

Redland
CITY COUNCIL

AGENDA

GENERAL MEETING

Wednesday, 26 February 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 - 12 February 2020

6 MATTERS OUTSTANDING

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

At the General Meeting 23 October 2019 (Item 7.1 refers), Council resolved as follows:

That Council resolves as follows:

That the Chief Executive Officer prepare a report to Council reviewing the options for the future operations of the Redland Investment Corporation (RIC) for the consideration of a Council after the next quadrennial election in 2020 and prior to the Special Budget meeting of 2020.

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

6.2 PETITION PRESENTED BY CR BISHOP REGARDING CANOE ENTRY AT QUEENS ESPLANADE BIRKDALE

At the General Meeting 18 December 2019 (Item 9.4 refers), Council resolved as follows:

Council resolves 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.

6.3 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 Council resolves as follows:

1. *To delegate authority to the Chief Executive Officer under section 257(1)(b) of the Local Government Act 2009, to identify, investigate and commence negotiations for additional suitable sport and recreation land, to augment the Redlands Coast Regional Sport and Recreation Precinct at Heinemann Road.*
2. *That officers prepare a report back to Council outlining:*
 - a) *the investigation and negotiation outcomes, and*
 - b) *the proposed funding strategy to acquire additional land for sport and recreation purposes.*
3. *That this report remains confidential as required by any legal or statutory obligation, subject to maintaining the confidentiality of legally privileged, private and commercial in confidence information.*

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

6.4 NOTICE OF MOTION FROM CR BOGLARY REGARDING MEDIUM DENSITY ZONE CODE REVIEW

At the General Meeting 29 January 2020 (Item 17.1 refers), Council resolved as follows:

That Council resolves as follows:

1. *To undertake an urgent review of the design and built form outcomes being delivered in accordance the Medium Density Residential zone code in City Plan.*
2. *To ensure the review includes an assessment of the effectiveness of the Multiple Dwelling Design Guide and consider whether the design guide should be included in City Plan.*
3. *To request officers undertake the following:*
 - a) *Prepare a report to Council outlining the findings of the review, as well as recommended changes to City Plan within three months;*
 - b) *Prepare a major amendment if required incorporating the proposed changes to City Plan supported by Council by the end of June 2020*

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

6.5 MAYORAL MINUTE – STATE KOALA MAPPING

At the General Meeting 12 February 2020 (Item 7.1 refers), Council resolved as follows:

That Council resolves to urgently review the new State Koala mapping and legislation adopted last week and bring a report back to Council by 27 May 2020 that:

1. *Identifies the areas of the city that were previously regulated koala habitat but have been removed under the new State Government mapping,*
2. *Provides possible planning mechanisms to protect environmental values of areas that are considered critical for wildlife habitat and movement no longer protected by the state mapping,*
3. *Identifies potential costs for Council to undertake the additional assessments required under the legislation.*

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

6.6 URGENT BUSINESS WITHOUT NOTICE – VEGETATION PROTECTION, ORMISTON

At the General Meeting 12 February 2020 (Item 18.1 refers), Council resolved as follows:

That Council resolves to request the Chief Executive Officer to prepare an urgent report for the next General Meeting on vegetation protection in Ormiston.

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

7 MAYORAL MINUTE

In accordance with s.6.9 of POL-3127 Council Meeting Standing Orders, the Mayor may put to the meeting a written motion called a 'Mayoral Minute', on any matter. Such motion may be put to the meeting without being seconded, may be put at that stage in the meeting considered appropriate by the Mayor and once passed becomes a resolution of Council.

8 PUBLIC PARTICIPATION

In accordance with s.6.10 of POL-3127 Council Meeting Standing Orders:

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

9 PETITIONS AND PRESENTATIONS

Councillors may present petitions or make presentations under this section.

10 MOTION TO ALTER THE ORDER OF BUSINESS

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

11 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 JANUARY 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. January 2020 Monthly Financial Report

PURPOSE

To note the year to date financial results as at 31 January 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

2019-20 Budget Review

Council resolved to revise its budget at the General Meeting on 12 February 2020, effective on that date. As this report is for the month ending 31 January 2020, the revised budget referred in the attached is the one Council adopted on 28 August 2019.

Interim audit 2019-2020

Finance is currently preparing for the interim audit in March 2020. An interim management report will be issued by the Queensland Audit Office (QAO) upon completion of the interim visit. This report will be reviewed as part of 2019-2020 year end audit.

Development of Budget 2020-2021

Council officers are currently compiling submissions for the 2020-2021 budget.

STRATEGIC IMPLICATIONS

Council has either achieved or favourably exceeded the following key financial stability and sustainability ratios as at the end of January 2020.

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

The asset sustainability ratio did not meet the target at the end of January 2020 and continues to be a stretch target for Council with renewal spends of \$9.09M and depreciation expense of \$32.85M year to date on infrastructure assets. This ratio is an indication of how Council currently maintains, replaces and renews its existing infrastructure assets as they reach the end of their useful life. Capital spend on non-renewal projects increases the asset base and therefore increases depreciation expense, resulting in a lower asset sustainability ratio.

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

Legislative Requirements

The January 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 January 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 January 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 January 2020	Consulted on financial results and outcomes
Financial Services Group officers	Year to date January 2020	Consulted on financial results and outcomes
Executive Leadership Team and Senior Leadership Team	Year to date January 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 January 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 January 2020 as presented in the attached Monthly Financial Report.



Monthly Financial Report

January 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 January 2020. The year to date and annual revised budget referred to in this report incorporates the changes from the budget capital carryovers adopted by Council on 28 August 2019.

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)	195	21,907	24,754	2,847	13%	✓
Recurrent Revenue	297,572	192,391	190,694	(1,697)	-1%	✗
Recurrent Expenditure	297,377	170,484	165,940	(4,544)	-3%	✓
Capital Works Expenditure	81,285	43,018	34,599	(8,419)	-20%	✓
Closing Cash & Cash Equivalents	167,928	159,202	155,231	(3,971)	-2%	✗

Council reported a year to date operating surplus of \$24.75M which is favourable to the revised budget by \$2.85M mainly due to less than budget recurrent expenditure. The favourable variance in recurrent expenditure is mainly due to underspend in contractor costs as well as depreciation behind budget due to timing of asset capitalisations.

Interest income is lower than budget due to historically lower interest rates on investments.

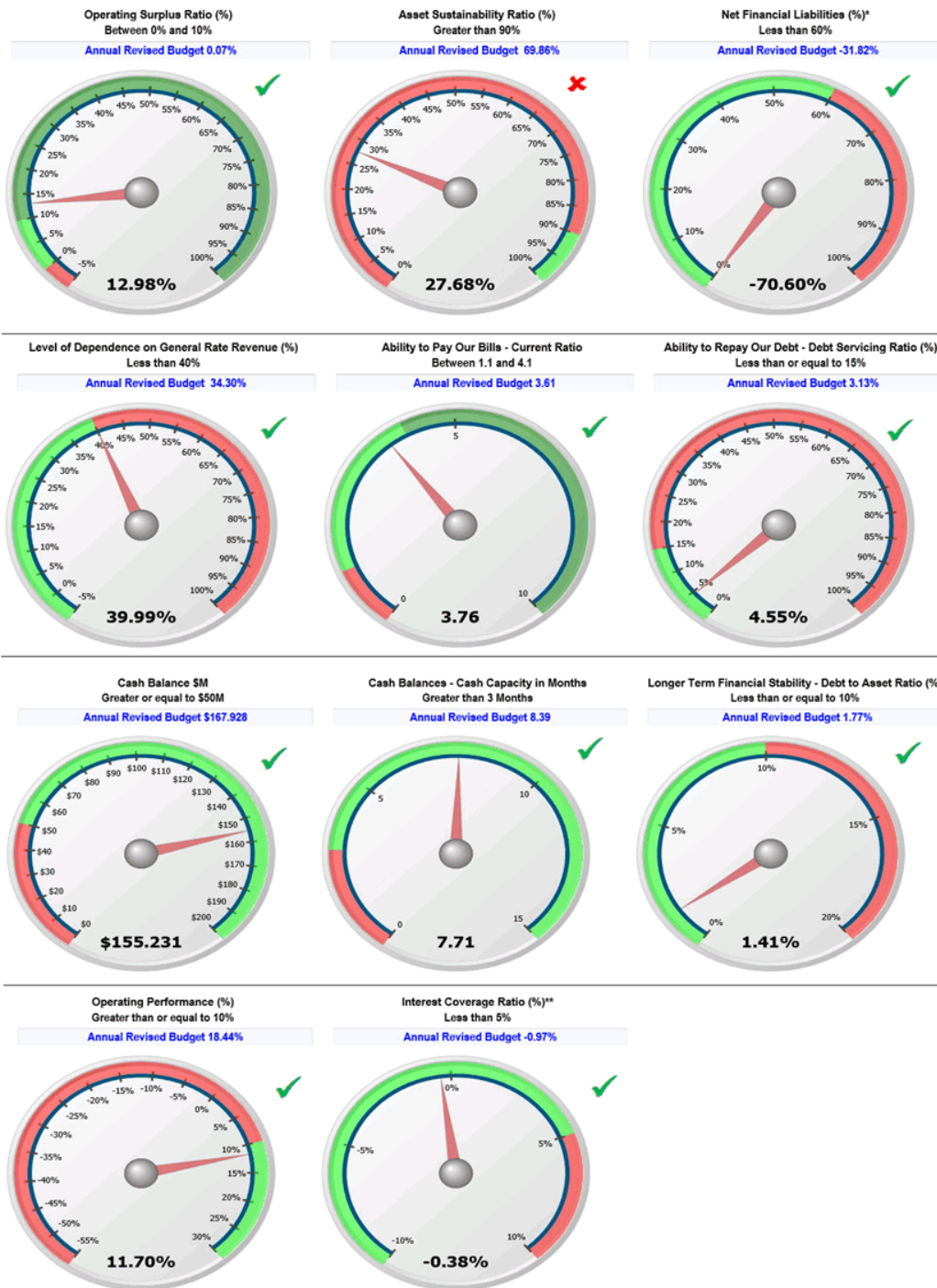
Council's capital works expenditure is below budget by \$8.42M due to timing of works for a number of infrastructure projects and assets acquisition.

Constrained cash reserves represent 70% of the cash balance.

The annual revised budgeted balances for 2019/2020 include the changes from the budget carryovers adopted by Council on 28 August 2019. However, until the first budget review is adopted by Council, the balances will reconcile to the financial management system and may be different to the published carryover budget.

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)

The annual revised budgeted targets for 2019/2020 include the changes from the budget carryovers adopted by Council on 28 August 2019. Until the first budget review is adopted by Council, the targets have been calculated in accordance with financial management system, therefore may be different to the published carryover budget.



3. STATEMENT OF COMPREHENSIVE INCOME

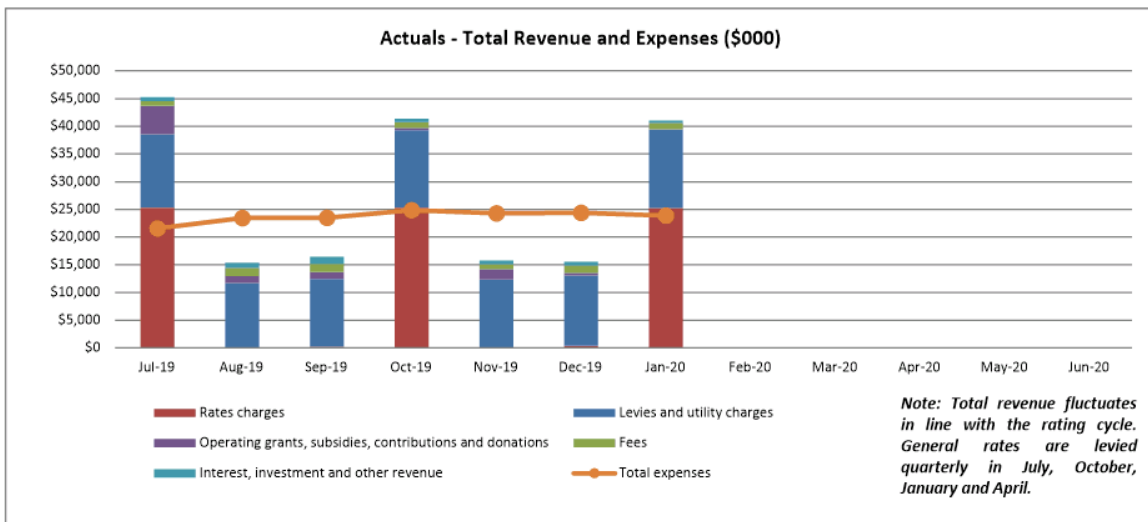
STATEMENT OF COMPREHENSIVE INCOME					
For the period ending 31 January 2020					
	Annual	Annual	YTD	YTD	YTD
	Original	Revised	Revised	Actual	Variance
	Budget	Budget	Budget	\$000	\$000
	\$000	\$000	\$000		
Recurrent revenue					
Rates charges	104,953	104,953	78,295	78,409	114
Levies and utility charges	152,328	152,328	91,415	90,742	(673)
Less: Pensioner remissions and rebates	(3,333)	(3,333)	(2,443)	(2,429)	14
Fees	14,632	14,632	8,401	8,203	(198)
Rental income	925	925	531	559	28
Interest received	5,231	5,231	2,898	2,092	(806)
Dividend received	-	-	-	-	-
Sales revenue	3,856	3,856	2,006	1,751	(255)
Other income	525	525	376	950	574
Grants, subsidies and contributions	18,456	18,456	10,912	10,417	(495)
Total recurrent revenue	297,572	297,572	192,391	190,694	(1,697)
Recurrent expenses					
Employee benefits	90,372	90,372	53,537	53,286	(251)
Materials and services	140,138	140,138	77,937	75,010	(2,927)
Finance costs	2,809	2,809	1,627	1,571	(56)
Depreciation and amortisation	65,279	65,279	38,079	36,853	(1,226)
Other expenditure	514	514	315	166	(149)
Net internal costs	(1,735)	(1,735)	(1,011)	(946)	65
Total recurrent expenses	297,377	297,377	170,484	165,940	(4,544)
OPERATING SURPLUS / (DEFICIT)	195	195	21,907	24,754	2,847
Capital revenue					
Grants, subsidies and contributions	24,492	25,436	15,479	12,608	(2,871)
Non-cash contributions	3,480	3,480	2,028	1,019	(1,009)
Total capital revenue	27,973	28,916	17,507	13,627	(3,880)
Capital expenses					
(Gain) / loss on disposal of non-current assets	112	112	59	1,591	1,532
Total capital expenses	112	112	59	1,591	1,532
TOTAL INCOME	325,545	326,488	209,898	204,321	(5,577)
TOTAL EXPENSES	297,489	297,489	170,543	167,531	(3,012)
NET RESULT	28,056	28,999	39,355	36,790	(2,565)
Other comprehensive income / (loss)					
Items that will not be reclassified to a net result					
Revaluation of property, plant and equipment	-	-	-	-	-
TOTAL COMPREHENSIVE INCOME	28,056	28,999	39,355	36,790	(2,565)

3. STATEMENT OF COMPREHENSIVE INCOME - CONTINUED

LEVIES AND UTILITY CHARGES ANALYSIS					
For the period ending 31 January 2020					
	Annual	Annual	YTD	YTD	YTD
	Original Budget \$000	Revised Budget \$000	Revised Budget \$000	Actual \$000	Variance \$000
Levies and utility charges					
Refuse collection rate charge	26,968	26,968	15,653	15,291	(362)
SES separate charge	487	487	365	364	(1)
Environment separate charge	8,721	8,721	6,523	6,517	(6)
Separate charge landfill remediation	2,896	2,896	1,684	1,683	(1)
Wastewater charges	46,347	46,347	26,986	26,468	(518)
Water access charges	19,105	19,105	11,099	11,088	(11)
Water consumption charges	47,804	47,804	29,105	29,331	226
Total levies and utility charges	152,328	152,328	91,415	90,742	(673)

MATERIALS AND SERVICES ANALYSIS					
For the period ending 31 January 2020					
	Annual	Annual	YTD	YTD	YTD
	Original Budget \$000	Revised Budget \$000	Revised Budget \$000	Actual \$000	Variance \$000
Materials and services					
Contractors	41,225	40,816	20,881	19,111	(1,770)
Consultants	3,291	3,503	1,380	821	(559)
Other Council outsourcing costs*	17,527	17,652	10,031	10,076	45
Purchase of materials	50,161	50,626	29,633	29,270	(363)
Office administration costs	11,357	11,217	6,445	6,747	302
Electricity charges	6,138	5,814	3,360	3,174	(186)
Plant operations	3,873	3,873	2,139	2,388	249
Information technology resources	3,080	3,073	1,806	1,514	(292)
General insurance	1,195	1,195	702	697	(5)
Community assistance**	1,649	1,729	1,150	804	(346)
Other material and service expenses	642	640	410	408	(2)
Total materials and services	140,138	140,138	77,937	75,010	(2,927)

* Other Council outsourcing costs are various outsourced costs including refuse collection and disposal, waste disposal, legal services, traffic control, external training, valuation fees, etc.
 ** Community assistance costs represent community related costs including community grants, exhibitions and awards, donations and sponsorships.



