

Redland
CITY COUNCIL

AGENDA

GENERAL MEETING

Wednesday, 20 February 2019
commencing at 9.30am

The Council Chambers
91 - 93 Bloomfield Street
CLEVELAND QLD

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1 DECLARATION OF OPENING

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

Recognition of the Traditional Owners

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

2 RECORD OF ATTENDANCE AND LEAVE OF ABSENCE

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

3 DEVOTIONAL SEGMENT

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

4 DECLARATION OF MATERIAL PERSONAL INTEREST OR CONFLICT OF INTEREST ON ANY ITEMS OF BUSINESS

Councillors are reminded of their responsibilities in relation to a councillor's material personal interest and conflict of interest at a meeting (for full details see Division 5A of the *Local Government Act 2009*).

In summary:

If a councillor has a material personal interest, in a matter before the meeting:

Under s.175C *Local Government Act 2009*, the councillor must inform the meeting of the councillor's material personal interest in the matter, including the following particulars:

- *The name of the person or other entity who stands to gain benefit or suffer a loss from the outcome of the consideration of the matter at the meeting;*
- *How the person or other entity stands to gain the benefit or suffer the loss;*
- *If the person or other entity who stands to gain the benefit or suffer the loss is not the councillor, the nature of the councillor's relationship to the person or entity.*

If the councillor has a material personal interest they must leave the meeting, including any area set aside for the public while the matter is discussed and voted on, unless the councillor has approval from the Minister to be present while the matter is discussed and voted on pursuant to section 175F.

Record of material personal interest

*Under s.175J of the Local Government Act 2009, if a councillor has a material personal interest under section 175C of the Local Government Act 2009, the following information must **be recorded in the minutes of the meeting, and published on the local government's website**—*

- (a) the name of the councillor who has the material personal interest in the matter;*
- (b) the material personal interest including the particulars mentioned in section 175C(2)(a) as described by the councillor;*

(c) whether the councillor participated in the meeting, or was present during the meeting, under an approval given by the Minister under section 175F.

If a councillor has a conflict of interest (a real conflict of interest), or could reasonably be taken to have a conflict of interest (a perceived conflict of interest) in a matter before the meeting:

The councillor must, under s.175E of the Local Government Act 2009, inform the meeting about the councillor's personal interests in the matter, including the following particulars:

- *The nature of the interest;*
- *If the personal interest arises because of the councillor's relationship with, receipt of a gift from, another person-*
 - *The name of the other person;*
 - *The nature of the relationship or the value and date of the receipt of gift; and*
 - *The nature of the other person's interest in the matter.*

If the other councillors in the meeting are informed about a councillor's personal interests in a matter and the councillor has not voluntarily left the meeting while the matter is discussed and voted on, the other councillors must decide:

- *Whether there is a real or perceived conflict; and*
- *If the councillors decide that there is a real or perceived conflict, whether the councillor-*
 - *Must leave the meeting including any area set aside for the public, while the matter is voted on and discussed; or*
 - *May participate in the meeting in relation to the matter, including voting on the matter.*

Record of conflict of interest

Under s.175J of the *Local Government Act 2009*, if a councillor has a conflict of interest under section 175E, the following information must be **recorded in the minutes of the meeting, and published on the local government's website**—

(a) the name of the councillor who has a real conflict of interest or perceived conflict of interest in the matter;

(b) the councillor's personal interests in the matter, including the particulars mentioned in section 175E(2) as described by the councillor;

(c) the decisions made by the other councillors in relation to the existence and nature of the conflict and whether the councillor was permitted to participate in the meeting in relation to the matter, and the reasons for the decisions;

(d) whether the councillor participated in the meeting, or was present during the meeting, under an approval under section 175F;

(e) if the councillor voted on the matter—how the councillor voted on the matter;

(f) how the majority of councillors who were entitled to vote at the meeting voted on the matter.

Duty to report another councillor's material personal interest or conflict of interest

Section 175G of the *Local Government Act 2009* imposes an obligation on councillors to report undisclosed material personal interests and conflicts of interest at a meeting relating to other councillors.

If a councillor at a meeting reasonably believes, or reasonably suspects:

- *That another councillor at a meeting has a material personal interest or a real or perceived conflict in a matter; and*
- *The other councillor has not informed the meeting about the interest under section 175C(2) or 175E(2);*

The councillor who has the belief or suspicion, must as soon as practicable, inform the person who is presiding at the meeting about the facts and circumstances that form the basis of the belief or suspicion.

Note: Section 175H makes it an offence for a person to prejudice, intimidate or harass a councillor or another person take action that is likely to be detrimental to a councillor because a councillor has complied with their disclosure obligation under s.175G.

5 RECOGNITION OF ACHIEVEMENT

Mayor to present any recognition of achievement items.

6 RECEIPT AND CONFIRMATION OF MINUTES

General Meeting - 6 February 2019

7 MATTERS OUTSTANDING FROM PREVIOUS COUNCIL MEETING MINUTES

There are no matters outstanding.

8 PUBLIC PARTICIPATION

In accordance with s.31 of POL-3127 Council Meeting Standing Orders:

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

- a) State their name and suburb, or organisation they represent and the subject they wish to speak about;
- b) Stand (unless unable to do so);
- c) Act and speak with decorum;
- d) Be respectful and courteous; and
- e) Make no comments directed at any individual Council employee, Councillor or member of the public, ensuring that all comments relate to Council as a whole.

9 PETITIONS AND PRESENTATIONS

Councillors may present petitions or make presentations under this section.

10 MOTION TO ALTER THE ORDER OF BUSINESS

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

11 REPORTS FROM THE OFFICE OF THE CEO

Nil

12 REPORTS FROM ORGANISATIONAL SERVICES

12.1 JANUARY 2019 MONTHLY FINANCIAL REPORT

Objective Reference:

Authorising Officer: Deborah Corbett-Hall, Chief Financial Officer

Responsible Officer: Deborah Corbett-Hall, Chief Financial Officer

Report Author: Udaya Panambala Arachchilage, Corporate Financial Reporting Manager

Attachments: 1. January 2019 Monthly Financial Report

PURPOSE

The purpose of this report is to note the year to date financial results as at 31 January 2019.

BACKGROUND

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

ISSUES

Interim audit 2018-2019

Finance is currently preparing for the interim audit in March 2019. An interim management report will be issued by the Queensland Audit Office (QAO) upon completion of the interim visit. This report will be reviewed as part of 2018-2019 year end audit.

STRATEGIC IMPLICATIONS

Council has either achieved or favourably exceeded the following key financial stability and sustainability ratios as at the end of January 2019.

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

The following ratios did not meet the target at the end of January 2019:

- Asset sustainability ratio
- Level of dependence on general rate revenue

The asset sustainability ratio did not meet the target at the end of January 2019 and continues to be a stretch target for Council with renewal spend of \$15.59M and depreciation expense of \$32.91M year to date on infrastructure assets. This ratio is an indication of how Council currently maintains, replaces and renews its existing infrastructure assets as they reach the end of their useful life. Capital spend on non-renewal projects increases the asset base and therefore increases depreciation expense, resulting in a lower asset sustainability ratio.

Council's Capital Works Prioritisation Policy (POL-3131) demonstrates its commitment to maintaining existing infrastructure and the adoption of a renewal strategy for its existing assets ahead of 'upgrade' and/or 'new' works.

The level of dependence on general rate revenue ratio moves in line with the rating cycle and for January 2019 it is 40.83% which is slightly outside the target range of less than 40%. Increases in this ratio are expected to be cyclical and will occur in the months where the quarterly rates are levied.

Legislative Requirements

The January 2019 financial reports are presented in accordance with the legislative requirement of section 204(2) of the *Local Government Regulation 2012*, requiring the Chief Executive Officer to present the financial report to a monthly Council meeting.

Risk Management

The January 2019 financial reports have been noted by the Executive Leadership Team and relevant officers who can provide further clarification and advice around actual to budget variances.

Financial

There is no direct financial impact to Council as a result of this report; however it provides an indication of financial outcomes at the end of January 2019.

People

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

Environmental

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

Social

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

Alignment with Council's Policy and Plans

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

8. Inclusive and ethical governance

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

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

CONSULTATION

Consulted	Date	Comment
Council departmental officers	Year to date January 2019	Consulted on financial results and outcomes
Financial Services Group officers	Year to date January 2019	Consulted on financial results and outcomes
Executive Leadership Team and	Year to date January 2019	Recipients of variance analysis between actual

Consulted	Date	Comment
Senior Leadership Team		and budget. Consulted as required

OPTIONS**Option One**

That Council resolves to note the financial position, results and ratios for January 2019 as presented in the attached Monthly Financial Report.

Option Two

That Council requests additional information.

OFFICER'S RECOMMENDATION

That Council resolves to note the financial position, results and ratios for January 2019 as presented in the attached Monthly Financial Report.

Monthly Financial Report

January 2019



MAKE A
DIFFERENCE
MAKE IT
COUNT





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1. EXECUTIVE SUMMARY

This monthly report illustrates the financial performance and position of Redland City Council compared to its adopted budget at an organisational level for the period ended 31 January 2019. The revised annual budget referred to in this report incorporates the changes from the first budget review adopted by Council on 12 December 2018.

Key Financial Highlights and Overview

Key Financial Results (\$000)	Annual Revised Budget	YTD Revised Budget	YTD Actual	YTD Variance	YTD Variance %	Status Favourable ✓ Unfavourable ✗
Operating Surplus / (Deficit)	(2,951)	14,503	16,828	2,325	16%	✓
Recurrent Revenue	279,319	176,044	174,195	(1,849)	-1%	✗
Recurrent Expenditure	282,270	161,541	157,367	(4,174)	-3%	✓
Capital Works Expenditure	83,980	40,344	34,061	(6,283)	-16%	✓
Closing Cash & Cash Equivalents	143,149	129,806	137,708	7,902	6%	✓

Council reported a year to date operating surplus of \$16.8M which is favourable to the revised budget by \$2.3M. Bulk water consumption is lower than expected, resulting in lower than expected revenue. The favourable variance in recurrent expenditure is mainly due to underspend in bulk water costs as well as contractor and consultant costs.

Capital grants, subsidies and contributions are below budget due to timing of developer cash contributions. Loss on disposal of non-current assets is mainly due to sale of fleet assets and replacement of road assets.

Council's capital works expenditure is below budget by \$6.3M mainly due to underspend in the fleet replacement program and timing of works for a number of infrastructure projects.

Cash balance is higher than budget mainly due to underspend on payments for property, plant and equipment. Constrained cash reserves represent 77% of the cash balance.

2. KEY PERFORMANCE INDICATORS

Key Performance Indicators

Financial Stability Ratios and Measures of Sustainability	Status Achieved ✓ Not achieved ✗	Annual Revised Budget	YTD January 2019	Target
Operating Surplus Ratio (%)	✓	-1.06%	9.66%	Between 0% and 10% (on average over the long-term)
Asset Sustainability Ratio (%)	✗	75.05%	47.37%	Greater than 90% (on average over the long-term)
Net Financial Liabilities (%)*	✓	-32.15%	-68.55%	Less than 60% (on average over the long-term)
Level of Dependence on General Rate Revenue (%)	✗	34.92%	40.83%	Less than 40%
Ability to Pay Our Bills - Current Ratio	✓	3.29	3.56	Between 1.1 & 4.1
Ability to Repay Our Debt - Debt Servicing Ratio (%)	✓	2.81%	4.50%	Less than or equal to 15%
Cash Balance \$M	✓	\$143.149M	\$137.708M	Greater than or equal to \$50M
Cash Balances - Cash Capacity in Months	✓	7.89	7.41	Greater than 3 months
Longer Term Financial Stability - Debt to Asset Ratio (%)	✓	1.34%	1.22%	Less than or equal to 10%
Operating Performance (%)	✓	23.79%	16.03%	Greater than or equal to 10%
Interest Coverage Ratio (%)**	✓	-0.67%	-0.73%	Less than 5%

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

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





3. STATEMENT OF COMPREHENSIVE INCOME

STATEMENT OF COMPREHENSIVE INCOME					
For the period ending 31 January 2019					
	Annual	Annual	YTD	YTD	YTD
	Original	Revised	Revised	Actual	Variance
	Budget	Budget	Budget	\$000	\$000
	\$000	\$000	\$000		
Recurrent revenue					
Rates charges	100,486	100,486	73,249	73,234	(15)
Levies and utility charges	146,618	145,046	86,964	85,286	(1,678)
Less: Pensioner remissions and rebates	(3,493)	(3,413)	(2,463)	(2,391)	72
Fees	13,673	14,357	8,783	8,046	(737)
Rental income	912	912	502	526	24
Interest received	4,289	4,305	2,526	2,717	191
Dividend received	1,000	1,000	-	-	-
Sales revenue	3,735	3,745	2,250	2,293	43
Other income	694	841	656	675	19
Grants, subsidies and contributions	11,223	12,040	3,577	3,809	232
Total recurrent revenue	279,136	279,319	176,044	174,195	(1,849)
Recurrent expenses					
Employee benefits	86,248	87,379	51,173	50,109	(1,064)
Materials and services	129,100	129,391	72,019	69,375	(2,644)
Finance costs	2,840	2,856	1,677	1,698	21
Depreciation and amortisation	63,505	62,719	36,714	36,179	(535)
Other expenditure	507	630	368	514	146
Net internal costs	(713)	(705)	(410)	(508)	(98)
Total recurrent expenses	281,487	282,270	161,541	157,367	(4,174)
OPERATING SURPLUS / (DEFICIT)	(2,351)	(2,951)	14,503	16,828	2,325
Capital revenue					
Grants, subsidies and contributions	32,501	20,549	9,622	7,870	(1,752)
Non-cash contributions	6,868	10,219	1,899	288	(1,611)
Total capital revenue	39,369	30,768	11,521	8,158	(3,363)
Capital expenses					
(Gain) / loss on disposal of non-current assets	289	101	(26)	2,270	2,296
Total capital expenses	289	101	(26)	2,270	2,296
TOTAL INCOME	318,505	310,087	187,565	182,353	(5,212)
TOTAL EXPENSES	281,776	282,370	161,515	159,637	(1,878)
NET RESULT	36,729	27,716	26,050	22,716	(3,334)
Other comprehensive income / (loss)					
Items that will not be reclassified to a net result					
Revaluation of property, plant and equipment	-	-	-	-	-
TOTAL COMPREHENSIVE INCOME	36,729	27,716	26,050	22,716	(3,334)





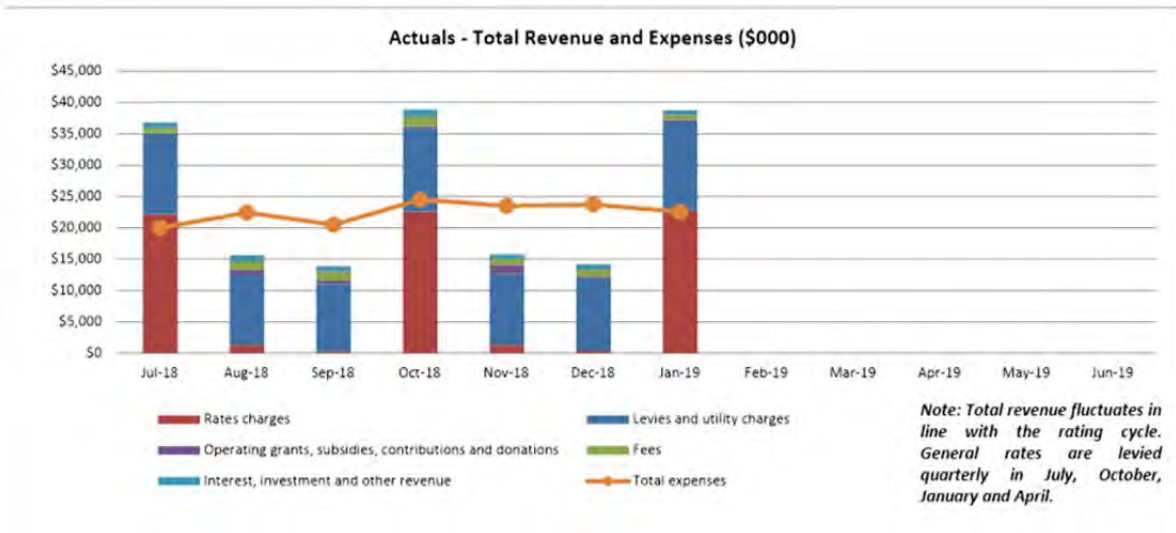
3. STATEMENT OF COMPREHENSIVE INCOME - CONTINUED

LEVIES AND UTILITY CHARGES ANALYSIS					
For the period ending 31 January 2019					
	Annual	Annual	YTD	YTD	YTD
	Original	Revised	Revised	Actual	Variance
	Budget	Budget	Budget	\$000	\$000
	\$000	\$000	\$000		
Levies and utility charges					
Refuse collection rate charge	24,307	24,307	14,179	14,035	(144)
Special charges	723	723	663	663	-
SES separate charge	478	478	359	361	2
Environment separate charge	8,180	8,181	6,135	6,117	(18)
Separate charge landfill remediation	3,106	3,106	1,812	1,806	(6)
Wastewater charges	44,951	44,951	26,221	25,716	(505)
Water access charges	18,665	18,591	10,856	10,809	(47)
Water consumption charges	46,207	44,709	26,739	25,779	(960)
Total levies and utility charges	146,618	145,046	86,964	85,286	(1,678)

MATERIALS AND SERVICES ANALYSIS					
For the period ending 31 January 2019					
	Annual	Annual	YTD	YTD	YTD
	Original	Revised	Revised	Actual	Variance
	Budget	Budget	Budget	\$000	\$000
	\$000	\$000	\$000		
Materials and services					
Contractors	33,755	35,369	18,012	17,154	(858)
Consultants	4,500	4,390	1,745	1,498	(247)
Other Council outsourcing costs*	16,902	17,520	9,723	9,938	215
Purchase of materials	48,229	46,707	27,800	27,058	(742)
Office administration costs	8,649	8,451	4,709	4,439	(270)
Electricity charges	5,786	5,786	3,467	3,129	(338)
Plant operations	4,190	4,321	2,436	2,211	(225)
Information technology resources	2,820	2,744	1,518	1,427	(91)
General insurance	1,423	1,213	742	720	(22)
Community assistance**	1,583	1,627	1,060	936	(124)
Other material and service expenses	1,263	1,263	807	865	58
Total materials and services	129,100	129,391	72,019	69,375	(2,644)

