduled activities over August	Achievements over this financial year	Status
Wildlife				
Number of Calls to the wildlife care network (hours of operation 8am to 5pm - manned by volunteers. Advice given or co-ordination of site visits - Funded by Council)	Calls - 201 (31 koala calls, 166 other animal calls), number of animals 166 (22 koalas, 144 other animals) - this is different to the first numbers as we will often get multiple calls about the one animal. Picked up for care - 19, picked up for vet - 13, picked up for release - 4, caller took to vet - 31, DOA/euth - 22, advice to caller - 32, call referred to another organisation - 80, calls from vets or wildlife orgs - 15, calls from outside the Redlands - 12	NA	201 total calls	✓
Number of calls to the ambulance (hours of operation 5pm to 8am - On call Volunteers for wildlife issues - Funded by Council)	Koala calls - 26 koala calls attended - 15, number of koalas - 23, koalas rescued - 6, koalas left alone - 3, koalas not captured - 3, koalas not found - 1, koalas DOA - 2, koala calls referred to another org - 7, koala advice only - 2. Other calls received - 97, other calls attended - 42, no of other animals - 70, other animals rescued - 35, other animals left alone - 1, other animals not captured - 2, other animals not found - 3, other animals DOA/euth - 21, other calls referred to another organisation - 5, other animals advice only - 16.	NA	26 total calls	✓
Projects	Attended and presented at the Flying Fox Forum held at Griffith University. Ambulance attended peaks to point festival. Presentation on ibis to BrisBOCA. Wildlife Rescue presentation for Joey Scouts Cleveland.	Dogs Day Out		✓
Schools				
Visits to schools	6 school visits, 220 participants	NA	6 school visits, 220 participants	✓
Visits from schools	2 visits, 89 participants	NA	2 visits, 89 participants	✓
Holiday Program Activities	3 activities (Spotlight at Judy Holt Park, Wildlife Rescue, Spotlight at Days Rd), 75 participants	NA	3 activities (Spotlight at Judy Holt Park, Wildlife Rescue, Spotlight at Days Rd), 75 participants	✓

Parks and Conservation Unit

Programmed Activities	Activities over July	Scheduled activities over August	Achievements over this financial year	Status
<i>Turf Management</i>				
Mowing	Mowing continued through July and has remained on schedule.	Currently making all arrangements for the commencement of the new Bay Island mowing team (advertising positions, equipment purchases etc).	Mowing remains on schedule.	✓
Sports field Renovations	Work has continued on the renovation of Henry Zigenfusz No. 1 in preparation for hockey in March 2011. Duncan Road Baseball Field 2 has also had the infield rebuilt to assist with drainage issues, whilst field 1 was topdressed and fertilised.	Pre- emergant control of Crowsfoot grass to be applied to identified sports fields where this problem exists.	Work remains on schedule	✓
Park Renovations	Bindii and Clover spraying continued. There is a very heavy outbreak this season likely due moist conditions and colder weather.	Plan will be developed for the control of tall grass weeds in mainly local parks.	Renovations remain on schedule	✓
<i>Tree Management</i>				
Street/Parkland Trees	Received and attended to 209 tree related requests. Planted 20 street/parkland trees in the month of July.	No significant plantings scheduled for August.	Have received and attended to 209 tree related requests and have also planted 20 trees in road reserves and parks so far this financial year.	✓
Koala Tree Plantings	Currently scoping up future koala street tree & parkland plantings for Spring plantings. Existing plantings continue to be maintained.	Infill planting to be undertaken in streets planted during the 09/10 financial year.		✓
<i>Conservation/Waterways Management</i>				
Bushland Regeneration	Ongoing rehabilitation/maintenance of all sites worked on in the previous financial year. Large regeneration projects undertaken in Baythorne Dr & King St, Rivergum Close, Valentine Park, Taddarrapin Ck and Pinklands.	On going rehabilitation/maintenance of all sites worked on in the previous financial year. Further works to be undertaken at Kingfisher /Springacre Rd, Orchard Beach, Wellington Pt & Ormiston Foreshore, Hardwood Dr, Montgomery Dr, Smith St/Crotona Rd.	Ongoing rehabilitation/maintenance of all sites worked on in the previous financial year. Large regeneration projects undertaken in Baythorne Dr & King St, Rivergum Close, Valentine Park, Taddarrapin Ck and Pinklands.	✓
Waterway Rubbish Collection	10 new sites have been added onto the Waterways Litter Contract. Currently quotes are being sought for 10 pick ups across 89 sites. A waterways rubbish collection run was not undertaken in July.	Rubbish collection will continue from the 89 sites, dependant on rain events.	A waterways rubbish collection run was not completed in July as extra sites were being added onto the contract which was then to be quoted on by contractors.	✓

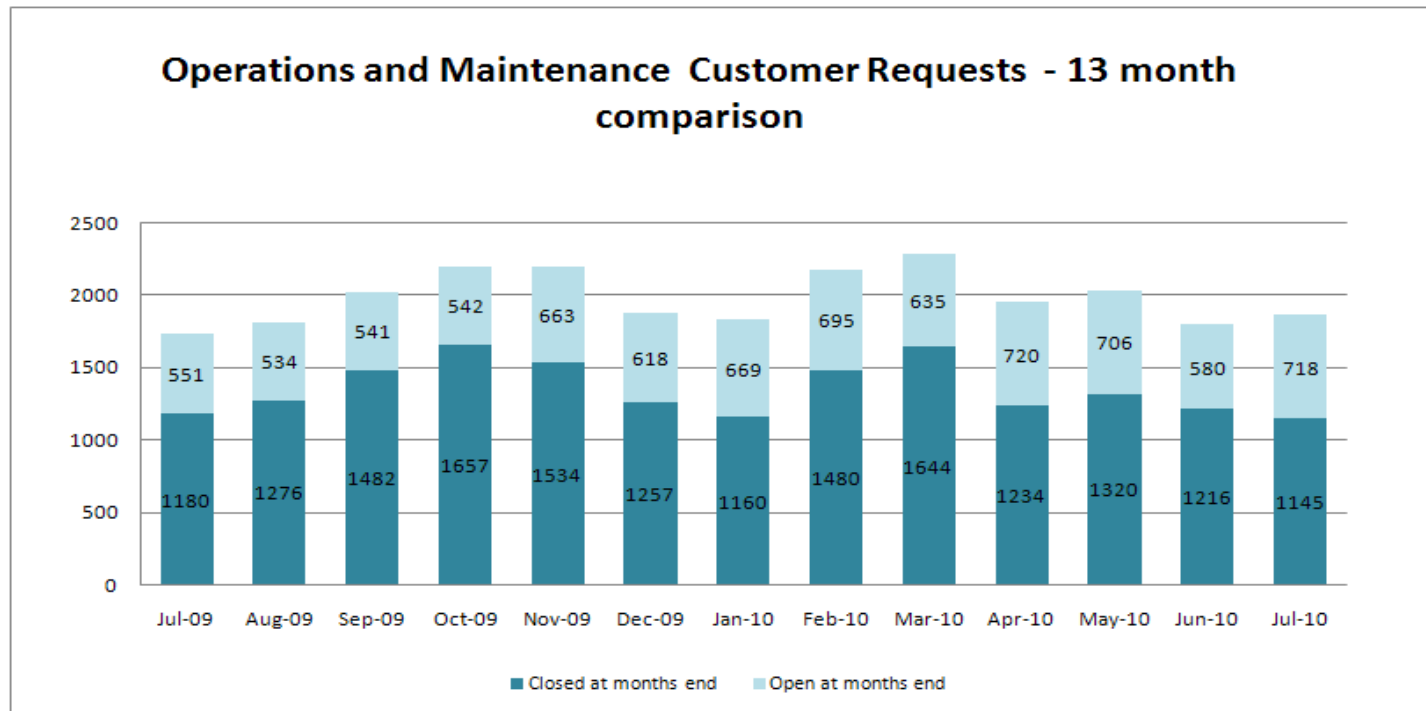
Parks and Conservation Unit con't

Programmed Activities	Activities over July	Scheduled activities over August	Achievements over this financial year	Status
Fire Management/Fuel Reduction Burns	Interagency planned fuel reduction burn undertaken on North Stradbroke Island in conjunction with DERM, QF&RS & The Quandamooka Lands Council. Two area areas were burnt being the Tripod track and Five ways track areas. Also 3.5ha fuel reduction burn occurred in Greater Glider Conservation area in conjunction with QFRS training wing. Attended to a wildfire Pt Halloran Reserve in July with 1/2 ha burnt.	Fuel reduction/regeneration burns planned to occur on North Stradbroke Island (Pt Lookout Township Southern side) and the Mainland (Homestead Park Wetlands, Birkdale Bushland, Coolwynpin Conservation Area and Indgiscapes.	Interagency planned fuel reduction burn undertaken on North Stradbroke Island in conjunction with DERM, QF&RS & The Quandamooka Lands Council. Two area areas were burnt being the Tripod track and Five ways track areas. Also 3.5ha fuel reduction burn occurred in Greater Glider Conservation area in conjunction with QFRS training wing. Attended to a wildfire Pt Halloran Reserve in July with 1/2 ha burnt.	✓
Trail Upgrades	Don and Christine Burnett Reserve - upgrades to Wiry Panic Trail.(500 metres) Eastern Eascarpment - Track upgrades to the northern track system. (2km) Meeting with KBCCA (Koala Bushland Co-ordinated Conservation Area) to coordinate operational activities in coming year.	Eastern Eascarpment - Track upgrades to the northern track system. Continue upgrades and repiars to Mountian Bike trails Don and Christine Burnett Reserve	Don and Christine Burnett Reserve - upgrades to Wiry Panic Trail.(500 metres) Eastern Eascarpment - Track upgrades to the northern track system. (2km) Meeting with KBCCA (Koala Bushland Co-ordinated Conservation Area) to coordinate operational activities in the coming year.	✓
Asset Maintenance	Old light pole was removed from Capalaba Soccer ground - Division 9 Community Benefit Fund (CBF) play equipment – installation has been completed for 2009/10. Bollard installation completed on foreshore embankment - Redland Bay Esplanade - Div 5. Bollard installation completed on foreshore embankment - Wellington Point Esplanade - Div 1. Timber shack was removed at 172A Wellington St Ormiston - Div 1.	Minor facelift of play equipment and facilities at Beth Boyd Park is scheduled – Div 10. Bollard work planned on Coochiemudlo Foreshore Reserve to restrict vehicle intrusions - Div 4 Boardwalk refurbishment being undertaken at Orana Street Victoria Point - Div 4.	Ongoing asset inspections and maintenance Inspection regime is currently being revised to include all assets in parks such as seats tables fencing gates etc.	✓
Significant Asset Installation/Repairs	Completion of minor facelift of play equipment and facilities at Beth Boyd Park– Div 10. Community benefit fund (CBF) play equipment – Consultation with Councillors commenced for 2010-2011	Treat timber boardwalk/steps North Stradbroke Island. Postponed due to wet weather Bollard renewal planned various locations Coochiemudlo Island Postponed due to wet weather	Various minor assets such as seat/table & seat combinations and signage as per consultation with Councillors	✓

Waste Unit

Programmed Activities	Activities over July	Scheduled activities over August	Achievements over this financial year	Status
<i>Waste Education</i>	30	15	30	✓
Mainland Transfer Station Residential Gate Numbers				
<i>Birkdale</i>	6656		6656	✓
Recycling	1872		1872	✓
Green waste	3484		3484	✓
Mixed	1300		1300	✓
<i>Redland Bay</i>	4257		4257	✓
Recycling	1014		1014	✓
Green waste	2079		2079	✓
Mixed	1164		1164	✓
<i>Home Assist Secure Bulky item Collection trial</i>	12		12	✓
<i>Waste Incentive Program- bin downsizing registrations</i>	147		147	✓
<i>Waste Incentive Program- green waste refund completed</i>	9		9	✓

Operations and Maintenance Requests 13 Month Comparisons



Statistics reflect Customer requests recorded in the Proclaim Customer request management system and primarily relate to Park Maintenance, Tree Management, Road Maintenance, Drainage and Waste

13.2 COMMITTEE CLOSED SESSION

MOTION TO CLOSE MEETING

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

Cr Townsend declared a Material Personal Interest in the following item at today's General Meeting and left the Chamber at 5.09pm.

13.2.1 EXTENSION OF TENDER VALIDITY PERIOD - NORTH STRADBROKE ISLAND HOLIDAY PARKS

Datworks Filename:	CP - Tender Process - Management of the NSI Caravan Parks and Camping Grounds
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 Project Manager, Customer and Community Services dated 6 August 2010 was discussed in closed session at Customer Services Committee, with the Committee Recommendation presented at today's General Meeting for consideration.

COMMITTEE RECOMMENDATION/ COUNCIL RESOLUTION

Moved by: Cr Boglary
Seconded by: Cr Williams

That Council resolve as follows:

- 1. That all tenders remain under active consideration;**
- 2. To request the parties to the tender extend the validity period of their tendered offers until 31 March 2011; and**
- 3. 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.

Cr Elliott voted in the negative.

Cr Townsend was not present when this motion was put.

Cr Burns was absent from the meeting.

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

Cr Townsend returned to the Chamber at 5.10pm.

13.3 GENERAL BUSINESS**13.3.1 QUESTION ON NOTICE - EVENT PARKING CLEVELAND
SHOWGROUNDS**

Cr Williams sought clarification on the following regarding parking around the Cleveland showgrounds:

- History and decision date regarding parking arrangements at showgrounds for events;
- Which events qualify for special parking arrangements;
- What is the criteria; and
- What is the communication strategy between event coordinators and Council.

General Manager Customer Services took the question on notice and will respond to Cr Williams.

**COMMITTEE RECOMMENDATION/
COUNCIL RESOLUTION**

Moved by: Cr Boglary
Seconded by: Cr Elliott

That the General Business item be noted.

CARRIED

14 CORPORATE SERVICES & GOVERNANCE COMMITTEE 15/9/2010 RECEIPT AND ADOPTION OF MINUTES

Moved by: Cr Ogilvie
Seconded by: Cr Boglary

That the Corporate Services & Governance Committee Minutes of 15 September 2010 be received.

CARRIED

14.1 GOVERNANCE

14.1.1 COMMUNITY ENGAGEMENT POLICY (POL-3053) AND GUIDELINE (GL-3053- 001)

Datworks Filename:	CR Community Engagement Policy
Attachments:	<u>Community Engagement Guidelines GL-3053-001</u> <u>Community Engagement Policy POL-3053</u>
Responsible Officer Name:	Paula Weston Acting Marketing & Communications Manager
Author Name:	Bernard Houston Community Engagement Adviser

EXECUTIVE SUMMARY

Council has reviewed its community engagement policy and guideline to align with the *Local Government Act 2009*; its regulations and the Redlands 2030 Community Plan.

The revised policy clearly defines the term 'community engagement' in accordance with these heads of power. The guidelines provide advice on how engagement should be planned and delivered as well as containing an audit of all Queensland legislation that requires engagement.

PURPOSE

Council currently engages with the community on diverse issues that affect them.

This policy and guideline:

- defines community engagement under the *Local Government Act 2009*) and reflects Council's Redlands 2030 Community Plan;
 - provides guidance on planning and delivering community engagement under the requirements of the Act and the community plan
 - identifies other legislation requiring local governments to engagement with the community.
-

BACKGROUND

Council created its Community Engagement Policy and Strategy in 2006 and this policy was noted for review in 2009. The decision was made in 2009 to suspend this review until after the introduction of the new *Local Government Act 2009*, to ensure that any review aligned with the new *Act*.

The Local Government Act 2009 requires councils to:

- prepare and adopt, by resolution, a community engagement policy describing how the local government must consult with the community about preparing its long-term plans;
- ensure the community engagement policy provides for maximum community involvement in the local government's preparation of long term plans; and
- ensure each long-term plan is consistent with the community engagement policy.

The new *Act* also includes as one of its core principles, "democratic representation, social inclusion and meaningful community engagement".

In addition to the *Local Government Act 2009*, Redland City Council has adopted the Redlands 2030 Community Plan. This plan expresses its commitment to community engagement in its vision outcome: 'inclusive and ethical governance':

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

ISSUES

There are no identifiable issues associated with the adoption of this policy.

RELATIONSHIP TO CORPORATE PLAN

Community engagement is noted as a priority in these outcome areas:

- inclusive and ethical governance; and
- an efficient and effective organisation.

Key linking strategies

- 8.2 Provide accessible information through different media to let residents know about local issues and how to get involved in programs and make a positive contribution to their community ;
- 8.3 Establish and maintain effective partnerships with local, regional and national organisations and governments to deliver the visions and goals of the community;

- 8.4 Deliver broad, rich and deep engagement that reaches residents of all ages, backgrounds and locations, enabling them to contribute their views about plans and decisions affecting them and developing community leadership.

Identified linking performance indicators

Council has undertaken to monitor:

- how the community feels about its capacity to have a say on key decisions affecting the Redlands;
- overall number of engagements;
- satisfaction with Council's community leadership.

FINANCIAL IMPLICATIONS

While the Community Engagement policy and guideline have no direct financial implications for Council, areas undertaking engagement as part of a decision process must allocate sufficient resources to identified engagement activities as part of budget preparation.

As any engagement process will require communications support, the Manager Communications and Marketing must be notified at the onset of any decision process where engagement will be used.

Council is currently reviewing its community engagement tracker to comply with the *Local Government Act 2009* and will need to resource any revisions to the tracker.

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

This policy and guideline were created through an extensive internal consultation process.

The Community Engagement Team initially met with managers and senior advisers from all areas of the Planning and Policy Group and select areas of Customer and Corporate Services Group that had previously sought advice from the Community Engagement Team on planning and delivering community engagement activities to support a decision process.

The feedback from these meetings was used to create draft policy and guideline documents that were distributed to the Executive Leadership Group (ELG) for circulation.

Feedback on these draft documents was received through:

- meetings between group managers; senior managers and the community engagement team;
- emailed return of the draft documents with tracked changes.

This feedback was used to create second drafts that were presented to ELG, who provided direction and comments that have been included in these revised documents.

OPTIONS

PREFERRED

That Council resolve as follows:

1. To adopt the Community Engagement Policy (POL-3053), as amended and attached; and
2. To note the new Guidelines for Community Engagement (GL-3053-001).

ALTERNATIVE

That Council gives clear direction on how these documents should be amended in accordance with the *Local Government Act 2009* and the Redlands 2030 Community Plan.

OFFICER'S/COMMITTEE RECOMMENDATION/ COUNCIL RESOLUTION

Moved by: Cr Ogilvie
Seconded by: Cr Reimers

That Council resolve as follows:

1. To adopt the Community Engagement Policy (POL-3053), as amended and attached; and
2. To note the new Guidelines for Community Engagement (GL-3053-001).

CARRIED

Guidelines for community engagement

Scope

This guideline applies to all areas of Council and relates to community engagement activities undertaken.

Purpose

This document defines the principles of community engagement and provides guidance on when and why it should be used as part of a decision making process.

This document also outlines the major steps in planning and implementing community engagement.

It also refers to Council's community engagement online tracker which provides a detailed process for planning and implementing, and recording engagement activities. This tracker is located on Council's intranet ([intranet http://intranet/communities/comeng/CETracker/default.aspx](http://intranet/communities/comeng/CETracker/default.aspx)) and should be used at the start of all engagement activities undertaken. Further advice on planning community engagement and the online tracker usage is available from Council's Community Engagement Adviser in the Marketing and Communications Group (3829 8815).

Definitions

CLG – Civic Leadership Group

Community engagement is any process where Council involves the community in problem solving or decision making and uses community input to make a decision (International Association of Public Participation (IAP2)). It can occur at varying times before and during a project, depending on the outcomes required.

Activities such as notification of works or community education programs where Council is not seeking any community input to a decision fall outside the scope of these guidelines and do not need to be tracked as community engagement.

Community engagement spectrum is a range of activities extending from informing the community of change; providing the community opportunity to comment on a range of alternatives; through to empowering the community to make a final decision. Increasing participation by the community in decisions increases the expectation by the community that their input will be used to influence a decision.

Communities of interest are defined as individuals; groups of individuals, organisations or political entities and other stakeholders that have an interest in the outcome of a decision. This can include residents; rate payers; businesses; interest groups; and may include other levels of government.

These stakeholders may have a diversity of interests and can be impacted by a decision in different ways.

CMR Team use only

Department:
Group:
Approved:

Effective date:
Version:
Review date:
Page: 1 of 14

ELG – Executive Leadership Group

Foundation principles for engagement

Community engagement is always done in good faith and has three foundations. It is values based, decision oriented and goal driven.

Values based engagement

Values are the deeply held internal standards that direct our actions and decisions. They are those things we feel are immutable such as having a “fair go” or the need to provide for the family. Values should not be confused with interests and positions (Twyford et al, 2006).

Values inform beliefs; our beliefs inform our opinions and our opinions inform our actions.

Focusing discussion on values helps identify common ground. Focusing discussion on positions will highlight differences.

Exploring values helps community and stakeholders who may appear to be in opposition to each other discover that they may feel the same way about things that matter. This helps identify middle ground and allows stakeholders to move away from previously fixed positions.

The IAP2 core engagement values are:

1. The public should have a say in decisions that affect their lives
2. Public participation includes the promise that the public contribution will influence the decision
3. Public participation promotes sustainable decisions by recognizing and communicating the needs and interests of all participants, including decision-makers
4. Public participation seeks out and facilitates the participation of those potentially affected
5. Public participation seeks input from participants in designing how they participate
6. Public participation provides participants with the information they need to participate in a meaningful way
7. Public participation communicates to participants how their input affected the decision.

Values and communities of interest

Organisations also have values and it is as important to explore these when engaging communities as it is to explore those of individuals.

Decision based engagement

The purpose of engaging the community is to help make decisions. Receiving information from community without clear decision raises expectations without a clear idea of what will happen next.

Engaging the community ensures that Council’s decision-making processes are transparent; accountable and conducted in a spirit of partnership between the Council and the community.

Goal based engagement

Community engagement is an outcomes based activity. The level to which Council chooses to engage with stakeholders is driven by clear goals across a spectrum of activities. Increasing the level of participation will increase community expectation that their input will influence the outcome.

Inform	Consult	Involve	Collaborate	Empower
Public participation goal	Public participation goal	Public participation goal	Public participation goal	Public participation goal
To provide the public with balanced and objective information to assist them in understanding the problems, alternatives, opportunities and/or solutions.	To obtain public feedback on analysis, alternatives and/or decisions.	To work directly with the public throughout the process to ensure that public concerns and aspirations are consistently understood and considered.	To partner with the public in each aspect of the decision including the development of alternatives and the identification of the preferred solution.	To place final decision-making in the hands of the public.
Promise to the public	Promise to the public	Promise to the public	Promise to the public	Promise to the public
We will keep you informed.	We will keep you informed, listen to and acknowledge concerns and provide feedback on how public input influenced the decision.	We will work with you to ensure that your concerns and aspirations are directly reflected in the alternatives developed and provide feedback on how public input influenced the decision.	We will look to you for direct advice and innovation in formulating solutions and incorporate your advice and recommendations into the decisions to the maximum extent possible.	We will implement what you decide.

Source: (IAP2)

Actions and Responsibilities

Responsibility for undertaking community engagement

Assigned program/project officer will:

- Take responsibility for ensuring effective community engagement for the project or programme requiring it.
- the project/programme officer will at the start of any decision making process:
 - assess the impact of that decision upon the community of interest
 - assess the impact community may have on Council's ability to implement that decision
 - when these impacts are identified - develop, implement and resource community engagement plans that foster a transparent and accountable decision making process
 - assign resources to manage and implement this community engagement plan
 - register the project on the community engagement tracker
- Engagement plans will clearly articulate;
 - The decision in which community and other stakeholders are participating
 - A risk rating based on the impact of a decision on a community and upon the impact stakeholders may have on implementing a decision
 - The goals, with respect to the IAP2 spectrum, for involving stakeholders in the decision process
 - What is negotiable and what is non-negotiable in the decision process
 - What methods Council will use to engage with the community and other stakeholders
 - A timeline for engagement activities
 - A comprehensive stakeholder register
- Where a decision is assessed to have a low to moderate impact on the community of interest, community engagement plans can be approved by Group Managers after consultation with the relevant General Manager. Where a decision is assessed as having a high impact on the community of interest, community engagement plans must be approved by General Managers, who will determine if it needs referring to ELG and/or CLG.

The Marketing and Communications Community Engagement Team will

- coordinate community engagement training
- provide support to internal clients in planning and implementing community engagement plans
- provide templates to assist officers to develop community engagement plans
- maintain and update Council's "Community Connection Centre" an online resource centre for engagement activities
- ensure online tracker is maintained and updated as necessary

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- coordinate Council's annual report to the State Government on community engagement activities
- maintain and coordinate Council's online engagement programme "Redlands Pulse"
- undertake limited specific high level community engagement planning as directed by General Manager, Governance.

The Community Engagement team can also provide event support for engagement activities. This support is contingent on approval from the Manager, Communications and Marketing.

The Marketing and Communications Media and Marketing unit should also be involved to provide a supportive communications strategy for the community engagement activity.

Tracking community engagement

Under the Local Government Act 2010 Council must provide an annual report on activities classified as community engagement. To facilitate this process Council has created the online "Community Engagement Tracker". This is located on Council's intranet [insert hyperlink] and must be used by all Council officers involved in community engagement. The tracker provides a detailed process to follow in all community engagement activities.

When should community engagement be used?

Engaging the community early in the decision process provides stakeholders with the greatest opportunity to influence the decision outcome as well as reducing the potential for stakeholder opposition to impact negatively on the decision process.

Identifying communities of interest

IAP2 defines the community as "any individual or group of individuals, organisations or political entities with an interest in the outcome of a decision."

The community of interest for a decision includes internal and external stakeholders. It may also include other agencies such as regulatory authorities, government agencies and community interest groups.

External stakeholders may include residents in a single street, members of a sporting or cultural group, or individuals with a strong interest.

It is important to identify as wide a range of stakeholders as possible to ensure all voices and positions are heard.

Understanding the community of interest

Useful tools that help identify who to engage include

- Demographic and economic research
- Interest profile (for example, hobbies; sporting activities; cultural activities)
- Behavioural profiles

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- Education profile
- Existing community groups.

The type of research undertaken should reflect the type of decision being considered.

Engagement techniques that facilitate participation should be assessed with respect to the decision to be made and the community of interest impacted by that decision. In some cases a variety of engagement techniques that are accessible to a cross section of the community should be used.

Identifying hard to reach populations such as youth, indigenous and those who work full time; and in differently locations should occur, and where use, targeted activities devised to ensure these voices are heard.

Major steps in planning community engagement

1. Gain internal commitment
 - identify the decision maker
 - clarify the problem, opportunity or decision
 - identify the stakeholders (including divisional Councillor) and issues
 - assess legislative requirements
2. Learn from the public
 - understand how people perceive the decision
 - develop a comprehensive list of stakeholders
 - correlate stakeholders and issues
3. Select the level of participation
 - assess internal and external expectations
 - select the level of the IAP2 spectrum
 - assess the Council's readiness to engage
4. Define the process and participation objectives
 - understand the existing decision making process
 - set public participation objects for each step in the decision process
 - confirm that objectives meet stakeholder needs
5. Develop the community engagement plan
 - integrate baseline data into the document
 - identify techniques
 - identify support elements for the plan
 - establish evaluation methodology.

Identifying engagement techniques

It is important to use techniques that meet the goals of the engagement activity.