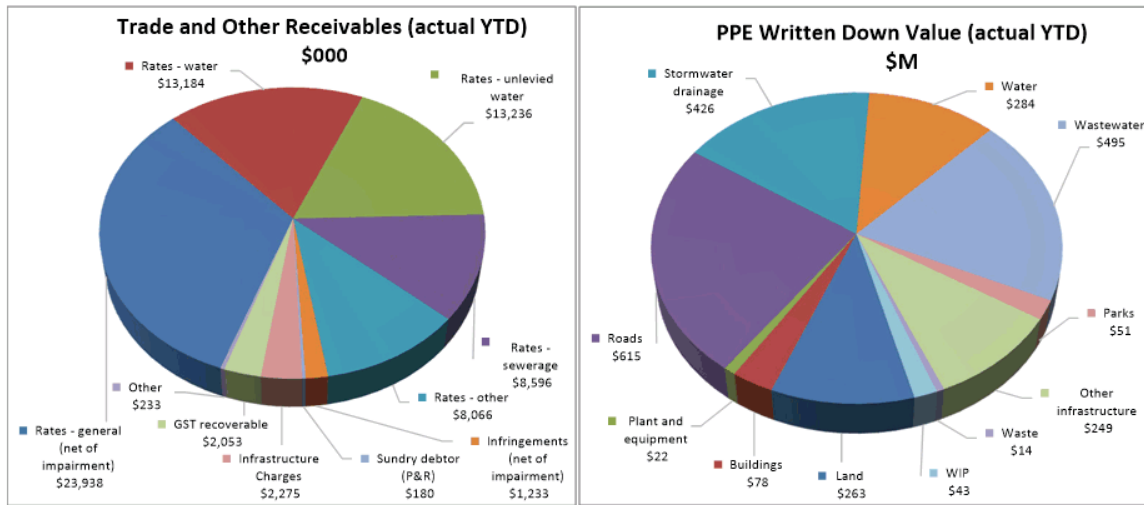
4. STATEMENT OF FINANCIAL POSITION

STATEMENT OF FINANCIAL POSITION As at 31 January 2020				
	Annual	Annual	YTD	YTD
	Original Budget \$000	Revised Budget \$000	Revised Budget \$000	Actual \$000
CURRENT ASSETS				
Cash and cash equivalents	170,027	167,928	159,202	155,231
Trade and other receivables	30,532	34,609	71,249	72,994
Inventories	936	923	943	911
Non-current assets held for sale	-	-	-	11,113
Other current assets	1,765	2,340	2,340	4,865
Total current assets	203,260	205,800	233,734	245,114
NON-CURRENT ASSETS				
Investment property	1,091	1,091	1,091	1,091
Property, plant and equipment	2,555,393	2,562,000	2,549,225	2,539,621
Intangible assets	968	712	1,108	1,430
Right-of-use assets*	8,278	8,278	8,783	8,888
Other financial assets	73	73	73	73
Investment in other entities	25,904	24,214	24,214	13,101
Total non-current assets	2,591,706	2,596,368	2,584,494	2,564,204
TOTAL ASSETS	2,794,966	2,802,168	2,818,228	2,809,318
CURRENT LIABILITIES				
Trade and other payables	23,817	30,981	28,682	25,216
Borrowings - current	7,728	7,845	7,845	7,845
Lease liability - current*	1,039	1,039	1,039	1,051
Provisions - current	7,816	10,351	12,514	13,924
Other current liabilities	2,940	6,803	22,861	17,174
Total current liabilities	43,340	57,019	72,941	65,210
NON-CURRENT LIABILITIES				
Borrowings - non-current	33,400	33,283	22,632	22,690
Lease liability - non-current*	7,412	7,412	7,845	7,977
Provisions - non-current	14,752	13,409	13,409	14,604
Total non-current liabilities	55,563	54,104	43,886	45,271
TOTAL LIABILITIES	98,904	111,123	116,827	110,481
NET COMMUNITY ASSETS	2,696,062	2,691,045	2,701,401	2,698,837
COMMUNITY EQUITY				
Asset revaluation surplus	1,003,168	1,008,120	1,008,120	1,008,120
Retained surplus	1,575,901	1,576,278	1,586,568	1,582,359
Constrained cash reserves	116,993	106,647	106,713	108,358
TOTAL COMMUNITY EQUITY	2,696,062	2,691,045	2,701,401	2,698,837

* From 1 July 2019, Australian Accounting Standard 16 Leases applies.

The annual revised budgeted balances for 2019/2020 include the changes from the budget carryovers adopted by Council on 28 August 2019. However, until the first budget review is adopted by Council, the balances will reconcile to the financial management system and may be different to the published carryover budget.

4. STATEMENT OF FINANCIAL POSITION - CONTINUED



RIGHT OF USE ASSETS				
For the period ending 31 January 2020				
	Annual Original Budget \$000	Annual Revised Budget \$000	YTD Revised Budget \$000	YTD Actual Balance \$000
Right of Use Asset				
Buildings	3,491	3,491	3,749	3,841
Land	4,372	4,372	4,600	4,601
Plant and Equipment	415	415	434	446
Closing balance	8,278	8,278	8,783	8,888

PROPERTY, PLANT AND EQUIPMENT (PPE) MOVEMENT*				
For the period ending 31 January 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)	2,558,126	2,541,881	2,541,881	2,541,881
Acquisitions and WIP in year movement	61,912	84,764	45,046	35,354
Depreciation in year	(63,114)	(63,114)	(36,816)	(35,645)
Disposals	(1,531)	(1,531)	(886)	(2,107)
Other adjustments**	-	-	-	138
Closing balance	2,555,393	2,562,000	2,549,225	2,539,621

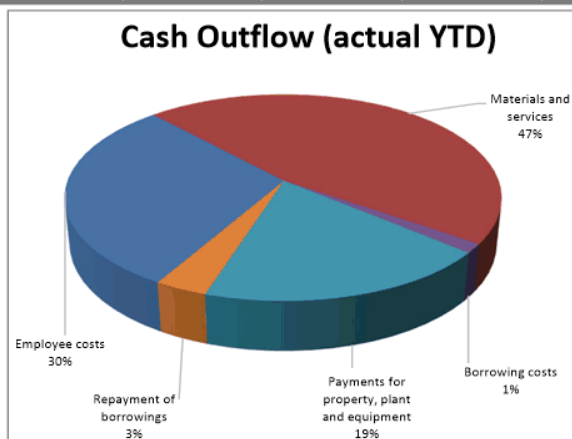
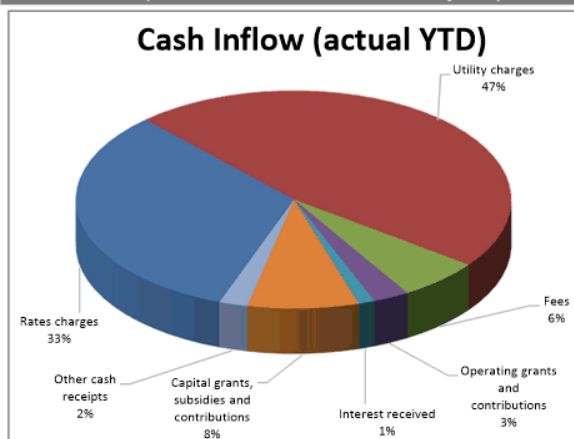
* This table includes movement relating to property, plant and equipment only and is exclusive of intangible assets.

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



5. STATEMENT OF CASH FLOWS

STATEMENT OF CASH FLOWS For the period ending 31 January 2020				
	Annual Original Budget \$000	Annual Revised Budget \$000	YTD Revised Budget \$000	YTD Actual \$000
CASH FLOWS FROM OPERATING ACTIVITIES				
Receipts from customers	272,371	272,371	157,103	152,348
Payments to suppliers and employees*	(237,536)	(237,536)	(139,106)	(138,409)
	34,835	34,835	17,997	13,939
Interest received	5,231	5,231	2,898	2,092
Dividend received	-	-	-	-
Rental income	925	925	531	559
Non-capital grants and contributions	16,097	16,097	8,464	4,665
Borrowing costs*	(2,480)	(2,480)	(2,470)	(2,416)
Right-of-use assets interest expense	(266)	(266)	(155)	(153)
Net cash inflow / (outflow) from operating activities	54,342	54,342	27,265	18,686
CASH FLOWS FROM INVESTING ACTIVITIES				
Payments for property, plant and equipment	(58,432)	(78,599)	(40,333)	(33,987)
Payments for intangible assets	-	-	-	(264)
Proceeds from sale of property, plant and equipment	1,419	1,419	828	518
Capital grants, subsidies and contributions	24,492	25,436	15,479	14,375
Other cash flows from investing activities	-	-	-	(90)
Net cash inflow / (outflow) from investing activities	(32,521)	(51,744)	(24,026)	(19,448)
CASH FLOWS FROM FINANCING ACTIVITIES				
Proceeds of borrowings	9,800	9,800	-	-
Repayment of borrowings*	(5,527)	(5,527)	(5,527)	(5,531)
Right-of-use lease payment	(1,039)	(1,039)	(606)	(572)
Net cash inflow / (outflow) from financing activities	3,234	3,234	(6,133)	(6,103)
Net increase / (decrease) in cash held	25,055	5,832	(2,894)	(6,865)
Cash and cash equivalents at the beginning of the year	144,972	162,096	162,096	162,096
Cash and cash equivalents at the end of the financial year / period	170,027	167,928	159,202	155,231

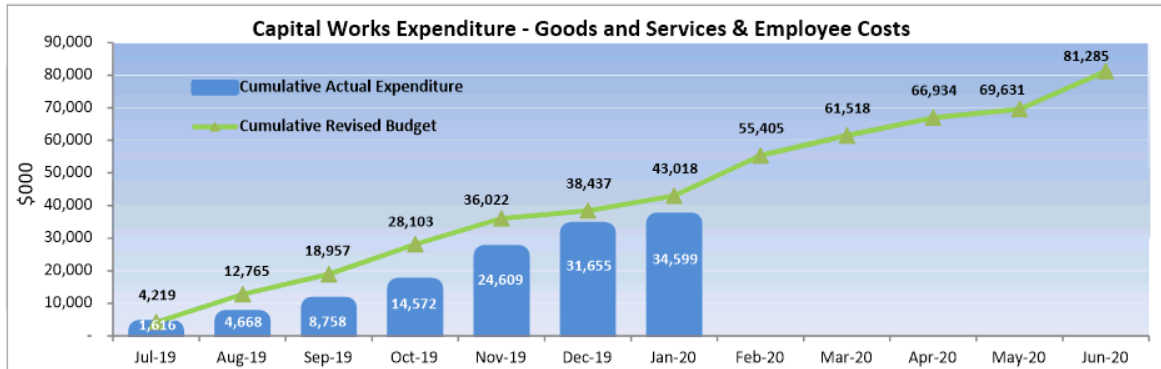


Total Cash Funding (Actual YTD)	174,557	Total Cash Expenditure (Actual YTD)	181,422
Total Cash Funding (Annual Revised Budget)	331,279	Total Cash Expenditure (Annual Revised Budget)	325,447
% of Budget Achieved YTD	53%	% of Budget Achieved YTD	56%

* Reclassified amounts in original budget to align with Annual Financial Statements and permitted by Australian Accounting Standard AASB 107 Statement of Cash Flows.

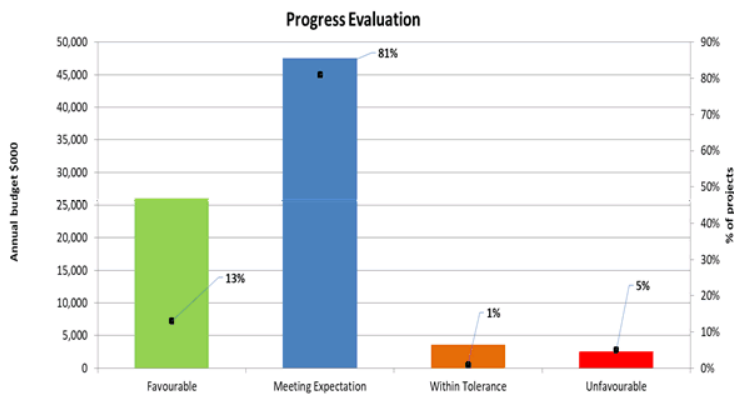


6. CAPITAL EXPENDITURE



	Annual Revised Budget \$'000	YTD Revised Budget \$'000	YTD Actual \$'000	YTD Variance \$'000
Capitalised goods and services	73,901	38,522	30,706	(7,816)
Capitalised employee costs	7,384	4,496	3,893	(603)
Total	81,285	43,018	34,599	(8,419)

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:

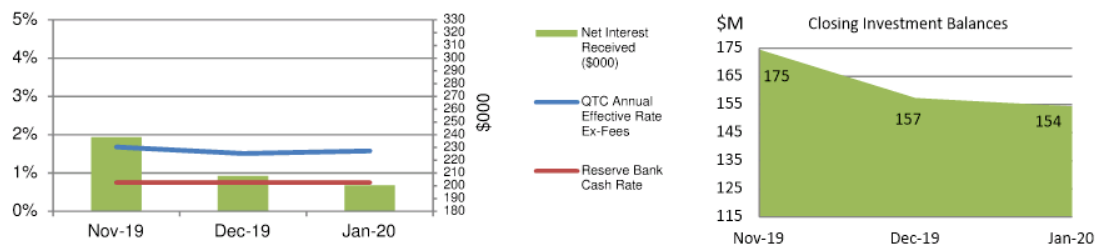
Project description	Progress
IndigiScapes Centre Extension - This project is for the refurbishment of the IndigiScapes Environmental Centre.	Meeting Expectations
Coastal Hazard Adaptation Strategy - This project is to develop a robust strategic plan that identifies the key issues impacting Redlands coastal zone and outlines actions to address and manage coastal hazards.	Meeting Expectations



8. INVESTMENT & BORROWINGS REPORT

For the period ending 31 January 2020

INVESTMENT RETURNS - QUEENSLAND TREASURY CORPORATION (QTC)



Total Investment at End of Month was \$154.30M

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

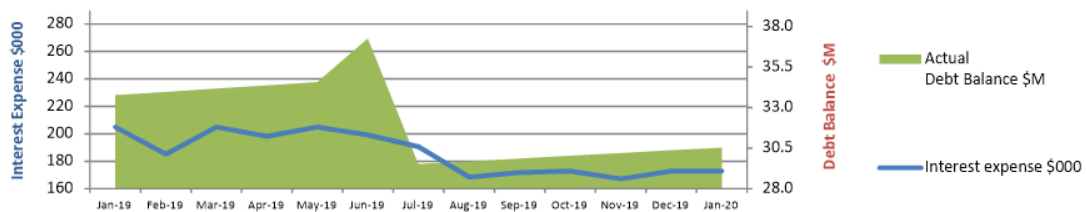
The movement in interest earned is indicative of both the interest rate and the surplus cash balances held, the latter of which is affected by business cash flow requirements on a monthly basis as well as the rating cycle.

