

Redland
CITY COUNCIL

AGENDA

GENERAL MEETING

Wednesday, 16 September 2020
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 RECOGNITION OF ACHIEVEMENT

Mayor to present any recognition of achievement items.

5 RECEIPT AND CONFIRMATION OF MINUTES

General Meeting - 2 September 2020

6 MATTERS OUTSTANDING FROM PREVIOUS COUNCIL MEETINGS

6.1 INVESTIGATIONS TO POTENTIALLY ACQUIRE ADDITIONAL LAND FOR SPORT AND RECREATION PURPOSES

At the General Meeting 18 December 2019 (Item 19.3 refers), Council resolved as follows:

That the petition be received and referred to the Chief Executive officer for consideration and a report to the local government.

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

6.2 COMMUNITY CONSULTATION - POTENTIAL AMENDMENT TO LOCAL LAW NO. 2 (ANIMAL MANAGEMENT) 2015, REGISTER - ANIMALS IN PUBLIC PLACES

At the General Meeting 26 February 2020 (Item 10.1 refers), Council resolved as follows:

That Item 13.2 Community Consultation – Potential Amendment to Local Law No. 2 (Animal Management) 2015, Register – Animals in Public Places (as listed on the agenda) be withdrawn and a City wide review undertaken and brought back to a future meeting.

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

6.3 FORMER BIRKDALE COMMONWEALTH LAND - STATUS UPDATE

At the General Meeting 11 March 2020 (Item 14.5 refers), Council resolved as follows:

- To note this status update report on the former Commonwealth Land at 362-388 Old Cleveland Road East, Birkdale.*
- To note that officers will prepare a report to Council summarising the findings of the environmental, planning and land assessments, gap analysis and the outcomes of the community conversations once complete.*
- To note that officers will prepare a report to Council for adoption of the Conservation (Heritage) Management Plan once complete.*

A report will be presented in this agenda at Item 14.4.

6.4 MAYORAL MINUTE - REPORT REVIEWING THE FUTURE OPERATIONS OF REDLAND INVESTMENT CORPORATION PTY LTD (RIC)

At the General Meeting 10 June 2020 (Item 13.6 refers), Council resolved as follows:

That Council resolves to extend the timeline for receiving a report on the future operations of the Redland Investment Corporation until 31 December 2020 or within two (2) months of the State Government adopting changes to controlled entity provisions, whichever comes first.

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

6.5 NOTICE OF MOTION - CR ROWANNE MCKENZIE FUTURE OPTIONS FOR KINROSS ROAD STRUCTURE PLAN

At the General Meeting 22 July 2020 (Item 17.1 refers), Council resolved as follows:

That a report be prepared and tabled at a General Meeting of Council within 3 months outlining the history and future options for an additional road exit to what is currently provided in the Kinross Road Structure Plan for traffic seeking the exit north.

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

6.6 NOTICE OF MOTION - CR WENDY BOGLARY RECREATIONAL VEHICLE PARKING

At the General Meeting 5 August 2020 (Item 17.1 refers), Council resolved as follows:

That Council resolves to proceed with investigating opportunities for Recreational Vehicle (RV) Overnight Parking in the Redlands and that a report be brought to a General Meeting of Council within three months.

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

6.7 NOTICE OF MOTION - CR WENDY BOGLARY CITY PLAN REVISED STATE GOVERNMENT KOALA MAPPING

At the General Meeting 5 August 2020 (Item 17.2 refers), Council resolved as follows:

That Council resolves to undertake a comparison of the revised State Government koala mapping against the proposed Temporary Local Planning Instrument submitted to the State Government (29 May 2020) to identify any gaps, and bring a confidential report to Council to consider protecting these gaps through a city plan amendment.

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

6.8 SOUTHERN THORNLANDS POTENTIAL FUTURE GROWTH AREA RESPONSE TO MINISTERIAL DIRECTION

At the General Meeting 5 August 2020 (Item 19.5 refers), Council resolved as follows:

- 1. To note the Minister's Direction Notice as outlined in Attachment 2.*
- 2. To confirm that a further report will be tabled at a General Meeting of Council on or prior to 16 September 2020, which considers the outcomes of the planning investigations of the Southern Thornlands Potential Future Growth Area (PFGA).*
- 3. To submit a written report outlining the results of the planning investigations confirming whether any amendments are proposed to be made to the City Plan as a result of the planning investigations of the Southern Thornlands Potential Future Growth Area to the Planning Minister on or prior to 25 September 2020.*
- 4. For the reasons outlined in this report, write to the Planning Minister explaining that Council is committed to genuine city-wide engagement and requesting the Direction Notice be repealed or amended to require city-wide public consultation in accordance with the Minister's Guidelines and Rules rather than only engaging with residents in the Southern Thornlands PFGA as requested by the Minister.*
- 5. To maintain this report and attachments as confidential until such time as a Major Amendment (Southern Thornlands PFGA) is released for public consultation or Council resolves not to proceed with a proposed amendment, subject to maintaining the confidentiality of legally privileged, private and commercial in-confidence information.*

A report will be presented in this agenda at Item 19.3.

6.9 SOUTHERN REDLAND BAY EXPANSION AREA (SRBEA) - CONFIRMING THE PREFERRED APPROACH FOR PLANNING INVESTIGATIONS

At the General Meeting 2 September 2020, (Item 14.3 refers), Council resolved as follows:

That Council resolves that this item lie on the table and be brought back to a future General Meeting of Council.

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

7 MAYORAL MINUTE

In accordance with s.6.9 of Council Meeting Standing Orders, the Mayor may put to the meeting a written motion called a 'Mayoral Minute', on any matter. Such motion may be put to the meeting without being seconded, may be put at that stage in the meeting considered appropriate by the Mayor and once passed becomes a resolution of Council.

8 PUBLIC PARTICIPATION

There will be no Public Participation as this meeting is closed to the public, as a result of COVID-19 Pandemic social restrictions and regulation changes.

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 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

12 REPORTS FROM THE OFFICE OF THE CEO

Nil

13 REPORTS FROM ORGANISATIONAL SERVICES

13.1 AUGUST 2020 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. August 2020 Monthly Financial Report

PURPOSE

The purpose of this report is to note the year to date financial results as at 31 August 2020.

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

Opening balances for 2020-21 financial year

The opening balances for the current financial year are still to be finalised and audited. As such, the financial position for the month of August may adjust over the coming months until Council receives Queensland Audit Office certification in September 2020.

Capital carryover budget 2019-20

Council adopted a carryover budget on 19 August 2020 to accommodate capital works straddling two financial years. The attached monthly financial report for August includes the carryover budget although as outlined above, the final audited 2019-20 balance sheet accounts will influence the opening balances and budgeted key performance indicators in 2020-21. Until the accounts have been finalised, the monthly financial report will reconcile to the financial management system.

STRATEGIC IMPLICATIONS

Council has either achieved or favourably exceeded the following key financial stability and sustainability ratios as at the end of August 2020. As this is only the second month of the year, trends will start to emerge as the first quarter progresses.

- 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

In line with Council's KPIs over the last few years and expected every August, the following ratios did not meet the target at the end of August 2020:

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

The asset sustainability ratio did not meet the target at the end of August 2020 and continues to be a stretch target for Council with renewal spends of \$2.97M and depreciation expense of \$9.45M 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 Portfolio Prioritisation Administrative Directive 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 August 2020 it is 44.76% which is just outside the target range of less than 40%. As the financial year progresses, receipt of operating revenue is expected to reduce this ratio to standard levels.

Legislative Requirements

The August 2020 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 August 2020 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 August 2020.

People

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

Environmental

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

Social

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

Human Rights

There are no human rights implications for this report as the purpose of the attached report is to provide financial information to Council based upon actual versus budgeted financial activity.

Alignment with Council's Policy and Plans

This report has a relationship with the following items of Council's 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 August 2020	Consulted on financial results and outcomes
Financial Services Group officers	Year to date August 2020	Consulted on financial results and outcomes
Executive Leadership Team and Senior Leadership Team	Year to date August 2020	Recipients of variance analysis between actual and budget. Consulted as required

OPTIONS

Option One

That Council resolves to note the financial position, results and ratios for August 2020 as presented in the attached Monthly Financial Report.

Option Two

That Council resolves to request additional information.

OFFICER'S RECOMMENDATION

That Council resolves to note the financial position, results and ratios for August 2020 as presented in the attached Monthly Financial Report.



Monthly Financial Report

August 2020



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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 August 2020. The year to date annual revised budget referred to in this report incorporates the changes from budget capital carryovers adopted by Council on 19 August 2020.

The opening balances for the current year are still to be finalised and audited. As such, the financial position for the month of August may adjust over the coming months until Council receives Queensland Audit Office (QAO) certification in September 2020.

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)	(1,473)	10,992	12,360	1,368	12%	✓
Recurrent Revenue	304,795	59,204	58,289	(915)	-2%	✗
Recurrent Expenditure	306,268	48,212	45,929	(2,283)	-5%	✓
Capital Works Expenditure	91,150	8,051	5,329	(2,722)	-34%	✓
Closing Cash & Cash Equivalents	171,713	190,829	186,431	(4,398)	-2%	✗

Council reported a year to date operating surplus of \$12.36M which is favourable to budget by \$1.37M. 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 and contractor costs. As this is the second month of the year, trends will start to emerge as the first quarter progresses.

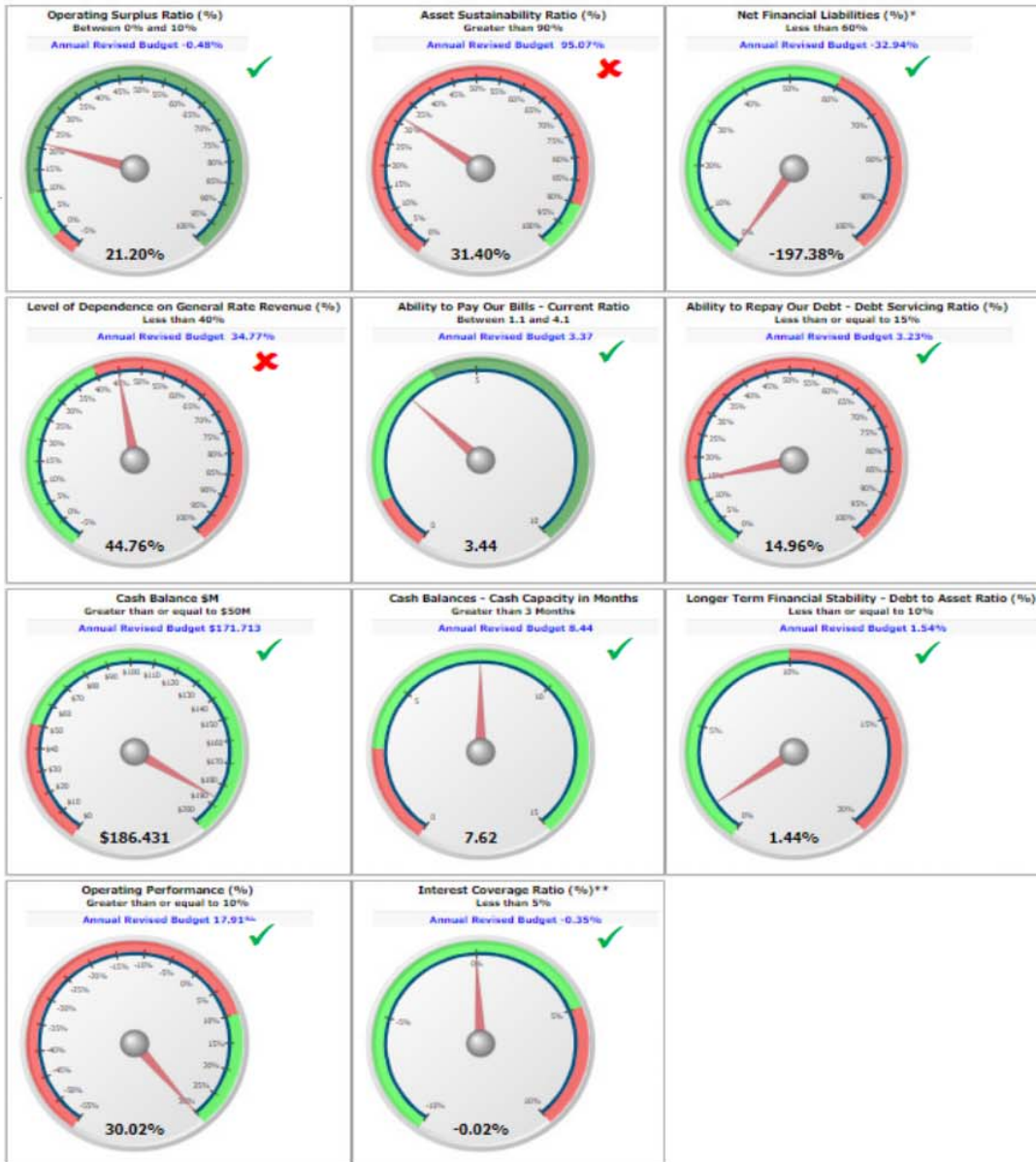
Capital grants, subsidies and contributions are below budget due to timing of developer cash contributions.

Council's capital works expenditure is below budget by \$2.72M due to timing of works for a number of infrastructure projects.

Council's cash balance is behind budget due to higher than anticipated payments to suppliers. Constrained cash reserves represent 54% of the cash balance.

2. KEY PERFORMANCE INDICATORS

■ Target met
 ■ Target exceeded
 ■ Target not met



* 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)

Monthly Financial Report

3. STATEMENT OF COMPREHENSIVE INCOME

STATEMENT OF COMPREHENSIVE INCOME					
For the period ending 31 August 2020					
	Annual	Annual	YTD	YTD	YTD
	Original	Revised	Revised Budget	Actual	Variance
	Budget	Budget	\$000	\$000	\$000
	\$000	\$000			
Recurrent revenue					
Rates charges	108,926	108,926	27,020	26,829	(191)
Levies and utility charges	160,082	160,082	27,382	26,595	(787)
Less: Pensioner remissions and rebates	(3,430)	(3,430)	(793)	(863)	(70)
Fees	13,554	13,554	2,304	2,439	135
Rental income	956	956	165	172	7
Interest received	2,999	2,999	500	355	(145)
Sales revenue	3,630	3,630	475	475	-
Other income	533	533	21	83	62
Grants, subsidies and contributions	14,896	17,545	2,130	2,204	74
Total recurrent revenue	302,146	304,795	59,204	58,289	(915)
Recurrent expenses					
Employee benefits	91,988	92,088	15,778	15,275	(503)
Materials and services	145,591	148,140	21,413	19,931	(1,482)
Finance costs	2,382	2,382	412	402	(10)
Depreciation and amortisation	64,938	64,938	10,823	10,681	(142)
Other expenditure	520	520	59	22	(37)
Net internal costs	(1,800)	(1,800)	(273)	(382)	(109)
Total recurrent expenses	303,619	306,268	48,212	45,929	(2,283)
OPERATING SURPLUS / (DEFICIT)	(1,473)	(1,473)	10,992	12,360	1,368
Capital revenue					
Grants, subsidies and contributions	25,922	32,449	4,068	2,982	(1,086)
Non-cash contributions	3,480	3,480	14	-	(14)
Total capital revenue	29,402	35,930	4,082	2,982	(1,100)
Capital expenses					
(Gain) / loss on disposal of non-current assets	289	289	48	(256)	(304)
Total capital expenses	289	289	48	(256)	(304)
TOTAL INCOME	331,548	340,725	63,286	61,271	(2,015)
TOTAL EXPENSES	303,908	306,557	48,260	45,673	(2,587)
NET RESULT	27,641	34,168	15,026	15,598	572
Other comprehensive income / (loss)					
Items that will not be reclassified to a net result					
Revaluation of property, plant and equipment	-	-	-	-	-
TOTAL COMPREHENSIVE INCOME	27,641	34,168	15,026	15,598	572

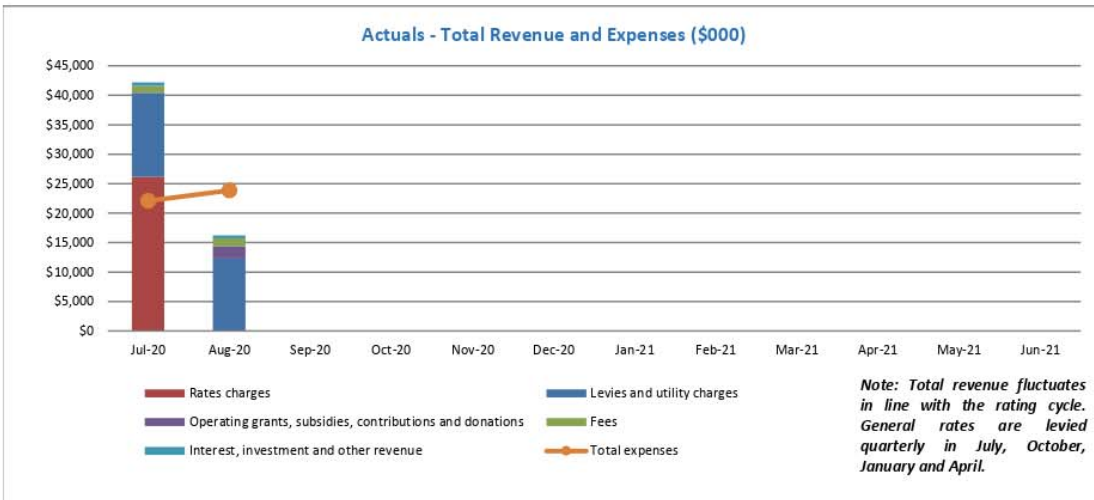
3. STATEMENT OF COMPREHENSIVE INCOME - CONTINUED

LEVIES AND UTILITY CHARGES ANALYSIS					
For the period ending 31 August 2020					
	Annual	Annual	YTD	YTD	YTD
	Original	Revised	Revised Budget	Actual	Variance
	Budget	Budget	\$000	\$000	\$000
	\$000	\$000			
Levies and utility charges					
Refuse collection rate charge	29,127	29,127	4,791	4,851	60
SES separate charge	497	497	123	123	-
Environment separate charge	8,387	8,388	2,097	2,084	(13)
Separate charge landfill remediation	2,163	2,163	357	358	1
Wastewater charges	47,842	47,842	7,832	7,896	64
Water access charges	20,120	20,120	3,315	3,344	29
Water consumption charges	51,945	51,945	8,867	7,939	(928)
Total levies and utility charges	160,082	160,082	27,382	26,595	(787)

MATERIALS AND SERVICES ANALYSIS					
For the period ending 31 August 2020					
	Annual	Annual	YTD	YTD	YTD
	Original	Revised	Revised Budget	Actual	Variance
	Budget	Budget	\$000	\$000	\$000
	\$000	\$000			
Materials and services					
Contractors	38,549	39,313	5,017	4,335	(682)
Consultants	2,813	3,283	262	230	(32)
Other Council outsourcing costs*	23,063	21,623	3,110	3,269	159
Purchase of materials	53,059	55,534	8,488	7,900	(588)
Office administration costs	11,685	11,748	1,884	1,801	(83)
Electricity charges	5,748	5,748	950	889	(61)
Plant operations	3,548	3,548	484	419	(65)
Information technology resources	3,067	3,284	527	476	(51)
General insurance	1,646	1,646	273	226	(47)
Community assistance**	1,777	1,777	308	271	(37)
Other material and service expenses	636	636	110	115	5
Total materials and services	145,591	148,140	21,413	19,931	(1,482)

* 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.

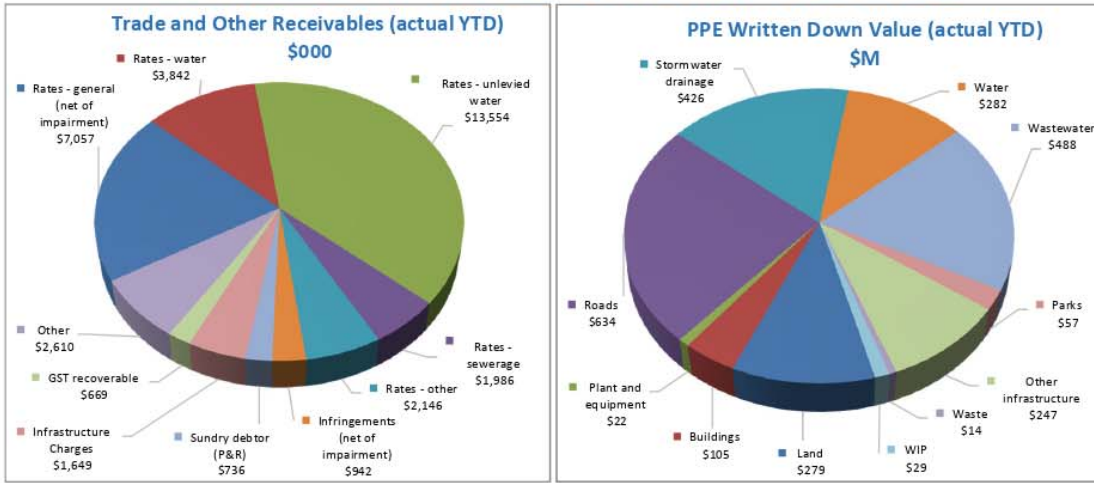


Monthly Financial Report

4. STATEMENT OF FINANCIAL POSITION

STATEMENT OF FINANCIAL POSITION As at 31 August 2020				
	Annual	Annual	YTD	YTD
	Original Budget \$000	Revised Budget \$000	Revised Budget \$000	Actual \$000
CURRENT ASSETS				
Cash and cash equivalents	169,264	171,713	190,829	186,431
Trade and other receivables	45,924	45,900	43,047	35,191
Inventories	918	853	878	909
Non-current assets held for sale	-	118	118	35
Other current assets	1,955	2,956	2,956	3,641
Total current assets	218,061	221,539	237,828	226,207
NON-CURRENT ASSETS				
Investment property	1,091	1,225	1,225	1,225
Property, plant and equipment	2,572,288	2,617,957	2,585,927	2,583,409
Intangible assets	486	1,682	2,050	2,022
Right-of-use assets	5,919	5,911	6,890	6,890
Other financial assets	73	73	73	73
Investment in other entities	13,101	13,101	13,101	13,101
Total non-current assets	2,592,958	2,639,948	2,609,266	2,606,720
TOTAL ASSETS	2,811,018	2,861,487	2,847,094	2,832,927
CURRENT LIABILITIES				
Trade and other payables	28,839	41,895	46,398	29,036
Borrowings - current	6,361	8,326	8,326	8,326
Lease liability - current*	1,302	1,294	1,294	1,294
Provisions - current	10,769	12,188	14,043	14,409
Other current liabilities	-	1,960	10,409	12,684
Total current liabilities	47,271	65,663	80,470	65,749
NON-CURRENT LIABILITIES				
Borrowings - non-current	37,900	35,840	24,737	24,751
Lease liability - non-current*	5,481	5,481	6,525	6,495
Provisions - non-current	15,120	14,162	14,162	14,162
Total non-current liabilities	58,501	55,483	45,424	45,408
TOTAL LIABILITIES	105,772	121,146	125,894	111,157
NET COMMUNITY ASSETS	2,705,246	2,740,341	2,721,200	2,721,770
COMMUNITY EQUITY				
Asset revaluation surplus	1,008,120	1,035,840	1,035,840	1,035,840
Retained surplus	1,580,316	1,597,694	1,584,004	1,584,356
Constrained cash reserves	116,810	106,807	101,356	101,574
TOTAL COMMUNITY EQUITY	2,705,246	2,740,341	2,721,200	2,721,770

4. STATEMENT OF FINANCIAL POSITION - CONTINUED



RIGHT-OF-USE ASSETS
For the period ending 31 August 2020

	Annual Original Budget \$000	Annual Revised Budget \$000	YTD Revised Budget \$000	YTD Actual Balance \$000
Right-of-use asset				
Buildings	2,780	2,697	3,212	3,216
Land	2,763	2,847	3,181	3,177
Plant and Equipment	376	367	497	497
Closing balance	5,919	5,911	6,890	6,890

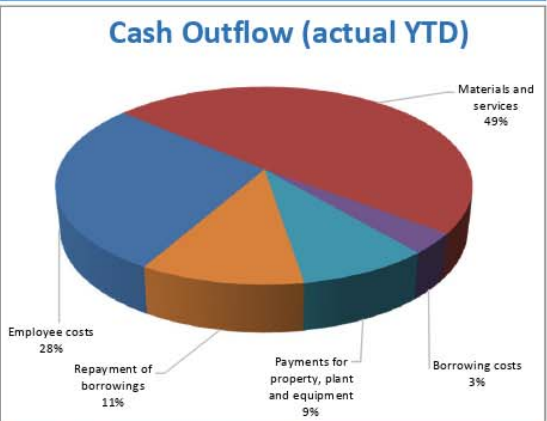
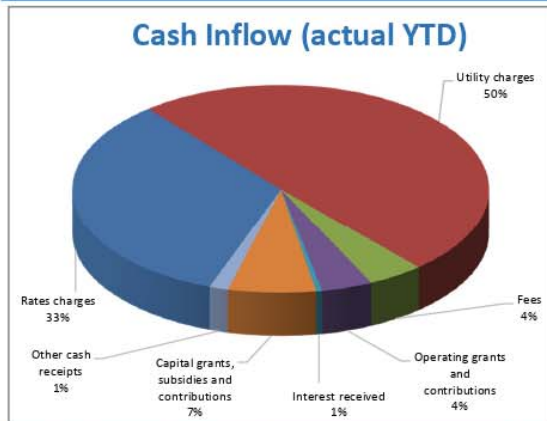
PROPERTY, PLANT AND EQUIPMENT (PPE) MOVEMENT*
For the period ending 31 August 2020

	Annual Original Budget \$000	Annual Revised Budget \$000	YTD Revised Budget \$000	YTD Actual Balance \$000
PPE movement				
Opening balance (includes WIP from previous years)	2,556,325	2,588,458	2,588,458	2,588,458
Acquisitions and WIP in year movement	81,096	94,632	8,064	5,329
Depreciation in year	(63,282)	(63,282)	(10,547)	(10,344)
Disposals	(1,851)	(1,851)	(48)	(34)
Closing balance	2,572,288	2,617,957	2,585,927	2,583,409

* 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.

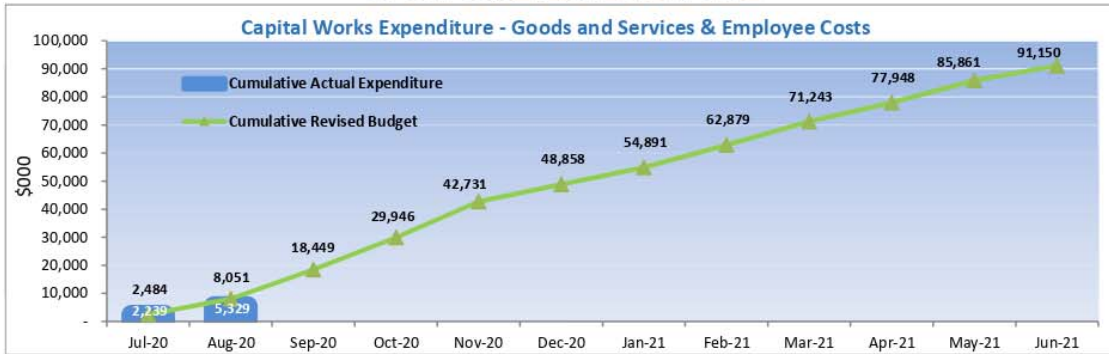
5. STATEMENT OF CASH FLOWS

STATEMENT OF CASH FLOWS For the period ending 31 August 2020				
	Annual Original Budget \$000	Annual Revised Budget \$000	YTD Revised Budget \$000	YTD Actual \$000
CASH FLOWS FROM OPERATING ACTIVITIES				
Receipts from customers	276,486	276,486	60,479	66,443
Payments to suppliers and employees	(239,435)	(242,084)	(33,296)	(46,873)
	37,051	34,402	27,183	19,570
Interest received	2,999	2,999	500	356
Rental income	956	956	165	171
Non-capital grants and contributions	14,483	17,132	2,050	2,976
Borrowing costs	(2,052)	(2,052)	(2,052)	(2,048)
Right-of-use assets interest expense	(144)	(144)	(24)	(24)
Net cash inflow / (outflow) from operating activities	53,294	53,294	27,822	21,001
CASH FLOWS FROM INVESTING ACTIVITIES				
Payments for property, plant and equipment	(77,614)	(91,150)	(8,051)	(5,329)
Proceeds from sale of property, plant and equipment	1,562	1,562	-	374
Capital grants, subsidies and contributions	25,922	34,149	5,768	5,133
Net cash inflow / (outflow) from investing activities	(50,131)	(55,439)	(2,283)	178
CASH FLOWS FROM FINANCING ACTIVITIES				
Proceeds of borrowings	9,612	9,612	-	-
Repayment of borrowings	(6,361)	(6,361)	(6,361)	(6,369)
Right-of-use lease payment	(1,294)	(1,294)	(250)	(280)
Net cash inflow / (outflow) from financing activities	1,957	1,957	(6,611)	(6,649)
Net increase / (decrease) in cash held	5,120	(188)	18,928	14,530
Cash and cash equivalents at the beginning of the year	164,145	171,901	171,901	171,901
Cash and cash equivalents at the end of the financial year / period	169,264	171,713	190,829	186,431



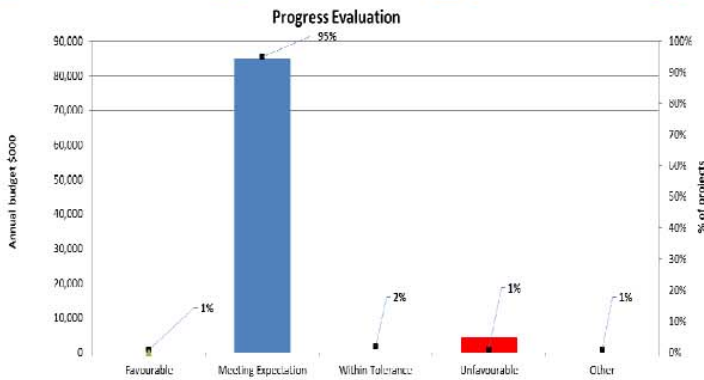
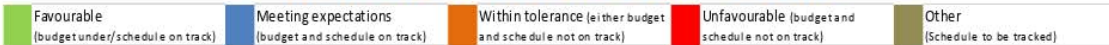
Total Cash Funding (Actual YTD)	75,453	Total Cash Expenditure (Actual YTD)	60,923
Total Cash Funding (Annual Revised Budget)	342,897	Total Cash Expenditure (Annual Revised Budget)	343,085
% of Budget Achieved YTD	22%	% of Budget Achieved YTD	18%

6. CAPITAL EXPENDITURE



	Annual Revised Budget \$000	YTD Revised Budget \$000	YTD Actual \$000	YTD Variance \$000
Capitalised goods and services	82,717	6,734	4,230	(2,504)
Capitalised employee costs	8,433	1,317	1,099	(218)
Total	91,150	8,051	5,329	(2,722)

7. PROGRAM AND PROJECT UPDATE



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 more than 100 programs and projects.

Notable Projects

The status of two notable projects are as follows:

Project description	Progress
Minor Capital Improvements - This project will improve waste & resource recovery facilities by fencing, safety provisions & improved customer services at the facilities.	Meeting Expectations
Sewerage Pump Station 028 Upgrade (1-29 St. Andrews Avenue Birkdale) - This project involves hydraulics upgrade, switchboard replacement and pipework repairs to sewerage pump station.	Meeting Expectations

8. INVESTMENT & BORROWINGS REPORT

For the period ending 31 August 2020
INVESTMENT RETURNS - QUEENSLAND TREASURY CORPORATION (QTC)



Total Investment at End of Month was \$186.02M

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

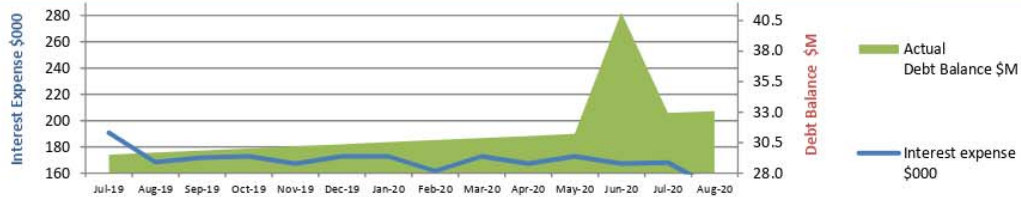
The movement in interest earned is indicative of both the interest rate and the surplus cash balances held, the latter of which is affected by business cash flow requirements on a monthly basis as well as the rating cycle.

Note: the Reserve Bank reduced the cash rate down to 0.25% during March 2020.

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 is 0.58%. Term deposit rates are being monitored to identify investment opportunities to ensure Council maximises its interest earnings.

Council adopted its Investment Policy (POL-3013) in June 2020 for the 2020/2021 financial year

BORROWINGS AND BORROWING COSTS (QTC)



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 \$8.42M, being \$6.37M principal and \$2.05M interest has been made *annually* for 2020/2021 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 2020. Interest will accrue monthly on a daily balance until next ADSP in July 2021 which is reflected in the increasing debt balance.

In June 2020 additional borrowings of \$9.80M were undertaken as part of Council's Capital Works Plan.

Total Borrowings at End of Month were \$33.08M

Council adopted its Debt Policy (POL-1838) in June 2020 for the 2020/2021 financial year

BORROWINGS
For the period ending 31 August 2020

	Annual Original Budget \$000	Annual Revised Budget \$000	YTD Revised Budget \$000	YTD Actual Balance \$000
Borrowings				
Opening balance	(41,273)	(41,178)	(41,178)	(41,178)
Accrued interest on borrowings	(1,789)	(1,789)	(298)	(316)
Interest paid on borrowings	2,052	2,052	2,052	2,048
Principal repaid	6,361	6,361	6,361	6,369
Loan drawdown	(9,612)	(9,612)	-	-
Closing balance	(44,261)	(44,166)	(33,063)	(33,077)

9. CONSTRAINED CASH RESERVES

Reserves as at 31 August 2020	Purpose of reserve	Opening Balance	To Reserve	From Reserve	Closing Balance
		\$000	\$000	\$000	\$000
Special Projects Reserve:					
Aquatic Paradise Revetment Wall Reserve	To fund Aquatic Paradise revetment wall works program	2	7	-	9
Waste Levy Reserve	To fund Waste Levy Program	-	1,084	(642)	442
Raby Bay Revetment Wall Reserve	To fund Raby Bay revetment wall works program	2,093	712	(109)	2,696
Fleet Plant & Capital Equipment Reserve	To support the long term fleet replacement program	2,536	720	(10)	3,246
		4,631	2,523	(761)	6,393
Constrained Works Reserve:					
Public Parks Trunk Infrastructure Reserve	Capital projects for public parks trunk infrastructure	6,662	768	(167)	7,263
Land for Community Facilities Trunk Infrastructure Reserve	Land for community facilities trunk infrastructure	3,086	27	-	3,113
Water Supply Trunk Infrastructure Reserve	Upgrade, expansion or new projects for water supply trunk infrastructure	14,626	35	-	14,661
Sewerage Trunk Infrastructure Reserve	Upgrade, expansion or new projects for sewerage trunk infrastructure	10,909	459	(538)	10,830
Local Roads Trunk Infrastructure Reserve	Capital projects for local roads trunk infrastructure	33,731	1,154	(334)	34,551
Cycleways Trunk Infrastructure Reserve	Capital projects for cycleways trunk infrastructure	11,923	411	(63)	12,271
Stormwater Trunk Infrastructure Reserve	Capital projects for stormwater trunk infrastructure	10,842	110	(511)	10,441
Tree Planting Reserve	Acquisition and planting of trees on footpaths	103	13	(3)	113
Koala Tree off-set Planting Reserve	Acquisition and planting of trees for koala habitat	12	-	-	12
		91,894	2,977	(1,616)	93,255
Separate Charge Reserve:					
Environment Charge Maintenance Reserve	Ongoing conservation and maintenance operations	-	2,089	(1,075)	1,014
SES Separate Charge Reserve	On-going costs of maintaining the Redland SES	38	123	(106)	55
		38	2,212	(1,181)	1,069
Special Charge Reserve - Canals:					
Aquatic Paradise Canal Reserve*	Maintenance and repairs of Aquatic Paradise canals	758	-	-	758
Sovereign Waters Lake Reserve*	Maintenance and repairs of Sovereign Lake	431	-	-	431
1718 Raby Bay Canal Reserve	Service, facility or activity of works in respect of the canals of the Raby Bay canal estate	219	-	-	219
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)
		857	-	-	857
TOTALS		97,420	7,712	(3,558)	101,574
					Closing cash and cash equivalents 186,431
					Reserves as percentage of cash balance 54%

*No interest charged for these reserves August 2020 year to date due to low prevailing interest rate.



Monthly Financial Report

10. REDLAND WATER STATEMENTS

REDLAND WATER SUMMARY OPERATING STATEMENT					
For the period ending 31 August 2020					
	Annual	Annual	YTD	YTD	YTD
	Original	Revised	Revised	Actual	Variance
	Budget	Budget	Budget	\$000	\$000
	\$000	\$000	\$000		
Total revenue	122,970	122,970	20,460	19,689	(771)
Total expenses	71,469	71,469	11,483	11,108	(375)
Earnings before interest, tax and depreciation (EBITD)	51,501	51,501	8,977	8,581	(396)
External interest expense	71	71	12	19	7
Internal interest expense	10,621	10,621	1,770	1,770	-
Depreciation	24,142	24,142	4,024	4,041	17
Operating surplus / (deficit)	16,667	16,667	3,171	2,751	(420)

REDLAND WATER CAPITAL FUNDING STATEMENT					
For the period ending 31 August 2020					
	Annual	Annual	YTD	YTD	YTD
	Original	Revised	Revised	Actual	Variance
	Budget	Budget	Budget	\$000	\$000
	\$000	\$000	\$000		
Capital contributions, donations, grants and subsidies	2,537	2,537	423	495	72
Net transfer (to) / from constrained capital reserves	(2,365)	(374)	258	43	(215)
Non-cash contributions	3,399	3,399	-	-	-
Funding from utility revenue	8,568	10,151	1,265	407	(858)
Total sources of capital funding	12,138	15,714	1,946	945	(1,001)
Contributed assets	3,399	3,399	-	-	-
Capitalised expenditure	8,258	11,833	1,866	407	(1,459)
Loan redemption	482	482	80	538	458
Total application of capital funds	12,138	15,714	1,946	945	(1,001)

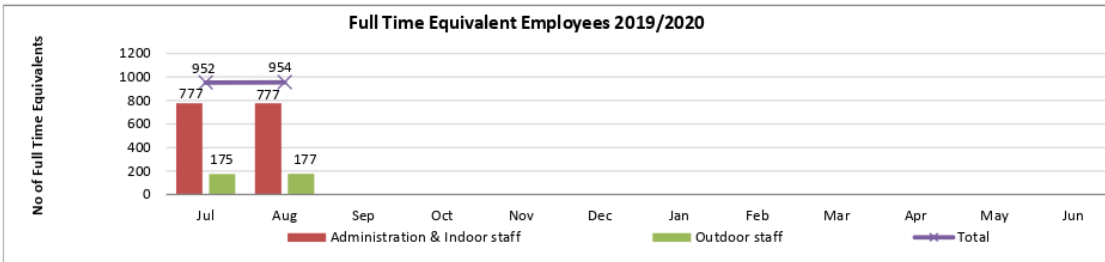
11. REDWASTE STATEMENTS

REDWASTE OPERATING STATEMENT					
For the period ending 31 August 2020					
	Annual	Annual	YTD	YTD	YTD
	Original	Revised	Revised	Actual	Variance
	Budget	Budget	Budget	\$000	\$000
	\$000	\$000	\$000		
Total revenue	35,715	35,715	6,298	6,194	(104)
Total expenses	27,427	27,427	4,533	4,557	24
Earnings before interest, tax and depreciation (EBITD)	8,288	8,288	1,765	1,637	(128)
External interest expense	17	17	3	3	-
Depreciation	327	327	54	57	3
Operating surplus / (deficit)	7,943	7,943	1,708	1,577	(131)

REDWASTE CAPITAL FUNDING STATEMENT					
For the period ending 31 August 2020					
	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	924	2,729	1,921	290	(1,631)
Total sources of capital funding	924	2,729	1,921	290	(1,631)
Capitalised expenditure	779	2,584	1,800	177	(1,623)
Loan redemption	145	145	121	113	(8)
Total application of capital funds	924	2,729	1,921	290	(1,631)

12. APPENDIX: ADDITIONAL AND NON-FINANCIAL INFORMATION

Workforce Reporting



August 2020: Headcount		Employee Type			
Department Level	Casual	Full Time	Part Time	Total	
Office of CEO and People and Culture	32	273	69	374	
Organisational Services	5	37	6	48	
Community and Customer Services	8	356	16	380	
Infrastructure and Operations	9	206	19	234	
Total	54	872	110	1,036	

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. Following Ourspace, the table includes contract of service and temporary personnel. It includes casual staff in their non-substantive roles as at the end of the period where relevant.

Overdue Rates Debtors & Statistics

Days Overdue	Aug-20	% Overdue	Aug-19	% Overdue	\$ Variance	% Variance	Rates & Charges Statistics	August 2020	August 2019
0 - 30	\$7,929,802	9.5%	\$7,241,298	9.5%	\$688,504	0.0%	Levied (Billed) Rates & Charges since 1 July 2020	\$70,924,518	\$66,619,491
31 - 60	\$0	0.0%	\$2,959	0.0%	-\$2,959	0.0%	Rate arrears brought forward 1 July 2020	\$12,988,652	\$9,452,770
61 - 90	\$2,616,681	3.1%	\$389	0.0%	\$2,616,292	3.1%	Total	\$83,913,170	\$76,072,261
91 - 180	\$11,081	0.0%	\$2,255,536	3.0%	-\$2,244,455	-3.0%	Balance of overdue rates & charges	\$15,101,870	\$13,499,310
>180	\$4,544,306	5.4%	\$3,999,128	5.3%	\$545,178	0.1%	% Overdue	18.0%	17.8%
Total	\$15,101,870	18.0%	\$13,499,310	17.8%	\$1,602,560	0.2%			

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 Debt**
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.

** Debt includes lease liabilities.

*** Interest expense includes interest on leases.

^ Loan redemption includes lease redemption.

13.2 OPERATIONAL PLAN QUARTERLY PERFORMANCE REPORT JUNE 2020**Objective Reference:****Authorising Officer:** John Oberhardt, General Manager Organisational Services**Responsible Officer:** Tony Beynon, Group Manager Corporate Governance**Report Author:** Lorraine Lee, Senior Adviser Corporate Planning and Performance**Attachments:** 1. Operational Plan Quarterly Performance Report June 2020**PURPOSE**

This report provides an update on the overall progress of the 2019-2020 Operational Plan for the year, including progress in the fourth quarter from 1 April to 30 June 2020.

BACKGROUND

The *Local Government Act 2009* (the Act) requires Council to adopt an operational plan each year. The 2019-2020 Operational Plan forms an important part of Council's strategic planning process and sets out the work Council plans to deliver towards achievement of the Corporate Plan 2018-2023.

The Act also requires the Chief Executive Officer to present a written assessment of Council's progress towards implementing the annual Operational Plan at meetings of Council, at least quarterly.

ISSUES

The 2019-2020 Operational Plan defines 71 significant activities that Council planned to undertake during the year.

As shown in Table 1, Council has delivered 69 of the planned activities and an additional carried forward activity from the 2018-2019 Operational Plan. In quarter three, Council completed two significant activities and in quarter four a further 67 activities were delivered.

Council is monitoring the progress of two significant activities that were not fully completed as planned in 2019-2020. These activities are included in the 2020-2021 Operational Plan and will be reported on quarterly. The activities with a monitor status in quarter four are:

- 5.1.3 Implement actions outlined in the Cleveland Centre Traffic and Transport Action Plan 2019-2020.
- 5.2.3 Identify and protect places of European heritage significance.

The attached Operational Plan Quarterly Performance Report June 2020 summarises the progress of each of the 69 significant activities that were reported on in quarter four.

Table 1. 2019-2020 Operational Plan significant activities delivered.

Complete	Vision outcome	Significant activity	Comment
2018-2019 Operational Plan – carried forward activity			
<i>Quarter Two</i> 1 October to 31 December 2019	Wise planning and design	Plan for future use of surplus commonwealth land at Birkdale. (Carried	A report was presented to Council on 20 November 2019 advising that 362-388 Old Cleveland Road East had been purchased by Council at a cost of \$4.1m (excluding GST). At the meeting, Council resolved to carry out a number of

Complete	Vison outcome	Significant activity	Comment
2018-2019 Operational Plan – carried forward activity			
		forward 2017-2018)	investigations on the site (e.g. heritage).
2019-2020 Operational Plan			
<i>Quarter Three</i> 1 January to 31 March 2020	Green living	Manage planning for transport connectivity for the Southern Moreton Bay Islands.	The Redlands Coast Smart Mobility Trial on Karragarra Island concluded. After four months of operation, the autonomous vehicle travelled more than 2,100 km and carried more than 750 passengers. During the trial, the project team acquired valuable insight as to how an autonomous vehicle operates in live traffic and how this type of transport technology could potentially be applied to different scenarios across Redlands Coast.
	Quandamooka Country	Contribute to the implementation of the North Stradbroke Island Economic Transition Strategy and Redland City Economic Development Framework 2014-2041.	Council is lead for Project 13: Location and Interpretive Signage and worked in support for a further 17 of 23 projects under the Queensland Government’s Minjerribah Futures – North Stradbroke Island Economic Transition Strategy. Council continued to work with the Quandamooka Yoolooburrabee Aboriginal Corporation (QYAC) to deliver two Quandamooka-inspired place markers designed by Quandamooka artists which have now been installed at Amity Point and Point Lookout. Island artist Belinda Close’s Mirriginpah public art place marker was installed in Cabarita Park in December 2019 and Delvene Cockatoo-Collin’s Mooloomba artwork in March 2020. This concludes stage 1 of Project 13 with management of stage 2 (place maker at Dunwich) the responsibility of QYAC.
<i>Quarter Four</i> 1 April to 30 June 2020	All	67 activities - see attached Operational Plan Quarterly Performance Report June 2020 for details	

Summary

A more detailed summary of the progress of each significant activity for quarter four is outlined in the attached Operational Plan Quarterly Performance Report June 2020.

STRATEGIC IMPLICATIONS

Legislative Requirements

Council’s Operational Plan 2019-2020 is an important statutory document which sets out the significant activities that Council plans to deliver for the financial year. The significant activities directly contribute to outcomes specified in the Corporate Plan 2018-2023. Tracking progress against this plan provides a useful assessment of Council’s performance in delivering against its plans.

The *Local Government Regulation 2012* (section 174) states that “the chief executive officer must present a written assessment of the local government’s progress towards implementing the annual operational plan at meetings of the local government held at regular intervals not more than 3 months”. Under the same section of the regulation, Council is allowed to amend the plan at any time before the end of the financial year.

Risk Management

The risk of not delivering against Council's Operational Plan is that Council does not achieve the commitments set out in the longer term corporate and community plans. Each significant activity has associated risks which are managed by the relevant area of Council.

Financial

The Operational Plan 2019-2020 was funded from the 2019-2020 Annual Budget.

People

Significant activities listed in the Operational Plan 2019-2020 are managed by the responsible Council group. The status and comments for each significant activity in the attached report are provided by the relevant group. The report is compiled by the Corporate Planning and Transformation Unit. Although delivery of the plan itself is dependent on staff resources and some significant activities relate to people issues, there are no direct impacts on people resulting from this report.

Environmental

Some significant activities within the Operational Plan 2019-2020 directly contribute to Council's environmental commitments. However, this report does not have any direct environmental impacts.

Social

Some significant activities within the Operational Plan 2019-2020 directly contribute to Council's social commitment. However, this report does not have any direct social impacts.

Human Rights

There are no human rights implications associated with this report.