Inform	Consult	Involve	Collaborate	Empower
Public participation goal	Public participation goal	Public participation goal	Public participation goal	Public participation goal
To provide the public with balanced and objective information to assist them in understanding the problems, alternatives, opportunities and/or solutions.	To obtain public feedback on analysis, alternatives and/or decisions.	To work directly with the public throughout the process to ensure that public concerns and aspirations are consistently understood and considered.	To partner with the public in each aspect of the decision including the development of alternatives and the identification of the preferred solution.	To place final decision-making in the hands of the public.
Example of techniques to consider	Example of techniques to consider	Example of techniques to consider	Example of techniques to consider	Example of techniques to consider
<ul style="list-style-type: none"> • Fact sheets • Web sites • Open houses • Panel discussion 	<ul style="list-style-type: none"> • Focus groups • Surveys • Public meetings 	<ul style="list-style-type: none"> • Workshops • Deliberative forums • Speakout 	<ul style="list-style-type: none"> • Citizens' advisory committees • Participatory decision making • Enquiry by design 	<ul style="list-style-type: none"> • Citizens' jury • Ballots • Delegated decisions

These and many other community engagement techniques are described on the Community Connections Centre intranet page and also in Council's Community Development Guidelines.

Example of how engagement can be used through a decision process:

Park master planning

At the initiation of this type of project Council may chose to involve members of the community to generate a vision of what the park could look like and to define a scope that ensures that the final design meets the needs of the local community or identified uses and define the parameters of the masterplanning process and project limitations or constraints and timeframes for implementation.

Demographic and behavioral profiling could be used to identify potential and existing users.

These community members could participate through one-on-one meetings; focus groups; and project steering groups. Art and creative processes could also be used to engage youth and children who are unlikely to participate in more formal activities.

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Council may later chose to **consult** with a broader cross section of the community on two or three preferred design options. This could be done via a newsletter and survey, distributed to local residents, that outlines the decision process to date and seeks comment on the preferred options. Council may choose to replicate this on the internet or in a newspaper to seek input from a wider segment of the population.

After a design has been selected and budget has been allocated Council would then **inform** the community of interest of the outcome of the decision process; how community input has been used to guide the process and when construction is likely to begin.

Example of activities that fall outside the scope of these guidelines

Seniors Disaster Awareness Initiative

The purpose of this project was to support seniors to be prepared for potential emergencies or disasters prior to them occurring.

This project used a public event "The Emergency Household Preparedness Day" where the community of interest (seniors) could participate in a range of interactive educative activities.

Although this event used techniques commonly associate with community engagement, such as small table conversations, there was no opportunity for residents to contribute to a decision process or to provide feedback to Council on how it manages emergency and disaster planning.

Legislated requirements for community engagement

Community engagement is mandatory under the following legislation.

The following are extracts from Queensland State legislation.

Aboriginal Cultural Heritage Act 2003

Division 3 s70 Consultation supporting cultural heritage study

Division 4 Development of cultural heritage management plan s104 Consultation

(1) Subjects for consultation may include, but are not limited to, the following:

- (a) the nature and extent of known Aboriginal cultural heritage in the plan area;
- (b) the reasonable requirements for the carrying out of a site survey of Aboriginal cultural heritage in the plan area, and the results of the survey if it is carried out;
- (c) reasonable travel and accommodation requirements for endorsed parties;
- (d) workplace health and safety issues arising out of any site survey or investigation carried out in developing the plan;
- (e) the number of endorsed parties, or nominees of endorsed parties, who can reasonably be involved in any site survey.

Coastal Protection and management Act 1995

Part 2 Objects and achievement of coastal management s4 how coastal management is achieved

Coastal management is to be achieved by coordinated and integrated planning and decision making, involving, among other things, the following:

- (a) Coastal management plans
 - preparing coastal management plans that:
 - state principles and policies for coastal management
 - identify key coastal sites and coastal resources in the coastal zone and planning for their long term protection or management
 - are developed in consultation with the public
 - have regard to Aboriginal tradition and Island custom of Aboriginal and Torres Strait Islander people particularly concerned with land affected by the plans.

Environmental Protection Act 1994

Part 2 Object and achievement of act s6 Community involvement in administration of act

This Act is to be administered, as far as practicable, in consultation with, and having regard to the views and interests of, industry, Aborigines and Torres Strait Islanders under Aboriginal tradition and Island custom, interested groups and persons and the community generally

Subdivision 5 environmental management

(2) In deciding the best practice environmental management of an activity, regard must be had to the following measures—

- (c) public consultation carried out by the person;

Iconic Queensland places Act 2008

Division 2 Requirements for all types of proposed actions s62 Requirements for consultation

- (1) This section applies if the local government engages in public consultation about taking the proposed action.
- (2) The local government must, in any public notice it gives for the consultation, identify the place and state that:
 - (a) the proposed action, if taken, will have effect in the place; and
 - (b) the local government has prepared a report evaluating the effect of taking the proposed action on the place's iconic values; and
 - (c) the report is available for inspection at the local government's public office and on its website.
- (3) The local government must during the period in which it engages in the consultation—
 - (a) allow any person to inspect the report free of charge at its public office when the office is open for the transaction of public business; and
 - (b) keep the report available for inspection on its website.

Land Act 1994

Part 2 s4 Object of this Act

In the administration of this Act, land to which this Act applies must be managed for the benefit of the people of Queensland by having regard to the following principles:

- consultation with community groups, industry associations and authorities is an important part of the decision making process.

The Local Government Act 2009 Part 3.4(a)

"A local government must prepare and adopt a long term community plan that:

- outlines the local government's goals, strategies and policies for implementing the local government's vision for the future of the local government area, during the period covered by the plan."

Local Government Act 2009 (Finance Plans and Reporting) Regulation 2010

Division 4 s125 Process for preparing a long-term community plan

Community input phase

The local government engages with the community, in a way that is consistent with the community engagement policy, to identify and prioritise the planning themes on which the development of the long-term community plan is based.

Community vision phase:

- The local government develops its vision for the future of the local government area having regard to its engagement with the community.

Community validation phase. The local government:

- (a) reviews the vision for the local government area; and
- (b) prepares a draft long-term community plan; and
- (c) engages with the community about its vision for the local government area, the planning themes on which the development of the long-term community plan is based and the draft long-term community plan.

Division 4 s127 Long-term community plan contents

- (1) The long-term community plan must state:
 - (a) how the local government engaged with the community in preparing the plan and the extent to which the engagement was consistent with the local government's community engagement policy.

Division 4 s128 Community engagement for reviewing long-term community plan

- (2) The local government must, for carrying out the annual review, engage with the community in a way that is consistent with its community engagement policy.
- (3) The report on the results of the annual review must state:
 - (a) how the local government engaged with the community for carrying out the review; and
 - (b) the extent to which the engagement was consistent with the local government's community engagement policy.

Division 4 s129 Changing long-term community plan

- (3) A resolution for a change under subsection (1) (b) must state:
 - (a) the reasons for changing the long-term community plan; and
 - (b) how the local government engaged with the community about the change and the extent to which the engagement is consistent with the local government's community engagement policy.

Division 5 Community engagement policy s130 Community engagement policy

- (1) A local government must prepare and adopt a policy (a community engagement policy) describing how the local government engages with the community about:
 - (a) preparing, reviewing and changing its long-term community plan; and
 - (b) any other matters mentioned in the policy relevant to establishing or reviewing the performance of its system of financial management.

Local Government Act 2009 (Beneficial Enterprises and Business Activities) Regulation 2010

Under this regulation local government must identify and assess each new significant business activity.

Division 2 s13 Consultation process for assessment

"A local government must ensure an assessment of a significant business includes a consultation process."

A consultation process may involve:

- (a) giving notice of the assessment and inviting submissions about the assessment; and
- (b) a period for submissions to be received; and
- (c) direct consultation with interested parties; and
- (d) consideration of the submissions received about the assessment; and
- (e) publishing a draft assessment report for public comment before the report is finalised.

Local Government Act 2009 – Local Government Regulations (Operations) Regulation 2010

Chapter 3: The business of local governments Part 1 Local laws s15 Information to be given to Minister—Act, 29A

For section 29A (2) (b) (iii) of the Act, the information required about a proposed local law is:

- (a) details of any consultation with the public about the proposed local law;

Natural Environment Protection Council (Queensland) Act 1994

Division 2 Making of natural environment protection measures s18 public consultation

- (1) Before making a natural environment protection measure, the Council must publish a notice—
 - (a) stating how the draft of the proposed measure and the impact statement may be obtained; and
 - (b) inviting submissions to the Council on the proposed measure, or on the impact statement, within a specified period.

Nature conservation act 1992

Part 2 object of act s 6 Community participation in administration of Act

This Act is to be administered, as far as practicable, in consultation with, and having regard to the views and interests of, landholders and interested groups and persons, including Aborigines and Torres Strait Islanders.

Recreational areas management act 2006

Part 1 s4 purpose of act

- (2) The purpose is to be achieved mainly by—
 - (a) providing for the declaration, planning and management of recreation areas, as far as practicable, in consultation with, and having regard to the views and interests of, area land-holders and other interested groups and persons, including relevant Aboriginal and Torres Strait Islander entities for the area; and
 - (b) recognising the rights and obligations of area land-holders;

Division 1 preparing and approving management plans s19 public notice of draft management plan

- (1) The Minister must give public notice of the draft plan.
- (2) The notice must—
 - (a) State—
 - (i) the recreation area the draft plan relates to; and
 - (ii) that a copy of the draft plan and the provisions of any document applied, adopted or incorporated by the plan are available for inspection, without charge—
 - during normal business hours at the department's head office and at each department office in the general area in which the recreation area is located; and
 - on the department's website; and
 - (b) invite members of the public, including area land-holders and relevant Aboriginal and Torres Strait Islander entities for the area, to make written submissions about the draft plan to the Minister, within a stated period.

Sustainable Planning Act 2009

The purpose of this Act is to seek to achieve ecological sustainability by managing the process by which development takes place, including ensuring the process is accountable, effective and efficient and delivers sustainable outcomes.

This Act defines development as:

- (a) carrying out building work
- (b) carrying out plumbing or drainage work
- (c) carrying out operational work
- (d) reconfiguring a lot
- (e) making a material change of use of premises.

Part 5: Making or amending local planning instrument. S118 content of guideline for making or amending local planning instrument

- (b) the local government to carry out public consultation about a proposal mentioned in paragraph (a) for a period (the consultation period) of at least:
 - (i) for a proposed planning scheme—30 business days; and
 - (ii) for a proposed planning scheme policy—20 business days; and
- (c) if public consultation about a proposal mentioned in paragraph (a) must be carried out:
 - (i) the local government to have available for inspection and purchase during all of the consultation period a copy of the proposed planning scheme or planning scheme policy; and
 - (ii) members of the public to make submissions to the local government about the proposed planning scheme or planning scheme policy.

Chapter 4 Planning partnerships Part 3 Masterplans Division 3 Applying for and obtaining approval for proposed master plan Subdivision 3 when consultation is required s166 Application for proposed master plan.

- (1) The applicant must give public notice of the master plan application—
 - (a) in the circumstances stated in the structure plan for the master planned area; or
 - (b) if the proposed master plan seeks to reduce the level of assessment of assessable development requiring impact assessment stated in the structure plan as being capable of being reduced in a master plan to—
 - (i) self-assessable development; or
 - (ii) development requiring compliance assessment; or
 - (iii) assessable development requiring code assessment.

Chapter 6 Integrated development assessment system Part 4 Notification stage Division 2 Public notification

- s297 Applicant or assessment manager to give public notice of application
- s298 Notification period for applications
- s299 Requirements for particular notices

Sustainable Planning Act 2009 – Sustainable planning regulation 2009

Part 3 Division 1 General

- s16 Requirements for placing public notices on land
- s17 Development for which particular applications require public notification—Act, s298

Reference Documents

This Guideline has been developed to support the application or administration of the Community Engagement Policy POL-3053.

Community Connections Centre on intranet site.

Community Engagement online tracker on intranet site.

Associated Documents

International Association for Public Participation (IAP2) spectrum, core engagement values

Twyford et al. (2006). *Beyond public meetings: connecting community engagement with decision - making*. Vivian Twyford Communication Pty Ltd.

Document Control

Only the General Manager, Governance can approve amendments to this guideline. Please forward any requests to change the content of this document to the Manager

Approved amended documents must be submitted to the Office of the Chief Executive Officer to place the document on the Policy, Guidelines and the Procedures Register.

Community Engagement Policy

Head of Power

The Local Government Act 2009 4.2.a includes as one of its core principles, “democratic representation, social inclusion and meaningful community engagement”.

The *Regulations to the Local Government Act 2009* require councils to:

- prepare and adopt, by resolution, a community engagement policy describing how the local government must consult with the community about preparing its long-term plans
- ensure the community engagement policy provides for maximum community involvement in the local government’s preparation of long term plans
- ensure each long-term plan is consistent with the community engagement policy.

Redlands 2030 Community Plan expresses its commitment to community engagement in its vision outcome: “Inclusive and ethical governance”

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

Key supporting Council documents

Council’s Corporate Policy 3087 “Strong communities” defines a connected community with these characteristics:

- people choose to be actively engaged with each other and in their community in numerous ways
- people have meaningful participation in democratic processes at all levels.

Definitions

Community engagement is any process where Council involves the community in problem solving or decision making and uses community input to make a decision. (International Association of Public Participation)

Community engagement spectrum is a range of activities extending from informing the community of change; providing the community opportunity to comment on a range of alternatives; through to empowering the community to make a final decision. Increasing participation by the community in decision increases the expectation by the community that their input will be used to influence the decision.

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Communities of interest are defined as individuals; groups of individuals, organisations or political entities and other stakeholders that have an interest in the outcome of a decision. This can include residents; rate payers; businesses; interest groups; and may include other levels of government. These stakeholders may have a diversity of interests and can be impacted by a decision in different ways.

Policy Objective

Council engages with the community on diverse issues that affect them and uses meaningful tools to ensure that the community is informed; has opportunities to contribute to the policy making process; and is educated about matters that impact on their lives.

This policy provides direction for community engagement including how Council engages, ranging from providing information to empowerment; planning and implementing community engagement; and criteria to support decisions about when to engage the community on matters that affect them.

The policy objective is effective and efficient community engagement that delivers quality decision making in Redland City.

Policy Statement

Council is committed to:

- undertake, purposeful engagement with the local community and other stakeholders;
- clearly articulating the purpose and goals of the engagement that set clear stakeholder expectations on how their input is used in the engagement process
- ensure information and communication is timely and accurate
- involve community and other stakeholders
- target the ways in which we engage with the community to acknowledge community diversity
- uses tools to ensure that communities are demographically represented, socially included and meaningfully engaged in decisions that affect them
- collaborate with other agencies to coordinate community engagement at local and regional levels
- build engagement skills and knowledge across Council
- measure the effectiveness of community engagement; and
- report on community engagement activities.

Council will produce an annual report on community engagement activities.

Related documents

GL 3053 – 001 Guidelines for community engagement

PR 3053 – 001 – 001 Procedure for tracking community engagement

Community Connections Centre intranet website

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14.1.2 CORPORATE BALANCED SCORECARD REPORT - AUGUST 2010

Datworks Filename: GOV Corporate BSC Monthly Reporting to Committee

Attachment: [Balanced Scorecard Report August 2010](#)

Responsible Officer Name: Luke Wallace
Manager Corporate Planning Performance & Risk

Author Name: Jo Jones
Service Manager, Corporate Planning & Performance

EXECUTIVE SUMMARY

The monthly Corporate Balanced Scorecard report 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 our 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 2010 -15.

The overall rating for August 2010 is satisfactory with a weighted score of 1.57.

PURPOSE

To provide Council with the Corporate Balanced Scorecard report for the financial year to August 2010.

BACKGROUND

The report shows results against each key performance indicator (KPI) for the current month and the previous twelve 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 one of the attached 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 is 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.

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 will be provided in this covering report.

ISSUES

Decisions Issued on Development Applications

A new chart has been created to show clearer data on all decisions issued within IDAS timeframes as well as providing a breakdown of actual time taken for decisions over 4 categories (15-20 days, 20-40 days, 40-60 days, > 60 days). It is felt that this approach will provide more transparency around actual times taken over decisions.

Internal Audit Actions Implemented Within Agreed Timeframes

It is noted that improvement continues to be made towards returning this measure to a satisfactory standard. There were only two low risk audit actions falling due in August that sought extension and these will be further explained at the next Audit Committee.

Workplace Health and Safety Measures

- The implementation of the safety management plan remains slightly below target. Whilst resources have been focused on WH&S audits in recent months, the opportunity now exists to concentrate resources on the WH&S management plan actions and significant progress is anticipated in upcoming months.
- There were three relatively minor lost time injuries in the month of August all occurring in Customer Services Department. All injuries are being reviewed in accordance with normal practice to ensure appropriate remedial steps are taken if possible.

RELATIONSHIP TO CORPORATE PLAN

The recommendation primarily supports Council's commitment to Inclusive and Ethical Governance. Strategy 8.5 within the Corporate Plan states that Council will be transparent and consistent in the way we manage the organisation, its risks and obligations and ensure we are delivering against our priorities. As part of the Organisational Development Plan, Council is currently reviewing its corporate performance management arrangements and the results of this project will be presented to Council during 2010/11.

FINANCIAL IMPLICATIONS

There are no implications for the Planning Scheme arising from this report.

CONSULTATION

The data in this report was provided by responsible managers and has been compiled by the Corporate Planning, Performance & Risk Group.

OPTIONS**PREFERRED**

That Council resolve to note the Corporate Balanced Scorecard for August 2010 as attached.

ALTERNATIVE

That Council resolve to note the Corporate Balanced Scorecard for August 2010 and request additional information.

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

Moved by: Cr Ogilvie
Seconded by: Cr Reimers

That Council resolve to note the Corporate Balanced Scorecard for August 2010, as attached.

CARRIED



Redland City Council Balanced Scorecard

August 2010

Corporate Balanced Scorecard

Page		Target	Actual	
Redland City Council Scorecard			1.57	■
Financial Perspective			3.20	■
3	Earnings before interest tax & depreciation savings to budget	2.00%	43.00%	✓
3	Cash levels within targets	5.00	5.62	■
3	Capital works program financial performance	4.00%	0.00%	■
Customer Perspective			0.46	✗
4	Capital works program practical completion	97.00%	93.88%	✗
4	Decisions Issued on Development Applications Within Month	100.00%	96.39%	■
4	Decisions on Development Applications Within IDAS Timeframes	100.00%	86.75%	■
Internal Processes Perspective			1.00	✗
5	Asset management plans actions implemented	95.00%	91.00%	■
5	Internal audit actions implemented within agreed timeframes	99.75%	77.70%	✗
People & Learning Perspective			-0.17	✗
6	Workplace Health & Safety Management Plan actions completed	9.00%	5.36%	✗
6	Lost time injury frequency rate	13.00	34.10	✗
6	Workers' Compensation Hours Lost	484	128	✓

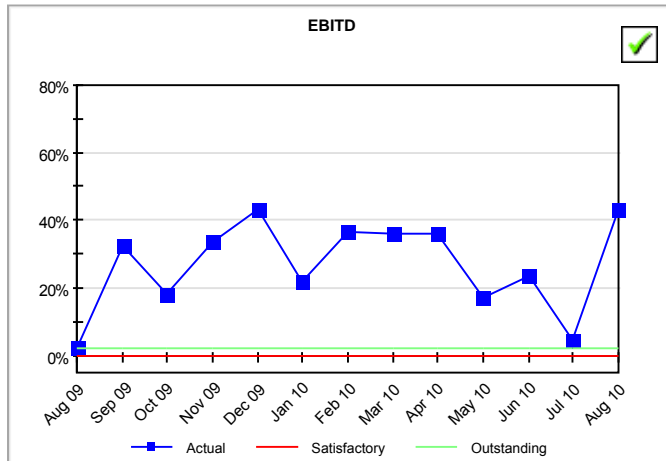
Outstanding ✓

Satisfactory/Above Standard ■

Unsatisfactory ✗

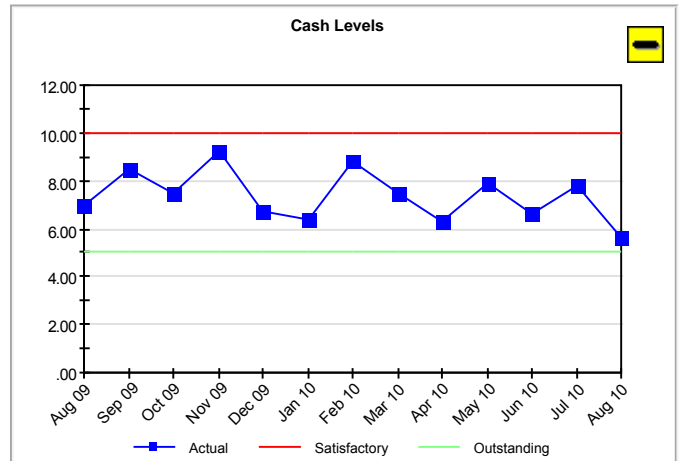
Financial Perspective

Earnings before interest tax & depreciation savings to budget



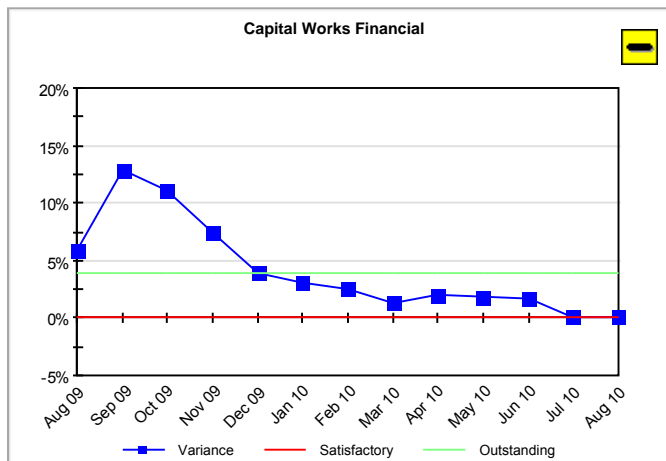
EBITD actual \$11.2M compared to YTD Budget \$7.8M giving favorable variance of \$3.4M. Further accruals will be processed over the next week narrowing this variance.

Cash levels within targets



Cash balances totalled \$80.9M at 30/6/10. Cash operating costs to 31/8/10 including interest costs were \$28,785 giving average monthly costs of \$14,392.

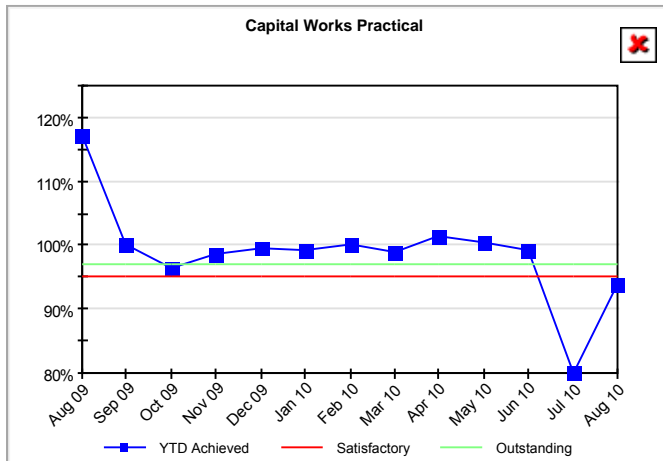
Capital works program financial performance



There were no departmental planned completed capital works for this month.

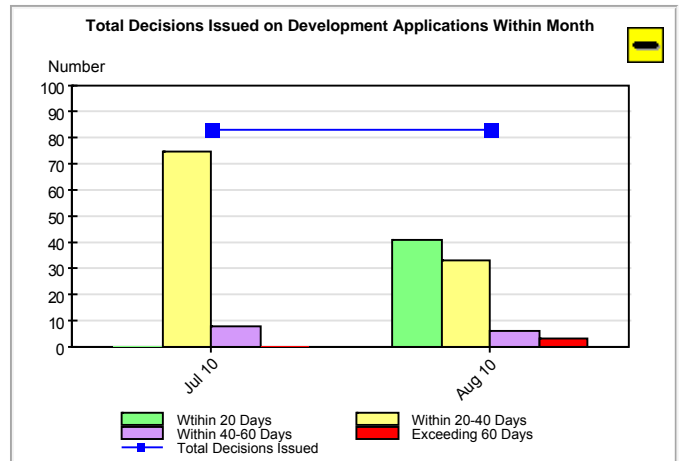
Customer Perspective

Capital works program practical completion



Project Delivery Group was the only group with milestones due to be completed on capital projects for this month.

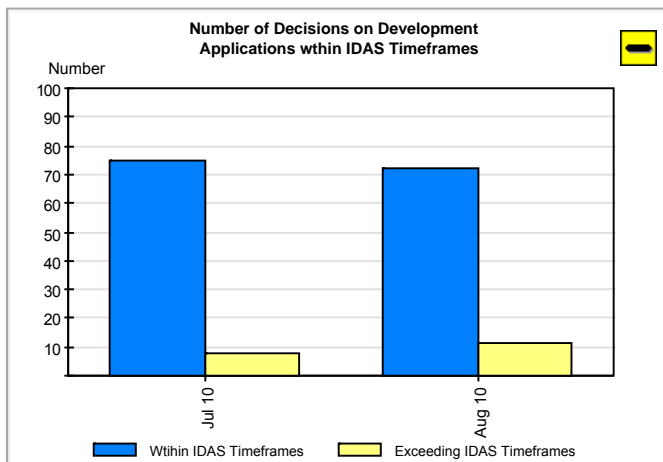
Total Decisions Issued on Development Applications within month



The number of applications lodged was 93 in the month of August. 83 decisions were issued in August, including the approval of 6 plans of survey.

Total decisions issued within 15-20 days - 41, within 20-40 days - 33, within 40-60 days - 6 and exceeding 60 days - 3.

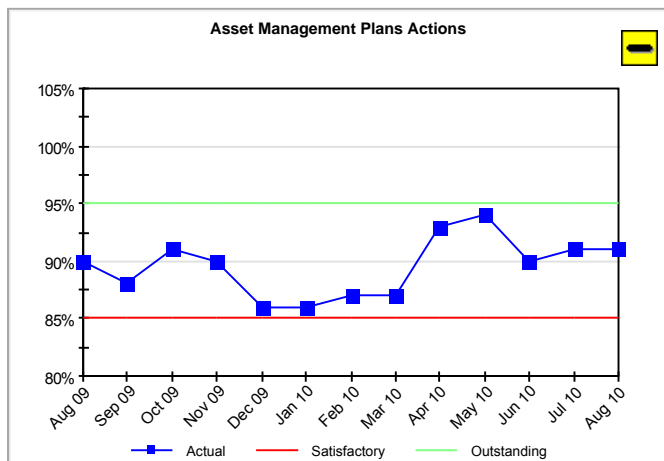
Number of Decisions on Development Applications Within IDAS Timeframes



87% of decisions were decided within IDAS timeframes, which is satisfactory. Engineering Assessment have achieved 71% of applications issued within IDAS timeframes. Planning Assessment have achieved 98% of applications issued within IDAS timeframes which is above standard result.