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

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





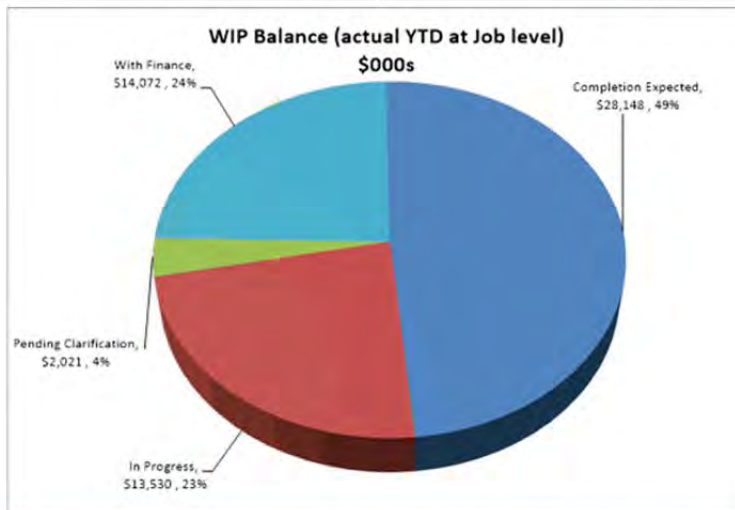
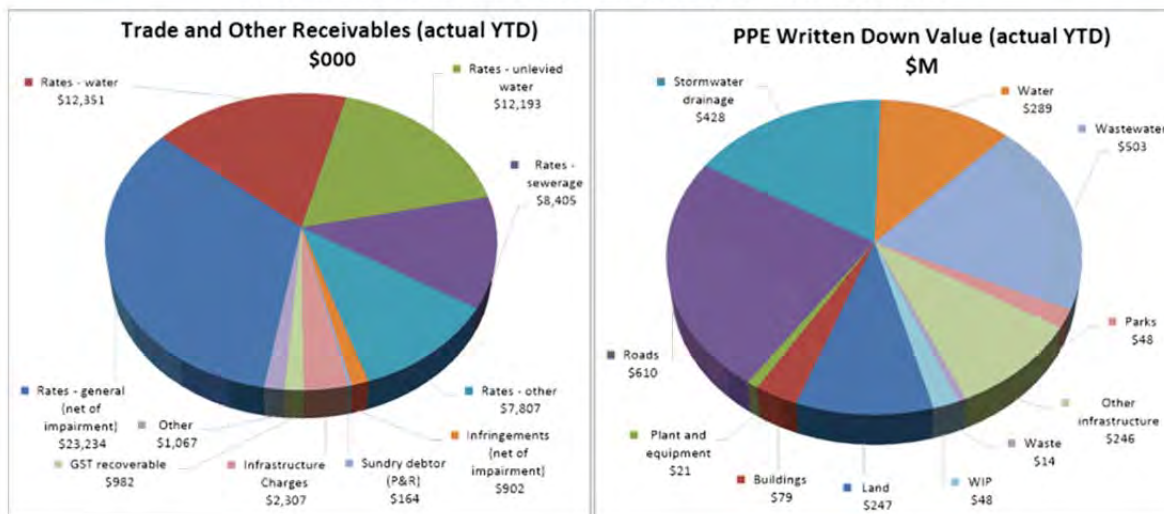
4. STATEMENT OF FINANCIAL POSITION

STATEMENT OF FINANCIAL POSITION				
As at 31 January 2019				
	Annual	Annual	YTD	YTD
	Original Budget \$000	Revised Budget \$000	Revised Budget \$000	Actual \$000
CURRENT ASSETS				
Cash and cash equivalents	167,263	143,149	129,806	137,708
Trade and other receivables	27,273	33,477	70,276	69,412
Inventories	556	1,108	1,108	949
Non-current assets held for sale	262	11,113	11,113	11,113
Other current assets	2,073	2,033	2,033	2,510
Total current assets	197,428	190,880	214,336	221,692
NON-CURRENT ASSETS				
Investment property	1,091	1,091	1,091	1,091
Property, plant and equipment	2,608,476	2,568,368	2,542,848	2,532,967
Intangible assets	826	1,038	1,438	1,838
Other financial assets	73	73	73	73
Investment in other entities	14,712	14,791	14,791	14,791
Total non-current assets	2,625,178	2,585,361	2,560,241	2,550,760
TOTAL ASSETS	2,822,606	2,776,241	2,774,577	2,772,452
CURRENT LIABILITIES				
Trade and other payables	40,840	31,435	21,592	24,290
Borrowings - current	7,713	7,728	7,728	7,728
Provisions - current	13,742	14,284	13,980	11,516
Other current liabilities	1,747	4,654	18,820	18,691
Total current liabilities	64,041	58,101	62,120	62,225
NON-CURRENT LIABILITIES				
Borrowings - non-current	29,651	29,537	26,045	26,045
Provisions - non-current	12,115	13,428	12,905	14,005
Total non-current liabilities	41,766	42,965	38,950	40,050
TOTAL LIABILITIES	105,807	101,066	101,070	102,275
NET COMMUNITY ASSETS	2,716,799	2,675,175	2,673,507	2,670,177
COMMUNITY EQUITY				
Asset revaluation surplus	1,070,838	1,003,168	1,003,168	1,003,168
Retained surplus	1,517,043	1,572,813	1,569,726	1,560,420
Constrained cash reserves	128,918	99,194	100,613	106,589
TOTAL COMMUNITY EQUITY	2,716,799	2,675,175	2,673,507	2,670,177





4. STATEMENT OF FINANCIAL POSITION - CONTINUED



PROPERTY, PLANT AND EQUIPMENT (PPE) MOVEMENT*				
For the period ending 31 January 2019				
	Annual	Annual	YTD	YTD
	Original	Revised	Revised	Actual
	Budget	Budget	Budget	Balance
	\$000	\$000	\$000	\$000
PPE movement				
Opening balance (includes WIP from previous years)	2,598,959	2,537,638	2,537,638	2,537,638
Acquisitions and WIP in year movement	73,748	94,183	42,226	33,963
Depreciation in year	(62,532)	(61,754)	(36,149)	(35,572)
Disposals	(1,699)	(1,699)	(867)	(2,894)
Other adjustments**	-	-	-	(168)
Closing balance	2,608,476	2,568,368	2,542,848	2,532,967

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

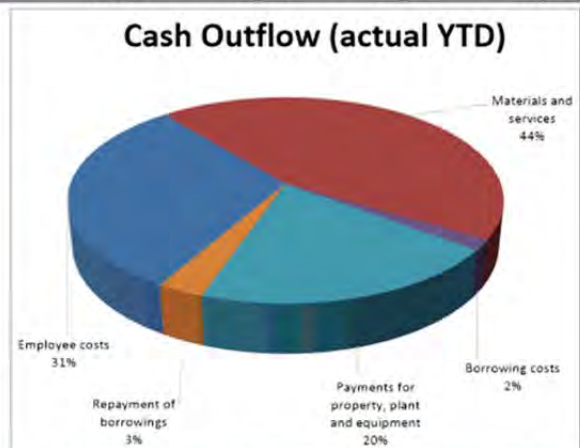
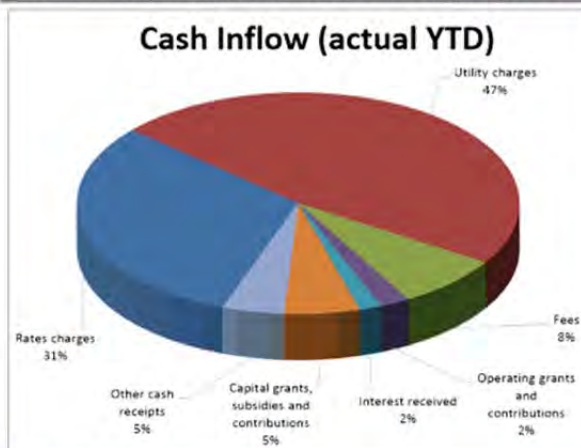
** Other adjustments include transfers between asset classes, revaluation adjustments, prior period adjustments and depreciation thereon.





5. STATEMENT OF CASH FLOWS

STATEMENT OF CASH FLOWS For the period ending 31 January 2019				
	Annual Original Budget \$000	Annual Revised Budget \$000	YTD Revised Budget \$000	YTD Actual \$000
CASH FLOWS FROM OPERATING ACTIVITIES				
Receipts from customers	261,712	264,828	150,572	146,456
Payments to suppliers and employees	(213,794)	(214,822)	(131,761)	(127,216)
Interest received	4,289	4,305	2,526	2,717
Dividend received*	1,000	1,000	-	1,500
Rental income	912	912	502	527
Non-capital grants and contributions	11,223	12,040	3,577	3,655
Borrowing costs	(2,809)	(2,809)	(2,809)	(2,809)
Net cash inflow / (outflow) from operating activities	62,533	65,455	22,607	24,830
CASH FLOWS FROM INVESTING ACTIVITIES				
Payments for property, plant and equipment	(66,880)	(83,964)	(40,327)	(33,675)
Payments for intangible assets	-	(16)	(16)	(386)
Proceeds from sale of property, plant and equipment	1,410	1,598	893	624
Capital grants, subsidies and contributions	32,501	20,549	9,622	9,288
Other cash flows from investing activities**	-	3,500	3,500	3,500
Net cash inflow / (outflow) from investing activities	(32,969)	(58,333)	(26,328)	(20,649)
CASH FLOWS FROM FINANCING ACTIVITIES				
Proceeds of borrowings	2,500	2,500	-	-
Repayment of borrowings	(5,035)	(5,035)	(5,035)	(5,035)
Net cash inflow / (outflow) from financing activities	(2,535)	(2,535)	(5,035)	(5,035)
Net increase / (decrease) in cash held	27,030	4,587	(8,756)	(854)
Cash and cash equivalents at the beginning of the year	140,234	138,562	138,562	138,562
Cash and cash equivalents at the end of the financial year / period	167,263	143,149	129,806	137,708



Total Cash Funding (Actual YTD)	168,267	Total Cash Expenditure (Actual YTD)	169,121
Total Cash Funding (Annual Revised Budget)	311,233	Total Cash Expenditure (Annual Revised Budget)	306,646
% of Budget Achieved YTD	54%	% of Budget Achieved YTD	55%

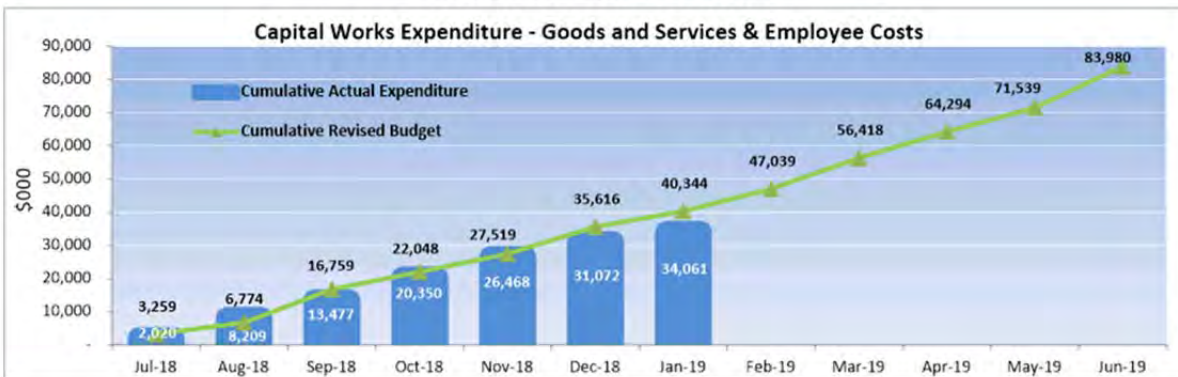
* Reclassified as operating cash flow to align with Annual Financial Statements and permitted by Australian Accounting Standard AASB 107 Statement of Cash Flows

** Reclassified as cash flows from investing activities to align with Annual Financial Statements and permitted by Australian Accounting Standard AASB 107 Statement of Cash Flows.





6. CAPITAL EXPENDITURE



	Annual Revised Budget \$000	YTD Revised Budget \$000	YTD Actual \$000	YTD Variance \$000
Capitalised goods and services	76,484	35,977	29,715	(6,262)
Capitalised employee costs	7,496	4,367	4,346	(21)
Total	83,980	40,344	34,061	(6,283)

7. PROGRAM AND PROJECT UPDATE

- Favourable (budget under/schedule on track)
- Meeting expectations (budget and schedule on track)
- Within tolerance (either budget or schedule not on track)
- Unfavourable (budget and schedule not on track)



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

Council is currently progressing 164 programs and projects.

	Annual Revised Budget \$000	YTD Actual \$000	Commitments \$000
Total Programs and Projects in Progress			
Capital*	73,827	30,733	11,568
Operational	12,257	3,671	1,354

*The capital spend on programs and projects is a subset of Council's total capital budget and excludes business as usual capital spend such as replacement of computers, fleet etc.

Notable Projects

Financially significant programs and projects with an annual budget of more than \$1M constitute 22 programs and projects and accounts for 66.95% of the total programs and projects budget. The status of two notable projects are as follows:

Project description	Progress
Replacement of existing barcode scanning equipment with a Radio Frequency Identification (RFID) alternative. Relates to Operational Plan 2018-2019 item 7.2.2.	Meeting Expectations
The Redlands Transport Strategy (RTS) will establish the overarching vision for transport planning in the Redlands. The vision will also be complemented by a set of guiding principles and overall objectives that will guide the development of specific transport planning projects. Operational Plan 2017-2018 item 2.5.1 Redlands Transport Strategy.	Meeting Expectations

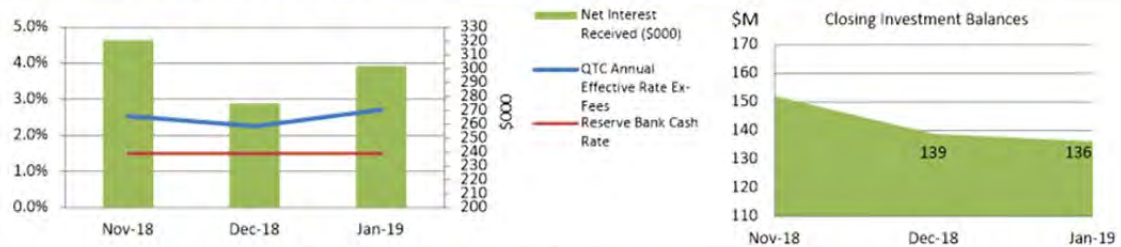




8. INVESTMENT & BORROWINGS REPORT

For the period ending 31 January 2019

INVESTMENT RETURNS - QUEENSLAND TREASURY CORPORATION (QTC)



Total Investment at End of Month was \$136.37M

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

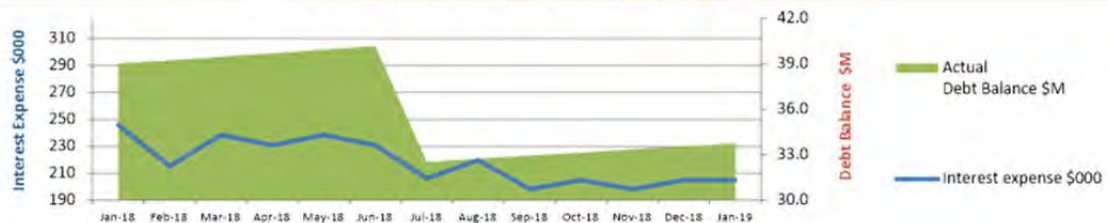
The movement in interest earned is indicative of both the interest rate and the surplus cash balances held, the latter of which is affected by business cash flow requirements on a monthly basis as well as the rating cycle.

Note: the Reserve Bank reduced the cash rate down to 1.5% in the August 2016 sitting - this has not changed in subsequent months.

On a daily basis, cash surplus to requirements is deposited with QTC to earn higher interest as QTC is offering a higher rate than what is achieved from Council's transactional bank accounts. The current annual effective interest rate paid by QTC of 2.71% exceeds the Bloomberg AusBond Bank Bill Index (previously the UBS Bank Bill Index) of 1.95% as at the end of January 2019 in accordance with Corporate POL-3013. Term deposit rates are being monitored to identify investment opportunities to ensure Council maximises its interest earnings.

Council adopted its revised Investment Policy (POL-3013) in June 2018 for the 2018/2019 financial year

BORROWINGS AND BORROWING COSTS



The existing loan accounts were converted to fixed rate loans on 1 April 2016 following a QTC restructure of loans and policies. In line with Council's debt policy, debt repayment of \$7.84M, being \$5.03M principal and \$2.81M interest has been made *annually* in advance for 2018/2019 which will result in the loans being repaid approximately one year earlier.

The debt balance shows a decrease as the Annual Debt Service Payment (ADSP) was made during July 2018. Interest will accrue monthly on a daily balance until next ADSP in July 2019 which is reflected in the increasing debt balance.

Total Borrowings at End of Month were \$33.77M

General pool allocated to capital works is 99.41% and 0.59% is attributable to RedWaste.