Alignment with Council's Policy and Plans

Council's Operational Plan 2019-2020 outlines planned significant activities against the eight key outcomes in the Corporate Plan 2018-2023. As such, it is a key planning document and consistent with both the Corporate Plan 2018-2023 and the Redlands 2030 Community Plan.

CONSULTATION

Consulted	Date	Comments
Office of CEO: People, Culture and Organisational Performance	July 2020	The status and comments have been provided by the officers involved in delivering the particular significant activities within the Operational Plan 2019-2020.
Organisational Services: General Manager Organisational Services	July 2020	The status and comments have been provided by the officers involved in delivering the particular significant activities within the Operational Plan 2019-2020.
Community and Customer Services: General Manager Community and Customer Services	July 2020	The status and comments have been provided by the officers involved in delivering the particular significant activities within the Operational Plan 2019-2020.
Infrastructure and Operations: General Manager Infrastructure and Operations	July 2020	The status and comments have been provided by the officers involved in delivering the particular significant activities within the Operational Plan 2019-2020.

OPTIONS**Option One**

That Council resolves to note the Operational Plan Quarterly Performance Report June 2020.

Option Two

That Council requests additional information in relation to the attached Operational Plan Quarterly Performance Report June 2020.

OFFICER'S RECOMMENDATION

That Council resolves to note the Operational Plan Quarterly Performance Report June 2020.



Operational Plan 2019 - 2020

April to June 2020



Council's Strategic Priorities 2016-2020

In 2016, Redland City Council identified a number of 'strategic priorities' to help shape the Council's strategy to succeed and address the areas of greatest opportunity and challenge for the Redlands Coast and its place in the region.

The strategic priorities guide prioritisation and investment in transformational initiatives and actions over the Council's four year term alongside the commitments in our Corporate Plan and other responsibilities to the community. The priorities also ensure there is clear alignment with the goals and priorities of the State and Federal governments for a liveable, prosperous and sustainable South East Queensland region.

The activities that deliver Council's priority outcomes are reflected in our Operational Plan and can be identified throughout this report by the symbols below.



Economic Development - Building a strong, connected economy while creating more jobs

Council will facilitate and support investment, local business and tourism growth to help create new jobs across the city through strong industry partnerships and regional connections.



Branding Identity - Creating a shared identity for the city

Council will lead the development of a shared identity for the city that celebrates our unique characteristics and positions the city as a tourism destination in the South East Queensland region.



City Planning - Planning for future growth and change to improve liveability

Council will plan for the future development of the city that retains and enhances our quality of life [and natural and cultural assets] while facilitating the activation of vibrant mixed-use centres and places focused around transport and lifestyle options.



Transport and Connectivity - Creating more travel options and continuing to tackle urban congestion

Council will plan and advocate for a safe, accessible and integrated transport network that connects our mainland and island communities to the broader region.



Sport, Education and the Arts - Creating active, healthy lifestyles and learning opportunities

Council will provide and facilitate access to a broad range of high-quality community venues, facilities and precincts that attract new talent and contribute to the active, cultural and educational lives of residents, students and visitors across the city.

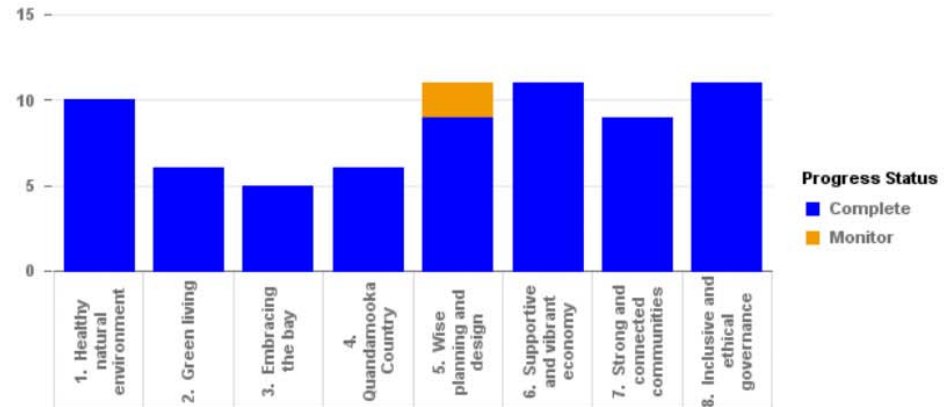
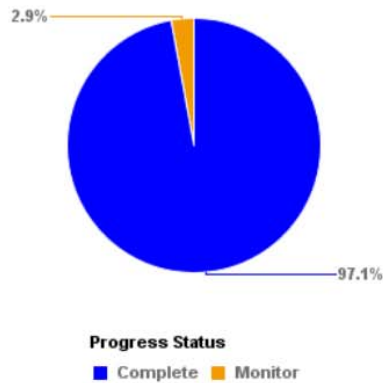


A Smart City - Positioning Redlands Coast as a smart innovative city

Council will plan and advocate for investment in smart local and regional solutions that address community needs and opportunities and support collaborative innovation ecosystem growth.

Vision Outcome – Quarter Summary

Vision Outcome	Complete	Monitor	Total
1 Healthy natural environment	10	0	10
2 Green living	6	0	6
3 Embracing the bay	5	0	5
4 Quandamooka Country	6	0	6
5 Wise planning and design	9	2	11
6 Supportive and vibrant economy	11	0	11
7 Strong and connected communities	9	0	9
8 Inclusive and ethical governance	11	0	11
Total	67	2	69

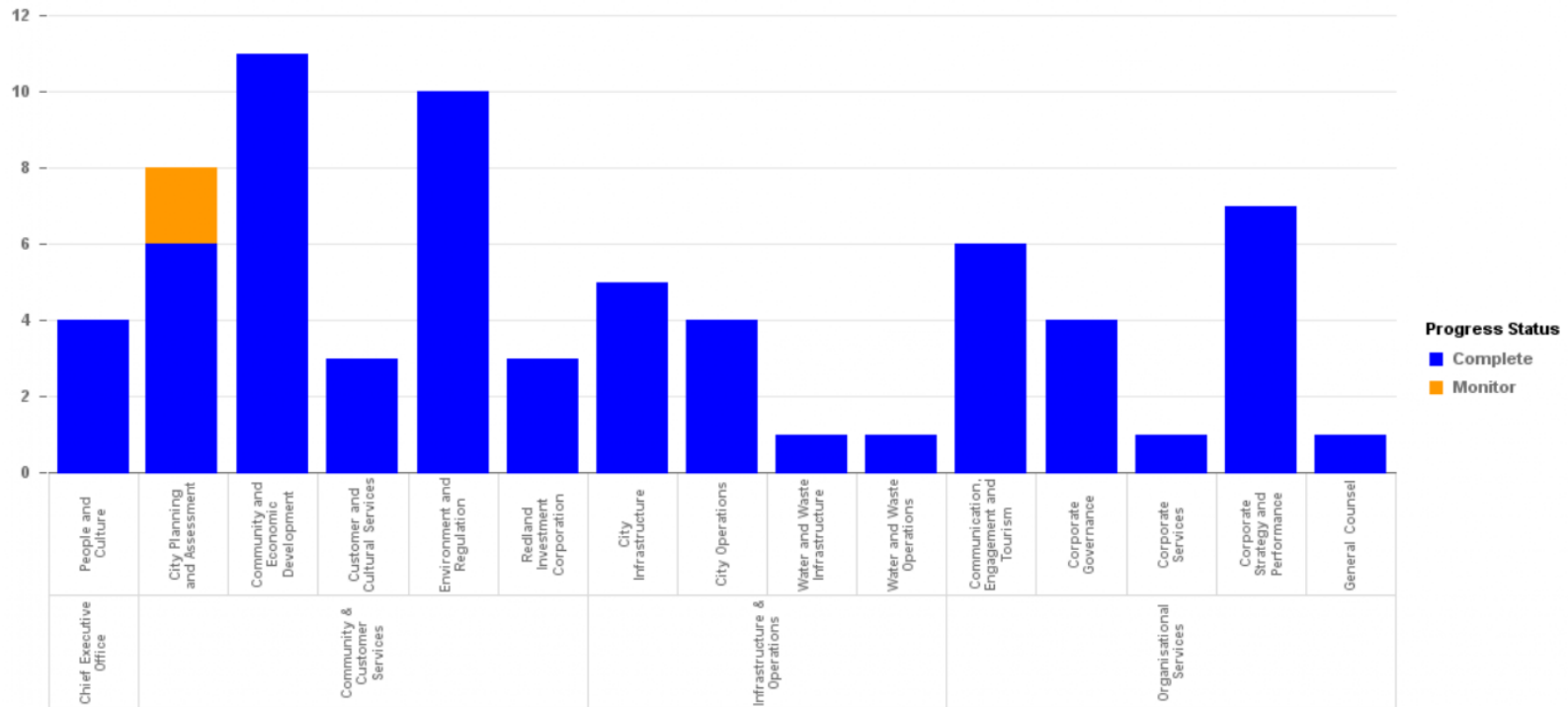


- Monitor** There are issues with timeframes and/or budget but it is still expected that with close monitoring the significant activity will be delivered.
- Complete** The significant activity has been delivered.
- Cancelled** The significant activity has been cancelled.

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Organisational Performance – Quarter Summary

Department	Complete	Monitor	Total
Chief Executive Office	4	0	4
Community & Customer Services	33	2	35
Infrastructure & Operations	11	0	11
Organisational Services	19	0	19
Total	67	2	69



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1. Healthy natural environment

2023 Strategic Outcomes

1.1 Redland's natural assets including flora, fauna, habitats, biodiversity, ecosystems and waterways are managed, maintained and monitored.


1.2 Threatened species are maintained and protected, including the vulnerable koala species.


1.3 Community and private landholder stewardship of natural assets increases.

1.4 Visitors experience our natural assets through high standard facilities, trails, interpretation and low impact commercial ventures.

Significant Activity	Op Plan Ref	Key Accountable	Status	Comment	Strategic Priorities
Plan and implement a program to improve conservation management and protect natural assets.	1.1.1	Infrastructure & Operations	Complete	<p>Weeds listed in the Redlands Coast Biosecurity Plan 2018-2023 have been treated across all 321 sites within Redlands Coast.</p> <p>Works were carried out across catchments such as Tarradarrapin, Hilliards, Coolwypin, Moogurrapum, Erapah, Native Dog Creek Catchment and the Southern Moreton Bay Islands. A total of seven prescribed burns were completed in priority areas such as Bayview Conservation Area, Heinemann Road and Sandy Creek reserves within Mount Cotton, Greater Glider Reserve at Capalaba, Squirrel Glider and Scribbly Gums Reserve within Alexandra Hills. Planning for the upcoming Planned Burn Program across the mainland, bay islands and North Stradbroke Island was completed.</p>	
Provide clear guidelines on how Council will meet its biosecurity obligations, inform the community and manage invasive plants, pest fish and pest animals under the Redlands Coast Biosecurity Plan 2018-2023.	1.1.2	Community & Customer Services	Complete	<p>The Biosecurity Surveillance Program commenced on 10 October 2019. The program allows Council to manage restricted and prohibited biosecurity matter identified in the city. Since the program commenced, 1,411 private properties and 154 public places have been surveyed. A total of 154 properties were confirmed to have restricted or prohibited biosecurity matter. As a result, these properties were issued General Biosecurity Obligation notices.</p> <p>Of the 33,262 known domestic dogs and cats in Redlands Coast, 85% are desexed and 90% are microchipped. Council received and investigated 30 complaints relating to pest animals. Results associated with surveillance of invasive fish species across the city were obtained from field assessments undertaken during quarters two and three, and collated for annual reporting. Officers attended meetings with the Stradbroke Island Pest Management Working Group to discuss and provide assistance for the fox control program and similar pest priorities for North Stradbroke Island (Minjerribah).</p> <p>Redlands Coast Biosecurity Plan 2018-2023 12-month community feedback was completed and the summary report finalised, with recommendations currently under review. Key internal stakeholders were engaged to review and update the Redlands Coast Biosecurity Plan 2018-2023 prioritisation species lists. This allows for the Redlands Coast Biosecurity Surveillance Program to be updated and service delivery to be improved. Information flyers for General Biosecurity Obligations were developed and approved for distribution to targeted key external stakeholders. Officers continued to participate in meetings and workshops with Biosecurity Queensland and the Local Government Association of Queensland.</p>	

Significant Activity	Op Plan Ref	Key Accountable	Status	Comment	Strategic Priorities
Geographically identify and provide priority actions for the management, enhancement and protection of core wildlife habitat and facilitate improved connection of wildlife corridors in alignment with the Wildlife Connections Action Plan 2018-2023.	1.1.3	Community & Customer Services	Complete	The Strategic Priority Area draft report and mapping system was developed and presented to senior management for review and comment. This system of identifying priority locations within Redlands Coast, based on the Wildlife Connections Plan 2018-2023, Koala Conservation Plan 2016-2021, Redlands Coast Biosecurity Plan 2018-2023 and other governing documentation and mapping, will assist in the strategic planning for future works. Maps included identifying key habitat for threatened species (koala, glossy black-cockatoo and grey-headed flying-fox).	
Conduct erosion and sediment control regulation to minimise environmental impacts from approved development activities.	1.1.4	Community & Customer Services	Complete	<p>Council officers responded and resolved 226 requests for erosion and sediment control matters across the city during the past twelve months.</p> <p>Council officers continued to undertake proactive compliance inspections and monitoring on all major development sites across the city. Inspections take in all major development sites at least once a month, ensuring best practice erosion and sediment control is implemented and maintained with the aim of minimising the release of contaminants and the associated environmental impacts.</p> <p>A wetter than usual season has seen an increase in runoff related requests and a reduction in dust related requests. Proactive monitoring on smaller development sites continued with officers conducting bi-weekly proactive inspections to ensure ongoing compliance.</p>	
Continue implementing a program to plant one million native plants across Redlands Coast by 2026.	1.1.5	Infrastructure & Operations	Complete	The 85,077 plantings this year brings the total since the program began in 2017 to 375,514 plants. Plants continued to be maintained and monitored. Significant plantings occurred within Hilliards Creek Catchment at Dundas Street, Wellington Point and Native Dog Creek Catchment, Mount Cotton.	
Implement management actions for a viable koala population and to conserve and manage suitable habitat in accordance with the Koala Conservation Action Plan 2016-2021.	1.2.1	Community & Customer Services	Complete	<p>Delivery of Council's Koala Conservation Action Plan 2016-2021 continued in 2019-2020, with seven ongoing major projects that are being delivered by three separate research groups.</p> <ol style="list-style-type: none"> 1. Ormiston koala safe neighbourhood koala monitoring - University of Sunshine Coast (USC). 2. Koala scats genetic sampling for three potential new Koala Safe Neighbourhood areas (Birkdale, Mount Cotton and Thomlands areas) – USC. 3. Koala genetic surveys and analysis for North Stradbroke Island (Minjerribah) – USC. 4. Ormiston smart sign driver awareness project – Griffith University Applied Road Ecology Group. 5. Driver Wildlife Awareness pilot study – Griffith University Social Marketing. 6. Leave It – dog change behaviour project: Transition to business as usual – Griffith University Social Marketing. 7. Community and media evaluation surveys – Griffith University Social Marketing. <p>High value local koala habitat has been mapped (including buffers) and included into the Strategic Priority Areas mapping for targeting koala conservation initiatives.</p> <p>Year two of the koala monitoring project in the Ormiston koala safe neighbourhood continued, however field work was impacted in March 2020 due to COVID-19 restrictions. Significant weather events from September to February impacted expansion of the ambassador koala program in Birkdale, Thomlands and selected properties in Mount Cotton.</p> <p>Year two of the smart sign trial based in Ormiston has demonstrated positive results, with speed limit reduction occurring on all roads with signage.</p> <p>All research final reports for projects have been submitted and reviewed.</p>	


Significant Activity	Op Plan Ref	Key Accountable	Status	Comment	Strategic Priorities
Enhance community education, awareness and involvement in environmental and wildlife management.	1.2.2	Community & Customer Services	Complete	<p>The Redlands Coast Coastal Raptor Citizen Science Project continued for the breeding season. Community members were engaged in nest monitoring and educational material was provided to community members. A capital works project for a new Eastern Osprey nest pole was approved for the new financial year with plans for it to be monitored as part of the citizen science project. The ongoing partnership with Logan City Council and Birdlife Australia to expand the Raptor Project and provide increased resources, progressed with a joint application for a citizen science grant. Officers continued to refine a 'Right Plant Right Place' database to support the community in identifying suitable local native plants for a specific location.</p> <p>Koalas have been regularly profiled on social media, with a particular focus on good news stories about koalas that have been returned to Redlands Coast after being treated in hospital. The city-wide community engagement project 'Redlands Koala Watch' commenced.</p> <p>The second annual koala awareness community survey was undertaken with positive responses from the community regarding use of smart signage and strengthened awareness of koalas based on annual breeding media campaign.</p> <p>Council's annual koala breeding campaign was completed utilising bus panels, bus stops, digital media, cinema and billboards. Campaign results have been analysed to assist in media planning for the 2020-2021 koala awareness campaign.</p>	
Achieve improved environmental outcomes through extension programs delivered in accordance with adopted environmental strategies and plans.	1.3.1	Community & Customer Services	Complete	<p>The total number of properties engaged in environmental partnership programs remained at approximately 500, with an estimated 10,000 plants distributed for the 2019-2020 financial year.</p> <p>Bushcare extension visits were discontinued from March 2020 under COVID-19 restrictions, however volunteer engagement was maintained via targeted email communications.</p> <p>An increased number of environmental social media posts and live feeds were delivered online due to COVID-19 restrictions preventing public events/workshops being undertaken. This was an example of innovation, with services being delivered differently.</p>	
Enhance the visitor experience of natural assets across Redlands Coast.	1.4.1	Infrastructure & Operations	Complete	<p>A number of visitor enhancement projects were completed in the 2019-2020 financial year to improve access, safety and comfort for visitors including the maintenance/upgrade of approximately 12 kms of multi-use (fire management/horse/mountain bike/walking) trails at Eastern Escarpment Conservation Area, Bayview Conservation Area and Scribbly Gums Conservation Area. In addition, a range of multi-use fire trails were constructed at the New Heinemann Road Conservation Area and offer the opportunity for visitors to explore the reserve and also access Mount Cotton Community Park and Bayview Conservation Area via Balthazar Circuit, Mount Cotton.</p> <p>In addition, a major regional trail (Granzow Road trail) connection opened offering approximately 6 kms of walking, cycling and horse riding connectivity between Bayview Conservation Area and Comubia Forest in Logan City.</p> <p>Almost 1.8 kms of new fencing was installed at Bayview Conservation Area (Kidd Street) and Heinemann Road Conservation Area to ensure the protection of conservation values of the reserve and safety of users. Renewal and replacement of old fencing on Coochiemudlo Island foreshore was also undertaken which both protects the foreshore vegetation and improves visual amenity and experience for users. New compliance signage and public access points were installed to complement new or existing fencing at four reserves.</p>	



Significant Activity	Op Plan Ref	Key Accountable	Status	Comment	Strategic Priorities
Continue to improve the customer experience at IndigiScapes.	1.4.2	Community & Customer Services	Complete	<p>The IndigiScapes Expansion project was completed and the Centre reopened to the public on 21 February 2020. Unfortunately, the Centre again closed on 23 March 2020 due to COVID-19 restrictions. The gardens and walking trails remained open to the public during this time, with the IndigiScapes' Nursery accepting online orders with non-contact pickup organised as an innovative solution to continue service delivery.</p> <p>The IndigiScapes Centre reopened on Monday 15 June 2020 after implementing a COVID-19 Safe Plan. The Centre operated with limited capacity, in accordance with Queensland Department of Health recommendations. There was a positive response to the Centre reopening, with the Café booking out days in advance and the Centre reaching close to permitted maximum capacity.</p>	

2. Green living

2023 Strategic Outcomes

- 2.1 Council's policies and plans support ecologically sustainable development and respond to climate change issues.
- 2.2 Sustainable building design (for example, solar panels and water tanks) is supported through education and advocacy.
- 2.3 Council's waste management plans address current and future needs, and include plans for closed landfills and regional collaboration.
- 2.4 Council and the community actively recycle and reduce waste.
- 2.5 Transport planning reflects a desire to maximise economic, environmental and liveability outcomes through quality road design, public transport, pedestrian and cycling strategies.

Significant Activity	Op Plan Ref	Key Accountable	Status	Comment	Strategic Priorities
Monitor Council's emissions and carbon footprint, and implement reduction strategies.	2.1.1	Community & Customer Services	Complete	<p>The Energy and Emissions Dashboard, which monitors Council's electricity usage and carbon emissions, continued to provide information for continuous improvement and identification of opportunities to further reduce consumption.</p> <p>The upgrade of energy efficient lighting fixtures at the South Street Depot was completed. The reduction in energy consumption is monitored through the carbon and energy dashboard.</p> <p>Smart meters have been installed at the Cleveland Administration building and the Cleveland Library. These meters will provide information on behavioural trends in energy usage (computers, lights, and air-conditioning) at these sites.</p>	
Provide educational opportunities to the community.	2.2.1	Community & Customer Services	Complete	<p>Officers advocated for Healthy Land and Water to request amendments to the Queensland Development Code requesting rainwater tanks to become mandatory.</p> <p>Two Council branded water-refilling stations have been installed at the IndigiScapes Environmental Education Centre. The stations offer an opportunity for visitors to reduce plastic waste by providing a water fountain to drink from or to fill their water bottles. The display on the station shows users how much plastic waste has been reduced through refilling.</p> <p>A number of sustainability-focused information posts were also featured on the IndigiScapes Facebook page.</p>	
Plan and deliver waste management services to meet current and future needs of the city.	2.3.1	Infrastructure & Operations	Complete	<p>Development of the draft Redland City Council Waste Reduction and Recycling Plan 2021-2024 continued. A new landfill waste disposal contract was executed for continuity of services beyond 30 June 2020.</p> <p>Sub-regional collaboration continued to evaluate the waste and recycling Expression of Interest with neighbouring Councils (Logan, Ipswich, Lockyer Valley and Somerset). Participation in the waste working group for the Council of Mayors (SEQ) continued to develop a brief for a regional waste plan.</p> <p>Site investigations continued at Judy Holt Park closed landfill to meet commitments made to the Department of Environment and Science. Other closed landfill site inspections and monitoring continued.</p>	

Significant Activity	Op Plan Ref	Key Accountable	Status	Comment	Strategic Priorities
Provide kerbside recycling bins and encourage the community to increase recycling.	2.4.1	Infrastructure & Operations	Complete	<p>A significant focus during the quarter has been responding to COVID-19 and the increase in waste generation at the household and being received at the Recycling and Waste Centres (RaWC). A short term contract for recyclable material processing of kerbside yellow lidded bins was finalised to ensure continuity of service in parallel with negotiating a longer term contract for the service. Preparations were made for the temporary closure of the Birkdale RaWC to facilitate a number of upgrades including construction of asphalt seal to the hardstand area. An additional 378 households requested a kerbside green waste bin for the period bringing the total participating households to 16,208.</p> <p>Total domestic resource recovery for the quarter (the amount recycled or reused out of the total waste and recyclables received) was 45.9%.</p>	
Advocate for public transport in accordance with the Redlands Coast Transport Strategy 2041.	2.5.1	Community & Customer Services	Complete	<p>The Redlands Coast Transport Strategy, a key advocacy document to highlight transport priorities for the city, was endorsed by Council in 2019-2020. The Strategy presents a vision of how the re-imagining of the bus network could result in public transport that aligns with travel behaviours of the community.</p> <p>Advocacy for improved public transport was an ongoing action. Council officers successfully advocated for a number of cycling routes in Redlands Coast to be upgraded to 'Priority A' in the State Government Principal Cycleway Network Plan. These included key cross-boundary connections between Redlands Coast and Brisbane City as well as East Coast Road on North Stradbroke Island.</p>	
Expand the footpath and cycleway network.	2.5.2	Infrastructure & Operations	Complete	<p>The 2019-2020 financial year program is complete with a significant expansion of the pathway network across the city. Designs for the 2020-2021 program have been completed. Council received many compliments from the community regarding the expansion of the network.</p>	

3. Embracing the bay

2023 Strategic Outcomes



3.1 Council collaborates with partners to understand, nurture and protect Moreton Bay's marine health and values.

3.2 Communities on the islands and foreshores enjoy equitable access to development opportunities and community services.

3.3 Our community is ready for and adapting to changing coastlines, storm tide and severe weather.

3.4 Redlands Coast residents and visitors can easily access the foreshore and use recreation infrastructure for boating and non-boating activities.

Significant Activity	Op Plan Ref	Key Accountable	Status	Comment	Strategic Priorities
Monitor and develop strategies aimed at identifying priority areas to inform decision making and improve aquatic environments.	3.1.1	Community & Customer Services	Complete	<p>Council continued to participate in partnerships such as the Healthy Land and Water partnership and the Lower Brisbane Redland Catchment Action Plan. Officers also participated in various regional working groups such as Healthy Land and Water, Monitoring and Evaluation Steering Committee and the South East Queensland Water by Design Steering Committee.</p> <p>Results for Council's monitoring programs were collated for water quality monitoring (ambient and Sovereign Waters), along with aquatic habitat assessment which included an aquatic fauna survey. These programs assist in informing future monitoring and management actions.</p> <p>Progress continued on the review of Council's Water Quality Monitoring programs to ensure these programs meet our current and future needs.</p> <p>Officers continued to progress the development of the Redlands Coast Bay and Creeks Plan and Action Plan.</p>	
Partner with the Queensland Government to review the agreement between the Department of Education and Training and Redland City Council regarding management of the Russell Island Pool.	3.2.1	Infrastructure & Operations	Complete	<p>In April 2020 the Department of Education and Training and Redland City Council jointly agreed to a further 12 month partnering arrangement for the ongoing management of the Bay Islands Aquatic Centre (Russell Island Pool). This 12 month period allows for further consultation with the community and a report back to Council regarding potential future operating models for the facility. Planned consultation arrangements were impacted by COVID-19 and the facility closed early for the season.</p> <p>Prior to the impact of COVID-19 restrictions, the Bay Islands Aquatic Centre opening hours increased for the 2019-2020 season to 1,692 hours (up from 1,524 in 2018-2019 season). With the increase in hours, the pool was available for community use seven days per week (up from five days in the 2018-2019 season). A total of 7,860 patrons used the pool in the 2019-2020 season compared to 6,775 in the 2018-2019 season, a notable outcome even with the pool closed 25 days earlier than expected due to COVID-19 restrictions.</p>	

Significant Activity	Op Plan Ref	Key Accountable	Status	Comment	Strategic Priorities
Support a sustainable governance model for the Southern Moreton Bay Islands (SMBI) Hub to coordinate delivery of community services.	3.2.2	Community & Customer Services	Complete	<p>The foundations laid in the earlier stages of the 2019-2020 financial year have supported a comprehensive COVID-19 response among community organisations on the Southern Moreton Bay Islands. Increased levels of collaboration have been observed, and while further efforts are required to improve community service delivery, measurable progress has been made.</p> <p>The Brisbane South Primary Health Network (PHN) developed an award winning program, SMBI Families We Are Listening, a community focused approach to improving the wellbeing of children and families on the islands. Running Wild continued to deliver the Skilling Queenslanders for Work program. Council funded two community resilience projects through the COVID-19 Relief and Recovery Grants Program to ensure the continuity of services for island communities who are vulnerable and at high risk during COVID-19.</p>	
Continue to develop and implement the Coastal Hazard Adaptation Strategy.	3.3.1	Infrastructure & Operations	Complete	Phase 5 of the Coastal Hazard Adaptation Strategy was acquitted by the Local Government Association of Queensland (LGAQ). Phase 6 was completed, approved by the Council's Technical Working Group and Steering Committee, and submitted for review by the LGAQ. Work commenced on Phase 7.	
Improve access provisions to Moreton Bay.	3.4.1	Infrastructure & Operations	Complete	Delivery of the Southern Moreton Bay Island Ferry Terminal Upgrade Project commenced with Council and the Queensland Government. The design process commenced for all four sites, with the preliminary design largely complete including re-purposing existing ferry infrastructure into recreational boating facilities to provide significantly improved access for recreational boaters on and around the Southern Moreton Bay Islands.	

4. Quandamooka Country




2023 Strategic Outcomes


4.1 Council's organisational and staff capacity to deliver positive outcomes for Aboriginal communities, including the Quandamooka People, is improved through policy, cultural awareness training and cultural heritage training for elected members and Council staff.

4.2 Council's and the community's respect and understanding of the Quandamooka Peoples' relationship with their traditional land and waters continue to improve.

4.3 Council continues to support and resource the delivery of commitments under the Indigenous Land Use Agreement (ILUA) with the Quandamooka People.

4.4 Council works with the Quandamooka Traditional Owners to help them achieve their goal of establishing North Stradbroke Island (Minjerribah) as a global eco-cultural tourism destination.

Significant Activity	Op Plan Ref	Key Accountable	Status	Comment	Strategic Priorities
Continue to work collaboratively with Quandamooka Yoolooburrabee Aboriginal Corporation (QYAC).	4.1.1	People and Culture	Complete	During 2019-2020, a total of 68 participants attended Council's Quandamooka Cultural Awareness Day on North Stradbroke Island (Minjerribah). Aboriginal Cultural Heritage Training was jointly offered by Council and Quandamooka Yoolooburrabee Aboriginal Corporation. All training during quarter four was postponed due to COVID-19 restrictions. A new diversity and inclusion staff training plan was developed.	
Continue to implement culturally appropriate protocols.	4.1.2	Organisational Services	Complete	Council developed an Aboriginal and Torres Strait Islander Community Guideline. Reconciliation Action Plan initiatives continued to progress with Cultural Information Sessions delivered throughout the organisation. Acknowledgement of Country continued to be delivered in meetings. Corporate inductions for new employees continued with an Indigenous information pack given to each attendee.	
Promote awareness and understanding of Quandamooka culture.	4.2.1	Organisational Services	Complete	Council continued to promote Quandamooka culture through a range of media and communication channels. This included a Quandamooka culture and Council partnerships feature in the 2018-2019 Annual Report, promotion of Quandamooka cultural events at Council's libraries and art galleries, and support of NAIDOC Week events. Where known, Quandamooka names were used in media communications, and a fortnightly acknowledgement of Redlands Coast Traditional Owners was included in print advertising. Acknowledgement of Country and Elders in speeches continued. Council also supported through media, the completion of cultural place markers at Amity Point (Pulan) and Point Lookout (Mulumba) on North Stradbroke Island (Minjerribah).	
Promote traditional knowledge.	4.2.2	Organisational Services	Complete	Council continued to acknowledge Quandamooka People at the commencement of Council meetings and promote cultural awareness. Redland Art Gallery featured the Belinda Close 'Hammerheads chasing stingrays' exhibition. National Reconciliation Week initiatives were undertaken in Council with posters and a short video produced for the celebrations. Redland Art Gallery offered online National Reconciliation Week programs through Facebook and Instagram. National Aborigines and Islander Day Observance Committee Week was postponed until November 2020.	
Support delivery of Indigenous Land Use Agreement (ILUA) commitments.	4.3.1	Organisational Services	Complete	Council continued to manage the Indigenous Land Use Agreement (ILUA) sub-committees and monitor progress of ILUA activities. The third ILUA quarterly report for 2019-2020 year was presented to the Executive Leadership Team in April 2020.	

Significant Activity	Op Plan Ref	Key Accountable	Status	Comment	Strategic Priorities
Promote Quandamooka tourism initiatives.	4.4.1	Organisational Services	Complete	<p>Council developed a cinematic-quality destination video of Redlands Coast, narrated by Quandamooka artist Delevene Cockatoo-Collins and also featured Yulu-Burri-Ba dancers, traditional owner Matt Burns and elder Aunty Evelyn Parkin.</p> <p>Council worked with the Quandamooka Traditional Owners to include additional content and images of Quandamooka cultural experiences. Council developed marketing campaigns to support tourism on North Stradbroke Island (Minjerribah) including promotion of Quandamooka cultural tours, the Quandamooka Festival 2019 and the Yalingbilla whale watching tours held in 2019.</p> <p>Council continued to incorporate Quandamooka Jandai dual place naming on all Redlands Coast communications. Council managed and completed the delivery of two Quandamooka-inspired public art-style place markers at Point Lookout and Amity Point on North Stradbroke Island (Minjerribah) including sculptures designed by Quandamooka artists and dual naming township signs.</p>	

5. Wise planning and design



2023 Strategic Outcomes



5.1 Growth and development in the city is sustainably managed through the adoption and implementation of the Redland City Plan and Local Government Infrastructure Plan.

5.2 Redland City's character and liveability are enhanced through a program of master planning, place-making and centre improvement strategies, including maximising opportunities through the catalyst Toondah Harbour Priority Development Area and Redlands Health and Wellbeing Precinct projects to build a strong and connected Cleveland.

5.3 An effective and efficient development assessment process delivers quality development that is consistent with legislation, best practice and community expectations.

5.4 Regional collaboration and targeted advocacy drives external funding for key infrastructure upgrades and enhanced community outcomes.


Significant Activity	Op Plan Ref	Key Accountable	Status	Comment	Strategic Priorities
Manage planning for transport initiatives and services across the city.	5.1.1	Community & Customer Services	Complete	A parklet design manual has been drafted. The Urban Congestion Tool commenced. The Active School Travel Program has been prepared.	
Ensure that infrastructure necessary to support growth in the city is provided through the development assessment process and capital works program.	5.1.2	Community & Customer Services	Complete	Local Government Infrastructure Plan projects continued to be delivered as part of development approvals and are progressively being scheduled through capital works programming and budget reviews for delivery by Council. In the 2019-2020 financial year, eight Local Government Infrastructure Plan projects were delivered as part of development approvals costing \$4.25m. 19 projects were delivered through the capital works program to a value of \$10.93m.	
Implement actions outlined in the Cleveland Centre Traffic and Transport Action Plan 2019-2020.	5.1.3	Community & Customer Services	Monitor	The Cleveland Centre Traffic and Transport Action Plan has a two-year delivery timeframe. At the conclusion of the 2019-2020 financial year, approximately 40% of the actions have been delivered. Completed actions included the reclamation of car parks in Middle Street for greater pedestrian moveability and engaging with the Department of Transport and Main Roads in relation to the management and function of Waterloo Street.	
Maintain the Redland City Plan to ensure it reflects best practice and is responsive to community expectations.	5.1.4	Community & Customer Services	Complete	Council adopted a general major amendment package to the Redland City Plan on 29 January 2020. The general major amendment package came into effect on 19 February 2020. Council at its General Meeting on 10 June 2020 resolved to not proceed with the proposed major amendment to reflect relevant elements of the Wildlife Connections Plan into the Redland City Plan. Two other amendment packages addressing Local European Heritage and the draft South West Victoria Point Local Plan are currently at various stages of the state interest review process as outlined in the Minister's Guidelines and Rules under the Planning Act 2016 (July 2017).	
Coordinate a place management program for key activity centres and contribute to master planning for precincts.	5.2.1	Community & Customer Services	Complete	Key Partners (Metro South Health Services and Redlands Mater Private Hospital) provided feedback to consultants on the draft Redlands Health and Wellness Precinct Stage 3 report (Conceptual Land Use Plan and Strategy). Feedback, when incorporated, will inform the final report. The stage 3 report has been informed by the Precinct Value Assessment (stage 2) and a Demand Drivers Assessment (stage 1).	 




Significant Activity	Op Plan Ref	Key Accountable	Status	Comment	Strategic Priorities
Coordinate planning and guidance for future development and infrastructure delivery for local areas in the city.	5.2.2	Community & Customer Services	Complete	At its General Meeting on 20 November 2019, Council resolved to submit the draft South West Victoria Point Structure Plan and consequential major amendments to the Planning Minister for state interest review. Council received state interest assessment comments on the draft South West Victoria Point Local Plan to the Redland City Plan on 24 February 2020. A review of the state interest assessment comments has been completed and a revised draft Local Plan and consequential amendment package was resubmitted to the State in June 2020. Planning investigations of the Southern Thornlands Potential Future Growth Area have been completed.	
Identify and protect places of European heritage significance.	5.2.3	Community & Customer Services	Monitor	A proposed major amendment to the Redland City Plan to address local European heritage protection in the city received approval from the Planning Minister to proceed to public consultation. The proposed amendment will remain confidential until it is endorsed by Council for statutory public consultation.	
Develop a master plan for the Redland Aquatic Precinct Redevelopment	5.2.4	Community & Customer Services	Complete	In December 2019, Council resolved to progress the new Redland Aquatic Centre development as part of the integrated Redlands Coast Adventure Sports Precinct. Planning for the design and master planning of the integrated Redlands Coast Adventure Sports Precinct commenced and an Industry Stakeholder Reference Group has been established.	
Maintain effective systems and processes that underpin quality and timely decision making for development applications.	5.3.1	Community & Customer Services	Complete	Council systems and processes continued to be further improved and amended to ensure effective implementation of planning instruments. This included a core upgrade of Council's Property and Rating system, system testing, and development of new event processes for development inspections.	
Contribute to implementation of a South East Queensland (SEQ) City Deal.	5.4.1	Community & Customer Services	Complete	Commonwealth, state and local governments continued work on developing an SEQ City Deal. Council is represented on the Local Government Working Group and CEOs' Forum, contributing input to help shape the SEQ City Deal through major work program streams. Originally scheduled to be signed by June 2020, COVID-19 has caused the project to be placed on hold.	
Develop a strategic funding framework.	5.4.2	Organisational Services	Complete	Council officers identified eight competitive funds and submitted three applications. Through advocacy and as a result of COVID-19, the Queensland Government amended the 2019–21 Works for Queensland guidelines to allow Council to access funding for COVID-19 related expenses. Through the \$2.9M of funding allocated, Council submitted two projects - Cleveland Aquatic Centre Critical Maintenance and Eastern Escarpment. Council received approval of \$0.5M for funding through the Community Development Grants Programme to support green sealing works on Russell and Macleay Islands.	








6. Supportive and vibrant economy



2023 Strategic Outcomes

- 6.1 Council supports infrastructure that encourages business and tourism growth.
- 6.2 Redland City delivers events, activities and performances that bring economic and social benefits to the community.
- 6.3 Council's involvement in the State Government's North Stradbroke Island Economic Transition Committee supports and aligns with Council's strategic objectives, which help deliver long-term economic sustainability for North Stradbroke Island (Minjerbah).
- 6.4 Council receives a return on the community's investment in land to enhance economic and community outcomes.
- 6.5 Growth in key sectors identified in Council's Economic Development Framework is supported through the development and implementation of action plans by the Industry Economic Development Advisory Board.
- 6.6 Development will be facilitated specifically in the Toondah Harbour Priority Development Area (PDA) and Weinam Creek PDA with a focus on economic growth.

Significant Activity	Op Plan Ref	Key Accountable	Status	Comment	Strategic Priorities
Implement actions in the Redland City Tourism Strategy and Action Plan 2015-2020.	6.1.1	Organisational Services	Complete	<p>Council continued to complete actions in the Redland City Tourism Strategy and Action Plan 2015-2020 including the development and promotion of a Redlands Coast Arts Trail and development and implementation of a customer service program for tourism operators across Redlands Coast. Council also advocated to industry to invest in a mainland RV/tourism park and progressed the roll-out of the city's wayfinding strategy at Weinam Creek, in conjunction with Redland Investment Corporation. Council also worked on the development of a Roving Ambassador program.</p> <p>Council further developed the Visit Redlands Coast website with 29,000 website visitors and 74,000 page views and promoted tourism on the Redlands Coast Facebook and Instagram accounts. Council continued to progress the City Destination Entry Sign project.</p> <p>In response to COVID-19 and to support local tourism businesses, Council implemented the #RC Kindness campaign to promote Council's economic stimulus plan. After easing of COVID-19 restrictions, Council developed the 'Reconnect on Redlands Coast' campaign to promote tourism to Redlands Coast. The Redlands Coast Visitor Information Centre received more than 4,043 walk in, written and telephone clients. The Redlands Coast Tourism Subcommittee, chaired by Council and comprising tourism industry representatives, met five times.</p>	

Significant Activity	Op Plan Ref	Key Accountable	Status	Comment	Strategic Priorities
Contribute to the development of a Smart Cities Strategy.	6.1.2	Community & Customer Services	Complete	<p>The final year of the three-year Advancing Regional Innovation Program was delivered with the grant funding expended by 30 June 2020. Activities undertaken included delivery of a Young Entrepreneurs Summit at the Redland Performing Arts Centre attended by approximately 500 young people from across Redlands Coast. Participants had the opportunity to hear from entrepreneurial keynote speakers who shared their innovation journey. The summit was followed by the Aspiring Entrepreneurs Weekend held specifically for Redlands students. The second year of delivery of Start-up Redlands and Redlands Angel Investors continued where start-up and scale-up businesses pitch for financial and mentoring support.</p> <p>Redlands Seniors had the opportunity to enhance their digital literacy skills with one-on-one sessions delivered by Fiftysix Creations, made possible by a Federal Government grant. A wide range of topics were explored including social media, healthcare, shopping and banking services providing valuable assistance particularly during COVID-19 restrictions. Redlands Coast also welcomed Leanne Kemp, Queensland's Chief Entrepreneur, on two occasions, delivering a business masterclass identifying innovation in service delivery. Businesses were able to share their own innovation journey with the Chief Entrepreneur.</p> <p>The remaining Advancing Regional Innovation Program funds were directed to Council's COVID-19 Relief and Recovery Grants Program, aimed at providing funding and support to both small businesses and community organisations to respond to the challenges of the pandemic. Local businesses received financial assistance to allow them to innovate their business model to adapt to the impact of COVID-19. A total of 49 innovation grants, to the value of \$228,055, were awarded to Redlands Coast businesses.</p> <p>Underpinning the Advancing Regional Innovation Program was the development of the draft Redlands Coast Smart and Connected City Strategy. The Strategy will guide Council in the delivery of innovation and digital technology to improve the liveability, sustainability and prosperity of the city. The draft Smart and Connected Cities Strategy has been completed for internal review.</p>	
Implement actions in the Redland City Events Strategy and Action Plan 2017-2022.	6.2.1	Organisational Services	Complete	<p>Council continued to complete the actions of the Redland City Events Strategy and Action Plan 2017-2022. Council delivered an improved online events portal including the development of a range of event management templates for use by community event organisers.</p> <p>Council delivered a total of 22 events attended by more than 29,000 people, including Christmas by Starlight which attracted more than 12,000 people and assisted groups to deliver more than 58 community run events attended by more than 159,000.</p>	
Deliver events, activities and workshops that contribute to bringing economic and social benefits to the community.	6.2.2	Community & Customer Services	Complete	<p>While the delivery of events, activities and workshops has been significantly curtailed in quarter four of the 2019-2020 financial year by the developing COVID-19 crisis, planning has continued for a range of activities for the 2020-2021 financial year. The Redlands Youth Reference Group was formed and has begun regular meetings in the last quarter of the 2019-20 financial year. Highlights for the 2019-20 financial year have included a number of community capacity building workshops to support the grants programs, business and investment workshops and meetings, and youth and seniors' activities.</p>	

Significant Activity	Op Plan Ref	Key Accountable	Status	Comment	Strategic Priorities
Continue to roll-out the city's new destination brand, Redlands Coast - Naturally Wonderful.	6.2.3	Organisational Services	Complete	<p>The Redlands Coast Deals & Rewards App continued to be promoted and further developed. A total of 320 local businesses have signed up and are using the app, while 1,400 shoppers have downloaded it. A destination marketing campaign, Reconnect on Redlands Coast, was developed in June 2020 to promote the city as a tourism destination as COVID-19 restrictions eased. This was in line with feedback from tourism operators, including those at North Stradbroke Island, that were heavily affected by COVID-19 restrictions.</p> <p>Marketing promotion was developed for social media, video, Redlands Coast website, Redland City Council website, print and digital advertising and Council-owned bus shelters, with Greater Brisbane, Ipswich and Toowoomba the major target markets. Management of the Redlands Coast brand website 'microsite' continued.</p>	
Coordinate Council's involvement in the implementation of the Queensland Government North Stradbroke Island Economic Transition Strategy.	6.3.1	Community & Customer Services	Complete	Council continued to work closely with the Queensland Government on the implementation of the State Government's North Stradbroke Island Economic Transition Strategy. The Minjerribah Futures Reference Group, which includes representation from state and local government, Quandamooka Yoolooburrabee Aboriginal Corporation, business groups and other organisations, met throughout the year to progress the work of the group's sub-committees to improve the visitor experience and help deliver long-term economic sustainability for the island.	
Identify and develop strategic opportunities for Redland City Council land holdings.	6.4.1	Community & Customer Services	Complete	The Shayher Group signed a Memorandum of Understanding with Council to progress as the preferred developer to deliver the Capalaba Town Centre Revitalisation Project.	
Provide secretariat support to the Redlands Economic Development Advisory Board (EDAB).	6.5.1	Community & Customer Services	Complete	The Redlands Economic Development Advisory Board met three times throughout the year and provided input into the development of the draft Manufacturing Industry Sector Plan and the draft Redlands Coast Smart and Connected City Strategy.	
Deliver industry-enabling action plans and a targeted investment attraction strategy.	6.5.2	Community & Customer Services	Complete	The implementation of initiatives under the Health Care and Social Assistance Industry Sector Plan 2018-2023, Education and Training Industry Sector Plan 2018-2023, and Rural Enterprise Industry Sector Plan 2019-2024 continued to be progressed, particularly focusing on the development and refinement of a business database for each industry sector. However, some projects such as the planning for the city-wide Courses and Careers Expo and Health Care and Social Assistance Summit have been pushed back due to the COVID-19 pandemic. The Manufacturing Preliminary Analysis Study, which provides a comprehensive environmental scan of the economic, socio-cultural, technological and regulatory opportunities and constraints affecting manufacturing in Redlands Coast was completed. The findings and recommendations will identify realistic opportunities for the sector's growth and will help shape a Manufacturing Industry Sector Plan.	 
Engage Redland Investment Corporation to facilitate the Toondah Harbour Priority Development Area (PDA) in partnership with Economic Development Queensland.	6.6.1	Community & Customer Services	Complete	The Environmental Impact Statement (EIS) continued for the Toondah Harbour Priority Development Area. Walker Group convened an independent panel of world-leading scientific experts to help guide and peer review the EIS process. The independent panel provides oversight and the highest quality assurance.	

Significant Activity	Op Plan Ref	Key Accountable	Status	Comment	Strategic Priorities
Facilitate the development of the Weinam Creek Priority Development Area (PDA) in partnership with Economic Development Queensland.	6.6.2	Community & Customer Services	Complete	Construction of Stage 1 of the Weinam Creek Priority Development Area is now complete. Stage 1 included the new car park on Moores Road, Redland Bay, a footbridge and pathways connecting to the Redland Bay Marina ferry terminal. Security camera provisions for the car park were also included.	 

7. Strong and connected communities

2023 Strategic Outcomes



7.1 Festivals, events and activities bring together and support greater connectivity between cross-sections of the community.



7.2 Council maximises community benefit from the use of its parklands and facilities by improving access to, and the quality and shared use of, public spaces and facilities by groups for sporting, recreational and community activities.

7.3 Council's assessment of community issues and needs provides timely opportunities to pursue grants and partnerships that realise long-term benefits.

7.4 Council supports volunteerism and participation in civic projects through clear and supportive Council processes to reduce red-tape, and engage and recruit volunteers for Council projects.

7.5 The community's preparedness for disasters is improved through community education, training and strong partnerships between Council and other agencies.