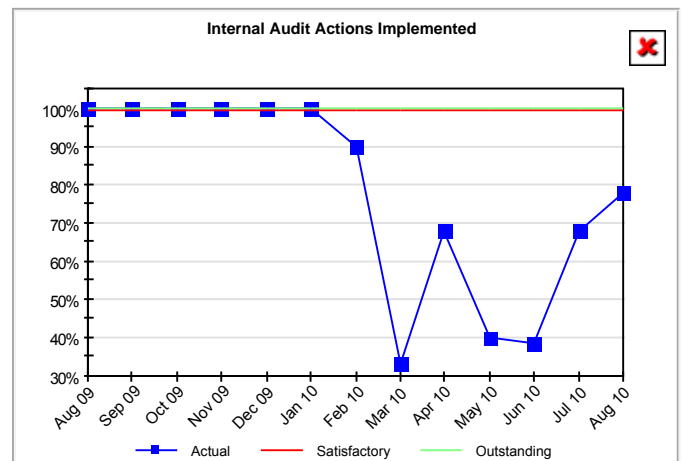
Internal Processes Perspective

Asset Management Plans Actions implemented



Of the 344 items due 313 have been completed with 5 completed before due. A total of 31 actions remain overdue.

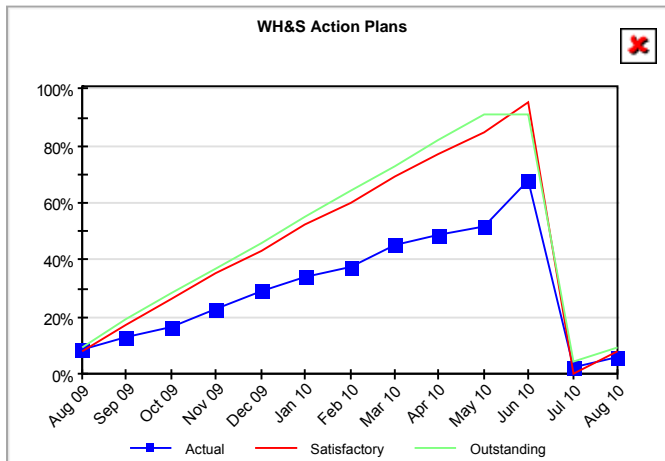
Internal audit actions implemented within agreed timeframes



Of the nine recommendations due for implementation by the end of August 2010, seven (77.7%) have been satisfactorily implemented and closed whilst two (22.2%) have sought extensions. The two low rated recommendations seeking extensions have previously been extended, and will therefore be presented to the Audit Committee for their consideration in October. Prior to the Audit Committee, Internal Audit will continue to monitor the progress of these recommendations.

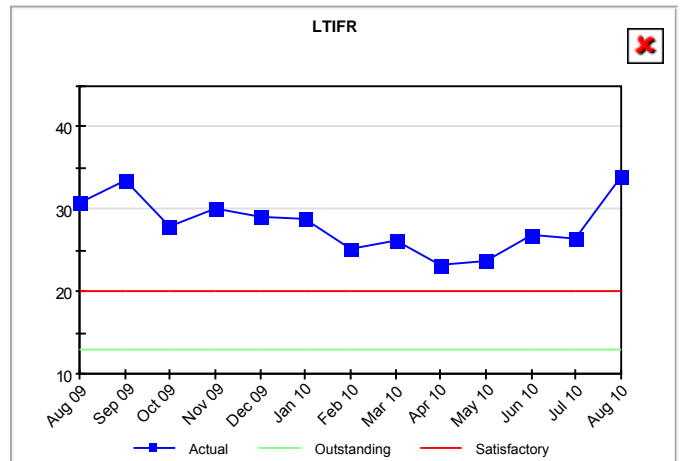
People & Learning Perspective

**Funded Workplace Health & Safety
Management Plan actions completed**



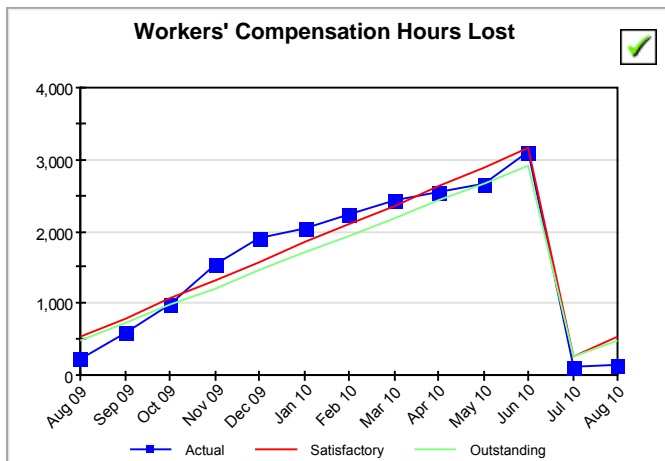
Planning is underway to fully implement the Safety Management Plan for 10/11. No full safety inspections have been undertaken but there have been preliminary visits in preparation for the full safety inspections.

Lost time injury frequency rate



Three injuries this month. All cases were within Customer Services Department. One injury was an injured shoulder, one was a lower back strain and the other was neck strain.

Workers' Compensation Hours Lost



A total of 127.75 hours lost this month (250.25 hours YTD). All injured employees are actively assisted by Redland Workcover rehabilitation staff to return to work.

14.1.3 COUNCILLORS' ACCIDENT INSURANCE COVERAGE

Datworks Filename: RM Liability Insurance
Responsible Officer Name: Nick Clarke
General Manager Governance
Author Name: Ian Waters
Service Manager, Risk & Liability Services

EXECUTIVE SUMMARY

At present all councillors are insured under a personal accident insurance policy. Whereas in the past, councillors could not be covered for workers' compensation under Council's self-insurance licence, the *Workers' Compensation & Rehabilitation Act 2003* now allows councillors to be covered. This report balances the options now available to councillors for personal accident insurance and recommends that the current policy be renewed.

PURPOSE

The purpose of this report is to provide an overview of the options available for councillors' personal accident insurance to enable the appropriate coverage to be arranged.

BACKGROUND

The *Local Government Act 2009* authorises Council to provide either personal accident insurance, or workers' compensation insurance, for councillors with respect to injuries sustained while engaged on official duties.

Initially, Council was unable to provide protection for its councillors under our own workers' compensation self-insurance licence. This situation was exacerbated by WorkCover Queensland refusing to provide workers' compensation cover in instances where they were not a council's workers' compensation insurer.

Section 68A of the *Workers' Compensation & Rehabilitation Act 2003* now allows councillors to be covered under their council's self-insurance arrangements. Given this development, a comparison of the conditions of personal accident insurance coverage, as opposed to workers' compensation insurance coverage, has been undertaken and reveals as follows:

Personal Accident Insurance	
Estimated Total Cost of Coverage	\$3,000 (ex GST)
Duration of Cover	100% wages for 3 years with a 7 day excess
Death Benefit	\$500,000
Medical Expenses	\$10,000 (80% non-Medicare items and will cover private hospitalisation)
Age Limit	16 – 75 years

Workers' Compensation Insurance			
Estimated Total Cost of Coverage			\$15,823
Duration of Cover			100% wages for first 26 weeks, 75% for the next 78 weeks with a further reduced amount over the next 3 years according to extent of injury and a complicated formula
Death Benefit			\$458,370
Medical Expenses			Reasonable expenses (unspecified amount)
Age Limit			Unspecified

ISSUES

- Initially the only way Council could cover councillors for injuries sustained whilst performing their duties was via personal accident insurance;
- The *Workers' Compensation & Rehabilitation Act 2003* now provides for councillors to be covered under Council's self-insurance workers' compensation licence;
- A comparison of the two options indicates that personal accident insurance is by far the cheaper option;
- In terms of other benefits, personal accident insurance also provides a better package overall in areas such as loss of wages and death benefits;
- The workers' compensation option would seem to be better in terms of medical expenses, though the personal accident insurance does provide reasonable coverage in this area;
- On balance the personal accident insurance option clearly seems to be more attractive, though councillors may wish to consider their options in terms of private health insurance.

RELATIONSHIP TO CORPORATE PLAN

The recommendation primarily supports Council's Corporate Plan Outcome:

9. An efficient and effective organisation:

9.4 Provide a safe place for staff (Councillors) to work in and support the health and wellbeing of our people (including Councillors).

FINANCIAL IMPLICATIONS

The renewal of Council's personal accident insurance premium for councillors is expected to cost around \$3,000 per annum, which is in line with the amount that has been paid in recent years.

CONSULTATION

Consultation on this matter has been undertaken with councillors and the executive leadership group.

OPTIONS**PREFERRED**

That Council resolve to continue to insure Councillors for injuries incurred while performing their official duties via the placement of personal accident insurance.

ALTERNATIVE

That in future, Councillors be covered for injuries incurred while performing their official duties through Council's workers' compensation self-insurance licence.

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

Moved by: Cr Ogilvie
Seconded by: Cr Reimers

That Council resolve to continue to insure Councillors for injuries incurred while performing their official duties via the placement of personal accident insurance.

CARRIED

14.2 CORPORATE SERVICES

14.2.1 VALUELESS LAND

Datworks Filename: FM Valueless Land
Attachment: [Schedule 58](#)
Responsible Officer Name: Martin Drydale
General Manager Corporate Services
Author Name: Noela Barton
Service Manager Revenue & Recovery

EXECUTIVE SUMMARY

A local government may, by resolution, decide to acquire land for overdue rates or charges if the following requirements are met:

there are overdue rates or charges on land in a local government area; and

the liability to pay the overdue rates or charges is not the subject of court proceedings; and

some of the overdue rates or charges have been overdue for at least 3 years; and

the person who is liable to pay the overdue rates or charges has an interest in the land that a corporation is not prohibited from holding (for example, a life interest in land); and

either of the following applies—

- (i) the total amount of the overdue rates or charges is more than the value of the land and the land is considered to be—
 - a. valueless; or
 - b. of so little value that, if it were sold, the proceeds of the sale would be less than the amount of the overdue rates or charges;
- (ii) the total amount of the overdue rates or charges is more than the market value of the land.

(Section 81 of the Local Government (Finance, Plans and Reporting) Regulation 2010)

A review of overdue rate accounts has identified 16 properties (described in the attached 'Schedule 58') where all attempts to locate and/or recover the overdue rates and charges have failed and the properties meet the requirements of section 81. The properties share the following characteristics:

- Zone: Conservation;
- Sub-area zone: CN1;
- Land use: Vacant;

- Unlikely to receive building approval.

To acquire land for overdue rates or charges the following steps are taken:

1. Issue a notice of intention to acquire the land to all interested parties to the land.
2. If the overdue rates or charges are not paid in full within 6 months of giving the notice of intention procedures for acquiring the land may start. However procedures must end if the amount of the overdue rates or charges and all expenses incurred in attempting to acquire the land are paid.
3. Discharge the overdue rates or charges for the land.
4. Give the registrar of titles a request, in the appropriate form, to record Redland City Council as the registered owner of the land.
5. Once recorded as the registered owner of the land, remove the reference to the land from the land record.

This report requests that Council resolve as follows:

1. To issue a notice of intention to acquire the land for overdue rates and charges to all interested parties to the land; and
2. That the Chief Executive Officer be delegated authority to sign transfer documents for land where rates and charges are not paid in full within six (6) months from the issue date of the Notice of Intention to Acquire.

PURPOSE

This report requests Council resolve to acquire the land identified in Schedule 58 for overdue rates and charges.

BACKGROUND

A review of overdue rate accounts has identified 16 properties (described in the attached 'Schedule 58') where all attempts to locate and/or recover the overdue rates and charges have failed and the properties meet the requirements of section 81.

ISSUES

A local government may, by resolution, decide to acquire land for overdue rates or charges if the following requirements are met:

- a) there are overdue rates or charges on land in a local government area; and
- b) the liability to pay the overdue rates or charges is not the subject of court proceedings; and
- c) some of the overdue rates or charges have been overdue for at least 3 years; and

- d) the person who is liable to pay the overdue rates or charges has an interest in the land that a corporation is not prohibited from holding (for example, a life interest in land); and
- e) either of the following applies—
- (i) the total amount of the overdue rates or charges is more than the value of the land and the land is considered to be—
 - a. valueless; or
 - b. of so little value that, if it were sold, the proceeds of the sale would be less than the amount of the overdue rates or charges;
 - (ii) the total amount of the overdue rates or charges is more than the market value of the land.
- (Section 81 of the *Local Government (Finance, Plans and Reporting) Regulation 2010*)

A review of overdue rate accounts has identified 16 properties (described in the attached 'Schedule 58') that meet the requirements of section 81. The properties share the following characteristics:

- Zone: Conservation;
- Sub-area zone: CN1;
- Land use: Vacant;
- Unlikely to receive building approval.

It is unlikely that payment on these properties will be received. The following is a summary of the position with each account.

Property Number	Collection Summary
15978 & 16554	Registered owners reside overseas. Quarterly rate notices and reminder notices continue to issue with no returned mail. Attempts to contact have failed.
17938 24767 24788 35231 37551 204426 & 204425	Quarterly rate notices and reminder notices continue to issue and are returned unclaimed. All attempts to locate the registered owners have failed.
21614 33419 24660 49050 & 49051	Quarterly rate notices and reminder notices continue to issue with no returned mail. All attempts to contact registered owners have failed.
26291	In April 2009, the registered owner contacted and stated he did not want anything further to do with payment of the rates and charges.

Property Number	Collection Summary
45812	Since 2008 the registered owner has been trying to voluntary transfer the land to Council in lieu of payment of overdue rates and charges. He has been unable to locate the original title deed and therefore is unable to complete the transaction. He wants nothing further to do with the land as it cannot be developed.

To acquire land for overdue rates or charges the following steps are taken:

1. Issue a notice of intention to acquire the land to all interested parties to the land.
2. If the overdue rates or charges are not paid in full within 6 months of giving the notice of intention procedures for acquiring the land may start. However procedures must end if the amount of the overdue rates or charges and all expenses incurred in attempting to acquire the land are paid.
3. Discharge the overdue rates or charges for the land.
4. Give the registrar of titles a request, in the appropriate form, to record Redland City Council as the registered owner of the land.
5. Once recorded as the registered owner of the land, remove the reference to the land from the land record.

This report requests that Council resolve to acquire the land identified in Schedule 58 for overdue rates and charges.

RELATIONSHIP TO CORPORATE PLAN

The recommendation primarily supports Council's strategic priority 9.5 Ensure robust long term financial planning is in place to protect the financial sustainability of Council.

FINANCIAL IMPLICATIONS

The current amount of rates and charges to be discharged is \$51,433.53.

The cost to Council for maintenance of each block is anticipated to be low. Except for one property the land carries insurmountable drainage constraints, therefore maintenance will not include mowing, however it will be inspected within the normal schedule for weed issues and vegetation protection.

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

Service Manager Parks and Conservation

OPTIONS**PREFERRED**

Council resolve as follows:

1. To issue a notice of intention to acquire the land for overdue rates and charges to all interested parties to the land; and
2. That the Chief Executive Officer be delegated authority to sign transfer documents for land where rates and charges are not paid in full within six (6) months from the issue date of the Notice of Intention to Acquire.

ALTERNATIVE

Legal action is not cost effective as in most instances the whereabouts of the owners are unknown and considered inappropriate due to the nature of the land concerned.

The alternative is to take no action against the defaulting registered owners, however this may long-term adversely impact on Council's strategic priority 9.5.

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

Moved by: Cr Ogilvie
Seconded by: Cr Reimers

That Council resolve as follows:

1. To issue a notice of intention to acquire the land for overdue rates and charges to all interested parties to the land; and
2. That the Chief Executive Officer be delegated authority to sign transfer documents for land where rates and charges are not paid in full within six (6) months from the issue date of the Notice of Intention to Acquire.

CARRIED

REDLAND CITY COUNCIL
Schedule 58

Property No.	Legal Description	Locality	Zone	Sub-Area Zone	Area M²	Unimproved Value	Period Overdue	Total Rates and Charges Outstanding 25/8/2010
15978	Lot 520 RP 118048	Macleay Island	Conservation	CN1	1776	\$500	3 yrs 7 mths	\$5,049.73
16554	Lot 22 RP 118042	Macleay Island	Conservation	CN1	620	\$500	3 yrs 10 mths	\$2,239.66
17938	Lot 115 RP 111528	Macleay Island	Conservation	CN1	741	\$500	7 yrs 1 mths	\$9,727.38
21614	Lot 1 & 2 RP 128906	Russell Island	Conservation	CN1	Lot 1 - 6533 Lot 2 - 574	\$500	4 yrs 4 mths	\$3,731.79
24660	Lot 234 RP 122550	Russell Island	Conservation	CN1	572	\$500	4 yrs 1 mths	\$1,203.73
24767	Lot 5 RP 122081	Russell Island	Conservation	CN1	465	\$500	3 yrs 1 mths	\$900.90
24788	Lot 438 RP 121209	Russell Island	Conservation	CN1	592	\$500	3 yrs 7 mths	\$1,053.09
26291	Lot 309 RP 128019	Russell Island	Conservation	CN1	526	\$500	4 yrs 1 mths	\$1,132.16
33419	Lot 180 RP 129103	Russell Island	Conservation	CN1	556	\$500	3 yrs 7 mths	\$982.64
35231	Lot 114 RP 129012	Russell Island	Conservation	CN1	546	\$500	4 yrs 7 mths	\$5,902.44
37551	Lot 147 RP 129103	Russell Island	Conservation	CN1	556	\$500	3 yrs 7 mths	\$1,053.09
45812	Lot 311 RP 123820	Russell Island	Conservation	CN1	546	\$500	9 yrs 7 mths	\$14,418.08
49050	Lot 90 RP 124430	Russell Island	Conservation	CN1	546	\$500	3 yrs 7 mths	\$1,052.52
49051	Lot 45 RP 124430	Russell Island	Conservation	CN1	546	\$500	4 yrs 1 mths	\$1,203.71
204426	Lot 29 S31826	Russell Island	Conservation	CN1	7171	\$500	3 yrs 1 mths	\$910.70
204425	Lot 11 S31540	Russell Island	Conservation	CN1	52230	\$500	3 yrs 1 mths	\$871.91

14.2.2 CARRYOVER FUNDING FROM 2009/2010 TO 2010/2011

Dataworks Filename: FM Carryovers
Attachment: [Carryover Funding From 2009-10 to 2010-2011](#)
Responsible Officer Name: Martin Drydale
General Manager Corporate Services
Author Name: Deborah Corbett-Hall
Acting Service Manager Budget, Financial
Modelling and Group Support

EXECUTIVE SUMMARY

This report reviews the 30 June 2010 position with regard to over and under expenditure along with the implications of the proposed carryover funding requirements from 2009/2010 being incorporated into the adopted budget for the 2010/2011 financial year.

Attached to this report are the following details:

- Revised Key Performance Indicators (KPIs) for 2010/2011;
- Revised 2010/2011 Budget Statement of Cash Flows;
- Revised 2010/2011 Budget Statement of Financial Position (Balance Sheet);
- Details of Proposed Carry Overs from 2009/2010 to 2010/2011 (summary and detail);
- Revised 2010/2011 Operating Statements, Capital Funding and Other Items.

It is proposed that Council resolve to adopt the revised budget for 2010/2011 at Redland City Council (RCC) consolidated level. In addition to this and in accordance with Section 99(2)(i) of the *Local Government (Finance, Plan and Reporting) Regulation 2010*, it is proposed that Council resolve to adopt the Redland Waste financial statements that are presented in the attached documentation. The relevant pages are outlined within the Officer's Recommendation contained in this report.

PURPOSE

To ensure budget funding exists for items requiring to be carried over across financial years from 2009-2010 to 2010-2011.

BACKGROUND

This report reviews the 30 June 2010 position with regard to over and under expenditure and implications of the proposed carry over funding requirements from 2009-2010 to the 2010-2011 budgeted financial year.

ISSUES

This proposed budget review has identified 73 carry over submissions and a summary of these items is provided on page 4 of the attached financial information. The carry over requests are predominantly made up of capital projects that were not completed during the 2009-2010 financial year, thus this review proposes that those funds be carried forward to accommodate the required expenditure and project completion in the 2010-2011 budget.

RELATIONSHIP TO CORPORATE PLAN

The recommendation primarily supports the following outcomes:

9. An efficient and effective organisation

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

FINANCIAL IMPLICATIONS

The carryovers amount to a net cash reduction of \$3.642 million and this is primarily made up of the following:

- \$4.505 million worth of capital expenditure, offset by \$1.480 million worth of capital revenue/funding associated with various capital projects; and
- \$700K worth of operational projects that were originally funded in the 2009-2010 financial year that will be completed now in the 2010-2011 financial period, offset in part by \$84K operational revenue/funding associated with various operation projects.

With respect to operational expenditure carryovers, the Planning and Policy Department has identified \$450K budget of low priority projects in the 2010-2011 programme that will be postponed and planned in a future financial year. This will support the organisation in achieving its financial sustainability in line with the recently adopted Financial Strategy. All departments will take the same consideration at the quarterly budget reviews in 2010-2011 with respect to both operational and capital expenditure as well as exploring the opportunity of additional operational revenue.

Even though this proposed review has several indicators below the desired range, the adoption of the proposed carryover items into Council's 2010-2011 budget will not impact Council's ability to make payments as they fall due.

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

All group managers in consultation with the Executive Leadership Group (ELG) undertook the development of carryover requirements. Councillors reviewed the carryover requests with ELG in a workshop held on 7 September 2010.

OPTIONS

PREFERRED

That Council resolve as follows:

1. To adopt the revised budget for 2010-2011 at Redland City Council consolidated level. This refers to adopting the following:
 - a. RCC Budgeted Statement of Cash Flows – Page 2 of attachments;
 - b. RCC Statement of Financial Position (Balance Sheet) – Page 3 of attachments;
 - c. RCC Operating and Capital Funding Statement – Page 11 of attachments; and
2. To meet the requirements of Section 99(2)(i) of the *Local Government (Finance, Plan and Reporting) Regulation 2010*, to adopt the Redland Waste Operating and Capital Funding Statement – page 16 of the attached financial information.

ALTERNATIVE

That Council resolve to not adopt the revised budget for 2010-2011 as presented in the Officer's Recommendation below.

OFFICER'S/COMMITTEE RECOMMENDATION/ COUNCIL RESOLUTION

Moved by: Cr Ogilvie
Seconded by: Cr Reimers

That Council resolve as follows:

1. To adopt the revised budget for 2010-2011 at Redland City Council consolidated level. This refers to adopting the following:
 - a. RCC Budgeted Statement of Cash Flows – Page 2 of attachments;
 - b. RCC Statement of Financial Position (Balance Sheet) – Page 3 of attachments;
 - c. RCC Operating and Capital Funding Statement – Page 11 of attachments; and
2. To meet the requirements of Section 99(2)(i) of the *Local Government (Finance, Plan and Reporting) Regulation 2010*, to adopt the Redland Waste Operating and Capital Funding Statement – Page 19 of the attached financial information.

CARRIED



2010-2011 Carryover Budget Review

For ELG & Councillor Workshop
Tuesday 7 September 2010
2.00pm to 4.00pm
Chambers

Contents Listing

<u>Details</u>	<u>Page</u>
Revised Key Performance Indicators (KPIs for 2010/11)	1
Cash Flow	2
Statement of Financial Position	3
Summary of Submissions	4
Submission Listing by Department	5 - 10
Departmental Operating & Capital Funding 10/11 Statements	11 – 17

Key Performance Indicators

Financial Stability and Sustainability Ratios	Original Budget 2010/2011	Proposed Carryover Budget Review 2010/2011
Level of dependence on General Rate Revenue Threshold set @ 45%	43.9%	43.9%
Ability to pay our bills - Current Ratio Target greater than or equal to 1.25	1.94	2.11
Ability to repay our debt - Debt Servicing Ratio (%) Target less than or equal to 10%	4.00%	4.00%
Cash Balance \$M Target \$32m to \$42m	45.000	57.749
Cash Balances - cash capacity in months Target 3 to 4 months	3.69	4.71
Longer term financial stability - debt to asset ratio (%) Target less than or equal to 10%	3.26%	3.19%
Operating Performance Target greater than or equal to 20%	3.3%	2.9%
Operating Surplus Ratio Target between 0% and 15%	-15.91%	-16.31%
Net Financial Liabilities Target less than or equal to 60%	39.52%	30.94%
Interest Cover Ratio Target between 0% and 10%	2.41%	2.41%
Asset Sustainability Ratio Target greater then 90%	74.18%	66.6%
Asset Consumption Ratio Target between 40% and 80%	41.78%	69.6%

Summary of Key Movements
<ul style="list-style-type: none"> - Decrease in anticipated end of year cash holdings of \$3.642M (from the 2009/10 ending balance of \$61.391M to \$57.749M) - Operating Performance KPI has dropped from 3.3% to 2.9% (target >20%) - Operating Surplus Ratio has worsened from -15.91% to -16.31% (target between 0% and 15%) - \$4.50M capital works carried over from 2009-2010 financial year - \$700K in operating expenditure carried over from 2009-2010 financial year - \$810K in proceeds from the disposal of assets within the Fleet Replacement Programme (capital revenue) - \$670K in various capital grants, subsidies and contributions associated with projects carried over from 2009-2010 - \$1.34M in capital expenditure Quarry Rickertt Rd project delayed from 2009-2010 - \$889K for the Fleet Replacement Programme carried over due to delays in delivery, offset in the main by capital proceeds

Statement of Cash Flows



Forecast as at end of June 2011

CASH FLOWS FROM OPERATING ACTIVITIES

	Original Budgeted Cash Flow 2010/11 (\$000s)	Original Budget Adj. Cash Opening Bal from 2009/10 (\$000s)	Proposed Movement Carryover Review (\$000s)	Proposed Budget 2010/11 (\$000s)
Rate (Net)	66,414	66,414	0	66,414
Utility Charges	29,121	29,121	0	29,121
Fees and charges	16,647	16,647	0	16,647
Operating grants and subsidies	8,140	8,140	66	8,205
Cash contributions	215	215	0	215
Sale of developed land	0	0	0	0
Allconnex Water Investment Returns	19,020	19,020	0	19,020
Other revenue	8,103	8,103	18	8,120

Receipts from customers

147,660 147,660 84 147,743

Employee costs	(67,686)	(67,686)	(15)	(67,701)
Materials and services	(74,380)	(74,380)	(685)	(75,066)
Other expenses	(672)	(672)	0	(672)

Payments to Suppliers and Employees

(142,739) (142,739) (700) (143,439)

Interest Received	3,678	3,678	0	3,678
Borrowing Costs	(3,647)	(3,647)	0	(3,647)

Net Cash Inflow from Operating Activities

4,952 4,952 (617) 4,335

CASH FLOWS FROM INVESTING ACTIVITIES

Payment for Property, Plant and Equipment

(62,659) (62,659) (4,505) (67,164)

Capital grants, subsidies & contributions

15,007 15,007 670 15,676

Proceeds from sale of Property, Plant & Equipment

2,098 2,098 810 2,908

Net Cash Outflow from Investing Activities

(45,555) (45,555) (3,025) (48,580)

CASH FLOWS FROM FINANCING ACTIVITIES

Proceeds of Borrowings	19,799	19,799	0	19,799
Repayment of Borrowings	(2,407)	(2,407)	0	(2,407)

Net Cash Inflow from Financing Activities

17,391 17,391 0 17,391

Net Increase/(Decrease) in Cash Held

(23,212) (23,212) (3,642) (26,853)

Cash at Beginning of Year	68,212	84,602		84,602
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Cash at Period End

45,000 61,391 (3,642) 57,749

* Please note - this is a forecast based upon the anticipated / unaudited closing balance of 2009/10 - opening balance for 2010/11

Statement of Financial Position

Forecast as at end of June 2011



CURRENT ASSETS

Cash & Investments	45,000
Accounts Receivable	13,750
Inventories	540
Prepaid Expenses	1,947
Non-Current Assets Held for Sale	132

61,369

NON-CURRENT ASSETS

Accounts Receivable	61
Property, Plant and Equipment	1,373,070
Investment in Allconnex Water	421,245