Council adopted its revised Debt Policy (POL-1838) in June 2018 for the 2018/2019 financial year





9. CONSTRAINED CASH RESERVES

Reserves as at 31 January 2019	Purpose of reserve	Opening Balance	To Reserve	From Reserve	Closing Balance
		\$000	\$000	\$000	\$000
Special Projects Reserve:					
Weinam Creek Reserve	Maintenance and improvements associated with Weinam Creek projects	3,625	301	(17)	3,909
Red Art Gallery Commissions & Donations Reserve	Purchases of art work for the RCC art collection	7	-	(7)	-
Raby Bay Revetment Wall Reserve	To fund Raby Bay revetment wall works program	-	2,233	(44)	2,189
Fleet Plant & Capital Equipment Reserve	To support the long term fleet replacement program	-	6,441	(1,985)	4,456
		3,632	8,975	(2,053)	10,554
Constrained Works Reserve:					
Public Parks Trunk Infrastructure Reserve	Capital projects for public parks trunk infrastructure	7,324	1,085	(2,212)	6,197
Land for Community Facilities Trunk Infrastructure Reserve	Land for community facilities trunk infrastructure	2,192	171	-	2,363
Water Supply Trunk Infrastructure Reserve	Upgrade, expansion or new projects for water supply trunk infrastructure	10,107	3,962	-	14,069
Sewerage Trunk Infrastructure Reserve	Upgrade, expansion or new projects for sewerage trunk infrastructure	9,222	1,176	(8)	10,390
Constrained Works Reserve-Capital Grants & Contributions	Unexpended capital grants and contributions received for specific projects	651	-	(118)	533
Local Roads Trunk Infrastructure Reserve	Capital projects for local roads trunk infrastructure	35,922	2,593	(2,858)	35,657
Cycleways Trunk Infrastructure Reserve	Capital projects for cycleways trunk infrastructure	10,783	873	(3)	11,653
Stormwater Trunk Infrastructure Reserve	Capital projects for stormwater trunk infrastructure	8,884	537	-	9,421
Constrained Works Reserve-Operating Grants & Contributions	Unexpended operating grants and contributions received for specific projects	919	-	(688)	231
Tree Planting Reserve	Acquisition and planting of trees on footpaths	88	20	(24)	84
		86,092	10,417	(5,911)	90,598
Separate Charge Reserve - Environment:					
Environment Charge Acquisition Reserve	Acquisitions of land and facilities to support or enhance environmental outcomes	234	917	-	1,151
Environment Charge Maintenance Reserve	Ongoing conservation and maintenance operations	1,708	5,199	(3,736)	3,171
SES Separate Charge Reserve	On-going costs of maintaining the Redland SES	-	361	(213)	148
		1,942	6,477	(3,949)	4,470
Special Charge Reserve - Other:					
Bay Island Rural Fire Levy Reserve	Pass on revenue collected from levy to the Bay Island Rural Fire Brigade	-	131	-	131
SMBI Translink Reserve	Offset payment made to the State Govt. to assist with transport service to the Bay Islands	(8)	483	(482)	(7)
		(8)	614	(482)	124
Special Charge Reserve - Canals:					
Aquatic Paradise Canal Reserve	Maintenance and repairs of Aquatic Paradise canals	743	6	-	749
Sovereign Waters Lake Reserve	Maintenance and repairs of Sovereign Lake	422	3	-	425
1718 Raby Bay Canal Reserve	Service, facility or activity of works in respect of the canals of the Raby Bay canal estate	1,036	-	(816)	220
1718 Aquatic Paradise Canal Reserve	Service, facility or activity of works in respect of the canals of the Aquatic Paradise canal estate	(495)	-	-	(495)
1718 Sovereign Waters Lake Reserve	Service, facility or activity of works in respect of the lake	(56)	-	-	(56)
		1,650	9	(816)	843
TOTALS		93,308	25,497	(13,211)	109,594
					Closing cash and cash equivalents 137,708
					Reserves as percentage of cash balance 77%





10. REDLAND WATER STATEMENTS

REDLAND WATER SUMMARY OPERATING STATEMENT					
For the period ending 31 January 2019					
	Annual	Annual	YTD	YTD	YTD
	Original	Revised	Revised	Actual	Variance
	Budget	Budget	Budget	\$000	\$000
	\$000	\$000	\$000		
Total revenue	112,745	111,173	65,521	64,192	(1,329)
Total expenses	66,297	65,023	38,347	37,452	(895)
Earnings before interest, tax and depreciation (EBITD)	46,448	46,150	27,174	26,740	(434)
Interest expense	15,352	15,352	8,955	8,955	-
Depreciation	23,228	23,268	13,561	13,742	181
Operating surplus / (deficit)	7,868	7,530	4,658	4,043	(615)

REDLAND WATER CAPITAL FUNDING STATEMENT					
For the period ending 31 January 2019					
	Annual	Annual	YTD	YTD	YTD
	Original	Revised	Revised	Actual	Variance
	Budget	Budget	Budget	\$000	\$000
	\$000	\$000	\$000		
Capital contributions, donations, grants and subsidies	6,798	6,560	3,280	1,377	(1,903)
Net transfer (to) / from constrained capital reserves	(6,608)	(4,160)	(2,575)	(5,130)	(2,555)
Non-cash contributions	6,648	6,202	-	39	39
Funding from utility revenue	5,614	6,261	593	4,667	4,074
Total sources of capital funding	12,452	14,863	1,298	953	(345)
Contributed assets	6,648	6,202	-	-	-
Capitalised expenditure	5,804	8,661	1,298	953	(345)
Total application of capital funds	12,452	14,863	1,298	953	(345)

11. REDWASTE STATEMENTS

REDWASTE OPERATING STATEMENT					
For the period ending 31 January 2019					
	Annual	Annual	YTD	YTD	YTD
	Original	Revised	Revised	Actual	Variance
	Budget	Budget	Budget	\$000	\$000
	\$000	\$000	\$000		
Total revenue	25,901	25,901	15,130	15,134	4
Total expenses	19,155	19,607	11,351	11,272	(79)
Earnings before interest, tax and depreciation (EBITD)	6,746	6,294	3,779	3,862	83
Interest expense	30	26	15	15	-
Depreciation	216	242	133	179	46
Operating surplus / (deficit)	6,500	6,026	3,631	3,668	37

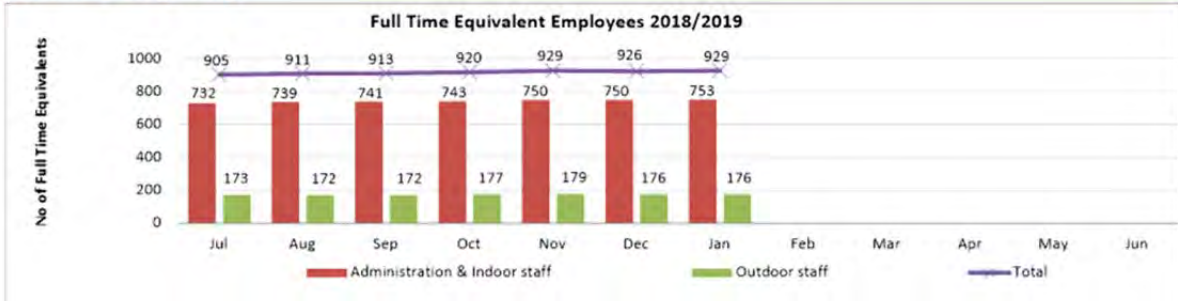
REDWASTE CAPITAL FUNDING STATEMENT					
For the period ending 31 January 2019					
	Annual	Annual	YTD	YTD	YTD
	Original	Revised	Revised	Actual	Variance
	Budget	Budget	Budget	\$000	\$000
	\$000	\$000	\$000		
Non-cash contributions	-	-	-	-	-
Funding from utility revenue	547	546	339	408	69
Total sources of capital funding	547	546	339	408	69
Capitalised expenditure	456	456	238	307	69
Loan redemption	91	90	101	101	-
Total application of capital funds	547	546	339	408	69





12. APPENDIX: ADDITIONAL AND NON-FINANCIAL INFORMATION

Workforce Reporting



Department Level	Employee Type						Total
	Casual	Contract of Service	Perm Full	Perm Part	Temp Full	Temp Part	
Office of CEO	4	2	28	4	7	1	46
Organisational Services	12	6	169	14	26	6	233
Community and Customer Services	35	5	242	58	34	12	386
Infrastructure and Operations	29	7	312	12	20	-	380
Total	80	20	751	88	87	19	1,045

Note: Full Time Equivalent Employees includes all full time employees at a value of 1 and all other employees, at a value less than 1. The table above demonstrates the headcount by department (excluding agency staff) and does not include a workload weighting. It includes casual staff in their non-substantive roles as at the end of the period where relevant.

Overdue Rates Debtors

Days Overdue	Jan-19	% Overdue	Jan-18	% Overdue	\$ Variance	% Variance	Comment
0 - 30	\$3,351	0.0%	\$0	0.0%	\$3,351	0.0%	The quarterly collection campaign target for overdue rates was met and the Revenue Collection team continues to monitor and work with ratepayers who are unable to promptly meet their financial obligation to Council.
31 - 60	\$39	0.0%	\$0	0.0%	\$39	0.0%	
61 - 90	\$3,002,817	1.5%	\$2,543,226	1.3%	\$459,591	0.2%	
91 - 180	\$1,556,186	0.8%	\$1,247,641	0.7%	\$308,545	0.1%	
>180	\$3,358,464	1.7%	\$2,577,167	1.3%	\$781,297	0.3%	
Total	\$7,920,857	4.0%	\$6,368,034	3.3%	\$1,552,823	0.6%	





13. GLOSSARY

Key Terms

Written Down Value:

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

Work In Progress:

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

Definition of Ratios

Operating Surplus Ratio*:

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

Net Operating Surplus
Total Operating Revenue

Asset Sustainability Ratio*:

This ratio indicates whether Council is renewing or replacing existing non-financial assets at the same rate that its overall stock of assets is wearing out

Capital Expenditure on Replacement of Infrastructure Assets (Renewals)
Depreciation Expenditure on Infrastructure Assets

Net Financial Liabilities*:

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

Total Liabilities - Current Assets
Total Operating Revenue

Level of Dependence on General Rate Revenue:

This ratio measures Council's reliance on operating revenue from general rates (excludes utility revenues)

General Rates - Pensioner Remissions
Total Operating Revenue - Gain on Sale of Developed Land

Current Ratio:

This measures the extent to which Council has liquid assets available to meet short term financial obligations

Current Assets
Current Liabilities

Debt Servicing Ratio:

This indicates Council's ability to meet current debt instalments with recurrent revenue

Interest Expense + Loan Redemption
Total Operating Revenue - Gain on Sale of Developed Land

Cash Balance - \$M:

Cash balance includes cash on hand, cash at bank and other short term investments.

Cash Held at Period End

Cash Capacity in Months:

This provides an indication as to the number of months cash held at period end would cover operating cash outflows

Cash Held at Period End
[(Cash Operating Costs + Interest Expense) / Period in Year]

Longer Term Financial Stability - Debt to Asset Ratio:

This is total debt as a percentage of total assets, i.e. to what extent will our long term debt be covered by total assets

Current and Non-current loans
Total Assets

Operating Performance:

This ratio provides an indication of Council's cash flow capabilities

Net Cash from Operations + Interest Revenue and Expense
Cash Operating Revenue + Interest Revenue

Interest Coverage Ratio:

This ratio demonstrates the extent to which operating revenues are being used to meet the financing charges

Net Interest Expense on Debt Service
Total Operating Revenue

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



12.2 REDLAND CITY COUNCIL ELECTORAL BOUNDARY REVIEW**Objective Reference:****Authorising Officer:** John Oberhardt, General Manager Organisational Services**Responsible Officer:** John Oberhardt, General Manager Organisational Services**Report Author:** Tony Beynon, Group Manager Corporate Governance**Attachments:** Nil**PURPOSE**

To advise and appraise Council of the requirements of the *Local Government Act 2009* (the Act) in relation to electoral boundaries for the 2020 quadrennial Local Government Elections.

BACKGROUND

Correspondence has been received from the Electoral Commissioner of Queensland regarding the Local Government Change Commission and the process for submitting local government change proposals to the Minister for Local Government and requesting Council's key contacts during the Local Government Change Commission process.

Under the Act, 1 March 2019 is the latest that divided councils can provide written notice to the Electoral Commissioner and the Minister for Local Government of the results of the review that must be completed about whether each of its divisions has a reasonable proportion of electors.

Regarding the local government change process itself, the Act defines what constitutes a local government change. A local government change relates to a change of boundaries, divisions, the number of councillors, name or the local government's classification.

ISSUES

A review of the City's ten electoral Divisions has been undertaken in conjunction with the Electoral Commission of Queensland.

Section 15 of the Act states that "each division of a local government area must have a reasonable proportion of electors". It further states that "a reasonable proportion of electors is the number of electors that is worked out by dividing the total number of electors in the local government area (as nearly as can be found out) by the number of councillors (other than the Mayor) plus or minus (a) for a local government area with more than 10,000 electors – 10%."

As at 31 January 2019 the enrolled electors for each of the City of Redlands 10 electoral Divisions is as follows:

Division	Enrolment	Quota %	Ave Enrolment	Variation	Lower Limit	Upper Limit	Quota Status
Division 1	10590	10	10840.7	-2.31	9757	11925	In Quota
Division 2	10408	10	10840.7	-3.99	9757	11925	In Quota
Division 3	12098	10	10840.7	11.6	9757	11925	Out of Quota
Division 4	10793	10	10840.7	-0.44	9757	11925	In Quota
Division 5	11164	10	10840.7	2.98	9757	11925	In Quota
Division 6	12371	10	10840.7	14.12	9757	11925	Out of Quota
Division 7	10336	10	10840.7	-4.66	9757	11925	In Quota
Division 8	10313	10	10840.7	-4.87	9757	11925	In Quota
Division 9	10102	10	10840.7	-6.81	9757	11925	In Quota
Division 10	10232	10	10840.7	-5.61	9757	11925	In Quota

The figures in the table show that Division 3 and Division 6 are currently “Out of Quota”. Discussions with the ECQ indicate that the Electoral Commissioner will undertake the minor adjustments required to ensure all Divisions are “In Quota”. Upon receipt of the Commissioner’s determination, Council and individuals will have an opportunity to provide feedback to the Commissioner.

In addition to the changes required due to Divisions 3 and 6 being out of Quota, the Local Government is required to advise the Electoral Commissioner and the Minister if it intends to change the number of councillors, its Divisions or the name of its Divisions.

In 2018 Redland City Council tabled a Motion at the 2018 LGAQ Annual Conference “That the Local Government Association of Queensland lobbies the State Government for an amendment to the Local Government Electoral Act 2011 to provide local government with the discretion to choose their election polls to be conducted by full postal ballot.” The resolution was subsequently carried at the Conference however the Policy Executive resolved to maintain the current legislative provisions which provide the Minister with the discretion to determine postal – only elections.

The *Local Government Regulation 2012* fixes the number of Divisions and Councillors for Redland City Council as ten Divisions and one Councillor for each Division with a total of 11 Councillors (including the Mayor).

It is considered that there has been no drive to change the current arrangements and as such it is proposed not to seek amendments to the status quo save the requirement to bring all divisions “In Quota”.

Nevertheless the main aim of Redland City Council and the Act is to ensure democratic representation so that electors are represented reasonably equally throughout the local government area.

STRATEGIC IMPLICATIONS

Legislative Requirements

The report has taken into account requirements of the *Local Government Act 2009*, *Local Government Regulation 2012* and the *Local Government Electoral Act 2011*.

Risk Management

The report deals with various risks including legislative compliance and consistent distribution of voters in each division to support equitable representation.

Financial

There are no direct costs associated with maintaining the status quo of 10 Divisions within the City.

People

There are no direct impacts on Council staff from this report.

Environmental

There are no direct environmental implications associated with this report.

Social

The aim of the Act is to ensure equitable community representation throughout the 10 divisions. The report seeks to ensure compliance with this.

Alignment with Council's Policy and Plans

The process is in keeping with Council's Corporate Plan Priority 8: Inclusive and Ethical Governance for deep engagement, quality leadership at all levels, transparent and accountable democratic processes and a spirit of partnership between the community and Council.

CONSULTATION

Consulted	Consultation Date
General Manager Organisation Services	January 2019

OPTIONS

Option One

That Council resolves to write to the Electoral Commissioner and the Minister for Local Government advising:

1. That a review of the numbers of electors enrolled in the City of Redland reveals that two of its current Divisions namely Divisions 3 and 6 are "Out of Quota" and requests that the Electoral Commission of Queensland undertake the necessary amendments to Divisional boundaries to bring all 10 Divisions "In Quota";
2. That the number of electoral Divisions within the City of Redland remain at 10;
3. That the number of Councillors representing each electoral division remain at one and

That Council's contact for the Electoral Commission be the Group Manager Corporate Governance.

Option Two

That Council resolves to write to the Electoral Commissioner seeking an extension to conduct a further review.

OFFICER'S RECOMMENDATION

That Council resolves to write to the Electoral Commissioner and the Minister for Local Government advising:

1. **That a review of the numbers of electors enrolled in the City of Redland reveals that two of its current Divisions namely Divisions 3 and 6 are "Out of Quota" and requests that the Electoral Commission of Queensland undertake the necessary amendments to Divisional boundaries to bring all 10 Divisions "In Quota";**
2. **That the number of electoral Divisions within the City of Redland remain at 10;**
3. **That the number of Councillors representing each electoral division remain at one and**
4. **That Council's contact for the Electoral Commission be the Group Manager Corporate Governance.**

13 REPORTS FROM COMMUNITY & CUSTOMER SERVICES

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

Objective Reference:

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

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

Report Author: Hayley Saharin, Senior Business Support Officer
Jill Driscoll, Group Support Officer

Attachments: 1. Decisions Made Under Delegated Authority 13.01.19 to 26.01.19

PURPOSE

The purpose of this report is for Council to note that the decisions listed below were made under delegated authority for Category 1, 2 and 3 development applications only.

This information is provided for public interest.

BACKGROUND

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

- Category 1 – minor code and referral agency assessments;
- Category 2 – moderately complex code and impact assessments;
- Category 3 – complex code and impact assessments; and
- Category 4 – major assessments (not included in this report)

The applications detailed in this report have been assessed under:-

- **Category 1** - Minor code assessable applications, concurrence agency referral, minor operational works and minor compliance works; minor change requests and extension to currency period where the original application was Category 1 procedural delegations for limited and standard planning certificates.
- Delegation Level: Chief Executive Officer, General Manager, Group Managers, Service Managers, Team Leaders and Principal Planners as identified in the officer's instrument of delegation.
- **Category 2** - In addition to Category 1, moderately complex code assessable applications, including operational works and compliance works and impact assessable applications without objecting submissions; other change requests and variation requests where the original application was Category 1, 2, 3 or 4*. Procedural delegations including approval of works on and off maintenance, release of bonds and full planning certificates.

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

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

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

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

OFFICER'S RECOMMENDATION

That Council resolves to note this report.