Significant Activity	Op Plan Ref	Key Accountable	Status	Comment	Strategic Priorities
Celebrate the cultural life of the region.	7.1.1	Community & Customer Services	Complete	<p>Redland Performing Arts Centre (RPAC) was closed on 17 March 2020 due to COVID-19 restrictions, with 77 performances, workshops, meetings and events cancelled. However the Centre still remained open for internal Council use with a total of 71 internal meetings held at various venues in the Centre. Rescheduling and rebuilding the 2021 program has been ongoing and an RPAC Live-stream and recovery program developed with industry partners.</p> <p>Redland Art Gallery (RAG) also closed from 16 April to 15 June 2020 due to COVID-19 restrictions. During this time RAG produced and hosted five online activities and take home activities. The close down time allowed for the entire RAG collection to be audited, and restoration works undertaken prior to rehousing the collection in the new Art Storage Room at the South Street Depot. A revised 2020 RAG June to December 2020 exhibition program was launched and 13 exhibitions will be featured during this period.</p>	
Plan, provide and advocate for essential social infrastructure for community activities.	7.2.1	Community & Customer Services	Complete	<p>A draft Age Friendly City Plan was completed and confirmation of the actions commenced. The Redlands Youth Strategy 2015-2020 has undergone a review process. A draft Stronger Communities Strategy has been developed and is supported by a Redlands Community Needs Assessment and Social Provisioning Analysis, which was completed by the Regional Innovation Data Lab.</p> <p>A city-wide collaborative response to homelessness has gone through the first stage of development through a partnership approach with community stakeholders.</p>	
Deliver innovative and accessible services as part of the implementation of the Library Services Strategy 2017-2022.	7.2.2	Community & Customer Services	Complete	<p>Redland libraries provided services across the city in 2019-2020 across three mainland libraries, four island libraries, a community library on Macleay Island and through the mobile library service. Despite temporary library closures from 23 March 2020 to 15 May 2020 due to COVID-19 restrictions, the service received 469,250 visitors. The library service processed more than 800,000 loans of physical items and more than 200,000 loans of electronic items. Libraries also provided access to WiFi, public computers, printing, meeting rooms and online services.</p> <p>The new mobile library vehicle was launched on 1 July 2019. However, COVID-19 closures and social distancing requirements from April resulted in most program services ceasing and, where possible, pivoting to developing online content. In addition, an outreach program was developed to contact library members to provide telephone tutorials for online access, and maintain connection and support.</p>	

Significant Activity	Op Plan Ref	Key Accountable	Status	Comment	Strategic Priorities
Plan for effective sport and recreation at Heinemann Road, Redland Bay.	7.2.3	Infrastructure & Operations	Complete	<p>Significant community consultation and planning studies throughout the year led to the adoption of the Redlands Coast Regional Sport and Recreation Precinct Master Plan at Council's General Meeting on 13 May 2020. The associated Queensland Government Deed of Grant for the master planning was also acquitted. Initial implementation actions of concept design development and club engagement in transitioning planning commenced.</p> <p>Other activities to improve the quality and access to parks, sport and recreation facilities and activities included the delivery of 89 of 90 sub-renewal and upgrade and community infrastructure projects, and the engagement of consultants to review existing facility optimisation levels and develop a five year facility action plan. Council continued negotiations through development assessment referrals/applications for positive outcomes for sport and recreation facilities and parks.</p>	
Plan for the future use of the Willard's Farm site.	7.2.4	Infrastructure & Operations	Complete	Council acquired the adjacent Birkdale Federal Government land consolidating the land holdings of the former Willard's Farm homestead into a much larger precinct.	
Deliver Council's Grants and Sponsorship Program.	7.3.1	Community & Customer Services	Complete	<p>Council successfully administered Round 1 of the Community Grants and Sponsorship Program in 2019-2020, providing financial assistance to individuals and organisations to support the delivery of projects that benefit Redlands Coast. During the year, Council delivered 25 grants and sponsorships totalling \$313,222. In Round 2 of the Community Grants and Sponsorship Program, 11 applications totalling \$31,500 were approved under the Organisational Support Grants, with the balance of the program postponed until the 2020-2021 financial year due to COVID-19 restrictions and the need to redirect the unspent funds towards a targeted COVID-19 Relief and Recovery Response Grants Program.</p> <p>The COVID-19 Relief and Recovery Grants Program opened on 28 April 2020 and closed on 13 June 2020. The program was specifically targeted to support businesses impacted by COVID-19 to fund professional advice, or an innovative restructure to their business model. The program also funded community organisations which provide direct support to vulnerable community members suffering hardship due to COVID-19. The program was finalised on 30 June 2020 with 97 applications approved for a combined value of \$371,144. This included 49 grants for innovation totalling \$228,055, 32 grants for professional advice services approved to the value of \$31,494 and 16 Community Organisation Grants totalling \$111,594.</p>	
Activate and engage through programs and partnerships to encourage reading and all forms of literacy as part of the implementation of the Library Services Strategy 2017-2022.	7.3.2	Community & Customer Services	Complete	In 2019-2020 financial year, Library Services delivered a wide range of programs to promote literacy. Continued success of the First 5 Forever program saw libraries achieve more than 18,000 attendances at 341 programs and activities. The adult literacy program engaged with 12 learners in 2019-2020. Author in Action programs provided opportunities for authors to present their work and engage with the local community. The service faced significant disruption of program delivery from March 2020 onward due to the impacts of COVID-19, but engagement via social media and telephone support have proved popular during closures whilst program delivery is on hold.	
Continue to provide volunteering and work experience opportunities for the Redlands Coast community.	7.4.1	People and Culture	Complete	Council assisted with inquiries about volunteering and work experience opportunities at Council. From March to June 2020, Council paused the coordination of volunteering and work experience opportunities at Council due to COVID-19 restrictions.	

Significant Activity	Op Plan Ref	Key Accountable	Status	Comment	Strategic Priorities
Improve disaster preparedness.	7.5.1	Organisational Services	Complete	<p>The Local Disaster Management Group was at activation level 'Stand Up' during quarter four. The strong partnerships between Council and other agencies proved effective during this time. Disaster Planning and Operations continued to engage and educate the community through the Community Champions who disseminated timely and accurate information to their communities through frequent email communication.</p> <p>Redland City Council has purchased a new facility in the Redland Business Park for operational use by the Redland Bay SES Group. The facility will be used for incident management, training, operational staging area and to house SES equipment and vehicles - improving disaster response capability to the Redlands Coast community.</p>	

8. Inclusive and ethical governance

2023 Strategic Outcomes


8.1 Council's Information Management Strategy and technology systems are engineered to increase efficiency and provide excellent customer service outcomes.


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.

8.3 Implementation of the Corporate Plan is well coordinated across Council and through a delivery mechanism that provides clear line of sight, accountability and performance measurement for all employees.

8.4 A continuous improvement focus underpins the organisation, creating a supportive environment for ideas and positive, well-managed change that enhances internal and external outcomes.

8.5 Council uses meaningful tools to engage with the community on diverse issues so that the community is well informed and can contribute to decision making.

Significant Activity	Op Plan Ref	Key Accountable	Status	Comment	Strategic Priorities
Improve Council's Asset Management System.	8.1.1	Organisational Services	Complete	The Asset Management software is now live and in use across Redland City Council and in the process of formally closing the Asset Management Project. The full suite of the Asset Management capability is now operational from the Asset Maintenance product through to mobility.	
Improve whole of Council asset management.	8.2.1	Organisational Services	Complete	Implementation of the Strategic Asset Management Plan continued with key activities relating to asset data and technologies. Council continued roll-out of the Assetic works maintenance module to roads, drainage and marine, and parks and conservation. Work continued on preliminary inputs into the development of Council's Maintenance Management Strategy. COVID-19 provided an opportunity to reallocate resources to review and improve asset data, with the focus being land and traffic facilities.	
Improve strategic alignment.	8.3.1	Organisational Services	Complete	<p>Implementation of the Corporate Plan 2018-2023 continued through delivery of the 2019-2020 Operational Plan. Any impacts due to Council's COVID-19 response have been noted in the quarterly report commentary.</p> <p>Drafting of the 2020-2021 Operational Plan and Group Business Plans was completed, and the 2020-2021 Operational Plan was adopted at the Special Budget Meeting on 25 June 2020.</p> <p>Stage two of the Strategic Service Planning Project was completed and closed with acceptance of the final Service and Asset Analysis Report that identified recommendations for Council to move forward with Strategic Service Planning.</p> <p>Planning for the development of a new corporate plan progressed with an analysis of past community engagement and internal stakeholder engagement meetings.</p>	
Improve strategic alignment and investment decisions.	8.3.2	Organisational Services	Complete	The 2020-2021 capital portfolio was finalised and endorsed in quarter four.	
Prioritise, define and manage Council's portfolio of projects.	8.3.3	Organisational Services	Complete	Council coordinated the close out and completion of the 2019-2020 capital portfolio. The proposed 2020-2021 capital portfolio was endorsed by the Councillors in May 2020.	

Significant Activity	Op Plan Ref	Key Accountable	Status	Comment	Strategic Priorities
Promote Redland City Council program and project delivery best practice.	8.3.4	Organisational Services	Complete	Portfolio governance forums were carried out as part of program and project delivery processes for the 2019-2020 portfolio. Portfolio performance and exceptions were reported to the Executive Leadership Team on a quarterly basis. Governance documents were revised and developed for Portfolio Management and Capital Works Prioritisation. Council delivered ongoing support to the project management community in the development of templates, improved project and program structures, training and support.	
Improve alignment between individual and Council performance.	8.3.5	People and Culture	Complete	<p>The new Human Resource Information System (HRIS) was introduced in August 2019 and supported performance measurement, accountability, line of sight and enabled mobile capability. MyGoals conversations held during September and October 2019 between employees and their supervisors focused on key areas, driving strengths, achievements, performance goals, and personal and career development.</p> <p>Workshops were held across all areas of Council during the 2019-2020 financial year with over 500 employees including remote locations, to step teams through the new process and system. Guides, Frequently Asked Questions and an Influencer Network was created to support the introduction of the new MyGoals. In March 2020, further information sessions were held with 64 managers and 165 employees across Council to learn more about the HRIS 'ongoing MyGoals conversations' functionality.</p>	
Deliver the Procurement Transformation Project.	8.3.6	Organisational Services	Complete	<p>The planned tasks and activities for this phase of the Procurement Transformation Program have been completed. This year saw delivery and implementation of VendorPanel and VendorPanel Marketplace - Council's combined online tendering and quoting system and supplier registration hub to strengthen a centralised and standardised information source to inform decision making.</p> <p>The shift to a Strategic Procurement Contracting model has progressed, with the publication of future contract arrangements and sourcing information for suppliers on Council's website. The impact of the COVID-19 pandemic demonstrated the agility of the Procurement function, and a number of strategies were implemented to encourage use of local suppliers, the development of new products and leveraging of regional bulk buying schemes including Council's Community Electricity Scheme, was completed.</p>	
Continue to build a diverse and inclusive culture that enables cooperation, innovation and change to enhance outcomes.	8.4.1	People and Culture	Complete	<p>The change management portfolio commenced with 23 internal changes registered and continued to grow with new and smaller projects during 2019-2020. This promoted a focus on alignment and coordination of major internal projects across Council. Change management became an embedded expectation at project steering committees to ensure that people readiness was integrated into project timeframes and project planning.</p> <p>The number of internally qualified change agents increased from two to four to provide assistance and advice on change management activities across Council. An internal change community of practice was established to further develop change capability within the organisation. Major change management projects included the new Human Resource Information System, Asset Management System, Customer Experience and Strategic Procurement Transformation.</p>	
Enhance the continual improvement culture supporting service delivery.	8.4.2	Organisational Services	Complete	Council's focus on effective and efficient service delivery was supported through 15 light touch service reviews held during the quarter. A total of 60 officers participated in customer centric design thinking workshops, and 25 officers received creativity and innovation training, enhancing the organisation's continuous improvement culture. These efforts contributed to \$7.3m worth of financial savings for 2019-2020, allowing delivery of additional community value and outcomes.	

Significant Activity	Op Plan Ref	Key Accountable	Status	Comment	Strategic Priorities
Continue to conduct community engagement on a diverse range of issues.	8.5.1	Organisational Services	Complete	<p>While COVID-19 restrictions had an impact on the number and type of community engagement activities conducted in quarter four, Council engaged with the community on 31 projects. Council used a variety of channels to create resident and ratepayer awareness of projects. These channels included local media, Council and social media channels, letterbox distributions, posters and site signs.</p> <p>In addition, a range of feedback mechanisms were used including intercept surveys at shopping centres and libraries, Facebook and Twitter polls, telephone surveys, small group meetings, large-scale open house activities, key stakeholder workshops, online Your Say surveys, mapping tools and submission forms. More than 40,000 Redlands Coast residents and stakeholders were actively engaged on Council projects, informing and improving Council decision making. This included 38,000 visitors to Council's Your Say web page.</p>	

14 REPORTS FROM COMMUNITY & CUSTOMER SERVICES

14.1 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: Giles Tyler, Acting Group Manager City Planning & Assessment

Report Author: Jill Driscoll, Group Support Coordinator

Attachments: 1. Decisions made under delegated authority 02.08.2020 to 15.08.2020

PURPOSE

To note decisions made under delegated authority for development applications (Attachment 1).

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

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; and minor change requests and extension to currency period where the original application was Category 1.

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*.

**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.

Human Rights

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

OFFICER'S RECOMMENDATION

That Council resolves to note this report.

Attachment 1 Decisions Made Under Delegated Authority 02.08.2020 to 08.08.2020

Decisions Made Under Delegated Authority 02.08.2020 to 08.08.2020**CATEGORY1**

Application Id	Application Full Details	Applicant	Associated Property Address	Primary Category	Decision Date	Negotiated Decision Date	Decision Description	Division
CAR20/0263	Design and Siting/BOS - Dwelling House	Site Town Planning	29 Mccartney Street Ormiston QLD 4160	Referral Agency Response - Planning	7/08/2020	N/A	Approved	1
OPW20/0065	Driveway Crossover (Bus Stop)	Professional Certification Group Pty Ltd	18 Rose Street Ormiston QLD 4160	Code Assessment	7/08/2020	N/A	Development Permit	1
DBW20/0022	Domestic Outbuilding - Garage/Carport	The Certifier Pty Ltd	33 Erobin Street Cleveland QLD 4163	Code Assessment	7/08/2020	N/A	Development Permit	2
CAR20/0275	Design and Siting & Build over/near infrastructure - Boatport	The Certifier Pty Ltd	55 Morris Circuit Thornlands QLD 4164	Referral Agency Response - Planning	4/08/2020	N/A	Approved	3
OPW20/0048	Operational Works - Domestic Driveway Crossover - Second	Mr Ross S AITKEN	19 Chateau Street Thornlands QLD 4164	Code Assessment	7/08/2020	N/A	Approved	3
OPW20/0053	Operational Works - Domestic Driveway Crossover	Shaun Steven LIPTAK	29 Fir Street Victoria Point QLD 4165	Code Assessment	7/08/2020	N/A	Development Permit	4
RAL20/0027	Rearranging Boundaries - 2 into 2 lots	Harridan Pty Ltd	5 Coastview Place Victoria Point QLD 4165	Code Assessment	3/08/2020	N/A	Development Permit	4
CAR20/0255	Design and Siting - Shade Sail	Steve Bartley & Associates Pty Ltd	62 Penzance Drive Redland Bay QLD 4165	Referral Agency Response - Planning	5/08/2020	N/A	Approved	5
CAR20/0276	Design and Siting - Dwelling	Privium Homes	1A Torquay Road Redland Bay QLD 4165	Referral Agency Response - Planning	4/08/2020	N/A	Approved	5

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Decisions Made Under Delegated Authority 02.08.2020 to 08.08.2020

CATEGORY1

Application Id	Application Full Details	Applicant	Associated Property Address	Primary Category	Decision Date	Negotiated Decision Date	Decision Description	Division
CAR20/0296	Design and Siting - Patio	Premium Lifestyles Patios & Decks	91 Penzance Drive Redland Bay QLD 4165	Referral Agency Response - Planning	7/08/2020	N/A	Approved	5
CAR20/0218	Design and Siting - Carport	The Certifier Pty Ltd	19 Azalea Street Redland Bay QLD 4165	Referral Agency Response - Planning	7/08/2020	N/A	Approved	6
MCU19/0140.02	Change to Development Approval MCU19/0140 - Carports for existing and new property	Dixonbuild Pty Ltd, Mr Rahul KOTHARI	1 Wetheral Place Alexandra Hills QLD 4161	Minor Change to Approval	7/08/2020	N/A	Development Permit	7
OPW20/0058	Driveway Crossover x2	Rahul KOTHARI	1 Wetheral Place Alexandra Hills QLD 4161	Code Assessment	6/08/2020	N/A	Development Permit	7
CAR20/0280	Design and Siting - Shed	A1 Certifier Pty Ltd	46 Queens Court Road Alexandra Hills QLD 4161	Referral Agency Response - Planning	3/08/2020	N/A	Approved	8
CAR20/0282	Design and Siting - Patio	Murrant Building Certification	19 Marina Street Alexandra Hills QLD 4161	Referral Agency Response - Planning	4/08/2020	N/A	Approved	8
CAR20/0230	Design and Siting/BOS - Carport	Strickland Certifications Pty Ltd	16 Chatsworth Circuit Capalaba QLD 4157	Referral Agency Response - Planning	3/08/2020	N/A	Approved	9
CAR20/0271	Design and Siting - Dwelling House	Bold Properties	382 Mount Cotton Road Capalaba QLD 4157	Referral Agency Response - Planning	3/08/2020	N/A	Approved	9

Decisions Made Under Delegated Authority 02.08.2020 to 08.08.2020

CATEGORY1

Application Id	Application Full Details	Applicant	Associated Property Address	Primary Category	Decision Date	Negotiated Decision Date	Decision Description	Division
CAR20/0278	Design and Siting - Dwelling House	Building Code Approval Group Pty Ltd	32-34 Stanley Street Capalaba QLD 4157	Referral Agency Response - Planning	4/08/2020	N/A	Approved	9
OPW20/0056	Operational Works - Driveway Crossover	Mr David J McMASTER	50 Koala Place Capalaba QLD 4157	Code Assessment	7/08/2020	N/A	Approved	9
RAL20/0030	Rearranging Boundaries - 2 into 2 lots	Mr Craig S LAMBERT	9-13 Water Lilly Drive Capalaba QLD 4157	Code Assessment	7/08/2020	N/A	Development Permit	9
CAR20/0272	Design and Siting - Patio	Mr Anthony D'AMICO	53 Collingwood Road Birkdale QLD 4159	Referral Agency Response - Planning	3/08/2020	N/A	Approved	10

Decisions Made Under Delegated Authority 02.08.2020 to 08.08.2020**CATEGORY2**

Application Id	Application Full Details	Applicant	Associated Property Address	Primary Category	Decision Date	Negotiated Decision Date	Decision Description	Division
OPW19/0130.01	Change to Development Approval	Sutgold Pty Ltd	Fernbourne Grove Bayside Villas 41-47 Fernbourne Road Wellington Point QLD 4160	Minor Change to Approval	4/08/2020	N/A	Approved	1

Decisions Made Under Delegated Authority 09.08.2020 to 15.08.2020

CATEGORY1

Application Id	Application Full Details	Applicant	Associated Property Address	Primary Category	Decision Date	Negotiated Decision Date	Decision Description	Division
CAR20/0279	Design and Siting - Screening	Rita Maree GIOVENCO	7 Cronin Drive Wellington Point QLD 4160	Referral Agency Response - Planning	12/08/2020	N/A	Approved	1
CAR20/0126.01	Change to existing approval CAR20/0126 Design and Siting - Dwelling House	Bayside Building Approvals	19 Flinders Avenue Dunwich QLD 4183	Minor Change to Approval	13/08/2020	N/A	Approved	2
OPW20/0067	Driveway Crossover	Richard Arpad JUHASZ	3 Hopewell Street Point Lookout QLD 4183	Code Assessment	13/08/2020	N/A	Development Permit	2
MCU20/0057	Dwelling house	The Certifier Pty Ltd	19 Lancewood Street Victoria Point QLD 4165	Code Assessment	11/08/2020	N/A	Development Permit	4
RAL19/0014.02	Change to existing approval RAL19/0014 - Standard Format 1 into 2	Sisras Pty Ltd As Trustee	255 Colburn Avenue Victoria Point QLD 4165	Minor Change to Approval	13/08/2020	N/A	Approved	4
CAR20/0182.01	Change to Development Approval CAR20/0182 - Dwelling house	K P Building Approvals Pty Ltd	67 Treasure Island Avenue Karragarra Island QLD 4184	Minor Change to Approval	11/08/2020	N/A	Approved	5
CAR20/0291	Design and Siting - Dwelling	Platinum Building Approvals	73 Laurel Street Russell Island QLD 4184	Referral Agency Response - Planning	12/08/2020	N/A	Approved	5
CAR20/0296	Design and Siting - Patio	Premium Lifestyles Patios & Decks	91 Penzance Drive Redland Bay QLD 4165	Referral Agency Response - Planning	15/08/2020	N/A	Approved	5

Decisions Made Under Delegated Authority 09.08.2020 to 15.08.2020

CATEGORY1

Application Id	Application Full Details	Applicant	Associated Property Address	Primary Category	Decision Date	Negotiated Decision Date	Decision Description	Division
MCU20/0071	Dwelling house	Stephen Clarke BOORER Valerie Ann BOORER	23 Blue Bay Crescent Perulpa Island QLD 4184	Code Assessment	14/08/2020	N/A	Development Permit	5
CAR19/0436.01	Change to Development Approval - CAR19/0436 Design and Siting - Carport	The Certifier Pty Ltd	9 Edward Street Alexandra Hills QLD 4161	Minor Change to Approval	13/08/2020	N/A	Approved	8
CAR20/0235	Design and Siting	A1 Certifier Pty Ltd	87 Mcmillan Road Alexandra Hills QLD 4161	Referral Agency Response - Planning	14/08/2020	N/A	Approved	8
CAR20/0277	Design and Siting - Dwelling & Carport	Taitinn Constructions	2 Scorpio Street Capalaba QLD 4157	Referral Agency Response - Planning	11/08/2020	N/A	Approved	9
CAR20/0287	Design and Siting - Shed	James Robert WISDOM Rosilene Mary WISDOM	6 Ironbark Street Capalaba QLD 4157	Referral Agency Response - Planning	12/08/2020	N/A	Approved	9
CAR20/0289	Design and Siting - Dwelling	Darren John NICHOLS Leah Maree NICHOLS	51 Murray Street Birkdale QLD 4159	Referral Agency Response - Planning	13/08/2020	N/A	Approved	10
CAR20/0290	Design and Siting - Carport	Pronto Building Approvals	7 Goldcrest Court Birkdale QLD 4159	Referral Agency Response - Planning	12/08/2020	N/A	Approved	10
CAR20/0292	Design and Siting - Carport	Fluid Building Approvals Brisbane	1 Mala Crescent Birkdale QLD 4159	Referral Agency Response - Planning	13/08/2020	N/A	Approved	10

Decisions Made Under Delegated Authority 09.08.2020 to 15.08.2020

CATEGORY2

Application Id	Application Full Details	Applicant	Associated Property Address	Primary Category	Decision Date	Negotiated Decision Date	Decision Description	Division
OPW20/0070	Driveway Crossover - Second	Zane Matthew GOEBEL	1B Tarina Street Cleveland QLD 4163	Code Assessment	13/08/2020	N/A	Development Permit	3
MCU20/0027	Shopping centre	Fox & Bell Group Pty Ltd	133-149 Broadwater Terrace Redland Bay QLD 4165	Code Assessment	12/08/2020	N/A	Development Permit	5
OPW20/0042	Operational Works - Combined fence and retaining wall	Arshdeep SINGH Hayley ROBERTS	10 Heffernan Road Alexandra Hills QLD 4161	Code Assessment	11/08/2020	N/A	Development Permit	7
OPW20/0049	Operational Works for RAL 1 into 2 (Drainage)	Raymond WASSENBERG	276 Finucane Road Alexandra Hills QLD 4161	Code Assessment	13/08/2020	N/A	Development Permit	8
OPW20/0050	Operational Works - Domestic Driveway Crossover	Belinda Jan COTTLE Chad Anthony KIRKBY	44 Amaryllis Street Alexandra Hills QLD 4161	Code Assessment	14/08/2020	N/A	Development Permit	8

14.2 LIST OF DEVELOPMENT AND PLANNING RELATED COURT MATTERS AS AT 19 AUGUST 2020

Objective Reference:

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

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

Report Author: Michael Anderson, Acting Principal Planner

Attachments: Nil

PURPOSE

To note the current development and planning related appeals and other related matters/proceedings.

BACKGROUND

Information on appeals and other related matters may be found as follows:

1. Planning and Environment Court

a) Information on current appeals and applications with the Planning and Environment Court involving Redland City Council can be found at the District Court website 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 website 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:

<https://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 applications 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 applications lodged in the Planning and Environment Courts across Queensland of which the Chief Executive has been notified.

b) Information about the appeal or application, including the file 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 & APPLICATIONS

1.	File Number:	2959 of 2019 (MCU013688)
Applicant:		Quin Enterprises Pty Ltd
Respondent:		Redland City Council
Proposed Development:		Material Change of Use for the extension of the existing Extractive Industry and Heavy Industry (office, truck weighbridge, car parking, storage area for materials with associated landscape buffers) 684-712 Mount Cotton Road, Sheldon (Lot 1 on RP109322 and 3 on SP238067)
Appeal Details:		Appeal against Council refusal.
Current Status:		<p>Appeal filed 19 August 2019. The Appellant filed an application in pending proceeding on 4 September 2019, for orders to progress the appeal. A review was held on 11 September 2019. A site inspection was carried out on 18 September 2019. Reviews were held on 8 November 2019 and 24 January 2020. A mediation was held on 13 December 2019. A without prejudice meeting was held on 16 April 2020, in accordance with the Court Order. Further to the Appellants without prejudice correspondence dated 18 June 2020 it was ordered that Council was required to provide its response to the correspondence by 3 July 2020. A response was provided requiring an updated air quality and noise report. A further review was held on 17 July 2020.</p> <p>A without prejudice meeting was held on 12 August 2020. Following the meeting amended plans, noise report and air quality report were lodged. A briefing was provided to the General Meeting of Council on 19 August 2020. Council resolved to delegate authority to the Chief Executive Officer to instruct Council's solicitors to prepare for a hearing or in the alternative finalise and agree conditions that ought be imposed in the event that the appeal is allowed. A further review is scheduled for 21 August 2020 and orders will be set down.</p>

2.	File Number:	3742 of 2019
Appellant:		Angela Brinkworth
Respondent:		Redland City Council
Proposed Development:		Material Change of Use for a Cemetery (Pet Crematorium) 592-602 Redland Bay Road, Alexandra Hills (Lot 2 on SP194117)
Appeal Details:		Appeal against Council refusal.
Current Status:		<p>Appeal filed 16 October 2019. A mediation was held on 13 December 2019. A review was held on 31 January 2020. Orders were made that the Appellant was to provide further information in respect to the matters raised in without prejudice correspondence dated 16 April 2020. A further review was set down for 22 May 2020, however was adjourned to enable consideration of the further information submitted by the Appellant. The matter was considered at the General Meeting of Council on 10 June 2020 where it was resolved to provide a response to the parties that Council no longer contends that the development application ought to be refused.</p> <p>A response was provided to other parties on 3 July 2020. At a review on 15 July it was ordered that the first co-respondent by election was to consolidate the matters identified and provide to the parties a list of key issues in dispute. The matters to be relied upon by the Appellant were submitted on 29 July 2020. As Council is no longer contending the appeal, Council is not actively participating and only observing the matter.</p> <p>The parties actively participating in the appeal are due to commence the joint expert reporting and for this process to be completed by 11 September 2020. A further review is set down for 18 September 2020.</p>

3.	File Number:	3829 of 2019
Appellant:		Sutgold Pty Ltd v Redland City Council
Respondent:		Redland City Council
Proposed Development:		Reconfiguring a Lot (8 lots into 176 lots and new roads) 72, 74, 78, 80, 82 Double Jump Road, 158-166, 168-172 and 174-178 Bunker Road, Victoria Point (Lots 12, 13, 15, 22 and 21 on RP86773, Lots 16 and 20 on SP293877 and Lot 12 on RP898198)
Appeal Details:		Appeal against deemed refusal by Council.
Current Status:		<p>Appeal filed 23 October 2019. An early without prejudice meeting was held on 26 November 2019. A directions hearing was held on 6 February 2020. A list of matters supporting an approval was provided by the Appellant on 14 April 2020. The list of experts has been nominated and without prejudice conferences were held with the Appellant on 6, 14 and 21 May 2020 to discuss Council's position and proposed changes. A review was held on 17 June 2020 and it was ordered that the Appellant was to file and serve any application for a minor change by 26 June 2020. By 15 July 2020, the Respondent and Co-Respondent were to file and serve a written response to the Appellant's minor change application stating whether it will or will not oppose the declaration being made. Council was required to notify of its position on the appeal by 24 July 2020, should the Court determine the changes are minor.</p> <p>The matter was reported to the General Meeting of Council on 22 July 2020. It was confirmed that the proposed changes were a minor change but Council was still opposing the application. The parties were notified of Council's position on 24 July 2020. A without prejudice meeting was held with the appellant on 22 July 2020.</p> <p>The matter was considered at a hearing on 6 August 2020 where it was ordered that the infrastructure and traffic experts nominated by the parties are to meet and prepare a joint expert report (JER), to be completed by 18 September 2020. The matter is listed for further review on 24 September 2020.</p>

4.	File Number:	4312 of 2019
Appellant:		New Land Tourism Pty Ltd
Respondent:		Redland City Council
First Co-respondents (By election):		Benjamin Alistair Mackay and Renee Michelle Mackay
Second Co-respondents (By election):		Debbie Tye-Anderson, Kerri Vidler, Lee Nicholson, Peter Anderson, Vanessa Anderson, Thelma Anderson.
Proposed Development:		Material change of use (tourist accommodation) 147-205 Rocky Passage Road, Redland Bay (Lot 3 on RP153333)
Appeal Details:		Appeal against Council's decision to give a preliminary approval for a development application.
Current Status:		<p>Appeal filed 29 November 2019. A review was held on 11 June 2020 and it was ordered that the Appellant shall provide without prejudice material to all other parties by 24 June 2020. A without prejudice conference, chaired by the P & E ADR Registrar, was held on 22 July 2020.</p> <p>At a review on 5 August 2020 it was ordered that the appellant shall provide to the other parties without prejudice material addressing wastewater and landscaping issues by 21 August 2020. A further without prejudice conference is to be held before 11 September 2020. The appeal is listed for further review on 14 September 2020.</p>

5.	File Number:	4703 of 2019
Applicant:		Redland City Council
Respondents:		Canaipa Developments Pty Ltd
		Ian Robert Larkman
		TLC Supermarkets Unit Trust No 2
Site details:		29-39 High Street, Russell Island (Lot 100 on SP204183)
Application Details:		Application for interim and final relief with respect to alleged development offences under the <i>Planning Act 2016</i> and offences under the <i>Environmental Protection Act 1994</i> .
Current Status:		Application filed 20 December 2019. A directions hearing was held on 5 February 2020 and a review took place on 8 April 2020. A further review was held on 24 April 2020 and Orders were that Council is to notify the Respondents as to whether the proposed replacement on-site sewerage treatment facility complies with the requirements sought in the originating application. The matter has been set down for trial for 4 days commencing on 14 September 2020.

6.	File Number:	566 of 2020
Appellant:		Clay Gully Pty Ltd
Respondent:		Redland City Council
Proposed Development:		Reconfiguration of a lot by standard format plan (3 lots into 289 lots over 7 stages, new road and park. 39 Brendan Way, 21-29 and 31 Clay Gully Road, Victoria Point. (Lot 1 on RP72635, Lot 4 on RP57455 and Lot 1 on RP95513)
Appeal Details:		Appeal against deemed refusal by Council.
Current Status:		<p>Appeal filed 25 February 2020. Council notified of its position in the appeal on 1 May 2020 and provided reasons for refusal on 5 May 2020. A review was held on 8 May 2020 and it was ordered that the Appellant was to file and serve any request for further and better particulars by 15 May 2020.</p> <p>A request for further and better particulars was made by the Appellant on 15 May 2020. Council provided its response to the request for further and better particulars on 1 June 2020. The Appellant submitted its matters supporting approval of the proposed development on 15 June 2020.</p> <p>A without prejudice discussion with the appellant and co-respondent, chaired by the P & E ADR Registrar, was held on 18 June 2020. A further without prejudice meeting was held on 25 June 2020. The matter was adjourned on the papers until 17 August 2020, in order to facilitate further discussions between the parties. A without prejudice meeting was held with the appellant on 3 August 2020.</p> <p>It has been ordered that the parties should engage in a further without prejudice meeting by 4 September 2020 and a further review is set down for 10 September 2020.</p>

7.	File Number:	1612 of 2020
Appellant:		Sutgold Pty Ltd
Respondent:		Redland City Council
Proposed Development:		Development permit for a reconfiguration of 9 Lots into 275 Residential Lots, 3 Balance Lots, 1 Load Centre Lot, 2 Park Lots, 2 Open Space Lots, 1 Pedestrian Connection Lot and 1 Multi-function Spine Lot in 12 stages. 36-56 Double Jump Road, 26 Prospect Crescent and 27 Brendan Way, Victoria Point more properly described as Lot 4 on RP57455, Lot 1 on RP95513, Lot 2 on RP86773, Lot 1 on RP86773, Lot 3 on RP148004, Lot 7 on RP57455, Lot 2 on RP169475, Lot 2 on RP165178, Lot 6 on SP145377, Lot 801 on SP261302 and Lot 5 on SP293881.
Appeal Details:		Appeal against deemed refusal by Council.
Current Status:		Appeal filed 5 June 2020. A hearing was held on 23 July 2020 where it was ordered that the respondent was required to notify the parties of its position and grounds if refused or conditions if it should be approved by 7 August 2020. The matter was considered at the General Meeting of Council on 5 August 2020 where it was resolved that the matter ought to be refused. The parties were notified of Council's position as respondent on 6 August 2020. The matter is listed for further review on 19 August 2020. Orders were made on the papers that that the Appellant is to provide grounds for appeal by 2 September 2020. A further review is scheduled for 10 September 2020.

8.	File Number:	1724 of 2020
Appellant:		Fort Street Real Estate Capital Pty Ltd
Respondent:		Redland City Council
Proposed Development:		Combined development permit for a material change of use (fast food outlet) and reconfiguring a lot (access easement and subdivision by lease). Birkdale Fair Shopping Centre at 2-12 Mary Pleasant Drive, Birkdale and more properly described as Lot 1 on RP816847.
Appeal Details:		Appeal against refusal by Council.
Current Status:		Appeal filed on 17 June 2020. A review was held on 27 July 2020 where it was ordered that the appellant was to notify the parties of any changes to the development application by 31 July 2020. On 14 August 2020 the respondent (Council) notified the appellant that Council would not be opposing the minor change and notified its fully articulated grounds of refusal. A review was held on 19 August 2020 where it was ordered that parties should exchange its list of experts by 26 August 2020 and that joint expert reports must be completed by 30 September 2020. A without prejudice meeting must be held before 16 October 2020.

9.	File Number:	2138 of 2020
Appellant:		AE Developments Pty Ltd
Respondent:		Redland City Council
Proposed Development:		Development permit for a material change of use for mixed use (tourist accommodation (71 units), apartment building (28 units), refreshment establishment and shop) granted in the P & E Court on 4 March 2016 in respect of land located at 18-20 Waterloo Street and 22 Taylor Crescent, Cleveland and properly described as Lot 21 on RP119834, Lot 9 on RP72887 and Lot 10 on RP72887
Appeal Details:		Declaration to enliven a development application that lapsed on or around 4 March 2020.
Current Status:		Appeal filed on 27 July 2020. A review is to be held on 28 August 2020 whereby Council is required to notify of its position.

10.	File Number:	2080 of 2020
Appellant:		Silkwear Developments Pty Ltd
Respondent:		Redland City Council
Proposed Development:		Development permit for a reconfiguration of a lot (1 into 5 lots) respect of land at 1-13 Beckwith Street, Ormiston, more properly described as Lot 8 on RP895452 (Council ref: RAL19/0087).
Appeal Details:		Appeal against conditions.
Current Status:		Appeal filed on 7 July 2020. Awaiting application in pending proceeding.

11.	File Number:	2081 of 2020
Appellant:		Silkwear Developments Pty Ltd
Respondent:		Redland City Council
Proposed Development:		Development permit for a reconfiguration of a lot (1 into 5 lots) respect of land at 1-13 Beckwith Street, Ormiston, more properly described as Lot 8 on RP895452.
Appeal Details:		Appeal against infrastructure charges notice.
Current Status:		Appeal filed on 7 July 2020. Awaiting application in pending proceeding.

APPEALS TO THE QUEENSLAND COURT OF APPEAL

12.	File Number:	CA12762 of 2019 (MCU013296) / (QPEC Appeal 4940 of 2015, 2 of 2016 and 44 of 2016)
Appellant:		Lipoma Pty Ltd Lanrex Pty Ltd ATF IDL Investment Trust & IVL Group Pty Ltd
Respondent:		Redland City Council
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:		Appeal against the decision of the Planning and Environment Court to approve the development.
Current Status:		An appeal was lodged to the Queensland Court of Appeal on 15 November 2019. A review was held on 4 December 2019. A hearing took place on 30 April 2020. The decision is awaited.

DEVELOPMENT TRIBUNAL APPEALS AND OTHER MATTERS

Nil

Human Rights

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

OFFICER'S RECOMMENDATION

That Council resolves to note this report.

14.3 MCU19/0176 - VARIATION REQUEST - 219-221 BLOOMFIELD STREET, CLEVELAND**Objective Reference:****Authorising Officer:** Louise Rusan, General Manager Community & Customer Services**Responsible Officer:** Giles Tyler, Acting Group Manager City Planning & Assessment**Report Author:** Brett Dibden, Planning Officer**Attachments:**

1. Bloomfield Street Structure Plan Development Code
2. Referral agency response and supporting documents
3. Conditions and statement or reasons
4. Communal open space perspective 1
5. Communal open space perspective 2

PURPOSE

To seek a decision on an application for a material change of use (MCU) for Lot 2 on RP212525, and situated at 219-221 Bloomfield Street, Cleveland and subsequent variation request as variation requests cannot be decided under delegated authority.

BACKGROUND

Council has received an application consisting of two parts from Ponda Developments Pty Ltd C/- Wolter Consulting Group:

- **PART A - Preliminary approval for a material change of use:** A Preliminary Approval (PA) is sought for a material change of use (MCU) for a mixed use development as shown in the attached Bloomfield Street Structure Plan (BSSP) (refer to attachment 1), on land described as Lot 2 on RP212525, and situated at 219-221 Bloomfield Street, Cleveland, owned by Ponda Developments Pty Ltd (the applicant).
- **PART B - Variation request:** The application includes a variation request to vary the operation of the Redlands Planning Scheme v7.2 as follows:
 - Vary the level of assessment thresholds and assessment benchmarks for specified uses proposed in the major centre zone code.
 - Establish the Bloomfield Street Structure Plan Development Code (BSSPDC), which would be applicable to future development applications lodged under the *Planning Act 2016*.

The application is impact assessable and has been assessed against the relevant provisions of the Redlands Planning Scheme v7.2, as a superseded planning scheme assessment subsequent to SPS19/0013. The key issues are identified below:

- Building height
- Environmental values
- Access and parking
- Open space
- Landscaping
- Traffic management
- Stormwater management
- Utility infrastructure
- Waste management

- Acid sulfate soils
- Environmental emissions

Officers recommend that Council:

- Approve a **preliminary approval application for the material change** of use for a mixed use development, subject to conditions.
- Approve the **variation request** to vary the effect of the Redlands Planning Scheme, for the reasons outlined in the report.

Planning History

On 2 January 2007 approval was granted for a mixed-use development (apartment building x 188, commercial premises, public and private indoor recreation centre, child care centre, industry class 1, health care centre and shop) (MC009427).

On 20 March 2008 an application for a modification to the existing approval was approved (MC010790).

A submitter appeal was subsequently lodged and on 23 April 2009 the Court determined that the appeal be allowed and that the modification be refused.

On 24 November 2010 the currency period of the original approval for the mixed-use development (MC009427) lapsed.

A new application for 87 multiple dwellings plus 18 commercial office/shop tenancies totalling 900m² in three (3) stages was approved by negotiated decision on 8 August 2012 (MCU012368). Balance areas on the site were intended for future stages 4 and 5. This approval lapsed and was subsequently re-enlivened by the courts, with the new currency period being 29 April 2021 (BD1085/2017).

Importantly, the development permit refused the shop use. Approval for stage 5 was given on 29 April 2013 (MCU012779). A request to change the stage 5 approval was approved by Council on 18/07/2019 (MCU18/0159). This application approved a building height of 22m.

The most recent approval (SPS19/0013) relates to the current application, with approval given to accept, assess and decide a development application for a preliminary approval including a variation request for a mixed use development, under the superseded Redlands Planning Scheme (RPS) Version 7.2.

ISSUES

Minor Change

The applicant has made a number of changes to the application during the assessment period including:

- Change to 'mixed use' definition to include and allow for "community uses" to be considered as part of a mixed use, where proposed in the sub-precincts shown on the BSSP. This definition has also been amended at the request of Council to exclude industry uses.
- Requirement that 'shop' use be impact assessable only.
- Amendment to the BSSP to align car parking rates with RPS v7.2 at the recommendation of Council officers.

The changes are considered to be a minor change under Schedule 2 of the *Planning Act 2016* as it does not result in substantially different development, and responds to further advice by Council. Therefore, there is no effect on the assessment stages identified in accordance within the *Planning Act 2016* Development Assessment Rules.

Site & Locality

The site has an overall area of 24,220m² however this application occupies an area of 21,467m². The land is currently vacant and predominantly clear of vegetation, other than a line of trees along the southern and western boundaries. A drainage channel runs north-south on the adjoining land to the west. The site is relatively flat with a gentle fall to the northern boundary.

The immediate surrounding area is a mix of RPS zones including major centre sub-area MC8 within the subject block; sub-area MC7 adjoining to the north; medium density residential zoned lots to the south and east; and open space corresponding with the Cleveland Showgrounds to the west. The surrounding area is a mix of commercial and retail uses and established residential uses to the east.

Application Assessment

Planning Act 2016

The application has been made in accordance with the *Planning Act 2016 Development Assessment Rules* and is assessed in two parts.

Part A will consider the application for a preliminary approval for a material change of use.

Part B will then consider the variation request.

Part A – Preliminary Approval

Proposal

The BSSP is a concept plan which describes the development intent for the land. The BSSP includes information that describes the important elements of the development including:

- Identifies specific residential precincts 1 to 4 with building heights up to 20m
- Precincts 1 and 2 include mixed use component where directly fronting Ross Court
- Provides a central communal open space area of approximately 4,000m² (see attachments 4 and 5)
- Includes land for an environmental enhancement corridor and stormwater treatment along the entire length of the western boundary
- Identifies land with an existing approval fronting Bloomfield Street (Council ref. MCU18/0159)
- Identifies relevant RPS zone sub-area
- Identifies the parking rate as per the RPS v7.2
- Identifies other features including indicative internal roads and pedestrian links; and landscape buffer along southern boundary

A copy of the BSSP is included in attachment 1.

Assessment framework

In assessing this application section 45 of the *Planning Act 2016* provides that:

- (5) An **impact assessment** is an assessment that—
 - (a) must be carried out—
 - (i) against the assessment benchmarks in a categorising instrument for the development; and
 - (ii) having regard to any matters prescribed by regulation for this subparagraph; and
 - (b) may be carried out against, or having regard to, any other relevant matter, other than a person's personal circumstances, financial or otherwise.
- (6) Subsections (7) and (8) apply if an assessment manager is, under subsection (3) or (5), assessing a development application against or having regard to—
 - (a) a statutory instrument; or
 - (b) another document applied, adopted or incorporated (with or without changes) in a statutory instrument.
- (7) The assessment manager must assess the development application against or having regard to the statutory instrument, or other document, as in effect when the development application was properly made.
- (8) However, the assessment manager may give the weight the assessment manager considers is appropriate, in the circumstances, to—
 - (a) if the statutory instrument or other document is amended or replaced after the development application is properly made but before it is decided by the assessment manager—the amended or replacement instrument or document; or
 - (b) another statutory instrument—
 - (i) that comes into effect after the development application is properly made but before it is decided by the assessment manager; and
 - (ii) that the assessment manager would have been required to assess, or could have assessed, the development application against, or having regard to, if the instrument had been in effect when the application was properly made.

Section 31 of the *Planning Regulation 2017* relevantly identifies that:

- (1) For section 45(5)(a)(ii) of the Act, the **impact assessment** must be carried out having regard to—
 - (a) the matters stated in schedules 9 and 10 for the development; and
 - (b) if the prescribed assessment manager is the chief executive—
 - (i) the strategic outcomes for the local government area stated in the planning scheme; and (ii) the purpose statement stated in the planning scheme for the zone and any overlay applying to the premises under the planning scheme; and

- (iii) *the strategic intent and desired regional outcomes stated in the regional plan for a region; and*
- (iv) *the State Planning Policy, parts C and D; and*
- (v) *for premises designated by the Minister—the designation for the premises; and*
- (c) *if the prescribed assessment manager is a person other than the chief executive or the local government—the planning scheme; and*
- (d) *if the prescribed assessment manager is a person other than the chief executive—*
 - (i) *the regional plan for a region; and*
 - (ii) *the State Planning Policy, to the extent the State Planning Policy is not identified in the planning scheme as being appropriately integrated in the planning scheme; and*
 - (iii) *for designated premises—the designation for the premises; and*
- (e) *any temporary State planning policy applying to the premises; and*
- (f) *any development approval for, and any lawful use of, the premises or adjacent premises; and*
- (g) *the common material.*
- (2) *However—*
 - (a) *an assessment manager may, in assessing development requiring impact assessment, consider a matter mentioned in subsection (1) only to the extent the assessment manager considers the matter is relevant to the development; and*
 - (b) *if an assessment manager is required to carry out impact assessment against assessment benchmarks in an instrument stated in subsection (1), this section does not require the assessment manager to also have regard to the assessment benchmarks.*

Assessment Benchmarks

The application has been assessed under the Redlands Planning Scheme V7.2 subsequent to the superseded planning request approval SPS19/0013, and therefore no weight should be given to City Plan in accordance with s29(9)(b) of the *Planning Act 2016*.

The application is subject to impact assessment and in this regard, is subject to assessment against the entire planning scheme. However, given the assessment is conceptual in nature, it is recognised that the following codes are relevant to the application:

- Major centre zone code
- Aged care and special needs housing code
- Apartment building code
- Multiple dwelling code
- Centre design code
- Access and parking code and schedule
- Infrastructure works code

- Landscape code
- Stormwater management code
- Acid sulfate soils overlay code
- Habitat protection overlay code
- Road and rail noise impacts overlay code

Matters prescribed by regulation

Section 30 of the Planning Regulation refers to the assessment benchmarks the assessment manager must have regard to generally, however the assessment manager may, in assessing development requiring impact assessment, consider an assessment benchmark only to the extent the assessment benchmark is relevant to the development. The following matters have been considered:

- *Schedules 9 and 10 of the Planning Regulation*

- The development does not include building work made assessable under the *Building Act 1975*, therefore Schedule 9 is not relevant to the assessment. The development does not include any prohibited development, therefore Schedule 10 does not apply.

- *SEQ Regional Plan*

The site is located within the Urban Footprint, with Cleveland identified as a principal regional activity centre. These areas are intended to be key focal points for employment and services, providing for a range of government and private professional services, high order retail, and a hospitality, cultural and entertainment functions. The SEQ Regional Plan also provides for a focus on transit-oriented development, and higher densities in and around activity centres. To achieve these outcomes, it is desirable that the Cleveland Activity Centre has more people in and around the centre to maintain vibrancy and services. Given the subject site is sufficiently large to accommodate a high residential density and more compact urban form, while maximising efficiencies in terms of infrastructure provision, the outcomes sought for consolidating urban growth as part of a compact settlement pattern within an established community are recognised. As such, some weight should be given to the SEQ Regional Plan when considering overarching principles around urban infill development in a locational and site-specific context.

- *State Planning Policy*

The following State interests are relevant to the assessment with regards to Part E of the SPP:

- Water Quality – A concept stormwater quality treatment plan was provided with the application indicating that a bio-retention system that could be incorporated within the enhancement corridor parallel to the western property boundary, as previously approved. It is considered that the location is of sufficient size to provide a level of treatment consistent with the relevant SPP assessment benchmarks, and will be considered in detail in a future application to upgrade the preliminary approval to a development permit.

- *Temporary State Planning Policy*

- There are no temporary local planning instruments relevant to the development.