1,794,376

Total Assets

1,855,744

CURRENT LIABILITIES

Accounts Payable	18,409
Current Employee Provisions	5,344
Current Loans	1,564
Current Provision for Rehabilitation	3,315
Other Liabilities	2,923

31,556

NON-CURRENT LIABILITIES

Loans	58,995
Employee Provisions	7,823
Provision for Rehabilitation	22,800
Other Liabilities	-

89,618

Total Liabilities

121,174

NET COMMUNITY ASSETS

1,734,571

COMMUNITY EQUITY

Retained Earnings Account	1,704,631
Cash Reserves	29,939

TOTAL COMMUNITY EQUITY

1,734,571

(Unaudited) Interim EOY 2009/10 Position (\$000s)	Original Budgeted Movement 2010/11 (\$000s)	Carryover / Additional Movements (\$000s)	Proposed Revised Budget 2010/11 (\$000s)
84,602	(23,212)	(3,642)	57,749
15,102	-	-	15,102
707	-	-	707
1,494	-	-	1,494
95	-	-	95
102,000	(23,212)	(3,642)	75,147
43	-	-	43
2,095,479	(695,583)	4,505	1,404,401
-	421,245	-	421,245
2,095,522	(274,338)	4,505	1,825,689
2,197,522	(297,549)	863	1,900,836
22,193	-	-	22,193
6,091	(603)	-	5,488
2,634	-	-	2,634
3,500	-	-	3,500
1,717	-	-	1,717
36,135	(603)	-	35,532
40,538	17,391	-	57,930
8,740	(442)	-	8,298
19,896	-	-	19,896
345	-	-	345
69,519	16,949	-	86,469
105,654	16,346	-	122,000
2,091,867	(313,896)	863	1,778,835
2,057,491	(313,080)	1,880	1,746,291
34,377	(816)	(1,017)	32,544
2,091,867	(313,896)	863	1,778,835

* Please note - this is a forecast based upon the anticipated / unaudited closing balance of 2009/10 - opening balance for 2010/11



Redland City Council

2010-2011 Carryover Budget Review Summary Submissions

		Internals	Revenue	Operating Expenses	Capital Expenses	Depreciation	Balance Sheet Adjustments	Redemption	Reserves	Operating Surplus/ Deficit	Cash Impact
Governance											
Carryovers	0	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Customer Services Department											
Carryovers	29	0.00	-496,078.65	146,193.96	2,401,051.82	0.00	0.00	0.00	-231,241.78	1,819,925.35	2,051,167.13
Planning & Policy Department											
Carryovers	35	0.00	-257,000.00	553,927.82	1,151,797.72	0.00	0.00	0.00	-785,900.67	662,824.87	1,448,725.54
Corporate Services Department											
Carryovers	9	0.00	-810,264.00	0.00	952,108.00	0.00	0.00	0.00	0.00	141,844.00	141,844.00
Development & Community Standards											
Carryovers	0	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Corporate Submissions											
Carryovers	0	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Budget Review Total	73	0.00	-1,563,342.65	700,121.78	4,504,957.54	0.00	0.00	0.00	-1,017,142.45	2,624,594.22	3,641,736.67

Redland City Council

2010/11 Carryover Budget Review

Submission Number	Submission Description	Internals	Revenue	Operating Expenses	Capital Expenses	Depreciation	Balance Sheet Adjustments	Redemption	Reserves	Operating Surplus/ Deficit	Cash Impact
<u>Customer Services Department</u>											
2101	30058 SES take money from reserves to cover costs	0	0	0	0	0	0	0	-4,610	-4,610	0
2302	20576 Grants IT Database development & maintenance still in development. Expect go live December 2010	0	0	0	22,650	0	0	0	0	22,650	22,650
2308	20479 Furniture Acq for libraries-awaiting supplier delivery in August 2010	0	0	0	7,949	0	0	0	0	7,949	7,949
2401	30308 Mainland Asset Construction Insurance claim for vandalised play equip. Works to be completed by Sept 2010	0	-17,675	0	0	0	0	0	0	-17,675	-17,675
2403	30202 Concrete Path Trip Hazard field logging tablets due to be received late July 2010	0	0	0	18,303	0	0	0	0	18,303	18,303
2404	42178 Pathway Lighting -additional street lighting in Jib St Birkdale. Energex works to be completed July 2010	0	0	0	10,000	0	0	0	0	10,000	10,000
2406	41005 Fleet purchased trailer for Roads Bobcat - See also submission 5005 CAFF carryovers	0	0	0	30,000	0	0	0	0	30,000	30,000
2601	41646 - Redland Bay Hall Land Action legals, awaiting valuation from DERM	0	0	0	2,037	0	0	0	0	2,037	2,037
2604	45744 - Waste Water Amity Pt Crvn Prk Approvals pending from DERM	0	0	0	40,636	0	0	0	0	40,636	40,636
2605	42186 & 41292 RPAC roof and spire works. Bring back to 0910 expenditure required before bond release. Will need Q1 for bond	0	0	85,362	-165,102	0	0	0	0	-79,740	-79,740
2606	40144 Manning Esp, Thornlands - Dog off-leash area and shelter - delay with supplier of infrastructure and waiting for trial to finish	0	0	0	61,951	0	0	0	-40,000	21,951	61,951
2607	41773 Capalaba Reg Pk Upgrade - Programming based on submitted tender and delay with funding body approving the successful contractor. Therefore delays occurred in the starting of the project.	0	-34,095	0	220,742	0	0	0	0	186,647	186,647

Submission Number	Submission Description	Internals	Revenue	Operating Expenses	Capital Expenses	Depreciation	Balance Sheet Adjustments	Redemption	Reserves	Operating Surplus/ Deficit	Cash Impact
2608	41774 - Victoria Pt Reserve Stg1 - Programming based on submitted tender and delay with funding body approving the successful contractor. Therefore delays occurred in the starting of the project.	0	-251,749	0	224,008	0	0	0	0	-27,741	-27,741
2609	42094 - Raby Bay Revetment Wall Piermont Place - Slight delay due to wet weather	0	0	0	84,821	0	0	0	-54,661	30,160	84,821
2610	45787 - Pats Pk Stage 1 Beelong St Macleay Is - Design & Construct - contractor in design phase	0	0	0	15,890	0	0	0	0	15,890	15,890
2611	45467 - Quarry Rickertt Rd - Delay due to wet weather & variations to pavement works. Operational Expenditure of approx \$500K will be required at Q1.	0	-20,409	0	1,339,685	0	0	0	0	1,319,276	1,319,276
2613	40318 - Cleveland Lighthouse Construction Works - Delay with DERM and change of builder. To be completed in August	0	-10,000	0	175,417	0	0	0	0	165,417	165,417
2614	42175 - Donald Simpson Ctr Improvements - Delay with Main Rd Traffic permits completed early July 2010	0	0	0	113,438	0	0	0	0	113,438	113,438
2615	41769 - Wellington Pt Reserve Stg2 - Delay due to wet weather, shelters & BBQs to be completed	0	-126,321	0	15,921	0	0	0	0	-110,400	-110,400
2616	45725 - Melaleuca Dr Lamb Is Stage 1 - Carry forward underspend to Stage 2	0	0	0	3,310	0	0	0	0	3,310	3,310
2617	40088 - Pt Lookout Gorge Boardwalk - Late receipt of scope, design contract now in progress	0	0	0	34,706	0	0	0	0	34,706	34,706
2618	46045 - Seacrest Cr, Cleveland Revetment - Late receipt of scope, design contract now in progress	0	0	0	30,506	0	0	0	-30,506	0	30,506
2619	30002 - Black Swamp Pond - Late receipt of scope, design contract now in progress	0	0	15,600	0	0	0	0	-15,600	0	15,600
2620	46044 - Raby Bay Revetment Walls Masthead Dr - Late receipt of scope, design contract now in progress	0	0	0	54,707	0	0	0	-54,707	0	54,707
2621	45817 - Windemere Rd Pk - Additional works requested after initial works completed	0	0	0	20,000	0	0	0	0	20,000	20,000
2622	40999 - High Central Pk, Macleay Is & 45881- Kennedy Farm site remediation continuation of fencing, order raised not completely delivered	0	0	0	5,287	0	0	0	0	5,287	5,287
2624	40114 - Masthead Dr, Raby Bay - Awaiting invoice for monitoring system	0	0	0	34,191	0	0	0	-31,159	3,032	34,191
2625	70132 - Raby Bay Bed Levelling - To cover outstanding order	0	0	9,402	0	0	0	0	0	9,402	9,402
2629	70002 - Dredging Emmett Dr - Ground too wet for truck movement to remove spoil. Project now complete	0	-35,830	35,830	0	0	0	0	0	0	0
		0	-496,079	146,194	2,401,052	0	0	0	-231,242	1,819,925	2,051,167

Submission Number	Submission Description	Internals	Revenue	Operating Expenses	Capital Expenses	Depreciation	Balance Sheet Adjustments	Redemption	Reserves	Operating Surplus/ Deficit	Cash Impact
<u>Planning & Policy Department</u>											
4202	71007 - Master Plans & Local Area Plans Carry forward operational budget to 2010/11 to finalise Cleveland Master Plan, Capalaba Master Plan, Amity & Dunwich Master Plan	0	0	11,000	0	0	0	0	0	11,000	11,000
4204	70572 - Planning Studies Carry forward operational budget to 2010/11 to finalise NSI Bushfire draft report submitted not yet finalised - Kinross Rd - timing of works & delays in advertising & printing	0	0	35,000	0	0	0	0	0	35,000	35,000
4301	11451 - PEAT Complete Development & Rollout Carry forward operational budget to 2010/11 - software modifications & customisation work on the PEAT which commenced late due to delays by contractor	0	0	8,940	0	0	0	0	0	8,940	8,940
4302	10242 - National Conservation Lands Database Carry forward operational budget to 2010/11 received in June 2010. Work to be commissioned in 2010/11	0	0	19,040	0	0	0	0	-19,040	0	19,040
4305	70561 - Waterways Management Plans Carry forward operational budget to 2010/11 for continuation of works started in 2009/10	0	0	13,830	0	0	0	0	0	13,830	13,830
4308	45657 - Parks Upgrade Op Stds Carry forward Capital budget to 2010/11 for construction of pathways , landscaping & nature based play elements (Chantelle Crt, Cap - Bailey Rd, Bdale - Dundas St, Ormiston)	0	0	0	88,700	0	0	0	-88,700	0	88,700
4309	40147 - Fit for Life Physical Activity Carry forward Capital budget & Grant to 2010/11 for Fit for Life - Physical Activity Stations. Funding received late in year	0	-237,000	0	395,000	0	0	0	0	158,000	158,000
4311	70083 - Tina Ave Lamb Island Carry forward operational budget to 2010/11 - project was conceived towards end of 2009/10 on a emergency basis to respond to risk. Works are progressing	0	0	54,225	0	0	0	0	-54,225	0	54,225
4312	45657 - Parks Upgrade Op Stds Carry forward Capital budget to 2010/11 remaining water bubbler/s budget for the provision of Anti-vandal taps in 3 parks	0	0	0	26,964	0	0	0	-26,964	0	26,964
4313	70019 - Baythorne Restoration Carry forward operational budget to 2010/11 for completion of works, as project started late in 2009/10	0	0	40,773	0	0	0	0	-40,773	0	40,773
4314	42260 - Raby Bay Foreshore Park - Carry forward Capex budget to 2010/11 for Reserve entries for Grant received in 2009/10	0	0	0	0	0	0	0	-263,000	-263,000	0

Submission Number	Submission Description	Internals	Revenue	Operating Expenses	Capital Expenses	Depreciation	Balance Sheet Adjustments	Redemption	Reserves	Operating Surplus/ Deficit	Cash Impact
4401	70001 - Safer Suburbs Youth Space - Carry forward operational budget & funding to 2010/11 to complete project	0	-20,000	14,701	61,132	0	0	0	0	55,833	55,833
4402	70004 - Capalaba Youth Space Fit out Carry forward operational budget & funding to 2010/11 to complete project	0	0	27,155	0	0	0	0	0	27,155	27,155
4403	70859 - SR Strategic Plans Physical Activity Carry forward operational budget to 2010/11 for finalisation of strategy document	0	0	8,100	0	0	0	0	0	8,100	8,100
4405	45444 - Russell Island Museum Improve - Carry forward capital budget to 2010/11 for completion of works	0	0	0	5,000	0	0	0	0	5,000	5,000
4502	11288 - Tourism Development Initiatives - Carry forward operational budget to 2010/11 as funding from DERM was postponed - budget required to provide sustainability workshop with NSI & SMBI businesses	0	0	7,000	0	0	0	0	0	7,000	7,000
4504	11281 - Tourism Destination Marketing Campaign - Carry forward operational budget to 2010/11 as advertising was booked in June but print media was delayed until July 2010	0	0	3,800	0	0	0	0	0	3,800	3,800
4602	30007 - Crystal Waters Dam Safety Review - Carry forward operational budget to 2010/11 due to consultant being unable to provide works on time	0	0	30,000	0	0	0	0	0	30,000	30,000
4604	30493 - Shoreline & Seawall Erosion Haza Carry forward operational budget to 2010/11 for outstanding modelling required to complete current investigation	0	0	13,948	0	0	0	0	0	13,948	13,948
4606	55062 - Redland Bay Former Landfill Mgt Carry forward operational budget to 2010/11 for completion of works delayed due to tender process	0	0	27,990	0	0	0	0	0	27,990	27,990
4607	70017 - Sth East Thornlands SW Structure Carry forward operational budget to 2010/11 for completion of works underway in 2009/10	0	0	13,962	0	0	0	0	0	13,962	13,962
4608	70133 - Marine Asset Renewal Carry forward operational budget to 2010/11 for completion of works underway in 2009/10	0	0	15,900	0	0	0	0	0	15,900	15,900
4609	70605 - Bicycle Pedestrian Planning Carry forward operational budget to 2010/11 to cover commitments for Bicycle Maps currently at the printers - deliver July - August 2010	0	0	13,100	0	0	0	0	0	13,100	13,100
4612	10002 - William St Queuing Beach Carry forward operational budget to 2010/11 for Sand Retention Groyne - waiting for DERM approval	0	0	5,265	0	0	0	0	0	5,265	5,265

Submission Number	Submission Description	Internals	Revenue	Operating Expenses	Capital Expenses	Depreciation	Balance Sheet Adjustments	Redemption	Reserves	Operating Surplus/ Deficit	Cash Impact
4613	10923 - Toondah Harbour Redevelopment Carry forward operational budget to 2010/11 as consultant is engaged to review previous planning studies	0	0	50,000	0	0	0	0	0	50,000	50,000
4616	42265 - Compensation budget - Road Construction Carry forward capital budget to 2010/11 - waiting for outstanding claims	0	0	0	28,953	0	0	0	0	28,953	28,953
4619	42319 - Victoria Pt (Masters Ave.) Tow Planks carry forward capital budget to 2010/11 - delays in preparation & cost of designs. Awaiting information from QT	0	0	0	20,000	0	0	0	0	20,000	20,000
4620	45234 - Russell Is Upgrade Trailer Parking Carry forward capital budget to 2010/11 - project delayed due to PDG being unable to complete designs	0	0	0	10,000	0	0	0	0	10,000	10,000
4622	65021 - Russell Island WTF Carry forward capital budget to 2010/11 - completion of works delayed due to unavailability of barge to transport materials over to Island	0	0	0	37,196	0	0	0	0	37,196	37,196
4623	80332 - Bus Stops & Lay Bys Carry forward capital budget to 2010/11- delays by ADSHEL in bus shelters roll-out	0	0	0	260,717	0	0	0	0	260,717	260,717
4624	40135 - Land Exchange Bay Dve. Russell Island carry forward Capital budget to 2010/11 - assessment of land still being undertaken	0	0	0	10,000	0	0	0	-10,000	0	10,000
4625	40145 - Olympus Dve. Sediment Pond carry forward Capital budget to 2010/11 - functional scope with PDG to undertake works. Works unable to be completed in 2009/10	0	0	0	15,000	0	0	0	0	15,000	15,000
4626	40140 - Beveridge Rd to Rachow St Pathway Carry forward Capital budget to 2010/11 - project identified late in 2009/10 - unable to be delivered in 2009/10. To be delivered first quarter of 2010/11	0	0	0	180,000	0	0	0	0	180,000	180,000
4627	45297 - Raby Bay Blvd. (34, 36, 38 & 40) carry forward Capital budget to 2010/11 - further works required to complete the landscape area - PDG unable to complete in 2009/10	0	0	0	13,136	0	0	0	0	13,136	13,136
4628	30004 - Coochiemudlo Jetty Repairs carry forward operational budget to 2010/11- as this is a fully QT funded 3 year program, which started late in 2009/10	0	0	140,200	0	0	0	0	-283,200	-143,000	140,200
		0	-257,000	553,928	1,151,798	0	0	0	-785,901	662,825	1,448,726

Submission Number	Submission Description	Internals	Revenue	Operating Expenses	Capital Expenses	Depreciation	Balance Sheet Adjustments	Redemption	Reserves	Operating Surplus/ Deficit	Cash Impact
<u>Corporate Services Department</u>											
5001	10426 Bar code reader project for South street store. Required to improve stores operation, this project is at quotation stage with evaluation in progress to be completed in early July 2010	0	0	0	15,000	0	0	0	0	15,000	15,000
5002	20563 Upgrade Coochie amenities to mains sewer. Project to meet legislative requirement & authorisation from CSP, Redland Water & local Councillor agree to demolish existing block and erect a temporary amenity on the other side of the oval	0	0	0	23,070	0	0	0	0	23,070	23,070
5003	20478 Furniture purchases for staff relocating to the Animal Pound site. The supplier went into liquidation in April. A new supplier was unable to meet the June delivery date	0	0	0	2,282	0	0	0	0	2,282	2,282
5004	41005 Fleet Replacement Program delayed due to the supply of custom built truck bodies. Currently under build & nearing completion	0	0	0	791,336	0	0	0	0	791,336	791,336
5005	41005 Fleet Replacement Program - Experienced delay in delivery of units on order will be delivered early in 10/11	0	0	0	97,740	0	0	0	0	97,740	97,740
5006	41005 Fleet Replacement Program - Proceeds on disposal of assets delayed due to late arrival of replacement units	0	-458,750	0	0	0	0	0	0	-458,750	-458,750
5007	1005 Fleet Replacement Program - Proceeds on disposal of assets delayed as a result of WH&S issues following the arrival of new machinery. Delay in commissioning has made the retention of the original items necessary	0	-130,000	0	0	0	0	0	0	-130,000	-130,000
5008	41005 Fleet Replacement Program - Proceeds on disposal of assets delayed due to late arrival of replacement units	0	-221,514	0	0	0	0	0	0	-221,514	-221,514
5028	20603 Maximo Service Request Management system implementation delayed while a decision on whether to use Maximo or Altiris was made for the roll out of service management software	0	0	0	22,680	0	0	0	0	22,680	22,680
		0	-810,264	0	952,108	0	0	0	0	141,844	141,844
TOTAL OF CARRYOVERS		0	-1,563,343	700,122	4,504,958	0	0	0	-1,017,142	2,624,594	3,641,737

**2010/11 Revised Council Financial Report
RCC - OPERATING STATEMENT**

	Original Budget (\$000s)	Revised Budget as Adopted (\$000s)	Proposed Carryover Budget Review (\$000s)	Proposed Revised Budget (\$000s)
Operating Revenue				
Rates Charges	68,906	68,906	0	68,906
Other Rates & Utility Charges	29,121	29,121	0	29,121
Less: Pensioner Remissions	(2,492)	(2,492)	0	(2,492)
Fees & Charges	16,647	16,647	0	16,647
Operating Grants & Subsidies	8,140	8,140	66	8,205
Operating Contributions & Donations	215	215	0	215
Interest External	3,678	3,678	0	3,678
Allconnex Water Investment Returns	19,020	19,020	0	19,020
Other Revenue	8,103	8,103	18	8,120
Total Operating Revenue	151,337	151,337	84	151,421
Operating Expenditure				
Employee Costs	66,641	66,641	15	66,656
Goods & Services	75,146	75,146	685	75,831
Finance Costs Other	340	340	0	340
Other Expenditure	332	332	0	332
Net Internal Costs	(766)	(766)	0	(766)
Total Operating Expenditure	141,694	141,694	700	142,394
Earnings before Interest, Tax and Depreciation (EBITD)	9,644	9,644	(617)	9,027
Interest expense	3,647	3,647	0	3,647
Depreciation	30,072	30,072	0	30,072
Operating Surplus/(Deficit)	(24,075)	(24,075)	(617)	(24,692)
Transfers from Unconstrained Reserves	4,000	4,000	0	4,000
Adjusted Operating Surplus/(Deficit)	(20,075)	(20,075)	(617)	(20,692)
Transfers to Constrained Operating Reserves	(15,540)	(15,540)	0	(15,540)
Transfers from Constrained Operating Reserves	10,449	10,449	417	10,867

**2010/11 Revised Council Financial Report
CAPITAL FUNDING STATEMENT**

	Original Budget (\$000s)	Revised Budget as Adopted (\$000s)	Proposed Carryover Budget Review (\$000s)	Proposed Revised Budget (\$000s)
Proposed Sources of Capital Funding				
Capital Contributions & Donations	7,422	7,422	0	7,422
Capital Grants & Subsidies	7,585	7,585	670	8,254
Proceeds on Disposal of Non Current Assets	2,098	2,098	810	2,908
Capital Transfers (to) From Reserves	5,907	5,907	600	6,507
Non Cash Contributions	0	0	0	0
New Loans	19,799	19,799	0	19,799
Funding from General Revenue	22,257	22,257	2,425	24,682
Total Sources of Capital Funding	65,066	65,066	4,505	69,571
Proposed Application of Capital Funds				
Contributed Assets	0	0	0	0
Capitalised Goods & Services	57,915	57,915	4,505	62,420
Capitalised Employee Costs	4,744	4,744	0	4,744
Loan Redemption	2,407	2,407	0	2,407
Total Application of Capital Funds	65,066	65,066	4,505	69,571
Other Budgeted Items				
WDV of Assets Disposed	(1,570)	(1,570)	0	(1,570)
Tax and Dividends	0	0	0	0
Internal Capital Structure Financing	0	0	0	0

2010/11 Revised Council Financial Report
OPERATING STATEMENT
GOVERNANCE

	Original Budget (\$000s)	Revised Budget as Adopted (\$000s)	Proposed Carryover Budget Review (\$000s)	Proposed Revised Budget (\$000s)
Operating Revenue				
Rates Charges	0	0	0	0
Other Rates & Utility Charges	0	0	0	0
Less: Pensioner Remissions	0	0	0	0
Fees & Charges	2	2	0	2
Operating Grants & Subsidies	15	15	0	15
Operating Contributions & Donations	0	0	0	0
Interest External	0	0	0	0
Allconnex Water Investment Returns	0	0	0	0
Other Revenue	22	22	0	22
Total Operating Revenue	38	38	0	38
Operating Expenditure				
Employee Costs	5,908	5,908	0	5,908
Goods & Services	3,346	3,341	0	3,341
Finance Costs Other	5	5	0	5
Other Expenditure	84	84	0	84
Net Internal Costs	(2,125)	(2,125)	0	(2,125)
Total Operating Expenditure	7,219	7,214	0	7,214
Earnings before Interest, Tax and Depreciation (EBITD)	(7,181)	(7,176)	0	(7,176)
Interest expense	0	0	0	0
Depreciation	7	7	0	7
Operating Surplus/(Deficit)	(7,187)	(7,182)	0	(7,182)
Transfers from Unconstrained Reserves	0	0	0	0
Adjusted Operating Surplus/(Deficit)	(7,187)	(7,182)	0	(7,182)
Transfers to Constrained Operating Reserves	0	0	0	0
Transfers from Constrained Operating Reserves	643	643	0	643

2010/11 Revised Council Financial Report
CAPITAL FUNDING STATEMENT
GOVERNANCE

	Original Budget (\$000s)	Revised Budget as Adopted (\$000s)	Proposed Carryover Budget Review (\$000s)	Proposed Revised Budget (\$000s)
Proposed Sources of Capital Funding				
Capital Contributions & Donations	0	0	0	0
Capital Grants & Subsidies	0	0	0	0
Proceeds on Disposal of Non Current Assets	0	0	0	0
Capital Transfers (to) From Reserves	0	0	0	0
Non Cash Contributions	0	0	0	0
New Loans	0	0	0	0
Funding from General Revenue	14	14	0	14
Total Sources of Capital Funding	14	14	0	14
Proposed Application of Capital Funds				
Contributed Assets	0	0	0	0
Capitalised Goods & Services	14	14	0	14
Capitalised Employee Costs	0	0	0	0
Loan Redemption	0	0	0	0
Total Application of Capital Funds	14	14	0	14
Other Budgeted Items				
WDV of Assets Disposed	(0)	(0)	0	(0)
Tax and Dividends	0	0	0	0
Internal Capital Structure Financing	0	0	0	0

2010/11 Revised Council Financial Report
OPERATING STATEMENT
CUSTOMER SERVICES DEPARTMENT (excluding Waste Ops)

	Original Budget (\$000s)	Revised Budget as Adopted (\$000s)	Proposed Carryover Budget Review (\$000s)	Proposed Revised Budget (\$000s)
Operating Revenue				
Rates Charges	0	0	0	0
Other Rates & Utility Charges	0	0	0	0
Less: Pensioner Remissions	0	0	0	0
Fees & Charges	6,421	6,421	0	6,421
Operating Grants & Subsidies	2,333	2,333	10	2,343
Operating Contributions & Donations	215	215	0	215
Interest External	89	89	0	89
Allconnex Water Investment Returns	0	0	0	0
Other Revenue	778	778	18	796
Total Operating Revenue	9,836	9,836	28	9,864
Operating Expenditure				
Employee Costs	25,895	25,895	0	25,895
Goods and Services	29,377	28,936	204	29,139
Finance Costs Other	8	8	0	8
Other Expenditure	140	140	0	140
Net Internal Costs	6,295	6,295	0	6,295
Total Operating Expenditure	61,714	61,273	204	61,477
Earnings before Interest, tax and depreciation (EBITD)	(51,878)	(51,437)	(176)	(51,613)
Interest expense	0	0	0	0
Depreciation	6,468	6,468	0	6,468
Operating Surplus/(Deficit)	(58,346)	(57,905)	(176)	(58,081)
Transfers from Unconstrained Reserves	0	0	0	0
Adjusted Operating Surplus/(Deficit)	(58,346)	(57,905)	(176)	(58,081)
Transfers to Constrained Operating Reserves	0	0	0	0
Transfers from Constrained Operating Reserves	3,712	3,712	20	3,732

2010/11 Revised Council Financial Report
CAPITAL FUNDING STATEMENT
CUSTOMER SERVICES DEPARTMENT (excluding Waste Ops)

	Original Budget (\$000s)	Revised Budget as Adopted (\$000s)	Proposed Carryover Budget Review (\$000s)	Proposed Revised Budget (\$000s)
Proposed Sources of Capital Funding				
Capital Contributions & Donations	265	265	0	265
Capital Grants & Subsidies	602	602	0	602
Proceeds on Disposal of Non Current Assets	0	0	0	0
Capital Transfers (to) From Reserves	0	0	31	31
Non Cash Contributions	0	0	0	0
New Loans	0	0	0	0
Funding from General Revenue	31,219	32,855	2,755	35,610
Total Sources of Capital Funding	32,086	33,723	2,787	36,509
Proposed Application of Capital Funds				
Contributed Assets	0	0	0	0
Capitalised Goods & Services	27,343	28,979	2,787	31,765
Capitalised Employee Costs	4,744	4,744	0	4,744
Loan Redemption	0	0	0	0
Total Application of Capital Funds	32,086	33,723	2,787	36,509
Other Budgeted Items				
WDV of Assets Disposed	(3)	(3)	0	(3)
Tax and Dividends	(316)	316	0	316
Internal Capital Structure Financing	0	0	0	0