Note: the Reserve Bank reduced the cash rate down to 0.75% in the October 2019 sitting.

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 1.58%. Term deposit rates are being monitored to identify investment opportunities to ensure Council maximises its interest earnings.

Council adopted its revised Investment Policy (POL-3013) in June 2019 for the 2019/2020 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 \$7.95M, being \$5.53M principal and \$2.42M interest has been made *annually* for 2019/2020 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 2019. Interest will accrue monthly on a daily balance until next ADSP in July 2020 which is reflected in the increasing debt balance.

Total Borrowings at End of Month were \$30.54M

General pool allocated to capital works is 99.66% and 0.34% is attributable to RedWaste.

Council adopted its revised Debt Policy (POL-1838) in June 2019 for the 2019/2020 financial year



9. CONSTRAINED CASH RESERVES

Reserves as at 31 January 2020	Purpose of reserve	Opening Balance	To Reserve	From Reserve	Closing Balance
		\$000	\$000	\$000	\$000
Special Projects Reserve:					
Weinam Creek Reserve	Maintenance and improvements associated with Weinam Creek projects	1,542	306	(2)	1,846
Waste Levy Reserve	To fund Waste Levy Program	-	4,646	(2,696)	1,950
Raby Bay Revetment Wall Reserve	To fund Raby Bay revetment wall works program	1,766	2,224	(1,979)	2,011
Aquatic Paradise Revetment Wall Reserve	To fund Aquatic Paradise revetment wall works program	-	20	(2)	18
Fleet Plant & Capital Equipment Reserve	To support the long term fleet replacement program	4,072	1,524	(1,325)	4,271
		7,380	8,720	(6,004)	10,096
Constrained Works Reserve:					
Public Parks Trunk Infrastructure Reserve	Capital projects for public parks trunk infrastructure	7,898	1,654	(832)	8,720
Land for Community Facilities Trunk Infrastructure Reserve	Land for community facilities trunk infrastructure	2,551	261	-	2,812
Water Supply Trunk Infrastructure Reserve	Upgrade, expansion or new projects for water supply trunk infrastructure	14,273	289	-	14,562
Sewerage Trunk Infrastructure Reserve	Upgrade, expansion or new projects for sewerage trunk infrastructure	11,414	1,449	(208)	12,655
Constrained Works Res-Cap Grants & Contribs	Unexpended capital grants and contributions received for specific projects	327	-	(327)	-
Local Roads Trunk Infrastructure Reserve	Capital projects for local roads trunk infrastructure	33,680	3,694	(4,178)	33,196
Cycleways Trunk Infrastructure Reserve	Capital projects for cycleways trunk infrastructure	12,456	1,271	(1,917)	11,810
Stormwater Trunk Infrastructure Reserve	Capital projects for stormwater trunk infrastructure	9,996	658	-	10,654
Constrained Works Res-Opr Grants & Contribs	Unexpended operating grants and contributions received for specific projects	224	-	-	224
Tree Planting Reserve	Acquisition and planting of trees on footpaths	85	37	(24)	98
Koala Tree off-set Planting Reserve	Acquisition and planting of trees for koala habitat	142	-	-	142
		93,046	9,313	(7,486)	94,873
Separate Charge Reserve:					
Environment Charge Acquisition Reserve	Acquisitions of land and facilities to support or enhance environmental outcomes	1,457	-	(1,457)	-
Environment Charge Maintenance Reserve	Ongoing conservation and maintenance operations	-	6,518	(4,032)	2,486
SES Separate Charge Reserve	On-going costs of maintaining the Redland SES	39	364	(355)	48
		1,496	6,882	(5,844)	2,534
Special Charge Reserve - Canals:					
Aquatic Paradise Canal Reserve	Maintenance and repairs of Aquatic Paradise canals	754	3	-	757
Sovereign Waters Lake Reserve	Maintenance and repairs of Sovereign Lake	428	2	-	430
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)
		850	5	-	855
TOTALS		102,772	24,920	(19,334)	108,358
		Closing cash and cash equivalents			155,231
		Reserves as percentage of cash balance			70%

10. REDLAND WATER STATEMENTS

REDLAND WATER SUMMARY OPERATING STATEMENT					
For the period ending 31 January 2020					
	Annual	Annual	YTD	YTD	YTD
	Original	Revised	Revised	Actual	Variance
	Budget	Budget	Budget	\$000	\$000
	\$000	\$000	\$000		
Total revenue	116,436	116,436	68,883	68,805	(78)
Total expenses	66,474	66,473	39,057	38,623	(434)
Earnings before interest, tax and depreciation (EBITD)	49,963	49,963	29,826	30,182	356
External interest expense	136	136	80	80	-
Internal interest expense	14,867	14,867	8,672	8,672	-
Depreciation	23,823	23,823	13,897	14,082	185
Operating surplus / (deficit)	11,136	11,136	7,177	7,348	171

REDLAND WATER CAPITAL FUNDING STATEMENT					
For the period ending 31 January 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	1,480	1,739	259
Net transfer (to) / from constrained capital reserves	(1,982)	295	(1,075)	(1,526)	(451)
Non-cash contributions	3,399	3,399	1,983	217	(1,766)
Funding from utility revenue	4,172	7,576	2,974	1,086	(1,888)
Total sources of capital funding	8,126	13,807	5,362	1,516	(3,846)
Contributed assets	3,399	3,399	1,983	217	(1,766)
Capitalised expenditure	4,179	9,859	3,059	1,058	(2,001)
Loan redemption	549	549	320	241	(79)
Total application of capital funds	8,126	13,807	5,362	1,516	(3,846)

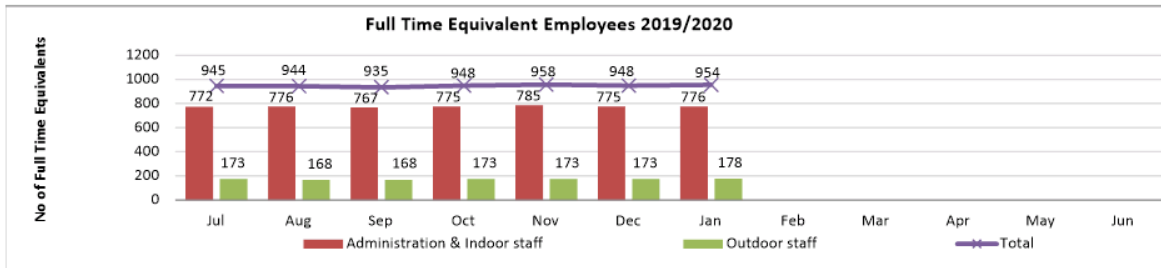
11. REDWASTE STATEMENTS

REDWASTE OPERATING STATEMENT					
For the period ending 31 January 2020					
	Annual	Annual	YTD	YTD	YTD
	Original	Revised	Revised	Actual	Variance
	Budget	Budget	Budget	\$000	\$000
	\$000	\$000	\$000		
Total revenue	33,701	33,701	21,395	21,249	(146)
Total expenses	26,197	26,197	15,387	14,878	(509)
Earnings before interest, tax and depreciation (EBITD)	7,504	7,504	6,008	6,371	363
External interest expense	31	31	18	16	(2)
Depreciation	278	278	162	174	12
Operating surplus / (deficit)	7,195	7,195	5,828	6,181	353

REDWASTE CAPITAL FUNDING STATEMENT					
For the period ending 31 January 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	746	746	582	454	(128)
Total sources of capital funding	746	746	582	454	(128)
Capitalised expenditure	608	608	456	348	(108)
Loan redemption	138	138	126	106	(20)
Total application of capital funds	746	746	582	454	(128)

12. APPENDIX: ADDITIONAL AND NON-FINANCIAL INFORMATION

Workforce Reporting



January 2020: Headcount		Employee Type			
Department Level	Casual	Full Time	Part Time	Total	
Office of CEO	6	36	10	52	
Organisational Services	7	210	18	235	
Community and Customer Services	34	277	78	389	
Infrastructure and Operations	13	344	18	375	
Total	60	867	124	1,051	

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

Days Overdue	Jan-20	% Overdue	Jan-19	% Overdue	\$ Variance	% Variance	Comment
0 - 30	\$1,706	0.0%	\$3,351	0.0%	-\$1,645	0.0%	Revenue Collection team continues to monitor and work with ratepayers who are unable to promptly meet their financial obligation to Council.
31 - 60	\$116	0.0%	\$39	0.0%	\$77	0.0%	
61 - 90	\$3,023,355	1.4%	\$3,002,817	1.5%	\$20,538	-0.1%	
91 - 180	\$1,579,028	0.8%	\$1,556,186	0.8%	\$22,842	0.0%	
>180	\$3,456,159	1.6%	\$3,358,464	1.7%	\$97,695	-0.1%	
Total	\$8,060,364	3.8%	\$7,920,857	4.0%	\$139,507	-0.2%	



13. GLOSSARY

Key Terms	
Written Down Value: <i>This is the value of an asset after accounting for depreciation or amortisation, and it is also called book value or net book value.</i>	
Work In Progress: <i>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.</i>	
Definition of Ratios	
Operating Surplus Ratio*: <i>This is an indicator of the extent to which revenues raised cover operational expenses only or are available for capital funding purposes</i>	$\frac{\text{Net Operating Surplus}}{\text{Total Operating Revenue}}$
Asset Sustainability Ratio*: <i>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</i>	$\frac{\text{Capital Expenditure on Replacement of Infrastructure Assets (Renewals)}}{\text{Depreciation Expenditure on Infrastructure Assets}}$
Net Financial Liabilities*: <i>This is an indicator of the extent to which the net financial liabilities of Council can be serviced by operating revenues</i>	$\frac{\text{Total Liabilities - Current Assets}}{\text{Total Operating Revenue}}$
Level of Dependence on General Rate Revenue: <i>This ratio measures Council's reliance on operating revenue from general rates (excludes utility revenues)</i>	$\frac{\text{General Rates - Pensioner Remissions}}{\text{Total Operating Revenue - Gain on Sale of Developed Land}}$
Current Ratio: <i>This measures the extent to which Council has liquid assets available to meet short term financial obligations</i>	$\frac{\text{Current Assets}}{\text{Current Liabilities}}$
Debt Servicing Ratio: <i>This indicates Council's ability to meet current debt instalments with recurrent revenue</i>	$\frac{\text{Interest Expense** + Loan Redemption}}{\text{Total Operating Revenue - Gain on Sale of Developed Land}}$
Cash Balance - \$M: <i>Cash balance includes cash on hand, cash at bank and other short term investments.</i>	Cash Held at Period End
Cash Capacity in Months: <i>This provides an indication as to the number of months cash held at period end would cover operating cash outflows</i>	$\frac{\text{Cash Held at Period End}}{[(\text{Cash Operating Costs} + \text{Interest Expense}) / \text{Period in Year}]}$
Longer Term Financial Stability - Debt to Asset Ratio: <i>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</i>	$\frac{\text{Current and Non-current Debt**}}{\text{Total Assets}}$
Operating Performance: <i>This ratio provides an indication of Council's cash flow capabilities</i>	$\frac{\text{Net Cash from Operations} + \text{Interest Revenue and Expense}}{\text{Cash Operating Revenue} + \text{Interest Revenue}}$
Interest Coverage Ratio: <i>This ratio demonstrates the extent to which operating revenues are being used to meet the financing charges</i>	$\frac{\text{Net Interest Expense on Debt Service***}}{\text{Total Operating Revenue}}$
<p>* 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.</p> <p>** Debt includes lease liabilities.</p> <p>*** Interest expense includes interest on leases.</p>	

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

Objective Reference:

Authorising Officer: John Oberhardt, General Manager Organisational Services

Responsible Officer: Tony Beynon, Group Manager Corporate Governance

Report Author: Kristene Viller, Governance Services Manager (Acting)

Attachments: 1. Community Consultation Activity Plan

PURPOSE

To recommend proceeding to undertake a community consultation for potential amendments to *Local Law No. 2 (Animal Management) 2015, Register – Animals in Public Places*. The community consultation will be undertaken based on the community consultation activity plan (Attachment 1).

BACKGROUND

Wellington Point Reserve is one of the most popular reserves in Redlands, it is a dual use site, popular for aquatic activities and families. The area is extremely popular on weekends, public holidays and school holidays. Dogs have always been permitted to use the reserve, however have been restricted to specific areas and times. Under the current restrictions dogs are not permitted in the reserve on Saturday, Sunday or statutory holidays between the hours of 9am and 4pm and are prohibited from the designated swimming beach and the playground and picnic area adjacent to the access road into Wellington Point Reserve at all times.

It should also be noted that dogs are not permitted within 10 meters of any playground apparatus in a public place that is provided for the use of children, this restriction not only applies to Wellington Point Reserve but to all public places across the city.

A group letter to the Mayor containing 1150 signatures was received in December 2019 which sought to have greater access to open spaces for dogs across the city. Focusing particularly on the Wellington Point Reserve, the group letter requested among other things that access to the reserve be expanded to include dogs on leash at all times and a suitable off leash area be established. A full analysis of the group letter is not possible as not all signatories provided comment and validation of the signatories is not possible, however taking each signature as unique and where no comment is provided taking that as agreement, 1139 of the 1150 participants agreed that access to the reserve for dogs should be expanded.

A review of the Wellington Point animal related prohibitions and restrictions has now been undertaken and following discussions with officers and Division 1 Councillor, it is recommended that Council consult with the community on a trial of relaxed prohibitions and restrictions at the reserve.

ISSUES

A trial of relaxed prohibitions and restrictions would require an amendment to *Local Law No. 2 (Animal Management) 2015, Register – Animals in Public Places*. The community consultation will seek feedback on the community's position on a potential dog trial and the following amendments:

<i>Section</i>	<i>Change</i>
Part 1, Item 1, Column 2 (a)	Removal of the words 'and picnic area adjacent to the access road into Wellington Point Reserve'.
Part 1, Item 2, Column 2 (a)	Removal of provision. (This change will mean dogs are allowed in the reserve 7 days a week during park opening hours 4am to 10pm with the exception of the bathing area and playground).

Prohibition and Restriction of Animals in Public Places during specified times.

Section 9 of *Local Law No. 2 (Animal Management) 2015* permits Council to designate by resolution, public places where animals, are prohibited or restricted. In accordance with s9(6) these areas must be recorded in a register that is available for public inspection and indicates the specific conditions for each prohibition.

Local Law No. 2 (Animal Management) 2015 at s9(7) authorises Council to repeal or amend a resolution about a prohibition or restriction without the need for the public to be consulted.

Community Consultation

It is proposed that the community consultation be conducted for a period of 27 days, commencing on 11 March 2020 and concluding on 7 April 2020. The community consultation will be seeking the community's position on conducting a 6 month trial of the proposed relaxations to the prohibition and restrictions.