- *Local Government Infrastructure Plan (LGIP)*

- There is no trunk infrastructure identified in the LGIP as relevant to the development.

- *Schedule 11 of the Planning Regulation*

The property is located within the priority koala assessable area, therefore it is subject to Part 2, Section 6 of schedule 11 of the *Planning Regulation 2017*.

The whole of the site is mapped as “medium value rehabilitation habitat.” The Applicant has advised that there are no non-juvenile koala habitat trees (NJKHTs) located on the subject site, and therefore no offset requirements for NJKHTs that cannot be avoided. Koala movement is not encouraged in urban in-fill developments, however there are sufficient trees along the southern side and rear boundaries to facilitate koala movement through the site.

Changes to the Planning Regulation were made before the application was decided including changes to Schedule 11, and therefore appropriate weight should be given to the changes in accordance with s45(8) of the Planning Act. However, Part 2 of Schedule 11 is no longer relevant as the premises does not include a koala habitat area.

Accordingly, it is considered that the proposed development meets the assessment criteria in Part 2, Section 6 of schedule 11 of the *Planning Regulation 2017*, and Part 2, Section 4 as amended.

- *Common material*
 - The applicant provided a response to Council’s information request to address the issue of building height, as discussed in the assessment section of the report.
- *Existing approvals*
 - The applicant made mention of previous approvals over the subject site. Only one of the approvals is considered relevant to the current application (MCU012368) with the other approvals lapsing (MC009427), or made over precinct 5 (MCU012779, MCU18/0159). The recent stage 5 approval (MCU18/0159) is relevant to the assessment of building height, and is discussed in detail in Part B of this application.

Relevant matters

In accordance with s45(5)(b) of *Planning Act 2016* the assessment manager may have regard to any other relevant matter, other than a person’s personal circumstances, financial or otherwise in the decision of the application. There were no additional matters considered as part of the assessment of the application.

Decision making framework

Section 60 of the *Planning Act 2016* is relevant to the assessment of the preliminary approval part of the assessment, and states:

- (1) *This section applies to a properly made application, other than a part of a development application that is a variation request.*
- (3) *To the extent the application involves development that requires **impact assessment**, and subject to section 62, the assessment manager, after carrying out the assessment, must decide—*
 - (a) *to approve all or part of the application; or*
 - (b) *to approve all or part of the application, but impose development conditions on the approval; or*
 - (c) *to refuse the application.*

- (5) *The assessment manager may give a preliminary approval for all or part of the development application, even though the development application sought a development permit.*
- (6) *If an assessment manager approves only part of a development application, the rest is taken to be refused.'*

Section 49(2) of the Planning Act is relevant to a preliminary approval, providing that:

- '(2) A preliminary approval is the part of a decision notice for a development application that—*
- (a) approves the development to the extent stated in the decision notice; but*
- (b) does not authorise the carrying out of assessable development.'*

As such, a preliminary approval may be conceptual in nature, and does not require detailed assessment of plans required as part of a request for a development permit. In this instance the applicant has provided a description of the development on the application form and has provided additional supporting information including the BSSP.

Assessment

The following issues have been identified as relevant to the assessment:

- Building height
- Environmental values
- Access and parking
- Open space
- Landscaping
- Traffic management
- Stormwater management
- Utility infrastructure
- Waste management
- Acid sulphate soils
- Environmental emissions

The various elements of the BSSP as listed in the “proposal” section are discussed in detail below:

Building height

The current deemed to comply 20m building height in the major centre (MC) zone code is retained, however the BSSP includes a note to refer to the definitions in the BSSPDC, which for the ‘structure’ definition permits a combined height of a building and structure to be 22m. The following assessment benchmarks are relevant to the assessment of building height:

MC zone code

S2.1(1)

'The height of buildings –

- (a) does not overwhelm or dominate the centre;*
- (b) respects the desired streetscape;*
- (c) ensures a high quality appearance when viewed from both within and external to the centre;'*

S2.1(3)

'In sub-areas MC3, MC4, MC5, MC6, MC7 and MC8 at Cleveland building height –

- (a) *maintains the ability to view the vegetated backdrop of North Stradbroke Island above buildings when approaching Cleveland along Shore Street, particularly from the section of road between Delancey and Grant Street;*
- (b) *maintains the existing view corridor down Bloomfield Street, through the Raby Bay Harbour to Moreton Bay;*
- (c) *limits overshadowing impacts on public places including Bloomfield Street, the park in Bloomfield Street and the parklands of Raby Bay Harbour, specifically during winter months;* (d) *addresses streetscape character and amenity where adjoining a zone requiring a lower building height.*
- (e) *demonstrates building height supports the revitalisation and contributes to the economic and employment /residential growth of the Cleveland Major Centre.'*

Apartment building code

S3(1)(h)

'Layout and design enhances built form of the surrounding streetscape by –

(h) ensuring building height is –

- (i) consistent with development expected in the immediate locality;*
- (ii) stepped down where adjoining an area with a lower building height requirement;'*

As stated previously, the deemed to comply building height is 20m for this location. The only part of the development intended to exceed this height will be structures such as rooftop decks and plant equipment. Providing these elements are located towards the middle of the building, and therefore unlikely to be visible when viewed from the street, it is considered that the building will have the same impacts on streetscape as a 20m building that achieves the deemed to comply building height. Given detailed plans have not been submitted as part of the preliminary approval application, a condition is included to ensure structures are not roofed where the combined building/structure height exceeds 20m, unless located in the middle of the building and thus less likely to be visible from the street. Thus conditioned, the development will have the same visual impact as a development meeting the deemed to comply building height, and therefore can achieve specific outcomes s2.1(1), s2.1(3) and S2.2(2) of the MC zone code, and specific outcome s3.1(h) of the apartment building code.

The BSSP does not consider built form, streetscape, amenity, setbacks (other than an active frontage to Ross Court) and site cover. Specific outcome s1.3 of the MC zone code supports active street frontages at ground level where part of a mixed use development. S2.5(2)(g) highlights the preferred built form as including active street frontages to all secondary street frontages which defines Ross Court. These matters will be considered in detail as part of the assessment of the future material change of use (MCU).

Environmental values

The site generally consists of grass, with a narrow strip of larger vegetation straddling the western property boundary approximately 15m wide, and designated enhancement corridor for the purposes of the habitat protection overlay code (refer Figure 1). This represents a line of native vegetation straddling the boundary with the drainage channel. A few of these trees are entirely within the subject site but within the enhancement corridor.



Figure 1 – Enhancement corridor – habitat protection overlay mapping

The relevant overall outcome in the habitat protection overlay code states:

'Enhancement Corridor Outcome: The re-establishment of disturbed or degraded wildlife and habitat corridors.

Action 1: Enhance corridors where replanting, regeneration and habitat reconstruction improve the connectivity between habitats, and encourage biodiversity.

Action 2: Provide connection corridors of sufficient width to maintain viable wildlife or habitat linkages between remnant stands of mature individual trees, lines of trees, and prominent natural features like drainage lines, waterways and foreshores.

Action 3: Ensure that development maximises the retention of existing koala habitat trees and ensures that where non-juvenile koala habitat trees are to be removed, that they are replaced to achieve a net gain.'

Given no development is proposed within the mapped area, other than the bio-basin (previously approved in this location), it is considered that the enhancement corridor outcomes can be met through a combination of revegetation and retention of existing koala habitat trees, which provide a north south connection for habitat using the existing waterway corridor. Revegetation requirements will be assessed as part of the detailed design for the future MCU.

Access and parking

The BSSP does not propose alternate car parking rate to the RPS. Access will be from Ross Court and will be subject to detailed assessment in a future application, including an assessment of the internal road layout and design.

The State have assessed the access as part of their referral agency response and have provided conditions for pedestrian linkages, and upgrades to the intersection with Bloomfield Street and bus stop located on this street (refer attachment 2). Consequently there are no concerns with regards to access and parking as part of the current application.

Open space

The BSSP proposes a large central area of communal open space with pedestrian linkages through the site as a concept, which is considered to comply with the relevant assessment benchmarks in the MC zone code and relevant use codes. Detailed design of both private and communal open space will be considered as part of a future MCU.

Landscaping

Details of landscaping are not known at this stage and do not form part of the assessment, however it is considered that the site is of sufficient size and shape to ensure a good landscape outcome. The BSSP does include an indicative landscape buffer to the timber yard, which aligns with the row of existing trees the full length of the common boundary. Pedestrian linkages are also indicated on the BSSP to provide connections within and external to the site, aligning with the relevant overall outcomes in the MC zone code, being good pedestrian permeability and connectivity throughout the centre.

Traffic management

A traffic impact assessment was provided with the application and revised in response to the referral agency information stage given Bloomfield Street is a state-controlled road.

The traffic reports considered existing and future traffic impacts on the Bloomfield Street/Ross Court intersection. The report considered additional traffic from the 44 residential units approved for the precinct 5 component (MCU18/0159), and assumes 350 additional units for the proposed development (designated precincts 1-4). Access for precincts 1-4 is via Ross Court and precinct 5 via Bloomfield Street. Resident car parking will be provided at basement level and some visitor parking at street level.

Given the State have assessed this aspect of the development, there is no further assessment required by Council as part of the current application. The detailed assessment will consider access and parking arrangement as part of the future MCU. The State will also have an opportunity to consider the matter again at that time. In summary, the traffic report recommended that an intersection upgrade be undertaken to account for the additional traffic onto Bloomfield Street from the proposed development, with a signalised intersection able to be accommodated within the existing road geometry.

Stormwater management

Stormwater assessment is not considered relevant to the current assessment. However, given the previous approvals over the site, which catered for a greater impervious area, appropriate stormwater management can be achieved for the development when detailed designs are submitted as part of a future application.

Infrastructure

A future development can be serviced by existing utility infrastructure, and can be conditioned as part of a future application.

Building over or near relevant infrastructure (QDC MP1.4)

There is a sewer located within the northern boundary along Ross Court. The sewer will likely require relocating given an active street frontage is proposed to Ross Court. This assessment will be undertaken as part of the detailed design for the future MCU.

Waste management

Waste management does not form part of the current application and will be considered as part of the detailed assessment of the future MCU.

Acid sulphate soils

The site is at an elevation of about 8m Australian Height Datum (AHD). With a single level basement car park, the development would not extend significantly, if at all, below the 5m AHD level (and therefore likely to be self-assessable development under the acid sulphate soils overlay code), where basic initial screening assessment would be warranted and would be considered when detailed plans are submitted as part of a future MCU.

Environmental emissions

Air quality and noise reports were submitted with the application. Given the proposed development is concept only, it is expected that the relevant air quality and noise outcomes sought in specific outcomes s4.4(1)(b), s4.7, s4.8 and s4.9(1)(a) of the MC centre zone code, and s1.2 and s1.3 of the road and rail noise impacts overlay code, will be able to be achieved as part of the future MCU, based on the information provided in the current application.

Conclusion

The key issue for the assessment of Part A is the changes to the building height definition. The deemed to comply building height for the subject height is 20m. The applicant proposes to maintain the 20m deemed to comply building height, and also to allow a combined height of buildings and structures up to 22m, with a condition included with respect to this. The applicant has clarified that the latter may include a lightweight roof form. With respect to specific outcomes s2.1(1), s2.1(3) and S2.2(2) of the MC zone code, and specific outcome s3.1(h) of the apartment building code, providing these elements are located in the middle of the building where less likely to be visible from the street, it is considered that the building will have the same impacts on the streetscape as a 20m building that achieves the deemed to comply building height, with a relevant condition included.

It is considered that a mixed use development is appropriate for the site. Detailed assessment as part of a future MCU will consider other elements including setbacks, site cover, landscaping, open space, access and parking, infrastructure and servicing.

Part B – Variation Request

Proposal

The variation request seeks to vary the effect of the RPS V7.2 (which was the local categorising instrument in effect for the application as lodged) as follows:

- Establish an assessment benchmark: the BSSPDC which would be applicable to future development applications lodged under the *Planning Act 2016*.

- Vary the level of assessment table for the major centre zone.
- Varying provisions in a number of assessment benchmarks.
- Varying use and administration definitions in the RPS V7.2.

It is important to note that any part of the RPS V7.2 not proposed to be amended by this application will remain extant for the life of any approval and will be applicable to any development application.

Assessment framework

S.61 of the *Planning Act 2016* relevantly provides that:

'...(2) When assessing the variation request, the assessment manager must consider—

(a) the result of the assessment of that part of the development application that is not the variation request; and

(b) the consistency of the variations sought with the rest of the local planning instrument that is sought to be varied; and

(c) the effect the variations would have on submission rights for later development applications, particularly considering the amount and detail of information included in, attached to, or given with the application and available to submitters; and

(d) any other matter prescribed by regulation.

(3) The assessment manager must decide—

(a) to approve—

(i) all or some of the variations sought; or

(ii) different variations from those sought; or

(b) to refuse the variations sought.

Assessment

Level of assessment variations

Major centre zone code

- Amended definitions relevant for interpreting building height and mixed use development (changes shown in bold text in Table 1)

Part 9 – Schedules, Schedule 3 – Dictionary	
Building	A fixed structure that is wholly or partly enclosed by walls and is roofed, and includes a floating building and any part of a building. Note-definition from the Sustainable Planning Act 2009
Building height	The vertical distance from ground level to the highest point of the building.
Structure	Includes a wall or fence and anything fixed to or projecting from a building, wall or fence or other structure, that is visible from the street or an adjoining lot and will not result in a combined building/structure height exceeding 22m.
Mixed Use	A use of premises that integrates residential activities and tourist accommodation with commercial, community or retail activities where a minimum of 30 percent of the total gross floor area is used for residential purposes. Mixed Use for the purposes of the Tables of Assessment is not required except where identified on the Bloomfield Street Structure Plan.

Table 1 – Note amending definitions in part 9 of the RPS V7.2

- Aged care and special needs housing – provide amended self-assessable and code assessable thresholds. For self-assessable uses the mixed use development definition is amended to reference the mixed use precinct identified on the BSSP. For code assessable uses the building height threshold references both the BSSP and the height definitions in Table 1 above.
- Apartment building – variations as per the aged care use above.
- Child care centre – provide amended code assessable thresholds to limit child care centres to one (1) centre on the subject site, where located within the mixed use precinct identified in the BSSP.
- Commercial office – provide amended code assessable thresholds permitting code assessable development within precinct MC8 where located within the mixed use precinct identified in the BSSP. For code assessable uses the building height threshold references both the BSSP and the height definitions in Table 1 above.
- Display dwelling – no variations but use listed in the BSSPDC to ensure a future application is assessed against this document rather than City Plan. As no weight may be given to City Plan given the application is approved to be assessed and decided under the RPS, this variation is considered to be administrative.
- Health care centre – as per the display dwelling use above.
- Home business – provide amended code assessable threshold permitting code assessment for home businesses located within a dwelling unit approved under the BSSPDC. This variation is considered administrative.
- Shop – remove self-assessable and code assessable thresholds so a shop is impact assessable only.
- Tourist accommodation – provide amended code assessable thresholds permitting code assessable development where located within the mixed use precinct identified in the BSSP. For code assessable uses the building height threshold references both the BSSP and the height definitions in Table 1 above.

Assessment benchmark variations

- a) Major centre zone code:** Amend probable solution P2.1(1) to replace “(1) Building or structures do not exceed – (a) the height limits as shown in the following – (i) Map 1 – Capalaba height limits: or (ii) Map 2 – Cleveland height limits” with “Buildings or structures as defined in this Bloomfield Street Structure Plan Development Code ...”
- b) Aged care and special needs housing code:** Amend the height threshold in Table 1 from “as specified in the relevant zone code” to “as specified in the Bloomfield Street Structure Plan and using the definitions for ‘building height’ and ‘structure’ included in the Bloomfield Street Structure Plan Development Code”.
- c) Apartment building code:** amend the height threshold in Table 1, as above.
- d) Multiple dwelling code:** amend the height threshold in Table 1, as above.

- e) **Centre design code:** Amend probable solution P1.1 to replace “The height to the highest point of the roof line is limited to the levels identified in the maximum building height column of Table 1 – maximum building height” to “The height to the highest point of the roof line is limited to the levels identified in the maximum building height column of Table 1 – maximum building height, **using the definitions for ‘building height’ and ‘structure’ included in this Bloomfield Street Structure Plan Development Code**”.

Result of the assessment of that part of the development application that is not the variation request.

Part A of this report (preliminary approval) concludes that a mixed use development is considered appropriate for the site, and is generally consistent with the RPS zoning. Assessment of the detailed design will be required for an application seeking a development permit, with these to be submitted.

Consistency of the variations sought with the rest of the local planning instrument that is sought to be varied

The variation request seeks to change the operation of the level of assessment thresholds and certain assessment benchmarks in the MC zone code, relevant use codes and the centre design code, with respect to building height; mixed use development; limiting child care centres to one (1) tenancy within the subject site; and a new code assessment threshold for development in the mixed use precinct.

Building height

The proposed variations for building height have been listed in the “variations sought” section of the report. Essentially, the changes reflect changes to the definitions of building height and structure as referenced in the BSSPDC and BSSP to increase the building height from 20m for a building to a combined height of 22m for a building and structure. Changed sections are shown as bold text, and unvaried definitions are provided for context and because the applicant has included them in the BSSPDC:

Building: A fixed structure that is wholly or partly enclosed by walls and is roofed, and includes a floating building and any part of a building.

Building height: The vertical distance from ground level to the highest point of the building.

*Structure: Includes a wall or fence and anything fixed to or projecting from a building, wall or fence or other structure, **that will not result in a combined building/structure height exceeding 22m.***

*Mixed use: a use of premises that integrates residential activities and tourist-accommodation with commercial ~~or retail or industry~~ activities where a minimum of 30 percent of the total gross floor area is used for residential purposes. **Mixed use for the purpose of the tables of assessment in not required except where identified on the Bloomfield Street Structure Plan.***

The 22m maximum building height has been derived from the apartment building use in the medium density residential zone code, which in Table 1 – inconsistent uses, describes apartment buildings as an inconsistent use where extending more than 10% over the maximum building height. Given the BSSP has not varied the maximum building height for a building, which is set at 20m, the variation would only include something fixed to or projecting from a building in context of the development. The applicant advises that such structures would include pergola type structures to provide shade to any roof top communal open space area, similar to that approved for the Stage 5 approval (Council ref. MCU18/0159).

In this assessment the only part of the building which exceeded the 20m deemed to comply solution was the covered roof terrace which includes lift access, and is located towards the middle of the building, and as such is barely visible when viewed from the street (refer to Figure 2 below). In this instance, it was considered that the building will have the same impacts on streetscape as a building that achieves the deemed to comply building height. In Part A of the assessment a condition was recommended for rooftop decks not to be roofed unless located in the middle of the building and not visible from the street. The varied 'structure' definition supported by the preliminary approval condition, will ensure consistency with the rest of the planning scheme sought to be varied.



Figure 2 – Covered Roof Terrace Location & Street Perspective for Stage 5 approval (Council ref. MCU18/0159)

Mixed use development

The BSSP identifies that part of precincts 1 and 2 fronting Ross Court is intended for mixed use development. The variation is considered administrative and references the amended definition for 'mixed use development' within the BSSPDCP. Overall outcome 4.12.7(3)(a)(ii)(c) is relevant to the assessment of this matter:

- (a) *Uses, Role and Function*
 - (ii) *Provide for a range of residential and tourist accommodation uses that –*
 - c. *are designed and integrated as part of a mixed use development that ensure the maintenance of active street frontages at ground level.'*

The mixed use precinct in the BSSP is designed to provide for active street frontages for mixed use development to a depth of approximately 20m. The site is sufficiently large for the site to be developed in stages with a residential core provided further back on the site, where mixed use development is not desirable. As such, the variations are considered to comply with the overall outcome.

The changes to the self-assessable thresholds merely reflect the change in the mixed use definition and will not automatically result in assessable development for aged care and special needs housing; apartment buildings; and child care centres uses unless the development is for a tenancy change only, involves minor building works and does not achieve the deemed to comply solutions for on-site car parking.

The 'mixed use' definition in RPS V7.2 includes 'industry' uses as these are consistent forms of development in some of the other sub-areas, namely MC10 and MC11, where service industries are encouraged. Removal of 'industry' uses from the 'mixed use' definition removes an inconsistency. In lieu of 'industry' uses, the definition has been amended to include 'community' uses.

The only community use anticipated in the BSSPSCP is a child care centre, and given the RPS V7.2 includes code assessable criteria for child care centres where part of a mixed use, the inclusion of 'community' use resolves what may be perceived as an error in the RPS.

Limit child care centre tenancies

V7.2 of the RPS requires child care centre to be part of a mixed use development to remain code assessable. The applicant does not propose to change this requirement, but has added an additional threshold requiring that only one child care centre be located on the subject site, otherwise impact assessment is required. Given child care centres are demand driven this is considered a reasonable requirement that will ensure competitors would have an opportunity to make a submission or appeal a decision. No assessment benchmarks are proposed to be varied for this use. The additional threshold is thus consistent with the rest of the planning scheme.

Commercial office impact trigger

V7.2 of the RPS makes a commercial office impact assessable in sub-area MC8 (refer table 2). The applicant proposes to vary the level of assessment and allow a commercial office to be code assessable in sub-area MC8, providing the use is undertaken as part of a mixed use development in mixed use precinct identified on the BSSP and providing the building height complies with the BSSPDC, as discussed in the previous section.

Importantly, a commercial office is not identified as an "inconsistent use" in Table 1 of the MC zone code. Also, the proposed mixed use precinct will be located to provide an active street frontage to Ross Court, which achieves specific outcome s1.3 of the MC zone code:

S1.3 'Residential and tourist accommodation uses are designed and integrated as part of a mixed use development ensuring the maintenance of active street frontages at ground level.'

Further, the relevant overall outcome states:

4.12.7(3)(a)(iv) 'Sub-areas MC3, MC4, MC5, MC6, MC7 and MC8 comprise the Cleveland Major Centre which provides for a range of uses that - within sub-area MC8 - encourages potential redevelopment for apartment buildings and a range of other non-retail uses that are appropriate on the land and support the centre but do not result in the fragmentation or decentralisation of the centres business core.'

In considering the above matters, a commercial office is an appropriate form of development in sub-area MC8 where part of a mixed use residential development. This is reflected in previous approvals over the site, which included commercial office uses but excluded retail uses. In the previous approval (Council ref. MCU012368) a shop use was refused given the location would provide limited access to passing trade, and conflicted with overall outcome 4.12.7(3)(a)(iv)(n), which states:

'Sub-areas MC3, MC4, MC5, MC6, MC7 and MC8 comprise the Cleveland Major Centre which provides for a range of uses that - within sub-area MC8 - encourages potential redevelopment for apartment buildings and a range of other non-retail uses that are appropriate on the land and support the centre but do not result in the fragmentation or decentralisation of the centres business core.'

This outcome does not exclude commercial uses, hence the previous approval included a commercial office component.

In this regard, a commercial office (refer to Table 2 below) is considered consistent with the rest of the planning scheme sought to be varied (level of assessment matters are discussed in the next section).

Commercial Office	<u>Self-Assessable</u> If complying with the assessment criteria being the acceptable solutions listed in column 3	<ul style="list-style-type: none"> ■ Acceptable Solutions in section 8.2.4 of the Centre Activity Code
	<u>Code Assessable</u> If -	<ul style="list-style-type: none"> ■ Major Centre Zone Code ■ Access and Parking Code ■ Centre Design Code ■ Erosion Prevention and Sediment Control Code ■ Excavation and Fill Code ■ Infrastructure Works Code ■ Landscape Code ■ Stormwater Management Code
	<p>(1) Not self-assessable;</p> <p>(2) Not in sub-area -</p> <p style="padding-left: 20px;">(a) MC7; or</p> <p style="padding-left: 20px;">(b) MC8;</p> <p>(3) Building height does not exceed the height limits shown on -</p> <p style="padding-left: 20px;">(a) Map 1 - Capalaba Height Limit Map; or</p> <p style="padding-left: 20px;">(b) Map 2 - Cleveland Height Limit Map; or</p> <p style="padding-left: 20px;">(c) 14 metres in sub-areas MC9, MC10, MC11, MC12 at Victoria Point</p>	
	Otherwise - <u>Impact Assessable</u>	

Table 2 – MC zone code tables of assessment for a commercial office use

Shop use

The table of assessment for a shop use in the MC zone code is proposed to be varied to exclude self-assessable and code-assessable shop development. This is an administrative change only as the RPS V7.2 does not permit self and code assessable development in sub-area MC8. Subsequently, a shop use is impact assessable for the purposes of the BSSP.

Inconsistent uses

The applicant has not sought to vary the relevant assessment benchmark in the MC zone code with regards to inconsistent uses, which states:

S1.1

'Uses identified as inconsistent in Table 1 are not established in the zone.'

Instead, the applicant has sought to vary Table 1 – Inconsistent uses, in the MC zone code, to exclude or vary the following uses:

- Aged care and special needs housing - excluded
- Apartment building - excluded
- Dual occupancy – excluded
- Home business – except where in a dwelling house approved under the BSSPDC
- Multiple dwelling - excluded

- Shop – In sub-area MC8 where having greater than 900m² gross floor area for an individual tenancy

The inconsistent use table is not considered relevant to the assessment given the assessment benchmarks that consider the appropriateness of the use in the zone are not proposed to be varied, namely overall outcome 4.12.7(3)(a)(iv) which describes the intended uses for sub-area MC8, as previously discussed. Also, the assessment manager may consider 'other relevant matters' under the Planning Act for the future applications, where development does not comply with one or more assessment benchmarks, which makes the inconsistent uses table somewhat redundant.

Inconsistent uses had more relevance to previous planning legislation where sufficient planning grounds were required to justify conflicts with the relevant planning instrument, including inconsistent uses. As such, the variations will not have any significant material impact on the assessment of the appropriateness of the above uses.

The effect the variations would have on submission rights for later development applications, particularly considering the amount and detail of information included in, attached to, or given with the application and available to submitters

No submissions were received for the subject application objecting to the development. A future application would ensure submission rights for development exceeding the height threshold, resulting in impact assessable development. As such, appeal rights will be retained for these uses.

The BSSPDC table of assessment provides for a commercial office use to be code assessable where part of a mixed use development as identified in the BSSP, unless self-assessable. No submissions were received on this matter during public notification, and given the matter did not attract submissions on the previous approvals over the site (which included a building height over the 20m impact assessment threshold), it is considered unlikely that submissions would be received in future applications despite the zone change (however, as discussed previously no weight can be given to City Plan given the current application was approved to be assessed under the superseded planning scheme). Therefore, the context for submissions must be in relation to the MC zone code only.

It has been discussed previously that the planning intent for sub-area MC8 is for mixed use residential and non-retail uses that support the centre without fragmentation of or decentralisation of the central business district (CBD), while providing for active street frontages. Given the mixed use precinct is limited in area, it is not expected that commercial tenancies would have any significant impact on the viability of the Cleveland CBD. Therefore, it is considered unlikely that there would be sufficient public interest that would result in submissions for a commercial office use in sub-area MC8 given this use is anticipated where part of a mixed use development that addresses the street.

Conclusion

The primary consideration of the variation request is building height, which can be supported given the site characteristics (lot size and depth), which would allow an increased building height while still providing an acceptable streetscape and building design outcomes. Approval of the variations to the tables of assessment for the MC Zone Code are considered to be consistent with the overall outcomes of the MC Zone Code, which is the most relevant assessment benchmark considered as part of the assessment. Although submission rights will be lost for buildings 22m or under, no submissions received during the assessment of the current application, and impact assessment will still be triggered for buildings over 22m.

A condition is included to ensure structures above 20m in height are not roofed unless located in the middle of the building, and thus less likely to be visible from the street.

Infrastructure Charges

The proposed development is for a preliminary approval of a concept plan, and will only be subject to infrastructure charges in accordance with the Adopted Infrastructure Charges Resolution, at such time that the applicant seeks a development permit, when the gross floor area (GFA) and combination of uses will be known.

State Referrals

The proposal was referred to the State assessment and referral agency (SARA) in accordance with Schedule 10, Part 9, Division 2, Subdivision 2, Table 4, Item 1 – State transport corridors and future State transport corridors, and Schedule 10, Part 9, Division 4, Subdivision 1, Table 1, Item 1 – aspect of development stated in schedule 20. SARA provided a referral agency response dated 12/06/2020. The Department indicated no objection to the proposed development subject to referral agency conditions in regards to stormwater management, pedestrian linkages, intersection and bus stop upgrades. The Department's referral response, including conditions, will be attached to Council's Decision Notice and is included in attachment 2.

Submissions

No submissions were received for the application.

STRATEGIC IMPLICATIONS

Legislative Requirements

In accordance with the *Planning Act 2016* this development application has been assessed against the Redlands Planning Scheme Version 7.2 and other relevant planning instruments.

Risk Management

Standard development application risks apply. In accordance with the *Planning Act 2016* the applicant may appeal to the Planning and Environmental Court against a decision to refuse or a provision of the development approval. A submitter also has appeal rights.

Financial

If an appeal against the decision is filed, subsequent legal costs will apply.

People

Not applicable. There are no implications for staff.

Environmental

Not applicable. There are no implications for the environment.

Social

Not applicable. There are no social implications.

Human Rights

Not applicable. There are no known human rights implications associated with this report.

Alignment with Council's Policy and Plans

The assessment and officer's recommendation align with Council's policies and plans as described within the "Issues" section of this report.

CONSULTATION

Consulted	Consultation Date	Comments/Actions
Division 2 Councillor	9 December 2019	The Councillor did not raise any concerns with the proposed development

OPTIONS

Option One

That Council resolves as follows:

1. To issue a preliminary approval for the material change of use for a mixed use development structure plan (Bloomfield Street Structure Plan), on land described as Lot 2 on RP212525, and situated at 219-221 Bloomfield Street, Cleveland subject to the conditions outlined in Attachment 3.
2. To approve the variations sought to vary the effect of the Redlands Planning Scheme version 7.2 in accordance with Section 61 of the *Planning Act 2016*, on land described as Lot 2 on RP212525, and situated at 219-221 Bloomfield Street, Cleveland subject to conditions outlined in Attachment 3.

Option Two

That Council resolves as follows:

1. To issue a preliminary approval subject to different conditions.
2. To approve different variations to the Redlands Planning Scheme version 7.2 to those requested.

Option Three

That Council resolves as follows:

1. To refuse the preliminary approval (reasons for refusal must be identified).
2. To refuse the variations requested (reasons for refusal must be identified).

OFFICER'S RECOMMENDATION

That Council resolves as follows:

1. To issue a preliminary approval for the material change of use for a mixed use development structure plan (Bloomfield Street Structure Plan), on land described as Lot 2 on RP212525, and situated at 219-221 Bloomfield Street, Cleveland subject to the conditions outlined in Attachment 3.
2. To approve the variations sought to vary the effect of the Redlands Planning Scheme version 7.2 in accordance with Section 61 of the *w*, on land described as Lot 2 on RP212525, and situated at 219-221 Bloomfield Street, Cleveland subject to conditions outlined in Attachment 3.

BLOOMFIELD STREET STRUCTURE PLAN DEVELOPMENT CODE

219-221 BLOOMFIELD STREET, CLEVELAND

AUGUST 2020



WOLTER
consulting group

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REVISION	AUTHOR	SIGNATURE	DATE OF ISSUE
1.0	H.TOHILL		01-04-2020
2.0	E. ENRIKEN & H.TOHILL		30-07-2020
3.0	H.TOHILL		13-08-2020

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1. OVERVIEW OF THE BLOOMFIELD STREET STRUCTURE PLAN DEVELOPMENT CODE

This document, The Bloomfield Street Structure Plan Development Code, has been prepared to guide future development of land at 219-221 Bloomfield Street Cleveland, described as Lot 2 on RP212525. To provide certainty to Council, the applicant and the community, this document details the potential future land uses which may be applied for over the land, the level of assessment and assessment criteria, and where applicable, the extent of proposed variations to each relevant part of the Redlands Planning Scheme Version 7.2 (RPS v7.2) under which the subject application is being assessed. Where a development application is made pursuant to this Development Code and in accordance with the Preliminary Approval including Variation Approval, any development listed within this document or as shown on the Structure Plan are subject to assessment against the RPS v7.2 as detailed in Section 2.

Specifically, this document provides details of level of assessment and assessment criteria, proposed variations to levels of assessment and definitions to accompany and facilitate the proposed Structure Plan as they related to future development applications made to Council in accordance with Preliminary Approval and including a Variation Approval.

This Development Code is to be read in conjunction with the RPS v7.2 however this Development Code and Structure Plan prevail to the extent of any inconsistency.

1.1. STRUCTURE PLAN

Future development of the site is to be Generally In Accordance with the Bloomfield Street Structure Plan, contained in **Appendix A**. Where a development application seeking a development permit is made pursuant to the Preliminary Approval, the Structure Plan and this Development Code prevail to the extent of any inconsistency with the Redlands Planning Scheme version 7.2.

To avoid confusion, where a future development application is made generally in accordance with the Bloomfield Street Structure Plan and the Bloomfield Street Structure Plan Development Code, the application is to be assessed against the criteria and benchmarks as identified in this

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document, and not the planning scheme in effect at the time. This includes secondary codes, planning scheme policies and other applicable elements of the RPS v7.2.

1.2. VARIATIONS TO RPS v7.2

The following sets out the applicable variations to the RPS v7.2 where a development application is made under the Preliminary Approval and where that approval remains in effect. As detailed above, where any discrepancy is identified between this Development Code and the RPS v7.2, this Code prevails.

1.3. ASSESSMENT BENCHMARKS FOR FUTURE DEVELOPMENT APPLICATIONS

While the Preliminary Approval remains in effect, any development application made pursuant to this document and the Structure Plan is subject to assessment against the assessment benchmarks, or assessment criteria, identified in the development code table in section 2 of this document. For absolute clarity, the assessment criteria identified is as per RPS v7.2, and not the planning scheme otherwise in effect at time of future application lodgement. This includes secondary codes, planning scheme policies and other applicable elements of the RPS v7.2.

2. BLOOMFIELD STREET STRUCTURE PLAN DEVELOPMENT CODE

Table 1 below identifies the level of assessment and assessment criteria, including proposed variations to levels of assessment and definitions, for the purposes of future development applications made over the land where generally in accordance with the Structure Plan. The variations are generally only detailed to the extent relevant and are **bolded** and underlined in the tables below and should otherwise be read in full and in comparison to the RPS v7.2. To the extent of any inconsistency, this Development Code prevails. Any application that is Impact Assessable must be assessed against the full RPS v7.2.

TABLE 1 – DEVELOPMENT CODE		
219-221 BLOOMFIELD STREET, CLEVELAND		
Part 9 – Schedules, Schedule 3 – Dictionary		
Building	A fixed structure that is wholly or partly enclosed by walls and is roofed, and includes a floating building and any part of a building. Note-definition from the Sustainable Planning Act 2009	
Building height	The vertical distance from ground level to the highest point of the building.	
Structure	Includes a wall or fence and anything fixed to or projecting from a building, wall or fence or other structure, <u>that is visible from the street or an adjoining lot and will not result in a combined building/structure height exceeding 22m.</u>	
Mixed Use	A use of premises that integrates residential activities and tourist accommodation with commercial, community or retail activities where a minimum of 30 percent of the total gross floor area is used for residential purposes. <u>Mixed Use for the purposes of the Tables of Assessment is not required except where identified on the Bloomfield Street Structure Plan.</u>	
Part 4 – Zones, Division 12 – Major Centre Zone		
Table 4.12.4 Table of Assessment for Material Change of Use of Premises		
Use	Level of Assessment	Assessment Criteria
Aged Persons and Special Needs Housing	<u>Self-Assessable</u> If – (1) Complying with the assessment criteria being the acceptable solutions listed in column 3; (2) The use is undertaken as part of a mixed use development	<ul style="list-style-type: none"> Acceptable Solutions in section 8.2.4 of the Centre Activity Code

	<p><u>where within the mixed use precinct identified on the Bloomfield Street Structure Plan.</u></p> <p><u>Code Assessable</u> If—</p> <p>(1) Not self-assessable; (2) The use is undertaken as part of a mixed use development’ (3) Building height (<u>as defined in this Bloomfield Street Structure Plan Development Code</u>) does not exceed the height limits shown on the <u>Bloomfield Street Structure Plan</u></p> <p>Otherwise – <u>Impact Assessable</u></p>	<ul style="list-style-type: none"> ▪ Major Centre Zone Code ▪ Aged Persons and Special Needs Housing Code ▪ Access and Parking Code ▪ Centre and Design Code ▪ Erosion Prevention and Sediment Control Code ▪ Excavation and Fill Code ▪ Infrastructure Works Code ▪ Landscape Code ▪ Stormwater Management Code
<p>Apartment Building</p>	<p><u>Self-Assessable</u> If—</p> <p>(1) Complying with the assessment criteria being the acceptable solutions listed in column 3; (2) The use is undertaken as part of a mixed use development <u>where within the mixed use precinct identified on the Bloomfield Street Structure Plan.</u></p> <p><u>Code Assessable</u> If—</p> <p>(1) Not self-assessable; (2) The use is undertaken as part of a mixed use development <u>where within the mixed use precinct identified on the Bloomfield Street Structure Plan.</u> (3) Building height (<u>as defined in this Bloomfield Street Structure Plan Development Code</u>)</p> <p>Otherwise –</p>	<ul style="list-style-type: none"> ▪ Acceptable Solutions in section 8.2.4 of the Centre Activity Code ▪ Major Centre Zone Code ▪ Apartment Building Code ▪ Access and Parking Code ▪ Centre and Design Code ▪ Erosion Prevention and Sediment Control Code ▪ Excavation and Fill Code ▪ Infrastructure Works Code ▪ Landscape Code ▪ Stormwater Management Code

	<u>Impact Assessable</u>	
Caretakers Dwelling	<u>Code Assessable</u>	<ul style="list-style-type: none"> ▪ Major Centre Zone Code ▪ Caretakers Dwelling Code ▪ Centre Design Code
Child Care Centre	<p><u>Code Assessable</u> If –</p> <p><u>(1) Only one (1) Centre is established on the site;</u> <u>(2) The use is undertaken as part of a mixed use development where within the mixed use precinct identified on the Bloomfield Street Structure Plan.</u></p> <p>Otherwise – <u>Impact Assessable</u></p>	<ul style="list-style-type: none"> ▪ Major Centre Zone Code ▪ Child Care Centre Code ▪ Access and Parking Code ▪ Centre Design Code ▪ Erosion Prevention and Sediment Control Code ▪ Excavation and Fill Code ▪ Infrastructure Works Code ▪ Landscape Code ▪ Stormwater Management Code
Commercial Office	<p><u>Self-Assessable</u> If complying with the assessment criteria being the acceptable solutions listed in column 3</p> <p><u>Code Assessable</u> If –</p> <p>(1) Not self-assessable; (2) Not in sub-area – (a) MC7; or <u>(b) MC8 unless the use is undertaken as part of a mixed use development where within the mixed use precinct identified on the Bloomfield Street Structure Plan.</u></p> <p>(3) Building height <u>(as defined in this Bloomfield Street Structure Plan Development Code) does not exceed the height limits shown on the Bloomfield Street Structure Plan</u></p> <p>Otherwise - <u>Impact Assessable</u></p>	<ul style="list-style-type: none"> ▪ Acceptable Solutions in section 8.2.4 of the Centre Activity Code ▪ Major Centre Zone Code ▪ Access and Parking Code ▪ Centre Design Code ▪ Erosion Prevention and Sediment Control Code ▪ Excavation and Fill Code ▪ Infrastructure Works Code ▪ Landscape Code ▪ Stormwater Management Code
Display Dwelling	<u>Self-Assessable</u>	<ul style="list-style-type: none"> ▪ Acceptable Solutions in section 6.8.4 of the Display Dwelling Code

	<p>If complying with the assessment criteria being the acceptable solutions listed in column 3</p> <p><u>Code Assessable</u> If – (1) Not self-assessable; (2) Within a dwelling unit approved</p> <p>Otherwise – <u>Impact Assessable</u></p>	<ul style="list-style-type: none"> ▪ Major Centre Zone Code ▪ Display Dwelling Code
Health Care Centre	<p><u>Self-Assessable</u> If complying with the assessment criteria being the acceptable solutions listed in column 3</p> <p><u>Code Assessable</u> If – (1) Not self-assessable; (2) Not in sub-area MC7</p> <p>Otherwise – <u>Impact Assessable</u></p>	<ul style="list-style-type: none"> ▪ Acceptable Solutions in section 8.2.4 of the Centre Activity Code ▪ Major Centre Zone Code ▪ Access and Parking Code ▪ Centre Design Code ▪ Erosion Prevention and Sediment Control Code ▪ Excavation and Fill Code ▪ Infrastructure Works Code ▪ Landscape Code ▪ Stormwater Management Code
Home Business	<p><u>Self-Assessable</u> If complying with the assessment criteria being the acceptable solutions listed in column 3</p> <p><u>Code Assessable</u> If – (1) Not self-assessable; (2) Within a dwelling unit approved under <u>this Bloomfield Street Structure Plan Development Code</u></p> <p>Otherwise – <u>Impact Assessable</u></p>	<ul style="list-style-type: none"> ▪ Acceptable Solutions in section 6.15.4 of the Home Business Code ▪ Major Centre Zone Code ▪ Home Business Code ▪ Access and Parking Code

<p>Indoor Recreation Facility</p>	<p><u>Self-Assessable</u> If complying with the assessment criteria being the acceptable solutions listed in column 3</p> <p><u>Code Assessable</u> If – (1) Not self-assessable (2) Not in sub-area – (a) MC4; or (b) MC5; or (c) MC6; or (d) MC8</p> <p>Otherwise – <u>Impact Assessable</u></p>	<ul style="list-style-type: none"> ▪ Acceptable Solutions in section 8.2.4 of the Centre Activity Code ▪ Major Centre Zone Code ▪ Access and Parking Code ▪ Centre Design Code ▪ Erosion Prevention and Sediment Control Code ▪ Excavation and Fill Code ▪ Infrastructure Works Code ▪ Landscape Code ▪ Stormwater Management Code
<p><u>Shop</u></p>	<p><u>Impact Assessable</u></p>	<ul style="list-style-type: none"> ▪ <u>The Redlands Planning Scheme version 7.2.</u>

Tourist Accommodation	<p><u>Self-Assessable</u></p> <p>If –</p> <p>Complying with the assessment criteria being the acceptable solutions listed in column 3;</p>	<ul style="list-style-type: none"> ▪ Acceptable Solutions in section 8.2.4 of the Centre Activity Code
	<p><u>Code Assessable</u></p> <p>If –</p> <p>(1) Not self-assessable;</p> <p>(2) The use is undertaken as part of a mixed use development <u>where within the mixed use precinct identified on the Bloomfield Street Structure Plan.</u></p> <p>(3) Building height (<u>as defined in this Bloomfield Street Structure Plan Development Code</u>) does not exceed the height limits shown on the <u>Bloomfield Street Structure Plan</u></p>	<ul style="list-style-type: none"> ▪ Major Centre Zone Code ▪ Tourist Accommodation Code ▪ Access and Parking Code ▪ Centre and Design Code ▪ Erosion Prevention and Sediment Control Code ▪ Excavation and Fill Code ▪ Infrastructure Works Code ▪ Landscape Code ▪ Stormwater Management Code
	<p>Otherwise –</p> <p><u>Impact Assessable</u></p>	

Table 4.12.5 Table of Assessment for Other Development not associated with a Material Change of Use

<i>Use</i>	<i>Level of Assessment</i>	<i>Assessment Criteria</i>
<p>Creating lots by subdividing another lot by Standard Format Plan</p>	<p><u>Code Assessable</u></p>	<ul style="list-style-type: none"> ▪ Major Centre Zone Code ▪ Reconfiguration Code ▪ Excavation and Fill Code ▪ Development Near Underground Infrastructure Code ▪ Infrastructure Works Code ▪ Stormwater Management Code
<p>Creating lots by subdividing another lot by –</p> <ul style="list-style-type: none"> ▪ Building Format Plan; or ▪ Volumetric Format Plan 	<p><u>Code Assessable</u></p>	<ul style="list-style-type: none"> ▪ Major Centre Zone Code ▪ Reconfiguration Code
<ul style="list-style-type: none"> ▪ Rearranging the boundaries of a lot by registering a plan of subdivision; or 	<p><u>Code Assessable</u></p>	<ul style="list-style-type: none"> ▪ Reconfiguration Code

<ul style="list-style-type: none"> ▪ Dividing land into parts by Agreement; or ▪ Creating an easement giving access to a lot from a constructed road 		
<p>Specific Outcomes and Probable Solutions applicable to Assessable Development (as varied from Table 4.12.8 in RPS v7.2)</p>		
<p><i>Specific Outcome 2.1</i></p> <ol style="list-style-type: none"> (1) The height of buildings - <ol style="list-style-type: none"> (a) does not overwhelm or dominate the centre; (b) respects the desired streetscape; (c) ensures a high quality appearance when viewed from both within and external to the centre; (2) In sub-area MC1 At Capalaba – building height within the centre – <ol style="list-style-type: none"> (a) establishes a critical mass through increased building height; (b) identifies the heart of the centre through physical form; (c) limits overshadowing impacts on public places, in particular Capalaba Place; (3) In sub-areas MC3, MC4, MC5, MC6, MC7 and MC8 at Cleveland building height- <ol style="list-style-type: none"> (a) maintains the ability to view the vegetated backdrop of North Stradbroke Island above buildings when approaching Cleveland along Shore Street, particularly from the section of road between Delancey and Grant Street; (b) maintains the existing view corridor down Bloomfield Street, through the Raby Bay Harbour to Moreton Bay; (c) limits overshadowing impacts on public places including Bloomfield Street, the park in Bloomfield Street and the parklands of Raby Bay Harbour, specifically during winter months; (d) addresses streetscape character and amenity where adjoining a zone requiring a lower building height; (e) demonstrates building height supports the revitalisation and contributes to the economic and employment/residential growth of the Cleveland Major Centre. 	<p><i>Probable Solution 2.1</i></p> <ol style="list-style-type: none"> (1) Buildings or structures as defined in this Bloomfield Street Structure Plan Development Code do not exceed – <ol style="list-style-type: none"> (a) the height limits as shown on the following – <ol style="list-style-type: none"> (i) Map 1 – Capalaba Height Limits; or (ii) Map 2 – Cleveland Height Limits; or (b) 14 metres in sub-areas MC9, MC10, MC11 and MC12 at Victoria Points; (2) Buildings or structures as defined in this Bloomfield Street Structure Plan Development Code do not exceed the height limits shown on Map 1 – Capalaba Height Limits; (3) Buildings or structures as defined in this Bloomfield Street Structure Plan Development Code do not exceed the height limits shown on Map 2 – Cleveland Height Limits. 	