Decisions Made under Delegated Authority 13.01.2019 to 19.01.2019

CATEGORY1

Application Id	Application Full Details	Applicant	Associated Property Address	Primary Category	Decision Date	Negotiated Decision Date	Decision Description	Division
CAR18/0503	Design and Siting - Dwelling House	Building Code Approval Group Pty Ltd	11 Reserve Esplanade Wellington Point QLD 4160	Referral Agency Response - Planning	16/01/2019	NA	Approved	1
DBW18/0080	Domestic Additions	Mr Rohan E Goode Mrs Mariah Goode	27 Sentinel Court Cleveland QLD 4163	Referral Agency Response - Planning	16/01/2019	NA	Approved	2
CAR18/0484	Design and Siting - Patio	Fluid Building Approvals	10 Parklane Road Victoria Point QLD 4165	Referral Agency Response - Planning	16/01/2019	NA	Approved	4
CAR18/0501	Design and Siting - Domestic Additions	Shaun Michael WINKS	19 Mooroondu Street Coochiemudlo Island QLD 4184	Referral Agency Response - Planning	15/01/2019	NA	Approved	4
CAR18/0504	Design and Siting - Domestic Outbuilding	Janneale Margaret BYLETT	5 Daysland Street Victoria Point QLD 4165	Referral Agency Response - Planning	16/01/2019	NA	Approved	4
RAL18/0141	Request to Extend the Currency Period - Combined standard format ROL 1 into 2 with Dual Occupancy on Future Lot 21	James Barclay Homes Willem BERENDS	19 Eagle Street Victoria Point QLD 4165	Minor Change to Approval	15/01/2019	NA	Approved	4
CAR18/0502	Build Over or Near Relevant Infrastructure - Dwelling House	Thomas Independent Certification	12 Swansea Circuit Redland Bay QLD 4165	Referral Agency Response - Engineering	15/01/2019	NA	Approved	5

Decisions Made under Delegated Authority 13.01.2019 to 19.01.2019

CATEGORY 1

Application Id	Application Full Details	Applicant	Associated Property Address	Primary Category	Decision Date	Negotiated Decision Date	Decision Description	Division
CAR18/0505	Design and Siting - Domestic Additions	Bartley Burns Certifiers & Planners	4 Marigold Place Mount Cotton QLD 4165	Referral Agency Response - Planning	15/01/2019	NA	Approved	6
CAR18/0512	Design and Siting - Dwelling House	Checkpoint Building Surveyors (Coomera)	38 Walter Drive Thornlands QLD 4164	Referral Agency Response - Planning	17/01/2019	NA	Approved	7
OPW18/0166	Driveway Crossover - Domestic	Ausbuid Plus Pty Ltd	16 Berkingham Street Thornlands QLD 4164	Code Assessment	15/01/2019	NA	Development Permit	7
CAR18/0489	Build Over or Near Relevant Infrastructure	Building Approvals and Advice	40 Montgomery Drive Wellington Point QLD 4160	Referral Agency Response - Engineering	18/01/2019	NA	Approved	8
CAR18/0414	Design and Siting - Dwelling House	The Certifier Pty Ltd	18 O'Connell Parade Wellington Point QLD 4160	Referral Agency Response - Planning	18/01/2019	NA	Approved	1

Decisions Made under Delegated Authority 13.01.2019 to 19.01.2019

CATEGORY 2

Application Id	Application Full Details	Applicant	Associated Property Address	Primary Category	Decision Date	Negotiated Decision Date	Decision Description	Division
OPW18/0153	Pontoon System	The Jetty Specialist	13 Captains Court Cleveland QLD 4163	Code Assessment	16/01/2019	NA	Development Permit	2
OPW18/0142	Operational Works for RAL - 1 into 7	Sheehy & Partners Pty Ltd	320-330 Redland Bay Road Thornlands QLD 4164	Code Assessment	15/01/2019	NA	Development Permit	3
OPW002281	Operational Works - Aged Persons and Special Needs Housing - CIVIL ONLY	Australasian Conference Association Ltd	563-567 Redland Bay Road Victoria Point QLD 4165	SPA - 15 Day Compliance Assessment	14/01/2019	NA	Compliance Certificate Approved	4
OPW002285	Landscape Works - Residential & Tourist Uses - Aged Persons and Special Needs Housing	Australasian Conference Association Ltd	563-567 Redland Bay Road Victoria Point QLD 4165	SPA - 15 Day Compliance Assessment	17/01/2019	NA	Compliance Certificate Approved	4
OPW18/0162	Excavation and Fill and retaining over 1m	Metricon Homes Qld	19 Vanstone Way Redland Bay QLD 4165	Code Assessment	17/01/2019	NA	Development Permit	6
MCU18/0278	Change to Development Approval - MCU013874 Multiple Dwelling (13 Units) over four Development Stage	Redland Investment Corporation Pty Ltd Wolter Consulting Group	9-11 Oaklands Street Alexandra Hills QLD 4161	Minor Change to Approval	14/01/2019	NA	Approved	7
MCU18/0182	MCU013409 - Change to development approval - Combined - Health Care Centre, Shop and Refreshment Establishment	Town Planning Alliance Mr Daniel Moore	687-689 Old Cleveland Road East Wellington Point QLD 4160	Minor Change to Approval	16/01/2019	NA	Approved	8

Decisions Made under Delegated Authority 13.01.2019 to 19.01.2019**CATEGORY 2**

Application Id	Application Full Details	Applicant	Associated Property Address	Primary Category	Decision Date	Negotiated Decision Date	Decision Description	Division
MCU18/0287	Change to Development Approval MCU013311 - Multiple Dwelling x 9	Gateway Survey & Planning Pearlbulk Pty Ltd	9 Hemmo Street Capalaba QLD 4157	Minor Change to Approval	17/01/2019	NA	Approved	9

Decisions Made under Delegated Authority 13.01.2019 to 19.01.2019**CATEGORY 3**

Application Id	Application Full Details	Applicant	Associated Property Address	Primary Category	Decision Date	Negotiated Decision Date	Decision Description	Division
SPS18/0001	Request to Apply Superseded Planning Scheme - Dwelling House	MPR Properties No. 2 Pty Ltd As Trustee	8-12 School Of Arts Road Redland Bay QLD 4165	DA apply previous policy / code	14/01/2019	NA	Approved	6

Decisions Made under Delegated Authority 20.01.2019 to 26.01.2019

CATEGORY 1

Application Id	Application Full Details	Applicant	Associated Property Address	Primary Category	Decision Date	Negotiated Decision Date	Decision Description	Division
CAR19/0004	Design and Siting - Additions to existing house	Steve Bartley & Associates Pty Ltd	10 Waverley Court Ormiston QLD 4160	Referral Agency Response - Planning	25/01/2019	NA	Approved	1
CAR18/0462	Design and Siting - Domestic Additions	Building Code Approval Group Pty Ltd	67 Princess Street Cleveland QLD 4163	Referral Agency Response - Planning	24/01/2019	NA	Approved	2
CAR19/0008	Design and Siting - Domestic Additions	Bartley Burns Certifiers & Planners	150 Panorama Drive Thornlands QLD 4164	Referral Agency Response - Planning	06/02/2019	NA	Approved	3
CAR19/0006	Design and Siting - Dwelling House	Cesarina GIGANTE Stroud Homes Brisbane East	78 Bunker Road Victoria Point QLD 4165	Referral Agency Response - Planning	25/01/2019	NA	Approved	4
OPW18/0122	Operational Works - Domestic Driveway Crossover	Paula Maria SILVESTRO	11 Albert Street Victoria Point QLD 4165	Code Assessment	24/01/2019	NA	Development Permit	4
CAR18/0455	Amenity and Aesthetics - Removable Dwelling	GMA Certification Group (Childers)	29 Grove Road Russell Island QLD 4184	Referral Agency Response - Planning	21/01/2019	NA	Approved	5
CAR18/0510	Amenity and Aesthetics - Removable Dwelling	Bryan HORN	14-16 Bimbard Crescent Russell Island QLD 4184	Referral Agency Response - Planning	23/01/2019	NA	Approved	5

Decisions Made under Delegated Authority 20.01.2019 to 26.01.2019**CATEGORY 1**

Application Id	Application Full Details	Applicant	Associated Property Address	Primary Category	Decision Date	Negotiated Decision Date	Decision Description	Division
OPW002282	Landscape Works - Tourist Accommodation (8 rooms), and a Community Facility (Community & Cultural Hall)	Himalaya Villa Pty Ltd	77-83 Duncan Road Sheldon QLD 4157	SPA - 15 Day Compliance Assessment	23/01/2019	NA	Compliance Certificate Approved	6

Decisions Made under Delegated Authority 20.01.2019 to 26.01.2019

CATEGORY 2

Application Id	Application Full Details	Applicant	Associated Property Address	Primary Category	Decision Date	Negotiated Decision Date	Decision Description	Division
OPW18/0150	Operational Works for RAL - 1 into 2 lots - Stormwater & Drainage	Frenlush Pty Ltd As Trustee	71 Channel Street Cleveland QLD 4163	Code Assessment	21/01/2019	NA	Development Permit	2
OPW18/0146	Operational Works for RAL 2 into 2 (Boundary Realignment) - Roofwater Line, Driveway & Sewer Line	Ray Wassenberg Consulting Engineer	26-28 Fir Street Victoria Point QLD 4165	Code Assessment	21/01/2019	NA	Development Permit	4
CAR19/0013	Build Over or Near Relevant Infrastructure - Retaining Wall	RDs Building Approvals	50 Muller Street Redland Bay QLD 4165	Referral Agency Response - Engineering	24/01/2019	NA	Approved	6
OPW19/0001	Driveway Crossover	Ausbuid Pty Ltd	17 Berkingham Street Thornlands QLD 4164	Code Assessment	24/01/2019	NA	Development Permit	7
RAL18/0103	Reconfiguring a Lot - Standard Format 1 into 122 Lots	Andiworth Pty Ltd	43-51 Kinross Road Thornlands QLD 4164	Code Assessment	24/01/2019	NA	Development Permit	7

Decisions Made under Delegated Authority 20.01.2019 to 26.01.2019**CATEGORY 3**

Application Id	Application Full Details	Applicant	Associated Property Address	Primary Category	Decision Date	Negotiated Decision Date	Decision Description	Division
SPS18/0002	Request to Apply Superseded Planning Scheme - Reconfiguring a Lot - Boundary Realignment - 2 into 2 lots	Birkdale Land Pty Ltd	175-185 Collingwood Road Birkdale QLD 4159	DA Apply Previous Policy/Code	24/01/2019	NA	Approved	8

13.2 LIST OF DEVELOPMENT AND PLANNING RELATED COURT MATTERS CURRENT AS AT 21 JANUARY 2019

Objective Reference:

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

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

Report Author: Christy Englezakis, Senior Appeals Planner

Attachments: Nil

PURPOSE

The purpose of this report is for Council to note the current development and planning related appeals and other related matters/proceedings.

BACKGROUND

- 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/services/search-for-a-court-file/search-civil-files-ecourts>

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

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

2. Court of Appeal

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

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

3. Department of State Development, Manufacturing, Infrastructure and Planning (DSDMIP)

- The DSDMIP provides a Database of Appeals that may be searched for past appeals and declarations heard by the Planning and Environment Court.

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

- The database contains:

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

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

4. Department of Housing and Public Works (DHPW)

- Information on the process and remit of development tribunals can be found at the DHPW website:
- <http://www.hpw.qld.gov.au/construction/BuildingPlumbing/DisputeResolution/Pages/default.aspx>

PLANNING & ENVIRONMENT COURT APPEALS

1.	• File Number:	CA11075/17 (MCU013296)
• Appellants:		Lipoma Pty Ltd Lanrex Pty Ltd Victoria Point Lakeside Pty Ltd
• Co-respondent (Applicant)		Nerinda Pty Ltd
• Proposed Development:		Preliminary Approval for Material Change of Use for Mixed Use Development and Development Permit for Reconfiguring a Lot (1 into 2 lots) 128-144 Boundary Road, Thornlands (Lot 3 on SP117065)
• Appeal Details:		Submitter appeal against Council approval
• Current Status:		A directions hearing was held on 1 August 2018. A further directions hearing was held on 5 October 2018 to confirm the matters to be determined by the Court. The matter has been set down for a hearing, commencing 4 March 2019.

2.	• File Number:	Appeal 4515 of 2017 (ROL006084)
• Applicant:		Australian Innovation Centre Pty Ltd
• Application Details:		Reconfiguring a Lot (1 into 22 lots and park) at 289-301 Redland Bay Road, Thornlands (Lot 5 on RP14839)
• Appeal Details:		Deemed refusal appeal
• Current Status:		Appeal filed 23 November 2017. On 31 January 2018 Council solicitors notified the parties that it opposed the proposed development. Mediation was held on 6 March 2018. A review is to be held on 30 January 2019.

3.	• File Number:	Appeal 461 of 2018 (MCU013977)
• Applicant:		Robyn Edwards and Ronald Edwards
• Proposed Development:		Material Change of Use for an Undefined Use (Rooming Accommodation) at 41 Ziegenfusz Road, Thornlands (Lot 291 on RP801793)
• Appeal Details:		Appeal against Council refusal
• Current Status:		Appeal filed 8 February 2018. A Directions Order was set down on 27 April 2018 detailing a timetable for the proceedings. Mediation was held on 31 May 2018. A review is to be held on 25 January 2019.

4.	• File Number:	Appeal 894 of 2018 (MCU013921)
• Applicant:	Palacio Property Group Pty Ltd	
• Proposed Development:	Infrastructure conversion application (relating to the Development Permit for a Material Change of Use for Multiple Dwellings (22 units)) 4-8 Rachow Street, Thornlands (Lot 5 on SP149013)	
• Appeal Details:	Appeal against Council refusal	
• Current Status:	Appeal filed 9 March 2018. A without prejudice meeting was held on 17 May 2018. Settlement offer went to Council meeting on 10 October 2018. Council resolved to decline the offer. Mediation was held on 3 December 2018. A further mediation is scheduled to be held by 1 March 2019. Hearing to be scheduled for April.	

5.	• File Number:	Appeal 1506 of 2018 (MCU17/0149)
• Applicant:	Barro Group Pty Ltd	
• Proposed Development:	Request to Extend the Currency Period (relating to the Development Permit for a Material Change of Use for Extractive Industry and Environmentally Relevant Activities 8 (Chemical Storage), 16 (Extractive and Screening Activities) and 21 (Motor Vehicle Workshop Operation)) 1513 and 1515 – 1521 Mount Cotton Road and 163-177 and 195 Gramzow Road, Mount Cotton (Lot 162 on S31962, Lot 238 on SP218968, Lot 370 on S311071, Lot 1 on RP108970, Lot 17 on RP108970, Lot 1 on SP272090, Lot 2 on SP272091, Lot 3 on SP272092 and the land comprising part of Greenhide (California) Creek located between Lot 162 on S31962 and Lot 238 on SP218968, which is the property of the State)	
• Appeal Details:	Appeal against Council refusal	
• Current Status:	Appeal filed on 24 April 2018. A without prejudice meeting was held on 29 October 2018. A pre-call over review is scheduled for 20 February 2019.	

6.	• File Number:	Appeal 2142 of 2018 (MCU013782)
• Applicant:	Binnaton Holdings Ltd	
• Proposed Development:	Material Change of Use for an Apartment Building (39 Units) 7, 9 & 11 Fernbourne Road, Wellington Point (Lots 1 & 2 on RP14166 and Lot 2 on RP14166)	
• Appeal Details:	Appeal against Council decision to issue a Preliminary Approval	
• Current Status:	Appeal filed on 11 June 2018. A without prejudice meeting was held on 19 July 2018. Appeal is adjourned for 5 months until 18 April 2019.	

7.	• File Number:	Appeal 2171 of 2018 (ROL006209)
• Applicant:	Lorette Margaret Wigan	
• Proposed Development:	Reconfiguring a Lot for 1 into 29 lots and road 84-122 Taylor Road, Thornlands (Lot 1 on RP123222)	
• Appeal Details:	Appeal against Council decision to issue Preliminary Approval	
• Current Status:	Appeal filed on 13 June 2018. Mediation was held on 29 June 2018. A second mediation was held on 2 October 2018. A third mediation was held on 22 October 2018. A further mediation is booked for 30 January 2019.	

8.	• File Number:	Appeal 2519 of 2018 (MCU17/0123)
	• Applicant:	Wellington Property Management Pty Ltd
	• Proposed Development:	Material Change of Use for a Child Care Centre 100-102 Collins Street, Redland Bay (Lot 1 on RP190688)
	• Appeal Details:	Appeal against Council refusal
	• Current Status:	Appeal filed on 9 July 2018. Mediation was held on 4 October 2018. A second mediation was held on 17 January 2019. A further mediation is booked for 25 January 2019.

9.	• File Number:	Appeal 3177 of 2018 (MCU17/0153)
	• Applicant:	Geoffrey David Abbott, Anthony John Baker & Anja Katrin Hoecker
	• Proposed Development:	Material Change of Use for an Undefined Use 9 & 11 Tascon Street, Ormiston
	• Appeal Details:	Appeal against Council refusal
	• Current Status:	Appeal filed on 31 August 2018.

10.	• File Number:	Appeal 3344 of 2018 (ROL006039)
	• Applicant:	Harridan Pty Ltd
	• Proposed Development:	Reconfiguring a Lot for 1 into 7 Lots 14-20 Bonnie Street, Thornlands (Lot 6 on SP164042)
	• Appeal Details:	Appeal against Council refusal
	• Current Status:	Appeal filed on 12 December 2018. A directions hearing was held on 28 September 2018. Mediation was held on 8 November 2018. A review is scheduled for 24 January 2019. A without prejudice meeting is to be held by 8 February 2019.

11.	• File Number:	Appeal 135 of 2018 (MCU013917)
	• Applicant:	Maureen Joan Chapman
	• Proposed Development:	Material Change of Use for a Dwelling House 42 Magnolia Street, Russell Island (Lots 77, 78, 104 & 105 on RP129012)
	• Appeal Details:	Appeal against Council refusal
	• Current Status:	Appeal filed on 21 September 2018.

12.	• File Number:	Appeal 4270 of 2018 (MCU013936)
	• Applicant:	Landmark Homes
	• Proposed Development:	Material Change of Use for a Dwelling House 10 Water Street, Cleveland (Lot 57 on RP1691)
	• Appeal Details:	Appeal against Council refusal
	• Current Status:	Appeal filed on 29 November 2018. A without prejudice meeting was held on 15 January 2019.

•

• **APPEALS TO THE QUEENSLAND COURT OF APPEAL**

13.	• File Number:	Appeal 8114 of 2018 (MCU012812)/ (QPEC Appeal 3641 of 2015)
• Appellant:	Redland City Council	
• Respondent (applicant):	King of Gifts Pty Ltd and HTC Consulting Pty Ltd	
• Proposed Development:	Material Change of Use for Service Station (including car wash) and Drive Through Restaurant 604-612 Redland Bay, Road, Alexandra Hills	
• Appeal Details:	Appeal against the decision of the Planning and Environment Court to allow the appeal and approve the development.	
• Current Status:	Appeal filed by Council on 30 July 2018. Council's outline of argument was filed on 28 August 2018. The appellant's outline of argument was filed on 20 September 2018. Council has filed a reply and a hearing is set down for 12 March 2019.	

• **DEVELOPMENT TRIBUNAL APPEALS AND OTHER MATTERS**

14.	• File Number:	3201/18
• Applicant:	Charles & Howard Pty Ltd	
• Proposed Development:	Reconfiguring a Lot for 2 into 9 lots 15 & 20 Albert Street, Victoria Point (Lots 1 & 2 on RP178345)	
• Application Details:	To revive, change and extend the currency period of a lapsed approval	
• Current Status:	Application filed on 4 September 2018. A without prejudice meeting was held on 8 November 2018. A review was held on 14 November 2018. The matter is set down for hearing on 29 January 2019.	

OFFICER'S RECOMMENDATION

That Council resolves to note this report.

13.3 POL-3085 SECURITY CAMERAS – RESPONSE TO NOTICE OF MOTION AND PETITION – ANTISOCIAL BEHAVIOUR

Objective Reference:**Authorising Officer:** Louise Rusan, General Manager Community & Customer Services**Responsible Officer:** Kim Kerwin, Group Manager Community & Economic Development**Report Author:** Byron Shreeve, Community Safety Adviser**Attachments:** 1. Proposed amended Policy POL-3085 Security Cameras**PURPOSE**

The purpose of this report is to consider the notice of motion and petition tabled by Cr Boglary at the General Meeting of 12 December 2018 requesting the inclusion of the words ‘anti-social behaviour’ under section 1a of Council’s current POL-3085 Security Cameras Policy.