2010/11 Revised Council Financial Report
OPERATING STATEMENT
PLANNING & POLICY DEPARTMENT (excl Waste Planning)

	Original Budget (\$000s)	Revised Budget as Adopted (\$000s)	Proposed Carryover Budget Review (\$000s)	Proposed Revised Budget (\$000s)
Operating Revenue				
Rates Charges	0	0	0	0
Other Rates & Utility Charges	12,311	12,311	0	12,311
Less: Pensioner Remissions	0	0	0	0
Fees & Charges	0	0	0	0
Operating Grants & Subsidies	2,069	2,069	56	2,125
Operating Contributions & Donations	0	0	0	0
Interest External	51	51	0	51
Allconnex Water Investment Returns	0	0	0	0
Other Revenue	130	130	0	130
Total Operating Revenue	14,561	14,561	56	14,617
Operating Expenditure				
Employee Costs	6,156	6,156	15	6,171
Goods and Services	10,694	11,140	454	11,594
Finance Costs Other	0	0	0	0
Other Expenditure	0	0	0	0
Net Internal Costs	1,562	1,562	0	1,562
Total Operating Expenditure	18,413	18,859	469	19,328
Earnings before Interest, Tax and Depreciation (EBITD)	(3,852)	(4,298)	(413)	(4,711)
Interest expense	0	0	0	0
Depreciation	16,007	16,007	0	16,007
Operating Surplus/(Deficit)	(19,859)	(20,305)	(413)	(20,718)
Transfers from Unconstrained Reserves	0	0	0	0
Adjusted Operating Surplus/(Deficit)	(19,859)	(20,305)	(413)	(20,718)
Transfers to Constrained Operating Reserves	(12,580)	(12,580)	0	(12,580)
Transfers from Constrained Operating	4,682	4,682	397	5,080

2010/11 Revised Council Financial Report
CAPITAL FUNDING STATEMENT
PLANNING & POLICY DEPARTMENT (excl Waste Planning)

	Original Budget (\$000s)	Revised Budget as Adopted (\$000s)	Proposed Carryover Budget Review (\$000s)	Proposed Revised Budget (\$000s)
Proposed Sources of Capital Funding				
Capital Contributions & Donations	7,156	7,156	0	7,156
Capital Grants & Subsidies	6,713	6,713	670	7,382
Proceeds on Disposal of Non Current Assets	0	0	0	0
Capital Transfers (to) From Reserves	5,907	5,907	569	6,475
Non Cash Contributions	0	0	0	0
New Loans	0	0	0	0
Funding from General Revenue	1,158	(478)	(512)	(990)
Total Sources of Capital Funding	20,934	13,391	158	13,549
Proposed Application of Capital Funds				
Contributed Assets	0	0	0	0
Capitalised Goods & Services	20,934	19,298	726	20,024
Capitalised Employee Costs	0	0	0	0
Loan Redemption	0	0	0	0
Total Application of Capital Funds	20,934	19,298	726	20,024
Other Budgeted Items				
WDV of Assets Disposed	0	0	0	0
Tax and Dividends	0	0	0	0
Internal Capital Structure Financing	0	0	0	0

**2010/11 Revised Council Financial Report
OPERATING STATEMENT
CORPORATE SERVICES DEPARTMENT**

	Original Budget (\$000s)	Revised Budget as Adopted (\$000s)	Proposed Carryover Budget Review (\$000s)	Proposed Revised Budget (\$000s)
Operating Revenue				
Rates Charges	68,906	68,906	0	68,906
Other Rates & Utility Charges	123	123	0	123
Less: Pensioner Remissions	(2,492)	(2,492)	0	(2,492)
Fees & Charges	709	709	0	709
Operating Grants & Subsidies	3,629	3,629	0	3,629
Operating Contributions & Donations	0	0	0	0
Interest External	3,519	3,519	0	3,519
Allconnex Water Investment Returns	19,020	19,020	0	19,020
Other Revenue	6,834	6,834	0	6,834
Total Operating Revenue	100,249	100,249	0	100,249
Operating Expenditure				
Employee Costs	14,360	14,360	0	14,360
Goods & Services	14,089	14,089	0	14,089
Finance Costs Other	327	327	0	327
Other Expenditure	108	108	0	108
Net Internal Costs	(8,109)	(8,109)	0	(8,109)
Total Operating Expenditure	20,775	20,775	0	20,775
Earnings before Interest, Tax and Depreciation (EBITD)	79,474	79,474	0	79,474
Interest expense	2,829	2,829	0	2,829
Depreciation	6,313	6,313	0	6,313
Operating Surplus/(Deficit)	70,332	70,332	0	70,332
Transfers from Unconstrained Reserves	4,000	4,000	0	4,000
Adjusted Operating Surplus/(Deficit)	74,332	74,332	0	74,332
Transfers to Constrained Operating Reserves	(2,448)	(2,448)	0	(2,448)
Transfers from Constrained Operating Reserves	123	123	0	123

**2010/11 Revised Council Financial Report
CAPITAL FUNDING STATEMENT
CORPORATE SERVICES DEPARTMENT**

	Original Budget (\$000s)	Revised Budget as Adopted (\$000s)	Proposed Carryover Budget Review (\$000s)	Proposed Revised Budget (\$000s)
Proposed Sources of Capital Funding				
Capital Contributions & Donations	0	0	0	0
Capital Grants & Subsidies	0	0	0	0
Proceeds on Disposal of Non Current Assets	2,098	2,098	810	2,908
Capital Transfers (to) From Reserves	0	0	0	0
Non Cash Contributions	0	0	0	0
New Loans	17,299	17,299	0	17,299
Funding from General Revenue	(8,859)	(8,859)	145	(8,714)
Total Sources of Capital Funding	10,537	10,537	955	11,492
Proposed Application of Capital Funds				
Contributed Assets	0	0	0	0
Capitalised Goods & Services	8,441	8,441	955	9,396
Capitalised Employee Costs	0	0	0	0
Non-Current Loan Redemption	2,096	2,096	0	2,096
Total Application of Capital Funds	10,537	10,537	955	11,492
Other Budgeted Items				
WDV of Assets Disposed	(1,567)	(1,567)	0	(1,567)
Tax and Dividends	(2,724)	(2,724)	0	(2,724)
Internal Capital Structure Financing	(210)	(210)	0	(210)

2010/11 Revised Council Financial Report
OPERATING STATEMENT
DEVELOPMENT & COMMUNITY STANDARDS

	Original Budget (\$000s)	Revised Budget as Adopted (\$000s)	Proposed Carryover Budget Review (\$000s)	Proposed Revised Budget (\$000s)
Operating Revenue				
Rates Charges	0	0	0	0
Other Rates & Utility Charges	0	0	0	0
Less: Pensioner Remissions	0	0	0	0
Fees & Charges	8,567	8,567	0	8,567
Operating Grants & Subsidies	94	94	0	94
Operating Contributions & Donations	0	0	0	0
Interest External	0	0	0	0
Allconnex Water Investment Returns	0	0	0	0
Other Revenue	32	32	0	32
Total Operating Revenue	8,693	8,693	0	8,693
Operating Expenditure				
Employee Costs	13,119	13,119	0	13,119
Goods & Services	1,872	1,872	0	1,872
Finance Costs Other	0	0	0	0
Other Expenditure	0	0	0	0
Net Internal Costs	4,435	4,435	0	4,435
Total Operating Expenditure	19,425	19,425	0	19,425
Earnings before Interest, Tax and Depreciation (EBITD)	(10,732)	(10,732)	0	(10,732)
Interest expense	0	0	0	0
Depreciation	33	33	0	33
Operating Surplus/(Deficit)	(10,765)	(10,765)	0	(10,765)
Transfers from Unconstrained Reserves	0	0	0	0
Adjusted Operating Surplus/(Deficit)	(10,765)	(10,765)	0	(10,765)
Transfers to Constrained Operating Reserves	(512)	(512)	0	(512)
Transfers from Constrained Operating Reserves	70	70	0	70

2010/11 Revised Council Financial Report
CAPITAL FUNDING STATEMENT
DEVELOPMENT & COMMUNITY STANDARDS

	Original Budget (\$000s)	Revised Budget as Adopted (\$000s)	Proposed Carryover Budget Review (\$000s)	Proposed Revised Budget (\$000s)
Proposed Sources of Capital Funding				
Capital Contributions & Donations	0	0	0	0
Capital Grants & Subsidies	0	0	0	0
Proceeds on Disposal of Non Current Assets	0	0	0	0
Capital Transfers (to) From Reserves	0	0	0	0
Non Cash Contributions	0	0	0	0
New Loans	0	0	0	0
Funding from General Revenue	130	130	0	130
Total Sources of Capital Funding	130	130	0	130
Proposed Application of Capital Funds				
Contributed Assets	0	0	0	0
Capitalised Goods & Services	130	130	0	130
Capitalised Employee Costs	0	0	0	0
Non-Current Loan Redemption	0	0	0	0
Total Application of Capital Funds	130	130	0	130
Other Budgeted Items				
WDV of Assets Disposed	0	0	0	0
Tax and Dividends	0	0	0	0
Internal Capital Structure Financing	0	0	0	0

2010/11 Revised Council Financial Report
OPERATING STATEMENT
WASTE OPERATIONS & PLANNING

	Original Budget (\$000s)	Revised Budget as Adopted (\$000s)	Proposed Carryover Budget Review (\$000s)	Proposed Revised Budget (\$000s)
Operating Revenue				
Rates Charges	0	0	0	0
Other Rates & Utility Charges	16,687	16,687	0	16,687
Less: Pensioner Remissions	0	0	0	0
Fees & Charges	948	948	0	948
Operating Grants & Subsidies	0	0	0	0
Operating Contributions & Donations	0	0	0	0
Interest External	19	19	0	19
Allconnex Water Investment Returns	0	0	0	0
Other Revenue	306	306	0	306
Total Operating Revenue	17,959	17,959	0	17,959
Operating Expenditure				
Employee Costs	1,203	1,203	0	1,203
Goods & Services	15,768	15,768	28	15,796
Finance Costs Other	0	0	0	0
Other Expenditure	0	0	0	0
Net Internal Costs	(2,824)	(2,824)	0	(2,824)
Total Operating Expenditure	14,147	14,147	28	14,175
Earnings before Interest, Tax and Depreciation (EBITD)	3,812	3,812	(28)	3,784
Interest expense	818	818	0	818
Depreciation	1,244	1,244	0	1,244
Operating Surplus/(Deficit)	1,750	1,750	(28)	1,722
Transfers from Unconstrained Reserves	0	0	0	0
Adjusted Operating Surplus/(Deficit)	1,750	1,750	(28)	1,722
Transfers to Constrained Operating Reserves	0	0	0	0
Transfers from Constrained Operating Reserves	1,219	1,219	0	1,219

2010/11 Revised Council Financial Report
CAPITAL FUNDING STATEMENT
WASTE OPERATIONS & PLANNING

	Original Budget (\$000s)	Revised Budget as Adopted (\$000s)	Proposed Carryover Budget Review (\$000s)	Proposed Revised Budget (\$000s)
Proposed Sources of Capital Funding				
Capital Contributions & Donations	0	0	0	0
Capital Grants & Subsidies	270	270	0	270
Proceeds on Disposal of Non Current Assets	0	0	0	0
Capital Transfers (to) From Reserves	0	0	0	0
Non Cash Contributions	0	0	0	0
New Loans	2,500	2,500	0	2,500
Funding from General Revenue	(1,404)	(1,404)	37	(1,367)
Total Sources of Capital Funding	1,366	1,366	37	1,403
Proposed Application of Capital Funds				
Contributed Assets	0	0	0	0
Capitalised Goods & Services	1,054	1,054	37	1,091
Capitalised Employee Costs	0	0	0	0
Non-Current Loan Redemption	312	312	0	312
Total Application of Capital Funds	1,366	1,366	37	1,403
Other Budgeted Items				
WDV of Assets Disposed	0	0	0	0
Tax and Dividends	2,408	2,408	0	2,408
Internal Capital Structure Financing	210	210	0	210

14.2.3 AUGUST 2010 - MONTHLY FINANCIAL REPORTS

Datworks Filename: FM Monthly Financial Reports to Committee

Attachment: [EOM August 2010](#)

Responsible Officer Name: Martin Drydale
General Manager Corporate Services

Author Name: Kevin Lamb
Service Manager Financial Reporting

EXECUTIVE SUMMARY

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

The attachments to this report present the August 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. It should be noted that final June 30 statements are still under development: consequently the statement of financial position at 31 August should be viewed as preliminary until final audited 30/6/10 results are published. In addition the property plant & equipment transferred to Allconnex remains in our balance sheet at 31/8/10. Accounting entries will be posted in September to transfer out.

The financial statements demonstrate that five of the seven Financial Stability Ratios Key Financial Performance Indicators exceed targets set in the 2010-2011 budget. These are:

- ability to pay our bills – current ratio;
- ability to repay our debt – debt servicing ratio;
- cash balance;
- cash balances – cash capacity in months; and
- longer term financial stability – debt to assets ratio;

The following two Financial Stability Ratios Key Financial Performance Indicators are outside of Councils target range:

- level of dependence on general rate revenue (total first quarters' levy was recognised in July) – this indicator will improve in second & third months of each quarter;
- operating performance

With respect to the five measures of sustainability adopted as part of the 2010-2011 budget, Council is currently meeting four of the five targets. These are:

- net financial liabilities ratio;
 - interest cover ratio;
-

- asset consumption ratio; and
- operating surplus ratio

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

Council's end of month operating financial result (Earnings Before Interest, Tax and Depreciation – EBITD) is ahead of revised budget by \$875K, with operating revenue above budget by \$149K & operating expenditure underspent by \$726K. It should be noted that included in revenue are rates levied for the whole 1st quarter. Last financial year rates were brought to account on a monthly basis. Council's operating surplus after depreciation and interest charges was \$3.2M, a favourable variance of \$717K on budget.

The cash held at the end of August 2010 is \$81.7M, equal to 5.6 months cash capacity against an original target of three to four months.

PURPOSE

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

BACKGROUND

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

ISSUES

The following elements, shown in the attachments, comprise the End of Month Financial Reports for August 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)

This 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, a **Cash Flow Statement (C)**; **Statement of Financial Position (D)**; and an **Investment Summary and Graphs (E)** have been included to provide the complete picture of Council's finances. Finally, an **Operating Statement with detailed commentary (F)** 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.

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 preliminary financial result for the period ending August 2010 remains strong with EBITD of \$8.7M (\$875K ahead of budget). This result is due to total operating revenue of \$27.3M (\$149K above budget) and total operating costs of \$18.6M (\$726K below budget).

Operating Revenue

Rates Charges are unfavourable against budget by \$360K primarily as a result of SMBI Differential Rate being \$201K below budget. Utility Charges are unfavourable by \$189K predominantly as a result of \$148 negative revenue from Redland Water which is to be investigated.

Fees and Charges are above budget by \$96K due to favourable variances in School Age Care \$66K, Roads & Drainage \$76K, and Waste Operations \$69K, offset by unfavourable variances in Sustainable Assessment revenue \$89K, Building & Plumbing \$10K and rate searches \$21K.

Operating Grants and Subsidies is above budget by \$69K due to Community Grant \$50K and T5 Grant \$15K received sooner than forecast and trainee grants of \$9.5K.

External interest is favourable by \$231K due mainly to higher than expected cash balances.

Other revenue is above budget by \$282K primarily due to Allconnex SLA recovery \$117K, litigation payments received from Norton Rose \$63K, WB3 water project \$26K, payroll recoveries \$17K, commercial rent \$17K & scrap metal revenue \$13K.

Operating Expenditure

Operational Employee Costs are over budget by \$119K with unfavourable variances across Governance \$40K, Customer Service \$40K, Planning & Policy \$25K, and Corporate Services \$185K being partially offset by Development & Community Standards \$171K under budget.

Operational Goods and Services are under year to date budget by \$770K. The largest variances relate to Environmental Management \$352K, Infrastructure Planning \$152K, PDG \$112K, CCS \$76K, Legal Service \$40K, Economic Development Group \$25K, Community & Social Planning Group \$22K.

Capital Revenue

Contributions and Donations are \$609K under budget in total with developer contributions \$343K and PDG \$265K RPAC Bond under budget.

Capital Expenditure

The Capital Expenditure program is 24.2% or \$2.1M below revised budget as at the end of August 2010 due to \$1.2M conservation land acquisitions, various infrastructure planning group projects \$860K, and PDG \$748K overall partially offset by \$613K for Fleet regarding delivery of plant items relating to carry-overs from 09/10.

Capitalised Employee Costs is \$36K below budget primarily due to wet weather causing PDG to be \$38K below budget.

Cash and Investments

The investment of surplus funds for the month returned a weighted average rate of return of 5.27%, which is ahead of the UBS Aust Bank Bill Index of 4.89%. The cumulative position for the year is a favourable return of 5.36% against the UBS Aust Bank Bill Index of 4.99%. 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 has remained steady 4.50% as at the end of August 2010.

The cash balance is \$81.7M at the end of August 2010 which is equivalent to 5.6 months cash capacity.

CONSULTATION

Consultation has taken place amongst the Executive Leadership Group.

OPTIONS

PREFERRED

That Council resolve to note the preliminary End of Month Financial Reports for August 2010 and explanations as presented in the following attachments:

1. Dashboard and Key Performance Indicators (A)
 2. Operating Statement with headline commentary (B)
 3. Cash Flow Statement (C)
 4. Statement of Financial Position (D)
 5. Investment Summary and Graphs (E) ; and a
-

6. Operating Statement with detailed commentary (F)

ALTERNATIVE

That Council requests additional information.

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

Moved by: Cr Ogilvie
Seconded by: Cr Reimers

That Council resolve to note the preliminary End of Month Financial Reports for August 2010 and explanations as presented in the following attachments:

- 1. Dashboard and Key Performance Indicators (A)**
- 2. Operating Statement with headline commentary (B)**
- 3. Cash Flow Statement (C)**
- 4. Statement of Financial Position (D)**
- 5. Investment Summary and Graphs (E) ; and a**
- 6. Operating Statement with detailed commentary (F).**

CARRIED



REDLAND CITY COUNCIL

END OF MONTH FINANCIAL REPORTING

FOR THE PERIOD ENDING 31 August 2010

Glossary of Terms

Key Performance Indicators:

Level of Dependence on General Rates Revenue:

Threshold set @ 45%

$$\frac{\text{General Rates} - \text{Pensioner Remissions}}{\text{Total Operating Revenue} - \text{Gain on Sale of Developed Land}}$$

Current Ratio:

Target greater than 1.25

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

Debt Servicing Ratio:

Target less than 10%

$$\frac{\text{Interest Expense} + \text{Loan Redemption}}{\text{Total Operating Revenue} - \text{Gain on Sale of Developed Land}}$$

Cash Balance - \$M:

Cash Held at Period End

Cash Capacity in Months:

Target 3 to 4 Months

$$\frac{\text{Cash Held at Period End}}{[(\text{Cash Operating Costs} + \text{Interest Expense}) / \text{Period in Year}]}$$

Debt to Assets Ratio:

Target less than 10%

$$\frac{\text{Current and Non-current loans}}{\text{Total Assets}}$$

Operating Performance :

Target greater than 20%

$$\frac{\text{Net Cash from Operations} + \text{Interest Revenue and Expense}}{\text{Cash Operating Revenue} + \text{Interest Revenue}}$$

Operating Surplus Ratio:

Target between 0 and 15%

$$\frac{\text{Net Operating Surplus}}{\text{Total Operating Revenue}}$$

Net Financial Liabilities*:

Target less than 60%

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

Interest Cover Ratio:

Target between 0% and 10%

$$\frac{\text{Net Interest Expense on Debt Service}}{\text{Total Operating Revenue}}$$

Asset Consumption Ratio:

Target between 40% and 80%

$$\frac{\text{WDV of Infrastructure Assets}}{\text{Gross Current Replacement Cost of Infrastructure Assets}}$$

Asset Sustainability Ratio:

(will be calculated when the systems can provide the information)

$$\frac{\text{Capital Expenditure on the Replacement of Assets (renewals)}}{\text{Depreciation Expense}}$$

Asset Renewal Funding Ratio:

(will be calculated when the systems can provide the information)

$$\frac{\text{NPV of Planned Capital Expenditures on Renewals over 10 years}}{\text{NPV of the Required Capital Expenditures on Renewals over the Same Period}}$$

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**.

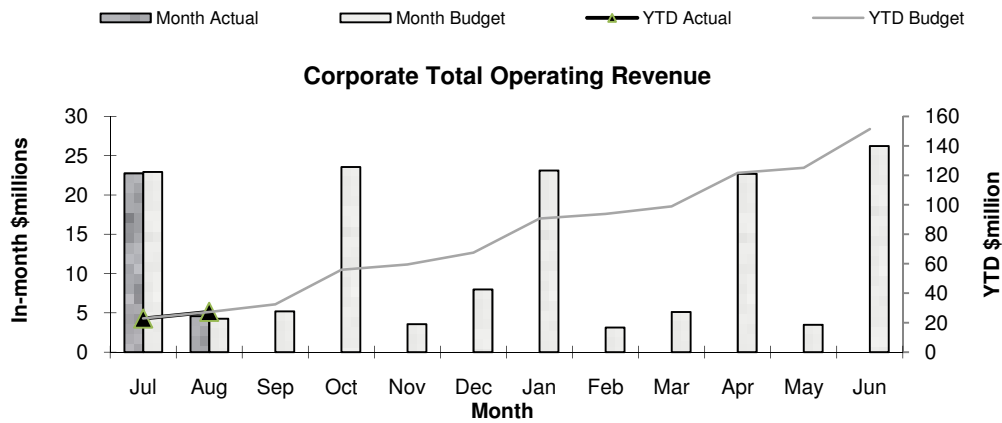
Operating revenues and expenditure tolerances:

>2% above or below forecast	>1% above or below forecast to ≤2% above or below forecast	>0.5% above or below forecast to ≤1% above or below forecast	≤ 0.5% above or below forecast
"Unsatisfactory"	"Satisfactory"	"Above Standard"	"Outstanding"

Capital revenues and expenditure tolerances:

>5% above or below forecast	>3% above or below forecast to ≤5% above or below forecast	>2% above or below forecast to ≤3% above or below forecast	≤2% above or below forecast
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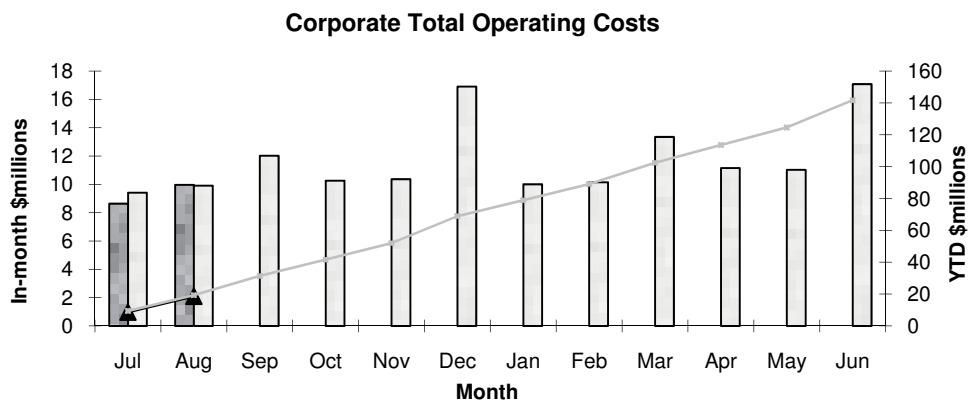
RCC DASHBOARD ENCOMPASSING CORPORATE FINANCIAL REPORT CARD AND KEY PERFORMANCE INDICATORS



YTD Actual \$27.3M
YTD Budget \$27.2M

Above budget
 <2%
 Variance \$.15M .5%

18.1% of full year
budget



YTD Actual \$18.6M
YTD Budget \$19.3M

Below budget
 >2%
 Variance \$.7M -3.8%

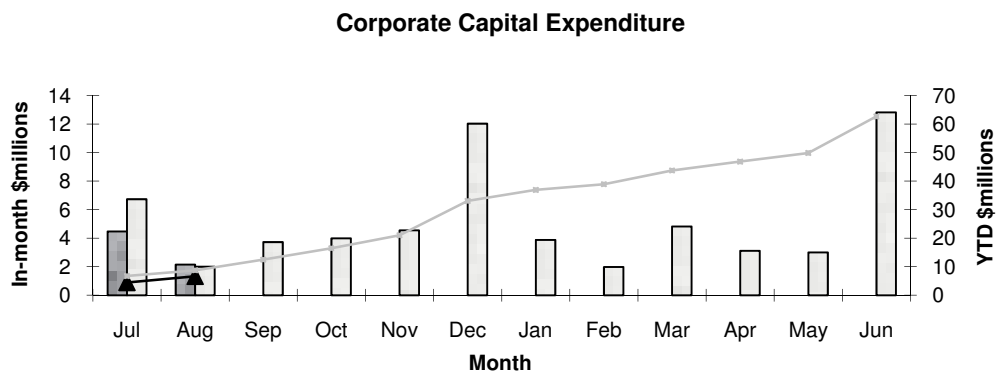
13.1% of full year
budget



YTD Actual \$11.8M
YTD Budget \$11.7M

Above budget
 <2%
 Variance \$.08M .7%

17.7% of full year
budget



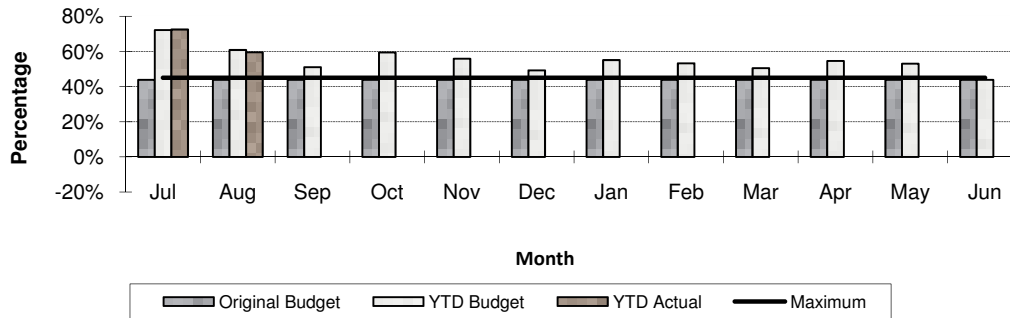
YTD Actual \$6.6M
YTD Budget \$8.7M

Below budget
 >5%
 Variance \$2.1M -24.2%

10.6% of full year
budget

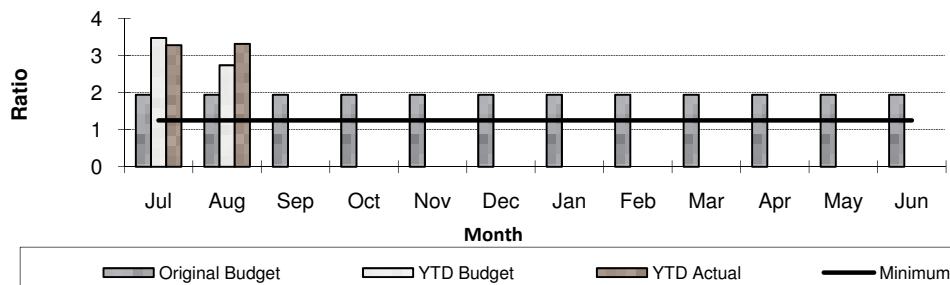
RCC DASHBOARD ENCOMPASSING CORPORATE FINANCIAL REPORT CARD AND KEY PERFORMANCE INDICATORS