Use Codes		
Aged persons and special needs housing code	<i>Table 1 – Building Siting and Design Requirements</i>	
	Overall Building Height	<u>As specified in Bloomfield Street Structure Plan and using the definitions for ‘building height’ and ‘structure’ included in this Bloomfield Street Structure Plan Development Code</u>
Apartment building code	<i>Table 1 – Building Siting and Design Requirements</i>	
	Overall Building Height	<u>As specified in Bloomfield Street Structure Plan and using the definitions for ‘building height’ and ‘structure’ included in this Bloomfield Street Structure Plan Development Code</u>
Multiple dwelling code	<i>Table 1 – Building Siting and Design Requirements</i>	
	Overall Building Height	<u>As specified in Bloomfield Street Structure Plan and using the definitions for ‘building height’ and ‘structure’ included in this Bloomfield Street Structure Plan Development Code</u>
Centre design code	Probable Solution 1.1	The height to the highest point of the roof line is limited to the levels identified in the Maximum Building Height column of Table 1 – Maximum Building Height, <u>using the definitions for ‘building height’ and ‘structure’ included in this Bloomfield Street Structure Plan Development Code</u>

<p>Caretakers dwelling code</p> <p>Child care centre code</p> <p>Display dwelling code</p> <p>Home business code</p> <p>Tourist accommodation code</p> <p>Access and parking code</p> <p>Erosion prevention and sediment control code</p> <p>Excavation and fill code</p> <p>Infrastructure works code</p> <p>Landscape code</p> <p>Stormwater management code</p> <p>Acid sulphate soils overlay code</p> <p>Habitat protection overlay code</p> <p>Road and rail noise impacts overlay code</p>	<p>No change – Codes remain as per RPS v7.2, and continue to apply, where relevant, to development applications made pursuant to this Development Code.</p>
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Part 4 – Zones, Division 12, Major Centre Zone

Table 1 – Inconsistent Uses

~~**Aged Persons and Special Needs Housing – in sub-area MC7; or where not part of a mixed use development**~~

- Agriculture
- Airport
- Animal Keeping

~~**Apartment Building – in sub-area MC7; or where not part of a mixed used development**~~

- Bed and Breakfast
- Brothel
- Bulky Goods Showroom - in sub-area MC6, sub-area MC8 Cemetery

~~**Dual Occupancy**~~

- Dwelling House
- Extractive Industry
- Forestry
- General Industry
- Heavy Industry
- High Impact Industry

Home Business - except where in a dwelling unit approved under **this Bloomfield Street Structure Plan Development Code.**

- Hotel - in sub-area MC7, sub-area MC8
- Intensive Agriculture
- Landscape Supply Depot - except where in sub-area MC7

Marine Services

Mobile Home Park

Multiple Dwelling

Nightclub - in sub-area MC8

Retail Warehouse - in sub-area MC6, sub-area MC8

Roadside Stall

Rural Enterprise

Service Industry - in sub-area MC6 and sub-area MC8; or in sub-areas MC1, sub-area MC2, sub-area MC3, sub-area MC4, sub-area MC5, sub-area MC9 and sub-area MC12 - where having more than 100m² gross floor area; or in sub-area MC7, sub-area MC10 and sub-area MC11 where having more than 500m² gross floor area

Service Station - where in sub-area MC5, sub-area MC6

Shop - in sub-area MC8 **where having greater than 900m² gross floor area for an individual tenancy**; or in sub-area MC2 - where having more than 1000m² gross floor area; or in sub-area MC7 - where having more than 200m² gross floor area

Tourist Accommodation - in sub-area MC7; or where not part of a mixed-use development

Tourist Park

Vehicle Depot

Vehicle Repair Premises - if not in conjunction with a service station; or not in

3. BLOOMFIELD STREET STRUCTURE PLAN

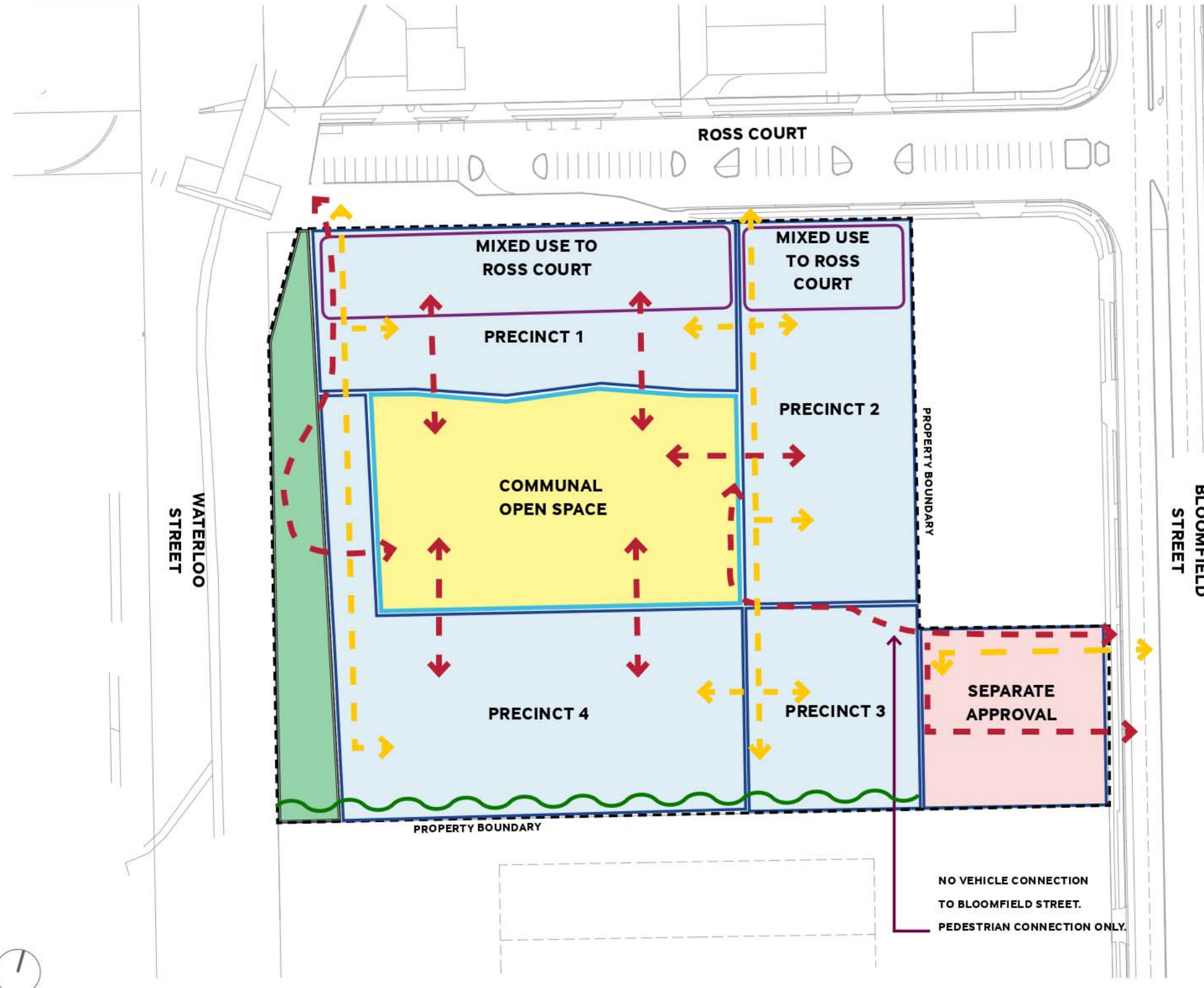
The Bloomfield Street Structure Plan (the Structure Plan) to which the Development Code relates is provided below. The Structure Plan outlines general precincts on site which further relate to specific uses, as well as building height information, setbacks, open space, access & movement and landscaping areas. Future development is to be generally in accordance with this Structure Plan in order for future development applications to be assessed against the assessment criteria as identified in Section 2 of the Bloomfield Street Structure Plan Development Code.

STRUCTURE PLAN

219-221 Bloomfield Street, Cleveland

1:1000 AT A3

Rooftop decks or other 'structures' as defined in the Bloomfield Street Structure Plan Code shall not exceed a building height of 22m and shall not be roofed unless located in the middle of the building.



Site Address

219-221 Bloomfield Street, Cleveland

RPD

Lot 2 on RP 212525

Parish of Cleveland

Country of Stanley

Statistics & Site Information

Site Area Precincts 1-4 21,467m²

Max Building height 20m*

*Refer to Definitions in the Development Code document

Zone Major Centre Zone, Sub Precinct MC8

Multiple Dwelling & Apartment Car parking Rate As per RPS v.7.2

Mixed Use Car parking Rate As per RPS v.7.2

Legend:

- RESIDENTIAL UP TO 20M BUILDING HEIGHT
- COMMUNAL OPEN SPACE FOR ALL PRECINCTS
- INDICATIVE VEHICLE SPINE
- KEY PEDESTRIAN MOVEMENT LINKAGES
- ENHANCEMENT CORRIDOR AND BIO BASIN
- LANDSCAPE TO SOUTHERN BOUNDARY
- OPTIONAL COMMERCIAL/MIXED USE OF BUILDINGS - ACTIVE FRONTAGE

This document is to be read in conjunction with the full Bloomfield Street Structure Plan Development Code, and the Redlands Planning Scheme version 7.2 (RPS v7.2).

Project No. 143210-1 Project Name. Bloomfield Street Apartments Structure Plan Revision [A]



Queensland Treasury

SARA reference: 2001-14934 SRA

12 June 2020

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 c/- Wolter Consulting Group Pty Ltd
 PO Box 436
 NEW FARM QLD 4005

Email: ht Hill@wolterconsulting.com.au

Dear Sir/Madam

SARA response—291-221 Bloomfield Street, Cleveland

(Referral agency response given under section 56 of the *Planning Act 2016*)

The development application described below was confirmed as properly referred by the State Assessment and Referral Agency (SARA) on 10 January 2020.

Response

Outcome:	Referral agency response – with conditions
Date of response:	12 June 2020
Conditions:	The conditions in Attachment 1 must be attached to any development approval.
Advice:	Advice to the applicant is in Attachment 2 .
Reasons:	The reasons for the referral agency response are in Attachment 3 .

Development details

Description:	Preliminary Approval of a structure plan for a mixed-use development and Variation Request to vary effect of the Redlands Planning Scheme V7.2
SARA role:	Referral Agency
SARA triggers:	Schedule 10, Part 9, Division 4, Subdivision 1, Table 1, Item 1 – State transport infrastructure (Planning Regulation 2017) Schedule 10, Part 9, Division 4, Subdivision 2, Table 4, Item 1 – State transport corridors and future state transport corridors (Planning Regulation 2017)
SARA reference:	2001-14934 SRA
Assessment Manager:	Redland City Council
Street address:	219-221 Bloomfield Street, Cleveland

2001-14934 SRA

Real property description: Lot 2 on RP212525
Applicant name: Ponda Developments Pty Ltd
c/- Wolter Consulting Group Pty Ltd
Applicant contact details: PO Box 436
New Farm QLD 4005
hthill@wolterconsulting.com.au

Representations

An applicant may make representations to a concurrence agency, at any time before the application is decided, about changing a matter in the referral agency response (s.30 Development Assessment Rules). Copies of the relevant provisions are in **Attachment 4**.

A copy of this response has been sent to the applicant for their information.

For further information please contact Elliott Fairon, Planning Officer, on (07) 5644 3214 or via email SEQSouthPlanning@dsmip.qld.gov.au who will be pleased to assist.

Yours sincerely



Gareth Richardson
Manager, Planning and Development Services (SEQ South)

cc: Ponda Developments Pty Ltd c/- Wolter Consulting Group Pty Ltd, hthill@wolterconsulting.com.au

enc Attachment 1 - Referral agency conditions
Attachment 2 - Advice to the applicant
Attachment 3 - Reasons for referral agency response
Attachment 4 - Representations provisions
Attachment 5 - Approved plans and specifications

Attachment 1—Referral agency conditions

(Under section 56(1)(b)(i) of the *Planning Act 2016* the following conditions must be attached to any development approval relating to this application) (Copies of the plans and specifications referenced below are found at Attachment 5)

Preliminary Approval for Material Change of Use		
Schedule 10, Part 9, Division 4, Subdivision 2, Table 4, Item 1– The chief executive administering the <i>Planning Act 2016</i> nominates the Director-General of the Department of Transport and Main Roads to be the enforcement authority for the development to which this development approval relates for the administration and enforcement of any matter relating to the following conditions:		
1.	<p>(a) Stormwater management of the development must ensure no worsening or actionable nuisance to the state-controlled road.</p> <p>(b) Any works on the land must not:</p> <ul style="list-style-type: none"> (i) create any new discharge points for stormwater runoff onto the state-controlled road (ii) interfere with and/or cause damage to the existing stormwater drainage on the state-controlled road (iii) surcharge any existing culvert or drain on the state-controlled road (iv) reduce the quality of stormwater discharge onto the state-controlled road. <p>(c) RPEQ certification with supporting documentation must be provided to the Metropolitan Compliance Team at Metropolitan.IDAS@tmr.qld.gov.au within the Department of Transport and Main Roads, confirming that the development has been designed and constructed in accordance with parts (a) and (b) of this condition.</p>	<p>(a) At all times.</p> <p>(b) At all times.</p> <p>(c) Prior to the commencement of the use.</p>
Schedule 10, Part 9, Division 4, Subdivision 1, Table 1, Item 1– The chief executive administering the <i>Planning Act 2016</i> nominates the Director-General of the Department of Transport and Main Roads to be the enforcement authority for the development to which this development approval relates for the administration and enforcement of any matter relating to the following conditions:		
2.	Pedestrian movement linkages must be provided generally in accordance with the Structure Plan, project number 143210-1 and revision A, as amended in red by SARA on 12 June 2020 to clearly show the key pedestrian movement linkages.	At all times.
3.	<p>(a) Road works comprising of the signalisation of Bloomfield Street/Ross Court intersection must be provided at the location identified on 'Figure 6.1 – Concept Plan of Traffic Signals at the Bloomfield Street/Ross Court Intersection', within Section 6.2 of the Traffic Impact Assessment (Preliminary Approval), prepared by Rytenskild Traffic Engineering, dated 21 May 2020, reference 19203 and version 3.</p> <p>(b) The road works must be designed and constructed in accordance with:</p> <ul style="list-style-type: none"> (i) The Department of Transport and Main Roads' <i>Road</i> 	Prior to the commencement of the use.

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	<p><i>Planning and Design Manual</i></p> <p>(ii) The Department of Transport and Main Roads' <i>Road Safety Policy Appendix A Safety Intervention Improvement Guidelines (Interim)</i></p> <p>(iii) 'Figure 6.1 – Concept Plan of Traffic Signals at the Bloomfield Street/Ross Court Intersection', within the Traffic Impact Assessment (Preliminary Approval), prepared by Rytenschild Traffic Engineering, dated 21 May 2020, reference 19203 and version 3.</p>	
<p>4.</p>	<p>(a) The existing bus stop 'Bloomfield Street at Princess Street, Cleveland' (Hastus ID: 310369) adjacent to the site in Bloomfield Street must be upgraded to an Intermediate Stop Standard.</p> <p>(b) The bus stop must be upgraded in accordance with the following standards:</p> <p>(i) Chapter 5 – Bus Stop Infrastructure of the Department of Transport and Main Roads <i>TransLink Public Infrastructure Manual 2015</i></p> <p>(ii) The disability Standards for Accessible Public Transport 2002 made under subsection 31(1) of the <i>Disability Discrimination Act 1992</i>.</p>	<p>Prior to the commencement of the 200th dwelling.</p>

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Attachment 2—Advice to the applicant

No.	General Advice
1.	Terms and phrases used in this document are defined in the <i>Planning Act 2016</i> its regulation or the State Development Assessment Provisions (SDAP) v2.6. If a word remains undefined it has its ordinary meaning.
2.	<p>Public Passenger Transport</p> <p>The detailed design of the upgraded bus stop should be submitted to the Department of Transport and Main Roads TransLink Division for endorsement prior to construction or any works commencing. Please contact the TransLink Division on telephone number 07 3851 8700 or at bus_stops@translink.com.au.</p> <p>The Department of Transport and Main Roads, TransLink <i>Public Transport Infrastructure Manual May (PTIM) 2015</i> and <i>Signage Manual Bus Network Transport Infrastructure</i> December 2016 are available at: http://translink.com.au/about-translink/what-we-do/public-transport-planning.</p>
3.	<p>Bus Stop Access Arrangements</p> <p>The existing bus stops, 'Bloomfield St at Princess Street, Cleveland' (Hastus ID: 310369), 'Bloomfield St at Donald Simpson Park, Cleveland' (Hastus ID: 310365 and Hastus ID: 310364) and urban bus route 250 may be impacted by the development. These bus stops and bus route must be able to function and pedestrian access to these facilities must be maintained during the upgrade of the bus stop and the construction of the development including associated roadworks. Accordingly, if any temporary bus stop and pedestrian access arrangements are required, the applicant must reach agreement on suitable arrangements with the Department of Transport and Main Roads' TransLink Division (07 3851 8700 or at bus_stops@translink.com.au) prior to any construction or works commencing.</p>
Further development permits required	
4.	<p>Road works approval</p> <p>Under section 33 of the <i>Transport Infrastructure Act 1994</i>, written approval is required from the Department of Transport and Main Roads to carry out road works on a state-controlled road. Please contact the Metropolitan Compliance Team at the Department of Transport and Main Roads (Metropolitan Office) at Metropolitan.IDAS@tmr.qld.gov.au to make an application for road works approval. This approval must be obtained prior to commencing any works on the state-controlled road reserve. The approval process may require the approval of engineering designs of the proposed works, certified by a Registered Professional Engineer of Queensland.</p> <p>Community engagement as part of the road works, including provision of wayfinding and directional signs to assist with temporary parking arrangements for on and off road will be required. Road works will be required to mitigate access impacts on local residents and businesses.</p> <p>The road works approval process takes time, please contact the Department of Transport and Main Roads as soon as possible to ensure that gaining approval does not delay construction.</p>
5.	<p>Bonding of Works</p> <p>A bond will be required to ensure that the works required in condition 3 are completed to the standard required by the Department of Transport and Main Roads. The bond requirement will be included as a condition of the road works approval (section 33 of the <i>Transport Infrastructure</i></p>

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	<p>Act 1994). If you would like any further information about the Department of Transport and Main Roads' policy with regard to bonding please contact the Department of Transport and Main Roads on Metropolitan.IDAS@tmr.qld.gov.au.</p>
--	--

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Attachment 3—Reasons for referral agency response

(Given under section 56(7) of the *Planning Act 2016*)

The reasons for the department's decision are:

The development complies with all applicable performance outcomes of the State Development and Assessment Provisions, State code 1: Development in a state-controlled road environment, specifically:

- The development achieves no worsening to the existing stormwater management, through both the provision of a bioretention basin to the west of the subject site with outlet to Ross Creek and the inclusion of a condition to ensure there is no actionable nuisance of stormwater impacts to the state-controlled road.
- The vehicle access to the local road does not create a safety hazard to road users by being suitably located as far from the state-controlled intersection as possible.
- The development does not result in a worsening of operating conditions on the state-controlled road network through the signalisation of the Ross Court/Bloomfield Street intersection to mitigate the impacts from traffic generation as a result of the development.

The development complies with all applicable performance outcomes of the State Development and Assessment Provisions, State code 6: Protection of state transport networks, specifically:

- The road works associated with the development will not damage or interfere with public passenger transport, through the requirement for a Section 33 approval from the Department of Transport and Main Roads.
- The development provides an upgrade to the existing bus stop on Bloomfield Street to accommodate the increased demand generated by the development.
- The development provides safe, direct and convenient pedestrian access to existing public passenger transport, through the inclusion of a condition to ensure the key pedestrian movement linkages are provided throughout the site.

Material used in the assessment of the application:

- The development application material and submitted plans
- *Planning Act 2016*
- Planning Regulation 2017
- The *State Development Assessment Provisions* (version 2.6), as published by the department
- The Development Assessment Rules
- SARA DA Mapping system.

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Attachment 4—Change representation provisions

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2001-14934 SRA

Attachment 5—Approved plans and specifications

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Development Assessment Rules—Representations about a referral agency response

The following provisions are those set out in sections 28 and 30 of the Development Assessment Rules¹ regarding **representations about a referral agency response**

Part 6: Changes to the application and referral agency responses

28 Concurrence agency changes its response or gives a late response

- 28.1. Despite part 2, a concurrence agency may, after its referral agency assessment period and any further period agreed ends, change its referral agency response or give a late referral agency response before the application is decided, subject to section 28.2 and 28.3.
- 28.2. A concurrence agency may change its referral agency response at any time before the application is decided if—
- (a) the change is in response to a change which the assessment manager is satisfied is a change under section 26.1; or
 - (b) the Minister has given the concurrence agency a direction under section 99 of the Act; or
 - (c) the applicant has given written agreement to the change to the referral agency response.²
- 28.3. A concurrence agency may give a late referral agency response before the application is decided, if the applicant has given written agreement to the late referral agency response.
- 28.4. If a concurrence agency proposes to change its referral agency response under section 28.2(a), the concurrence agency must—
- (a) give notice of its intention to change its referral agency response to the assessment manager and a copy to the applicant within 5 days of receiving notice of the change under section 25.1; and
 - (b) the concurrence agency has 10 days from the day of giving notice under paragraph (a), or a further period agreed between the applicant and the concurrence agency, to give an amended referral agency response to the assessment manager and a copy to the applicant.

¹ Pursuant to Section 68 of the *Planning Act 2016*

² In the instance an applicant has made representations to the concurrence agency under section 30, and the concurrence agency agrees to make the change included in the representations, section 28.2(c) is taken to have been satisfied.

Part 7: Miscellaneous

30 Representations about a referral agency response

- 30.1. An applicant may make representations to a concurrence agency at any time before the application is decided, about changing a matter in the referral agency response.³

³ An applicant may elect, under section 32, to stop the assessment manager's decision period in which to take this action. If a concurrence agency wishes to amend their response in relation to representations made under this section, they must do so in accordance with section 28.



**TRAFFIC IMPACT ASSESSMENT
(PRELIMINARY APPROVAL)
PROPOSED MULTIPLE UNIT DEVELOPMENT
219 – 221 BLOOMFIELD STREET, CLEVELAND
LOT 2 ON RP212525
(RESPONSE TO SARA INFORMATION REQUEST
DATED 26 JANUARY 2020)**

Prepared for
PONDA DEVELOPMENTS PTY LTD

21 MAY 2020



DOCUMENT REGISTER

Document Bloomfield Street Preliminary Approval

RTE Reference 19203

Prepared by Dare Janzekovic, Luke Rytenskild

Document History

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			Name / Position	Signature
1	18 September 2018	DA ISSUE	Luke Rytenskild Director RPEQ 6293	
2	18 March 2020	SARA IR	Luke Rytenskild Director RPEQ 6293	
3	21 May 2020	SARA FURTHER ISSUES	Luke Rytenskild Director RPEQ 6293	

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PLANS AND DOCUMENTS referred to in the REFERRAL AGENCY RESPONSE

SARA ref: 2001-14934 SRA

Date: 12 June 2020





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1.0 INTRODUCTION

Rytenskild Traffic Engineering (RTE) has been engaged by Ponda Developments Pty Ltd to prepare a Traffic Impact Assessment of its proposed apartment building development at Cleveland.

This report forms part of a Development Application for a Preliminary Approval lodged with the Redland City Council. The primary objective of the report is to demonstrate that the location of the subject site is suitable for the proposed use and density, and broadly identify any transport infrastructure upgrade works required to support the development.

This report responds to further issues raised by SARA in its email correspondence dated 30 April 2020 (refer to extract below).

While we appreciate the high-level road link assessment that the traffic engineer has completed for review, the traffic engineer has not determined the development's impact assessment area (as outlined in Section 6.4 of DTMR's GTIA). Further the traffic assessment has not determined "how much extra delay the development will impose on base traffic within the impact assessment area" (GTIA Section 11.3) as required by GTIA Section 11.3.1. The assumptions that the signals will only improve intersection operations along the state-controlled Bloomfield Street is not being disputed however this needs to be justified via an appropriately undertaken delay assessment, due to >5% increase at individual movements trigger (GTIA- Section 6.4 - Table 6.4).

The GTIA provides clear guidelines for all parties in terms of the delay assessment required to determine if the development will have an impact on the net delay on the surrounding state controlled road network. The GTIA then provides clear guidance on the hierarchy of mitigation strategies that need to be implemented if the development increases the delay on the State-controlled road network across the impact assessment area (see GTIA Section 6.2 and Section 11). This is to include an assessment of road network elements within the Impact Assessment Area that are to be subject to safety related upgrades, noting that the upgraded layout (when applied to safety related upgrades) forms the "base case" for the net delay assessment (see GTIA Section 11.3.3).

The traffic assessment undertaken in support of the application identified safety issues with the existing operation of the Bloomfield Street / Ross Court intersection which we note will need to be undertaken prior to the commencement of the proposed use. It is acknowledged that the proposed mitigation measures of upgrading the existing Bloomfield Street / Ross Court priority controlled intersection will mitigate identified safety concerns, it remained unclear however whether the development traffic will have a net worsening impact on the proposed upgraded Bloomfield Street / Ross Court intersection and/or the surrounding state-controlled road network at a delay level. It is therefore recommended that the applicant's traffic engineer determines the development's overall impact assessment via a delay assessment across the impact assessment area as previously requested and as outlined above.

We again request that the applicant's traffic engineer provide a delay assessment, as per the following GTIA requirements:

- *Analyse every intersection in the impact assessment area, as defined in Section 6.4 of the GTIA, for the base case (assuming Bloomfield Street / Ross Court intersection is upgraded to signals) for the design peak periods in the opening year(s);*
- *Analyse the intersection(s), including any proposed upgrades, across the design peak periods in the impact assessment year to demonstrate that the aggregate intersection-delay impact 'with development' is equal to or less than the aggregate intersection-delay impact in the base case (see Section 11 of GTIA).*



16,750

Comments

Traffic modelling indicates that the Bloomfield Street / Ross Court intersection will need to be upgraded to traffic signal control prior to the commencement of the first stage of the proposed development. It is proposed that the Applicant will complete these works as part of the first stage of the development.

With respect to impacts upon the wider road network, a review of traffic data available for Bloomfield Street and its intersections with Russell Street (to the north) and Long Street (to the south) indicates that traffic generated by the proposal will not have significant impact beyond the Ross Court intersection. That is, in accordance with Section 6.4 of the GTIA, the development traffic will not exceed 5% of base peak hour turning movement volumes at surrounding intersections. Calculations are shown in Section 5.

With regard to road link impact, it is estimated that the project will have the following impacts :

<i>Daily traffic generation of precincts 1-4 =</i>	<i>350 units x 4.58 vpd* =</i>	<i>1,603 vpd</i>
<i>North of Ross Court =</i>	<i>70% =</i>	<i>1,122 vpd</i>
<i>South of Ross Court =</i>	<i>30% =</i>	<i>481 vpd</i>

** RMS Regional average rate*

Base traffic volumes on Bloomfield St :

<i>North of Ross Court =</i>	<i>18,000 vpd growthed by 1.2% pa =</i>	<i>20,675 vpd at 2026</i>
<i>South of Ross Court =</i>	<i>16,750 vpd growthed by 1.2% pa =</i>	<i>19,240 vpd at 2026</i>

<i>% impact north of Ross Court =</i>	<i>5.4%</i>
<i>% impact south of Ross Court =</i>	<i>2.5%</i>

The above marginal exceedance of 5% is considered to be acceptable for the following reasons :

- The base traffic assessment is conservative as it assumes a low growth rate of 1.2% per annum.
- The assessment is based on the traffic generation of the full development at the year 2026. This is considered to be a conservative (optimistic) estimate of when the full development may be operational.



2.0 SUBJECT SITE

2.1 Location of Subject Site

As shown in Figure 2.1, the subject site is located on the western side of Bloomfield Street and south of Ross Court.

The subject site is identified as Lot 2 on RP212525 and has an approximate site area 2.4 hectares. At the time of the original application the subject site was zoned as a Major Centre Sub Area MC8, however is now zoned as Medium Density Residential.

The site is currently unoccupied and is located within the Medium Density Residential zone.

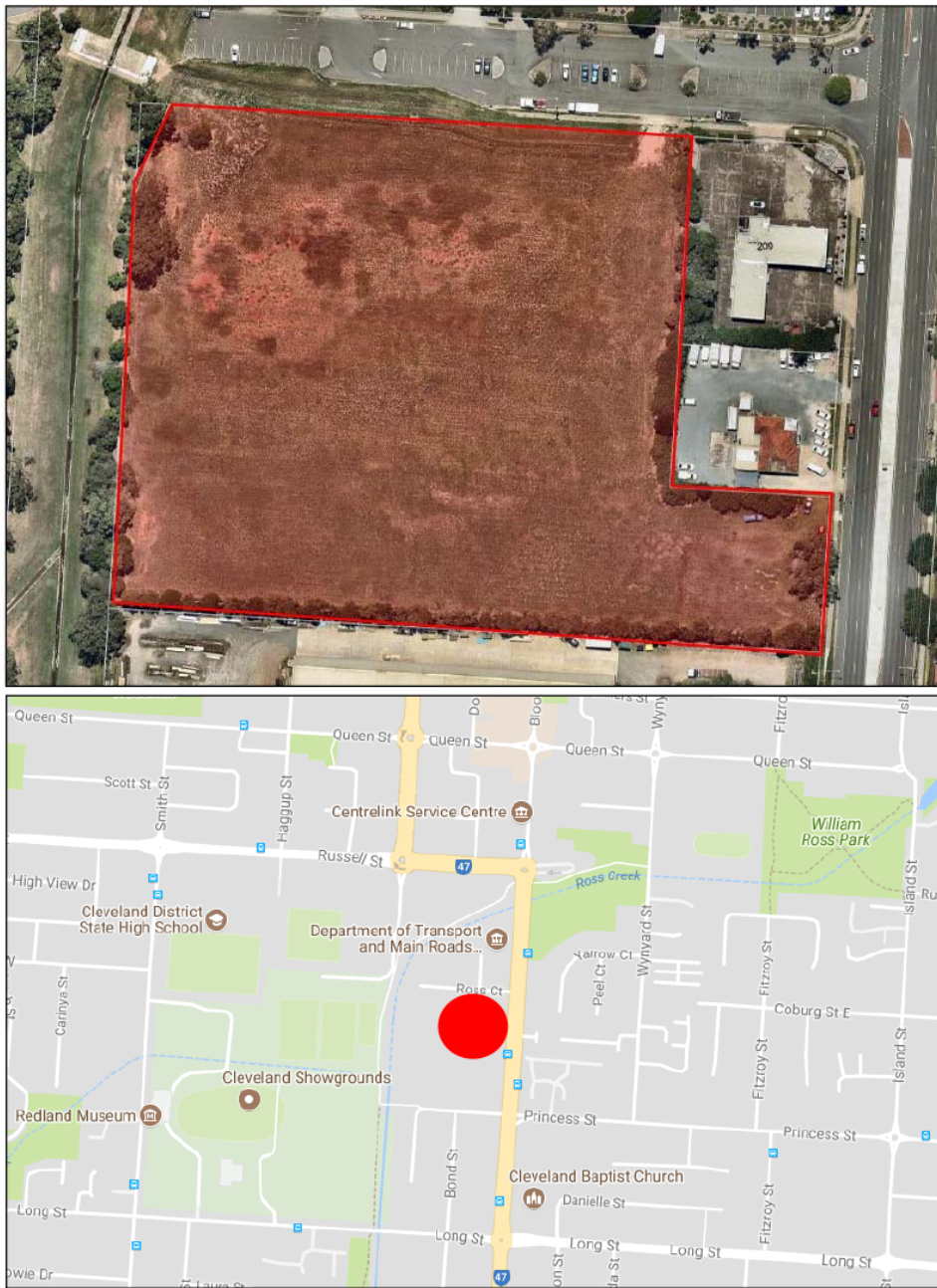


FIGURE 2.1 – LOCATION OF SUBJECT SITE



2.2 Existing Road Network

Ross Court has a single traffic lane and parallel parking lane on each side, and a centre module with 90 degree parking. It provides local access to commercial development and the subject site, and terminates just to the west of the site.

Bloomfield Street is a State – controlled road and has an arterial function in the surrounding road hierarchy. Adjacent to the site, Bloomfield Street is a four lane divided road and has a posted speed limit of 60 Km / Hr.

The Bloomfield Street / Ross Court intersection comprises of a basic channelised 'T' junction. A dedicated right turn lane is provided for traffic turning right into Ross Court from the north.

The site is located within 400 metres of a high frequency bus stop which operates all throughout the week, including Saturday and Sunday (refer Appendix A).

Images of Bloomfield Street and Ross Court adjacent to the site are shown in Figures 2.2. The existing Bloomfield Street / Ross Court intersection is shown in Figure 2.3.

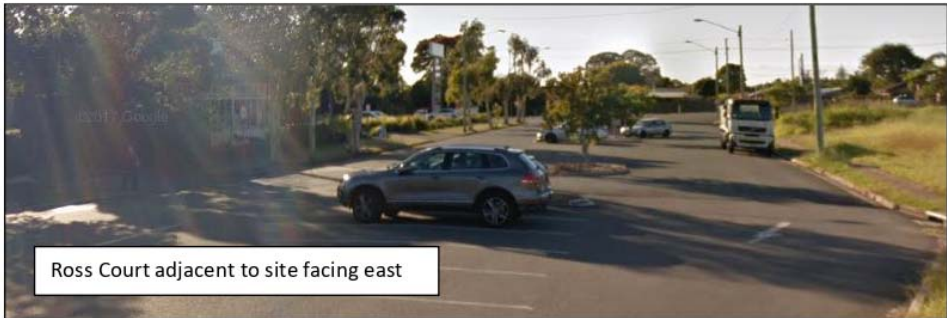


FIGURE 2.2 – IMAGES OF BLOOMFIELD STREET AND ROSS COURT ADJACENT TO SITE



FIGURE 2.3 – AERIAL IMAGE OF BLOOMFIELD STREET / ROSS COURT INTERSECTION



2.3 Surveyed Traffic Volumes

RTE carried out peak period traffic counts at the Bloomfield Street / Ross Court intersection in 2019. The full traffic survey is provided in Appendix D, with peak period traffic volumes summarised in Figure 2.4. Traffic counts previously carried out for the Bloomfield Street / Long Street and Bloomfield Street / Russell Street intersections (in 2018) have also been shown below and included as Appendix D.

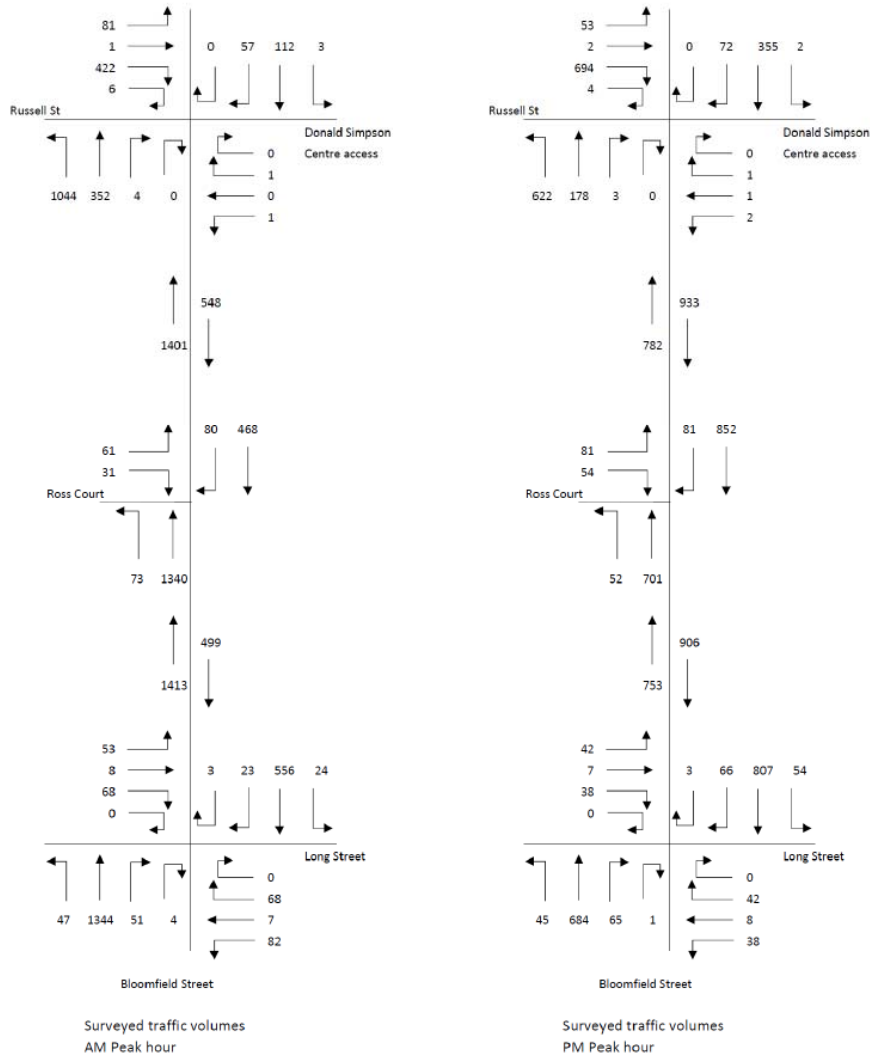


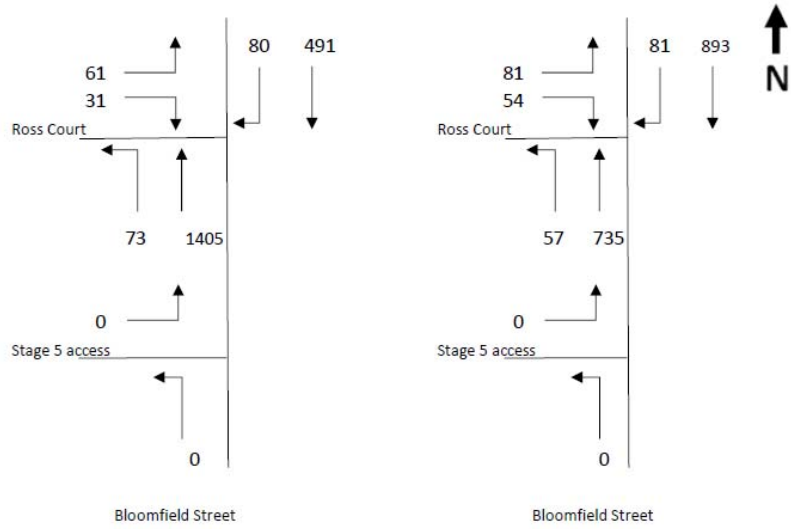
FIGURE 2.4 – SURVEYED MORNING AND AFTERNOON PEAK HOUR TRAFFIC VOLUMES



2.4 Future Traffic Volumes

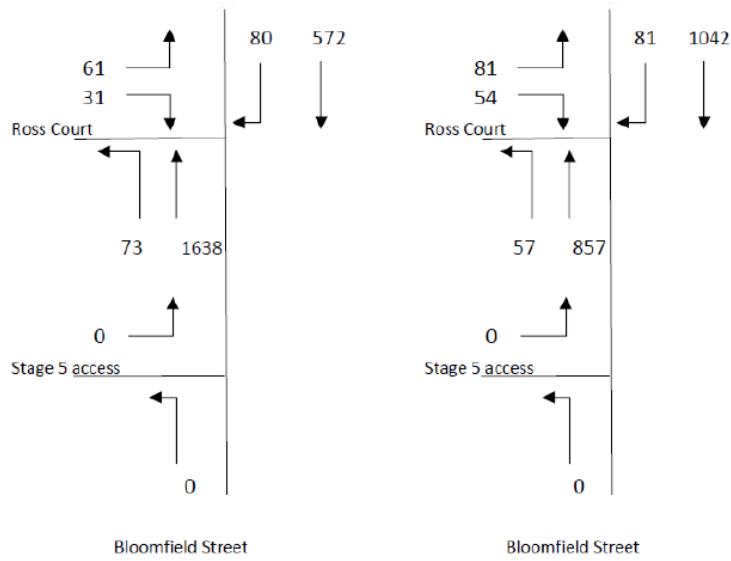
A traffic survey was also carried out at the Bloomfield Street / Ross Court intersection in 2010 (refer to Appendix C). A comparison of the 2010 and 2019 surveys indicate a compound growth factor of 1.2% per annum. This has been applied to estimate future background traffic volumes.

A summary of the projected background traffic volumes for the anticipated commencement year for Stage 1 (i.e. year 2023), and the future 10 year design horizon are shown in Figure 2.5.



2023 AM Peak Hour Volumes

2023 PM Peak Hour Volumes



2036 AM Peak Hour Volumes

2036 PM Peak Hour Volumes

DESIGN HORIZON BACKGROUND TRAFFIC

FIGURE 2.5 – PROJECTED BACKGROUND TRAFFIC VOLUMES (YEARS 2023 AND 2036)



3.0 DEVELOPMENT PROPOSAL

The proposal is for medium density residential units. The site is divided into five separate precincts, with Precinct 5 approved under a separate application (1807-6560 SRA) in April 2019. The Precinct 5 site is located in the south eastern corner of the site and has frontage to Bloomfield Street. It comprises of 44 residential units and 600m² of office space.

It is intended that approximately 350 units be developed over Precincts 1-4. The overall yield is therefore anticipated to be as follows:

Precincts 1 – 4:	Residential -	350 units
Precinct 5 (separate approval):	Residential -	44 units
	Office -	600m ² GFA

Access to Precincts 1 – 4 is proposed to be gained via two crossovers off Ross Court. Access to Precinct 5 is proposed directly off Bloomfield as per the current approval over the site.

Car parking will be provided at basement levels, with some visitor parking provided at ground level. A concept car parking plan over Precincts 1-4 is shown in Figure 3.1. The approved ground floor plan over Precinct 5 is shown in Figure 3.2.

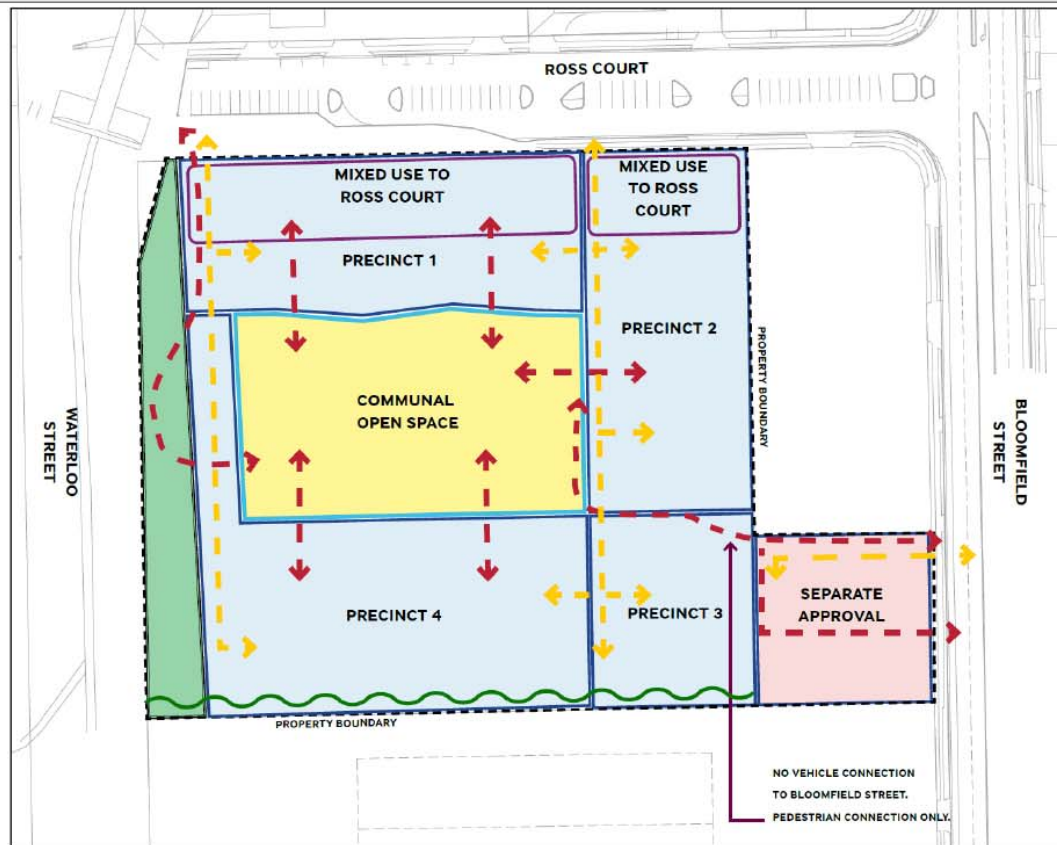


FIGURE 3.1 – PROPOSED MASTERPLAN

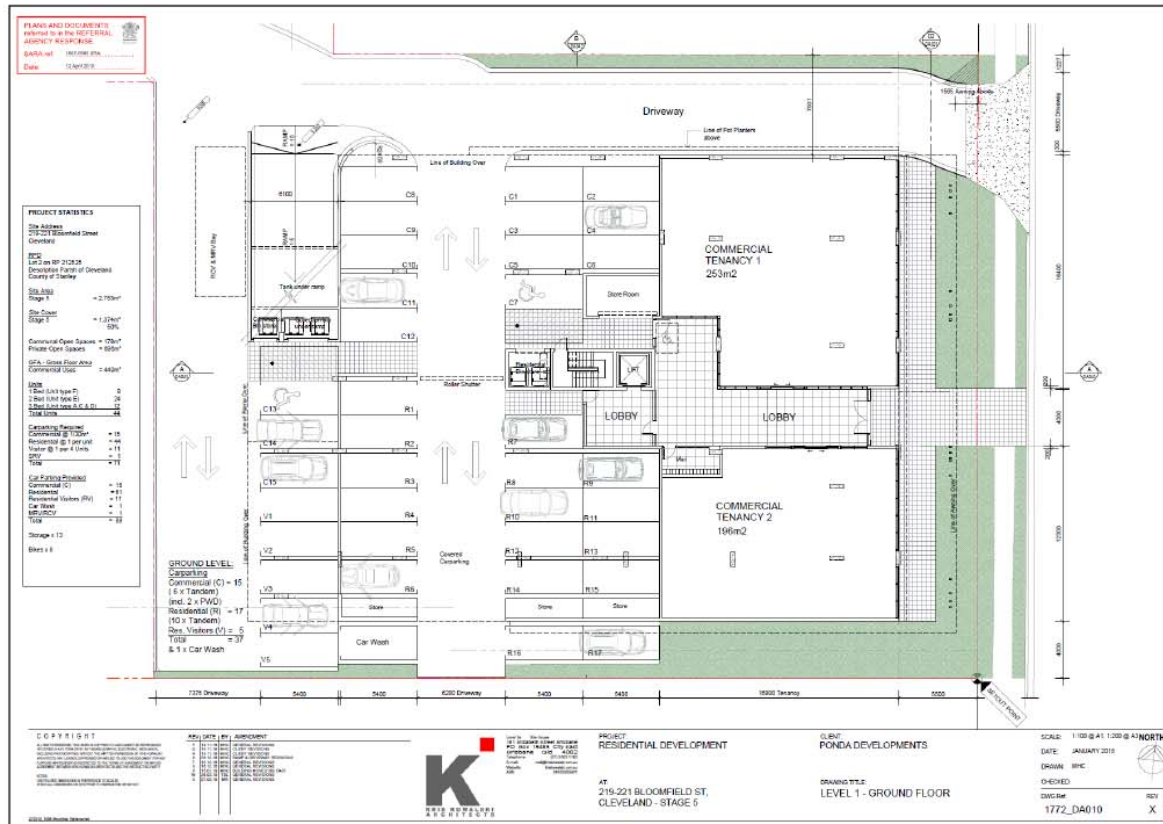


FIGURE 3.2 – APPROVED GROUND FLOOR PLAN (PRECINCT 5)



4.0 CAR PARKING

4.1 Car Parking Supply

Given that the proposal is for a preliminary approval application under the superseded scheme, the car parking provisions from the superseded Planning Scheme have been applied to the proposed Precincts 1 -4. Consistent with the approved traffic report, the car parking requirements applicable to the development proposal are as follows:

	Dwelling Unit size or number of rooms	Car parking spaces per dwelling unit	
		A	B
Multiple Dwelling	Small (<75m ²) or 1 bedroom	1.0	1.5
	Other	1.0	2
	Visitor spaces	0.25	0.5
Dwelling Unit location -			
<p>A = Any part of the site is within 800 metres of a pedestrian entry to a railway station, or within 400 metres of a bus stop that provides a minimum of 10 return services per day including Saturdays, during normal business hours. Both distances are walking distance.</p> <p>B = Any other circumstance.</p>			
Shop -			
■ 200m ² or less gross leaseable area	5.0 spaces per 100m ² gross leaseable area		
■ 201m ² - 2000m ²	6.0 spaces per 100m ² gross leaseable area		
■ 2001m ² - 20000m ²	5.5 spaces per 100m ² gross leaseable area		
■ 20001m ² or more gross leaseable area	4.2 spaces per 100m ² gross leaseable area		
■ Video Store	6.0 spaces per 100m ² gross leaseable area		

The 'A' rate is applicable for the Residential component given that the site is within 800 metres walking distance of bus stops. Accordingly, each dwelling within the proposed development must provide a minimum of 1 resident parking space, with visitor parking provided at a rate of 1 space per 4 units.