BACKGROUND

Council resolved to adopt POL-3085 Security Cameras Policy at the General Meeting held on 25 July 2018. The policy position recognises that while Council has an important part to play in creating safe communities, the State Government has the primary responsibility for the prevention and prosecution of crime. Using security cameras for evidence collection for property crime on Council assets and for local laws matters such as illegal dumping and parking were therefore the focus of the Policy.

At the General Meeting held on 12 December 2018 Cr Boglary tabled a notice of motion to amend the policy to include the words “antisocial behaviour” in section 1a of the policy statement. A petition from residents seeking the same outcome was also tabled at that meeting. Following discussion around what is ‘antisocial behaviour’, Council resolved that the item lie on the table, so that officers prepare further information for consideration, which also addresses the petition.

ISSUES**Defining antisocial behaviour**

People’s understanding of what constitutes antisocial behaviour is determined by a series of factors including context, time, location, community tolerance and quality of life expectations. What may be considered antisocial behaviour to one person can be seen as acceptable behaviour to another; the subjective nature of the concept makes it difficult to identify a single definition¹.

Of relevance, Council’s Subordinate Local Law No. 4 (Local Government Controlled Areas, Facilities and Roads) Schedule 1, sets out behaviours that are prohibited on all local government controlled areas in Redland City; these include, ‘riotous, disorderly, indecent, offensive, threatening or insulting behaviour’.

Review of other SEQ Councils’ security camera policies

A review of neighbouring Councils’ security camera policies reveals that Logan City, Brisbane City and Gold Coast City do not use the term antisocial behaviour in their policies. Rather, they commit to the terms, for community safety and crime prevention purposes. Sunshine Coast Regional Council references antisocial behaviour in its policy. Moreton Bay Regional Council doesn’t

¹ Harradine S et al 2004. Defining and measuring antisocial behaviour. Home Office development practice report no. 26. London: Home Office. <http://www.homeoffice.gov.uk/rds/pdfs04/dpr26.pdf>

presently have a security camera policy (one is under development), but operates a network of closed circuit cameras.

Most larger South East Queensland councils employ some form of monitored camera system, primarily to monitor night entertainment precincts, where public safety and crime prevention is a priority, evidenced by crime rate statistics.

The total reported offences for surrounding local government areas (LGA) for 2016 – 2017 is shown in **Table 1** below. Redland's LGA had the lowest number of reported offences (8,833) and the lowest rate of offences per 100,000 persons (5,712) whilst Ipswich and Logan had the highest rates of reported offences. There is a significant disparity between Redland City's crime rate and that of other South East Queensland Councils who have employed monitored security camera systems, at significant cost.

Local Government Area	Total offences reported	Rate per 100,000 persons
Brisbane	102,643	8,487
Gold Coast	59,221	10,014
Ipswich	25,125	12,164
Logan	36,859	11,497
Moreton Bay	41,463	9,228
Redland	8,833	5,712

Table1: Total number and rate of reported offences

Redland City Council use of security cameras

Council has 156 fixed and unmonitored security cameras in the City (as at December 2018). Fixed cameras are installed in key Council locations including customer service centres, waste transfer facilities, the animal shelter, libraries and other major Council owned facilities. A further four mobile surveillance cameras are used in local law enforcement to target offences such as illegal dumping, parking, and pest management. Council also employs a car-based camera for monitoring parking infringements.

Council currently uses unmonitored cameras for collecting evidence to assist with:

- protecting Council owned assets from damage (e.g. vandalism, theft etc.);
- local law enforcement; and
- protecting staff in Council facilities.

POL-3085 Security Cameras Policy, sets out Council's commitment to:

1) Using security cameras for the purpose of **evidence collection related to:**

b) Local law infringements such as illegal dumping and parking,

For clarity, Council can insert the term 'antisocial behaviour' in section 1 b) of the Security Cameras Policy and also insert a definition in the Policy which is consistent with the description in Council's Subordinate Local Law No. 4, regulating behaviours that are prohibited on all local government controlled areas in Redland City; being, 'riotous, disorderly, indecent, offensive, threatening or insulting behaviour'. The Policy still acknowledges that the Queensland Police Service remains responsible for responding to criminal and unlawful activity, including traffic related offences such as hooning.

Security camera costs

The cost to purchase and install unmonitored cameras is estimated to be between \$8,400 and \$150,000 per location, depending on number of cameras required and type of cameras suitable to the characteristics of the location and the evidence required to be collected. This figure excludes operational costs. For a standalone system with no cable network access this figure is in excess of

\$34,000 per year. Council currently spends approximately \$7000 per annum for maintenance of all cameras.

The cost of monitored security cameras is generally much higher than unmonitored cameras as these are more sophisticated in capability. Aside from the purchase of the equipment, monitored systems require the establishment of a control room where the images can be relayed and monitored by staff, stored and analysed. In 2015, the cost to establish the control room at Logan City Council was approximately \$1.3 million. Additional operational costs in excess of \$600,000 per annum are required to staff the control room 24 hours a day, 7 days a week. Further costs are incurred for data storage, internet costs and system upgrades. In its 2018-19 budget, Logan City Council allocated a further \$1.2 million over 3 years to expand its safety camera project.

STRATEGIC IMPLICATIONS

Legislative Requirements

In the operation of security cameras Council must comply with the following legislation:

Public Records Act 2002: Defines the requirements for making, managing and preserving public records.

Right to Information Act 2009: Gives the right of access to information in the Government's possession or under the Government's control unless, on balance, it is contrary to the public interest to give the access.

Information Privacy Act 2009: Describes the rules for the fair collection and handling of personal information in the public sector environment; and the right of access to, and amendment of, personal information in the Government's possession or under the Government's control unless, on balance, it is contrary to the public interest to give the access or allow the information to be amended.

Evidence Act 1977: Provides direction for parties in civil legal proceedings to access documents under Section 134A of the *Evidence Act 1977* may apply to Council to produce for inspection documents relevant to the proceedings that are in Council's possession.

Risk Management

There is a risk that by including the term 'antisocial behaviour' in the policy, there will be an expectation that Council will expand its security camera network, beyond the purpose of evidence collection with the potential to expect a fully monitored system with an immediate response.

There is a further risk that the community will have the perception of safety in areas where cameras are installed, with the expectation of an immediate response in the event of antisocial behaviour taking place at all hours of day or night.

Should camera installation become more widespread, there is limited internal resourcing to manage the collection of data and maintenance of hardware and software systems and there would be significant budget implications for Council and costs to the community.

Financial

Installation of security cameras and ongoing operational expenses are subject to Council's annual budget process through Council's relevant business areas. Council's approach has been to seek external Government grant funding through the Federal Government Safer Communities Fund and the State Government Local Government Grants and Subsidies Program to augment capital funding. Co-contributions from Council are generally required under grant conditions. There is a risk that community expectations for security cameras might not be met if funding is not available.

No additional budget or resources are required as a result of the revision of the policy. Any identified additional budgets or resources required in actioning changes resulting from the policy amendment are for Council's consideration through the usual business case and budget process.

People

This policy impacts officers in the following Council service areas:

Community and Customer Services

- Community Safety Advisor
- Regulatory Services

Infrastructure and Operations

- Asset Managers
- Facilities Services Unit
- City Infrastructure Group
- Redland Water
- Redland Waste

Organisational Services

- Right to Information Officers
- Information Management

Environmental

Not applicable.

Social

The installation of security cameras in public spaces may assist with enforcing local laws and increasing the potential for success in local law infringement proceedings. They may also assist with prosecution of crimes through making available recorded information to the Queensland Police Service.

Unintended social consequences may include:

- creating the perception that an area is unsafe;
- alternatively, creating the perception of safety if it is perceived an area is being monitored and someone will respond if an incident occurs; or
- the displacement of crime to surrounding areas without security cameras.

Alignment with Council's Policy and Plans

- POL-1002 Data Management Policy
- POL-1003 Enterprise Content Management Policy
- POL-3034 Community Safety Policy
- POL-3103 Information Privacy Policy
- POL-3126 Access to Information Policy

CONSULTATION

Consulted	Consultation Date	Comments/Actions
General Counsel	December 2018	Provided advice around definition of "antisocial behaviour" under Local Law No. 4 review.
Principal Right To Information Decision Maker/ Team Leader	June 2018	Consulted as part of original Policy development

Consulted	Consultation Date	Comments/Actions
Service Manager – Facility Services	June 2018	Consulted as part of original Policy development
Records Manager Team Leader - Information Management Group	June 2018	Consulted as part of original Policy development
Senior Leasing Officer	June 2018	Consulted as part of original Policy development
Finance Manager, Business Partnering - Financial Services Group	June 2018	Consulted as part of original Policy development
Group Manager, Corporate Governance	January 2019	Consulted on Council resolution of 12 December 2018

OPTIONS

Option One

That Council resolves to amend Policy POL-3085 Security Cameras Policy to include a definition of antisocial behaviour and minor consequential changes as amended in the attachment to this report.

Option Two

That Council resolves not to amend policy POL-3085 Security Cameras Policy.

Option Three

That Council resolves to amend Policy POL-3085 Security Cameras Policy as amended in the attachment to this report with additional changes.

OFFICER'S RECOMMENDATION

That Council resolves to amend Policy POL-3085 Security Cameras Policy to include a definition of antisocial behaviour and minor consequential changes as amended in the attachment to this report.

policy document



POL-3085

Security Cameras

[Version Information](#) (hyperlink to Version Information and bookmark for link back to top)

Head of Power

This policy supports the delivery of the Corporate Plan 2018-2023, Strong and Connected Communities outcomes.

Policy Objective

The objective of this policy is to define the purpose and use of security cameras by Council.

Definitions

A security camera is defined as a fixed or temporary video surveillance camera or closed circuit television used to record images that may be viewed by Redland City Council staff or other authorised parties.

Antisocial behaviour is defined as riotous, disorderly, indecent, offensive, threatening or insulting behaviour as described in Schedule 1, 1(a) of Subordinate Local Law No. 4 (Local Government Controlled Areas, Facilities and Roads).

Policy Statement

Redland City Council recognises that a safe community is important to build community spirit, connectedness and wellbeing. Council will support a safe community through a range of crime prevention activities including implementation of the Crime Prevention through Environmental Design (CPTED) principles, activation of public spaces, supporting resilience in communities, partnerships with other agencies and, where appropriate, security cameras to protect property.

Council is committed to:

- 1) Using security cameras for the purpose of evidence collection related to:
 - a) Protecting property against crime such as vandalism, theft and graffiti occurring on Council owned or controlled infrastructure, buildings, land and public spaces.
 - b) Local law infringements such as illegal dumping and parking, **and antisocial behaviour (as defined)**.
 - c) Interactions between the public and staff in and around Council buildings.
- 2) The sustainable implementation and management of security cameras by:
 - a) The deployment of security cameras to support core Council functions, including Council asset protection, local law enforcement, monitoring customer service functions.
 - b) The installation of security cameras on Council controlled land and spaces for non-Council asset protection based on evidence of need determined by **property**-crime data obtained from the Queensland Police Service and Council's ability to meet costs to sustainably operate and maintain the equipment. Security cameras will not be prioritised by Council to

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address matters of State responsibility through the Queensland Police Service traffic offences or anti-social behaviour.

- c) Use of unmonitored security cameras. Redland City Council will not monitor security cameras in real time. However, if partnerships with other statutory authorities are developed the active monitoring of security cameras may be undertaken by that entity at their cost.
- 3) The referral of complaints received for criminal and unlawful activity including traffic related offences to the Queensland Police Service for appropriate action.
- 4) Developing partnerships with State Government agencies to collaboratively improve community safety and reduce crime.
- 5) Fulfilling Council's legal obligations in regards to the collection, handling and sharing of personal information in the operation of security cameras.

Council may approve the installation of security cameras on Council owned assets operated by other government or not-for-profit entities for crime prevention purposes. In this instance, to meet Council's information privacy obligations, the security cameras will be entirely under the control of the other entity, and Council would not have access to the camera feeds or the images. Council will not be responsible for the installation, maintenance, operation, provision of supporting services or removal of equipment installed by third-parties.

Related Documents

Policy

POL - 1002 Data Management Policy
 POL - 3034 Community Safety Policy
 POL - 3103 Information Privacy Policy
 POL - 3126 Access to Information Policy
 POL - 1003 Enterprise Content Management Policy

Guidelines

GL - 1003 - 001 Records Management Guideline
 GL - 3126 - 001 Access to Information Guideline
 GL - 3085 - 001 Closed Circuit Television (CCTV) in Public Spaces Guideline

Procedures

PR - 1003 - 001 Destruction of Records

Legislation

Public Records Act 2002
Information Privacy Act 2009
Right to Information Act 2009
Evidence Act 1977
Crime and Misconduct Act 2001
Local Government Act 2009

Standards

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AS 4806.4 – 2008 Australian Standard Closed Circuit Television (Video Surveillance Camera) Part 4 Remote Video

Version Information (bookmark)

Version number	Date	Key Changes
2	22 Jan 2019	Amendment of policy to include definition of antisocial behaviour.

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Group: Community and Economic Development
Approved by:
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13.4 GREEN LIVING POLICY POL-3130 - REVIEW

Objective Reference:**Authorising Officer:** Louise Rusan, General Manager Community & Customer Services**Responsible Officer:** Graham Simpson, Group Manager Environment & Regulation**Report Author:** Dale Watson, Natural Environment Officer
Rebekah Kenna, Environment Officer**Attachments:**

1. POL-3130 Green Living Policy - Current
2. POL-3130 Green Living Policy - Review July 2018
3. POL-3130 Green Living Policy - Draft

PURPOSE

This report provides recommendations for amendments to wording of the Green Living Policy POL-3130.

It is proposed that Council endorse the revised Green Living Policy POL-3130.

BACKGROUND

On 3 June 2015, Council adopted the Green Living Policy POL-3130 (GLP - **Attachment 1**) which includes matters relating to energy and resource efficiency, greenhouse gas emissions, climate change adaptation and mitigation, green buildings and 'go local' food production related to Community Gardens.

This report details the results of the review of the GLP to ensure it remains contemporary and inclusive of those issues relevant to achieving Council's Corporate Plan 2015-2020.

ISSUES**Green Living Policy POL-3130 Review**

A review of GLP commenced with the aim of ensuring the policy content remains contemporary and inclusive of those issues relevant to achieving Council's Corporate Plan 2018-2023 outcomes for Green Living.

A summary of the outcomes of the review and recommended new policy objective and statements is provided in the attached Green Living Policy POL-3130 – Review June 2018 document (**Attachment 2**).

The recommended changes are generally minor and are aimed at ensuring the policy intent is better focused and clearer around key green living pathways including:

- addressing climate threats and risk
- applying Ecologically Sustainable Development (ESD) principles
- practicing corporate resource efficiency
- supporting green living opportunities in the community

The changes reduce the commitments in the policy from eight to six through amalgamating some policy statements, inclusion of a new statement concerning waste management and removing one statement for inclusion in the Natural Environment Policy POL-3128 (when amended).

The draft amended Green Living Policy POL-3130, incorporating the review recommendations, is presented in **Attachment 3**.

Climate and Energy Action Plan

The GLP review also determined the need for a new corporate guideline to reflect Council's climate and energy commitments as part of Council's ongoing operational and planning activities. This guideline will replace Council's now expired Climate and Energy Action Plan 2010-2015 (CEAP).

It is noted that Redland City Council was an early adopter of climate action and has achieved considerable milestones to identify climate risks facing this City and incorporate climate change into planning and policy.

Council's endorsed strategy for climate change is contained within the publication *Confronting Our Climate Future, being a strategy to 2030* to reduce greenhouse gas emissions, respond to climate change and achieve energy transition. The strategy was adopted by Council in 2010 and included the CEAP.

Since the implementation of the CEAP, consideration of climate risk has become business as usual. Council continues to implement climate and energy actions in the areas of disaster management, waste and recycling, coastal adaptation, transport planning, city planning, procurement, facilities, fleet and implementing the Council resolution on renewable energy feasibility.

STRATEGIC IMPLICATIONS

Legislative Requirements

Local Government has a legislative responsibility to make decisions that improve outcomes for the community. This includes governance arrangements such as clear policy statements creating transparent and effective processes for making these decisions in the public interest.

Risk Management

The review of the GLP allows Council to address strategic level risks. Corporate decisions directed by the GLP enable Council to address the risks and threats of climate change.

Financial

No additional budget or resources are required as a result of the revision of the GLP. Any identified additional budgets or resources required in actioning climate and energy commitments are for Council's consideration through the usual business case and budget process.

People

There are no implications on human resources policies.

Environmental

The draft amended GLP review aligns with other Council strategies, management and actions plans that support the community and Council to prepare and act on climate change by achieving an energy and fuel efficient, low carbon Council and to transition to a more resilient Redlands.

Social

The draft GLP review outlines how Council is meeting adopted community plan and policy commitments.

Alignment with Council's Policy and Plans

Development and implementation of the amended Green Living Policy POL-3130 links with the following Council plans and strategies:

- Confronting our Climate Future GL-3090-001
- Redland City Council Corporate Plan 2018-2023
- Redland City Council Operational Plan 2018-2019
- Redland City Plan 2018
- Redland City Economic Development Framework 2014-2041
- Redlands – Open for Business and Investment
- Draft Redlands Transport Plan
- Draft Redlands Coastal Adaptation Strategy
- Redlands Waste Reduction and Recycling Strategy 2015-2020
- Redland City Disaster Management Plan

CONSULTATION

Internal consultation was undertaken in the review of the GLP. Officers have not received feedback from the community since the adoption of the original policy in 2015 that would require a need for community consultation. It is noted that the amendments are considered generally minor in nature and aimed at focussing more on Council's internal operations.

The following groups provided input:

Consulted	Positions Consulted	Date	Comment
City Infrastructure Group	Senior Engineer Marine & Water Assets	May to July 2018	Officer workshop and written comments
City Operations Group	Service Manager Facilities Services Unit	May to June 2018	Officer workshop and written comments
City Planning and Assessment Group	Principal Environmental / Strategic Planner	May to June 2018	Officer workshop and written comments
Community and Economic Development Group	Group Manager Community & Economic Development	May to June 2018	Officer workshop and written comments
Environment and Regulation Group	Service Manager Environment & Education	May to June 2018	Officer workshop and written comments
Water & Waste Operations Group	RedWaste Service Manager	May to June 2018	Officer workshop and written comments
Water & Waste Infrastructure Group	Principal Waste Planner	May to June 2018	Officer workshop and written comments
Corporate Services Group	Fleet Manager	May to June 2018	Officer workshop and written comments
General Counsel Group	Procurement Transform Manager	May to June 2018	Officer workshop and written comments
Councillors		May 2018 and January 2019	Workshop briefing on CEAP and exposure draft of proposed new GLP
Executive Leadership Group		January 2019	Exposure draft of proposed new GLP

OPTIONS**Option One**

That Council resolves to adopt the revised Green Living Policy POL-3130.