Level of Dependence on General Rates Revenue



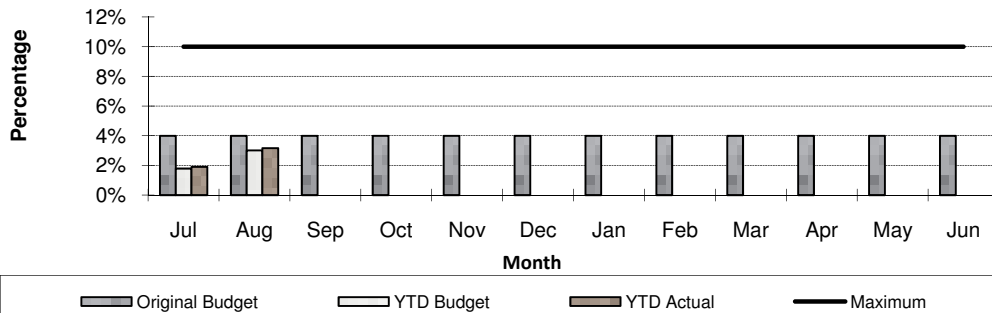
Original Budget 43.9%
YTD Budget 60.9%
YTD Actual 59.6%
Maximum 45.0%

Current Ratio (Target greater than 1.25)



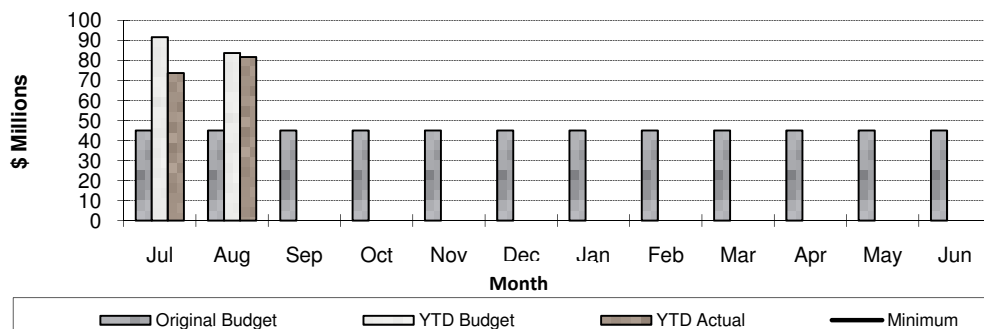
Original Budget 1.94
YTD Budget 2.74
YTD Actual 3.32
Minimum 1.25

Debt Servicing Ratio (Target Less than 10%)



Original Budget 4.0%
YTD Budget 3.02%
YTD Actual 3.2%
Maximum 10.0%

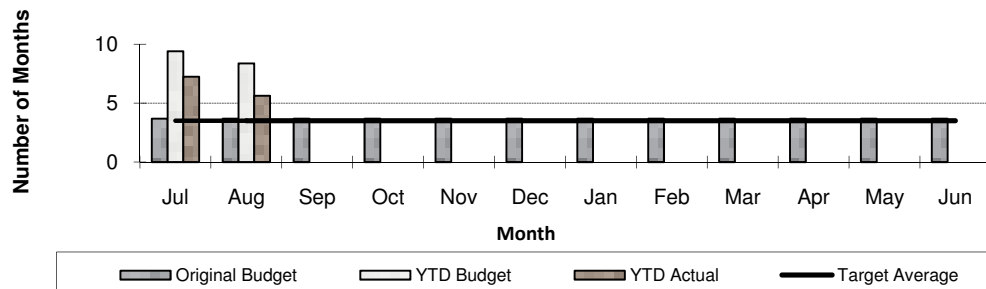
Cash Balance - \$M



Orig Budget \$45.0M
YTD Budget \$83.7M
YTD Actual \$81.7M

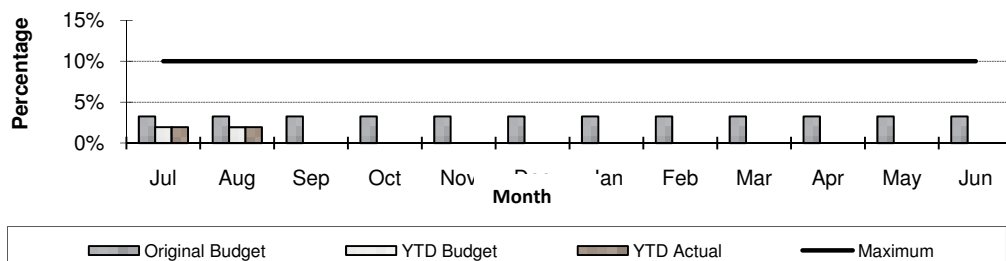
RCC DASHBOARD ENCOMPASSING CORPORATE FINANCIAL REPORT CARD AND KEY PERFORMANCE INDICATORS

**Cash Balances - Cash Capacity in Months
(Target 3 to 4 Months)**



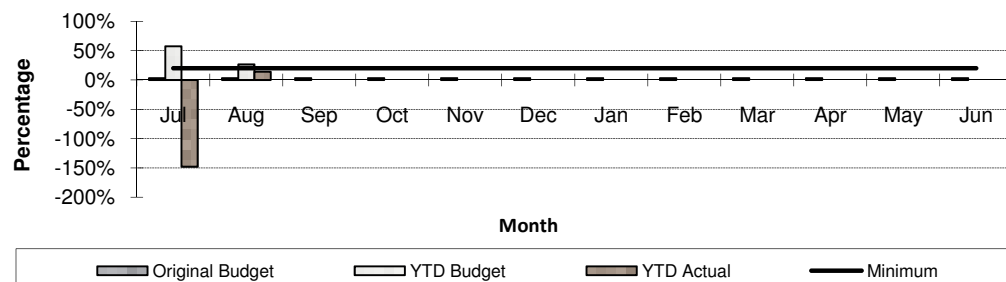
Orig Budget 3.7
YTD Budget 8.4
YTD Actual 5.6
Target 3 - 4 months

**Long Term Financial Stability - Debt to Assets Ratio
(Target less than 10%)**



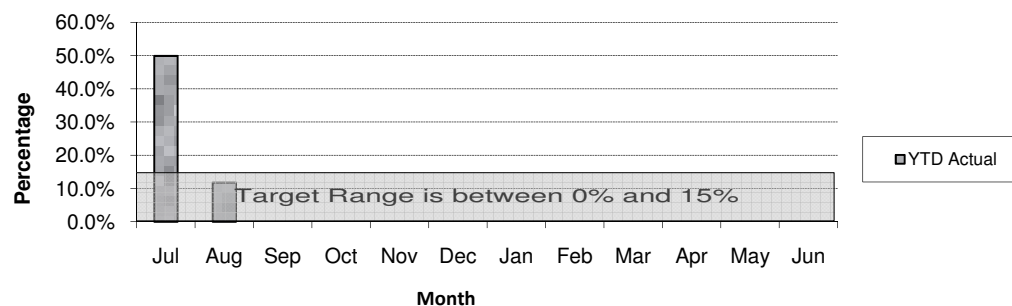
Orig Budget 3.3%
YTD Budget 1.9%
YTD Actual 2.0%
Maximum 10.0%

Operating Performance (Target greater than 20%)



Orig Budget 3.3%
YTD Budget 26.5%
YTD Actual 14.1%
Minimum 20.0%

Operating Surplus Ratio (Target between 0 and 15%)

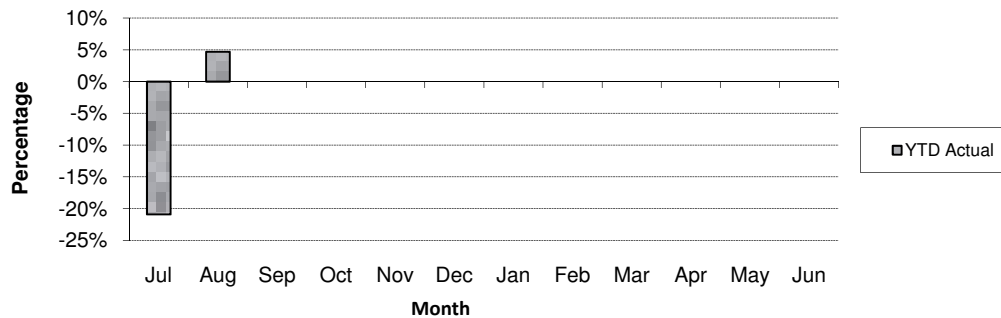


Orig Budget -15.9%
YTD Actual 11.8%

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

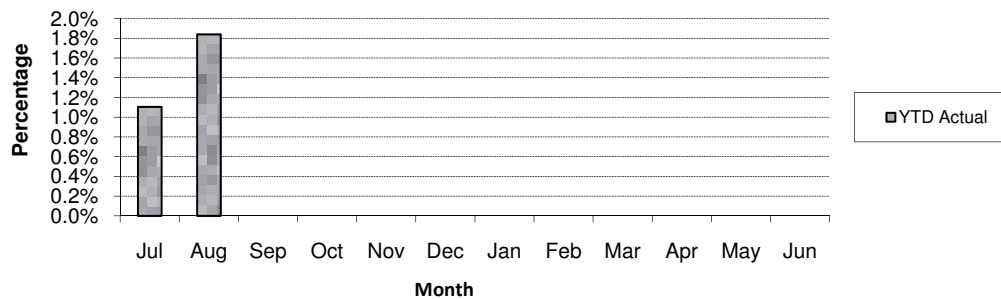
Net Financial Liabilities Ratio



Orig Budget 39.5%
YTD Actual 4.7%

The target is
Less than 60%

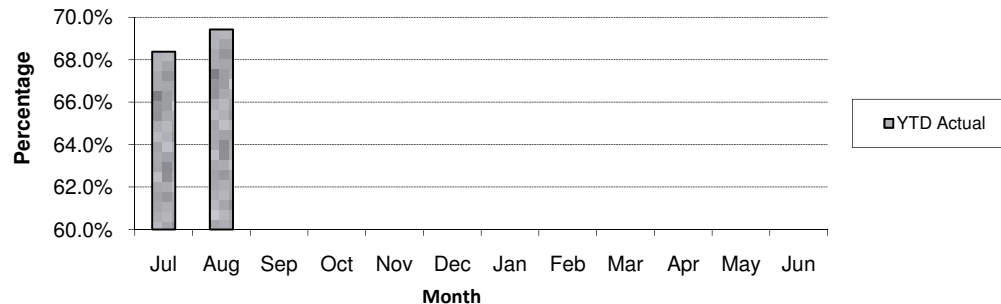
Interest Cover Ratio



Orig Budget 2.4%
YTD Actual 1.8%

The target as per the
'Measures of
Sustainability Guideline' is
Between 0% and 10%

Asset Consumption Ratio



Orig Budget 41.8%
YTD Actual 69.4%

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'.

Schedule B



Redland City Council

≤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

OPERATING STATEMENT
For the Period Ending 31 August 2010

>2% above or below forecast Unsatisfactory

	Annual Original Budget \$000s	Annual Revised Budget \$000s	YTD Revised Budget \$000s	YTD Actual \$000s	YTD Variance \$000s	Comments on Variances	Forecast Variances
Revenue							
Rates Charges	68,906	68,906	17,105	16,745	(360)	Financial Services Group - Credits Held (\$169K); SMBI Differential Rate (\$201K)	
Other Rates & Utility Charges	29,121	29,121	5,752	5,563	(189)	O&M (\$75K); Red Water (\$148K)	
Less: Pensioner Remissions	(2,492)	(2,492)	(544)	(523)	20	Pensioner Remissions (\$74K); Rate Refunds \$94K	
Fees & Charges	16,647	16,647	2,706	2,802	96	CCS \$69K; O&M \$148K; Financial Services Group - (\$21K); Dev & Com (\$97K) - lower development applications and search requests.	
Operating Grants & Subsidies	8,140	8,140	756	825	69	CCS \$52K; Dev & Com \$19K	
Operating Contributions and Donations	215	215	1	0	(1)	Financial Services Group- \$189K - higher than anticipated cash balances.	
Interest External	3,678	3,678	605	836	231		
Allconnex Water Investment Returns	19,020	19,020	0	0	0	Litigation payments \$63K; Allconnex SLA recovery \$117K; WB3 water project \$26K	
Other Revenue	8,103	8,103	820	1,102	282		
Total Revenue	151,337	151,337	27,199	27,348	149		
Expenses							
Employee Costs	66,641	66,641	10,935	11,054	119	Gov - \$40K; Cust Serv General Mgt Unit (\$182K); CCS \$25K; O&M \$126K; Plan & Pol - \$25K; People & Change \$27K; Financial Services \$21K; Water Distribution project \$24K; Information Management \$74K; CAFF \$44K; Dev & Com (\$171K)	
Goods & Services	75,146	75,146	8,307	7,536	(770)	Council Of Mayors projects (\$87K); Damages Settlements - \$41K; Legal Service (\$40K); Management Fees - \$22K; CCS \$76K; O&M (\$17K); PDG (\$112K); Redland Water \$93K; Land Use Group - \$24K; Environmental Management Group - (\$352K); Community & Social Planning Group - (\$22K); Economic Development Group - (\$25K); Infrastructure Planning Group - (\$152K); Corp Serv (\$79K); Dev & Com (\$15K)	
Finance Costs Other	340	340	25	19	(7)	Financial Services Group - (\$10K)	
Other Expenditure	332	332	38	28	(11)	Gov - (\$10K)	
Net Internal Costs	(766)	(766)	30	(28)	(58)	Gov SLA Legal Services Recovery - \$97K; CCS \$324K; O&M \$186K; PDG \$30K. Plan & Pol - \$137K; Community Service Obligations within the Corporate Fund under investigation (\$680K); Dev & Com - (\$87K)	
Total Expenses	141,694	141,694	19,335	18,609	(726)		
Earnings before Interest, Tax and Depreciation (EBITD)	9,644	9,644	7,865	8,740	875		
Interest Expense	3,647	3,647	471	503	32	O&M \$10K; Corp Serv \$22K	
Depreciation	30,072	30,072	4,885	5,012	127	Fleet facilities -\$47K and Plant Operations and Mtce \$83K	
Operating Surplus/(Deficit)	(24,075)	(24,075)	2,508	3,225	717		
Transfers from Unconstrained Reserves	4,000	4,000					
Adjusted Operating Surplus/(Deficit)	(20,075)	(20,075)	2,508	3,225	717		
Transfers to Constrained Operating Reserves	(15,540)	(15,540)	(3,427)	(3,477)	(50)	Plan & Pol (\$18K); Corp Serv (\$32K)	
Transfer from Constrained Operating Reserves	10,449	10,449	890	548	(342)	Gov (\$33K) Redland Work Cover; Cust Serv (\$110K); Environmental Management Group - (\$111K); Infrastructure Planning Group - (\$87K)	

Schedule B



Redland City Council

CAPITAL FUNDING STATEMENT
For the Period Ending 31 August 2010

	Annual Original Budget \$000s	Annual Revised Budget \$000s	YTD Revised Budget \$000s	YTD Actual \$000s	YTD Variance \$000s	Comments on Variances	Forecast Variances
Sources of Capital Funding							
Capital Contributions & Donations	7,422	7,422	673	64	(609)	PDG - bond for RPAC still to be received (\$265K); Infrastructure Planning Group - lower than anticipated developer contributions (\$363K); Environmental Management Group - \$20K	
Capital Grants & Subsidies	7,585	7,585	335	506	170	CCS \$24K; Environmental Management Group - "Gateway" to Moreton grant received ahead of budget \$378K; Infrastructure Planning Group - R&D Planning grants not received yet (\$232K)	
Proceeds on Disposal of Non Current Assets	2,098	2,098	0	120	120	Fleet - awaiting sales at auction \$112K	
Capital Transfers (To) From Reserves	5,907	5,907	3,740	2,434	(1,306)	\$343K developer contributions; (\$1.15M) Conservation Land Acquisitions	
Non Cash Contributions	0	0	0	0	0		
New Loans	19,799	19,799	0	0	0		
Funding from General Revenue	22,257	22,257	4,337	3,864	(474)	Cust Serv (\$522K); Red Water \$73K; Plan & Pol (\$517); Corp Serv \$474; Community Standards: \$19K	
Total Sources of Capital Funding	65,066	65,066	9,086	6,987	(2,099)		
Applications of Capital Funds							
Contributed Assets	0	0	0	0	0		
Capitalised Goods & Services	57,915	57,915	7,952	5,875	(2,077)	PDG (\$748K); Red Water \$71K; Environmental Management Group - conservation land acquisition (\$1.17M); Infrastructure Planning Group - (\$860K); Fleet - \$613K; Community Standards: \$19K	
Capitalised Employee Costs	4,744	4,744	784	748	(36)	PDG (\$38K)	
Loan Redemption	2,407	2,407	349	364	14	Cust Serv \$9K; Corp Serv \$6K	
Total Applications of Capital Funds	65,066	65,066	9,086	6,987	(2,099)		
Other Budgeted Items							
WDV of Assets Disposed	(1,570)	(1,570)	(0)	0	0		
Tax and Dividends	0	0	0	0	0	O&M (\$139K); Type 2 and Type 3 Business units \$142K	
Internal Capital Structure Financing	0	0	0	0	0		



Redland City Council

STATEMENT OF CASH FLOWS For the Period Ending 31 August 2010

	Annual Original Budget \$000s	Annual Revised Budget \$000s	YTD Actual \$000s	Comments on Variances
CASH FLOWS FROM OPERATING ACTIVITIES				
Rates Charges	66,414	66,414	22,163	
Utility Charges	29,121	29,121	5,563	
Fees & charges	16,647	16,647	237	
Grants and subsidies	8,140	8,140	827	
Contributions	215	215	0	
Allconnex Water Investment Returns	19,020	19,020	0	
Other Revenue	8,103	8,103	4,164	
Receipts from Customers	147,660	147,660	32,953	
Employee costs	(67,686)	(67,686)	(10,033)	
Materials & services	(74,380)	(74,380)	(18,204)	
Other expenses	(672)	(672)	(46)	
Payments to Suppliers & Employees	(142,739)	(142,739)	(28,283)	
Interest Received	3,678	3,678	836	
Borrowing Costs	(3,647)	(3,647)	(753)	
Net Cash Inflow from Operating Activities	4,952	4,952	4,752	
CASH FLOWS FROM INVESTING ACTIVITIES				
Payments - Property, Plant & Equipment	(62,659)	(62,659)	(7,773)	
Proceeds - Capital Subsidies, Grants & Contributions	15,007	15,007	570	
Proceeds - Sales of Property, Plant & Equipment	2,098	2,098	120	
Net Cash Inflow from Investing Activities	(45,555)	(45,555)	(7,084)	
CASH FLOWS FROM FINANCING ACTIVITIES				
Proceeds of Borrowings	19,799	19,799	0	
Repayment of borrowings	(2,407)	(2,407)	(533)	
Net Cash Inflow from Financing Activities	17,391	17,391	(533)	
Net Increase / (Decrease) in Cash Held	(23,212)	(23,212)	(2,865)	
Cash at Beginning of Year	68,212	84,602	84,602	
Cash at End of Financial Year	45,000	61,391	81,738	

Commentary on Cash Flow Variances will be available in September when the phasing of budget is complete.



Redland City Council

STATEMENT OF FINANCIAL POSITION For the Period Ending 31 August 2010

	Annual Original Budget \$000s	Annual Revised Budget \$000s	YTD Revised Budget Balance \$000s	YTD Actual Balance \$000s	Comments on Variances
CURRENT ASSETS					
Cash & Investments	45,000	45,000	83,734	81,738	
Accounts Receivable	13,750	13,750	15,143	11,777	
Inventories	540	540	707	792	
Prepaid Expenses	1,947	1,947	1,478	1,753	
Assets - Held for Sale	132	132	95	95	
Total Current Assets	61,369	61,369	101,157	96,155	
NON CURRENT ASSETS					
Property, Plant and Equipment	1,373,131	1,373,131	2,099,764	2,097,616	
Investment in Allconnex	421,245	421,245	0	0	
Total Non Current Assets	1,794,376	1,794,376	2,099,764	2,097,616	
TOTAL ASSETS	1,855,745	1,855,745	2,200,921	2,193,772	
CURRENT LIABILITIES					
Accounts Payable	18,409	18,409	22,235	9,735	
Current Employee Provisions	5,344	5,344	6,904	6,948	
Current Loans	1,564	1,564	2,634	2,628	
Current Landfill Rehabilitation Provisions	3,315	3,315	3,500	3,500	
Other Liabilities	2,923	2,923	1,636	6,169	
Total Current Liabilities	31,555	31,555	36,909	28,980	
NON CURRENT LIABILITIES					
Non Current Loans	58,995	58,995	40,189	40,175	
Non Current Employee Provisions	7,823	7,823	7,744	8,048	
Non Current Landfill Rehabilitation Provisions	22,800	22,800	19,896	19,896	
Non Current Trade & Other Payables			345	345	
Total Non Current Liabilities	89,618	89,618	68,174	68,464	
TOTAL LIABILITIES	121,173	121,173	105,083	97,444	
NET ASSETS	1,734,572	1,734,572	2,095,838	2,096,328	
COMMUNITY EQUITY					
Retained Earnings Account	1,704,631	1,704,631	2,062,653	2,061,444	
Cash Reserves	29,939	29,939	33,185	34,884	
TOTAL COMMUNITY EQUITY	1,734,570	1,734,570	2,095,838	2,096,328	



% Returns and Value of Investments

For the Month Ended 31st August 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>
June 2010	5.06%	5.16%	5.28%	4.91%	\$84.009m	\$94.65 - \$84.009m
July 2010	5.23%	5.31%	5.44%	5.08%	\$69.42m	\$84.009 - \$69.42m
August 2010	5.05%	5.15%	5.27%	4.89%	\$81.67m	\$69.42m-\$81.67m
			<i>QTC Cash Fund Return Rate</i>	<i>UBS Bank Bill Index (Benchmark)</i>		
<i>2010/2011 Financial Year to Date</i>			<i>5.36%</i>	<i>4.99%</i>		
<i>Reserve Bank of Australia (RBA) - Cash Rate</i>				<i>4.50%</i>	<i>No movement since 5/05/10</i>	

Investment of Surplus Funds by Local Government can only be made with Treasury approved Financial Institutions or Cash Funds in accordance with the Statutory Bodies Financial Arrangements Act 1982.

Redland City Council has its own policy on the Investment of Surplus Funds POL-3013. This policy has deemed that no more than 30% of Council's investments will be held with one financial institution, or one fund manager for investments outside of the QTC, QIC Cash Funds or Bond Mutual Funds. When placing investments consideration will also be given to the relationship between the credit rating and the interest rate. The amount invested with financial institutions (banks, credit unions and building societies) or managed funds must meet the nominated minimum credit rating of A for Long Term investments and A1 for Short Term investments.

Redland City Council presently invests in the QTC Capital Guaranteed Cash Fund which is a Fund operated by the Queensland Treasury Corporation (QTC), on behalf of Government and Statutory Bodies. The QTC Fund, invest or hold the majority of securities, with maturities ranging from 11.00am call to 90 days. This means that 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.

Redland City Council also benchmarks all invested funds against the UBS Australia Bank Bill Index which is widely considered to be the industry benchmark for short term cash funds. Interest is also reported on both an annual Effective and Nominal Rate of Return.

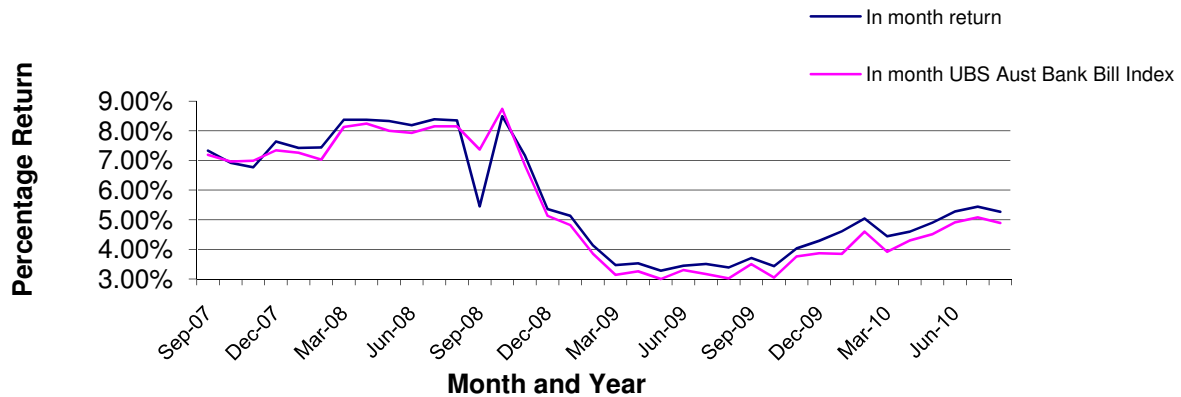
Worth noting that QTC's Cash Fund outperformed the UBS Bank Bill Index (Benchmark) by 0.37% for the second month running (Jul 10 & Aug 10).

An additional Trust Fund investment is held with the QTC Cash Fund to the value of \$9.29m as at the **31st August 2010** which earns equivalent returns to that of the Consolidated Account as detailed above.

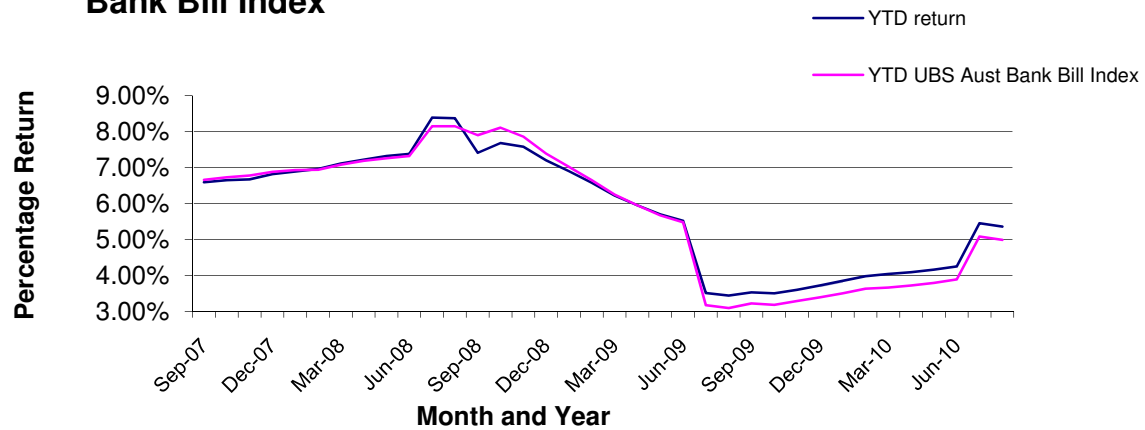
The QTC Borrowing rate as at **31st August 2010** were as follows: 15 Years **5.4930%** & 20 years **5.6230%**.

The Reserve Bank of Australia (RBA) Cash Rate at the **31st August 2010** was **4.50%** and remains unchanged since 5/5/2010.