A community engagement plan has been provided (Attachment 1) outlining:

- a) The nature of the engagement;
- b) The period of the engagement;
- c) Where notice of the proposed consultation will be displayed; and
- d) The information that will generally be stated about the proposed consultation in any notice.

All comments received will be reviewed and those that address the consultations question will be considered in the final community consultation report.

STRATEGIC IMPLICATIONS

Legislative Requirements

The amendments are in accordance with the requirements of *Local Law No. 2 (Animal Management) 2015*.

Risk Management

The risks associated with amending *Local Law No. 2 (Animal Management) 2015*, Register - Animals in Public Places have been managed by:

- a) Internal stakeholder engagement to ensure the register will promote effective governance to the community; and
- b) Ensuring the process to amend the Register is in accordance with the requirements of *Local Law No. 2 (Animal Management) 2015*.

It should be noted that Wellington Point Reserve is one of only a few function destination/community recreation spaces in the city where dogs are prohibited either at all times or partially. From a diversity of open space and mix of user perspective, removal of those

restrictions without looking at potential alternative locations that could help with a balance and mix across the city is a potential risk that would need to be mitigated.

Financial

There are no financial implications associated with this report.

People

The community consultation process will have an impact on the compliance services unit who are responsible for enforcement activities, the community engagement and tourism unit who will promote the consultation to the community and the Strategy and Governance Unit that will formulate the results and present back to Council. It is anticipated the work will be absorbed by current resourcing.

Environmental

There are no environmental implications associated with this report.

Social

The community consultation process aims to ensure an equitable and transparent process, with opportunity for the community to comment regarding the proposed trial.

The community consultation for the proposed changes are being undertaken at “Consult” level in accordance with the IAP2 Public Participation Spectrum. The goal being to obtain public feedback on the proposed dog trial and changes to the Local Law.

Human Rights

There are no human rights implications associated with this report.

Alignment with Council's Policy and Plans

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

CONSULTATION

Consulted	Consultation Date	Comments/Actions
Service Manager Compliance Services	November 19	Request for amendment to the Register to facilitate the trial.
Group Manager Environment and Regulation	December 19	Approval of amendment and report.
Governance Service Manager	November – December 19	Draft amendments to the Register and preparation of the report.
Elected Representative	November 19	Discussed potential of the trial with Animal Management.
Service Manager Civic and Open Space	December 19	Request for comment
Service Manager Parks and Conservation	December 19	Request for comment

OPTIONS**Option One**

Pursuant to section 9(2) of *Local Law No. 2 (Animal Management) 2015*, Council resolves as follows:

1. To engage with the community for a period of 27 days commencing in March 2020 (the consultation period) about a relaxation of the prohibition and restrictions of dog regulations at Wellington Point reserve and the potential for a six (6) month trial of those changes.
2. To accept and review all comments received in relation to the proposed changes.

Option Two

Resolve not to undertake a community consultation of relaxed dog regulations at Wellington Point reserve.

OFFICER'S RECOMMENDATION

Pursuant to section 9(2) of *Local Law No. 2 (Animal Management) 2015*, Council resolves as follows:

1. To engage with the community for a period of 27 days commencing in March 2020 (the consultation period) about a relaxation of the prohibition and restrictions of dog regulations at Wellington Point reserve and the potential for a six (6) month trial of those changes.
2. To accept and review all comments received in relation to the proposed changes.

Wellington Point Dog Trial

Community Consultation

Draft Community Consultation Activity Plan

Objective: Utilising the IAP2 Public Participation Spectrum community consultation will be undertaken at the ‘Consult’ level.

		INCREASING IMPACT ON THE DECISION				
		INFORM	CONSULT	INVOLVE	COLLABORATE	EMPOWER
PUBLIC PARTICIPATION GOAL		To provide the public with balanced and objective information to assist them in understanding the problem, alternatives, opportunities and/or solutions.	To obtain public feedback on analysis, alternatives and/or decisions.	To work directly with the public throughout the process to ensure that public concerns and aspirations are consistently understood and considered.	To partner with the public in each aspect of the decision including the development of alternatives and the identification of the preferred solution.	To place final decision making in the hands of the public.
	PROMISE TO THE PUBLIC	We will keep you informed.	We will keep you informed, listen to and acknowledge concerns and aspirations, and provide feedback on how public input influenced the decision.	We will work with you to ensure that your concerns and aspirations are directly reflected in the alternatives developed and provide feedback on how public input influenced the decision.	We will look to you for advice and innovation in formulating solutions and incorporate your advice and recommendations into the decisions to the maximum extent possible.	We will implement what you decide.

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It will provide the Redlands Coast Community with an opportunity to provide input regarding a potential trial of amendments to the restrictions and prohibition on dogs at Wellington Point Reserve. Information will include consultation dates and direct interested parties to the yoursay page to complete a survey.

Timing: Community consultation will commence 11 March 2020 and close 7 April 2020.

Activity Plan:

ACTIVITY	CONTENT/ COMPONENTPARTS	WHO	ITEMS	BUDGET	Comments
Councillor briefing	Briefing covering amendment background, consultation process and dates.	Governance	na	na	Absorbed in current budget allocations
Yoursay project page	Content and functionality to include background, community consultation dates, and survey facility.	CET, Governance	na	na	Absorbed in current budget allocations
Press ad	Display ad in the Redland City Bulletin - appearing 18 March, 2020. Content to include background, community consultation as 'Consult' level only, community consultation dates, and detail on how to make comment (not submissions).	CET, Local Laws	1	Approx. \$509	T42 (186mm x 129mm). Booking deadline 3pm previous Wednesday.
Officer Survey	Officer from the animal management team will be in attendance to undertake survey's with the community on a number of occasions throughout the consultation.	Animal Management	Na	Na	Absorbed in current budget allocations.
Social media	Social media channels used to create awareness of notification.	CET, Councillors	na	na	Absorbed in current budget allocations
RCC Call Centre scripting	Covering proposed amendment, community consultation dates and detail on how community can make comment.	CET, Local Laws	na	na	Absorbed in current budget allocations
			Total	\$509	

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: David Jeanes, Acting General Manager Community & Customer Services

Responsible Officer: Stephen Hill, Acting Group Manager City Planning & Assessment

Report Author: Jill Driscoll, Group Support Coordinator

Attachments: 1. Decisions Made Under Delegated Authority 19.01.2020 TO 01.02.2020

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; and

Category 4 – major assessments (not included in this report).

The applications detailed in this report have been assessed under:

Category 1 - Minor code assessable applications, concurrence agency referral, minor operational works and minor compliance works; 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 19.01.2020 to 01.02.2020

Decisions Made Under Delegated Authority 19.01.2020 to 25.01.2020**CATEGORY1**

Application Id	Application Full Details	Applicant	Associated Property Address	Primary Category	Decision Date	Negotiated Decision Date	Decision Description	Division
MCU19/0159	Dwelling house	Kamiar MESHKI Sharareh MESHKI	120 Main Road Wellington Point QLD 4160	Code Assessment	24/01/2020	N/A	Development Permit	1
CAR19/0352	Design & Siting - Carport and Gatehouse	Applied Building Approvals	45 Compass Court Cleveland QLD 4163	Referral Agency Response - Planning	20/01/2020	N/A	Approved	2
CAR19/0454	Design And Siting - Dwelling House Additions X 1	Dean A Wiltshire & Susan M Wiltshire As Trustee	2 Cumberland Street Amity QLD 4183	Referral Agency Response - Planning	22/01/2020	N/A	Approved	2
CAR19/0474	Design and Siting - Dwelling	Metricon Homes Qld Pty Ltd	41A Russell Street Cleveland QLD 4163	Referral Agency Response - Planning	21/01/2020	N/A	Approved	2
MCU19/0164	Dual occupancy and new carport	Bartley Burns Certifiers & Planners	54-56 Ocean Street Cleveland QLD 4163	Code Assessment	24/01/2020	N/A	Approved	3
MCU19/0170	Dwelling house	Bay Island Designs	22 Waterside Drive Macleay Island QLD 4184	Code Assessment	23/01/2020	N/A	Development Permit	5
CAR19/0492	Design and Siting - Bulk Referral Dwelling Houses	Birkdale Land Pty Ltd	175-185 Collingwood Road Birkdale QLD 4159	Referral Agency Response - Planning	24/01/2020	N/A	Approved	8
RAL19/0090	Rearranging Boundaries - 3 into 3 Lots	Dean Peter TOPATIG	46 Bell Street Ormiston QLD 4160	Code Assessment	20/01/2020	N/A	Development Permit	8
CAR19/0361	Build Over or Near Relevant Infrastructure - Dwelling	George KAMENSKY	199 Birkdale Road Birkdale QLD 4159	Referral Agency Response - Engineering	21/01/2020	N/A	Approved	10

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Decisions Made Under Delegated Authority 19.01.2020 to 25.01.2020**CATEGORY1**

Application Id	Application Full Details	Applicant	Associated Property Address	Primary Category	Decision Date	Negotiated Decision Date	Decision Description	Division
CAR20/0001	Design and Siting - Dwelling	Henley Properties (Qld) Pty Ltd	25 Shoreside Close Birkdale QLD 4159	Referral Agency Response - Planning	24/01/2020	N/A	Approved	10

Decisions Made Under Delegated Authority 19.01.2020 to 25.01.2020

CATEGORY2

Application Id	Application Full Details	Applicant	Associated Property Address	Primary Category	Decision Date	Negotiated Decision Date	Decision Description	Division
MCU19/0077	Other Change - C582 Conv- AGED CARE FACILITY	N G Sanders & Associates Pty Ltd Platinum Design	337-343 Redland Bay Road Thornlands QLD 4164	Other Change to Approval Code	21/01/2020	N/A	Development Permit	3
OPW19/0085	Operational Works for RAL - 1 into 6 Lots and Road	Urban Engineering Solutions Pty Ltd	14-20 Bonnie Street Thornlands QLD 4164	Code Assessment	24/01/2020	N/A	Development Permit	3

Decisions Made Under Delegated Authority 26.01.2020 to 01.02.2020

CATEGORY1

Application Id	Application Full Details	Applicant	Associated Property Address	Primary Category	Decision Date	Negotiated Decision Date	Decision Description	Division
CAR19/0364	Design and Siting - Boatport	The Certifier Pty Ltd	27 Finnegan Street Dunwich QLD 4183	Referral Agency Response - Planning	28/01/2020	N/A	Approved	2
CAR19/0485	Design and Siting - Patio	The Certifier Pty Ltd	34 Mergowie Drive Cleveland QLD 4163	Referral Agency Response - Planning	30/01/2020	N/A	Approved	2
RAL19/0062	Rearranging Boundaries - 2 into 2 lots	Ian Davis Surveys Pty Ltd	10 Colburn Avenue Victoria Point QLD 4165	Code Assessment	30/01/2020	N/A	Development Permit	4
MCU18/0217.01	Change to Development Approval - Dwelling House	Tania Lopez As Trustee	65 Coondooropa Drive Macleay Island QLD 4184	Minor Change to Approval	30/01/2020	N/A	Approved	5
MCU19/0168	Dwelling house and shed	Bay Island Designs	1 Canaipa Point Drive Russell Island QLD 4184	Code Assessment	29/01/2020	N/A	Development Permit	5
CAR19/0492	Design and Siting - Bulk Referral Dwelling Houses	Birkdale Land Pty Ltd	175-185 Collingwood Road Birkdale QLD 4159	Referral Agency Response - Planning	28/01/2020	N/A	Approved	8
CAR20/0005	Design and Siting - Dwelling house	Henley Properties (Qld) Pty Ltd	22 Shoreside Close Birkdale QLD 4159	Referral Agency Response - Planning	30/01/2020	N/A	Approved	10

Decisions Made Under Delegated Authority 26.01.2020 to 01.02.2020

CATEGORY2

Application Id	Application Full Details	Applicant	Associated Property Address	Primary Category	Decision Date	Negotiated Decision Date	Decision Description	Division
MCU013612	Mixed Use Development (Apartment Buildings, Tourist Accommodation, Refreshment Establishment, Shop)	Envisage Development Management Pty Ltd	4 Harbourview Court Cleveland QLD 4163	Code Assessment	31/01/2020	N/A	Approved	1
CAR19/0203	Build Over or Near Relevant Infrastructure - Retaining Wall and Shed	Applied Building Approvals	18 Oxley Parade Dunwich QLD 4183	Referral Agency Response - Engineering	28/01/2020	N/A	Approved	2
CAR19/0478	Build Over/Near Sewer - Retaining Wall Footings	Malcolm Douglas Contractors	5 Junner Street Dunwich QLD 4183	Referral Agency Response - Engineering	31/01/2020	N/A	Approved	2
MCU19/0122	Dual occupancy	Kelly Anne ROW Nicole STANTON	142 Palm Beach Road Russell Island QLD 4184	Impact Assessment	29/01/2020	N/A	Development Permit	5
RAL19/0069	Standard Format - 1 into 8	Wolter Consulting Group	27-35 Salisbury Street Redland Bay QLD 4165	Code Assessment	31/01/2020	N/A	Development Permit	5
MCU19/0153	Change to Development Approval - MCU013463 Vehicle Depot	Michell Town Planning & Development, Mr Grant DANIELS	678-682 Mount Cotton Road Sheldon QLD 4157	Minor Change to Approval	31/01/2020	N/A	Approved	6

14.2 LIST OF DEVELOPMENT AND PLANNING RELATED COURT MATTERS AT 3 FEBRUARY 2020**Objective Reference:****Authorising Officer:** David Jeanes, Acting General Manager Community & Customer Services**Responsible Officer:** Stephen Hill, Acting Group Manager City Planning & Assessment**Report Author:** Michael Anderson, Senior Appeals 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:

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

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

The DSDMIP provides a Database of Appeals that may be searched for past appeals and 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:	CA11075/17 (MCU013296)
Appellants:		Lipoma Pty Ltd
		Lanrex Pty Ltd
		Victoria Point Lakeside 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:		Submitter appeal against Council approval.
Current Status:		A directions hearing was held on 1 August 2018. A further directions hearing was held on 5 October 2018 to confirm the matters to be determined by the Court. The matter was heard before the Court over four days, commencing 4 March 2019. The Court handed down its decision on 4 October 2019. The appeal was dismissed and the development application was approved. An appeal CA12762/19 (see item 13) was lodged to the Queensland Court of Appeal on 15 November 2019. Hearing set down for 30 April 2020.

2.	File Number:	2171 of 2018 (ROLO06209)
Appellant:		Lorette Margaret Wigan
Respondent:		Redland City Council
Proposed Development:		Reconfiguring a Lot for 1 into 29 lots and road 84-122 Taylor Road, Thornlands (Lot 1 on RP123222)
Appeal Details:		Appeal against Council decision to issue Preliminary Approval.
Current Status:		Appeal filed on 13 June 2018. Mediation was held on 29 June 2018. A second mediation was held on 2 October 2018. A third mediation was held on 22 October 2018. A fourth mediation was held on 8 April 2019. A fifth mediation was held on 12 December 2019. Reviews were held on 12 April 2019, 19 July 2019, 23 August 2019, 9 October 2019, 14 November 2019 and 12 December 2019. Review held on 3 February 2020 and the appeal is listed for review on 27 February 2020.