Option Two

That Council requests further revision of the Green Living Policy POL-3130.

OFFICER'S RECOMMENDATION

That Council resolves to adopt the revised Green Living Policy POL-3130.

Current - policy document



POL-3130

Green Living Policy

Version Information

Head of Power

This policy supports Redland City Council's Corporate Plan 2015-2020 Green Living outcomes.

Policy Objective

Our corporate decisions enables Council to achieve an energy and resource efficient built environment where renewable industries are welcome, and through targeted programs, make possible greater self-sufficiency, reuse and recycling in the community and a community equipped to respond to the impacts of a changing climate.

Policy Statement

Council is committed to:

Corporate

1. Enable our staff, assets and essential services to be ready for changing climate through disaster management planning, land use planning, training and reliable information;
2. Focus on energy and resource efficiency, waste reduction and avoid losses to reduce Council's corporate greenhouse gas emissions consistent with targets to achieve a 75% reduction on 1998 levels by 2050;
3. Promote ecologically sustainable development and operations, and encourage new buildings to demonstrate 'green building' principles and practice.
4. Facilitate energy transition through options, facilities and infrastructure that encourage public transport, walking, cycling and renewable energy vehicles (when cost effective);
5. Comply with legislation and pursue best practice to prevent pollution and contamination of the city's land, water and air resources and manage relevant activities through Council's Environmental Management System (EMS);
6. Publish reports tracking the performance of Council and community to achieve an energy and resource efficient built environment, renewable energy use and levels of self-sufficiency;

Community

7. Support green living business opportunities and encourage 'go local' production and distribution of food, and renewable energy industries and;
8. Foster and encourage sustainable behaviour, choices, self-sufficiency and green living in the community, businesses and schools.

Transitional Provisions

All previous references to policy numbered 3090, 3067 in all associated strategies, plans, procedures and guidelines should be now read as referencing policy 3130.

Version Information

Version number	Date	Key Changes
1	05 May 2015	New policy

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CMR Team use only

Department: Community & Customer Services
 Group: Environment & Regulation
 Approved by: General Meeting
 Date of Approval: 03/06/2015

Effective date: 03/06/2015
 Version: 1
 Review date: 30/06/2018
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Review of Green Living Policy POL 3130

The tables below present the results of a review of the Green Living Policy in 2018 and recommended changes to the policy objective and statements. The review was based on consultation undertaken with Council staff and Councillors, representing all groups associated with implementation of the GL Policy. The consultation list is provided in the report to Council.

Review of Green Living Policy – Policy Objective

Original policy objective	NEW policy objective		Explanatory notes	
<p>Policy Objective: Our corporate decisions enables Council to achieve an energy and resource efficient built environment where renewable industries are welcome, and through targeted programs, make possible greater self-sufficiency, reuse and recycling in the community and a community equipped to respond to the impacts of a changing climate.</p>	<p>Our corporate decisions enable Council to address the risks and threats of climate change, apply ecologically sustainable development principles, practice energy, fuel and resource efficient operations across our built environment and business activities, and support green living opportunities in the community.</p>		<p>Made the focus more clear around key green living pathways of <u>addressing</u> climate threats and risk, <u>applying</u> ecologically sustainable development principles, <u>practicing</u> corporate resource efficiency and <u>supporting</u> green living opportunities in the community.</p>	
Related RCC Plans & Strategies	RCC Corporate Plan 2018-2023	RCC Operation Plan 2018/-2019	Related State Government Legislation and Plans	Related Federal Government Legislation and Plans
<ul style="list-style-type: none"> • Coastal Adaptation Strategy • Shoreline Erosion Management Plans • Redland City Plan • Disaster Management Plan • Transport Strategy 	<p>2. Green Living 2023 Outcomes</p> <ul style="list-style-type: none"> • 2.1 • 2.2 • 2.3 • 2.4 • 2.5 	<p>2. Green Living</p> <ul style="list-style-type: none"> • 2.1 • 2.2 • 2.3 • 2.4 • 2.5 	<ul style="list-style-type: none"> • Queensland Climate Transition Strategy • Queensland Climate Adaptation Strategy 	<ul style="list-style-type: none"> • Nationally Determined Contribution (INDC) to The Paris Agreement-1994 • National Climate Change Policy • National Greenhouse and Energy Reporting Act 2007

Review of Green Living Policy – Policy Statements

The table below provides details of proposed changes to the Policy Statements in the Green Living Policy POL 3130:

Original policy statement	Recommended NEW policy statement	Explanatory notes
Corporate Statements:		
<p>Statement 1 Enable our staff, assets and essential services to be ready for changing climate through disaster management planning, land use planning, training and reliable information</p>	<p>Enable our staff, assets and essential services to be ready for changing climate through tactical, strategic and business planning instruments, training, reliable information and forecasts.</p>	<ul style="list-style-type: none"> • Should include general planning and not only land use planning which directs private sector • Needed to include planning that reflects how we manage our own plans/assets. • Initially listed many different planning instruments, but then used the language of planning from GL-3005-001 Strategies and Plans.
<p>Statement 2 Focus on energy and resource efficiency, waste reduction and avoid losses to reduce Council's corporate greenhouse gas emissions consistent with targets to achieve a 75% reduction on 1998 levels by 2050</p>	<p>Focus on resource conservation followed by efficiency and renewable energy, to reduce Council's corporate greenhouse gas emissions consistent with targets adopted and publish annual reports tracking Council's performance of energy and fuel use and associated greenhouse gas emissions.</p>	<ul style="list-style-type: none"> • Intent of statement refocused on conservation hierarchy – conserve, reduce, reuse, treat. • Needed to reference where targets came from. • However, targets need to be reviewed in light of more up to date whole of organisation auditing of greenhouse gas emissions – carbon and energy dashboard • Need to incorporate intent of performance reporting from Statement 6 into this statement and have it focus on corporate only.
<p>Statement 3 Promote ecologically sustainable development and operations, and encourage new buildings to demonstrate 'green building' principles and practice,</p>	<p>Apply ecologically sustainable development (ESD)¹ across Council operations and services, encourage new buildings and assets to demonstrate "green design" principles and practice, and incorporate sustainable procurement processes.</p> <p><i>1 'using, conserving and enhancing the community's resources so that ecological processes, on which life depends, are maintained, and the total quality of life, now and in the future, can be increased' (ref. Australian's National Strategy for Ecologically Sustainable Development, 1992)</i></p>	<ul style="list-style-type: none"> • Amended to "apply" • Original statement needed to be better defined and more focused on areas where ESD can be practically applied – 'green design' principles and practices when constructing new assets and replacing assets as well as in procurement processes. • Change promote to apply. • Change 'green building' to "green design". • Add across operations and services. • Add incorporate sustainable procurement processes.

Original policy statement	Recommended NEW policy statement	Explanatory notes
<p>Statement 4 Facilitate energy transition through options, facilities and infrastructure that encourage public transport, walking, cycling and renewable energy vehicles (when cost effective);</p>	<p>Facilitate energy transition through infrastructure, facility and fleet investments that encourage greater uptake of passive transport - walk, cycle, public transport and use of electric vehicles.</p>	<ul style="list-style-type: none"> • When cost effective was too great a limitation and price is not always the only consideration • Tightened statement intent to focus on energy transition opportunities in the area of transport.
<p>Statement 5: Comply with legislation and pursue best practice to prevent pollution and contamination of the city's land, water and air resources and manage relevant activities through Council's Environmental Management System (EMS);</p>	<p>Remove statement 5.</p>	<ul style="list-style-type: none"> • Statement 5 is now captured in the draft Natural Environment Policy POL-3128
<p>NEW Statement 5</p>	<p>Provide recycling and associated waste services, community information and engagement to comply with published Queensland waste minimisation and resource recovery targets.</p>	<ul style="list-style-type: none"> • New statement suggested that captures future changes and progress in the area of waste management.
<p>Statement 6 Publish reports tracking the performance of Council and community to achieve an energy and resource efficient built environment, renewable energy use and levels of self-sufficiency;</p>	<p>Remove statement 6.</p>	
<p>Community Statement NEW Statement 6</p>	<p>Support green living opportunities in the community, business and schools through the procurement of local goods and services consistent with delivering sustainable economic growth identified in the Economic Sustainability Policy (POL 2884), and through engagement activities with the community.</p>	<ul style="list-style-type: none"> • Targeted and refined the statement to give a clearer intent about supporting business and sustainable economic growth opportunities around green living. • Don't limit to food, but all goods and services. • Economic Development framework recognizes the Rural enterprises as one of the city's 8 key industries. • Remove "community" as it is difficult to quantify outside of corporate metrics for solar installations, quantity of energy/fuel consumed and resulting greenhouse gas emissions. • Remove "self- sufficiency" because it is difficult to clearly define what it means. • Change Support to Foster and encourage. • Add "in the community, business and schools through"

Original policy statement	Recommended NEW policy statement	Explanatory notes
Statement 7: Support green living business opportunities and encourage 'go local' production and distribution of food, and renewable energy industries and;	Removed. Combined with new Statement 6.	
Statement 8: Foster and encourage sustainable behavior, choices, self-sufficiency and green living in the community, businesses and schools.	Removed. Combined with new Statement 6.	

policy document



POL-3130

Green Living Policy

Head of Power

This Policy supports Redland City Council's Corporate Plan 2018-2023 Green Living Outcomes

Policy Objective

Our corporate decisions enable Council to address the risks and threats of climate change, apply ecologically sustainable development principles, practice energy, fuel and resource efficient operations across our built environment and business activities, and support green living opportunities in the community.

Policy Statement

Council is committed to:

1. Enable our staff, assets and essential services to be ready for changing climate through tactical, strategic and business planning instruments, training, reliable information and forecasts.
2. Focus on resource conservation followed by efficiency and renewable energy, to reduce Council's corporate greenhouse gas emissions consistent with targets adopted and publish annual reports tracking Council's performance of energy and fuel use and associated greenhouse gas emissions.
3. Apply ecologically sustainable development (ESD) across Council operations and services, encourage new buildings and assets to demonstrate "green design" principles and practice, and incorporate sustainable procurement processes.
4. Facilitate energy transition through infrastructure, facility and fleet investments that encourage greater uptake of passive transport - walk, cycle, public transport and use of electric vehicles.
5. Provide recycling and associated waste services, community information and engagement to comply with published Queensland waste minimisation and resource recovery targets.
6. Support green living opportunities in the community, business and schools, through the procurement of local goods and services consistent with delivering sustainable economic growth identified in the Economic Sustainability Policy (POL 2884) and through engagement activities with the community.

Version Information

Version number	Date	Key Changes
2	02 July 2018	Policy Review

Department: Community & Customer Services
 Group: Environment & Regulation
 Approved by:
 Date of Approval:

CMR Team use only

Effective date:
 Version: 2
 Review date:
 Page: 1 of 1

13.5 SUBMISSION TO DRAFT REGIONAL TRANSPORT PLAN

Objective Reference:**Authorising Officer:** Louise Rusan, General Manager Community & Customer Services**Responsible Officer:** David Jeanes, Group Manager City Planning & Assessment**Report Author:** Tim Mitchell, Principal Transport Planner**Attachments:**

1. Draft Regional Transport Plan - RCC Cover Letter
2. Draft Regional Transport Plan - RCC Submission

PURPOSE

The purpose of this report is to outline a submission on the Draft Regional Transport Plan (Draft RTP) prepared by the Department of Transport and Main Road (TMR). Consultation on the Draft RTP finishes on 1 March, 2019.

BACKGROUND

The Draft RTP is a suite of plans for South East Queensland (SEQ), which has been separated into North Coast, Metropolitan and South Coast (Redlands Coast is within the Metropolitan region). Overall, there are elements of the Draft RTP which appear to be promising and provide some benefit to the Redlands Coast. This includes the specific actions for planning projects in the Redlands and working collaboratively with Council on upgrade projects. However, there are elements within the plan that do not align with the priorities Council has identified in the Draft Redlands Coast Transport Strategy.

The consultation version of the Draft RTP was circulated in December 2018 seeking feedback and input that will inform the final Regional Transport Plan. The desired objectives of the Draft RTP are to provide a blueprint for Queensland's future transport system and, of relevance to Council, guide state and local government planning priorities over the next 15 years. The Draft RTP seeks to align with the following documents:

- State Infrastructure Plan
- State Planning Policy
- South East Queensland Regional Plan 2017 (Shaping SEQ)
- Connecting Brisbane
- Local government land use, transport plans and strategies
- Economic Development Strategies
- Australian Government's City Deals program

The purpose of the Draft RTP is to establish regional transport priorities and actions for developing the transport system in a way that supports regional goals for the community, economy and environment.

ISSUES

Council officers have reviewed the draft RTP and have drafted a submission (attached) noting where there are errors, clarification required or gaps in the document. Overall the Draft RTP provides a good strategic framework for transport planning in the region and foundation for Council to advocate to the state government on transport priorities. However, there are components of the Draft RTP where Council officers have identified missed opportunities or that do not include significant transport projects Council has identified as a priority.

It is important to note that representations and correspondence to the State Government on previous occasions have raised these priorities, for example Council's submission to the South East

Queensland Regional Plan 2017 (Shaping SEQ). The regionally significant projects that have either been omitted or do not reflect Council's strategic priorities are:

- The Eastern Busway
- Cleveland Rail Line Duplication

In addition to these regionally significant projects, the Draft RTP does not align or incorporate the other identified advocacy priorities of the draft Redlands Coast Transport Strategy and this has been highlighted in the drafted submission.

STRATEGIC IMPLICATIONS

Legislative Requirements

The Draft RTP has been developed in accordance with the Transport Planning and Coordination Act 1994 to meet TMR's legislative responsibility to develop integrated Regional Transport Plans.

Risk Management

The consultation period provides a good opportunity for Council to reiterate the advocacy priorities, as outlined in the Redlands Coast Transport Strategy. The purpose of the Regional Transport Plan is to set the forward planning program for TMR, in relation to the transport network. Actions and projects that are not identified within this plan are unlikely to be considered during the life of the RTP, which is a similar position to Shaping SEQ in terms of land use planning.

The risk to not providing feedback during the consultation period is that the non-alignment between the final Regional Transport Plan and the Redlands Coast Transport Strategy will remain. This will mean that advocating for the planning and delivery of these priorities will be more difficult for Council.

Financial

There are no financial implications associated with providing feedback to the Draft RTP.

People

There are no implications to staff.

Environmental

There are no environmental implications.

Social

There are no social implications.

Alignment with Council's Policy and Plans

Areas of non-alignment between the Draft RTP and the draft Redlands Coast Transport Strategy have been highlighted and included in the submission to TMR.

CONSULTATION

Consulted	Consultation Date	Comments/Actions
Principal Engineer City Infrastructure Planning	13 December 2018	Comments received and collated as part of the submission
Senior Adviser, Civic and Open Space Asset Management	15 January, 2019	Comments received and collated as part of the submission

Note: Request to provide feedback on the Draft RTP was received on 12 December 2018.

OPTIONS**Option One**

Council resolves to:

1. Endorse the submission to the Draft Regional Transport Plan; and
2. Issue the submission to the Department of Transport and Main Roads.

Option Two

Council resolve to:

1. Endorse the draft submission to the Draft Regional Transport Plan, subject to amendments; and
2. Issue the submission to the Department of Transport and Main Roads.

Option Three

Council resolves to not make a submission on the Draft Regional Transport Plan.

OFFICER'S RECOMMENDATION

That Council resolves to:

1. **Endorse the submission to the Draft Regional Transport Plan; and**
2. **Issue the submission to the Department of Transport and Main Roads.**



Redland City Council
 4th Floor, 100 St Johns Rd
 Cleveland, QLD 4163
 PO Box 28
 Cleveland, QLD 4100
Telephone 07 3829 8999
 Adelaide QLD 5000
 Email: info@redland.qld.gov.au
www.redland.qld.gov.au

12 February, 2019

Our Ref: Regional Transport Plan
 Contact: Office of Group Manager

Mr Neil Scales OBE
 Director-General
 Department of Transport and Main Roads
 GPO Box 1549
 BRISBANE QLD 4001

Dear Mr Scales

RE: Regional Transport Plan – Redlands City Council submission

Redland City Council welcomes the opportunity to provide feedback on the Department of Transport and Main Roads (DTMR) Draft Regional Transport Plan (Draft RTP). Transport is a critical issue to Council and consequently is defined as one of the top six priorities to be addressed during this term of Council. The efficient functioning of Redlands Coast transport network is dependent on the state transport network and is therefore intrinsically linked with the State Government. Everyday thousands of residents in the Redlands Coast interact with the state controlled network and the operating efficiency of this network directly relates to the health and wellbeing of the community. Therefore, Council alone cannot deliver an effective and efficient transport network for the Redlands community.

The continued growth of population and employment translates to an even greater reliance on long term strategic planning and upgrading of the state controlled network to meet the needs of the Redlands Coast community. In addition to continued growth, Redlands Coast is the most unique local government within the Metropolitan region, by having a large island community solely reliant upon water based transport to access the mainland.

To guide strategic transport planning, Council has developed the Draft Redlands Coast Transport Strategy. The vision of the Redlands Coast Transport Strategy is:

"Redlands Coast has an efficient, accessible and integrated transport system which sustainably facilitates the movement of people and goods within and beyond the city and the bay"

A number of priority interventions have been identified as part of the Draft Transport Strategy. With state-controlled roads and public transport being key parts of the Redlands Coast transport network, it will take a collaborative approach between Local and State Government to deliver the objectives of the Transport Strategy. For this reason, the priorities of the Draft Transport Strategy have been categorised into 'Council-Led' and 'Advocacy' priorities. Of particular interest to the Draft RTP are the identified draft Advocacy Priorities which are defined as:

- Upgrading State-Controlled Road Network

- Eastern Busway to Capalaba
- Cleveland Rail Duplication (Manly to Cleveland)
- High Frequency Public Transport
- Public Transport for our Island Communities

These transport priorities give a clear indication of what Council considers as essential infrastructure to the Redlands Coast, and provide a platform to advocate and work with the State Government. Having reviewed the Draft RTP, it is obvious that there are significant omissions, regarding transport priorities that should be addressed in the final document. These regionally significant transport priorities are:

- Priority for Eastern Busway; and
- Cleveland Rail Duplication

These two regionally significant projects should be included as the modelling in the Draft RTP highlights that public transport is a slower mode of travelling within the Redlands Coast and also travelling to Brisbane CBD. When considering the travel behaviour of the Redlands community (i.e. 61% commute outside of the city for work and 90% of workers within the Redlands Coast commute by car) it is imperative that an adequate and viable public transport service should be a priority for the State Government, as it is for Council.