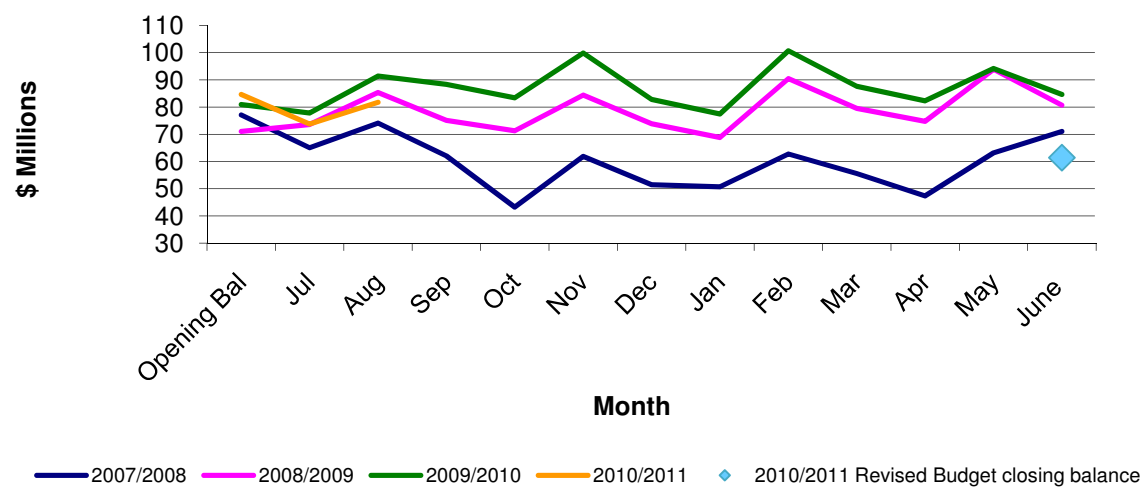
Three year trend for in-month investment return against UBS Aust Bank Bill Index



Three year trend for YTD investment return against UBS Aust Bank Bill Index



Comparison of Monthly Cash Balances





Redland City Council

OPERATING STATEMENT For the Period Ending 31 August 2010

	Annual Original Budget \$000s	Annual Revised Budget \$000s	YTD Revised Budget \$000s	YTD Actual \$000s	YTD Variance \$000s	Department	Variance	Comments on Variances	Timing (T) Permanent (P)
Revenue									
Rates Charges	68,906	68,906	17,105	16,745	(360)	Corp Serv	(360)	Financial Services Group - Credits Held (\$169K); SMBI Differential Rate (\$201K); General Rates \$10K - only 2% variance overall timing.	T
Other Rates & Utility Charges	29,121	29,121	5,752	5,563	(189)	Cust Serv	(75)	O&M (\$75K) - Waste Operations - timing of monthly splits for Utility Charges	T
						Red Water	(148)		
						Plan & Pol	16	N/A	
						Corp Serv	18	Financial Services Group - Rural Fire levy - timing.	T
Less: Pensioner Remissions	(2,492)	(2,492)	(544)	(523)	20	Corp Serv	20	Financial Services Group - Pensioner Remissions over budget (\$74K) - 14% ; Rate Refunds \$94K - timing.	T
Fees & Charges	16,647	16,647	2,706	2,802	96	Cust Serv	216	CCS \$69K - School Age Care \$66K due to Parents liability \$35K and Child Care Benefit payment 2 weeks in arrears approximately \$31K experiencing higher than anticipated client usage causing underestimation in budgets. Caravan Parks (\$8K) mainly due to 4WD permit fees less than expected. RPAC \$10K extra in venue hire due to higher sales than expected and an extra performance. O&M \$148K - Roads & Drainage \$79K - Adshel Bus Shelter Signage / Waste Operations \$69K - Revenue from Fees & Charges above expectations	T
						Red Water	(2)		
						Corp Serv	(21)	Financial Services Group - Rate searches under budget by 21% - Timing at this stage.	T
						Dev & Com	(97)	Department: Revenue (\$97K) below prediction. Community Standards \$2K over prediction and this is within tolerable variance. Sustainable Assessment (\$89K) below due to less than predicted development applications and search requests. Forecasts to be reviewed for Q1. Building and Plumbing (\$10K) below due to less than predicted applications.	T
Operating Grants & Subsidies	8,140	8,140	756	825	69	Gov	(1)	Trainee Grant - timing.	T
						Cust Serv	40	CCS \$52K - Community Grants \$50K due to Regional Arts Development Fund actuals sooner than expected - will be corrected in period 3. RPAC \$1.5K received for trainee. O&M (\$13K) - Parks & Conservation no actuals received ytd	T
						Plan & Pol	3	N/A	
						Corp Serv	8	People & Change - mainly relates to unallocated trainee grants \$8K.	
						Dev & Com	19	Department: Underspend of \$19K. Community Standards: Revenue over predicted by \$1.5K as trainee Grant not budgeted for. Sustainable Assessment \$20K overspend due to receipt of initial funding for T5. Balance of T5 Grant funds (\$15K) expected Q2.	T
Operating Contributions and Donations	215	215	1	0	(1)	Cust Serv	(1)		

Schedule F

Interest External	3,678	3,678	605	836	231	Cust Serv	21	CCS \$6K - Cemeteries Interest investments \$6K due to timing - will be corrected in period 3. O&M \$15K - Roads & Drainage \$5K - Interest revenue on investment above expectations / Waste Operations \$10K - Interest revenue on investment recd \$8K (currently not budgeted) Interest recd on rates \$2K higher than anticipated	T
						Red Water	23		
						Plan & Pol	(3)	N/A	
						Corp Serv	189	Financial Services Group- return on term investments higher than expected, higher cash balance - timing at this stage.	T
						Dev & Com	1		
Allconnex Water Investment Returns	19,020	19,020	0	0	0				
Other Revenue	8,103	8,103	820	1,102	282	Gov	68	Litigation payments \$63K - barro Group From Norton Rose - Permanent Q1 budget review. Misc Expenses \$5K balance of insurance claims for RCC to be apportioned - timing.	P
						Cust Serv	10	CCS (\$5K) - Russell Island Pool (\$18K) as contribution from Dept. of Education has not yet been received. Cleveland Showgrounds \$5K for electricity payments received. RPAC \$8K in entrepreneurial events revenue. O&M \$13K - Waste Operations - Scrap Metal Revenue higher than anticipated	T
						Red Water	13		
						Plan & Pol	11	N/A	
						Corp Serv	174	Allconnex SLA recovery \$117K; Property Services Commercial rent - \$17K; WB3 water project \$26K; Jury & Other payroll recoveries \$17K - Timing.	T
						Dev & Com	6	Department: Overspend \$6K year to date. Community Standards overspend of \$2K due to credits held. Sustainable Assessment overspend of \$1K due to miscellaneous payments (on hold) and to be investigated. Building & Plumbing \$3K due to miscellaneous payments (on hold) and to be investigated.	T
Total Revenue	151,337	151,337	27,199	27,348	149				
Expenses									
Employee Costs	66,641	66,641	10,935	11,054	119	Gov	40	Employment Agency Temps for Marketing & Comms \$15K and Corporate Performance \$4K - timing. Staff recruitment costs not budgeted marketing & Comms group \$21K - permanent.	P
						Cust Serv	40	Full Vacancy Budget reduction for CSD within General Mgt Unit (\$182K) - Variance (\$32K) with (\$17K) attributed to Commercialised Services Staff journal required to transfer to Period 7- Jan11 - (\$16K) due to level increment difference to budget CCS \$25K - SGA030 \$19K mostly in sick leave paid for Group Manager Customer & Community Services; Customer Service (\$30K) due to one position on leave without pay - return Jan 2011. Libraries (\$12K) due to vacant positions. Redland Art Gallery (\$10K) due to the availability of casual staff. Community Development (\$8K) due to CDO South position not started yet. Respite Services \$15K mainly due to the level 1 review back pay. O&M \$126K - Parks & Conservation (\$105K) - Vacancy for Tree Assessment Officer (position has been advertised and applications received) - Asset Maintenance Team (will be advertised shortly) / Waste Operations (\$32K) - Currently 4 Vacant positions - Closed Landfill Ops Coord/ Project Officer/ System Support Officer & Business Support Officer PDG (\$8K) over budget in internal construction.	T
						Plan & Pol	25	Variance due to vacancies	

Schedule F

Employee Costs (cont'd)						Corp Serv	185	The bulk of variance relates to Temporary Employment costs \$190K: - People & Change \$27K - Admin P&C \$7K and org learning & Change \$20K; Financial Services \$21K - Storm Water Asset Review \$11K and Debtor Mgt \$9K; Water Distribution project \$24K; Information Management \$74K - Systems development \$21K, Corporate property Systems \$29K and Records Mgt \$24K; CAFF \$44K Plant & Ops Mtce \$13K, Admin property Mgt \$4K, Contract Mgt \$10K, Purchasing Operations \$10K and Fleet Admin \$7K.	
						Dev & Com	(171)	Department: Underspend of (\$171K) due to vacant positions which will be filled as part of restructure in two groups. D&CS GM: Overspend of \$114K due to vacancy reduction of \$108K for the year to date. Community Standards: Underspend of (\$152K) primarily due to staff vacancies. This is partially offset due to an overspend in Temporary staff. Sustainable Assessment Underspend of (\$51K) primarily due to vacant positions. Building and Plumbing: Underspend of (\$27K) due to vacant technical positions. Business and	T
Goods & Services	75,146	75,146	8,307	7,536	(770)	Gov	(41)	Consultants (\$90K) - Council Of Mayors projects (\$87K) need to apportion across individual months, will adj in September Timing. Damages Settlements - \$41K: Redland Work Cover no actual expenditure - Timing; Legal Service (\$40K) under budget - Timing; Management Fees - \$22K Redland Work Cover Self insurance levy - Timing. Balance \$26K - spread across Goods & Services - timing.	T
						Cust Serv	(199)	(\$8K) Admin, (\$4K) Commercialised Unit not started, (\$6K) SES, (\$11K) Emergency Management CCS \$76K - Customer Service (\$3K) in telephone charges due to timing of accounts. Community Halls (\$16K) in contractors for repaint halls/reseal of timber floors due to timing of works. Caravan Parks (\$17K) underspent in various accounts such as telephone, electricity, Permit Fees, Building Materials etc mainly due to timing of invoices. Cleveland Showgrounds (\$11K) mostly in contractors due to timing of work - to be corrected in period 3. Cleveland Assembly Hall (\$10K) in grants. Cleveland Aquatic Centre (\$12K) in WB3 Utility Charges. Libraries (\$5K) in subscriptions due to timing of invoices. O&M (\$17K) - Parks & Conservation (\$49K) - Lower than forecasted expenditure for external plant hire and Contractors / Roads & Drainage \$112K - Work on reseals late in starting. Budget split amendments required. Will be addressed by end Period 3 / Environmental Education (\$50K) - \$67K committed across the unit (excluding the business jobs where some of the committed costs are standing orders). The money is being spent but some projects on private property have been delayed or have not been delivered as soon as expected. PDG (\$112K) under budget - (\$98K) Road Construction - wet weather delays & (\$54K) Road Pavement Line marking - account	T
						Red Water	93		
Goods & Services (cont'd)						Plan & Pol	(529)	Land Use Group - \$24K unfavourable variance mainly due to City Housing Strategy. Timing. Environmental Management Group - (\$352K) favourable variance due to (\$16K) Contribution for Joint Research Projects, (\$10K) Pest Mngt Plan Review, (\$65K) General Administration, (\$20K) APEX Park BMX Track, (\$40K) Wildlife Care Service, (\$25K) Biodiversity Strategy, (\$15K) Healthy Waterways Partnerships, (\$12K) Koala Road & Rail Mngt, (\$68K) Koala Research, (\$11K) Waterways Mngt Plans, (\$25K) Cities for Climate Protection & (\$22K) Ambient Water Quality Program. Timing. Community & Social Planning Group - (\$22K) favourable variance mainly due to Community Facilities Review - Public Amenities. Timing. Economic Development Group - (\$25K) favourable variance due to (\$13K) Business Grow & (\$14K) Redland Visitor Information Centre. Timing. Infrastructure Planning Group - (\$152K) favourable variance due to (\$14K) PIP/ICS, (\$13K) Corporate Project Mngt System, (\$18K) Raby Bay Monitoring of Revet Walls, (\$11K) Aquatic Pde, Canal Maint, (\$24K) Redlands Baseball	T
						Corp Serv	(79)	Split across all Groups only 4% variance overall timing at this stage.	T

Schedule F

						Dev & Com	(15) Department: Underspend of (\$15K) for the year to date. D&CS Management group: Underspend of (\$10K) due to underspend of Consultants and External training. Community Standards: Underspend of (\$10K) includes Printing, Debt collection costs, external searches and External training. Sustainable Assessment: Overspend of \$14K due to contractors and consultants. This will be reviewed for Q1 submission. Building & Plumbing: Underspend of (\$12K) due to staff vacancies. Expected to be resolved once positions filled and flow on expenses used for vehicles, IM Tools and training. Business & Performance: Overspend of \$4K for Consultants due to late invoicing for PD Online Privacy Act and Online statistical reporting.	T
Finance Costs Other	340	340	25	19	(7)	Gov	3 Bank Charges - Redland Workcover \$2K - Timing; Bad Debt expense - Christmas by Starlight write-off invoice 11431 sponsorship not honoured \$1K - Permanent.	T P
						Corp Serv	(10) Financial Services Group - bank charges and transaction fees - Timing.	T
Other Expenditure	332	332	38	28	(11)	Gov	(10) External Audit Fees - (\$3K); Discretionary Training & Conferences - Councillors' (\$5K); Mandatory Training Councillors (\$2K) - all timing.	T
						Cust Serv	(1)	
Net Internal Costs	(766)	(766)	30	(28)	(58)	Gov	93 Mainly relates to SLA Legal Services Recovery - \$97K - Timing.	T
						Cust Serv	483 CCS \$324K - CSO Actuals \$425K not processed to date. Internal Expenditure (\$104K) across all units mainly in asset management expenditure. O&M \$186K - Parks & Conservation \$25K - Parks Administration Internal Rates & Charges higher than anticipated - will be reviewed in Pd3 / Roads & Drainage \$36K - internal gravel charges adjustment required for monthly splits / Waste Operations \$208K - Internal revenue entries for CSO posted quarterly \$181K - Financial Services SLA higher than anticipated \$20K PDG \$30K under budget	T
						Red Water	10	
						Plan & Pol	137 Unfavourable variance due to budget splits amend period 3. Timing.	T
						Corp Serv	(694) Community Service Obligations within the Corporate Fund under investigation (\$680K).	
						Dev & Com	(87) Department: Underspend of (\$87K) due to Legal services costs and Corporate Asset Management Expenses being less than expected.	T
Total Expenses	141,694	141,694	19,335	18,609	(726)			
Earnings before Interest, Tax and Depreciation (EBITD)	9,644	9,644	7,865	8,740	875			
Interest Expense	3,647	3,647	471	503	32	Cust Serv	10 O&M \$10K - Waste Operations Interest recd	T
						Corp Serv	22 Immaterial 5% variance - Timing	T
Depreciation	30,072	30,072	4,885	5,012	127	Cust Serv	(4)	
						Corp Serv	131 Plant and Equipment depreciation \$130K - Fleet facilities -\$47K and Plant Operations and Mtce \$83K - timing.	T
Operating Surplus/(Deficit)	(24,075)	(24,075)	2,508	3,225	717			

Schedule F

Transfers from Unconstrained Reserves	4,000	4,000						
Adjusted Operating Surplus/(Deficit)	(20,075)	(20,075)	2,508	3,225	717			
Transfers to Constrained Operating Reserves	(15,540)	(15,540)	(3,427)	(3,477)	(50)	Plan & Pol	(18) N/A	
						Corp Serv	(32) Timing.	T
Transfer from Constrained Operating Reserves	10,449	10,449	890	548	(342)	Gov	(33) Redland Work Cover - Appropriation from reserve for expenditure incurred in July & August - Timing.	T
						Cust Serv	(110)	
						Plan & Pol	(198) Environmental Management Group - (\$111K) favourable variance due to \$(10K) Pest Mngt Plan Review, (\$40K) Wildlife Care Services, (\$25K) Biodiversity Strategy, (\$15K) Koala Research & (\$12K) Koala Road & Rail Management. Timing.	T
							Infrastructure Planning Group - (\$87K) favourable variance due to (\$8K) Landfill Remediation Coordinator, (\$17K) Landfill Remediation Minor Works & (\$48K) Landfill Site Investigation Program. Timing.	
						Corp Serv	(2) Timing.	T



Redland City Council

CAPITAL FUNDING STATEMENT For the Period Ending 31 August 2010

	Annual Original Budget \$000s	Annual Revised Budget \$000s	YTD Revised Budget \$000s	YTD Actual \$000s	YTD Variance \$000s	Department	Variance	Comments on Variances	Forecast Variances
Sources of Capital Funding									
Capital Contributions & Donations	7,422	7,422	673	64	(609)	Cust Serv	(265)	PDG (\$265K) Bond to be received following finalisation of RPAC	T
						Plan & Pol	(343)	Infrastructure Planning Group - (\$363K) unfavourable variance due to less than expected developer contributions. Timing. Environmental Management Group - \$20K favourable variance due to developer contribution Open Space rec'd ahead of budget split. Timing.	T
Capital Grants & Subsidies	7,585	7,585	335	506	170	Cust Serv	24	CCS \$24K - Respite Services \$10K for funding to replace vehicle. HACC \$14K for funding to replace vehicle. Grants were unexpected and will be put into Q1 budget review	T
						Plan & Pol	146	Environmental Management Group - \$378K favourable variance due to last portion of 'Gateway's to Moreton' grant being rec'd ahead of budget split. Timing. Infrastructure Planning Group - (\$232K) unfavourable variance due to R&D Planning grants not yet rec'd. Timing.	T
Proceeds on Disposal of Non Current Assets	2,098	2,098	0	120	120	Corp Serv	120	Fleet \$112K - awaiting sales and funds from items at auction - Timing.	T
Capital Transfers (To) From Reserves	5,907	5,907	3,740	2,434	(1,306)	Plan & Pol	(1,306)	Transfers to Reserves - \$343K unfavourable due to developer contributions. Timing Transfer from Reserves - (\$1.6M) favourable variance due to (\$13K) Canaipa Rd Path RI, (\$89K) Serpentine Ck Rd/Donald Rd Intersection, (\$60K) Intrepid/Ondine Crt Stg 1, (\$31K) Queens Espl. Cycleway, (\$11K) Attunga St Recreational Bridge, (\$12K) Stormwater trunk Program, (\$22K) Piermont Place (50), (\$8K) Pat's Park Stg 1 MI, (\$89K) Wellington Pt Stg 2 - Park Upgrade, (\$157K) Victoria Point Reserve Stg 1 & (\$1.15M) Conservation Land Acquisitions. Timing.	T
Non Cash Contributions	0	0	0	0	0				
New Loans	19,799	19,799	0	0	0				
Funding from General Revenue	22,257	22,257	4,337	3,864	(474)	Cust Serv	(522)		
						Red Water	73		
						Plan & Pol	(517)	Variance due to under expenditure in capital projects for the period July to August 2010.	
						Corp Serv	474	Balancing Item.	
						Dev & Com	19	Community Standards: Under predicted funding \$19K due to capital building works completed at the Animal Shelter which was not budgeted for.	T
Total Sources of Capital Funding	65,066	65,066	9,086	6,987	(2,099)				

Schedule F

Applications of Capital Funds							
Contributed Assets	0	0	0	0	0		
Capitalised Goods & Services	57,915	57,915	7,952	5,875	(2,077)	Cust Serv (735) PDG (\$748K) under budget (\$2.6M) PDG Recovery & (\$30K) RDQ Construction Overheads delay in disbursement adjustment / over budget \$170K Cleveland Lighthouse, \$83K Well Pt Reserve, \$88K Capalaba Regional Pk Upgrade, \$877K Rickertt/Quarry Rd Widening, \$238K Waste Water Disposal Amity Pt as 0910 carry forward budget has not been finalised/uploaded. \$123K Pt Lookout Hall Extension & \$131K Intrepid dry/Online Crt are ahead of schedule due to contractor availability and offsite construction. \$154K Road Construction delay in disbursement journal being processed. Red Water 71 Plan & Pol (2,020) Environmental Management Group - (\$1.17M) favourable variance mainly due to Conservation land Acquisitions. Timing. Infrastructure Planning Group - (\$860K) favourable variance due to (\$200K) Giles/Gordon Roads, (\$125K) Intrepid/Online Crt Stg1, (\$58K) Stormwater Trunk Program, (\$32K) Vic Pt. North Ramp & (\$450K) Bus Stop & Lay Bys. Timing. Corp Serv 588 Fleet - \$613K delivery of plant items relating to the carry-overs from 09/10. Dev & Com 19 Community Standards: Under predicted funding \$19K due to capital building works completed at the Animal Shelter which was not budgeted for.	T
Capitalised Employee Costs	4,744	4,744	784	748	(36)	Cust Serv (38) PDG (\$38K) under budget due to wet weather - (\$9K) Wellington/Bainbridge, (\$40K) Stage 3 Melaleuca Dr Lamb Is, (\$50K) Well Pt Reserve Stage 2 Park Upgrade, (\$48K) Vict Pt Reserve Stage 1, (\$46K) Vista/Short Sts Russell Is, (\$11K) Noyes Pde, Karragarra Is, (\$21K) Yorston Pl Drainage, (\$10K) Henry Ziegenfusz, (\$13K) Asphalt Overlay works and over budget / \$280K RDQ Construction Overheads delay in disbursement. Red Water 2	T
Loan Redemption	2,407	2,407	349	364	14	Cust Serv 9 Corp Serv 6 Timing.	T
Total Applications of Capital Funds	65,066	65,066	9,086	6,987	(2,099)		
Other Budgeted Items							
WDV of Assets Disposed	(1,570)	(1,570)	(0)	0	0		
Tax and Dividends	0	0	0	0	0	Cust Serv (142) O&M (\$139K) - Waste Operations \$89K Internal Dividend variance due to CSO entries only posted quarterly / Roads & Drainage \$50K - tax & dividend to be processed quarterly Corp Serv 142 Tax & Dividends - Type 2 and Type 3 Business units - Timing.	T
Internal Capital Structure Financing	0	0	0	0	0	Cust Serv 3 Corp Serv (3) Timing.	T

14.3 COMMITTEE CLOSED SESSION

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

14.3.1 DISTRICT PARK LAND ACQUISITION - SOUTH EAST THORNLANDS STRUCTURE PLAN AREA

Datworks Filename:	LUP South East Thornlands Structure Plan Project
Responsible Officer Name:	Gary Photinos Manager, Environmental Management Group
Author Name:	Gary Photinos Manager, Environmental Management Group

EXECUTIVE SUMMARY

The approved South East Thornlands Structure Plan provides for a comprehensive open space network and has designated both district and local recreational park provision amongst other significant land use planning outcomes.

Council resolved on the 31 March 2010:

- 1. to 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 and*
- 2. delegated authority to the Chief Executive Officer 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.*

PURPOSE

That Council approve the acquisition of 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 and proceed with the site planning and site establishment works.

BACKGROUND

Council resolved on 31 March 2010:

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.

ISSUES

THE SOUTH EAST THORNLANDS DISTRICT PARK:

- Will help meet the district recreation park shortfall as calculated through the Redland City Council Open Space Plan.
- Compliments the open space values of Pinklands, the adjacent regional sporting park and surrounding conservation lands.
- Will provide connectivity through path systems will enable the full set of opportunities of the Pinklands complex and the new district park to be realised including fauna movement.
- Is unconstrained land and as such meets the land description standards as specified in the Open Space Plan and the Redlands Planning Scheme for a district park.
- Will provide long term district park functionality against climate change impacts, including sea level rise, storm surge, and flooding.

ASSET MANAGEMENT PROCESS

The asset assignees for this land will be Council's Parks and Conservation Unit, once settlement has been reached. Council will organise a due diligence assessment of the land, and any remediation works or site cleanup works will be further negotiated prior to the settlement of the contract.

A further 10% of purchase price will need to be set aside for site planning and site establishment costs which may include initial site preparation and the provision of services, but will not include cost of embellishment which will be subject to separate

budgetary considerations and recovered through future infrastructure charges revenue.

VALUATIONS

Independent valuations by both parties have been obtained and there is agreement on the fair market value for the land.

RELATIONSHIP TO CORPORATE PLAN

The recommendation supports a number of Council's Corporate Plan outcomes and strategies namely:

- The “Green Living” strategy to providing and maintaining safe and attractive routes for people to walk and cycle throughout the City and to connect with nearby regional centres,
- The “Wise Planning and Design” strategy to maintaining and enhancing the quality and liveability of residential areas and to protect natural resources, and enable people to enjoy outdoor activities, social gatherings and community events through planning, providing and maintaining high quality parks and open space.

FINANCIAL IMPLICATIONS

A total of \$5.2 million in funds have been allocated in the current (capital) budget to allow for both District and Local Park acquisitions to proceed. The funds will be made available from job number 40123 “Purchase of South East Thornlands Parks” in the Open Space Trunk Infrastructure Work Program. The acquisition costs will include the purchase price at fair market value plus 10% for site planning and site establishment costs. Pending the negotiations for the local park acquisition a budget review may need to be considered to ensure that appropriate funds are made available for site planning and site establishment costs.

PLANNING SCHEME IMPLICATIONS

The Land Use Planning Group was consulted and it is considered that the outcome of recommendations in this report will result in amendments to the Redlands Planning Scheme. In particular once in Council ownership the RPS will be amended to remove the land from the Urban Residential zone and include it in the Open Space zone.

CONSULTATION

Consultation on the location of parks occurred during the development of the South East Thornlands Structure Planning process including community consultation and State interest checks.

Consultation in the preparation of this report has occurred with Legal Services, Land Use Planning Group, Operations and Maintenance Group, Open Space Planning Unit and Natural Environmental Units within the Environmental Management Group. All

parties have indicated support for the recommendation to continue and finalise the acquisition of the district park lands.

OPTIONS

PREFERRED

That Council resolve as follows:

1. To approve the acquisition of 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 and proceed with the site planning and site establishment works; and
2. That all references to current legal matters mentioned in this report remain confidential.

ALTERNATIVE

On the basis that land acquisition negotiations are quite advanced and there is agreement from both parties on the fair market value for the land, there is no reasonable alternative to propose to Council without full consideration of collateral damages that may result should there be any further delays in the acquisition of this property.

OFFICER'S/COMMITTEE RECOMMENDATION/ COUNCIL RESOLUTION

Moved by: Cr Townsend
Seconded by: Cr Henry

That Council resolve as follows:

1. To approve the acquisition of 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 and proceed with the site planning and site establishment works; and
2. That all references to current legal matters mentioned in this report remain confidential.

CARRIED

A division was called for.

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

Cr Williams voted in the negative.

Cr Burns was absent from the meeting.

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

14.4 OFFICE OF CEO

14.4.1 WATER REFORM UPDATE

Datworks Filename: GOV WRAD WB3 Administration Resources
Responsible Officer Name: Gary Stevenson
Chief Executive Officer
Author Name: Gary Stevenson
Chief Executive Officer

EXECUTIVE SUMMARY

Council's interest in Allconnex Water is subject to final determination of equity proportions (Participation Rights) and Allconnex Dividend Policy. Each is nearing completion with considerable effort being invested in reaching a fair and sustainable outcome.

Recent conjecture regarding water pricing by State Government, the Opposition, LGAQ, Council of Mayors and some Councils has resulted in some confusion. To address this for the Redlands Community, Council's policy position is to be confirmed regarding its use of returns from the water business.

PURPOSE

This report is intended to provide an update for Councillors, to clarify the water pricing debate and to confirm council's policy position regarding its use of returns from Allconnex Water.