3.	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:		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. A review was held on 8 November 2019. A mediation was held on 13 December 2019. Review held on 24 January 2020. Orders issued for Appellant to provide further details of the proposed use, further to the 'without prejudice' correspondence dated 2 December 2019, by 31 January 2020. Respondent to provide a response to the Appellant's 'without prejudice' correspondence by 14 February 2020. Further mediation is set down for 28 February 2020 where the appellant will present additional information. The

		matter has been listed for further review on 6 March 2020.
4.	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:	Appeal filed 16 October 2019. A mediation was held on 13 December 2019. The matter has been listed for further review on 31 January 2020. The matter has been adjourned until 28 February 2020.
5.	File Number:	3797 of 2019
	Appellant:	Matzin Capital Pty Ltd
	Respondent:	Redland City Council
	Proposed Development:	Application made under <i>Subordinate Local Law No 1.4 (Installation of Advertising Devices) 2017</i> and <i>Local Law No 1 (Administration) 2015</i> for a Permanent Sign – Electronic display component – high impact sign on an existing pylon sign 80 – 82 Finucane Road, Alexandra Hills (Lot 3 on RP81387)
	Appeal Details:	Appeal against Council refusal.
	Current Status:	Appeal filed 22 October 2019.
6.	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:	Appeal filed 23 October 2019. An early without prejudice meeting was held on 26 November 2019. Council considered its position on the deemed refusal at the General Meeting on 29 January 2020 and the parties notified of Council's position on 31 January 2020. The matter has been listed for review on 6 February 2020.
7.	File Number:	4111 of 2019
	Appellant:	Bayside Business Park (Cleveland) Pty Ltd
	Respondent:	Redland City Council
	Co-respondent (applicant):	Stephen Lambourne
	Proposed Development:	Material change of use (health care services) 58-68 Delancey Street, Ormiston
	Appeal Details:	Appeal against approval by Council.
	Current Status:	Appeal filed 15 November 2019.
8.	File Number:	4300 of 2019
	Appellant:	PPV Victoria Point Land Pty Ltd
	Respondent:	Redland City Council
	Proposed Development:	Preliminary Approval (including a variation request) for a Material Change of Use (Retirement Facility and Relocatable Home Park) 673-685, 687-707 and 711-719 Redland Bay Road and 10 Double Jump Road,

	Victoria Point. (Lot 29 on SP237942, Lots 9 and 10 on RP57455 and Lot 2 on RP149315)
Appeal Details:	Appeal against deemed refusal by Council
Current Status:	Appeal filed 28 November 2019. Council considered its position on the deemed refusal at the General Meeting on 29 January 2020 and the parties notified of Council's position on 31 January 2020.

9.	File Number:	4312 of 2019
Appellant:	New Land Tourism Pty Ltd	
Respondent:	Redland City Council	
Proposed Development:	Material change of use (tourist accommodation) 147-205 Rocky Passage Road, Redland bay	
Appeal Details:	Appeal against Council's decision to give a preliminary approval for a development application.	
Current Status:	Appeal filed 29 November 2019.	

10.	File Number:	4703 of 2019
Applicant:	Redland City Council	
Respondents:	Canaipa Developments Pty Ltd	
	Ian Robert Larkman	
	TLC Jones Pty Ltd	
	TLC Supermarkets Unit Trust No 2	
Site details:	29-39 High Street, Russell Island	
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. Directions hearing listed for 5 February 2020.	

11.	File Number:	108 of 2020
Appellant:	Daln Developments Pty Ltd	
	Redland City Council	
Site details:	18 Chermside Street, Wellington Point	
Application Details:	Appeal against Council refusal.	
Current Status:	Appeal filed 15 January 2019. A 'without prejudice' meeting held on 24 January 2020.	

APPEALS TO THE QUEENSLAND COURT OF APPEAL

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

13.	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 is set down for 30 April 2020.

DEVELOPMENT TRIBUNAL APPEALS AND OTHER MATTERS

14.	File Number:	Appeal 19-033 (CAR19/0135)
Appellant:		Robert Reynolds
Respondent:		Luke Jones
Co-Respondent:		Redland City Council
Proposed Development:		Building Work for Carport (Boatport) (including car wash) 6 Dinton Court, Alexandra Hills
Appeal Details:		Appeal against the decision of the assessment manager to refuse the development application, as directed by Redland City Council, in its role as concurrence agency.
Current Status:		Appeal filed by the Appellant on 26 July 2019. Council was notified of the appeal on 30 July 2019. A Development Tribunal was established on 9 October 2019. The tribunal hearing was held on 30 October 2019. The Development Tribunal approved the development by notice dated 21 January 2020 in accordance with revised plans that were lodged with the Registrar on 13 November 2019.

15.	File Number:	Appeal 19-034 (PD236994)
Appellant:		Gregory Thomas Hayes
Respondent:		Redland City Council
Proposed Development:		Plumbing and Drainage Works for a composting toilet 17 Kennedy Avenue, Russell Island
Appeal Details:		Appeal against the decision of the Redland City Council to refuse a plumbing application for the installation of a composting toilet.
Current Status:		Appeal filed on 26 July 2019. Council was notified of the appeal on 30 July 2019. A Development Tribunal was established on 9 October 2019. A hearing was held on 25 October 2019. The Development Tribunal reserved its decision.

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 CAR19/0462 - BULK CONCURRENCE AGENCY ASSESSMENT - 275-495 SERPENTINE CREEK ROAD, REDLAND BAY

Objective Reference:

Authorising Officer: Graham Simpson, Acting General Manager Community & Customer Services

Responsible Officer: Stephen Hill, Service Manager Strategic Planning

Report Author: Justin Leach, Planning Officer

Attachments:

1. Bulk Concurrence Plans
2. Shoreline Precinct Plan
3. Conditions Package
4. Lendlease Dual Frontage Design Guidelines

PURPOSE

To consider an application for a concurrence agency response for a bulk building works assessment for 130 proposed dwellings houses located at 275-495 Serpentine Creek Road, Redland Bay. It is referred to Council for determination.

BACKGROUND

Council has received an application for a concurrence agency response at 275-495 Serpentine Creek Road, Redland Bay (Attachment 1), and described as Lot 11 on SP 268704, for the purpose of a bulk building works assessment of 130 proposed dwelling houses.

The owner of the property is Edgarange Pty Ltd and the applicant is Lendlease Communities (Shoreline) Pty Ltd c/-Saunders Havill Group.

The applicant has submitted this request prior to making the development application to the assessment manager. Council is therefore assessing the application and providing a pre-lodgement response under s57 of the *Planning Act 2016*.

The proposal triggers a concurrence agency response in accordance with the *Planning Regulation 2017* Schedule 9, Part 3, Division 2, Table 3.

Council's jurisdiction as a concurrence agency relates to whether the proposed building or structure complies with certain criteria under the *Queensland Development Code* (QDC), the *Shoreline Plan of Development* (POD) and the *Redlands Planning Scheme V6.2* (RPS). The application was made in accordance with the *Planning Act 2016*.

The application has been assessed against the relevant criteria and the proposed development is considered to comply with these planning instruments.

The key issues identified in the assessment are:

- Lot product types
- Road setbacks
- Side setbacks.

Preliminary approval (lodged 2014)

The subject site was part of several lots within the investigation zone to which a material change of use – preliminary approval (MCU013287) under s242 of the *Sustainable Planning Act 2009* (SPA) was granted on 18 November 2015. The approval established a master plan, a number of precincts (residential, town centre and open space) and a suite of codes to form the Shoreline POD to override version 6.2 of the Redlands Planning Scheme.

Approved reconfiguration

Council approved a reconfiguring a lot application RAL19/0061 for 130 residential lots over the south-east corner of the subject site on 4 December 2019. The reconfiguration also included new road, a balance lot and an open space lot for park and stormwater purposes. A subsequent operational works application OPW19/0134 for bulk earthworks over the reconfiguration site was approved on 19 December 2019.

ISSUES

Site description

The site has an area of 101.3839 hectares and approximately 1080m of frontage to Serpentine Creek Road, being the existing formed road to the east. The southern and western boundaries of the site also adjoin gazetted road, which contains an access track allowing access to the Serpentine Creek Conservation Area to the west. The adjoining road reserve is otherwise generally well vegetated. The site adjoins rural zoned properties to the north, which are largely comprised of single dwelling houses and associated rural enterprise. An access easement traverses the site from east to west, providing access to a property to the north.

The site has historically been used for rural residential and agricultural purposes. The site is currently improved by two (2) dwellings and associated outbuildings. Several poultry sheds were removed from the site in 2018, with final inspection certificates for the works being lodged to Council on 18 June 2018 (BX314861). The site has sparse vegetation aside from a stand of exotic and native trees surrounding the dwelling house. A farm dam is located to the north-east of the site, which represents a low point of the topography. Generally, the site is undulating with other low lying areas to the south west of the site that receive some inundation during flood events.

Proposal

The application, lodged on 4 December 2019, is for a concurrence agency response for a bulk building works assessment of 130 dwellings houses. The application seeks to vary the provisions within the dwelling house code of the RPS V6.2 (referred to by the Shoreline residential precinct code of the POD) and the QDC mandatory parts MP1.1 and MP1.2, triggered as a concurrence agency response by the *Planning Regulation 2017* schedule 9, part 3, division 2, table 3.

The intent of the proposal is to establish general design and siting controls for future dwelling houses on the proposed front loaded and rear loaded lots. The proposal also establishes additional criteria such as mandatory driveway locations, built to boundary wall locations and lengths, vehicular access restrictions as well as requirements such as recessing of garage doors. The combination of the proposed criteria seek to deliver a consistent high quality streetscape, whilst ensuring acceptable levels of open space, privacy and amenity between dwellings.

The front loaded lots, depending on lot type, are proposed to incorporate setbacks and site cover as depicted in Figure 1 below. It is noted that the site cover shown below is already approved by the Shoreline POD and does not form part of this application.

FRONT LOADED PRODUCT												
Lot Type	Code	Frontage				Side			Rear			Maximum Site Coverage
		Front Wall (wall)	Portico (OMP)	Garage (Wall)	Secondary (Wall)	NON BTB Ground Level (Wall)	NON BTB First Level (Wall)	Built to Boundary Wall	Ground Level (Wall)	First Level (Wall)	To Parkland (Wall)	
Traditional	T20, T18	4.5 m	3.5 m	5.0 m	2.5 m	1.5 m	2.0 m	Yes	1.5 m	2.0 m	1.5 m	60%
Courtyard	C16, C14	3.5 m	2.5 m	5.0 m	2.5 m	1.5 m	2.0 m	Yes	1.5 m	2.0 m	1.5 m	60%
Premium Villa	PV	3.5 m	2.5 m	5.0 m	2.0 m	1.2 m	1.5 m	Yes	1.5 m	1.5 m	1.5 m	60%
Town Courtyard	TC16, TC14	3.0 m	2.5 m	5.0 m	2.5 m	1.5 m	2.0 m	Yes	1.5 m	2.0 m	1.5 m	60%

Figure 1: Proposed setbacks for front loaded lots

The proposed rear loaded lots, situated along and primarily fronting road 4 as shown in Attachment 1, are anticipated to have an alternative set of provisions in relation to setbacks as described in Figure 2 below. The intention of the rear loaded lots is to ensure the proposed dwellings in this location address and enhance the entry collector street through improved design and building articulation, while delivering vehicular access only from the secondary frontage.

REAR LOADED PRODUCT												
Lot Type	Code	Frontage				Side			Rear			Maximum Site Coverage
		Front Wall (wall)	Portico (OMP)		Secondary (Wall)	NON BTB Ground Level (Wall)	NON BTB First Level (Wall)	Built to Boundary Wall	Ground Level (Wall)	First Level (Wall)	To Garage (Wall)	
Traditional	T18-R	2.0 m	1.5 m	-	2.5 m	1.5 m	2.0 m	Yes	1.0 m	1.0 m	1.0 m	60%
Courtyard	C14-R	2.0 m	1.5 m	-	2.0 m	1.5 m	2.0 m	Yes	1.0 m	1.0 m	1.0 m	60%
Premium Villa	PV-R	2.0 m	1.5 m	-	2.0 m	1.2 m	1.5 m	Yes	1.0 m	1.0 m	1.0 m	60%

Figure 2: Proposed setbacks for rear loaded lots

ASSESSMENT OF REQUEST

Planning Act 2016

In accordance with the *Planning Regulation 2017* Schedule 9, Part 3, Division 2, Table 3, Council is a concurrence agency for the development application. Council's jurisdiction as a concurrence agency relates to whether the proposed building or structure complies with certain criteria under the *Queensland Development Code* (QDC), the *Shoreline Plan of Development* (POD) and the *Redlands Planning Scheme V6.2* (RPS) as detailed in the assessment section below.

As referenced in the background section of this report, the applicant has submitted this request prior to making the development application to the assessment manager. Council is therefore assessing the application and providing a pre-lodgement response under s57 of the *Planning Act 2016*.

Shoreline Plan of Development and the Redlands Planning Scheme V6.2

The bulk building works assessment is for future dwelling houses to be constructed on lots approved under RAL19/0061 and to be located on land zoned as Shoreline residential precinct, as depicted by the Shoreline Precinct Plan (Attachment 2). The level of assessment for a dwelling

house within the Shoreline residential precinct is 'accepted subject to requirements', being those listed in the RPS dwelling house code (as varied by the POD) and the Shoreline POD building design code. Any non-compliance with the accepted subject to requirements criteria is undertaken by the local government as a referral agency with concurrence agency jurisdiction, unless the site is subject to a relevant overlay which would trigger code assessment. The overlays mapped over the property include:

- acid sulfate soils overlay code
- bushfire hazard overlay code
- flood prone, storm tide and drainage constrained land overlay code
- habitat protection overlay code
- landslide hazard overlay code
- protection of the poultry industry overlay code
- road and rail noise impacts overlay code
- waterways, wetlands and Moreton Bay overlay code.

In this particular case the approved lots are generally located outside of the mapped overlay areas, and where located within a mapped overlay, the relevant overlay code has been varied by the approved Shoreline POD to not be applicable. Accordingly, there are no relevant overlays applicable and the proposal must be assessed by Council as a referral agency with concurrence agency jurisdiction.

QDC MP1.1 and MP1.2

Probable solution P2 of the dwelling house code seeks for setbacks and site cover to comply with the QDC MP1.1 (design standards for single detached housing on lots 450m² and under) and QDC MP1.2 (design standards for single detached housing on lots greater than 450m²). The proposal includes alternatives to this deemed to comply solution as follows:

Front loaded product (sub-types: traditional, courtyard, premium villa and town courtyard)

- proposed front setbacks are less than acceptable solution A1 in the QDC (MP1.2 only)
- proposed secondary front setbacks are less than the acceptable solution A1 in the QDC (MP1.2 only)
- proposed front setbacks (to corner truncation) for corner lots is less than the acceptable solution A1 in the QDC
- proposed side setbacks are less than the acceptable solution A2 in the QDC
- proposed built to boundary wall (except for traditional lots) to exceed maximum length in acceptable solution A2 of the QDC.

Rear loaded product (sub-types: traditional, courtyard, premium villa)

- proposed front setbacks are less than acceptable solution A1 in the QDC
- proposed secondary front setbacks are less than the acceptable solution A1 in the QDC (MP1.2 only)
- proposed front setbacks (to corner truncation) for corner lots is less than the acceptable solution A1 in the QDC
- proposed side setbacks are less than the acceptable solution A2 in the QDC

- proposed built to boundary wall (except for traditional lots) to exceed maximum length in acceptable solution A2 of the QDC.