The exclusion of the Eastern Busway is also a clear non-alignment between the Draft RTP and the South East Queensland Regional Plan 2017 (Shaping SEQ). The Eastern Busway is identified as the number four priority in Shaping SEQ.

The development of the Draft RTP is an important component in successful strategic planning and in that context Council supports the process. In addition to the above comments, a comments register has been created and is attached to this correspondence for your review and action.

Once again, Council welcomes the opportunity to provide feedback on the Draft RTP and look forward to continuing a productive and collaborative working relationship.

Yours sincerely,

Andrew Chesterman
Chief Executive Officer
Redland City Council

Attachment Redland City Council Submission on the Draft Regional Transport Plan

Redland City Council Submission - Draft Regional Transport Plan

Introduction

The draft Regional Transport Plans establishes the foundation for coordinated strategic transport planning and delivery across the State of Queensland. For this reason it is essential that there is alignment not only with state government policies, plans and strategies but also local government strategies. Redlands Coast Transport Strategy (draft out for consultation) has been developed to act as a strategic document which will guide long term transport planning for Redlands Coast. The vision of the Transport Strategy is:

"Redlands Coast has an efficient, accessible and integrated transport system which sustainably facilitates the movement of people and goods within and beyond the city and the bay"

A set of themes has been created to realise the vision of the Transport Strategy, these themes are:

1. Integrated, Innovative and Sustainable Planning
2. Leadership, Governance and Decision Making
3. A Liveable, Active and Prosperous City
4. A Connected and Accessible City
5. Positive Education and Behaviour

A number of priority interventions have been identified as part of the Transport Strategy. With state-controlled roads and public transport being key parts of the Redlands Coast transport network, it will take a collaborative approach between local and state government to deliver the objectives of the Transport Strategy. For this reason, the priorities of the Transport Strategy have been categorised in to 'Council-Led' and 'Advocacy' priorities.

Council-Led priorities:

- Local Area Transport Plans
- Travel Behaviour Initiatives
- Improve pathway networks
- Maximising Investment Opportunities

Advocacy priorities:

- Upgrading State-Controlled Road Network
- Eastern Busway to Capalaba
- Cleveland Rail Duplication (Manly to Cleveland)
- High Frequency Public Transport
- Public Transport for our Island Communities

These transport priorities give a clear indication of what Council considers essential infrastructure to the Redlands Coast, particularly regarding the State Government transport networks and it is desirable that these priorities are reflected in the final version of the Regional Transport Plan. Furthermore, Redland City Council has completed a review of the Draft Regional Transport Plan (Draft RTP) and the comments register below provides a reference to each section of the Draft RTP and a comment.



Redland City Council Submission to Draft Regional Transport Plan

Draft Regional Transport Plan - Redland City Council Comments Register

Page/ Action	Section	Comment/Response
Page 8	1.3 Strategic Alignment	<p>Does the Draft RTP align with the Rail Strategy being prepared by TMR?</p> <p>There are elements of the Draft RTP that currently do not align with Shaping SEQ, or Council's Draft Redlands Coast Transport Strategy and Economic Development Framework. Of particular importance is the non-reference to regionally significant transport projects in the Redlands such as the Eastern Busway, (particularly the connection between Carindale and Capalaba), Cleveland Rail Duplication, upgrading of the state controlled road network and North Stradbroke Island Economic Transition. It is also needs to be clearer in the document whether there is a strategic intention to initiate a public transport service on the Southern Moreton Bay Islands, such as a bus, or whether the action is referring to improving existing services.</p>
Page 11	1.7.1 South East Queensland Regional Plan 2017 (Shaping SEQ)	There is non-alignment between the Draft RTP and Shaping SEQ and it is recommended that amendments are made to incorporate the following projects within Redlands Coast: Cleveland rail duplication, the Eastern Busway, high frequency transport connecting Southern Redlands to Logan and the North Stradbroke Island transition.
Page 23	SEQ shaping projects	<p>The Eastern Busway is identified as the number four (4) transport priority in Shaping SEQ and should be included in the Draft RTP.</p> <p>Shaping SEQ also notes a future investigation referring to high-frequency rail public transport services to Cleveland is subject to increased and sufficient residential density. It is recommended that this project is identified as part of the Draft RTP and that an action is included to clearly outline the residential densities required to support duplication of the Cleveland rail duplication.</p>
Page 27	Supporting equitable access	Island communities should also be included within this section for supporting equitable access, as these communities are solely reliant upon water transport to access the mainland and there are limited transport choices on some of the islands.
A1.1 Page 39	Rail Network Strategy	The Cleveland rail line duplication should be included as part of the rail strategy
A1.24 Page 42	Autonomous Vehicle Planning	This short term action should also include the drafting and introduction of legislation to enable autonomous vehicles in Queensland. There is currently no formal legislation or regulatory guidelines for autonomous vehicles in Queensland and this is a major inhibitor to accommodating this type of transport. Autonomous vehicles have significant potential for filling a transport gap in the Redlands, particularly for the island

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		communities where there is limited transport choice. The introduction of legislation will provide clarity to this type of transport technology and enable local governments to engage with state government from a regulatory perspective and also attract investment with more certainty.
Page 44	Objective 4.2: The transport system provides safe, fair and equitable travel options.	In comparison to the other local governments in South East Queensland, Redlands Coast' s transport system (when considering the objective) would not meet the definition of a safe, fair and equitable system. It is therefore recommended that actions be included over the short term timeframe that address this inequity and seek to achieve the objective.
Page 50	3.3 Measures of success	Generally, the measures of success are good indicators of how well a transport system is functioning. However, the concern is that due to the Metropolitan region being dominated by Brisbane City LGA, it is possible that the metrics can be skewed. It is therefore recommended that targets or measures are created with specific local governments within the Metropolitan region. This would also enable clear alignment between the Draft RTP and local government transport plans/strategies and create a clear and common goal that all stakeholders can work towards.
Page 88	5.1 Regional Overview	The info-graphic header is incorrect as 2016 ERP 152,000 and 2041 projected population 188,000 doesn't equal 0.9% growth (0.9% of 152,000 is 13,680). Perhaps 0.9% annually? Also new population forecast figures have been released by Queensland Treasury (2018 edition), suggest updating these statistics. Education University of Queensland has a presence in Redlands, at North Stradbroke Island (Dunwich) and Cleveland centre. Recreation Incorrect reference to North Stradbroke Island... Home to "North Stradbroke Island (Minjerrabah)" The economic transition of North Stradbroke Island from a mining economy should also be noted as a key driver to attracting new economic, employment, growth and recreational opportunities.
Page 89	Figure 24. projected population growth by area between 2011-2031	At least half of Redlands Coast is either obscured or not in the figure. Please consider amending the figure to include all of Redlands Coast.
Page 90	5.1.2 Projected population and employment growth	Recognise the competitive economic advantages of sub-regions which supports jobs and liveability – in particular the role that tourism plays in Redlands Coast. Tourism is a major growth sector for the Redlands – and this relies on sustainable transport options to



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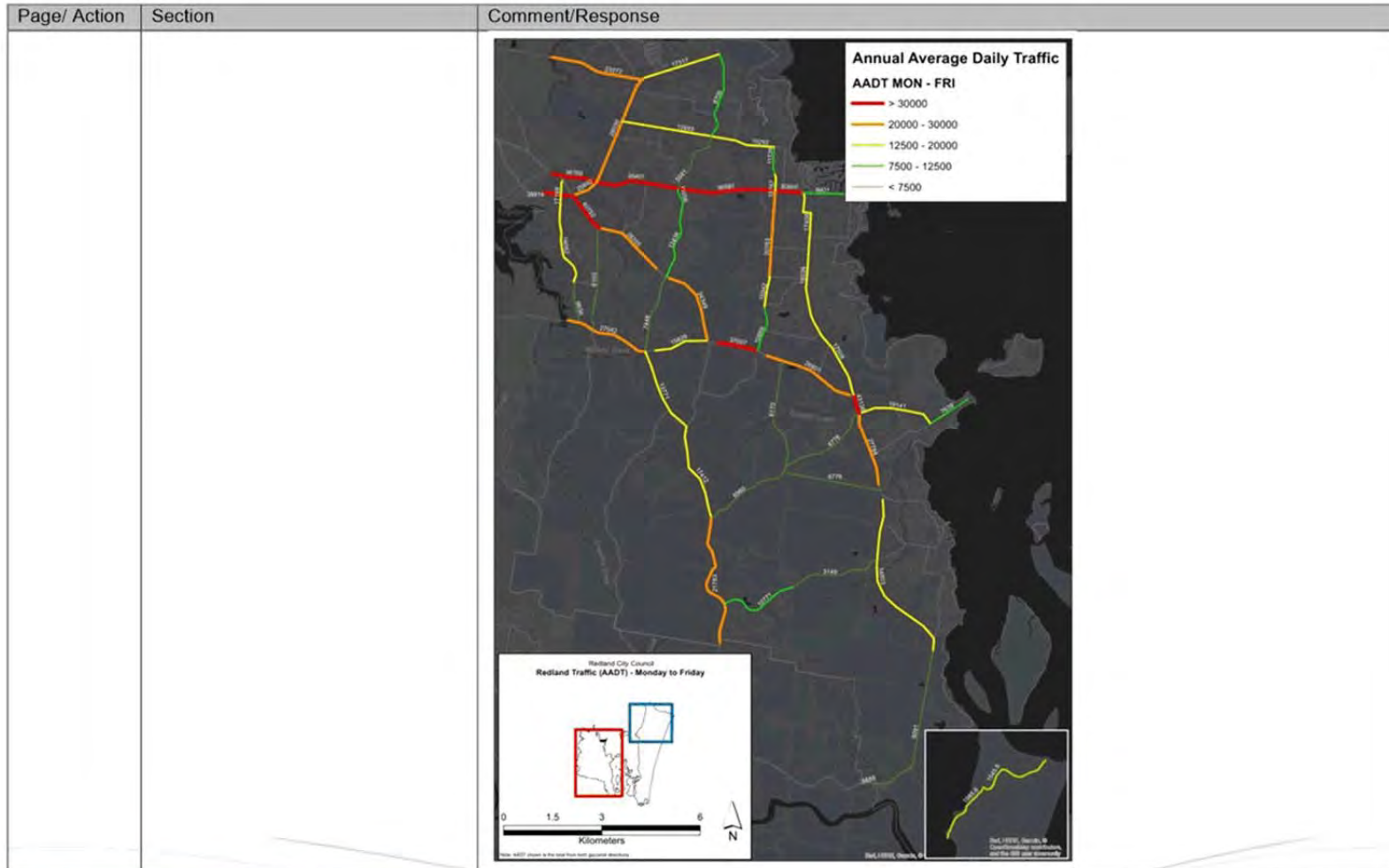
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		<p>access Redlands Coast and world class coastal destinations at NSI.</p> <p>Refer to the State Government's 'NSI Economic Transition Strategy' which seeks to diversify and expand the tourism industry on NSI to stimulate local business and employment growth.</p> <p>Unlock tourism opportunities for the Redlands Coast and leverage off significant private and public sector investment in the:</p> <ul style="list-style-type: none"> • Toondah Harbour redevelopment project - \$1.3 billion private investment • Naree Budjong Djara National Park structure plan - \$12 million Qld Gov't investment <p>Landmark Indigenous Land Use Agreement - \$1.68 million Qld Gov't investment</p>
Page 90	Figure 25: Projected employment growth between 2011-2031 for the Metropolitan region	As above, Redlands Coast is obscured in figure 25. Amend figure 25 to show all of Redlands Coast, including islands.
Page 90	Photo: Aerial view of Cleveland	The aerial photo is dated (1990s) - suggest using a later photo of the Cleveland centre.
Page 91	Regional and Economic Growth	North Stradbroke Island is subject to the Economic Transition Strategy and has a significant amount of investment from Local, State and Federal Government. Shouldn't this investment be noted in the RTP?
Page 91	Figure 26: Regional economic and growth areas for the Metropolitan region	Where is North Stradbroke Island and Southern Moreton Bay Islands?
5.1.3 page 92	Region shaping projects	<p>Comments on this section:</p> <ul style="list-style-type: none"> • Cleveland rail line duplication not identified as a regional shaping project, and • Eastern Busway is not included as a regional shaping project, (the Eastern Busway is identified as the #4 priority in the Shaping SEQ Plan). Both projects are regionally significant and also important to improve the viability of public transport to Redlands. Modelling within the Draft RTP also shows public transport is slower than driving, this means public transport is not a viable choice for most of the community. In order to address this issue, greater priority on delivering major public transport projects are needed and the strategic intent of the Draft RTP needs to reflect this aim. • It is also suggested that the interim Eastern Transitway project for bus prioritisation and intersection upgrades be extended to include the road corridor from Carindale to Capalaba • Redland City contributes \$5.66 Billion to gross regional product, includes 45,495 jobs and over 11,000 businesses. However, there are no major large scale sustainable transport projects that supports the regional economy at Redland City



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		<ul style="list-style-type: none"> A number of active transport projects could be planned and implemented on NSI connecting visitors and tourists from Dunwich to major attractions on the Island (Cylinder Beach, Main Beach, Blue Lagoon, Brown Lake etc.) Cycle infrastructure is relatively low cost and can be implemented quickly
Page 94	5.2 Regional Transport Network Marine	Ferry and barge services should be included in the marine section as they are a critical element of the transport network for Redlands Coast's island communities. Marine transport to these island communities should also be considered as part of the regional transport network, particularly in consideration of the recent North Stradbroke Island Public Transport Strategy that TMR completed.
Page 95	5.2.2 Transport challenges in the Metropolitan region	<p>Employment travel patterns – the first sentence should state that around half of all "working" residents travel outside their local government</p> <p>Also note that 61% of Redland residents who work full time travel outside the LGA</p> <p>51% to Brisbane</p> <p>7% to Logan</p> <p>3% to Gold Coast</p> <p>(Source 2016 census)</p> <p>Please clarify what the assumptions were used to determine projected employment travels? Are these based on existing travel behaviours continuing or does this take into account greater modal share?</p>
Page 96	Figure 29 - Mode share for journeys to work	Correction – 85% of Redlanders who work in Brisbane travel by car and 90% of Redlanders who work in Redlands Coast travel by car. (Source 2016 census)
Page 97	Figures 31 & 32- Current and forecast AM peak congestion	<p>Clarify where this data has been sourced from, as Council's traffic forecast modelling (used to inform the Local Government Infrastructure Plan) shows significant congestion on the following road corridors: Cleveland Redland Bay Road, Boundary Road, Mount Cotton, Duncan Road, Finucane Road and Mount Cotton Road where the provided figures show very minor congestion.</p> <p>See below image showing the Annual Average Daily Traffic for Redlands for your records.</p>





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Page 98	Figure 33 – passenger loading	Can you please clarify h the measures for low, medium, high and very high passenger loading?
Page 99	Barriers to active transport	<p>Comments on this section:</p> <ul style="list-style-type: none"> • Increase cycling mode share - commit to a target of 10%, even if aspirational. • This will address the over reliance on private vehicular travel (83.8% - Redlands) and reduce congestion on state controlled roads (79.5%) and costs associated with congestion of \$366 million (p96) • Priorities and objectives need more initiatives to remove these barriers • Give priority to the pedestrian and cycle experience as a means of attracting more people to the cycle network and increasing cycle mode share • Active transport routes to align with open space networks - preference for active transport routes to pass through open space networks, state reserves and coastal parks that provide a connected tree canopy, shade and a cooler microclimate - also addresses concerns surrounding the sub-tropical climate • Prioritise a shared pathway network for pedestrians and cyclists - commentary on active transport currently focuses on barriers to cyclists and the same barriers exist for pedestrians • Prioritise a continuous shared network above delivery of new shorter sections - that are not part of a continuous network, in particular where linking to centres, employment areas and public transport nodes • Elevate connectivity in the active transport network - i.e. connecting people to their place and community not just focus on commuters cycling to work or moving people from A to B • At the district, neighbourhood and street level the asset should perform as a shared pathway that allows for cycle and pedestrian connectivity (moderate and low speed) that is highly accessible to a broad range of people • Network should still include the Principal Cycle network but connect to the high speed commuter network at the regional level • Make a distinction between commuter (high speed) e.g) V1 and shared pathways designed for a broad range of people (moderate to low speeds) • Consider incorporating additional/shared recreational activities or facilities (seating, picnic, BMX parks, play spaces, access to nature etc.) along shared pedestrian networks which aim to reduce user group marginalisation and to increase cycling mode share <p>The Draft RTP should provide more education (via character /exemplar images and associated case studies) to local governments and community members regarding the positive health and social benefits</p>



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		resulting from high quality pedestrian networks
Page 100	Figure 34 – travel times PT vs car for access to the Brisbane CBD	Clarify how Victoria Point is showing travel time is faster by PT than car in a small section in the town centre? Also, please confirm the same for the portion of Old Cleveland Road between Capalaba and Carindale, given there is no bus prioritisation measures and buses travel along the road with other vehicles? It is requested that TMR provide a copy of the modelling undertaken to inform the Draft RTP?
5.3	Timeframes	It is understood that the timeframes associated with the identified actions are short (0-5 years), medium (5-10 years) and long (10-15 years+ over the life of the RTP). It needs to be clear that identified actions and timeframes are considered to be dynamic and that there will be opportunities for actions to be brought forward. This is particularly important as there are a number of actions designated for Redlands Coast that are currently designated as long term. While it is Council's position that these actions should be a higher priority, it should at least be noted that the current positioning of actions doesn't prevent any work or the potential delivery.
Page 103	5.3.1 Priority 1: Grow – A transport system that supports a consolidated and sustainable urban structure	Comments on this priority: Incorporate high-quality urban design into transport projects Capalaba (bus interchange) park and ride facility is underutilised – it offers a number of benefits - activation of the Moreton Bay Road, good transport connectivity to Redland City and CBD, however, the bike storage facilities and car parking area are underutilised Capalaba park and ride facility lacks green soft infrastructure -to provide shade and amenity Inviting the landscape structure at the edge of the centre into the heart of the Capalaba park and ride facility - i.e. connected tree canopy and shared pathway that extends from the Coolnwynpin Creek Corridor to the bus interchange (awning) and bike storage facility Programs that demonstrate pedestrian and cycle friendly access would improve awareness, patronage and utilisation of this public transport facility – i.e. existing infrastructure that connects residential areas to the Capalaba park and ride facility from a district and local catchment e.g. Coolnwynpin Creek Corridor Reserve, Quentin Street Road Reserve, and Capalaba Regional Park provides a high level of pedestrian and cycle connectivity for a significant residential catchment Programs will support a higher mode share of cycling, walking and public transport and reduce congestion along State Controlled Roads (Moreton Bay Road and Redland Bay Road) caused by local trips Consolidate open space infrastructure configurations within public transport corridors e.g. continual open space, cycle/pedestrian paths Extend consolidated public transport corridors into southern areas of Redland City where highest