Application of the above rate to the proposed development, yields a car parking requirement of 350 residential spaces and 88 visitors. Appropriate car parking will be provided over the site to accommodate the operational demand of the proposed development.

4.2 Car Parking Design

The geometric layout of the proposed parking facilities has generally been designed to comply with the relevant requirements specified in the Council Planning Scheme and AS2890.1: 2004.



5.0 DEVELOPMENT TRAFFIC ESTIMATES

5.1 Traffic Generation

Development traffic generation rates have been sourced from the Department of Main Roads, *Road Planning and Design Manual (RPDM)*. The below traffic generation rates are considered appropriate for the respective uses.

Residential

0.4 trips per dwelling

Commercial

2 trips per 100m² GFA

Application of the above rate, the proposed development yields a traffic generation potential of 178 peak hour trips, as follows:

Table 5.1 - Estimated Development Traffic Generation

Component	Scale	Unit	Morning peak hour			Afternoon peak hour		
			In	Out	Total	In	Out	Total
Precincts 1-4	350	dwelling	28	112	140	84	56	140
Prec. 5 (Res)	44	dwelling	5	21	26	16	11	26
Prec. 5 (office)	600	100m ² GFA	10	2	12	2	10	12
Total			43	136	178	102	76	178

Peak Hour Distribution: Residential AM – 80 / 20, PM – 60 / 40

Commercial: 80 / 20

5.2 Traffic Distribution

Based on the configuration of the local road network and uses surrounding the site traffic to and from the site is expected to distribute as follows:

To / from the development to the north via Bloomfield Street: 70%

To / from the development to the south via Bloomfield Street: 30%

The development traffic estimates are shown in Figure 5.1.



5.3 Percentage Impact

The percentage impact of development traffic has been assessed for the year 2026, which is considered to be the potential commencement year for the full development. The percentage impacts are shown in figure 5.2 for the year 2026 peak hour periods.

As shown, the percentage impact of development traffic is less than 5% at both the Bloomfield Street / Long Street and Bloomfield Street / Russell Street intersections. On this basis, a detailed capacity analysis is not warranted.

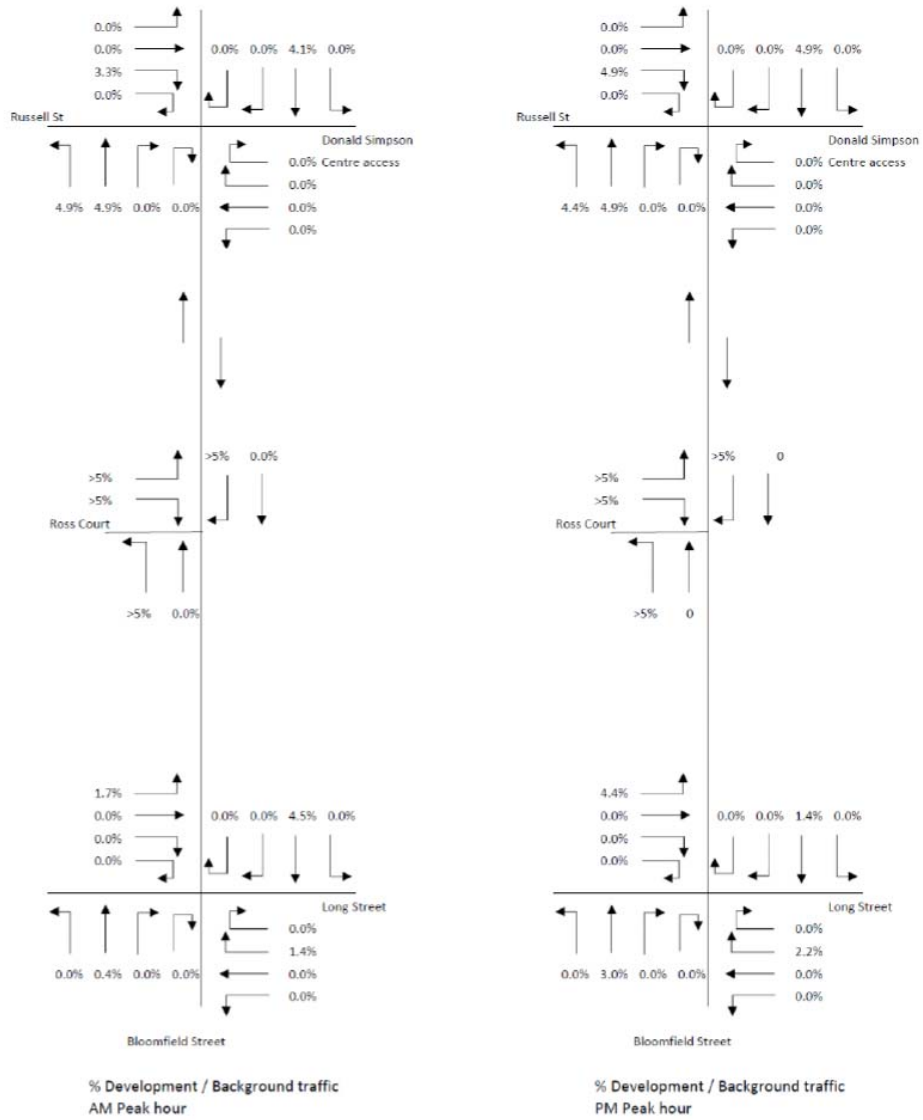


FIGURE 5.2 – PERCENTAGE IMPACT OF DEVELOPMENT TRAFFIC UPON ROAD NETWORK (FULL DEVELOPMENT / YEAR 2026 BASE TRAFFIC)



6.0 TRAFFIC IMPACT

6.1 Capacity Analysis

The capacity of the proposed Bloomfield Street / Ross Court intersection has been assessed under the anticipated completion of Stage 1 (year 2023) as well as future traffic conditions following 10 year after the completion of the full project (year 2036). The analysis has been carried out using SIDRA software.

A background analysis of the existing intersection has also been carried out under the surveyed and opening year (year 2023) background traffic conditions, without the proposed development. Criteria for evaluating the results of SIDRA analysis are provided in Appendix D, with detailed result of the analysis presented in Appendix E.

The Bloomfield Street / Ross Court intersection has been modelled with the right turn from Ross Court, operating in a single movement. From our investigation, it was observed that traffic exiting Ross Court regularly stands in the median section of the intersection, with the movement therefore operating in a staged arrangement. However, a 6 metre wide median island is required for a staged right turn and so the intersection has been modelled with a single stage right turn movement.

As shown in Table 6.1, based on the current configuration of Bloomfield Street / Ross Court intersection, the analysis indicates that the intersection currently operates at capacity.

Table 6.1: SIDRA Results Summary – Existing (Bloomfield Street / Ross Court Intersection)

Scenario	Degree Of Saturation (DOS)	Total Average Delay (seconds)	Level Of Service (LOS)	RT 95 th Percentile Queue Ross Ct (metres)	RT 95 th Percentile Bloomfield Street Queue (metres)
2019 AM Peak – Surveyed Traffic	2.090	35.6	F	186.4	11.9
2019 PM Peak – Surveyed Traffic	1.329	23.8	F	154.3	3.8
2023 AM Peak – Background only	2.801	53.0	F	231.8	13.8
2023 PM Peak – Background only	1.617	37.1	F	222.4	4.0

As indicated above, the traffic modelling indicates that the Bloomfield Street / ross Court intersection will need to be upgraded to traffic signal control prior to the commencement of the first stage of the proposed development.

As shown in Section 6.2, the existing intersection layout is generally acceptable for traffic signal installation.



As mentioned above, a sensitivity analysis of the possible signalised intersection has been prepared under the opening year of Stage 1 and the ten year design horizon (year 2036). As shown in Table 6.2, signalising the existing Bloomfield Street / Ross Court intersection will allow the intersection to operate within acceptable criteria with the proposed development.

Table 6.2: SIDRA Results Summary – Signalised (Bloomfield Street / Ross Court Intersection)

Scenario	Degree Of Saturation (DOS)	Total Average Delay (seconds)	Level Of Service (LOS)	Cycle Time (Sec)
2023 AM Peak – Without development	0.592	12.4	B	120
2023 PM Peak – Without Development	0.428	12.4	B	80
2023 AM Peak – FULL DEVELOPMENT	0.725	15.0	B	80
2023 PM Peak – FULL DEVELOPMENT	0.516	13.6	B	60
2036 AM Peak – FULL DEVELOPMENT	0.759	15.9	B	100
2036 PM Peak – FULL DEVELOPMENT	0.547	13.9	B	70

6.2 Functional Layout (Bloomfield Street / Ross Court Intersection)

The functional layout of the possible signalised intersection has been designed in accordance with Austroads. As shown in Figure 6.1, it is proposed that pedestrian crosswalks be provided on the northern and western approaches, with bicycle lanes on both sides of Bloomfield Street.

It is noted that there are existing private driveways currently located within the intersection. These will be retained and will function in a similar manner as they currently do.

The relevant clause on Page 6 of the TMR's Road Safety Policy is acknowledged, however in this particular situation there is a need to consider the appropriate design based on pedestrian safety. It is noted that the driveways within the intersection will remain uncontrolled, therefore absence of a crosswalk on the southern side of the intersection is considered appropriate to achieve the desired pedestrian safety at the intersection.

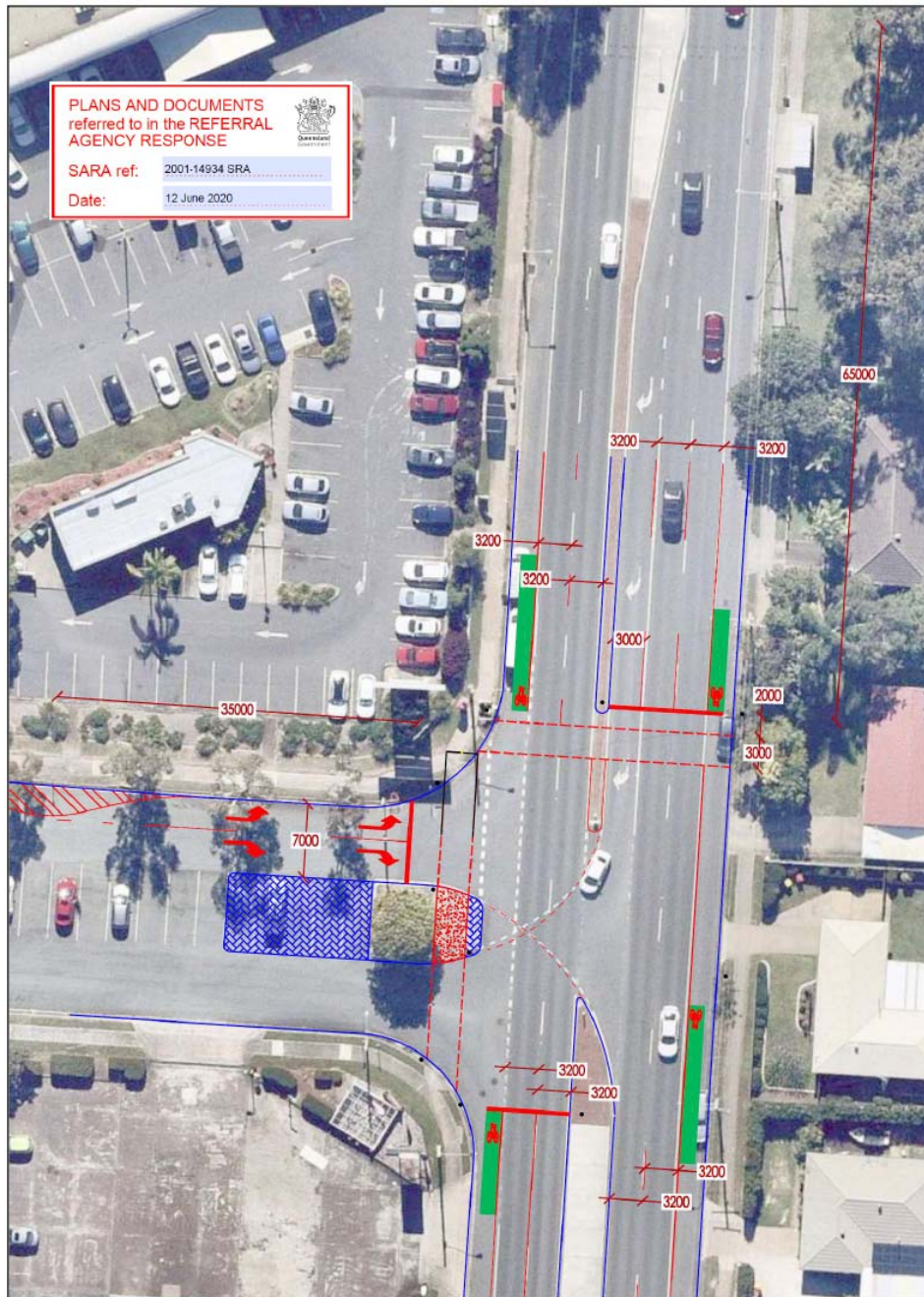


FIGURE 6.1 – CONCEPT PLAN OF TRAFFIC SIGNALS AT THE BLOOMFIELD STREET / ROSS COURT INTERSECTION



7.0 ACCESS ARRANGEMENTS

There are no constraints with respect to gaining access via Ross Court. The current master plan includes two access points off Ross Court with connectivity provided within the site. This will allow suitable access for waste collection vehicles and occasional delivery vehicles.

All access crossovers will be designed in accordance with IPWEA Standard Drawing RS-051, suitable for up to an HRV to access the site.

Access to Precinct 5, will be gained directly off Bloomfield Street. The crossover will be constructed in accordance with the current approval.

8.0 PROVISION FOR SERVICE VEHICLES

There are no constraints over the site with respect to allowing suitable access by waste collection vehicles and occasional delivery vehicles.

Future development in Precincts 1 -4 will be designed to allow Heavy Rigid Vehicles to enter and exit the site in a forward gear.



9.0 ROAD SAFETY ASSESSMENT

9.1 Bloomfield Street

A ten year road accident data has been provided by the Department of Transport and Main Roads. As shown in Figure 9.1, there has been only a single recorded incident on Bloomfield Street in the vicinity of the site. Details of the recorded incident is shown in Table 9.1.

Table 9.1: Crash History Summary (Eimeo Road)

Location	Year of Incident	Type of Incident (code)	Consequence
Cleveland – Redland Bay Road	2010	Veh'S Adjacent Approach: Thru-Right (104)	Hospitalisation

As shown in Table 9.1, accidents along Bloomfield Street are uncommon, with no fatal accidents occurring in the last ten years. The consequence of these accidents is considered to be 'Medium', based on the Safety Risk Score Matrix in TMR's Guide to Traffic Impact Assessments document.

9.2 Bloomfield Street / Ross Court Intersection

Given that access is proposed to be gained from Ross Court, a road safety assessment has been carried out for the Bloomfield Street / Ross Court intersection.

The analysis has been carried out in the context of the risk associated with the additional traffic demand on the intersection. As shown in Table 9.2, there are a number of risk items that are mitigated with the signalisation of the existing intersection.

It is considered, given the current performance of the intersection, signalisation would be required to address existing and future risks associated with the proposal, as well as the increased background traffic demand on Bloomfield Street.

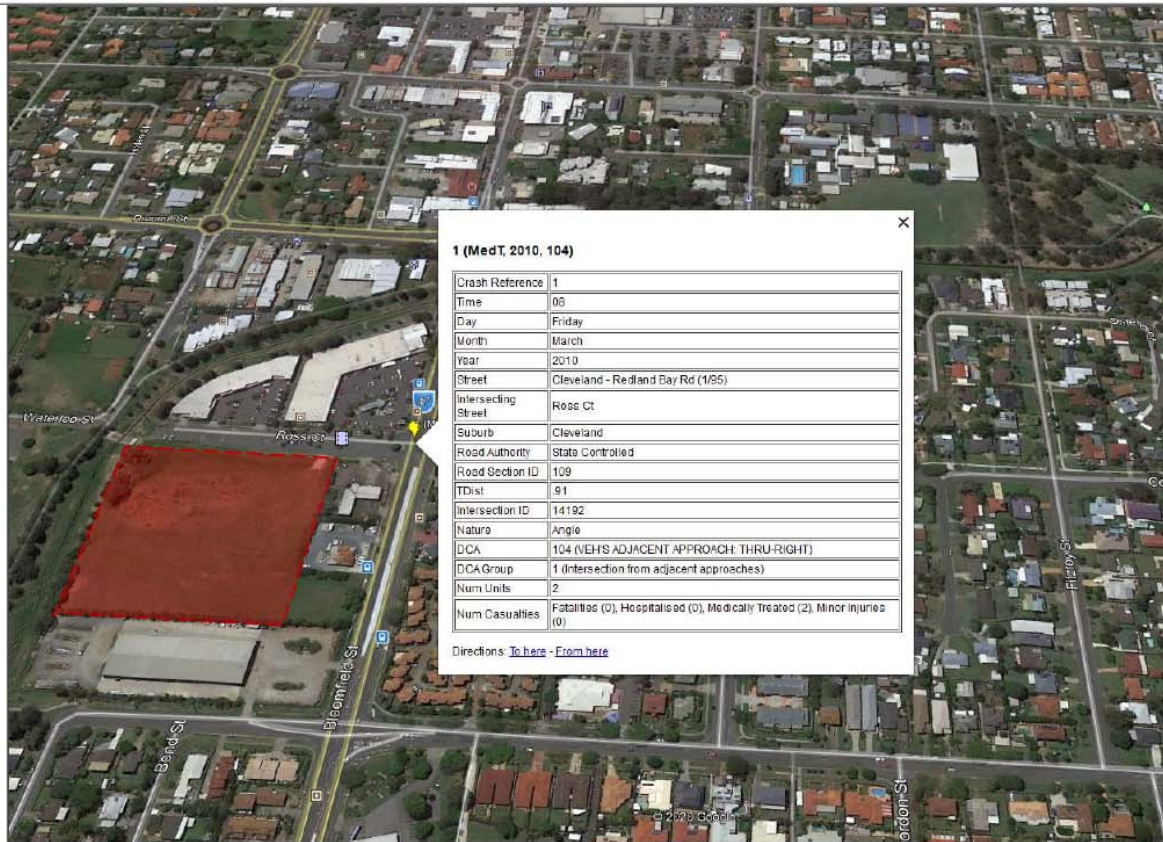


FIGURE 9.1 – RECORDED ROAD CRASHES (2009 – 2019)



Table 9.2 – Bloomfield Street / Ross Court Intersection – Risk Assessment

Risk Item	Without Development			With Development			Mitigation Measures	With development & mitigation		
	Likelihood*	Consequence*	Risk score*	Likelihood*	Consequence*	Risk score*		Likelihood*	Consequence*	Risk score*
More right turn movement into 4 lane road with no median storage.	3	3	M	5	3	H	Signalisation of the existing intersection will allow the right turn to function in a single movement.	5	2	M
More right turn movements into Ross Court, causing further delays and queues on Bloomfield Street through lane; rear end crash.	3	3	M	5	3	H	Signalisation of the intersection will provide controlled movement of right turns, allowing more traffic to turn at once.	5	2	M
More left turn movements into Ross Court: rear end collision with through traffic.	3	3	M	5	3	H	A left turn arrow and advisory signage can be implemented to reduce the likelihood of a rear end collision with vehicles turning left into the site.	5	2	M
Uncontrolled driveway access on eastern side of Bloomfield street	2	3	M	3	3	M	Drivers will be able to enter and exit the existing driveway during the gaps in the signal cycle. It is proposed the right turn will be discourage using signage so driveway will be restricted to let in / left out movements.	1	3	L
Added pedestrian demand for crossing Bloomfield Street	3	3	M	3	4	M	A crosswalk can be provided on the northern approach to facilitate a protected facility for pedestrian crossing Bloomfield Street	3	2	M
Added pedestrian demand for crossing Ross Court	3	3	M	3	4	M	A crosswalk can be provided on the western approach to facilitate a protected facility for pedestrian crossing Ross Court.	3	2	M

*Refer to below (Figure 9.2) risk score matrix (GTIA, Figure 9.3.2(a))



Figure 9.3.2(a) – Safety risk score matrix

		Potential consequence				
		Property only (1)	Minor injury (2)	Medical treatment (3)	Hospitalisation (4)	Fatality (5)
Potential likelihood	Almost certain (5)	M	M	H	H	H
	Likely (4)	M	M	M	H	H
	Moderate (3)	L	M	M	M	H
	Unlikely (2)	L	L	M	M	M
	Rare (1)	L	L	L	M	M

L: Low risk
M: Medium risk
H: High risk

FIGURE 9.2 – RISK SCORE MATRIX



10.0 SUMMARY OF CONCLUSIONS & RECOMMENDATIONS

- The subject site is located on the western side of Bloomfield Street. The site is identified as Lot 2 on RP212525 and has an approximate site area 2.4 hectares. The site is currently unoccupied and is located within the Major Centre zone.
- The proposal is for medium density residential units to be constructed over five precincts. Precinct 5 of the development was approved (1807-6560 SRA) in April 2019 under a separate application. It is intended that approximately 350 units be developed over Precincts 1-4. The approved plan over Precinct 5 comprises over 44 units and 600m² GFA of office.
- Access to precincts 1 – 4 is proposed to be gained from Ross Court. Access to Precinct 5 is proposed directly of Bloomfield Street as per the current approval over the site.
- Car parking will be provided at basement levels, with some visitor parking provided at ground level. There are no constraints over the site with regard to complying with the Acceptable Outcome of the Planning Scheme for car parking.
- The site is located close to the Cleveland CBD and adjacent to a major public bus route. Bus stops are located within comfortable walking distance of the site.
- SIDRA modelling indicates that the Bloomfield Street / Ross Court intersection will require upgrading to traffic signal control during the initial stage of development. The impact of the proposal upon other road network elements in the area will be less than 5% of base traffic volumes and therefore does not warrant a detailed assessment.
- It is proposed that Precincts 1 -4 will be designed to allow servicing by a Refuse Collection Vehicle and Heavy Rigid Vehicle. It is proposed that a loading facility suitable for regular servicing of the site will be provided in a common area where it is accessible to all buildings. Service vehicles will enter and exit the development in a forward gear.

With respect to traffic and transport matters, it is concluded that the subject site is generally suitable for medium density residential development.



APPENDICES

- APPENDIX A – TRAFFIC IMPACT ASSESSMENT CERTIFICATION
- APPENDIX B – ROUTE 250 & N250 TRANSLINK
- APPENDIX C – TRAFFIC COUNT DATA (2010) BLOOMFIELD STREET / ROSS COURT
- APPENDIX D – TRAFFIC COUNT DATA (2019) BLOOMFIELD STREET / ROSS COURT
- APPENDIX E – CRITERIA FOR INTERPRETING SIDRA RESULTS
- APPENDIX F – DETAILED SIDRA RESULTS
- APPENDIX G – EXAMPLES OF SIMILAR SIGNALISED INTERSECTION ARRANGEMENTS



APPENDIX A – TRAFFIC IMPACT ASSESSMENT CERTIFICATION

Appendix B: Traffic impact assessment certification

Certification of Traffic Impact Assessment Report

Registered Professional Engineer Queensland

for

Project title:	
----------------	--

As a professional engineer registered by the Board of Professional Engineers of Queensland pursuant to the *Professional Engineers Act 2002* as competent in my areas of nominated expertise, I understand and recognise:

- the significant role of engineering as a profession, and that
- the community has a legitimate expectation that my certification affixed to this engineering work can be trusted, and that
- I am responsible for ensuring its preparation has satisfied all necessary standards, conduct and contemporary practice.

As the responsible RPEQ, I certify:

- (i) I am satisfied that all submitted components comprising this traffic impact assessment, listed in the following table, have been completed in accordance with the *Guide to Traffic Impact Assessment* published by the Queensland Department of Transport and Main Roads and using sound engineering principles, and
- (ii) where specialised areas of work have not been under my direct supervision, I have reviewed the outcomes of the work and consider the work and its outcomes as suitable for the purposes of this traffic impact assessment, and that
- (iii) the outcomes of this traffic impact assessment are a true reflection of results of assessment, and that
- (iv) I believe the strategies recommended for mitigating impacts by this traffic impact assessment, embrace contemporary practice initiatives and will deliver the desired outcomes.

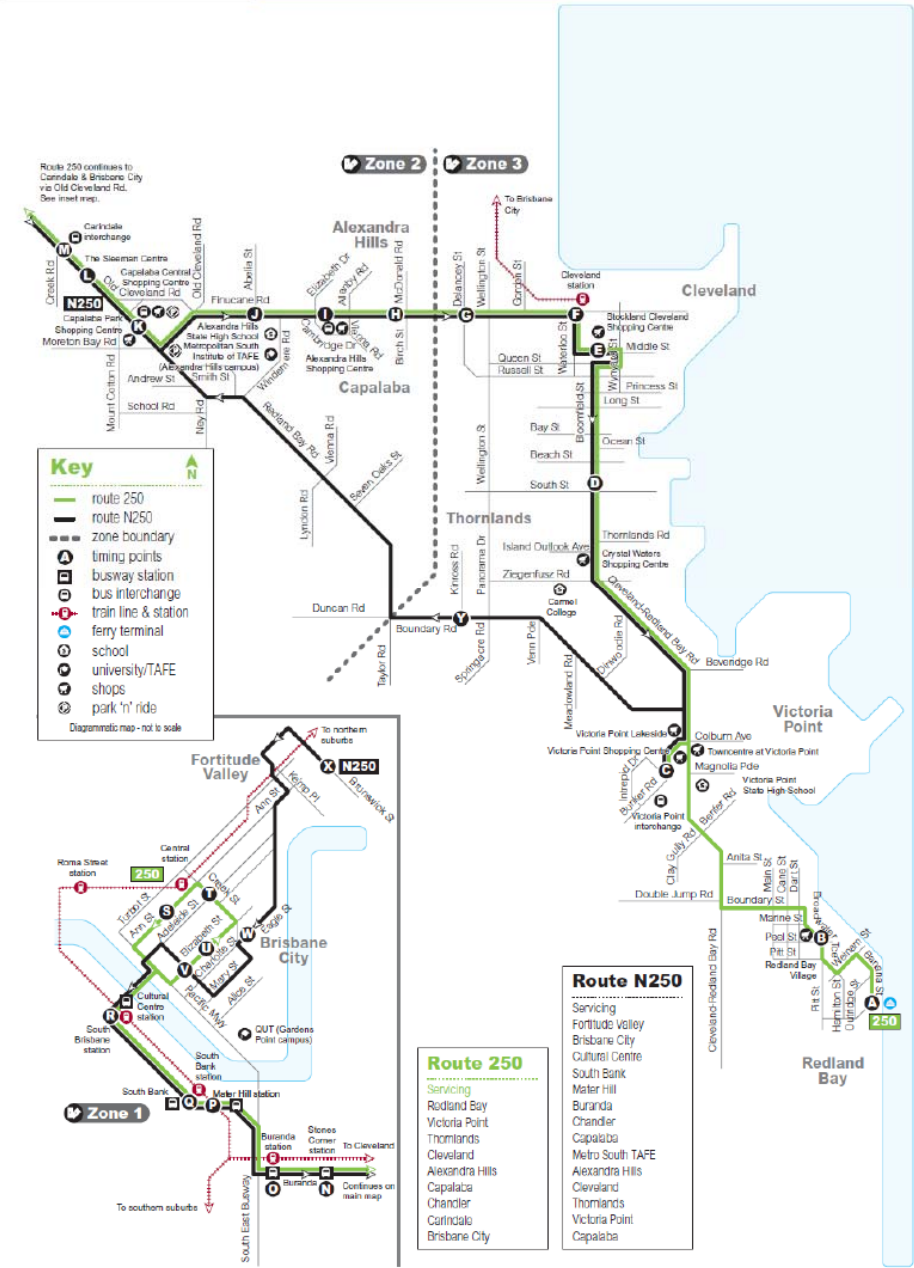
Name:	Luke Rytenskild	RPEQ No:	6293
RPEQ competencies:	Civil Engineer (Traffic Engineering)		
Signature:		Date:	18 March 2020
Postal address:	Po Box 17 Surfers Paradise QLD 4217		
Email:	Luke@rytenskildtraffic.com		



APPENDIX B - ROUTE 250 & N250 TRANSLINK



Routes 250, N250 **Route map** **TRANSLink**





Route 250 **Redland Bay to Brisbane City** servicing Redland Bay, Victoria Point, Thornlands, Cleveland, Alexandra Hills, Capalaba, Chandler and Carindale
Express - Carindale to Stones Corner station

Monday to Friday

Route number	250 am	250 am	250 am	250 am	250 am	250 am	250 am	250 am	250 am	250 am	250 am	250 am	250 am	250 am	250 am	250 am	250 am	250 pm	250 pm	250 pm	250 pm
Ferry arrives Redland Bay Marina	4.50	5.21	5.56	6.30	6.56	7.16	7.51	8.20	8.43	9.25	9.50	-	10.51	11.20	11.51	12.20	-	1.21	-	-	-
Redland Bay Marina (P1)	4.35	5.01	5.31	6.07	6.41	7.06	7.26	8.01	8.31	9.01	9.31	10.01	10.31	11.01	11.31	12.01	12.31	1.01	1.31	2.01	-
Redland Bay Shopping Centre	4.39	5.05	5.35	6.12	6.46	7.11	7.31	8.06	8.36	9.06	9.36	10.06	10.36	11.06	11.36	12.06	12.36	1.06	1.36	2.06	-
Victoria Point interchange stop A	4.49	5.15	5.45	6.22	6.56	7.21	7.41	8.16	8.46	9.16	9.46	10.16	10.46	11.16	11.46	12.16	12.46	1.16	1.46	2.16	-
Bloomfield St at South Street	4.58	5.24	5.54	6.31	7.05	7.30	7.50	8.25	8.56	9.25	9.55	10.25	10.55	11.25	11.55	12.25	12.55	1.25	1.55	2.25	-
Cleveland Shopping Centre	5.04	5.30	6.00	6.39	7.13	7.38	7.58	8.32	9.02	9.32	10.02	10.32	11.02	11.32	12.02	12.32	1.02	1.32	2.02	2.33	-
Cleveland station	5.06	5.32	6.02	6.42	7.16	7.41	8.01	8.34	9.04	9.34	10.04	10.34	11.04	11.34	12.04	12.34	1.04	1.34	2.04	2.36	-
Finucane Rd at Birch Street	5.12	5.38	6.08	6.48	7.22	7.47	8.07	8.40	9.10	9.40	10.10	10.40	11.10	11.40	12.10	12.40	1.10	1.40	2.10	2.42	-
Alexandra Hills Shopping Centre	5.14	5.40	6.10	6.51	7.25	7.50	8.10	8.43	9.13	9.43	10.13	10.43	11.13	11.43	12.13	12.43	1.13	1.43	2.13	2.45	-
Metro South TAFE	5.16	5.42	6.12	6.54	7.28	7.53	8.13	8.45	9.15	9.45	10.15	10.45	11.15	11.45	12.15	12.45	1.15	1.45	2.15	2.48	-
Capalaba interchange stop B	5.23	5.49	6.19	7.03	7.37	8.02	8.22	8.53	9.23	9.53	10.23	10.53	11.23	11.53	12.23	12.53	1.23	1.53	2.23	2.57	-
The Steelman Centre stop A	5.31	5.57	6.27	7.11	7.45	8.10	8.30	9.01	9.31	10.01	10.31	11.01	11.31	12.01	12.31	1.01	1.31	2.01	2.31	3.08	-
Carindale interchange stop J	5.40	6.06	6.36	7.22	7.56	8.21	8.41	9.10	9.40	10.10	10.40	11.10	11.40	12.10	12.40	1.10	1.40	2.10	2.40	3.19	-
Stones Corner station (P1)	-	-	-	7.37	8.11	8.36	8.56	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Buranda busway station	-	-	-	7.41	8.15	8.40	9.00	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Mater Hill station	-	-	-	7.43	8.17	8.42	9.02	-	-	-	-	-	-	-	-	-	-	-	-	-	-
South Bank station	-	-	-	7.46	8.20	8.45	9.05	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Cultural Centre station (P1)	-	-	-	7.49	8.23	8.48	9.08	-	-	-	-	-	-	-	-	-	-	-	-	-	-
City, Elizabeth St stop 85	-	-	-	7.53	8.27	8.52	9.12	-	-	-	-	-	-	-	-	-	-	-	-	-	-

Monday to Friday (cont...)

Route number	250 pm	250 pm	250 pm	250 pm	250 pm	250 pm	250 pm	250 pm	250 pm	250 pm	250 pm
Ferry arrives Redland Bay Marina	2.05	2.31	3.06	3.42	4.26	4.40	5.06	5.56	7.10	-	9.05
Redland Bay Marina (P1)	2.31	3.01	3.31	4.01	4.31	5.01	5.31	6.31	7.31	8.01	9.12
Redland Bay Shopping Centre	2.36	3.06	3.36	4.06	4.36	5.04	5.34	6.34	7.34	8.04	9.15
Victoria Point interchange stop A	2.46	3.16	3.46	4.16	4.46	5.13	5.43	6.43	7.43	8.13	9.24
Bloomfield St at South St	2.55	3.25	3.55	4.25	4.55	5.21	5.51	6.51	7.51	8.21	9.32
Cleveland Shopping Centre	3.03	3.33	4.03	4.32	5.02	5.26	5.56	6.56	7.56	8.26	9.37
Cleveland station	3.06	3.36	4.06	4.34	5.04	5.28	5.58	6.58	7.58	8.28	9.39
Finucane Rd at Birch St	3.12	3.42	4.12	4.40	5.10	5.34	6.04	7.04	8.04	8.34	9.45
Alexandra Hills Shopping Centre	3.15	3.45	4.15	4.43	5.13	5.36	6.06	7.06	8.06	8.36	9.47
Metro South TAFE	3.18	3.48	4.18	4.45	5.15	5.38	6.08	7.08	8.08	8.38	9.49
Capalaba interchange stop B	3.27	3.57	4.27	4.53	5.23	5.43	6.13	7.13	8.13	8.43	9.54
The Steelman Centre stop A	3.38	4.08	4.38	5.01	5.31	5.50	6.20	7.20	8.20	8.50	10.01
Carindale interchange stop J	3.49	4.19	4.49	5.10	5.40	5.58	6.28	7.28	8.28	8.58	10.09
Stones Corner station (P1)	-	-	-	-	-	-	-	-	-	-	-
Buranda busway station	-	-	-	-	-	-	-	-	-	-	-
Mater Hill station	-	-	-	-	-	-	-	-	-	-	-
South Bank station	-	-	-	-	-	-	-	-	-	-	-
Cultural Centre station (P1)	-	-	-	-	-	-	-	-	-	-	-
City, Elizabeth St stop 85	-	-	-	-	-	-	-	-	-	-	-

Explanations

- P1 Platform 1
 - Bus does not travel via this location.
- Note: Passengers can transfer at Carindale interchange to continue to Brisbane City, during off peak service times.

Ferry connections

Shaded row highlights the next available ferry arrival times. While operators make every effort to ensure services run to schedule as per the timetable, there can be no guarantee of connections between ferries or between ferry and bus services.



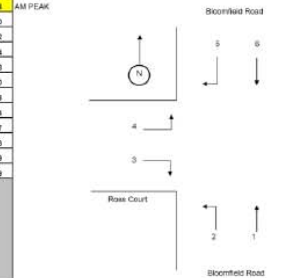
APPENDIX C – TRAFFIC COUNT DATA (2010)

Traffic Survey
 Date: Thursday 29th July 2010
 Address: Bloomfield Rd / Rose Crk, Cleveland
 Name: Kevin Hughes
 Job no: 10312



TIME	MOVEMENT						TOTAL
	1	2	3	4	5	6	
7:00 - 7:15	193	5	4	1	2	56	233
7:15 - 7:30	175	4	1	3	7	65	235
7:30 - 7:45	183	11	2	6	4	72	278
7:45 - 8:00	284	1	3	6	19	108	430
8:00 - 8:15	283	10	7	6	16	109	430
8:15 - 8:30	269	11	4	6	22	131	445
8:30 - 8:45	250	17	1	12	12	117	489
8:45 - 9:00	243	31	6	15	25	91	411
9:00 - 9:15	419	17	9	18	19	87	589
9:15 - 9:30	187	15	8	17	21	123	341
9:30 - 9:45	125	41	6	17	18	114	311
9:45 - 10:00	137	8	3	12	21	81	273
10:00 - 10:15	104	11	9	6	9	91	233
10:15 - 10:30	141	10	6	20	14	122	313
10:30 - 10:45	30	10	6	15	10	56	228
10:45 - 11:00	96	12	8	12	15	106	249
11:00 - 11:15	227	11	7	14	17	116	286
11:15 - 11:30	236	12	5	21	19	115	312
11:30 - 11:45	192	7	12	26	30	105	272
11:45 - 12:00	87	6	9	21	13	61	228
12:00 - 12:15	LUNCH BREAK						
12:15 - 12:30	LUNCH BREAK						
12:30 - 12:45	LUNCH BREAK						
12:45 - 1:00	LUNCH BREAK						
1:00 - 1:15	80	6	9	16	17	81	219
1:15 - 1:30	85	5	8	12	24	102	236
1:30 - 1:45	104	14	10	20	18	128	284
1:45 - 2:00	195	15	15	14	22	117	288
2:00 - 2:15	133	8	6	37	18	118	310
2:15 - 2:30	150	8	11	26	21	124	340
2:30 - 2:45	159	8	11	26	21	151	371
2:45 - 3:00	151	10	9	22	19	184	355
3:00 - 3:15	153	13	12	13	20	175	390
3:15 - 3:30	171	14	9	24	18	244	479
3:30 - 3:45	156	14	9	24	16	151	462
3:45 - 4:00	170	16	11	20	27	204	449
4:00 - 4:15	196	2	8	21	15	166	342
4:15 - 4:30	132	12	17	16	19	225	414
4:30 - 4:45	112	1	14	19	8	205	349
4:45 - 5:00	72	3	6	16	11	126	289
5:00 - 5:15	118	4	13	11	6	268	440
5:15 - 5:30	148	4	5	12	11	226	409
5:30 - 5:45	116	6	9	9	7	193	349
5:45 - 6:00	113	2	10	6	6	167	302

TIME	MOVEMENT						TOTAL
	1	2	3	4	5	6	
7:00 - 8:00	216	21	10	15	27	303	1176
7:15 - 8:15	505	26	11	15	45	354	1580
7:30 - 8:30	1010	33	16	24	61	420	1673
7:45 - 8:45	1088	32	16	30	69	465	1794
8:00 - 9:00	1245	69	18	40	75	448	1895
8:15 - 9:15	1181	76	20	53	78	426	1834
8:30 - 9:30	1068	80	24	62	77	418	1730
8:45 - 9:45	944	164	20	67	83	415	1642
9:00 - 10:00	838	62	28	64	89	415	1594
9:15 - 10:15	523	76	26	55	89	419	1168
9:30 - 10:30	507	71	24	58	82	418	1180
9:45 - 10:45	672	40	24	56	34	402	1048
10:00 - 11:00	631	43	29	56	49	417	1024
10:15 - 11:15	454	43	27	61	95	436	1077
10:30 - 11:30	445	45	25	62	61	453	1076
10:45 - 11:45	456	42	32	75	71	440	1119
11:00 - 12:00	456	39	32	94	89	415	1099
11:15 - 12:15	LUNCH BREAK						
11:30 - 12:30	LUNCH BREAK						
11:45 - 12:45	LUNCH BREAK						
12:00 - 1:00	LUNCH BREAK						
12:15 - 1:15	LUNCH BREAK						
12:30 - 1:30	LUNCH BREAK						
12:45 - 1:45	LUNCH BREAK						
1:00 - 2:00	374	40	42	62	81	430	1037
1:15 - 2:15	427	42	39	73	82	465	1128
1:30 - 2:30	432	45	42	67	79	467	1232
1:45 - 2:45	547	40	43	67	82	510	1309
2:00 - 3:00	593	35	37	95	79	837	1376
2:15 - 3:15	613	42	43	83	81	964	1496
2:30 - 3:30	634	48	41	81	75	715	1595
2:45 - 3:45	633	53	38	85	71	748	1628
3:00 - 4:00	652	53	45	96	79	806	1716
3:15 - 4:15	605	40	36	92	74	821	1669
3:30 - 4:30	567	36	44	84	76	796	1693
3:45 - 4:45	521	23	50	70	65	820	1581
4:00 - 5:00	423	25	45	74	62	729	1385
4:15 - 5:15	426	24	50	61	49	670	1482
4:30 - 5:30	499	18	38	57	36	679	1478
4:45 - 5:45	454	23	33	47	35	595	1458
5:00 - 6:00	485	16	37	37	30	677	1492





APPENDIX D – TRAFFIC COUNT DATA (2018 / 2019)

MANUAL TRAFFIC SURVEY RESULTS



Method: Manual
 RTE ID: 19203
 Location: Bloomfield St / Ross Court, Cleveland
 Date: Wednesday 26 June 2019
 Comments: Fine weather

Time	Southern Leg			Northern Leg			Western Leg			Eastern Leg			Total	Cumul Total
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right		
6:00	3	106	0	0	59	3	1	0	2	0	0	0	174	
6:15	3	111	0	0	52	2	2	0	3	0	0	0	173	
6:30	2	119	0	0	55	2	2	0	2	0	0	0	182	
6:45	4	131	0	0	62	4	3	0	3	0	0	0	206	735
7:00	5	174	0	0	63	3	2	0	4	0	0	0	251	812
7:15	6	200	0	0	70	8	5	0	4	0	0	0	293	932
7:30	12	217	0	0	78	12	7	0	3	0	0	0	329	1079
7:45	7	326	0	0	117	16	6	0	5	0	0	0	476	1348
8:00	11	306	0	0	118	17	6	0	6	0	0	0	463	1561
8:15	13	291	0	0	141	23	8	0	5	0	0	0	482	1750
8:30	14	270	0	0	126	16	13	0	4	0	0	0	443	1865
8:45	25	262	0	0	98	28	17	0	7	0	0	0	436	1824
9:00	18	453	0	0	94	21	19	0	10	0	0	0	614	1976
9:15	17	170	0	0	133	20	18	0	9	0	0	0	366	1860
9:30	38	135	0	0	123	17	19	0	5	0	0	0	337	1754
9:45	21	148	0	0	98	20	15	0	4	0	0	0	306	1624
10:00	14	112	0	0	98	12	12	0	10	0	0	0	259	1268
10:15	12	152	0	0	132	15	21	0	8	0	0	0	340	1242
10:30	12	97	0	0	106	12	17	0	8	0	0	0	252	1157
10:45	14	104	0	0	114	17	14	0	9	0	0	0	272	1123
11:00	12	137	0	0	119	15	13	0	8	0	0	0	304	1168
11:15	14	147	0	0	129	21	20	0	7	0	0	0	337	1166
11:30	8	108	0	0	113	22	25	0	10	0	0	0	286	1200
11:45	11	94	0	0	87	16	27	0	9	0	0	0	244	1172
AM Peak Hour	70	1275	0	0	460	86	58	0	26	0	0	0	1976	
Time	S Left	S Thru	S Right	N Left	N Thru	N Right	W Left	W Thru	W Right	E Left	E Thru	E Right	Total	Cumul Tot
12:00	3	75	0	0	95	17	12	0	10	0	0	0	212	
12:15	3	82	0	0	101	14	14	0	8	0	0	0	222	
12:30	4	85	0	0	97	15	13	0	9	0	0	0	223	
12:45	5	90	0	0	99	16	15	0	10	0	0	0	235	892
13:00	7	86	0	0	98	17	16	0	10	0	0	0	235	915
13:15	7	92	0	0	110	22	12	0	8	0	0	0	251	944
13:30	13	112	0	0	138	19	20	0	12	0	0	0	315	1035
13:45	17	113	0	0	126	23	14	0	14	0	0	0	308	1108
14:00	9	144	0	0	127	19	27	0	11	0	0	0	337	1210
14:15	10	162	0	0	134	22	26	0	13	0	0	0	367	1326
14:30	11	172	0	0	163	21	20	0	13	0	0	0	400	1412
14:45	12	163	0	0	156	22	22	0	11	0	0	0	386	1489
15:00	16	165	0	0	189	21	15	0	13	0	0	0	419	1572
15:15	15	185	0	0	265	18	24	0	11	0	0	0	517	1722
15:30	15	171	0	0	197	19	24	0	7	0	0	0	432	1754
15:45	12	184	0	0	220	25	23	0	12	0	0	0	476	1845
16:00	7	114	0	0	205	17	21	0	9	0	0	0	374	1799
16:15	11	144	0	0	238	15	16	0	15	0	0	0	438	1720
16:30	5	121	0	0	222	18	19	0	17	0	0	0	400	1688
16:45	10	78	0	0	168	12	15	0	9	0	0	0	292	1505
17:00	6	127	0	0	311	8	11	0	12	0	0	0	475	1606
17:15	6	160	0	0	247	12	12	0	9	0	0	0	446	1614
17:30	7	125	0	0	208	11	8	0	11	0	0	0	372	1586
17:45	5	122	0	0	180	7	5	0	10	0	0	0	329	1623
PM Peak Hour	56	704	0	0	870	83	86	0	43	0	0	0	1845	



MANUAL TRAFFIC SURVEY RESULTS



Method: Manual
 RTE ID: 19203
 Location: Bloomfield St / Ross Court, Cleveland
 Date: Thursday 27 June 2019
 Comments: Fine weather

Time	Southern Leg			Northern Leg			Western Leg			Eastern Leg			Total	Cumul Total
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right		
6:00	4	109	0	0	61	4	3	0	2	0	0	0	183	
6:15	3	116	0	0	58	4	2	0	3	0	0	0	186	
6:30	3	121	0	0	54	3	2	0	3	0	0	0	186	
6:45	5	129	0	0	67	5	4	0	4	0	0	0	214	769
7:00	7	181	0	0	65	6	5	0	5	0	0	0	269	855
7:15	10	201	0	0	72	10	4	0	4	0	0	0	301	970
7:30	13	205	0	0	81	14	8	0	6	0	0	0	327	1111
7:45	8	315	0	0	115	17	7	0	4	0	0	0	466	1363
8:00	13	307	0	0	121	15	8	0	4	0	0	0	468	1562
8:15	12	299	0	0	137	21	8	0	3	0	0	0	480	1741
8:30	17	292	0	0	131	19	12	0	5	0	0	0	476	1890
8:45	21	289	0	0	107	22	15	0	6	0	0	0	460	1884
9:00	20	439	0	0	103	20	17	0	9	0	0	0	608	2024
9:15	15	320	0	0	127	19	17	0	11	0	0	0	509	2053
9:30	31	211	0	0	121	18	21	0	7	0	0	0	409	1986
9:45	28	172	0	0	103	19	17	0	8	0	0	0	347	1873
10:00	22	151	0	0	106	22	14	0	8	0	0	0	323	1588
10:15	14	155	0	0	123	17	19	0	9	0	0	0	337	1416
10:30	13	102	0	0	117	18	18	0	9	0	0	0	277	1284
10:45	16	108	0	0	112	15	17	0	11	0	0	0	279	1216
11:00	14	132	0	0	105	17	15	0	9	0	0	0	292	1185
11:15	14	143	0	0	120	20	21	0	10	0	0	0	328	1176
11:30	12	141	0	0	119	21	23	0	9	0	0	0	325	1224
11:45	14	105	0	0	107	17	24	0	8	0	0	0	275	1220
AM Peak Hour	73	1340	0	0	468	80	61	0	31	0	0	0	2053	
Time	S Left	S Thru	S Right	N Left	N Thru	N Right	W Left	W Thru	W Right	E Left	E Thru	E Right	Total	Cumul Tot
12:00	4	71	0	0	99	15	13	0	9	0	0	0	211	
12:15	4	79	0	0	103	15	13	0	9	0	0	0	223	
12:30	5	78	0	0	104	17	17	0	7	0	0	0	228	
12:45	7	92	0	0	98	19	14	0	8	0	0	0	238	900
13:00	11	93	0	0	101	21	16	0	11	0	0	0	253	942
13:15	9	97	0	0	103	20	13	0	10	0	0	0	252	971
13:30	14	117	0	0	131	18	19	0	13	0	0	0	312	1055
13:45	12	119	0	0	127	17	17	0	15	0	0	0	307	1124
14:00	15	131	0	0	127	19	21	0	13	0	0	0	326	1197
14:15	12	159	0	0	131	21	20	0	14	0	0	0	357	1302
14:30	12	171	0	0	167	22	18	0	14	0	0	0	404	1394
14:45	16	169	0	0	151	20	20	0	10	0	0	0	386	1473
15:00	12	168	0	0	190	20	17	0	14	0	0	0	421	1568
15:15	17	181	0	0	251	19	21	0	13	0	0	0	502	1713
15:30	13	172	0	0	193	20	20	0	16	0	0	0	434	1743
15:45	15	180	0	0	218	22	23	0	11	0	0	0	469	1826
16:00	8	151	0	0	203	18	19	0	10	0	0	0	409	1814
16:15	10	141	0	0	231	13	19	0	12	0	0	0	426	1738
16:30	7	125	0	0	227	17	21	0	15	0	0	0	412	1716
16:45	9	103	0	0	219	13	17	0	11	0	0	0	372	1619
17:00	9	121	0	0	312	12	14	0	9	0	0	0	477	1687
17:15	8	156	0	0	261	9	13	0	10	0	0	0	457	1718
17:30	10	120	0	0	243	10	11	0	12	0	0	0	406	1712
17:45	8	119	0	0	197	9	8	0	9	0	0	0	350	1690
PM Peak Hour	57	701	0	0	852	81	81	0	54	0	0	0	1826	