The proposal is considered to meet the relevant specific outcome S2, which seeks that 'development is appropriately sized and located on site' as outlined below:

Front loaded lots

- The development is a newly created estate and all dwellings proposed to be constructed on the front loaded lots will be built under the same criteria.
- The front wall of the proposed dwelling living areas are within a range of 3m to 4.5m from the frontage, and the proposed garage is setback 5m. The setbacks proposed reduce building bulk and the dominance of the garage door on the lots across the development and provide an adequate area for additional parking provision in front of the garage door. The projections of the portico at the frontage of the property (generally at 2.5m to the outermost projection), will provide variation and visual interest in the building design while also reducing bulk presented by dwelling walls. The road boundary setbacks will be acceptable for the intended streetscape in this regard.
- The proposed front setback will provide an acceptable consistent streetscape not compromising the outlook of the neighbouring residents. The setback provisions will provide consistency in addressing the street, and allow for greater open space provision at the rear of properties in combination with the proposed built to boundary wall provisions noted below.
- Secondary frontages for corner lots are also proposed to be varied to 2.5m to wall (or 2m for premium villa product). This is consistent with the QDC, which already specifies a minimum setback of 1m to outermost projection for small lots 450m² or less, or a sliding scale for lots greater than 450m² based on average lot depth. The proposed setbacks will provide consistency with the streetscape, while maximising the usability of the more typically constrained corner sites.
- Side setbacks are proposed to be 1.5m to the wall at ground level for all sub-types, except for premium villa which are typically the smallest lots across the estate (being 400m² or less) and are proposed to have a 1.2m setback to wall. Upper level floors are proposed to step in 0.5m (or 0.3m for premium villa lots), which is typical of the QDC for lots of the proposed frontage width. The proposed setbacks will still allow for adequate daylight and ventilation to habitable rooms. Amenity and privacy will be maintained for future residents through dwelling design and will have regard to aspects such as window location/orientation, adequate sill heights, and screening/glazing of windows. It is noted that these visual privacy controls will need to be incorporated into future building approvals and are regulated through acceptable solution A5 of the QDC.
- Rear setbacks are proposed to be 1.5m to wall and are generally stepped back by 0.5m (except for premium villa lots) to the upper storey. Generally private open space would also be located within this area, which will reduce the bulk of the built form to this setback. Private open space areas and dimensions are to be provided at the minimum rate specified by the QDC. It is considered that the proposed rear setbacks will provide adequate daylight and ventilation to future dwellings, while also allowing for future building design to maintain amenity and privacy.

- Built to boundary walls have been nominated on the proposed plan, so that each lot will have a maximum of one built to boundary wall. The proposed length for the built to boundary wall is the lesser of 15m or 50% of the side boundary length (inclusive of habitable and non-habitable rooms), for all lot sub-types except for traditional lots. Traditional lots are proposed to have a standard 9m built to boundary maximum, for non-habitable rooms only. The built to boundary wall length for those sub-types allows for (what are generally smaller lots) to maximise the use of the land for the built form and consolidate open space areas into larger more useable spaces for recreation, landscaping and service facilities.

Rear loaded lots

- The development is a newly created estate and all dwellings proposed to be constructed on rear loaded lots will be built under the same criteria. The rear loaded lots are located along the main entry street to the development and are intended to ensure dwellings that are constructed provide visual appeal and an entry experience, while providing vehicular access from the rear only. Refer to figures 3 and 4 below for examples of the intended rear loaded lot product that has been delivered in other parts of Brisbane. It is noted that the image below depicting the streetscape with indented parking bays is similar to that approved for road 4 under RAL19/0061.





Figure 3: Rear loaded lot examples (primary frontage)





Figure 4: Rear loaded lot examples (secondary frontage)

- The front wall of future dwellings is proposed to be a minimum 2m from the primary frontage, with portico eaves a minimum 1.5m from the same frontage. The proposed setbacks for the dwellings fronting the main entry street into the development will allow for dwelling design to provide visual interest through articulation in the façade, a front door, and a patio/deck facing the street. With the removal of the garage from this elevation building bulk is reduced and visual amenity (removal of dominance of the garage door) is increased. The projections of the patio/deck at the frontage of the property will provide variation and visual interest in the building design while also reducing bulk presented by dwelling walls. The road boundary setbacks will be acceptable for the intended streetscape in this regard.
- The proposed front setback will still provide an acceptable streetscape allowing views and not compromising the outlook of the neighbouring residents. The setback provisions will provide consistency in addressing the street, and allow for greater open space provision between the dwelling and the garage in combination with the proposed built to boundary wall provisions noted below.
- Side setbacks are proposed to be 1.5m to the wall at ground level for all sub-types, except for premium villa which are typically the smallest lots across the estate (being 400m² or less) and are proposed to have a 1.2m setback to wall. Upper level floors are proposed to step in 0.5m (or 0.3m for premium villa lots), which is typical of the QDC for lots of the proposed frontage width. The proposed setbacks will still allow for adequate daylight and ventilation to habitable rooms. Amenity and privacy will be maintained for future residents through dwelling design and will have regard to aspects such as window location/orientation, adequate sill heights, and screening/glazing of windows. It is noted that these visual privacy controls will need to be incorporated into future building approvals and are regulated through acceptable solution A5 of the QDC.
- Rear setbacks (secondary road frontage) are proposed to be 1m to wall, which is expected to be to the garage. The intent of the setback is to provide ample parking on site (two spaces in accordance with QDC) inside a garage, while providing open space at the side of the garage and behind the rear of the dwelling to maximise useable dimensions of this area. Private open space areas and dimensions are to be provided at the minimum rate specified by the QDC. Future garages can be designed to be of minimal bulk and with variation in materials that

create visual interest along the streetscape, as depicted in the figures showing the rear lot product. The proposed plans have been amended in red to ensure that any upper level of the structure is adequately set back from the road boundary to maintain the visual amenity of the streetscape. A set back of 3m to the upper level in this instance is considered to reduce building bulk and provide visual consistency in line with the other front boundary setbacks. In addition, where only a single garage is proposed on these lots, the plans have been amended to ensure that the garage wall is set back 5m from the road boundary to provide adequate space for a second on-site car park. Accordingly, it is considered that the proposed rear (second road boundary) setbacks are appropriate for the development

- Built to boundary walls have been nominated on the proposed plan, so that each lot will have a maximum of one built to boundary wall. The proposed length for the built to boundary wall is the lesser of 15m or 50% of the side boundary length (inclusive of habitable and non-habitable rooms), for all lot sub-types except for traditional lots. Traditional lots are proposed to have a standard 9m built to boundary maximum, for non-habitable rooms only. The built to boundary wall length for those sub-types allows for (what are generally smaller lots) to maximise the use of the land for the built form and consolidate open space areas into larger more useable spaces for recreation, landscaping and service facilities
- It is noted that for both front and rear loaded lots, probable solution P6 of the dwelling house code seeks that carports and garages of two-storey houses on lots of 450m² or less are to be recessed beneath the upper storey by at least 1.2m to not dominate the streetscape. The applicant has proposed to apply this provision (except for rear loaded lots) in terms of recessing the garage behind the outermost projection of the dwelling by 1.2m across the development whether the proposed dwelling be one or two-storey, and also on lots greater than 450m². While not being recessed behind the main building façade, in accordance with the P6, garages on rear loaded lots are not considered to unduly dominate the streetscape recognising the function of the rear lane. Accordingly not recessing garages behind the main building façade on rear loaded lots satisfies the relevant specific outcome in the dwelling house code.

QDC MP1.4

As depicted in figures 5 and 6 below, relevant underground infrastructure has been approved at a conceptual level through the approval RAL19/0061. The proposed setbacks do not conflict with the proposed sewer or water reticulation and as such the proposal is considered to comply with the QDC MP1.4. It is noted that further operational works applications for this future infrastructure are yet to be lodged to Council and assessed by officers and accordingly the indicated locations are subject to change.



Figure 5: RAL19/0061 Sewer reticulation layout plan



Figure 6: RAL19/0061 Water reticulation layout plan

CONCLUSION

The proposal is considered to comply with the performance criteria of the dwelling house code of the Redlands Planning Scheme as varied by the Shoreline Plan of Development. Accordingly, it is recommended that the application be approved subject to concurrence agency conditions.

STRATEGIC IMPLICATIONS

Legislative Requirements

In accordance with the *Planning Act 2016* this development application has been assessed against the Shoreline Plan of Development version H, Redlands Planning Scheme V6.2 and the Queensland Development Code MP1.1 and MP1.2.

Risk Management

Standard development applications risks apply. In accordance with the *Planning Act 2016* the applicant may appeal to the Development Tribunal against a condition of approval or against a decision to refuse a future building approval made in accordance with a concurrence agency response by Council.

Financial

There is potential that an applicant may appeal a decision on a future building approval, made in accordance with a concurrence agency response and subsequent legal costs may apply.

People

There are no implications for staff associated with this request.

Environmental

There are no environmental issues associated with this request.

Social

There are no social issues associated with the request.

Human Rights

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 6 Councillor	16/12/2019	Planning officers met with the local Councillor to discuss the proposal.

OPTIONS**Option One**

That Council resolves to approve the proposed bulk concurrence agency referral for 130 dwelling houses, in accordance with its role as a concurrence agency under Schedule 9, Part 3, Division 2, Table 3 of the *Planning Regulation 2017*, subject to the conditions identified in Attachment 3.

Option Two

That Council resolves to approve the bulk concurrence agency referral without conditions or subject to amended conditions.

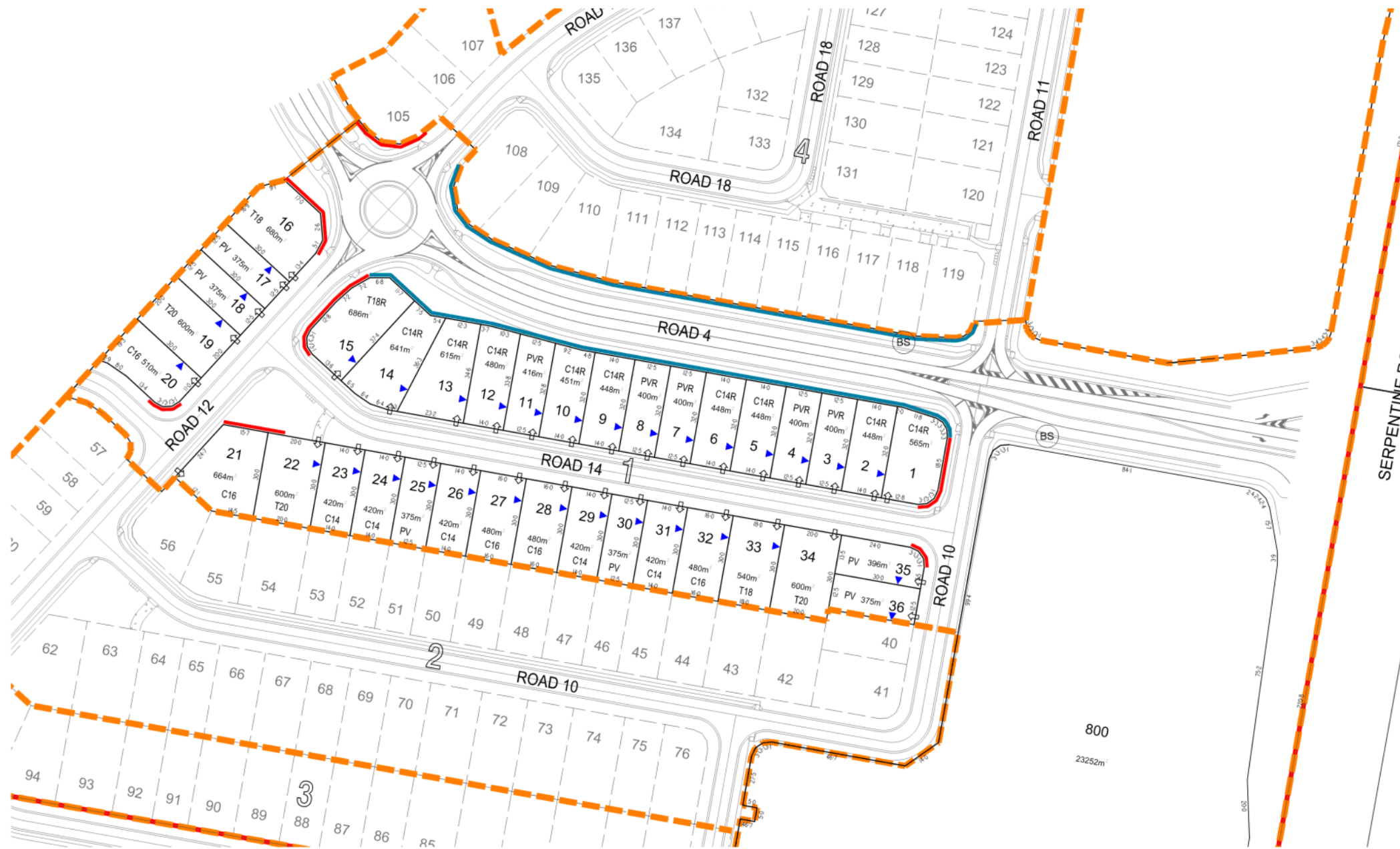
Option Three

That Council resolves to refuse the bulk concurrence agency referral.

OFFICER'S RECOMMENDATION

That Council resolves to approve the proposed bulk concurrence agency referral for 130 dwelling houses, in accordance with its role as a concurrence agency under Schedule 9, Part 3, Division 2, Table 3 of the *Planning Regulation 2017*, subject to the conditions identified in Attachment 3.

STAGE 1



NOTE:
BUILDING ENVELOPES SHOWN ARE INDICATIVE ONLY. REFER TO BUILDING ENVELOPE NOTES AND TABLE FOR DESIGN PARAMETERS.

LEGEND

- Site Boundary
- - - Stage Boundary
- 1 Stage No.
- Future Development
- Pedestrian access - no vehicular access
- BS Bus Stop
- ▶ Optional Built to Boundary Wall
- ↔ Indicative Driveway Location
- No Vehicular Access

GENERAL

1. Unless amended below, all development must be in accordance with the Development Approval, MP 1.1 and MP 1.2 of the Queensland Development Code (QDC) and the Redland City Council Dwelling House Code. The variations will also apply to corresponding provisions under new policies which may be adopted and supersede current policies, such as the Redland City Plan and Draft Queensland Housing Code.
2. Maximum building height must not exceed 2 storeys or 9.5m, whichever is the lesser.
3. Maximum building location envelopes are subject to future proposed easements and/or underground services.

SETBACKS

4. Setbacks are to be provided as per the Plan of Development Table unless otherwise dimensioned.
5. All setbacks are to be read to the wall unless noted otherwise.
6. The outmost projection of a building can encroach into the setback no more than 450mm.

BUILT TO BOUNDARY WALLS

7. Built to boundary wall locations are only allowed where indicated on the plan of development.
8. Where built to boundary walls are not indicated, setbacks are to be provided as per the Plan of Development Table.
9. A dwelling may adopt any setback up to the boundary on a nominated built to boundary, where the building or part of the building does not exceed the lesser of 50% of the side boundary length or 15.0m, except for Traditional lots which may have a maximum built to boundary wall of 9m. The height of the wall located within the nominated building setback must not exceed 4.5m or the average of 3.5m from the finished ground level.

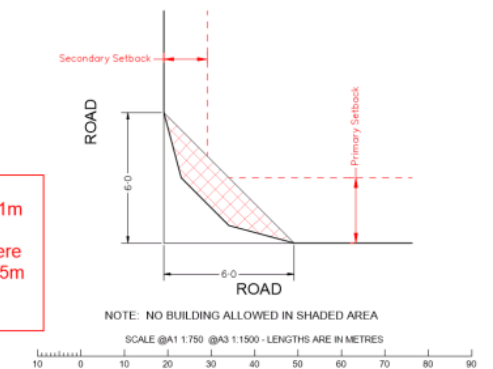
PRIVATE OPEN SPACE

10. Private open space is directly accessible from the living area.
11. Private open space to have a minimum dimension of 4m and a minimum area of 16m².