BACKGROUND

Equity Determination

As previously reported to Council, an Expert Determiner was appointed to give direction to the basis for determining equity (Participation Rights) for the owners of Allconnex Water (Redland, Logan and Gold Coast City Councils). The final calculation of this is subject to the following:

1. Finalisation of Councils' 2009-10 Financial Statements;
2. Calculation of RAB component for assets transferred from Gold Coast to Logan as a result of boundary adjustments in 2008;
3. Assessment of roll-forward adjustments by Queensland Competition Authority (QCA).

It is not expected that final equity proportions will be known until late 2010.

In the interim, the Chief Executive Officer has endeavoured to secure a fixed equity proportion for Redland City Council given that it has not been subject to boundary adjustments. Other Councils have not been willing to agree to this.

The CEO has therefore endeavoured to incorporate provisions in the Dividend Policy for Allconnex Water that acknowledges Redland's expected reduced returns and that offset these with higher returns in subsequent years. This is based on the often quoted premise that "no Council should be worse off as a result of water reform".

Agreement in principle has been reached at officer level and is now subject to detailed wording proposals submitted by the CEO. These proposals are still to be considered and accepted by the Board of Allconnex Water. A more detailed report on the Dividend Policy will be presented to Council in October 2010.

ISSUES

Recent media attention to debate between State Government, Opposition, LGAQ, Council of Mayors and some Councils has created some confusion in the community. This report is intended to clarify these complex issues.

1. Water business returns

Since the mid 1990s Councils with significant water business activities have been required by law to set water prices based on full cost recovery. Full cost pricing has required the internal payment of all costs including return on equity, depreciation of assets, internal debt servicing, tax equivalents and of course operations and maintenance. This has been the case for Australian Local Governments for over a decade.

According to the Q3 revised budget for the 2009-2010 financial year it is expected that returns (return on equity, debt servicing and tax equivalents) internally from Redland Water to Redland City Council will be approximately \$29m. The anticipated end result is expected to be significantly higher.

These funds have always been used to provide community facilities and services and to reduce the reliance on general rates. It is clear they are funded by the community and used for the community.

Recent claims by State Government that councils have been "profiteering" from their water business infers disreputable application of these returns and is a nonsense. In fact any returns Councils have received have been in accordance with State Government legislation and under the oversight of the State Government appointed "watch dog" – the Queensland Competition Authority.

2. Bulk water prices

State Government imposed the water reform and contrary to Councils' wishes, took over control and ownership of bulk water assets (dams, bores, reservoirs and major pipelines) in 2008.

State Government set prices for bulk water which it has sold to Councils since July 2008.

The State Government prices are set to increase significantly for the future. For Redland City Council the bulk water price will move from \$620/ML in 2007-08 to \$2,755/ML in 2017-18 (ref. Queensland Water Commission 6 November 2008). Other SEQ Councils are subject to similar increases, though some at a faster rate than Redlands.

The bulk water cost is a significant component of the water charges ultimately passed through to consumers. The bulk water cost increases are also a significant influence on the rising water charges.

3. Water pricing debate

While Councils and State Government have expressed differing views about water reform since its inception in 2006-07, the recent focus on water pricing implications has reflected community concerns about increases in the costs of living (including water, electricity, fuel, etc.)

State Government has recently criticised Local Governments, suggesting it should act to contain water price increases, yet has only recently separated water business activities from SEQ Councils' direct control with the creation of three new water entities.

On behalf of SEQ Local Governments, LGAQ and Council of Mayors have responded critically to State Government.

The Opposition has weighed into the debate with a proposal to cap water prices for three years. LGAQ and Council of Mayors were reported to guarantee that Councils would freeze water prices if State Government similarly froze its bulk water price. Council of Mayors and LGAQ has subsequently withdrawn from this position. It is understood that such a proposal might leave new water entities in an unsustainable financial position.

Council of Mayors and LGAQ have since proposed to State Government that water pricing be subject of an independent review by the Australian Consumer and Competition Commission (ACCC) or a similar national body, it is not apparent that the State Government has agreed to this review (at the time of writing this report).

Within each Council, to varying degrees the water reform and water pricing issues continue to be debated. Notably at Gold Coast City Council the disputes has been reported at length.

For Redlands water customers, the water pricing impact is not so acute as it is with most other Councils.

Allconnex Water imposed a very modest water price increase on Redlands **(2.95%)** and a reasonable increase in waste water charges, **(7%)**. Other Council's have been reported to have observed much higher water prices increases; e.g. Gold Coast **20%**, Logan **20%** and Moreton Bay up to **66%**.

Redlands price increase is lower because Redland City Council had set prices close to the regulated price cap and because its bulk water price is comparatively lower and is on a slower price path. The required capital investment for growth in Redlands is also lower than some other Councils.

It is interesting to note that Moreton Bay Regional Council has introduced a temporary water rebate assistance scheme. Council has entered into a contract with its water business, Unity Water, to pay 50% of increases in access charges for water and wastewater (ie not including consumption charges) which Unity Water then credits to each consumer in the Moreton Bay Regional Council area. In the second year this rebate will be just 25% of the initial increase. This scheme is estimated to cost \$35m over two years. As payments to Unity Water are made quarterly, there is also a significant impact on the cash flow of the Council.

It does not appear that other Councils have implemented such an initiative, but considering the reportedly extreme increases in that Council (27% in former Pine Rivers, 34% in former Caboolture and 66% in former Redcliffe area) it is understandable that such extreme measures have been taken.

4. Proposed Redland City Council position

It is proposed that Council should continue to focus successful implementation of water reform and with a balanced communication regarding water pricing and financial returns.

To reassure the Redlands Community however, it is proposed that Council adopt a clear policy position regarding its expectation of financial returns from Allconnex Water and its intended use of these funds.

In this regard a draft policy will be presented to Council in October to clearly confirm that Council expects to be no worse off financially and that it will only use returns from Allconnex Water for provision of community services and facilities and to reduce reliance on general rates.

RELATIONSHIP TO CORPORATE PLAN

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

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

FINANCIAL IMPLICATIONS

The implications of the following equity outcomes will be directly proportional to the impact on cashflow from Allconnex Water Dividends:

CONSULTATION

Council's General Manager Corporate Services has contributed significantly to the development of this report.

OPTIONS**PREFERRED**

That Council notes the report and that a draft policy be presented to Council in October setting out Council's expectations for, and intended use of, financial returns from Allconnex Water.

ALTERNATIVE

That Council notes the report.

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

Moved by: Cr Ogilvie
Seconded by: Cr Reimers

That Council notes the report and that a draft policy be presented to Council in October setting out Council's expectations for, and intended use of, financial returns from Allconnex Water.

CARRIED

15 MAYORAL MINUTES

Nil.

16 DIRECT TO COUNCIL REPORTS

16.1 PLANNING & POLICY

16.1.1 MINJERRIBA KNOWLEDGE CENTRE

Datworks Filename: Minjerriba Knowledge Centre
Responsible Officer Name: Greg Underwood
General Manager Planning & Policy
Author Name: Roberta Bonnin
Manager Community & Social Planning

EXECUTIVE SUMMARY

This report requests Council to delegate authority to the Planning and Policy Committee on the 29th September 2010 to resolve the following matter:

1. To endorse the directions and recommendations of the Draft Feasibility Study for the establishment of an Indigenous Knowledge Centre on North Stradbroke Island.

PURPOSE

The purpose of this report is to seek Council approval to refer these matters to the Planning & Policy Committee meeting on the 29th September 2010 and delegate authority to the Committee to deal with them through resolution.

BACKGROUND

In accordance with the Operational Budget 2009/2010 and the Corporate Plan 2010 - 2015 Council has undertaken a feasibility study into the development of an Indigenous knowledge centre on North Stradbroke Island. *The Draft Feasibility Study for the Development of an Indigenous Knowledge Centre on North Stradbroke Island* was presented to Councillors at a Councillor workshop on Wednesday 8th September 2010.

ISSUES

In view of the speed of negotiations that are currently occurring at State Government and Council level with the Quandamooka Traditional Owners to establish an Indigenous Land Use Agreement, and given the recent announcement of the establishment of a national park on North Stradbroke Island, Council needs to maximise the opportunity to negotiate with interested parties to support the development of the proposed model.

As the Feasibility Study outlines the necessity for further actions to be undertaken following Council resolution, the delegation of authority to the Planning & Policy Committee to make resolutions on these matters has been sought to expedite these

next steps. A detailed report on this matter has been prepared and will be presented to the Planning & Policy Committee on 29th September 2010.

RELATIONSHIP TO CORPORATE PLAN

The relationship to the Corporate Plan will be reported to the Planning & Policy Committee on the 29th September 2010.

FINANCIAL IMPLICATIONS

Any financial implications will be reported to the Planning & Policy Committee on the 29th September 2010.

PLANNING SCHEME IMPLICATIONS

Any planning scheme implications will be reported to the Planning & Policy Committee on the 29th September 2010.

CONSULTATION

Any consultation will be reported to the Planning & Policy Committee on the 29th September 2010.

OPTIONS

PREFERRED

That Council resolve to delegate authority under section 257(1)(c) of the *Local Government Act 2009* to the Planning and Policy Committee on 29th September 2010 to resolve the following matter:

1. To endorse the directions and recommendations of the Draft feasibility Study for the establishment of an Indigenous Knowledge Centre on North Stradbroke Island.

OFFICER'S RECOMMENDATION/ COUNCIL RESOLUTION

Moved by: Cr Ogilvie
Seconded by: Cr Henry

That Council resolve to delegate authority under section 257(1)(c) of the *Local Government Act 2009* to the Planning and Policy Committee on 29th September 2010 to resolve the following matter:

1. **To endorse the directions and recommendations of the Draft Feasibility Study for the establishment of an Indigenous Knowledge Centre on North Stradbroke Island.**

CARRIED

16.1.2 DONALD SIMPSON CENTRE BOARD APPOINTMENTS

Datworks Filename: CR Senior Citizens Organisations – Donald Simpson Leisure Centre

Responsible Officer Name: Roberta Bonnin
Manager Community & Social Planning

Author Name: Frank Pearce
Senior Adviser Community Development

EXECUTIVE SUMMARY

Redland City Council is the only permanent member of the Donald Simpson Over 50 Leisure Centre Ltd. The Memorandum of Association charges Council with the annual responsibility of making six management committee appointments and endorsing the appointment of another five positions nominated by the committee. A list of candidates has been prepared for appointment and endorsement by Council.

PURPOSE

To appoint and endorse persons to the Donald Simpson Over 50 Leisure Centre Ltd Centre Management Committee 2010-2011.

BACKGROUND

In accordance with the Donald Simpson Over 50 Leisure Centre Ltd Memorandum of Association (MoA), Council must appoint six persons to the Centre Management Committee, one of whom shall be designated Chairman, one of whom shall be designated Secretary, one of whom shall be designated Treasurer, and one of whom shall be designated Financial Advisor (Article 35.1 of the MoA).

In accordance with the MoA Article 35.4 Council must also approve nominations made by the Centre Management Committee of up to five further persons to the Committee.

ISSUES

Five of the Council committee appointees, being the Chairman - Alan Young, Secretary - Sylvia Decker; Treasurer - Graeme Rose; Committee Members - Graham Spencer and Valerie Henry are being reappointed to the committee following competent and trouble-free service.

Kay Tregaskis is being recommended as the new Financial Advisor and Deputy Chair to replace Peter Fishwick who has resigned. Kay is an active community member, who is involved in both Lions and RDCOTA and has previously served on the board as the RDCOTA representative.

The additional five persons nominated to the board by the committee include both continuing and new members selected for their abilities and proven community service.

RELATIONSHIP TO CORPORATE PLAN

The recommendation primarily supports Council's 'Strong and connected communities' outcome. Strategy 7.3 - Increase community safety, health and wellbeing by planning and delivering programs, services, partnerships, regulations and education.

FINANCIAL IMPLICATIONS

The appointments and endorsement have no financial impact on Council.

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

- Community & Social Planning
- Donald Simpson Over 50's Leisure Centre
- Mayor and Councillor appointed to Donald Simpson Over 50's Leisure Centre Committee

OPTIONS

PREFERRED

That Council resolve as follows:

1. That the following persons be appointed to the Donald Simpson Over 50 Leisure Centre Ltd Centre Management Committee 2010-2011, in accordance with nominations confirmed by the Annual General Meeting on 10 September 2010 (Article 35.1):
 - a. Chairman, Alan Young;
 - b. Secretary, Sylvia Decker;
 - c. Treasurer, Graeme Rose;
 - d. Financial Advisor and Deputy Chair, Kay Tregaskis;
 - e. Committee Member, Graham Spencer; and
 - f. Committee Member, Valerie Henry;
2. That the following persons nominated to be members of the Centre Management Committee by the Committee be approved (Article 35.4):
 - a. John North;
 - b. Lyn Finn;
 - c. Janette Sheehan;
 - d. Noni Silman; and
 - e. Geoff Smythe;

3. That it be noted:

- a. That the person appointed to the Committee by RDCOTA is Anthony Christinson and the person appointed by Cleveland Senior Citizens is Deidre Young (Articles 35.2 and 35.3); and
- b. That the Council appointments of the Mayor and Cr Debra Henry to the Committee as Council representatives, with non-voting rights, remain in force until the end of this current term of Council.

**OFFICER'S RECOMMENDATION/
COUNCIL RESOLUTION**

Moved by: Cr Ogilvie
Seconded by: Cr Boglary

That Council resolve as follows:

1. That the following persons be appointed to the Donald Simpson Over 50 Leisure Centre Ltd Centre Management Committee 2010-2011, in accordance with nominations confirmed by the Annual General Meeting on 10 September 2010 (Article 35.1):
 - a. Chairman, Alan Young;
 - b. Secretary, Sylvia Decker;
 - c. Treasurer, Graeme Rose;
 - d. Financial Advisor and Deputy Chair, Kay Tregaskis;
 - e. Committee Member, Graham Spencer; and
 - f. Committee Member, Valerie Henry;
2. That the following persons nominated to be members of the Centre Management Committee by the Committee be approved (Article 35.4):
 - a. John North;
 - b. Lyn Finn;
 - c. Janette Sheehan;
 - d. Noni Silman; and
 - e. Geoff Smythe;
3. That it be noted:
 - a. That the person appointed to the Committee by RDCOTA is Anthony Christinson and the person appointed by Cleveland Senior Citizens is Deidre Young (Articles 35.2 and 35.3); and
 - b. That the Council appointments of the Mayor and Cr Debra Henry to the Committee as Council representatives, with non-voting rights, remain in force until the end of this current term of Council.

CARRIED

16.2 CLOSED SESSION

MOTION TO CLOSE MEETING

Moved by: Cr Ogilvie

Seconded by: Cr Henry

That the meeting be closed to the public under section 72 (1) of the *Local Government (Operations) Regulation 2010* to discuss the following item:

16.2.1 Environmental Land Acquisition

The reason that is applicable in this instance is as follows:

"(f) starting or defending legal proceedings involving it." (Council)

CARRIED

Cr Ogilvie left the meeting at 5.31pm and returned at 5.33pm during confidential discussion.

MOTION TO REOPEN MEETING

Moved by: Cr Townsend

Seconded by: Cr Williams

That the meeting be again opened to the public.

CARRIED

16.2.1 ENVIRONMENTAL LAND ACQUISITION

Dataworks Filename: EM Environmental Charge Acquisitions
Lot 12 RP57455 – 659-685 Cleveland-Redland Bay
Road, Victoria Point

Attachment: [Aerial Photograph](#)

Responsible Officer Name: Greg Underwood
General Manager Planning & Policy

Author Names: Gary Photinos
Manager Environmental Management Group
Andrew Ross
Manager Legal Services
Dan Carter
Principal Advisor Natural Environment
Richard Collins
Adviser, Biodiversity Planning

EXECUTIVE SUMMARY

During court deliberations over recent legal compliance action initiated by Council for the operation of a Transport Depot lot 12 on RP 57455 described as 659-685

Cleveland-Redland Bay Road Victoria Point, Council has been offered part of this land for environmental purposes. A Council resolution is required to enter into an agreement; prepared under section 15 of the *Acquisition of Land Act 1967*, which will be used to transfer the land into Council ownership. The part of the land to be acquired is that area designed as a conservation zone under the Redlands Planning Scheme representing approximately 22,000m².

The said property situated at 659-685 Cleveland-Redland Bay Road Victoria Point, has previously been identified as part of an environmental corridor connection and due to the current usage and the cost of the land made it prohibitive from an acquisition perspective, however it was targeted for inclusion into the rural extension habitat protection program.

The circumstances have significantly changed with the offer of land dedication being offered through the settlement of compliance matter currently in the courts. Council will be responsible for the cost of due diligence assessment, land transfer charges and any site preparation and site establishment costs. There would be no objection to Council ownership of this land for environmental purposes under these conditions. In addition, a complementary road closure of part of Clay Gully Road to the north of this property will complete an important rural urban corridor linkage for this area.

PURPOSE

That Council resolves:

1. To enter into an agreement with the landowner of Lot 12 on RP 57455 described as 659-685 Cleveland-Redland Bay Road Victoria, under section 15 of the *Acquisition of Land Act 1967*, to take that part of the land zoned conservation into its ownership for environmental purposes; and
2. Make application to the Land Act Minister to have part of Clay Gully Road Victoria Point closed and that Council accepts the trusteeship of the resultant land as a reserve for Environmental Purposes.

BACKGROUND

- On 26 November 1971 Council issued a development approval to conduct a transport depot classified as light Industry on the land.
- On 8 March 2010 Council applied to the Planning and Environment Court for enforcement orders to define the extent of the transport depot as an existing lawful use right granted by a 1971 development approval.
- On 9 September 2010 Council under advice from Legal Counsel, Norton Rose Lawyers, made submissions to the Court that the use rights was limited to that area outside the conservation zone designated on the land. The Court accepted the submission and the land owner has offered to transfer the land designated as conservation zone to Council as described in this report.
- Council continues to submit to the Department of Main Roads to clarify whether the land access to Cleveland-Redland Bay Road, which is a State

controlled road, is lawful and in accordance with applicable standards and public safety.

- The 'Environment Separate Charge: Acquisitions List August 2010' was approved by Council on 25 August 2010. It did not include the subject property.
- The modelling for the compilation of the 'Environment Separate Charge: Acquisitions List August 2010' did identify the values of the vegetated part of the subject property but because of the existing land use and the associated likely cost it was added to the properties recommended for inclusion in the extension programs for conservation on private property.

ISSUES

LEGAL MATTERS

"On 9 September 2010 a workshop was held with Councillors to discuss the Court Proceedings that were listed to be heard at 10am that morning in the Planning and Environment Court. The Legal Services manager provided legal advice based on the recommendations of Legal Counsel Norton Rose Lawyers and Barrister Michael Williamson to settle the Court proceedings on the basis that the use rights were limited to that area outside the conservation zone designated on the land and for the conservation zoned land be dedicated to Council. But for the legal recommendation, the legal advice is confidential. Councillors were informed of the terms of the settlement that limits the land area, types of vehicles and equipment and amount of vehicles. The settlement terms were approved and determined by the Court on 9 September 2010 and are publicly available on the court e-website at <http://www.courts.qld.gov.au/esearching/party.asp>."

ENVIRONMENTAL SIGNIFICANCE OF LAND

The most significant environmental value of the vegetated part of the subject property is its function as a wildlife corridor. The Green Infrastructure Map identifies a 'continuous corridor' passing through the subject property linking Clay Gully and the Moreton Bay coastline to the north-east and Days Road Conservation Area to the south.

The property to the north-east of the subject property is zoned 'urban residential' and 'open space' with the expectation that the southern side of Clay Gully would be dedicated to Council through the development approval process. Council already owns the northern bank of the gully.

The 'continuous corridor' crosses the Department of Transport & Main Roads (DTMR) controlled Cleveland-Redland Bay Road via a bridge over Clay Gully. The value of the bridge for facilitating fauna movement was identified by a Redland City Council study which recommended that, in the event of an upgrade of the road it should be constructed as a dedicated fauna underpass with associated infrastructure such as fencing. DTMR continue to express a resistance to creating fauna underpasses where property on both sides of the road is not managed by local government. The acquisition of the subject property would significantly strengthen Council's argument that a fauna underpass should be constructed through its

ownership of land to the north and south of Clay Gully and on both sides of Cleveland-Redland Bay Road. This will provide an important rural urban environmental corridor linkage.

In addition, the subject property has a number of other environmentally significant attributes. They include but are not limited to the following:

- The vegetated part of the subject property is identified by the Environmental Inventory v4 mapping to be a 'Priority Corridor'. This translates directly to the 'Conservation' zoning in the Redlands Planning Scheme.
- It contains a 'Referrable Wetland'. Should development be allowed, the State would need to be notified.
- The State Planning Policy 2010 Koala Habitat Values Map indicates that approximately 36.5% of the subject property is considered 'medium value bushland' with the balance considered as 'medium value rehabilitation'.
- The State Biodiversity Planning Assessment, which uses the Biodiversity Assessment and Mapping Methodology, creates a polygon which covers part of the subject property. This polygon contains 'poorly conserved regional ecosystem', 'high conservation value regional ecosystem' and State habitat for endangered, vulnerable or rare (EVR) species.
- Part of the subject property is classified as Regional Ecosystem 12.3.6. described as *Melaleuca quinquenervia*, *Eucalyptus tereticornis*, *Lophostemon suaveolens* woodland on Cainozoic alluvial plains in coastal areas.

ASSET MANAGEMENT PROCESS

The asset assignees for this land will be Council's Parks and Conservation Unit, once settlement has been reached. Council will organise a due diligence assessment of the land, and any remediation works or site cleanup works will be undertaken prior to the land being accessed by the public.

Part of the initial works will include the fencing of both the road and the property with koala exclusion fencing and work undertaken to improve fauna movement under the existing bridge. There is also significant works required in the removal of the road base at the west of the property to allow restoration of the habitat. It would be best that this work be undertaken over a few years with opportunities to fund possibly coming from koala offset requirements.

PERMANENT ROAD CLOSURE OF CLAY GULLY RD

It would be appropriate for council to request the State Government to carry out a permanent road closure of a section of the Clay Gully Road adjacent to this land. Currently Clay Gully Road commences at intersection of Benfer/Clay Gully and Cleveland-Redland Bay Roads. It heads west and loops back towards the creek where a cul-de-sac currently exists. It is proposed that council request permanent road closure, under the provisions of the *Land Act*, of the east of the driveway off the cul-de-sac to Cleveland-Redland Bay Road. This is an area of 0.5Ha that could be managed by council as an Environmental Reserve as part of the Clay Gully Creek corridor. The permanent road closure under the *Land Act* can take up to 2 years to

effect, in the transitional period it is proposed that the road closure provisions of the *Local Government Act* are implemented.

RELATIONSHIP TO CORPORATE PLAN

The recommendation primarily supports a number of Council's Corporate Plan outcomes and strategies namely:

- The Healthy and Natural Environment strategies
 - to increasing biodiversity by taking informed action to protect, enhance and manage our local ecosystems, and
 - coordinating effective management of the conservation estate on all (private and public) lands in Redland, through a combination of incentives and various land tenure and management arrangements to restore, maintain and plant new habitat.
- The Inclusive and ethical governance strategy to be transparent and consistent in the way we manage the organisation, its risks and obligations and ensure we are delivering against our priorities.

FINANCIAL IMPLICATIONS

In addition to the legal costs associated with the land transfer, survey costs and the payment of the State Government Stamp duty estimated to be between \$30,000 and \$50,000, the following are estimated costs and revenue opportunities for this property.

- Year 1 approx \$60,000 cover fencing, due diligence, and declared weed eradication
- Year 2 to Year 5 approx \$150,000-\$200,000 to cover the removal of the road base and site preparation for revegetation, revegetation and weed management. These costs will be refined once Council has access to the site to undertake a more detailed assessment.

The land will be considered a land acquisition and therefore these costs will be sourced from the Environmental Separate Charge and budgeted accordingly in future years.

Revenue opportunities exist to seek contributions for the restoration by anyone required to carry out offsets for the removal of koala habitat under the Koala State Planning Regulatory Provisions. We also may have opportunity to get further state funding for the restoration and rehabilitation of koala habitat therefore reducing council's operational cost for the property.

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 being required as the land is already zoned conservation purposes (CN1).

CONSULTATION

The following groups and units have been consulted regarding this land acquisition and have not raised any objections or concerns regarding the recommendation being made to Council:

- Parks and Conservation Unit
- Infrastructure Planning Group
- Property Services Unit
- Development and Community Standards Department.

OPTIONS

PREFERRED

That Council resolve as follows:

1. To enter into an agreement with the landowner of Lot 12 on RP 57455 described as 659 -685 Cleveland-Redland Bay Road Victoria, under section 15 of the *Acquisition of Land Act 1967*, to take that part of the land zoned conservation into its ownership for environmental purposes;
2. To make application to the Land Act Minister to have part of Clay Gully Road Victoria Point closed and that Council accepts the trusteeship of the resultant land as a reserve for Environmental Purposes;
3. To permanently close Clay Gully Road east of cul-de-sac to Cleveland-Redland Bay Road to all traffic, under section 69 of the Local Government Act 2009 as there is alternative route available; and
4. That the Chief Executive Officer be delegated authority to sign all associated documentation associated with the land agreement, the taking of the land under the provisions of the Acquisition of Land Act 1967, application to close the road to the Lands Act Minister and the permanent road closure under the provisions of the Local Government Act.

ALTERNATIVE

That Council defers this matter pending further legal clarification and advice regarding the consequences of not proceeding with these actions.

OFFICER'S RECOMMENDATION/ COUNCIL RESOLUTION

Moved by: Cr Elliott
Seconded by: Cr Williams

That Council resolve as follows:

1. To enter into an agreement with the landowner of Lot 12 on RP 57455 described as 659-685 Cleveland-Redland Bay Road Victoria Point, under

section 15 of the *Acquisition of Land Act 1967*, to take that part of the land zoned conservation into its ownership for environmental purposes;

2. Make application to the Land Act Minister to have part of Clay Gully Road Victoria Point closed and that Council accepts the trusteeship of the resultant land as a reserve for Environmental Purposes;
3. To permanently close Clay Gully Road east of cul-de-sac to Cleveland-Redland Bay Road to all traffic, under section 69 of the *Local Government Act 2009* as there is alternative route available;
4. That the Chief Executive Officer be delegated authority to sign all associated documentation associated with the land agreement, the taking of the land under the provisions of the *Acquisition of Land Act 1967*, application to close the road to the Lands Act Minister and the permanent road closure under the provisions of the *Local Government Act*; and
5. Advocate at the highest level with state government for access safety issues (including left in/left out movement control) to be addressed by the Department of Transport and Main Roads.

CARRIED

A division was called for.

Crs Reimers, Murray, Elliott, Williams, Henry, Ogilvie, Boglary and Hobson voted in the affirmative.

Crs Bowler and Townsend voted in the negative.

Cr Burns was absent from the meeting.

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



Road Closure area

VICTORIA POINT

REDLAND BAY

17 URGENT BUSINESS WITHOUT NOTICE

Moved by: Cr Townsend
Seconded by: Cr Henry

That Cr Williams be granted permission to bring forward the following item of Urgent Business.

CARRIED

17.1 CLEVELAND TRUCK SHOW

Moved by: Cr Williams
Seconded by: Cr Henry

That the Chief Executive Officer be directed to urgently investigate options to allow, if possible, the truck show to proceed.

CARRIED

Cr Elliott left the meeting at 5.45pm.

18 MEETING CLOSURE

There being no further business, the Mayor declared the meeting closed at 5.46pm.

Signature of Chairperson: _____

Confirmation date: _____