BLOOMFIELD STREET / LONG STREET

MANUAL TRAFFIC SURVEY RESULTS



Method: Manual Surveyor: Tony Weldon
 RTE ID: 17179
 Location: Bloomfield St / Long Street, Cleveland (roundabout)
 Date: Thursday 17 May 2018
 Comments: Fine weather

Time	Southern Leg				Northern Leg				Western Leg				Eastern Leg				Total	Cumul Total
	Left	Thru	Right	U-turn	Left	Thru	Right	U-turn	Left	Thru	Right	U-turn	Left	Thru	Right	U-turn		
7:00	6	211	9	1	4	95	3	0	7	3	7	0	13	2	12	0	373	373
7:15	5	262	10	0	3	101	4	0	9	2	10	0	17	0	13	0	436	809
7:30	7	268	11	0	5	112	5	1	8	0	9	1	15	0	15	0	457	1266
7:45	9	266	13	1	4	119	9	0	10	1	8	0	21	1	13	0	475	1741
8:00	8	281	11	2	4	126	4	0	9	3	11	0	18	0	19	0	496	1864
8:15	10	290	14	1	3	122	3	0	11	2	13	0	21	1	17	0	508	1936
8:30	11	297	13	2	7	137	5	1	13	2	14	0	17	2	16	0	537	2016
8:45	12	293	12	1	6	141	5	0	12	1	16	0	23	1	17	0	540	2081
9:00	13	393	15	0	6	137	7	1	14	2	17	0	23	2	19	0	649	2234
9:15	11	361	11	1	5	141	6	1	14	3	21	0	19	2	16	0	612	2338
9:30	10	317	10	0	4	128	5	0	12	2	15	0	12	1	14	0	530	2331
9:45	9	297	12	0	4	131	5	2	8	1	15	1	13	0	13	0	511	2302
10:00	8	291	9	1	3	115	4	0	9	2	18	0	16	1	13	1	490	2143
10:15	7	262	7	0	5	104	5	1	12	2	14	0	12	0	11	0	442	1973
AM Peak Hour	47	1344	51	4	24	556	23	3	53	8	68	0	82	7	68	0	2338	
14:30	9	162	11	0	11	151	12	0	6	3	8	0	8	2	9	0	392	392
14:45	8	170	9	0	9	162	11	1	7	2	7	0	9	2	10	0	407	799
15:00	11	161	16	0	13	171	15	0	9	2	9	0	9	3	11	0	430	1229
15:15	9	182	15	1	15	212	19	2	12	1	10	0	11	2	10	0	501	1730
15:30	12	168	18	0	14	217	17	0	11	2	8	0	10	1	12	0	490	1828
15:45	13	173	16	0	12	207	15	1	10	2	11	0	8	2	9	0	479	1900
16:00	11	159	12	0	10	170	14	1	9	1	9	0	10	3	7	0	415	1885
16:15	14	151	9	0	9	152	11	0	8	3	10	0	9	2	9	1	387	1771
16:30	13	162	10	0	13	160	15	0	9	2	12	0	11	1	9	0	417	1698
16:45	10	157	12	0	10	148	14	1	11	2	9	0	12	2	11	0	399	1618
17:00	8	162	11	0	11	146	14	0	9	1	8	0	10	2	8	0	390	1593
17:15	9	160	9	0	8	158	18	2	10	0	9	0	9	1	8	0	399	1605
17:30	8	148	9	0	10	142	12	1	12	1	10	0	10	3	9	0	375	1563
17:45	10	141	7	0	12	138	13	0	8	2	9	0	7	0	7	0	354	1518
PM Peak Hour	45	684	65	1	54	807	66	3	42	7	38	0	38	8	42	0	1900	



BLOOMFIELD STREET / RUSSELL STREET

MANUAL TRAFFIC SURVEY RESULTS



Method: Manual Surveyor: Michael salv
 RTE ID: 17179
 Location: Bloomfield St / Russell Street, Cleveland (roundabout)
 Date: Thursday 15 November 2018
 Comments: Fine weather

Time	Southern Leg				Northern Leg				Western Leg				Eastern Leg				Total	Cumul Total
	Left	Thru	Right	U-turn	Left	Thru	Right	U-turn	Left	Thru	Right	U-turn	Left	Thru	Right	U-turn		
7:00	188	45	1	0	0	18	12	0	11	0	70	0	0	0	0	0	345	345
7:15	169	47	0	0	1	21	12	0	14	1	80	1	1	0	0	0	347	692
7:30	175	51	1	0	0	26	15	1	13	0	77	0	1	1	1	0	362	1054
7:45	187	67	1	0	1	25	11	1	16	0	75	0	0	1	0	0	385	1439
8:00	194	71	2	0	1	22	13	0	14	1	83	2	0	0	1	0	404	1498
8:15	191	78	0	0	0	24	11	0	15	1	92	1	1	1	0	0	415	1566
8:30	254	81	1	0	1	31	13	0	18	0	102	0	0	0	0	0	501	1705
8:45	261	92	1	0	0	27	17	0	24	1	111	2	1	0	0	0	537	1857
9:00	277	97	0	0	1	25	13	1	20	0	104	1	0	0	0	0	539	1992
9:15	252	82	2	0	1	29	14	0	19	0	105	1	0	0	1	0	506	2083
9:30	232	72	0	0	0	23	12	0	16	0	87	0	1	0	0	0	443	2025
9:45	177	65	1	0	0	24	14	1	13	1	75	1	0	1	1	0	374	1862
10:00	187	59	1	0	1	26	11	0	14	2	80	0	1	0	1	0	383	1706
10:15	168	61	0	0	0	22	10	0	13	0	67	0	0	0	0	0	341	1541
AM Peak Hour	1044	352	4	0	3	112	57	1	81	1	422	4	1	0	1	0	2083	
Time	Southern Leg				Northern Leg				Western Leg				Eastern Leg				Total	Cumul Total
	Left	Thru	Right	U-turn	Left	Thru	Right	U-turn	Left	Thru	Right	U-turn	Left	Thru	Right	U-turn		
14:30	121	30	0	0	0	71	15	0	12	1	118	1	0	0	0	0	369	369
14:45	132	32	1	1	1	78	17	0	11	0	112	0	1	1	0	0	387	756
15:00	146	41	1	0	1	87	17	0	14	1	145	1	1	0	1	0	456	1212
15:15	157	45	0	0	1	87	20	0	13	0	193	2	1	1	0	0	520	1732
15:30	171	49	1	1	0	95	18	0	14	1	188	0	0	0	0	0	538	1901
15:45	148	43	1	0	0	86	17	0	12	0	168	1	0	0	0	0	476	1990
16:00	141	29	0	0	0	70	15	0	10	0	141	1	0	0	0	0	407	1941
16:15	136	33	0	0	1	68	16	0	12	0	119	0	0	1	1	0	387	1808
16:30	142	28	0	1	0	72	13	0	11	0	126	0	0	1	1	0	395	1665
16:45	123	27	0	0	1	75	15	0	15	1	120	1	1	0	0	0	379	1568
17:00	115	32	1	0	0	78	14	0	13	0	131	0	0	0	1	0	385	1546
17:15	107	37	0	0	0	75	14	0	13	1	126	0	1	0	0	0	374	1533
17:30	120	39	0	0	0	63	17	0	14	0	122	0	0	0	0	0	375	1513
17:45	117	35	0	0	0	60	16	0	12	0	126	0	0	0	0	0	366	1500
PM Peak Hour	622	178	3	1	2	355	72	0	53	2	694	4	2	1	1	0	1990	



APPENDIX E – CRITERIA FOR INTERPRETING SIDRA RESULTS

Level of Service (LOS)

LOS	Traffic Signals and Roundabouts	Give Way and Stop Signs
'A'		Good operation.
'B'	Good operation.	Acceptable delays and spare capacity.
	Good with acceptable delays and spare capacity.	
'C'	Satisfactory.	Satisfactory but accident study required.
'D'	Operating near capacity.	Near capacity and accident study required.
'E'	At capacity; at signals incidents will cause excessive delays. Roundabouts require other control mode.	At capacity and requires other control mode.
'F'	Unsatisfactory and requires additional capacity.	Unsatisfactory and requires other control mode.

2. Average Vehicle Delay (AVD)

The AVD provides a measure of the operational performance of an intersection as indicated on the table below which relates AVD to LOS. The AVD’s listed in the table should be taken as a guide only as longer delays could be tolerated in some locations (i.e. inner city conditions) and on some roads (i.e. minor side street intersecting with a major arterial route).

Level of Service	Average Delay per Vehicle (secs/veh)	Traffic Signals, Roundabout	Give Way and Stop Signs
A	less than 14	Good operation.	Good operation.
B	15 to 28	Good with acceptable delays and spare capacity.	Acceptable delays and spare capacity.
C	29 to 42	Satisfactory.	Satisfactory but accident study required.
D	43 to 56	Operating near capacity.	Near capacity and accident study required.
E	57 to 70	At capacity; at signals incidents will cause excessive delays. Roundabouts require other control mode.	At capacity and requires other control mode.

3. Degree of Saturation (DS)

The DS is another measure of the operational performance of individual intersections.

For intersections controlled by **traffic signals**¹ both queue length and delay increase rapidly as DS approaches 1, and it is usual to attempt to keep DS to less than 0.9. Values of DS in the order of 0.7 generally represent satisfactory intersection operation. When DS exceeds 0.9 queues can be anticipated.

For intersections controlled by a **roundabout or GIVE WAY or STOP signs**, satisfactory intersection operation is indicated by a DS of 0.8 or less.

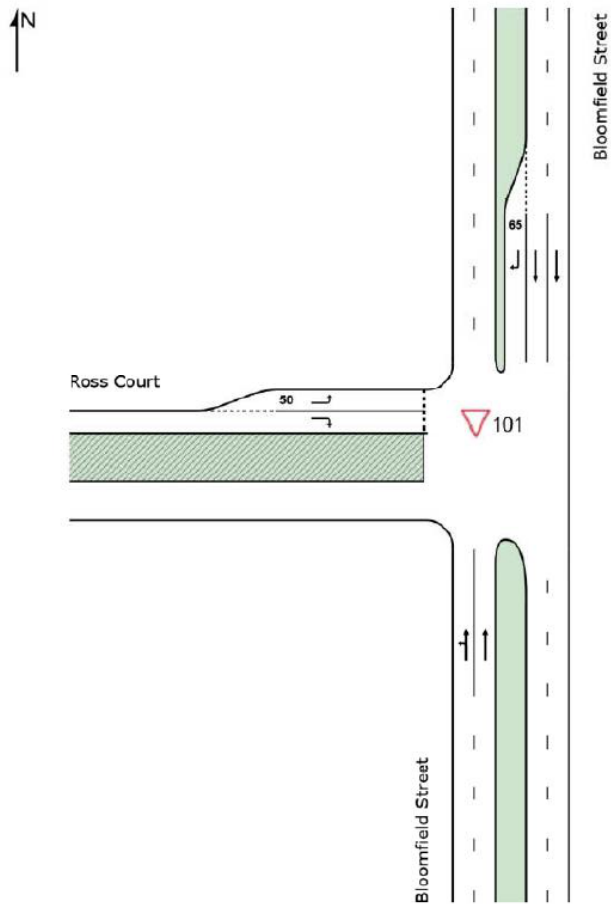
¹The values of DS for intersections under traffic signal control are only valid for cycle length of 120 secs.



APPENDIX F – DETAILED SIDRA RESULTS

EXISTING INTERSECTION ARRANGEMENT

- 2019 AM PEAK - Surveyed Traffic
- 2019 PM Peak – Surveyed Traffic
- 2023 AM Peak – Background Traffic
- 2023 PM Peak – Background Traffic





MOVEMENT SUMMARY

▽ Site: 101 [2019 AM Peak - Without Development]

19203 - Boomfield Street / Ross Court Intersection
 Site Category: (None)
 Giveway / Yield (Two-Way)

Movement Performance - Vehicles												
Mov ID	Turn	Demand	Flows	Deg. Satn	Average Delay	Level of Service	95% Back of Queue	Prop. Queued	Effective Stop Rate	Aver. No. Cycles	Average Speed	
		Total veh/h	HV %	v/c	sec		Vehicles veh	Distance m			km/h	
South: Bloomfield Street												
1	L2	73	5.0	0.382	5.6	LOSA	0.0	0.0	0.00	0.00	57.5	
2	T1	1340	8.0	0.382	0.1	LOSA	0.0	0.0	0.00	0.00	59.6	
Approach		1413	7.8	0.382	0.3	NA	0.0	0.0	0.00	0.00	59.5	
North: Bloomfield Street												
8	T1	468	8.0	0.127	0.0	LOSA	0.0	0.0	0.00	0.00	60.0	
9	R2	80	5.0	0.442	32.7	LOS D	1.6	11.9	0.92	1.03	38.4	
Approach		548	7.6	0.442	4.8	NA	1.6	11.9	0.13	0.15	55.4	
West: Ross Court												
10	L2	61	5.0	0.103	9.9	LOSA	0.4	2.6	0.57	0.57	50.3	
12	R2	31	5.0	2.090	2235.5	LOS F	25.5	186.4	1.00	2.02	1.5	
Approach		92	5.0	2.090	759.8	LOS F	25.5	186.4	0.71	1.22	4.2	
All Vehicles		2053	7.6	2.090	35.6	NA	25.5	186.4	0.07	0.12	37.1	

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
 Vehicle movement LOS values are based on average delay per movement.
 Minor Road Approach LOS values are based on average delay for all vehicle movements.
 NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
 SIDRA Standard Delay Model is used. Control Delay includes Geometric Delay.
 Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
 HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.



MOVEMENT SUMMARY

▽ Site: 101 [2019 PM Peak - Without Development]

19203 - Boomfield Street / Ross Court Intersection
 Site Category: (None)
 Giveaway / Yield (Two-Way)

Movement Performance - Vehicles												
Mov ID	Turn	Demand Flows		Deg. Satn	Average Delay	Level of Service	95% Back of Queue Vehicles	Queue Distance	Prop. Queued	Effective Stop Rate	Aver. No. Cycles	Average Speed
		Total veh/h	HV %	v/c	sec		veh	m				km/h
South: Bloomfield Street												
1	L2	57	5.0	0.205	5.6	LOS A	0.0	0.0	0.00	0.09	0.00	57.3
2	T1	701	8.0	0.205	0.0	LOS A	0.0	0.0	0.00	0.04	0.00	59.6
Approach		758	7.8	0.205	0.4	NA	0.0	0.0	0.00	0.04	0.00	59.4
North: Bloomfield Street												
8	T1	852	8.0	0.231	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	59.9
9	R2	81	5.0	0.141	10.8	LOS B	0.5	3.8	0.63	0.84	0.63	49.8
Approach		933	7.7	0.231	1.0	NA	0.5	3.8	0.05	0.07	0.05	58.9
West: Ross Court												
10	L2	81	5.0	0.088	7.2	LOS A	0.3	2.3	0.40	0.64	0.40	52.2
12	R2	54	5.0	1.329	771.3	LOS F	21.1	154.3	1.00	2.34	7.02	4.3
Approach		135	5.0	1.329	312.9	LOS F	21.1	154.3	0.64	1.32	3.05	9.5
All Vehicles		1826	7.6	1.329	23.8	NA	21.1	154.3	0.08	0.15	0.25	42.7

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
 Vehicle movement LOS values are based on average delay per movement.
 Minor Road Approach LOS values are based on average delay for all vehicle movements.
 NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
 SIDRA Standard Delay Model is used. Control Delay includes Geometric Delay.
 Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
 HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.



MOVEMENT SUMMARY

▽ Site: 101 [2023 AM Peak - Without Development]

19203 - Boomfield Street / Ross Court Intersection
 Site Category: (None)
 Giveaway / Yield (Two-Way)

Movement Performance - Vehicles												
Mov ID	Turn	Demand Total veh/h	Flows HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance m	Prop. Queued	Effective Stop Rate	Aver. No. Cycles	Average Speed km/h
South: Bloomfield Street												
1	L2	73	5.0	0.399	5.6	LOS A	0.0	0.0	0.00	0.06	0.00	57.5
2	T1	1405	8.0	0.399	0.1	LOS A	0.0	0.0	0.00	0.03	0.00	59.6
Approach		1478	7.9	0.399	0.3	NA	0.0	0.0	0.00	0.03	0.00	59.5
North: Bloomfield Street												
8	T1	491	8.0	0.133	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	60.0
9	R2	80	5.0	0.509	39.3	LOS E	1.9	13.8	0.94	1.05	1.27	35.9
Approach		571	7.6	0.509	5.5	NA	1.9	13.8	0.13	0.15	0.18	54.8
West: Ross Court												
10	L2	61	5.0	0.108	10.3	LOS B	0.4	2.7	0.59	0.83	0.59	50.0
12	R2	31	5.0	2.801	3525.5	LOS F	31.7	231.8	1.00	1.94	5.48	1.0
Approach		92	5.0	2.801	1194.8	LOS F	31.7	231.8	0.73	1.20	2.24	2.8
All Vehicles		2141	7.7	2.801	53.0	NA	31.7	231.8	0.07	0.11	0.14	31.3

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
 Vehicle movement LOS values are based on average delay per movement.
 Minor Road Approach LOS values are based on average delay for all vehicle movements.
 NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
 SIDRA Standard Delay Model is used. Control Delay includes Geometric Delay.
 Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
 HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.



MOVEMENT SUMMARY

Site: 101 [2023 PM Peak - Without Development]

19203 - Boomfield Street / Ross Court Intersection
 Site Category: (None)
 Giveaway / Yield (Two-Way)

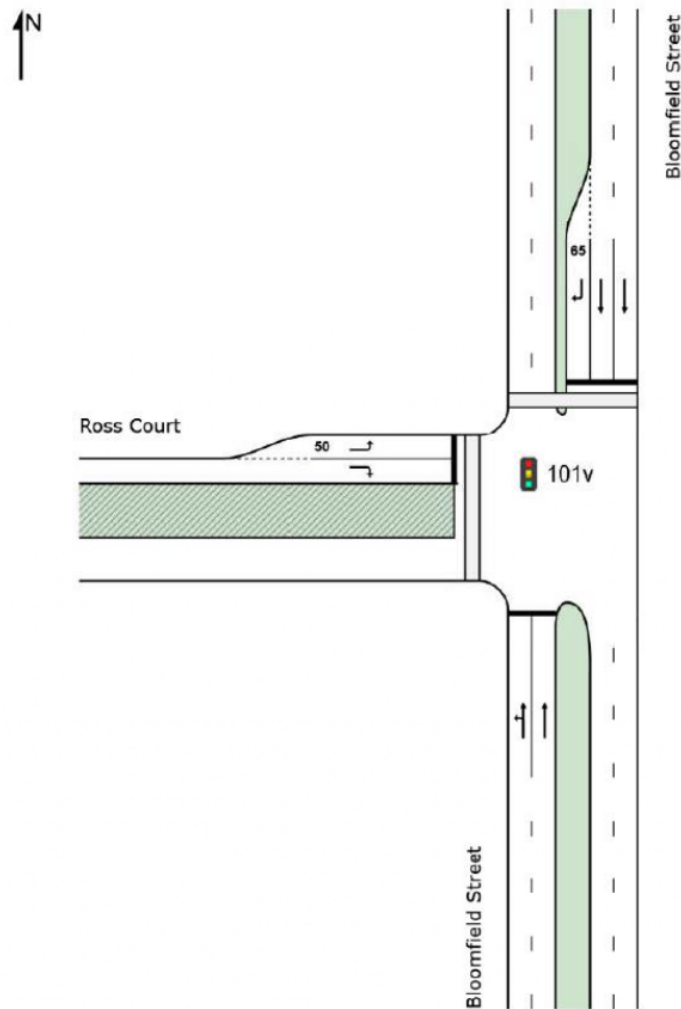
Movement Performance - Vehicles												
Mov ID	Turn	Demand Total veh/h	Flows HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance m	Prop. Queued	Effective Stop Rate	Aver. No. Cycles	Average Speed km/h
South: Bloomfield Street												
1	L2	57	5.0	0.214	5.6	LOSA	0.0	0.0	0.00	0.09	0.00	57.3
2	T1	735	8.0	0.214	0.0	LOSA	0.0	0.0	0.00	0.04	0.00	59.6
Approach		792	7.8	0.214	0.4	NA	0.0	0.0	0.00	0.04	0.00	59.4
North: Bloomfield Street												
8	T1	893	8.0	0.242	0.0	LOSA	0.0	0.0	0.00	0.00	0.00	59.9
9	R2	81	5.0	0.148	11.2	LOS B	0.5	4.0	0.65	0.85	0.65	49.6
Approach		974	7.8	0.242	1.0	NA	0.5	4.0	0.05	0.07	0.05	58.9
West: Ross Court												
10	L2	81	5.0	0.090	7.3	LOSA	0.3	2.4	0.41	0.65	0.41	52.1
12	R2	54	5.0	1.617	1270.3	LOS F	30.5	222.4	1.00	2.54	8.43	2.7
Approach		135	5.0	1.617	512.5	LOS F	30.5	222.4	0.65	1.45	3.62	6.2
All Vehicles		1901	7.6	1.617	37.1	NA	30.5	222.4	0.07	0.16	0.28	36.8

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
 Vehicle movement LOS values are based on average delay per movement.
 Minor Road Approach LOS values are based on average delay for all vehicle movements.
 NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
 SIDRA Standard Delay Model is used. Control Delay includes Geometric Delay.
 Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
 HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.



SIGNALS (BLOOMFIELD STREET / ROSS COURT INTERSECTION)

- 2023 AM Peak – Background Traffic
- 2023 PM Peak – Background Traffic
- 2023 AM Peak – Design Traffic [With Development]
- 2023 PM Peak – Design Traffic [With Development]
- 2036 AM Peak – Design Traffic [With Development]
- 2036 PM Peak – Design Traffic [With Development]





MOVEMENT SUMMARY

Site: 101v [2023 AM Peak - Without Development]

19203 - Boomfield Street / Ross Court Intersection

Site Category: (None)

Signals - Fixed Time Isolated Cycle Time = 120 seconds (Site Optimum Cycle Time - Minimum Delay)

Movement Performance - Vehicles												
Mov ID	Turn	Demand Total veh/h	Flows HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance m	Prop. Queued	Effective Stop Rate	Aver. No. Cycles	Average Speed km/h
South: Bloomfield Street												
1	L2	73	5.0	0.592	16.7	LOS B	22.9	171.2	0.59	0.56	0.59	49.0
2	T1	1405	8.0	0.592	11.1	LOS B	23.0	172.2	0.59	0.55	0.59	50.5
Approach		1478	7.9	0.592	11.4	LOS B	23.0	172.2	0.59	0.55	0.59	50.5
North: Bloomfield Street												
8	T1	491	8.0	0.196	7.7	LOS A	5.3	39.3	0.40	0.34	0.40	53.3
9	R2	80	5.0	0.362	15.9	LOS B	1.8	13.4	0.63	0.73	0.63	46.6
Approach		571	7.6	0.362	8.8	LOS A	5.3	39.3	0.43	0.40	0.43	52.2
West: Ross Court												
10	L2	61	5.0	0.151	45.8	LOS D	2.9	20.9	0.84	0.74	0.84	33.6
12	R2	31	5.0	0.138	56.9	LOS E	1.6	12.0	0.92	0.72	0.92	30.6
Approach		92	5.0	0.151	49.6	LOS D	2.9	20.9	0.87	0.74	0.87	32.6
All Vehicles		2141	7.7	0.592	12.4	LOS B	23.0	172.2	0.56	0.52	0.56	49.7

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).

Vehicle movement LOS values are based on average delay per movement.

Intersection and Approach LOS values are based on average delay for all vehicle movements.

SIDRA Standard Delay Model is used. Control Delay includes Geometric Delay.

Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

Movement Performance - Pedestrians									
Mov ID	Description	Demand Flow ped/h	Average Delay sec	Level of Service	Average Back of Queue Pedestrian ped	Distance m	Prop. Queued	Effective Stop Rate	
P3	North Full Crossing	50	54.3	LOS E	0.2	0.2	0.95	0.95	
P4	West Full Crossing	50	54.3	LOS E	0.2	0.2	0.95	0.95	
All Pedestrians		100	54.3	LOS E			0.95	0.95	

Level of Service (LOS) Method: SIDRA Pedestrian LOS Method (Based on Average Delay)

Pedestrian movement LOS values are based on average delay per pedestrian movement.

Intersection LOS value for Pedestrians is based on average delay for all pedestrian movements.



PHASING SUMMARY

Site: 101v [2023 AM Peak - Without Development]

19203 - Boomfield Street / Ross Court Intersection

Site Category: (None)

Signals - Fixed Time Isolated Cycle Time = 120 seconds (Site Optimum Cycle Time - Minimum Delay)

Timings based on settings in the Site Phasing & Timing dialog

Phase Times determined by the program

Phase Sequence: Opposed Turns

Reference Phase: Phase B

Input Phase Sequence: A, B, C

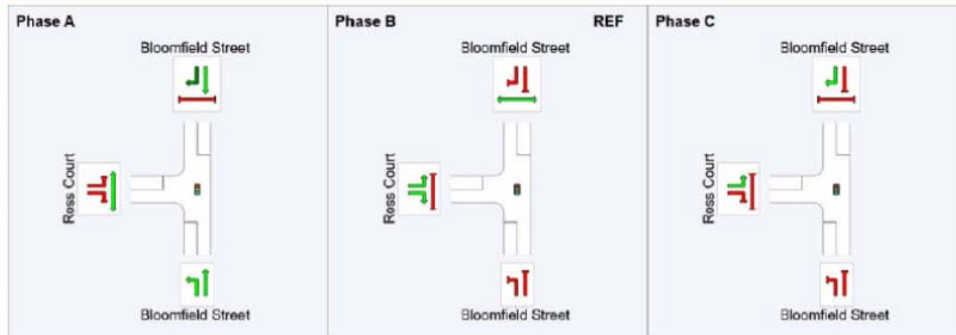
Output Phase Sequence: A, B, C

Phase Timing Summary

Phase	A	B	C
Phase Change Time (sec)	33	0	21
Green Time (sec)	81	15	6
Phase Time (sec)	87	21	12
Phase Split	73%	18%	10%

See the Phase Information section in the Detailed Output report for more detailed information including input values of Yellow Time and All-Red Time, and information on any adjustments to Intergreen Time, Phase Time and Green Time values in cases of Pedestrian Actuation, Phase Actuation and Phase Frequency values (user-specified or implied) less than 100%.

Output Phase Sequence



REF: Reference Phase

VAR: Variable Phase





MOVEMENT SUMMARY

Site: 101v [2023 PM Peak - Without Development]

19203 - Boomfield Street / Ross Court Intersection

Site Category: (None)

Signals - Fixed Time Isolated Cycle Time = 80 seconds (Site Optimum Cycle Time - Minimum Delay)

Movement Performance - Vehicles												
Mov ID	Turn	Demand Total	Flows HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Average Queue Distance m	Prop. Queued	Effective Stop Rate	Aver. No. Cycles	Average Speed km/h
South: Bloomfield Street												
1	L2	57	5.0	0.381	16.0	LOS B	8.5	63.7	0.60	0.56	0.60	49.3
2	T1	735	8.0	0.381	10.4	LOS B	8.6	64.2	0.60	0.54	0.60	51.0
Approach		792	7.8	0.381	10.8	LOS B	8.6	64.2	0.60	0.54	0.60	50.8
North: Bloomfield Street												
8	T1	893	8.0	0.428	10.8	LOS B	10.0	74.8	0.62	0.54	0.62	51.0
9	R2	81	5.0	0.181	11.5	LOS B	1.0	7.6	0.54	0.69	0.54	49.4
Approach		974	7.8	0.428	10.9	LOS B	10.0	74.8	0.61	0.56	0.61	50.8
West: Ross Court												
10	L2	81	5.0	0.157	28.7	LOS C	2.4	17.4	0.78	0.74	0.78	39.9
12	R2	54	5.0	0.219	40.0	LOS D	2.0	14.2	0.93	0.74	0.93	35.6
Approach		135	5.0	0.219	33.2	LOS C	2.4	17.4	0.84	0.74	0.84	38.1
All Vehicles		1901	7.6	0.428	12.4	LOS B	10.0	74.8	0.62	0.56	0.62	49.7

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).

Vehicle movement LOS values are based on average delay per movement.

Intersection and Approach LOS values are based on average delay for all vehicle movements.

SIDRA Standard Delay Model is used. Control Delay includes Geometric Delay.

Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

Movement Performance - Pedestrians									
Mov ID	Description	Demand Flow ped/h	Average Delay sec	Level of Service	Average Back of Queue Pedestrian ped	Prop. Queued	Effective Stop Rate	Average Queue Distance m	
P3	North Full Crossing	50	34.3	LOS D	0.1	0.1	0.93	0.93	
P4	West Full Crossing	50	34.3	LOS D	0.1	0.1	0.93	0.93	
All Pedestrians		100	34.3	LOS D			0.93	0.93	

Level of Service (LOS) Method: SIDRA Pedestrian LOS Method (Based on Average Delay)

Pedestrian movement LOS values are based on average delay per pedestrian movement.

Intersection LOS value for Pedestrians is based on average delay for all pedestrian movements.



PHASING SUMMARY

Site: 101v [2023 PM Peak - Without Development]

19203 - Boomfield Street / Ross Court Intersection

Site Category: (None)

Signals - Fixed Time Isolated Cycle Time = 80 seconds (Site Optimum Cycle Time - Minimum Delay)

Timings based on settings in the Site Phasing & Timing dialog

Phase Times determined by the program

Phase Sequence: Opposed Turns

Reference Phase: Phase B

Input Phase Sequence: A, B, C

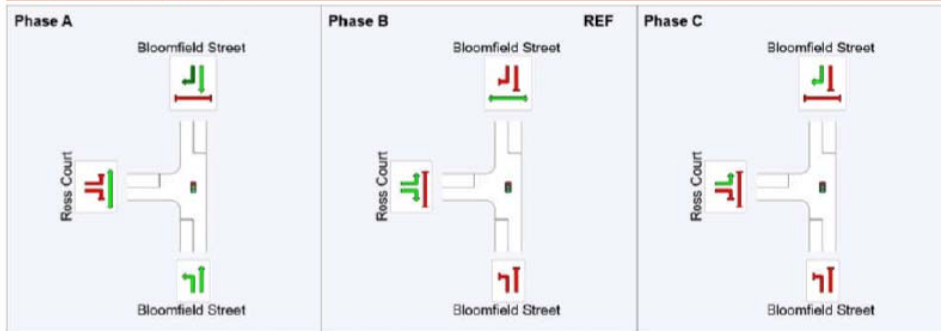
Output Phase Sequence: A, B, C

Phase Timing Summary

Phase	A	B	C
Phase Change Time (sec)	29	0	17
Green Time (sec)	45	11	6
Phase Time (sec)	51	17	12
Phase Split	64%	21%	15%

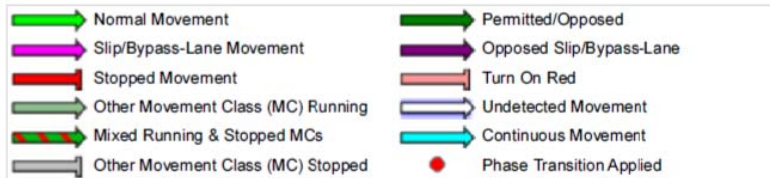
See the Phase Information section in the Detailed Output report for more detailed information including input values of Yellow Time and All-Red Time, and information on any adjustments to Intergreen Time, Phase Time and Green Time values in cases of Pedestrian Actuation, Phase Actuation and Phase Frequency values (user-specified or implied) less than 100%.

Output Phase Sequence



REF: Reference Phase

VAR: Variable Phase





MOVEMENT SUMMARY

Site: 101v [2023 AM Peak - With FULL Development]

19203 - Boomfield Street / Ross Court Intersection

Site Category: (None)

Signals - Fixed Time Isolated Cycle Time = 80 seconds (Site Optimum Cycle Time - Minimum Delay)

Movement Performance - Vehicles												
Mov ID	Turn	Demand Total veh/h	Flows HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance m	Prop. Queued	Effective Stop Rate	Aver. No. Cycles	Average Speed km/h
South: Bloomfield Street												
1	L2	81	5.0	0.725	19.5	LOS B	21.7	162.0	0.80	0.74	0.80	47.2
2	T1	1428	8.0	0.725	13.9	LOS B	21.8	163.0	0.80	0.73	0.80	48.7
Approach		1509	7.8	0.725	14.2	LOS B	21.8	163.0	0.80	0.73	0.80	48.6
North: Bloomfield Street												
8	T1	491	8.0	0.235	9.4	LOS A	4.8	35.9	0.54	0.46	0.54	52.0
9	R2	100	5.0	0.379	18.2	LOS B	2.0	15.0	0.81	0.77	0.81	45.3
Approach		591	7.5	0.379	10.9	LOS B	4.8	35.9	0.58	0.51	0.58	50.7
West: Ross Court												
10	L2	139	5.0	0.270	29.6	LOS C	4.2	31.0	0.81	0.77	0.81	39.5
12	R2	65	5.0	0.264	40.3	LOS D	2.4	17.3	0.93	0.75	0.93	35.5
Approach		204	5.0	0.270	33.0	LOS C	4.2	31.0	0.85	0.76	0.85	38.2
All Vehicles		2304	7.5	0.725	15.0	LOS B	21.8	163.0	0.75	0.68	0.75	47.9

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).

Vehicle movement LOS values are based on average delay per movement.

Intersection and Approach LOS values are based on average delay for all vehicle movements.

SIDRA Standard Delay Model is used. Control Delay includes Geometric Delay.

Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

Movement Performance - Pedestrians								
Mov ID	Description	Demand Flow ped/h	Average Delay sec	Level of Service	Average Back of Queue Pedestrian ped	Distance m	Prop. Queued	Effective Stop Rate
P3	North Full Crossing	50	34.3	LOS D	0.1	0.1	0.93	0.93
P4	West Full Crossing	50	34.3	LOS D	0.1	0.1	0.93	0.93
All Pedestrians		100	34.3	LOS D			0.93	0.93

Level of Service (LOS) Method: SIDRA Pedestrian LOS Method (Based on Average Delay)

Pedestrian movement LOS values are based on average delay per pedestrian movement.

Intersection LOS value for Pedestrians is based on average delay for all pedestrian movements.



PHASING SUMMARY

Site: 101v [2023 AM Peak - With FULL Development]

19203 - Boomfield Street / Ross Court Intersection

Site Category: (None)

Signals - Fixed Time Isolated Cycle Time = 80 seconds (Site Optimum Cycle Time - Minimum Delay)

Timings based on settings in the Site Phasing & Timing dialog

Phase Times determined by the program

Phase Sequence: Opposed Turns

Reference Phase: Phase B

Input Phase Sequence: A, B, C

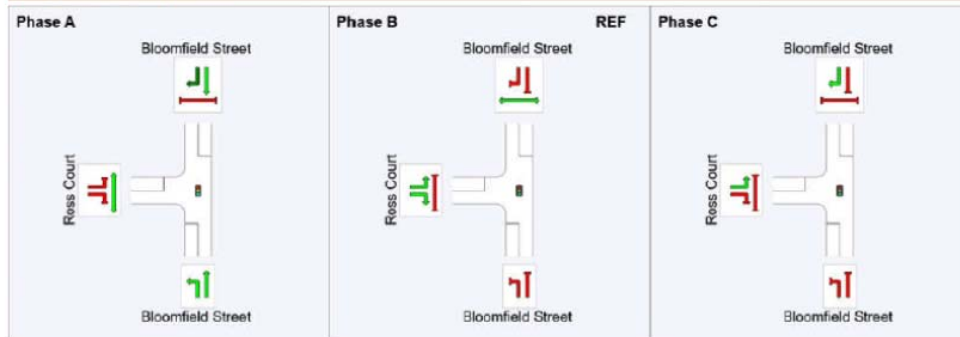
Output Phase Sequence: A, B, C

Phase Timing Summary

Phase	A	B	C
Phase Change Time (sec)	29	0	17
Green Time (sec)	45	11	6
Phase Time (sec)	51	17	12
Phase Split	64%	21%	15%

See the Phase Information section in the Detailed Output report for more detailed information including input values of Yellow Time and All-Red Time, and information on any adjustments to Intergreen Time, Phase Time and Green Time values in cases of Pedestrian Actuation, Phase Actuation and Phase Frequency values (user-specified or implied) less than 100%.

Output Phase Sequence



REF: Reference Phase
VAR: Variable Phase





MOVEMENT SUMMARY

Site: 101v [2023 PM Peak - With FULL Development]

19203 - Boomfield Street / Ross Court Intersection

Site Category: (None)

Signals - Fixed Time Isolated Cycle Time = 60 seconds (Site Optimum Cycle Time - Minimum Delay)

Movement Performance - Vehicles												
Mov ID	Turn	Demand Total veh/h	Flows HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance m	Prop. Queued	Effective Stop Rate	Aver. No. Cycles	Average Speed km/h
South: Bloomfield Street												
1	L2	82	5.0	0.486	17.6	LOS B	8.5	63.6	0.74	0.67	0.74	48.1
2	T1	756	8.0	0.486	12.0	LOS B	8.6	64.4	0.74	0.65	0.74	49.8
Approach		838	7.7	0.486	12.6	LOS B	8.6	64.4	0.74	0.65	0.74	49.6
North: Bloomfield Street												
8	T1	893	8.0	0.516	12.3	LOS B	9.3	69.7	0.75	0.65	0.75	49.9
9	R2	140	5.0	0.320	12.5	LOS B	1.6	11.9	0.70	0.74	0.70	48.7
Approach		1033	7.6	0.516	12.3	LOS B	9.3	69.7	0.74	0.67	0.74	49.8
West: Ross Court												
10	L2	121	5.0	0.202	21.3	LOS C	2.6	18.8	0.75	0.75	0.75	43.5
12	R2	70	5.0	0.293	32.5	LOS C	2.0	14.4	0.94	0.75	0.94	38.5
Approach		191	5.0	0.293	25.4	LOS C	2.6	18.8	0.82	0.75	0.82	41.5
All Vehicles		2062	7.4	0.516	13.6	LOS B	9.3	69.7	0.75	0.67	0.75	48.8

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
 Vehicle movement LOS values are based on average delay per movement
 Intersection and Approach LOS values are based on average delay for all vehicle movements.
 SIDRA Standard Delay Model is used. Control Delay includes Geometric Delay.
 Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
 HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

Movement Performance - Pedestrians								
Mov ID	Description	Demand Flow ped/h	Average Delay sec	Level of Service	Average Back of Queue Pedestrian ped	Distance m	Prop. Queued	Effective Stop Rate
P3	North Full Crossing	50	24.4	LOS C	0.1	0.1	0.90	0.90
P4	West Full Crossing	50	24.4	LOS C	0.1	0.1	0.90	0.90
All Pedestrians		100	24.4	LOS C			0.90	0.90

Level of Service (LOS) Method: SIDRA Pedestrian LOS Method (Based on Average Delay)
 Pedestrian movement LOS values are based on average delay per pedestrian movement.
 Intersection LOS value for Pedestrians is based on average delay for all pedestrian movements.



PHASING SUMMARY

Site: 101v [2023 PM Peak - With FULL Development]

19203 - Boomfield Street / Ross Court Intersection

Site Category: (None)

Signals - Fixed Time Isolated Cycle Time = 60 seconds (Site Optimum Cycle Time - Minimum Delay)

Timings based on settings in the Site Phasing & Timing dialog

Phase Times determined by the program

Phase Sequence: Opposed Turns

Reference Phase: Phase B

Input Phase Sequence: A, B, C

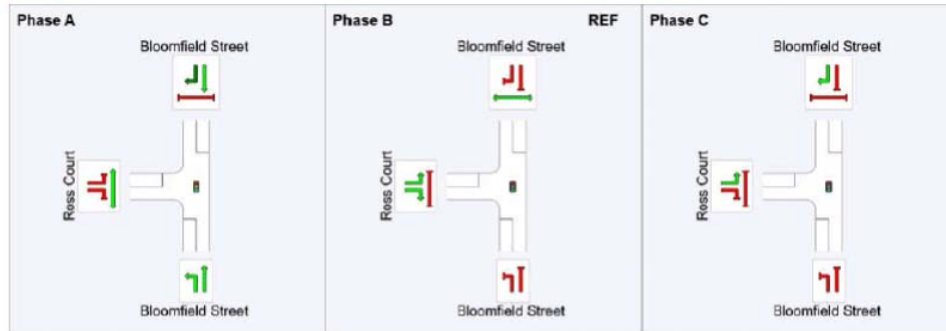
Output Phase Sequence: A, B, C

Phase Timing Summary

Phase	A	B	C
Phase Change Time (sec)	26	0	14
Green Time (sec)	28	8	6
Phase Time (sec)	34	14	12
Phase Split	57%	23%	20%

See the Phase Information section in the Detailed Output report for more detailed information including input values of Yellow Time and All-Red Time, and information on any adjustments to Intergreen Time, Phase Time and Green Time values in cases of Pedestrian Actuation, Phase Actuation and Phase Frequency values (user-specified or implied) less than 100%.

Output Phase Sequence



REF: Reference Phase

VAR: Variable Phase





MOVEMENT SUMMARY

Site: 101v [2036 AM Peak - With FULL Development]

19203 - Boomfield Street / Ross Court Intersection

Site Category: (None)

Signals - Fixed Time Isolated Cycle Time = 100 seconds (Site Optimum Cycle Time - Minimum Delay)

Movement Performance - Vehicles												
Mov ID	Turn	Demand Total veh/h	Flows HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Average Queue Distance m	Prop. Queued	Effective Stop Rate	Aver. No. Cycles	Average Speed km/h
South: Bloomfield Street												
1	L2	81	5.0	0.759	20.1	LOS C	30.2	225.1	0.78	0.73	0.78	46.9
2	T1	1661	8.0	0.759	14.5	LOS B	30.3	226.3	0.78	0.72	0.78	48.3
Approach		1742	7.9	0.759	14.8	LOS B	30.3	226.3	0.78	0.72	0.78	48.2
North: Bloomfield Street												
8	T1	572	8.0	0.249	9.0	LOS A	6.2	46.1	0.48	0.41	0.48	52.3
9	R2	100	5.0	0.486	22.9	LOS C	3.0	22.2	0.87	0.79	0.87	42.8
Approach		672	7.6	0.486	11.1	LOS B	6.2	46.1	0.54	0.47	0.54	50.6
West: Ross Court												
10	L2	139	5.0	0.298	37.8	LOS D	5.5	40.1	0.85	0.78	0.85	36.3
12	R2	65	5.0	0.259	48.2	LOS D	2.9	21.3	0.93	0.75	0.93	33.0
Approach		204	5.0	0.298	41.1	LOS D	5.5	40.1	0.87	0.77	0.87	35.2
All Vehicles		2618	7.6	0.759	15.9	LOS B	30.3	226.3	0.72	0.66	0.72	47.4

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).

Vehicle movement LOS values are based on average delay per movement.

Intersection and Approach LOS values are based on average delay for all vehicle movements.

SIDRA Standard Delay Model is used. Control Delay includes Geometric Delay.

Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

Movement Performance - Pedestrians								
Mov ID	Description	Demand Flow ped/h	Average Delay sec	Level of Service	Average Back of Queue Pedestrian ped	Queue Distance m	Prop. Queued	Effective Stop Rate
P3	North Full Crossing	50	44.3	LOS E	0.1	0.1	0.94	0.94
P4	West Full Crossing	50	44.3	LOS E	0.1	0.1	0.94	0.94
All Pedestrians		100	44.3	LOS E			0.94	0.94

Level of Service (LOS) Method: SIDRA Pedestrian LOS Method (Based on Average Delay)

Pedestrian movement LOS values are based on average delay per pedestrian movement.

Intersection LOS value for Pedestrians is based on average delay for all pedestrian movements.



PHASING SUMMARY

Site: 101v [2036 AM Peak - With FULL Development]

19203 - Boomfield Street / Ross Court Intersection

Site Category: (None)

Signals - Fixed Time Isolated Cycle Time = 100 seconds (Site Optimum Cycle Time - Minimum Delay)

Timings based on settings in the Site Phasing & Timing dialog

Phase Times determined by the program

Phase Sequence: Opposed Turns

Reference Phase: Phase B

Input Phase Sequence: A, B, C

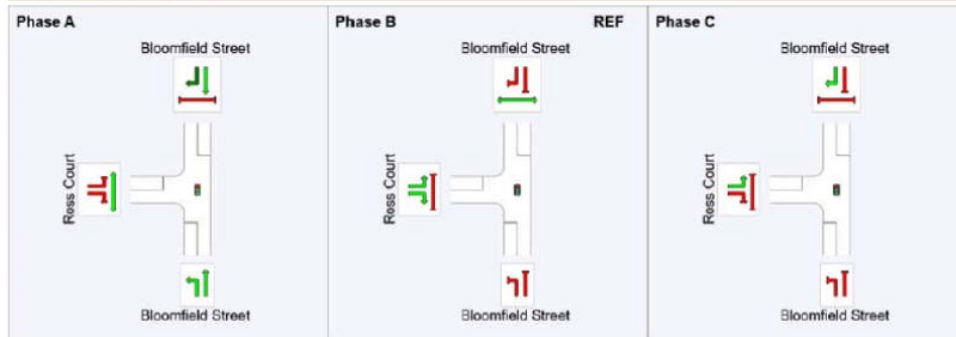
Output Phase Sequence: A, B, C

Phase Timing Summary

Phase	A	B	C
Phase Change Time (sec)	32	0	20
Green Time (sec)	62	14	6
Phase Time (sec)	68	20	12
Phase Split	68%	20%	12%

See the Phase Information section in the Detailed Output report for more detailed information including input values of Yellow Time and All-Red Time, and information on any adjustments to Intergreen Time, Phase Time and Green Time values in cases of Pedestrian Actuation, Phase Actuation and Phase Frequency values (user-specified or implied) less than 100%.