ADDITIONAL NOTE

12. For front loaded product lots where the building is 1 storey, the garage door is recessed from the primary road frontage behind the outer most projection of the house by at least 1.2m. This provision does not apply to a secondary road frontage for a corner lot.
- 12(a) Where the building is 2 storey, the garage door is recessed a minimum 1.2m beneath the upper storey of the dwelling.
13. For the purposes of all rear loaded lots the front setback is taken to be the frontage where the primary pedestrian access is obtained, and the rear setback is taken to be the frontage where vehicle access is obtained.

SPECIAL SITING REQUIREMENTS FOR CORNER ALLOTMENTS



FRONT LOADED PRODUCT												
Lot Type	Code	Frontage				Side			Rear		Maximum Site Coverage	
		Front Wall (wall)	Portico (OMP)	Garage (Wall)	Secondary (Wall)	NON BTB Ground Level (Wall)	NON BTB First Level (Wall)	Built to Boundary Wall	Ground Level (Wall)	First Level (Wall)		To Parkland (Wall)
Traditional	T20, T18	4.5 m	3.5 m	5.0 m	2.5 m	1.5 m	2.0 m	Yes	1.5 m	2.0 m	1.5 m	60%
Courtyard	C16, C14	3.5 m	2.5 m	5.0 m	2.5 m	1.5 m	2.0 m	Yes	1.5 m	2.0 m	1.5 m	60%
Premium Villa	PV	3.5 m	2.5 m	5.0 m	2.0 m	1.2 m	1.5 m	Yes	1.5 m	1.5 m	1.5 m	60%
Town Courtyard	TC16, TC14	3.0 m	2.5 m	5.0 m	2.5 m	1.5 m	2.0 m	Yes	1.5 m	2.0 m	1.5 m	60%

REAR LOADED PRODUCT												
Lot Type	Code	Frontage				Side			Rear			
		Front Wall (wall)	Portico (OMP)	Secondary (Wall)	NON BTB Ground Level (Wall)	NON BTB First Level (Wall)	Built to Boundary Wall	Ground Level (Wall)	To First Level (wall)	To Single Garage (wall)	To Double Garage (wall)	
Traditional	T18-R	2.0 m	1.5 m	-	2.5 m	1.5 m	2.0 m	Yes	1.0 m	3m	5m	1m
Courtyard	C14-R	2.0 m	1.5 m	-	2.0 m	1.5 m	2.0 m	Yes	1.0 m	3m	5m	1m
Premium Villa	PV-R	2.0 m	1.5 m	-	2.0 m	1.2 m	1.5 m	Yes	1.0 m	3m	5m	1m

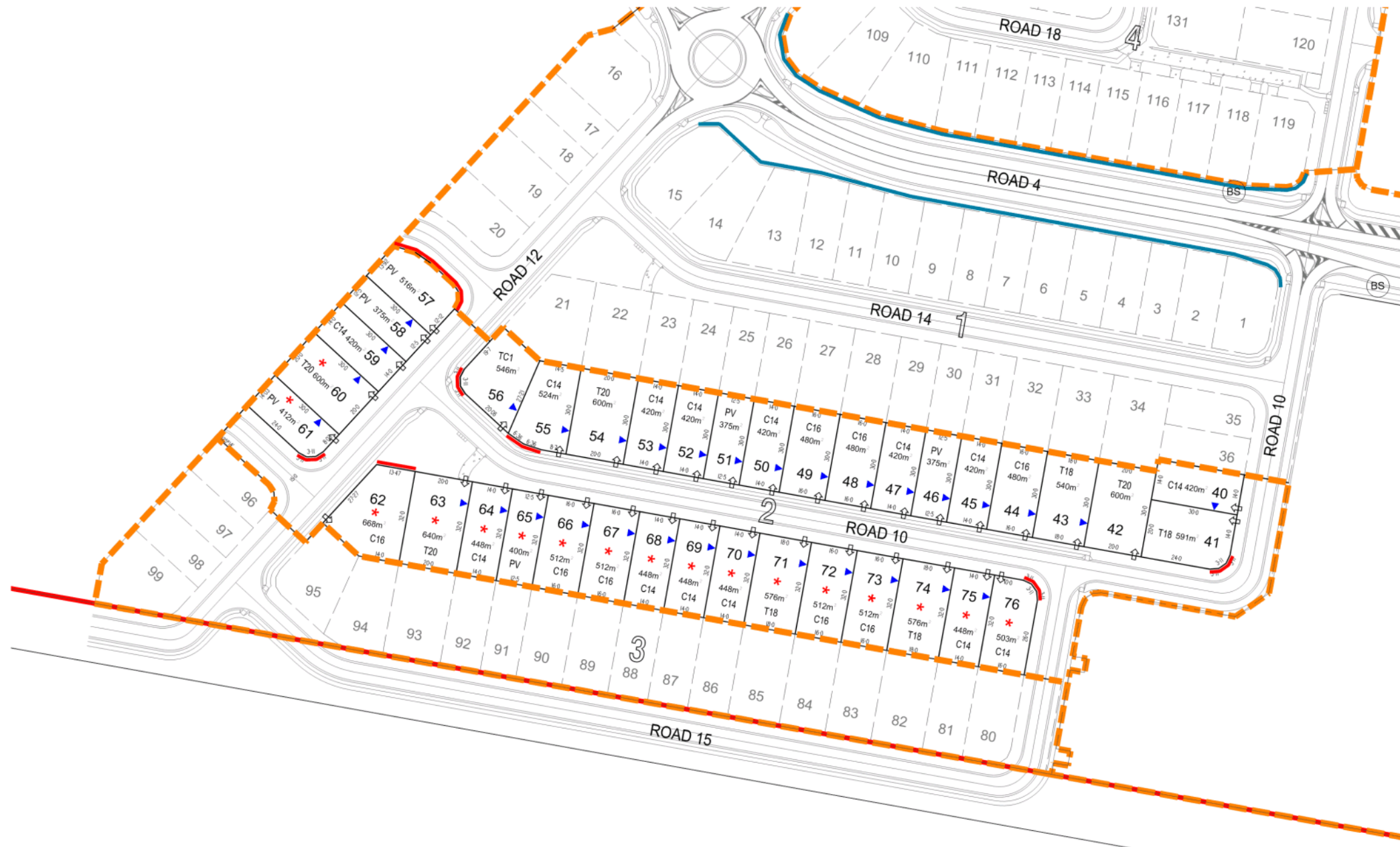
Note for rear loaded product:
For rear setbacks of rear loaded product, a 1m setback to the garage wall is accepted only where a two (2) car garage is provided. Where a single car garage is provided, a minimum 5m setback to the garage wall is required.



LENLEASE COMMUNITIES (SHORELINE) PTY LTD

SERPENTINE CREEK ROAD, REDLAND BAY 21/01/2020 9401 P 08 Rev L - BLE 01

STAGE 2



NOTE:
BUILDING ENVELOPES SHOWN ARE INDICATIVE ONLY. REFER TO BUILDING ENVELOPE NOTES AND TABLE FOR DESIGN PARAMETERS.

LEGEND

- Site Boundary
- - - Stage Boundary
- 1 Stage No.
- Future Development
- Pedestrian access - no vehicular access
- BS Bus Stop
- Optional Built to Boundary Wall
- Indicative Driveway Location
- No Vehicular Access
- * Lots subject to AS3959-2009 Construction of Buildings in Bushfire Prone Areas (refer to Bushfire Management Plan)

GENERAL

1. Unless amended below, all development must be in accordance with the Development Approval, MP 1.1 and MP 1.2 of the Queensland Development Code (QDC) and the Redland City Council Dwelling House Code. The variations will also apply to corresponding provisions under new policies which may be adopted and supersede current policies, such as the Redland City Plan and Draft Queensland Housing Code.
2. Maximum building height must not exceed 2 storeys or 9.5m, whichever is the lesser.
3. Maximum building location envelopes are subject to future proposed easements and/or underground services.

SETBACKS

4. Setbacks are to be provided as per the Plan of Development Table unless otherwise dimensioned.
5. All setbacks are to be read to the wall unless noted otherwise.
6. The outmost projection of a building can encroach into the setback no more than 450mm.

BUILT TO BOUNDARY WALLS

7. Built to boundary wall locations are only allowed where indicated on the plan of development.
8. Where built to boundary walls are not indicated, setbacks are to be provided as per the Plan of Development Table.
9. A dwelling may adopt any setback up to the boundary on a nominated built to boundary, where the building or part of the building does not exceed the lesser of 50% of the side boundary length or 15.0m, except for Traditional lots which may have a maximum built to boundary wall of 9m. The height of the wall located within the nominated building setback must not exceed 4.5m or the average of 3.5m from the finished ground level.

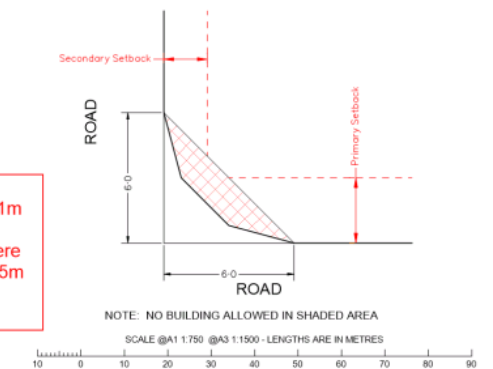
PRIVATE OPEN SPACE

10. Private open space is directly accessible from the living area.
11. Private open space to have a minimum dimension of 4m and a minimum area of 16m².

ADDITIONAL NOTE

12. For front loaded product lots where the building is 1 storey, the garage door is recessed from the primary road frontage behind the outer most projection of the house by at least 1.2m. This provision does not apply to a secondary road frontage for a corner lot.
- 12(a) Where the building is 2 storey, the garage door is recessed a minimum 1.2m beneath the upper storey of the dwelling.
13. For the purposes of all rear loaded lots the front setback is taken to be the frontage where the primary pedestrian access is obtained, and the rear setback is taken to be the frontage where vehicle access is obtained.

SPECIAL SITING REQUIREMENTS FOR CORNER ALLOTMENTS



FRONT LOADED PRODUCT												
Lot Type	Code	Frontage				Side			Rear		Maximum Site Coverage	
		Front Wall (wall)	Portico (OMP)	Garage (Wall)	Secondary (Wall)	NON BTB Ground Level (Wall)	NON BTB First Level (Wall)	Built to Boundary Wall	Ground Level (Wall)	First Level (Wall)		To Parkland (Wall)
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Courtyard	C16, C14	3.5 m	2.5 m	5.0 m	2.5 m	1.5 m	2.0 m	Yes	1.5 m	2.0 m	1.5 m	60%
Premium Villa	PV	3.5 m	2.5 m	5.0 m	2.0 m	1.2 m	1.5 m	Yes	1.5 m	1.5 m	1.5 m	60%
Town Courtyard	TC16, TC14	3.0 m	2.5 m	5.0 m	2.5 m	1.5 m	2.0 m	Yes	1.5 m	2.0 m	1.5 m	60%

REAR LOADED PRODUCT												
Lot Type	Code	Frontage				Side			Rear			
		Front Wall (wall)	Portico (OMP)	Secondary (Wall)	NON BTB Ground Level (Wall)	NON BTB First Level (Wall)	Built to Boundary Wall	Ground Level (Wall)	To First Level (wall)	To Single Garage (wall)	To Double Garage (wall)	
Traditional	T18-R	2.0 m	1.5 m	-	2.5 m	1.5 m	2.0 m	Yes	1.0 m	3m	5m	1m
Courtyard	C14-R	2.0 m	1.5 m	-	2.0 m	1.5 m	2.0 m	Yes	1.0 m	3m	5m	1m
Premium Villa	PV-R	2.0 m	1.5 m	-	2.0 m	1.2 m	1.5 m	Yes	1.0 m	3m	5m	1m

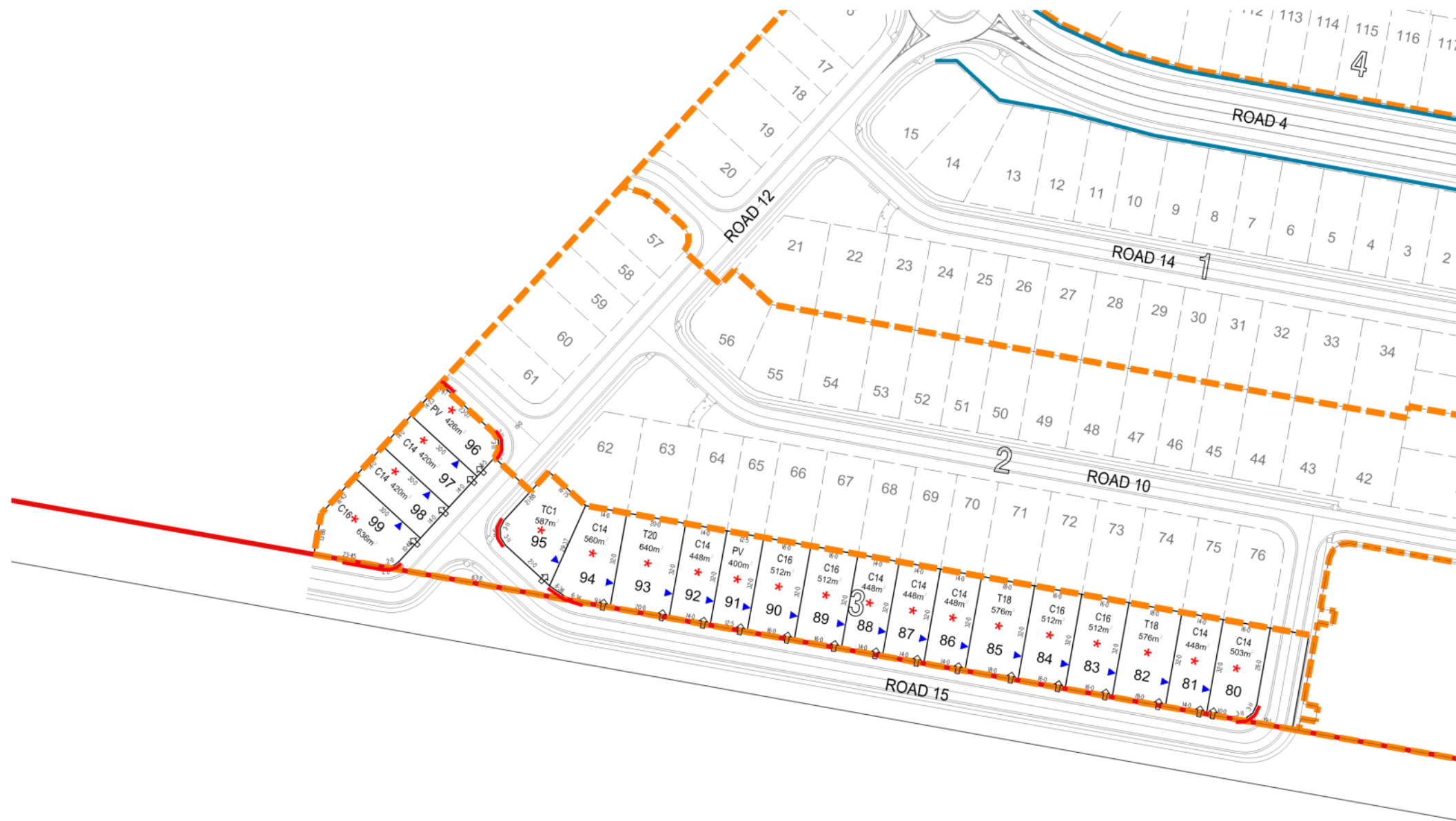
Note for rear loaded product:
For rear setbacks of rear loaded product, a 1m setback to the garage wall is accepted only where a two (2) car garage is provided. Where a single car garage is provided, a minimum 5m setback to the garage wall is required.