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		percentage of population growth is occurring- greenfield / expansion areas
Page 103	Objective 1.2: Communities in growth (expansion) areas have access to reliable, efficient and sustainable travel options.	<p>Comments on this priority:</p> <ul style="list-style-type: none"> • Stronger role in the development application and early design process - it should be mandatory for the RTP to be considered at the earliest possible design stage of growth/expansion areas – master planning, structure planning, preliminary approvals • Prioritise investment in sustainable transport options at the local level (active transport network) followed by mass transit at the regional level for growth/expansion areas • It is recognised that mass transit services may not be available until major greenfield sites reach a certain critical mass and population level • Elevate active transport networks within the urban structure - as a first step the urban structure of the growth/expansion areas should be based on a continuous active transport network integrating with open space for liveability and connectivity <p>Mass transit can then be developed once a critical mass and population is achieved</p>
A3.06	Bus station and stop upgrade planning	<p>Comments on this priority:</p> <ul style="list-style-type: none"> • Short term actions could be more specific • Include actions to develop programs that aim to enhance awareness of pedestrian and cycle connectivity to Capalaba bus interchange particularly in relation to shared pathways that pass through reserves and parkland that offer shade and a cooler micro climate enhancing the pedestrian/cycle experience (refer comment No 2) • Include specific actions to incorporate high quality urban design into the Capalaba park and ride facility by: <ul style="list-style-type: none"> ○ Providing continuous shared pathway connections from adjacent/nearby footpath networks e.g. extend shared pathway along the southern side of Moreton Bay Road (adjacent to park and ride facility) connecting to the shared pathway along Coolnwynpin Creek i.e. avoid having to cross Moreton Bay Rd <p>Providing a connected tree canopy for shade and comfort of pedestrians and cyclists from the Coolnwynpin Creek Corridor to the bus interchange (awning) and bike storage facility</p>
A3.11	Park 'n' ride capacity expansion planning	<p>Will this action coincide with the development of an overarching park 'n' ride policy?</p> <p>It is key that the state government as the provider of park 'n' ride parking consult and collaborate with local government to prioritise and provide park n ride upgrades.</p> <p>For the Redlands, Coast rail patronage is mainly attracting nearby residents. This planning should also investigate secure bicycle storage facilities, so that the station catchment is significantly widened by making</p>




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		<p>cycling to stations viable. This may reduce the demand on park 'n ride.</p> <p>In the Redlands, Coast trains only service the northern suburbs of Thorneside, Birkdale, Wellington Point, Ormiston and Cleveland. In order to improve the viability of the Cleveland Line service for more southern suburbs (where there are no mass transit options), prioritising major park 'n ride facilities at specific locations (e.g. Cleveland/Ormiston) may be an opportunity not only to increase the viability of the Cleveland Line, but in effect will reduce Brisbane-bound traffic contributing to peak hour congestion on the state controlled road network.</p>
A3.12	Planning for major developments	<p>A regular comment from residents during the Redlands Transport Strategy community engagement is that roads in the Redlands Coast are not being upgraded properly to cope with development and population growth in the area.</p> <p>The Redlands Coast Transport Strategy outlines the State road network as a priority for upgrading, not only for current demand but especially for future demand. The delivery of large-scale developments such as Shoreline (Southern Redland Bay), Weinam Creek PDA and Toondah Harbour PDA on the horizon also have potential major impacts to the state controlled network.</p> <p>It is also recommended you consider the following :</p> <ul style="list-style-type: none"> • Recommend inclusion of specific and additional actions • TMR to participate in master planning and structure planning for major developments to ensure a continuous active transport network is delivered at the earliest possible stage of development process connecting people to parks, local schools and shopping facilities at the local level. • This will reduce reliance on private vehicular for shorter local trips supporting sustainable travel options at least at the neighbourhood / local catchment. • Amend action to include major urban renewal/infill developments – opportunity for TMR to participate in Capalaba Town Centre Revitalisation project (refer comment No.6)
A3.13	Rail Station accessibility and capacity upgrades	<p>Accessibility: The five (5) train stations located in the Redlands Coast are Thorneside, Wellington Point and Ormiston stations that do not readily accommodate all accessibility needs. This means that the viability of the train service is significantly reduced for those with mobility issues. It is unacceptable that the majority of stations in the Redlands are not wheelchair friendly</p>



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		<p>Capacity upgrades:</p> <p>It is common knowledge amongst Redlanders that the Cleveland line is a 'Misery line' indeed. This is due to the poor travel times (64 minutes, 59 min peak express to Central), poor reliability due to infrequent services and line efficiency issues caused by the single track beyond Manly Station.</p> <p>In order to provide a viable service for the Redlands Coast, there needs to be express services that can go from Manly to Buranda/Park Road without stopping to reduce the travel time for Redland residents. Also, the frequency of the services needs to improve.</p> <p>The only way to make the Cleveland line viable by achieving fast travel times and higher frequencies is to duplicate the line beyond Manly, which will require station capacity upgrades. This is in itself an opportunity to achieve accessibility requirements in tandem with station capacity upgrades and also opens up Park 'n Ride opportunities which should be considered together with upgrades.</p>
A3.14	Safety and amenity impacts of rural townships	<p>In the Redlands there is a unique composition of rural and urbanisation. Road corridors such as Mt Cotton Road, Boundary Road and Cleveland-Redland Bay Road in sections are state-controlled inter-regional connections that are a hot topic amongst Redlanders for their safety issues.</p> <p>Council appreciates the efforts so far undertaken by the state government to improve safety on these routes, but must again highlight the importance of continuing this effort. These state roads provide a key link in and out of the city and are highly trafficked on a daily basis.</p> <p>It is important when addressing safety and amenity impacts in rural areas to consider the future demand on roads. For example, Cleveland Redland Bay Road is severely congested during peak hour and has a suite of safety concerns along its length. Safety interventions are needed short term, but it would make sense to consider the required future corridor upgrade to cater for future traffic demand. Alternatives such as high frequency bus corridors may also be a cost-effective and forward thinking solution to reduce the traffic demand on these corridors.</p>
A3.20	Capalaba to Redland Bay public transport planning	<p>This action is supported because it has the potential to ease congestion and improve modal share, however this needs to be accompanied with increased capacity of the Cleveland Redland Bay road corridor.</p> <p>In order to make bus services from Redland Bay/Victoria Point and even Capalaba viable, planning for the</p>



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		<p>Eastern Busway must progress to delivery. The Eastern Transitway is a short term cost-efficient solution, but this will not be sufficient long-term. The Eastern Busway to Capalaba provides the only long term solution for the Eastern suburbs of Brisbane and the Redlands.</p> <p>Also, there may be opportunities to consider express high frequency public transport services connecting Southern Redland Bay to the future Metro/South East Busway at the Logan Hyperdome (this is also contained within Shaping SEQ as a PT corridor).</p>
A3.21	Cleveland rail line upgrading planning	<p>Clarify, how does this action relate to previous studies completed, in particular the 2017 GHD report Park Road to Cleveland Rail Upgrade Planning Project Stage 1 Duplication – Technical Assessment Report? While Council welcomes any commitment to upgrade the Cleveland rail line, it should be a short term action to build on existing work completed and maintain momentum in the project.</p>
A3.24	Redlands multi-modal area transport strategy	<p>Clarify what the intention of this action is? Redland City Council has developed a Draft Redlands Coast Transport Strategy and through this project consistently engaged with TMR and seeking input and feedback. Ideally, the intentions of TMR completing a multi-modal area strategy should have been outlined as part of the engagement of the Redlands Coast Transport Strategy to ensure alignment. The defined advocacy priorities for Redlands Coast are:</p> <ul style="list-style-type: none"> • Upgrading State-Controlled Road Network • Eastern Busway to Capalaba • Cleveland Rail Duplication (Manly to Cleveland) • High Frequency Public Transport • Public Transport for our Island Communities <p>Clearly reflecting these priorities within the Draft RTP will demonstrate alignment with strategic plans and appropriate level of collaboration.</p>
A3.26	Transport connectivity to the island communities	<p>A high quality and functioning public transport service on the islands is a priority for Redlands Coast and representations have continuously been made to State Government to TMR. This action needs to clarify what is meant by transport connectivity to the island communities and whether this includes transport on the islands which is currently a significant gap in the transport network.</p>
	5.3.2 Priority 2: Prosper – A transport system that supports the economic competitiveness of the region	<p>Comments:</p> <ul style="list-style-type: none"> • This section is too narrow in its focus • Economic competitiveness of the metropolitan region extends beyond prioritising freight movement, connecting activity centres by a high frequency PT network, and real time data that supports better management of the network

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		<ul style="list-style-type: none"> • Encourage a more holistic view of how sustainable transport solutions unlock significant economic drivers i.e. active transport unlocking tourism opportunities on NSI and SMBI – refer to comment 7 • People move efficiently in and around activity centres – add another objective recognising that the local economy becomes more competitive and resilient where employees and customers can move around a centre easily without having to use a car • Capalaba Town Centre Revitalisation project – Council and the Redland Investment Corporation has launched an EOI seeking a development partner for a major urban renewal project in the heart of the Capalaba Centre to drive a stronger day/night economy. It includes key sites Capalaba Library, Council's Capalaba Customer Service Centre, Arts Centre and Hall.  <p data-bbox="943 938 1384 954">An artist's impression of the Capalaba Town Centre revitalisation project</p> <p data-bbox="869 970 1888 1082">TMR should be actively involved in this Town Centre Revitalisation project to ensure strong and continuous active transport links from the heart of the centre to the Capalaba park and ride facility. This will be critical in building a vibrant centre, a stronger day / night economy and leveraging of significant state government investment in major public transport infrastructure.</p>
A3.29	Eastern Transitway	Generally supportive of initiating bus prioritisation along the Old Cleveland Road corridor between Coorparoo and Carindale as an interim to the ultimate busway solution. However, the bus priority measures should be extended to include the road corridor between Carindale and Capalaba and the action should also clearly outline the delivery of the Eastern Busway as a regionally significant project.
A3.32	Gateway Motorway corridor planning	This action should also include the operational capacity of the surrounding road networks connecting to the Gateway Motorway. Old Cleveland Road, travelling west in AM peak, suffers significant congestion and

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		safety issues due to inadequate merging facilities onto the Gateway Motorway.
A3.34	Intersection upgrades	It is requested that seek TMR advice from RCC on the most important intersections in the Redlands Coast to upgrade. Capalaba and Victoria Point are notorious sections of Main Roads that are severely congested daily. Intersection improvements may greatly assist in reducing congestion. Priority intersections should also include Moreton Bay Road and Finucane Road.
A3.45	Road corridor planning	Generally support this action and look forward to working collaboratively with TMR on these projects.
Page 112	5.3.3 Priority 3: Sustain– A transport system that contributes to the environmental sustainability and resilience of the region	Comments on this priority: <ul style="list-style-type: none"> • Expand objective 3.2 to include - enhance the pedestrian and cyclist experience • Separation from vehicle traffic is not only important for safety but also to enhance the experience for the pedestrian/cyclist (refer to comment No.1 and 6) • Pedestrian / cycle experience is enhanced by integrating shared pathways through the open space network, state reserves, and the Redlands coastline wherever possible. • Need to take a more holistic view of active transport network that prioritises the delivery of shared/multi use network accommodating cyclists and pedestrians • Policy should elevate connectivity to major attractions on the coast and hinterland areas – not just activity centres • Provide additional state government endorsed design policies and guidelines, character images and exemplar project case studies to assist in achieving sustainable and resilient outcomes.
A3.52	Regional activity centre transport planning	Generally supportive of this action and look forward to having an opportunity working with TMR to develop specific transport plans on the state controlled network in Redlands, particularly for Cleveland, Capalaba and Victoria Point.
114	5.3.4 Priority 4: Live – A transport system that supports safe and liveable communities for everyone	Comments on this priority: <ul style="list-style-type: none"> • Liveable communities need to embrace neighbourhoods that are walkable and cycle friendly. • Amend objective to ensure a walkable and <u>cycle friendly</u> urban environment – over reliance on walkability – walking and cycling go hand in hand • Elevate the need for off road shared pathways that enhance the experience of cyclists and pedestrians by integrating shared pathways through the open space network, state reserves, and the Redlands coastline wherever possible. • The benefits of off road cycling as part of a shared pathway network needs to be further explored - over and above social interaction, amenity and equitable access e.g) active healthy community, restorative effects of the natural environment (State reserves,



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		<p>conservation areas and open space networks), shade and cooler microclimate all contribute to liveability. This is in contrast to the hot and unpleasant environment (pollution, glare, noise) on many busy road environments.</p> <ul style="list-style-type: none"> • Provide additional state government endorsed design policies and guidelines, character images and exemplar project case studies to assist in achieving sustainable and resilient outcomes
A3.60	Boating infrastructure	Generally supportive of this action as recreational boating is very popular within the Redlands Coast and it is important that the planning, delivery and maintenance of boating infrastructure keeps up with demand.
A3.63	Public transport wayfinding signage	Wayfinding signage needs to be consistent across a local government and it is expected that this action will involve TMR working with Council to develop a specific and consist wayfinding signage strategy.
A3.65	Transit oriented developments	The TOD planned for Cleveland needs to incorporate the bus interchange to be considered a true TOD and deliver the best outcomes for Cleveland and the Redlands Coast.
A3.66	Cycle parking at activity centres and public transport nodes	<p>Comments:</p> <ul style="list-style-type: none"> • A3.66 – A3.68 relate to the planning of cycle infrastructure these should be elevated to short term actions instead of long term actions • Actions need to be more specific • Planning and feasibility studies are relatively inexpensive compared to the cost of the infrastructure project and therefore should progress as soon as possible • Provide additional state government endorsed design policies and guidelines, character images and exemplar project case studies for cycle parking at activity centres
A3.67	Iconic cycle routes	<p>Comments:</p> <p>Missed opportunities - include actions that seek to plan and deliver iconic cycle routes at NSI (to stimulate tourism opportunities) and northern arterial corridor (connecting Quarry Road to Cleveland Activity centre and train station via the Northern Arterial road)</p> <ul style="list-style-type: none"> • It is noted that the northern arterial and NSI are designated as part of the Principle Cycle Network • An active transport network is critical to unlocking the tourism opportunities for world class coastal destinations such as NSI – refer NSI Economic Transition Strategy (a QLD State Government Initiative
A3.68	Separated cycle infrastructure planning	<p>Comments:</p> <ul style="list-style-type: none"> • Off-road and separated cycle infrastructure should be prioritised for all parts of the network to enhance the pedestrian and cycle experience not just to and within activity centres • This relates to cycle experience not just safety and concerns surrounding mixing cyclists with traffic
Page 117	Figure 36 – Actions for the Metropolitan region	North Stradbroke Island or Southern Moreton Bay Islands not in figure 36. The island communities should be included for completeness



14 REPORTS FROM INFRASTRUCTURE & OPERATIONS

Nil

15 MAYORAL MINUTE

In accordance with s.22 of POL-3127 Council Meeting Standing Orders, the Mayor may put to the meeting a written motion called a 'Mayoral Minute', on any matter. Such motion may be put to the meeting without being seconded, may be put at that stage in the meeting considered appropriate by the Mayor and once passed becomes a resolution of Council.

16 NOTICES OF MOTION TO REPEAL OR AMEND A RESOLUTION

In accordance with s.262 Local Government Regulation 2012.

17 NOTICES OF MOTION

In accordance with s.3(4) POL-3127 Council Meeting Standing Orders.

18 URGENT BUSINESS WITHOUT NOTICE

In accordance with s.26 of POL-3127 Council Meeting Standing Orders, a Councillor may bring forward an item of urgent business if the meeting resolves that the matter is urgent.

Urgent Business Checklist	YES	NO
To achieve an outcome, does this matter have to be dealt with at a general meeting of Council?		
Does this matter require a decision that only Council make?		
Can the matter wait to be placed on the agenda for the next Council Meeting?		
Is it in the public interest to raise this matter at this meeting?		
Can the matter be dealt with administratively?		
If the matter relates to a request for information, has the request been made to the CEO or a General Manager Previously?		

19 CONFIDENTIAL ITEMS

COUNCIL MOTION

That Council considers the confidential report(s) listed below in a meeting closed to the public in accordance with Section 275(1) of the *Local Government Regulation 2012*:

19.1 City Plan Major Amendment Packages: First State Interest Review

This matter is considered to be confidential under Section 275(1)(h) of the *Local Government Regulation 2012*, and the Council is satisfied that discussion of this matter in an open meeting would, on balance, be contrary to the public interest as it deals with other business for which a public discussion would be likely to prejudice the interests of the local government or someone else, or enable a person to gain a financial advantage.

19.2 Proposed Major Amendment (Environmental Package)

This matter is considered to be confidential under Section 275(1)(h) of the *Local Government Regulation 2012*, and the Council is satisfied that discussion of this matter in an open meeting would, on balance, be contrary to the public interest as it deals with other business for which a public discussion would be likely to prejudice the interests of the local government or someone else, or enable a person to gain a financial advantage.

19.3 Harridan Pty Ltd v Redland City Council - Planning & Environment Court Appeal No. 3344 of 2018 - Offer to resolve the appeal against refusal of standard format 1 lot into 7 lots at 14-20 Bonnie Street, Thornlands

This matter is considered to be confidential under Section 275(1)(f) of the *Local Government Regulation 2012*, and the Council is satisfied that discussion of this matter in an open meeting would, on balance, be contrary to the public interest as it deals with starting or defending legal proceedings involving the local government.

19.4 Wellington Property Management Pty Ltd v Redland City Council - Planning & Environment Court Appeal 2519/18 (Material Change of Use for a Child Care Centre at 100-102 Collins Street, Redland Bay)

This matter is considered to be confidential under Section 275(1)(f) of the *Local Government Regulation 2012*, and the Council is satisfied that discussion of this matter in an open meeting would, on balance, be contrary to the public interest as it deals with starting or defending legal proceedings involving the local government.

19.5 Redland Aquatic and Emergency Precinct Land Exchange

This matter is considered to be confidential under Section 275(1)(h) of the *Local Government Regulation 2012*, and the Council is satisfied that discussion of this matter in an open meeting would, on balance, be contrary to the public interest as it deals with other business for which a public discussion would be likely to prejudice the interests of the local government or someone else, or enable a person to gain a financial advantage.

20 MEETING CLOSURE