Output Phase Sequence



REF: Reference Phase
VAR: Variable Phase





MOVEMENT SUMMARY

Site: 101v [2036 PM Peak - With FULL Development]

19203 - Boomfield Street / Ross Court Intersection

Site Category: (None)

Signals - Fixed Time Isolated Cycle Time = 70 seconds (Site Optimum Cycle Time - Minimum Delay)

Movement Performance - Vehicles												
Mov ID	Turn	Demand Flows		Deg. Satn	Average Delay	Level of Service	95% Back of Queue	Prop. Queued	Effective Stop Rate	Aver. No. Cycles	Average Speed	
		Total veh/h	HV %	v/c	sec		Vehicles veh	Distance m			km/h	
South: Bloomfield Street												
1	L2	82	5.0	0.505	17.7	LOS B	10.8	80.3	0.70	0.65	0.70	48.1
2	T1	878	8.0	0.505	12.1	LOS B	10.8	81.1	0.70	0.63	0.70	49.8
Approach		960	7.7	0.505	12.5	LOS B	10.8	81.1	0.70	0.63	0.70	49.6
North: Bloomfield Street												
8	T1	1042	8.0	0.547	12.4	LOS B	12.1	90.4	0.72	0.64	0.72	49.8
9	R2	140	5.0	0.361	13.1	LOS B	1.8	13.0	0.68	0.74	0.68	48.3
Approach		1182	7.6	0.547	12.5	LOS B	12.1	90.4	0.72	0.65	0.72	49.7
West: Ross Court												
10	L2	121	5.0	0.215	24.9	LOS C	3.1	22.5	0.77	0.75	0.77	41.7
12	R2	70	5.0	0.273	35.8	LOS D	2.2	16.3	0.93	0.75	0.93	37.1
Approach		191	5.0	0.273	28.9	LOS C	3.1	22.5	0.83	0.75	0.83	39.9
All Vehicles		2333	7.5	0.547	13.9	LOS B	12.1	90.4	0.72	0.65	0.72	48.7

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).

Vehicle movement LOS values are based on average delay per movement.

Intersection and Approach LOS values are based on average delay for all vehicle movements.

SIDRA Standard Delay Model is used. Control Delay includes Geometric Delay.

Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

Movement Performance - Pedestrians								
Mov ID	Description	Demand Flow	Average Delay	Level of Service	Average Back of Queue	Prop. Queued	Effective Stop Rate	
		ped/h	sec		Pedestrian ped	Distance m		
P3	North Full Crossing	50	29.3	LOS C	0.1	0.1	0.92	
P4	West Full Crossing	50	29.3	LOS C	0.1	0.1	0.92	
All Pedestrians		100	29.3	LOS C			0.92	

Level of Service (LOS) Method: SIDRA Pedestrian LOS Method (Based on Average Delay)

Pedestrian movement LOS values are based on average delay per pedestrian movement.

Intersection LOS value for Pedestrians is based on average delay for all pedestrian movements.



PHASING SUMMARY

Site: 101v [2036 PM Peak - With FULL Development]

19203 - Boomfield Street / Ross Court Intersection

Site Category: (None)

Signals - Fixed Time Isolated Cycle Time = 70 seconds (Site Optimum Cycle Time - Minimum Delay)

Timings based on settings in the Site Phasing & Timing dialog

Phase Times determined by the program

Phase Sequence: Opposed Turns

Reference Phase: Phase B

Input Phase Sequence: A, B, C

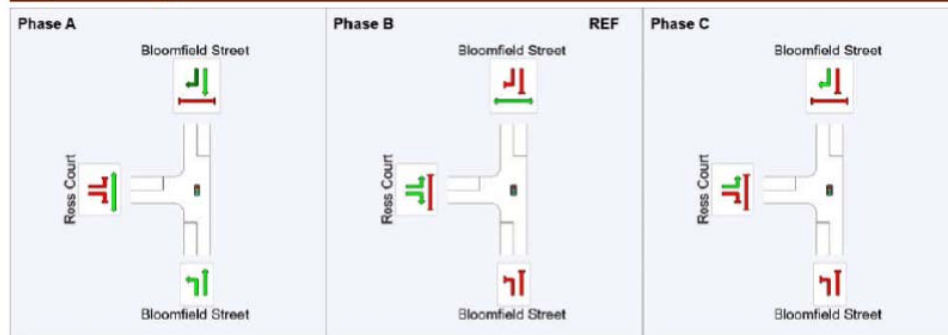
Output Phase Sequence: A, B, C

Phase Timing Summary

Phase	A	B	C
Phase Change Time (sec)	28	0	16
Green Time (sec)	36	10	6
Phase Time (sec)	42	16	12
Phase Split	60%	23%	17%

See the Phase Information section in the Detailed Output report for more detailed information including input values of Yellow Time and All-Red Time, and information on any adjustments to Intergreen Time, Phase Time and Green Time values in cases of Pedestrian Actuation, Phase Actuation and Phase Frequency values (user-specified or implied) less than 100%.

Output Phase Sequence



REF: Reference Phase

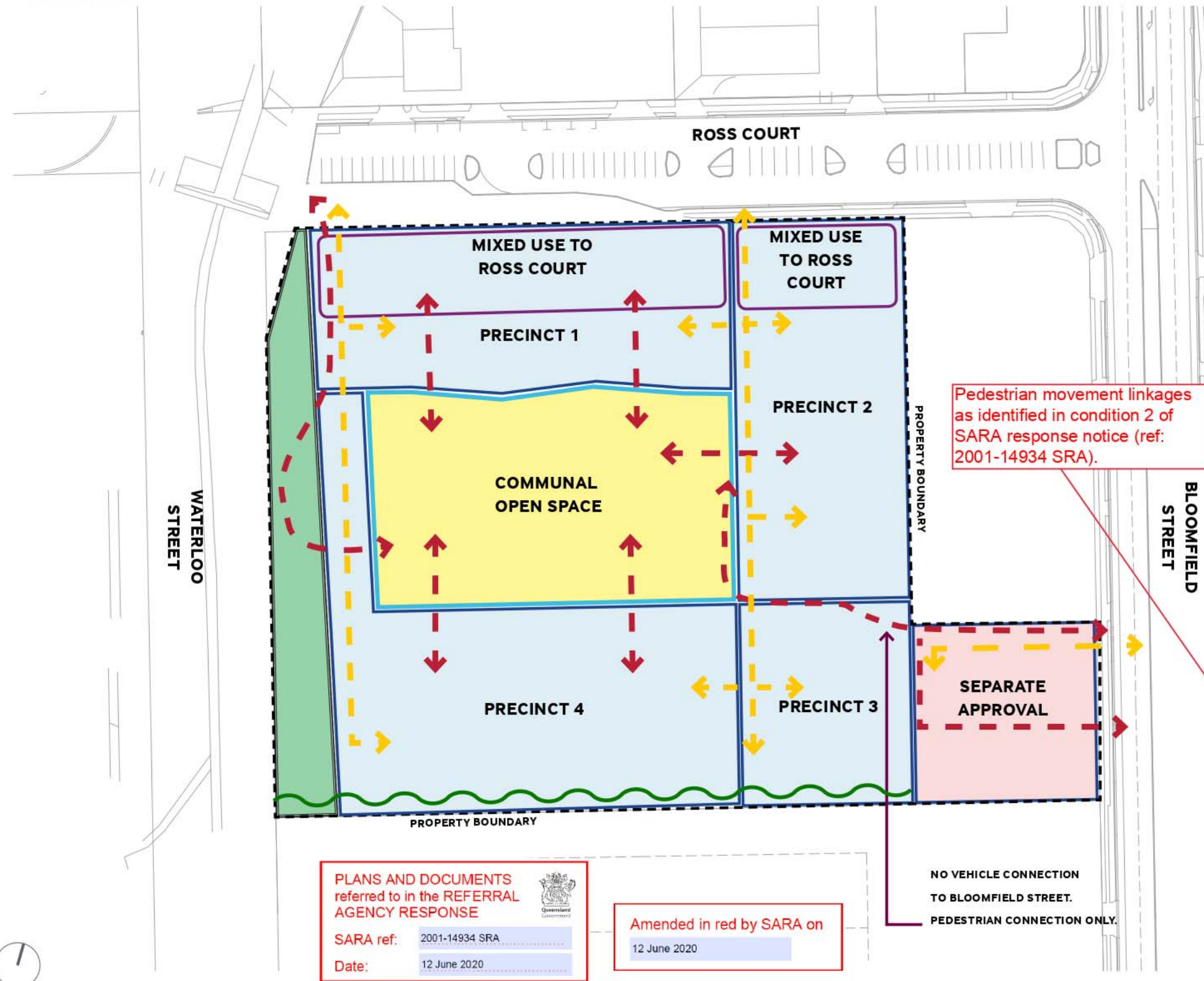
VAR: Variable Phase



STRUCTURE PLAN

219-221 Bloomfield Street, Cleveland

1:1000 AT A3



Site Address

219-221 Bloomfield Street, Cleveland

RPD

Lot 2 on RP 212525

Parish of Cleveland

Country of Stanley

Statistics & Site Information

Site Area Precincts 1-4	21,467m ²
Max Building height (excluding plant/recreational deck)	20m
Zone	Major Centre Zone, Sub Precinct MC8
Multiple Dwelling Car parking Rate	1.25 carpark spaces per dwelling unit
Shop (Mixed Use) Car parking Rate	6.0 carpark spaces per 100m ² gross leaseable area

Legend:

- RESIDENTIAL UP TO 20M BUILDING HEIGHT
- COMMUNAL OPEN SPACE FOR ALL PRECINCTS
- INDICATIVE VEHICLE SPINE
- KEY PEDESTRIAN MOVEMENT LINKAGES
- ENHANCEMENT CORRIDOR AND BIO BASIN
- LANDSCAPE TO SOUTHERN BOUNDARY
- OPTIONAL COMMERCIAL/MIXED USE OF BUILDINGS - ACTIVE FRONTAGE

PLANS AND DOCUMENTS referred to in the REFERRAL AGENCY RESPONSE
 SARA ref: 2001-14934 SRA
 Date: 12 June 2020

Amended in red by SARA on 12 June 2020

NO VEHICLE CONNECTION TO BLOOMFIELD STREET. PEDESTRIAN CONNECTION ONLY.

ATTACHMENT 3

<u>ASSESSMENT MANAGER CONDITIONS</u>	<u>TIMING</u>
<p>1. Comply with all conditions of this approval, at no cost to Council, at the timing periods specified in the right-hand column. Where the column indicates that the condition is an ongoing condition, that condition must be complied with for the life of the development.</p>	
<u>Approved plans and documents</u>	
<p>2. Undertake the development in accordance with the approved plans and documents referred to in Table 1, subject to the conditions of this approval and any notations by Council on the plans.</p>	<p>Prior to the use commencing and ongoing.</p>

Plan/document title	Reference number	Prepared by	Plan/doc. date
Bloomfield Street Structure Plan Development Code	Revision 3.0	Wolter Consulting Group	13/08/2020
Bloomfield Street Apartments Structure Plan (as amended in red)	Revision A	Wolter Consulting Group	13/08/2020

Table 1: Approved plans and documents

<u>Planning</u>	
<p>3. Ensure rooftop decks or other ‘structures’ as defined in the Bloomfield Street Structure Plan Code, do not result in a building height that exceeds 22m. The structures shall not to be roofed unless located in the middle of the building.</p>	<p>Ongoing</p>
<p>4. Apply the variations approved in the Bloomfield Street Structure Plan Code, to development that is subject of the variation approval or development that is the natural and ordinary consequence of development that is the subject of the variation approval.</p>	<p>Ongoing</p>

ADDITIONAL APPROVALS

The following further **development permits** are necessary to allow the development to be carried out.

ATTACHMENT 3

- Material change of use for future uses subject to the Bloomfield Street Structure Plan Code.
- Building works approval.

Further approvals, other than a development permit, are also required for your development. This includes, but is not limited to, the following:

- Plumbing and drainage works.
- Capping of sewer for demolition of existing buildings on site.
- Road opening permit for any works proposed within an existing road reserve.
- Food business licence for any development proposing to conduct a food business under the *Food Act 2006*.

REFERRAL AGENCY CONDITIONS

- **Queensland Treasury (QT)**
Refer to the attached correspondence from the QT dated 12 June 2020 (QT reference 2001-14934 SRA).

ASSESSMENT MANAGER ADVICE

- **Coastal processes and sea level rise**
Please be aware that development approvals issued by Redland City Council are based upon current lawful planning provisions which do not necessarily respond immediately to new and developing information on coastal processes and sea level rise. Independent advice about this issue should be sought.
-
- **Hours of construction**
Please be aware that you are required to comply with the *Environmental Protection Act* in regards to noise standards and hours of construction.
-
- **Services installation**
It is recommended that where the installation of services and infrastructure will impact on the location of existing vegetation identified for retention, an experienced and qualified arborist that is a member of the Australian Arborist Association or equivalent association, be commissioned to provide impact reports and on site supervision for these works.
-
- **Fire ants**
-

ATTACHMENT 3

Areas within Redland City have been identified as having an infestation of the Red Imported Fire Ant (RIFA). Biosecurity Queensland should be notified on 13 25 23 of proposed development(s) occurring in the Fire Ant Restricted Area before earthworks commence. It should be noted that works involving movements of soil associated with earthworks may be subject to movement controls and failure to obtain necessary approvals from Biosecurity Queensland is an offence. It is a legal obligation to report any sighting or suspicion of fire ants within 24 hours to Biosecurity Queensland on 13 25 23. The Fire Ant Restricted Area as well as general information can be viewed on the Department of Agriculture and Fisheries (DAF) website www.daf.qld.gov.au/fireants

- **Cultural heritage**

The *Aboriginal Cultural Heritage Act 2003* requires anyone who carries out a land use activity to exercise a duty of care. Further information on cultural heritage duty of care is available on the Department of Aboriginal and Torres Strait Islander Partnerships (DATSIP) website:

<https://www.datsip.qld.gov.au/resources/datsima/people-communities/cultural-heritage/cultural-heritage-duty-care.pdf>

The DATSIP has established a register and database of recorded cultural heritage matters, which is also available on the Department's website:

<https://www.datsip.qld.gov.au/people-communities/aboriginal-torres-strait-islander-cultural-heritage/cultural-heritage-search-request>

Quandamooka Yoolooburrabee Aboriginal Corporation (QYAC) is the registered cultural heritage body in the Redland City local government area. It is recommended you consult with QYAC in relation to aboriginal and cultural heritage matters prior to the commencement of works on site. QYAC can be contacted on 07 3415 2816 or admin@QYAC.net.au

Should any aboriginal, archaeological or historic sites, items or places be identified, located or exposed during construction or operation of the development, the *Aboriginal and Cultural Heritage Act 2003* requires all activities to cease. Please contact DATSIP for further information.

- **Fauna protection**

It is recommended an accurate inspection of all potential wildlife habitats be undertaken prior to removal of any vegetation on site. Wildlife habitat includes trees (canopies and lower trunk) whether living or dead, other living vegetation, piles of discarded vegetation, boulders, disturbed ground surfaces, etc. It is recommended that you seek advice from the Queensland Parks and Wildlife Service if evidence of wildlife is found.

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- ***Environment Protection and Biodiversity Conservation Act***

Under the Commonwealth Government's *Environment Protection and Biodiversity Conservation Act* (the EPBC Act), a person must not take an action that is likely to have a significant impact on a matter of national environmental significance without Commonwealth approval. Please be aware that the listing of the Koala as **vulnerable** under this Act may affect your proposal. Penalties for taking such an action without approval are significant. If you think your proposal may have a significant impact on a matter of national environmental significance, or if you are unsure, please contact Environment Australia on 1800 803 772. Further information is available from Environment Australia's website at www.ea.gov.au/epbc

Please note that Commonwealth approval under the EPBC Act is independent of, and will not affect, your application to Council.

NOTICE ABOUT DECISION – STATEMENT OF REASONS

Assessment Benchmarks:	<p>The proposed development was assessed against the following assessment benchmarks:</p> <ul style="list-style-type: none"> • Redland City Plan V7.2: <ul style="list-style-type: none"> • Major centre zone code • Aged care and special needs housing code • Apartment building code • Multiple dwelling code • Centre design code • Access and parking code and schedule • Infrastructure works code • Landscape code • Stormwater management code • Acid sulfate soils overlay code • Habitat protection overlay code • Road and rail noise impacts overlay code
-------------------------------	---

The key issues identified in the assessment were:

- Inconsistent uses
 - Building height
 - Environmental values
 - Access and parking
 - Open space
 - Landscaping
 - Traffic management
 - Stormwater management
-

ATTACHMENT 3

- Utility infrastructure
- Waste management
- Acid sulfate soils
- Environmental emissions

For these issues, the development did not meet the deemed to comply probable solutions in the relevant code, but did meet the specific or overall outcomes, which therefore complies with the code as outlined below.

Issue	Performance assessment
Inconsistent uses	The assessment manager may consider any relevant matter when assessing the consistency of a use with the outcomes sought in the Redlands Planning Scheme (RPS). This is considered adequate for determining whether a use is appropriate within the major centre (MC) zone code.
Building height	A condition is included to ensure any rooftop structure resulting in a building height above 20m and capped at 22m, is located in the middle of the where not visible from the street or an adjoining lot.
Environmental values	Environmental values are protected be ensuring the enhancement corridor mapped under the RPS along the western boundary is maintained for this purpose in addition to providing stormwater treatment for the development.
Access and parking	There is sufficient space onsite to provide adequate parking and vehicular/pedestrian access, which will be further when detailed plans are provided for the future material change of use application(s).
Open space	Approximately 4,000m ² communal open space is provided in the middle of the site, which can be accessed by each of the precincts, and is considered appropriate for the development.
Landscaping	There is sufficient land available to provide appropriate landscaping for future development.
Traffic management	The State have included conditions to provide upgrades to the external traffic network and upgrade to a bus stop in Bloomfield Street.
Stormwater management	Sand is provided in the enhancement corridor of sufficient size to provide stormwater treatment/detention for future development.
Utility infrastructure	The development is able to connect to existing utility infrastructure.
Waste management	Waste management will be considered as part of the detailed assessment of the future MCU.

ATTACHMENT 3

Acid sulfate soils	A basement level carpark is proposed, with a future application will consider the potential impacts of acid sulfate soils.
Environmental emissions	The proposed development is concept only, and it is expected that the relevant air quality and noise outcomes sought in the RPS will be achieved for future applications.

The development application is approved as it complies with all of the relevant assessment benchmarks, or can be made to comply through the imposition of conditions on the approval.

Matters Prescribed by a Regulation
<ul style="list-style-type: none"> • Schedule 11 of the Planning Regulation 2017; • SEQ Regional Plan • The common material
<p><i>The development application is approved as it complies with all of the relevant assessment benchmarks, or can be made to comply through the imposition of conditions on the approval.</i></p>

- Schedule 11 of the Planning Regulation 2017;
- SEQ Regional Plan
- The common material

The development application is approved as it complies with all of the relevant assessment benchmarks, or can be made to comply through the imposition of conditions on the approval.

ATTACHMENT 3

DEVELOPMENT APPROVAL NOTATIONS/AMENDMENTS

THIS SECTION IS NOT TO BE INSERTED INTO THE DECISION NOTICE

Notation/Amendments Summary	YES	NO
Zone changes proposed/recommended	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Overlay amendments proposed/recommended	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Covenants approved	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Easements approved	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Variation Approval	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Superseded Planning Scheme Approval	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Conflict with Planning Scheme approved	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Flood study submitted	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Land to be dedicated	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Where applicable (<i>'yes' has been checked</i>) further information can be found below.		

Variation Approval – preliminary approval to vary the effect of a local planning instrument (to be notated on planning scheme in accordance with s89 of the Planning Act 2016)

What aspects of the RPS are being varied?	To Apply the variations approved in the Bloomfield Street Structure Plan Code which vary the level of assessment thresholds for certain uses; and varies specific assessment benchmarks in the major centre zone code; aged care and special needs housing code; apartment building code; multiple dwelling code; and centre design code, for development that is subject of the variation approval or development that is the natural and ordinary consequence of the development that is the subject of the variation approval.
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14.4 BIRKDALE COMMUNITY LAND - STUDIES AND MANAGEMENT PLANS

Objective Reference:**Authorising Officer:** Louise Rusan, General Manager Community & Customer Services**Responsible Officer:** Graham Simpson, Group Manager Environment & Regulation**Report Author:** Alistair Michell, Strategic Land - Program Leader**Attachments:**

1. Conservation Management Plan Former US Army Radio Receiving Station (under separate cover)
2. Aboriginal Heritage Review (under separate cover)
3. Ecological Assessment and Environmental Management Plan (under separate cover)
4. Preliminary Engineering Assessment (under separate cover)
5. Birkdale Site Opportunity Assessment (under separate cover)

PURPOSE

To provide Council with the outcomes of the environmental, heritage, planning and land assessments (including gap analysis) and community conversations that have been carried out in relation to the land at 362-388 Old Cleveland Road East, Birkdale ('the land') and to seek adoption of the Heritage and Environmental Management Plans prior to undertaking next steps in relation to planning for the use of the land.

BACKGROUND

Since taking ownership of the land in December 2019, various studies and activities have been undertaken to meet contractual obligations and to gain an in-depth understanding of the land, including its opportunities and constraints as well as plan for its ongoing management. This is in response to the resolutions of 20 November 2019 and 11 March 2020, where Council resolved respectively to:

20 November 2019

1. *Note this status update report and for a further status report to be presented to Council in the first quarter of 2020.*
2. *Commence the engagement of experts, including a Heritage Expert, to carry out the environmental, planning and land assessments, gap analysis of current and new information, and preparation of the Heritage Management Plan.*
3. *That current operational and maintenance work and land assessments will be continued in consultation with the relevant experts and the heritage consultant.*
4. *Commence community conversations through online and media channels, providing information on the land's history, current assessment and potential opportunities for the site together with inviting community to share their knowledge of the land.*

11 March 2020

1. *To note this status update report on the former Commonwealth Land at 362-388 Old Cleveland Road East, Birkdale*

2. To note that officers will prepare a report to Council summarising the findings of the environmental, planning and land assessments, gap analysis and the outcomes of the community conversations once complete.
3. To note that officers will prepare a report to Council for adoption of the Conservation (Heritage) Management Plan once complete.

The studies, plans and activities that have been completed are:

- A. Conservation (Heritage) Management Plan
- B. Review of Indigenous Heritage Values
- C. Ecological Assessment and Environmental Management Plan
- D. Preliminary Engineering Assessment
- E. Opportunities and Constraints Analysis (Planning Assessment)
- F. Community Conversations

The studies will be made publicly available on Council's YourSay project web page at <https://yoursay.redland.qld.gov.au/BirkdaleLand>.

The key points and outcomes of the studies are detailed in the following section. In addition, a synopsis of the next steps associated with planning for the use of the land and its management, both in the short and longer term is provided.

ISSUES

A. Conservation (Heritage) Management Plan

The contract of sale includes provisions that stipulate actions Council must undertake regarding cultural heritage. Specifically, Council was required to:

- Accept that the Seller was progressing with nominating parts of the site for registration on the Queensland State Heritage Register and Queensland Department of Aboriginal and Torres Strait Islander Partnerships (DATSIP) database
- Undertake a review of the Indigenous Heritage Values and Heritage Values as identified in the Cultural Heritage Study and accompanying Cultural Heritage Management Plan - Everick Heritage Consultants dated April 2018 and the Heritage Assessment - Jacobs Group (Aust) Pty Ltd dated December 2016
- Prepare and implement a Heritage Management Plan for all identified Indigenous Heritage Values and Heritage Values found on the Land

Subsequent to above, Council is obligated to protect and manage:

- The indigenous heritage values as identified in Part 6 of the Cultural Heritage Study and accompanying Cultural Heritage Management Plan - Everick Heritage Consultants dated April 2018 and as may be identified in the Heritage Management Plan; and
- The heritage values for the Capalaba Receiving Station building, as identified in the Heritage Assessment - Jacobs Group (Aust) Pty Ltd dated December 2016 and as may be identified in the Heritage Management Plan.

Regarding the State registrations, part of the site (radio receiving building, associated yard, access road and intact rhombic antenna) was entered in the Queensland Heritage Register on 26 June 2020 and a search of the DATSIP cultural heritage database and register shows the identified sites (artefact scatters and scar tree) were recorded on 1 July 2019.

To carry out the review of the previous studies and to prepare a plan to manage the identified heritage values, Australian Heritage Specialists were engaged to prepare two documents:

- A Conservation Management Plan to identify, assess, and manage the State and local historic heritage values.
- An Indigenous heritage review.

For the purpose of the special conditions of the contract of sale and in combination with the Environmental Management Plan, the documents can be considered to be Council's overarching Heritage Management Plan for the Cultural, Indigenous and Natural heritage values of the property.

Conservation Management Plan

The Conservation Management Plan (CMP) (**Attachment 1**) was commissioned to identify, assess, and manage the State and local historic heritage values of the site and includes:

- History of the property based on existing records.
- Results of site inspections including consideration of key significant elements.
- Review of the current significance statement.
- Review of the local and State heritage values of the place.
- An outline of issues and obligations arising from the significance of the place.
- Conservation policies, including general advice and conservation objectives.
- An Action Plan, including maintenance and action items to manage the place.

A comprehensive overview of the historical context and timeline concludes that the property has had a long and important history. From the pioneering Willard family and subsequently to the Cotton family, the remnants of farming land demonstrates the evolution and growth of the Capalaba and broader Brisbane region.

Of significance also is the World War II history of the property, being procured by the US Army and developed into a radio receiving station that was utilised throughout the war and understood to have been the first point within mainland Australia where the news of Japanese surrender was received. This was formally recognised by way of part of the property being entered into the Queensland State Heritage Register as the Former US Army Radio Receiving Station in June 2020.

The CMP divides the property into two zones and provides detailed descriptions of the various heritage elements. Zone 1 consists of the main receiving station and associated yard and the access road to Old Cleveland Road East. Zone 2 comprises the balance of the site and includes features such as a small building known as the 'radar hut', a cattle dip associated with the farming use of the property, rhombic antenna arrays (one intact) and other various infrastructure such as aerial masts and fence posts. The location of these elements have been mapped.

In addition to discovered items, the CMP considers the potential presence of unknown and un-located historic archaeological cultural heritage finds and the chance of finds from low to high. This has been based on a 1951 survey of the property and has been mapped to assist with future planning and maintenance work. That is, it highlights areas that are required to be checked before carrying out any work that may impact on the heritage value of the site. Importantly, a process to manage incidental archaeological finds is provided as part of the CMP.

The CMP provides an assessment of the heritage significance of the various elements of the place which broadly correlates with the extent of the State heritage listing. That is, the areas identified as having exceptional to high significance are generally included in the State listing, whereas the moderate to low significance aspects are to be managed locally – directly through the CMP or the heritage schedule contained within City Plan.

In terms of recognising and managing the areas of local significance, the CMP defines the relevant extent and includes specific local heritage policies. This includes adopting the CMP as the document that is referred to when managing heritage values and the development of a framework to streamline approval processes. The process to incorporate the site into the local heritage register can be through a future City Plan amendment. Importantly, the CMP will apply to any works on the site irrespective of a local (or State) listing.

The significance ‘gradings’ also relate to how the respective areas of the site are planned for and managed so as to appropriately respect the heritage value. A heritage listing is not intended to preclude the site from use or development and the CMP makes it clear that the site is generally suitable for substantial change and/or development, assuming the key areas and features of significance which hold value are managed and maintained accordingly.

To assist, a guide for managing change from a best practice and regulatory perspective has been included. This generally adopts an ‘avoid if possible’ approach but recognises some ‘element /feature based’ impact will be necessary as part of future use of the site. Provided a suitable cross-section of fabric and values remain present within the site and cumulative impacts are considered, such impact is likely to be appropriate. The management policies provide further detail and actions to ensure the overall heritage value of the place is maintained. In all cases, it is recommended that professional heritage advice be sought before carrying out work that may impact on a heritage element.

Opportunities for use and development are considered by the plan including ways in which they can be introduced to the site. This includes the recommendation for master planning and an interpretation strategy to ensure heritage is considered holistically, and examples of adaptive re-use in and around the areas of high significance (such as commercial/community use of part of the main receiving station building or playground / parkland type uses in and around the rhombic antenna – things that are likely to assist with the interpretation of the heritage values without impacting on them).

A set of management policies have been developed as the framework for managing the place’s heritage values. Importantly, for context, the policies need to be read and considered in conjunction with the entirety of the CMP. They include broader statements around ensuring compliance with the *Burra Charter* and relevant legislation, further actions to be undertaken, and details on conserving the place and how values might be interpreted, managing archaeological potential, prioritising maintenance work and the process for managing change in association with the level of significance.

To implement the CMP, an action and maintenance plan has been developed. Whilst the conservation policies and process for managing change will require ongoing consideration for broader (and site specific) planning, the action and maintenance plan outlines tasks that need to be done to ensure effectiveness of the CMP and that the physical aspects of the place are suitably maintained. It includes:

- Requirement for Council endorsement of the CMP

- Development of a training and awareness strategy to ensure values and management policies are broadly understood by those involved in planning for and maintaining the property. A 'tool-kit' will also be prepared to provide to those working on the site to allow them to understand the values and what to do in the event a heritage element is discovered.
- Requirement to carry out urgent repairs (such as roof leaks and possible termite infestations)
- Detailed maintenance schedule (mostly related to the main receiving station building)

B. Indigenous Heritage Review

Australian Heritage Specialists also carried out an indigenous heritage review of the property (**Attachment 2**). This involved a review of the Cultural Heritage Study by Everick Heritage Consultants dated April 2018 prepared for the site and an assessment of the associated conclusions recommendations regarding the management of Aboriginal cultural heritage values on the site.

The review found that the Everick study *"has provided a generally robust assessment of the Aboriginal cultural heritage values found within the Study Area. The risk assessment and management zones also appear to have appropriately evaluated and classified the level of ground disturbance and the potential for Aboriginal cultural heritage to exist across the Study Area, which is consistent with identified significant landscape features and associated places of cultural heritage significance in the wider area."*

In view of this, the review concludes that:

- Where development is planned within vicinity of the 'known heritage' or 'high risk' areas, a voluntary Cultural Heritage Management Plan (CHMP) should be entered into with Quandamooka Yoolooburrabee Aboriginal Corporation (QYAC).
- Ground disturbing activities should not occur in the known heritage' or 'high risk' areas, unless absolutely necessary and should only be done in consultation with QYAC.
- In the absence of a CMHP, the risk assessment zones and management recommendations in the Everick Study are suitable. For the low risk areas, this involves following 'finds procedures' (which have been provided for use), awareness training for people involved with work on the property and liaison with QYAC with regard to ground disturbing activities.

As part of future master planning, the review also recommends the development of an aboriginal cultural heritage value interpretation strategy in collaboration with QYAC. This will feed into the overall interpretive plan of Aboriginal, historic, and natural cultural heritage values across the site.

C. Ecological Assessment and Environmental Management Plan

In purchasing the property, Council was obligated with entering into a Conservation Agreement ('the Agreement') with the Commonwealth Government over part of the property pursuant to the *Environment Protection and Biodiversity Conservation Act 1999 (EPBC Act)*. The Agreement requires Council, in its development of a management plan and in its use of the land, to:

- (a) Protect, manage and improve over time the quality of Koala habitat, including the ongoing recruitment of Koala feed trees, and Subtropical and Temperate Coastal Saltmarsh ecological community.*
- (b) Maintain the Conservation area as a wildlife corridor, in particular for Koala's.*
- (c) Retain, as best possible, all native trees, shrubs and undergrowth to provide movement opportunities for native fauna including the Koala.*

- (d) *Ensure the Conservation Area is substantially free of weed species or invasive species, and manage the land to reduce the risk of bushfire.*
- (e) *Manage animal access to the Conservation area to preserve and maintain habitat, particular by restricting access by domestic animals only under effective control and to control feral species of animals, including wild dogs.*
- (f) *Maintain existing fencing in the Conservation Area in good repair and fit for purpose, including installation of fauna friendly fences that provide for Koala movement to and from the site.*
- (g) *Ensure that any development proposed on the land is sensitive to the protection and management of the fauna including Koala (and Koala habitat) within the Conservation Area; and that it does not restrict movement to and from the site.*
- (h) *To the extent reasonably possible, manage the conservation area to maximize the persistence of the Koala and viability of the Subtropical and Temperate Coastal Saltmarsh ecological community in the Conservation Area over the long term.*

To ensure Council manages the Conservation Area as required by the Agreement and to understand the broader conservation values of the site, Cardno was engaged to carry out an Ecological Assessment and prepare an Environmental Management Plan (EMP) (**Attachment 3**).

The scope of work was to:

- Assess the presence of and known or likely extent of Matters of National Environmental Significance under the *Environment Protection and Conservation Act 1999*.
- Identify and map other areas of ecological significance including consideration of state and local values.
- Identify and map areas of significant threats to ecological values such as significant weed occurrences.
- Based on the findings of the ecological assessment review the extent of the conservation area and provide recommendations for possible boundary refinement.
- Prepare an Environmental Management Plan to ensure compliance with the Conservation Agreement.

The work involved desktop and field assessments (day and night and use of camera traps) to identify the values that exist on the land to establish a management approach for the conservation area, guide enhancement and inform future land use planning. This included koala habitat assessment, mapping of Threatened Ecological Communities (TECs), flora and fauna assessments and the mapping of habitat features, pests and the location of threatened species. It found two threatened ecological communities (Coastal Swamp Oak and Subtropical and Temperate Coastal Saltmarsh – both of which are in the Conservation Area), a total of 219 flora species (73 of which were exotic) and 38 fauna species (including koalas).

Mapping based on the assessments was produced to show the ground-truthed extent of remnant and regrowth vegetation and threatened ecological communities, fauna habitat features (both within and beyond the conservation area) and the location of weeds and pests.

In carrying out the above, Cardno was able to refine the extent of the Conservation Area that forms part of the Agreement. Whilst generally consistent with the area nominated in the Agreement (which was broadly based on remnant and regrowth vegetation mapping) the refined 'boundary' is an accurate representation of the extent of areas supporting matters of national significance, including TEC's and koala habitat as surveyed on the ground. This revised mapping (along with the associated ecological assessment) will be presented to the Commonwealth Government for consideration as the map that forms part of the Conservation Agreement.

The ecological assessment concludes with a series of recommendations relating to the management of the site's ecological values and suggests further studies that can be undertaken as more detailed planning is carried out for the use and management of land. Much of this is covered in the Environmental Management Plan and includes the control of exotic plants and animals, restricting access to the areas along Tingalpa Creek, bushfire planning and conducting restoration work. The further studies will allow an understanding of the ecological values at a finer level and can be commissioned as part of specific projects.

Environmental Management Plan

The Environmental Management Plan (EMP) has been prepared with specific reference to the Conservation Agreement, and is the document that will be followed to ensure the Agreement's objectives (that is, long term protection and conservation of the koala, koala habitat, subtropical and temperate coastal saltmarsh ecological community and other ecological values within the conservation area) are met.

It is structured in a way that identifies the environmental values (based on the ecological assessment), threats to the values, mitigation measures to address threats, and opportunities for enhancement, and concludes by summarising the location and timing of actions required. The key management measures relate to:

- Excluding development in the Conservation Area and having project specific ecological assessments carried where proposing uses in other areas
- Managing pests and weeds (plant and animal)
- Preparation of a Bushfire Management Plan
- Only clearing in the Conservation Area where absolutely necessary for access or fire management
- Maximising hollow bearing trees
- Utilising fauna sensitive lighting
- Establishing fencing (mix of permeable and impermeable)
- Undertaking ecological restoration

To assist with assessing performance with the management measures, and ultimately achieving the Agreement's objectives, a series of performance indicators based on the short and long-term protection, maintenance and enhancement of the site's ecological values have also been developed.

D. Preliminary Engineering Assessment

To provide a high level understanding of the servicing, stormwater and access considerations relating to the property, Empower Engineers and Project Managers were engaged to prepare a Preliminary Engineering Infrastructure Report (**Attachment 4**).

The report provides an analysis of existing civil infrastructure (stormwater, water and sewer), broad flooding constraints and site access (short and long term) and includes the following key observations:

- The site has the ability to connect to existing water, sewer and road infrastructure
- A pump station would be required to transport sewage to the reticulated network
- Capacity assessments of water, sewer and road networks will be required to be carried out once future uses are known – this may necessitate upgrades external to the site.
- Flood investigations should be carried out where development is proposed in areas below 7m AHD.
- Current access is from a State controlled road and is not likely to be suitable. Consideration (subject to detailed traffic analysis) should be given to:
 - Constructing a ‘left in / left out’ access point. Likely to be a short term solution and would require sufficient space to incorporate a deceleration lane.
 - Obtaining access through the property to the south to Jones Road (Birkdale Baptist Church).
 - Creating an access point at the signalised intersection with Bailey Road. This would be required if the use of the site created high traffic generation

All of the above will be considered as part of future planning, with detailed studies to be carried out in conjunction with specific proposals.

E. Opportunities and Constraints Analysis

Urbis were engaged to conduct a planning assessment of the property to understand opportunities and constraints pertaining to the land and to identify any information gaps (**Attachment 5**). It draws and expands on previous work carried out in association with the purchase of the property and includes the following key outputs:

- Site Context Analysis – Broadly defines the site’s strategic location in regards to the local, city and regional context including site history and existing uses on the site;
- Statutory Planning Context – A summary of current and draft planning frameworks at the Commonwealth, State and Local government levels as relevant to the site;
- Review of Existing Background Studies – A summary of all available information including Council studies and previous site assessments which directly reference or impact upon the site’s future development;
- Supplementary Assessments – A summary of the supplementary technical assessments to confirm and ground-truth key opportunities and constraints affecting the site; and
- Preliminary Opportunities and Constraints – Overview of preliminary opportunities and constraints mapping which provides the foundation for subsequent stages.

Having an understanding of site and regulatory context allows Council to confidently plan for uses that are consistent with the characteristics of the land and are appropriate within the local and state planning frameworks. In addition to the physical site characteristics which can frame future uses, the assessment considers the limitations imposed by the South East Queensland Regional Plan, the various state interests, links to Council's strategic documents (such as the Corporate Plan 2018-2023) and a summary of the appropriate uses and overlay provisions set out by City Plan 2018.

By carrying out a review of the background studies, the planning assessment is able to consolidate the various findings and also identify if there are any information gaps. The assessment identified the following information gaps that will require consideration as part of future planning:

- Amenity Considerations – consideration of road noise and air quality impacts. This can affect types of uses that may not be able to be exposed to such impact.
- Easements – May be required from service providers (eg Energy Queensland) to protect their infrastructure from encroachment.
- Road Upgrades and Traffic Impact – Current access to the site is limited and investigation is required to understand capacity of existing road networks and safe access. Additionally, Old Cleveland Road East is a state-controlled road.
- Bushfire – The impact of bushfire has not been considered in current studies. Specialist advice should be further investigated during the design concept phase once the proposal progresses and the land uses are determined. Additionally, and in the meantime, preliminary assessment should also be undertaken to ground truth the existing bushfire hazard overlay to determine accuracy and the existing level of risk and hazard on the site.
- Acid Sulphate Soils – Need to be investigated further and managed as part of future development. It should be noted that the Geotechnical Investigation did not note any obvious signs of the presence of acid sulphate soils.
- Engagement – It is recommended that early engagement is undertaken with stakeholder groups and collaborative partnerships are formed. Significant community consultation should also form part of the master planning process.

None of the above gaps are insurmountable and are largely dependent on more detailed planning for the site. They do not necessarily require immediate attention, nor (with the exception of community engagement) are they considered to impact on making decisions on the overall vision for the property.

The planning assessment concludes with an opportunity footprint that takes into account the physical and regulatory context of the site, in addition to the ground-truthed findings of the other studies and management plans presented in this report. For practical purposes, it shows a more regular differentiation between the conservation and community facilities zones/areas and also shows the parts of the site requiring further investigation. This is generally reflective of the extent of flood and bushfire hazards as shown in City Plan. The impact of these depends on detailed investigations and the type of uses proposed. For example, a building proposed in a bushfire prone area may require specific design and siting considerations depending on the level of risk established by a bushfire hazard assessment, whereas uses without buildings are not likely to be impacted. Additionally, the mapping shows an opportunity for a habitat corridor to link the northern and southern conservation areas and revegetation of 'pockets'.

The planning assessment has provided a foundation for future high level planning of the property.

Other Supporting Work

In support of the above work, a Geotechnical Investigation and Contour Detail Survey have been carried out (both included in Attachment 4). The broad-scale geotechnical investigation was commissioned to understand the general soil profile and ground water depths.

The Contour Detail Survey was carried out by a mix of aerial and ground survey and identified the key physical features of the site including buildings, fencing, arials and infrastructure, as well as the generation of site based contours. Whilst individual trees were not specifically plotted, the high resolution aerial photography clearly shows the location of large individual trees and allows vegetation types to be identified.

F. Community Conversations

Formal community engagement on the land to date has generally been to inform only. Extensive information has been made publicly available detailing the site's purchase, history and environment, with the community encouraged to share their knowledge and stories of the property and area.

While little public response has been forthcoming on personal experience of the sites history, page visitation and downloads of information on the land published by Council together with social media traffic, indicate continuing strong interest in the site particularly the connected Willard's and Birkdale land farming and settlement history.

Communication activity since the site purchase in 2019 has included:

- Media on the site purchase and World War Two history and heritage listing. Council's purchase of the land was widely reported and attracted Seven News network State bulletin coverage. The site's world war two role has also been extensively covered in major media including network television. The recent Heritage listing of these facilities has also been widely reported in the media.
- Council's Your Say webpage published in December 2019 providing extensive background studies, historical information and frequently asked questions relating to the land has had 860 visits and 598 photo views or document downloads and one shared history on the sites historic radio signal role.
- Active social media promoting the project and information resources early this year reached 13,814, with 5829 unique views, including 3017 views of the 10-second project video

Officers have also received various other enquiries relating to the land. However, these have generally related to suggestions on its future use. Responses have advised that further engagement with the community will occur as Council moves into the visioning and planning phases for the future use of the land.

Next Steps

Now that Council has a sound understanding of the values of the property, and its opportunities and constraints, work can commence on site planning and land management/maintenance work.

Planning

Council planning and decisions on the future uses and management of the land, need first to be supported by a clear vision for the overall site.

Such a vision can be both aspirational and specific. It would reflect both the conditions of the purchase of the site from the Commonwealth and the key themes or values uncovered through the studies in this report – such as history (Willards Farm/World War II/Cultural) and the natural environment. It would recognise the desired outcomes contained in City Plan 2018 - in particular for the Community Facilities and Conservation Zones - and the drivers for council acquiring the property.

The detailed understanding of the site as a result of the background studies and reports undertaken and included in this report, provides the bases for the vision to be represented spatially, whereby different ‘precincts’ for the site are able to accommodate uses and activities inspired by the themes over varying planning horizons.

The vision will ultimately inform the evolution and master planning of the space (also reliant on the studies presented here), and importantly, the community will be involved in the shaping of it with consultation to be undertaken at various stages of its development.

The planning process also presents an opportunity to incorporate the adjoining Willards Farm property such that the area is able to be planned holistically. This important link will allow a greater representation of the connected rural and settlement history of the Redlands that is otherwise confined to the relatively small parcel where the homestead and associated structures currently occupy.

As well as the longer term planning, work should commence on investigating the more immediate activation of the land in terms of community and commercial benefits. This could include short term utilisation of existing buildings and spaces and the introduction of temporary uses.

Management and Maintenance

To ensure the values of the property are appropriately protected and managed, there are various operational activities that are required to be undertaken. Importantly, these will be guided by, and in accordance with the Environmental and Conservation (Heritage) Management Plans. The work to be carried out includes:

- Weed and pest management
- General site clean-up (such as slashing and removal of exotic and juvenile vegetation in the community facilities zoned portion)
- Fencing
- Maintenance work to State heritage listed components

STRATEGIC IMPLICATIONS

Legislative Requirements

In completing the various studies and management plans, Council is ensuring it is meeting its obligations of the contract of sale, particularly with regard to heritage and environmental requirements.

The studies and reports also provide detail on how Council can meet its obligations in regards heritage, environment and planning regulatory instruments.

Risk Management

By completing the various reports and studies, it ensures that all opportunities and constraints relating to the land are known when considering ongoing management and maintenance functions, as well as defining the parameters around planning and progressing interim and end uses of the land.

Financial

Council has allocated funds for planning, public consultation and site management work for the 2020-21 financial year. The EMP and CMP (with regard to site management work) will be used to guide future budget development as part of the annual budget submission process.

People

There are no impacts on people as a result of this report.

Environmental

By commissioning the Ecological Assessment and Environmental Management Plan, Council is ensuring that the environmental values of the site are able to be protected in accordance with the Conservation Agreement with the Commonwealth Government, as well as relevant planning and environmental designations. Over 70% of the land is reserved for environmental conservation purposes.

Social

Given the importance of the site to the community, the public has been invited to share their stories out to ensure all values are known. Further consultation will be carried out on future uses of the land.

Human Rights

There are no impacts on human rights as a result of this report.

Alignment with Council's Policy and Plans

This report has a relationship with Council's 2018-2023 Corporate Plan and Operational Plan Vision Outcome 6. *'Supportive and Vibrant Economy' (clause 6.4.1): "Manage Council's strategic land investment, in particular the Capalaba Town Centre redevelopment, Birkdale Commonwealth Land, Cleveland Point and Bligh Street (Wellington Point) to ensure appropriate end use considering community and economic outcomes."*

CONSULTATION

Consulted	Consultation Date	Comments/Actions
Senior Adviser – Environment	Various	Review of Ecological Assessment and EMP
Senior Conservation Officer	Various	Review of Ecological Assessment and EMP. Discussions regarding site management work.
Senior Adviser – Strategic Communication & Community Engagement	Various	Details of community consultation
Principal Environmental / Strategic Planner	Various	Review of local heritage matters
Division 10 Councillor	August 2020	Overview of report and studies

OPTIONS**Option One**

That Council resolves as follows:

1. To continue community conversations and to carry out community consultation as part of the development of the vision for the end use of the land.
2. To adopt the following as the Heritage Management Plan for the property that provides the framework for the management of its heritage and conservation values:
 - a. The US Army Radio Receiving Station (Former) Birkdale Conservation Management Plan (CMP), dated July 2020 prepared by Australian Heritage Specialists.
 - b. Aboriginal Cultural Heritage Review dated 13 August 2020 prepared by Australian Heritage Specialists.
 - c. Environmental Management Plan (EMP) dated 18 June 2020 prepared by Cardno.
3. To note the following reports and studies:
 - a. Ecological Assessment Report dated 18 June 2020 prepared by Cardno.
 - b. Preliminary Engineering Infrastructure Report dated 18 May 2020 prepared by Empower Engineers and Project Managers.
 - c. Opportunities and Constraints Analysis dated 18 August 2020 prepared by Urbis.
4. To note site management and maintenance work will be carried out in accordance with the adopted Heritage Management Plan and Environmental Management Plan.
5. To commence planning work for the property including the development of a vision for the end use of the land and consideration of short term site activation options.

Option Two

That Council resolves as follows:

1. To not adopt the Conservation Management Plan, Aboriginal Cultural Heritage Review and Environmental Management Plan or note the Ecological Assessment Report, Planning Report and Preliminary Engineering Investigation.
2. To seek further information prior to the commencement of planning and site management/maintenance work.

OFFICER'S RECOMMENDATION

That Council resolves as follows:

1. To continue community conversations and to carry out community consultation as part of the development of the vision for the end use of the land.
2. To adopt the following as the Heritage Management Plan for the property that provides the framework for the management of its heritage and conservation values:
 - a. The US Army Radio Receiving Station (Former) Birkdale Conservation Management Plan (CMP), dated July 2020 prepared by Australian Heritage Specialists.
 - b. Aboriginal Cultural Heritage Review dated 13 August 2020 prepared by Australian Heritage Specialists.
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 - c. Opportunities and Constraints Analysis dated 18 August 2020 prepared by Urbis.
4. To note site management and maintenance work will be carried out in accordance with the adopted Heritage Management Plan and Environmental Management Plan.
5. To commence planning work for the property including the development of a vision for the end use of the land and consideration of short term site activation options.

15 REPORTS FROM INFRASTRUCTURE & OPERATIONS

Nil

16 NOTICES OF INTENTION TO REPEAL OR AMEND A RESOLUTION

In accordance with s.262 Local Government Regulation 2012.

17 NOTICES OF MOTION

In accordance with s.6.16 Council Meeting Standing Orders.

18 URGENT BUSINESS WITHOUT NOTICE

In accordance with s.6.17 of Council Meeting Standing Orders, a Councillor may bring forward an item of urgent business if the meeting resolves that the matter is urgent.

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

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 General Administrative and Minor Amendment Package 01/20

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 Redlands Coast Hydrogen Economy

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 Southern Thornlands Potential Future Growth Area

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