LENLEASE COMMUNITIES (SHORELINE) PTY LTD

SERPENTINE CREEK ROAD, REDLAND BAY ■ 21/01/2020 ■ 9401 P 08 Rev L - BLE 02

STAGE 3

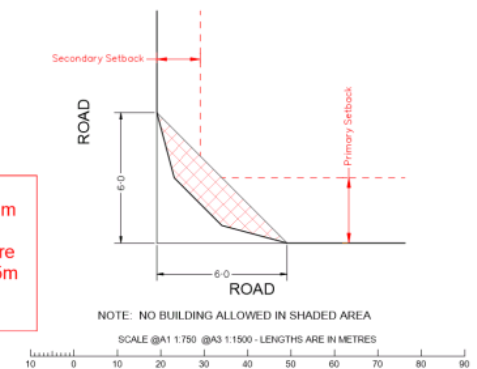


NOTE:
BUILDING ENVELOPES SHOWN ARE INDICATIVE ONLY. REFER TO BUILDING ENVELOPE NOTES AND TABLE FOR DESIGN PARAMETERS.

- LEGEND**
- Site Boundary
 - - - Stage Boundary
 - 1 Stage No.
 - - - Future Development
 - Pedestrian access - no vehicular access
 - BS Bus Stop
 - Optional Built to Boundary Wall
 - Indicative Driveway Location
 - No Vehicular Access
 - * Lots subject to AS3959-2009 Construction of Buildings in Bushfire Prone Areas (refer to Bushfire Management Plan)

- GENERAL**
- Unless amended below, all development must be in accordance with the Development Approval, MP 1.1 and MP 1.2 of the Queensland Development Code (QDC) and the Redland City Council Dwelling House Code. The variations will also apply to corresponding provisions under new policies which may be adopted and supersede current policies, such as the Redland City Plan and Draft Queensland Housing Code.
 - Maximum building height must not exceed 2 storeys or 9.5m, whichever is the lesser.
 - Maximum building location envelopes are subject to future proposed easements and/or underground services.
- SETBACKS**
- Setbacks are to be provided as per the Plan of Development Table unless otherwise dimensioned.
 - All setbacks are to be read to the wall unless noted otherwise.
 - The culmost projection of a building can encroach into the setback no more than 450mm.
- BUILT TO BOUNDARY WALLS**
- Built to boundary wall locations are only allowed where indicated on the plan of development.
 - Where built to boundary walls are not indicated, setbacks are to be provided as per the Plan of Development Table.
 - A dwelling may adopt any setback up to the boundary on a nominated built to boundary where the building or part of the building does not exceed the lesser of 50% of the side boundary length or 15.0m, except for Traditional lots which may have a maximum build to boundary wall of 9m. The height of the wall located within the nominated building setback must not exceed 4.5m or the average of 3.5m from the finished ground level.
- PRIVATE OPEN SPACE**
- Private open space is directly accessible from the living area.
 - Private open space to have a minimum dimension of 4m and a minimum area of 16m².
- ADDITIONAL NOTE**
- For front loaded product lots where the building is 1 storey, the garage door is recessed from the primary road frontage behind the outer most projection of the house by at least 1.2m. This provision does not apply to a secondary road frontage for a corner lot.
 - Where the building is 2 storey, the garage door is recessed a minimum 1.2m beneath the upper storey of the dwelling.
 - For the purposes of all rear loaded lots the front setback is taken to be the frontage where the primary pedestrian access is obtained, and the rear setback is taken to be the frontage where vehicle access is obtained.

SPECIAL SITING REQUIREMENTS FOR CORNER ALLOTMENTS



FRONT LOADED PRODUCT												
Lot Type	Code	Frontage				Side				Rear		Maximum Site Coverage
		Front Wall (wall)	Portico (OMP)	Garage (Wall)	Secondary (Wall)	NON BTB Ground Level (Wall)	NON BTB First Level (Wall)	Built to Boundary Wall	Ground Level (Wall)	First Level (Wall)	To Parkland (Wall)	
Traditional	T20, T18	4.5 m	3.5 m	5.0 m	2.5 m	1.5 m	2.0 m	Yes	1.5 m	2.0 m	1.5 m	60%
Courtyard	C16, C14	3.5 m	2.5 m	5.0 m	2.5 m	1.5 m	2.0 m	Yes	1.5 m	2.0 m	1.5 m	60%
Premium Villa	PV	3.5 m	2.5 m	5.0 m	2.0 m	1.2 m	1.5 m	Yes	1.5 m	1.5 m	1.5 m	60%
Town Courtyard	TC16, TC14	3.0 m	2.5 m	5.0 m	2.5 m	1.5 m	2.0 m	Yes	1.5 m	2.0 m	1.5 m	60%

REAR LOADED PRODUCT												
Lot Type	Code	Frontage				Side				Rear		
		Front Wall (wall)	Portico (OMP)	Secondary (Wall)	NON BTB Ground Level (Wall)	NON BTB First Level (Wall)	Built to Boundary Wall	Ground Level (Wall)	To First Level (wall)	To Single Garage (wall)	To Double Garage (wall)	
Traditional	T18-R	2.0 m	1.5 m	-	2.5 m	1.5 m	2.0 m	Yes	1.0 m	3m	5m	1m
Courtyard	C14-R	2.0 m	1.5 m	-	2.0 m	1.5 m	2.0 m	Yes	1.0 m	3m	5m	1m
Premium Villa	PV-R	2.0 m	1.5 m	-	2.0 m	1.2 m	1.5 m	Yes	1.0 m	3m	5m	1m

Note for rear loaded product:
For rear setbacks of rear loaded product, a 1m setback to the garage wall is accepted only where a two (2) car garage is provided. Where a single car garage is provided, a minimum 5m setback to the garage wall is required.



LENLEASE COMMUNITIES (SHORELINE) PTY LTD

SERPENTINE CREEK ROAD, REDLAND BAY 21/01/2020 9401 P 08 Rev L - BLE 03

STAGE 4

NOTE:
BUILDING ENVELOPES SHOWN ARE INDICATIVE ONLY. REFER TO BUILDING ENVELOPE NOTES AND TABLE FOR DESIGN PARAMETERS.

LEGEND

- Site Boundary
- Stage Boundary
- Stage No.
- Future Development
- Pedestrian access - no vehicular access
- Bus Stop
- Optional Built to Boundary Wall
- Indicative Driveway Location
- No Vehicular Access

GENERAL

1. Unless amended below, all development must be in accordance with the Development Approval, MP 1.1 and MP 1.2 of the Queensland Development Code (QDC) and the Redland City Council Dwelling House Code. The variations will also apply to corresponding provisions under new policies which may be adopted and supersede current policies, such as the Redland City Plan and Draft Queensland Housing Code.
2. Maximum building height must not exceed 2 storeys or 9.5m, whichever is the lesser.
3. Maximum building location envelopes are subject to future proposed easements and/or underground services.

SETBACKS

4. Setbacks are to be provided as per the Plan of Development Table unless otherwise dimensioned.
5. All setbacks are to be read to the wall unless noted otherwise.
6. The culmost projection of a building can encroach into the setback no more than 450mm.

BUILT TO BOUNDARY WALLS

7. Built to boundary wall locations are only allowed where indicated on the plan of development.
8. Where built to boundary walls are not indicated, setbacks are to be provided as per the Plan of Development Table.
9. A dwelling may adopt any setback up to the boundary on a nominated built to boundary, where the building or part of the building does not exceed the lesser of 50% of the side boundary length or 15.0m, except for Traditional lots which may have a maximum build to boundary wall of 9m. The height of the wall located within the nominated building setback must not exceed 4.5m or the average of 3.5m from the finished ground level.

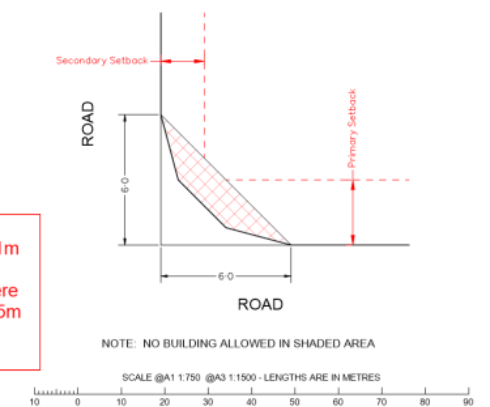
PRIVATE OPEN SPACE

10. Private open space is directly accessible from the living area.
11. Private open space to have a minimum dimension of 4m and a minimum area of 16m².

ADDITIONAL NOTE

12. For front loaded product lots where the building is 1 storey, the garage door is recessed from the primary road frontage behind the outer most projection of the house by at least 1.2m. This provision does not apply to a secondary road frontage for a corner lot.
- 12(a) Where the building is 2 storey, the garage door is recessed a minimum 1.2m beneath the upper storey of the dwelling.
13. For the purposes of all rear loaded lots the front setback is taken to be the frontage where the primary pedestrian access is obtained, and the rear setback is taken to be the frontage where vehicle access is obtained.

SPECIAL SITING REQUIREMENTS FOR CORNER ALLOTMENTS



FRONT LOADED PRODUCT												
Lot Type	Code	Frontage				Side			Rear		Maximum Site Coverage	
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Courtyard	C16, C14	3.5 m	2.5 m	5.0 m	2.5 m	1.5 m	2.0 m	Yes	1.5 m	2.0 m	1.5 m	60%
Premium Villa	PV	3.5 m	2.5 m	5.0 m	2.0 m	1.2 m	1.5 m	Yes	1.5 m	1.5 m	1.5 m	60%
Town Courtyard	TC16, TC14	3.0 m	2.5 m	5.0 m	2.5 m	1.5 m	2.0 m	Yes	1.5 m	2.0 m	1.5 m	60%

REAR LOADED PRODUCT												
Lot Type	Code	Frontage				Side			Rear			
		Front Wall (wall)	Portico (OMP)	Secondary (Wall)	NON BTB Ground Level (Wall)	NON BTB First Level (Wall)	Built to Boundary Wall	Ground Level (Wall)	To First Level (wall)	To Single Garage (wall)	To Double Garage (wall)	
Traditional	T18-R	2.0 m	1.5 m	-	2.5 m	1.5 m	2.0 m	Yes	1.0 m	3m	5m	1m
Courtyard	C14-R	2.0 m	1.5 m	-	2.0 m	1.5 m	2.0 m	Yes	1.0 m	3m	5m	1m
Premium Villa	PV-R	2.0 m	1.5 m	-	2.0 m	1.2 m	1.5 m	Yes	1.0 m	3m	5m	1m

Note for rear loaded product:
For rear setbacks of rear loaded product, a 1m setback to the garage wall is accepted only where a two (2) car garage is provided. Where a single car garage is provided, a minimum 5m setback to the garage wall is required.

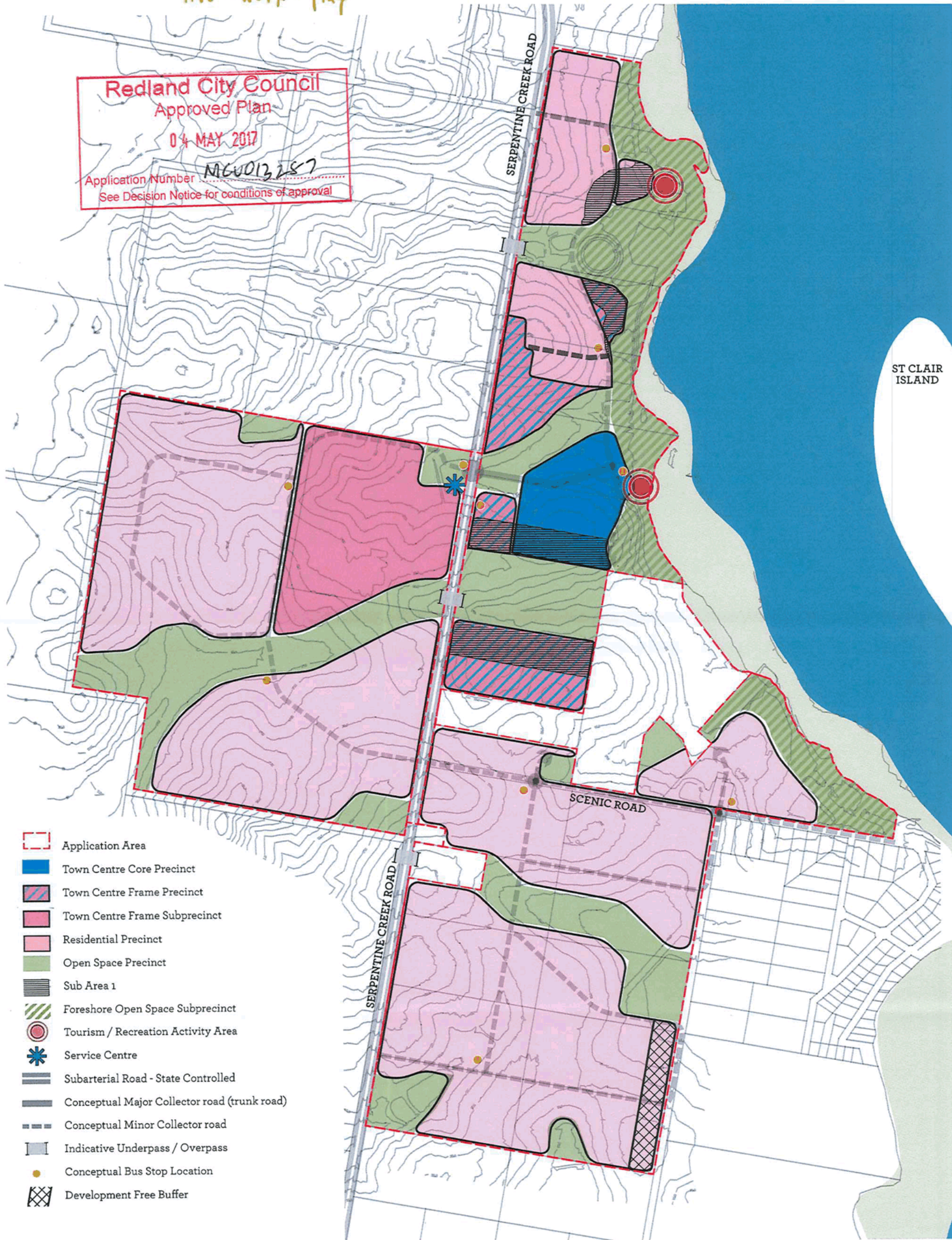


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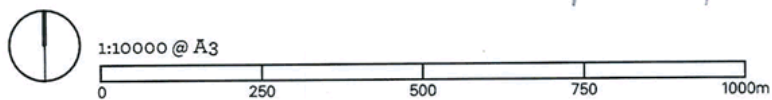
SERPENTINE CREEK ROAD, REDLAND BAY 21/01/2020 9401 P 08 Rev L - BLE 04



Redland City Council
 Approved Plan
 04 MAY 2017
 Application Number MEV013287
 See Decision Notice for conditions of approval



- Application Area
- Town Centre Core Precinct
- Town Centre Frame Precinct
- Town Centre Frame Subprecinct
- Residential Precinct
- Open Space Precinct
- Sub Area 1
- Foreshore Open Space Subprecinct
- Tourism / Recreation Activity Area
- Service Centre
- Subarterial Road - State Controlled
- Conceptual Major Collector road (trunk road)
- Conceptual Minor Collector road
- Indicative Underpass / Overpass
- Conceptual Bus Stop Location
- Development Free Buffer



Precinct Plan. Shoreline -----

20.October.2016 . 14009_SK015 [21]



<u>CONCURRENCE AGENCY 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
Stage 1 (as amended by Council)	9401 P 08 Rev L – BLE 01	Lendlease Communities (Shoreline) Pty Ltd	21/01/2020
Stage 2 (as amended by Council)	9401 P 08 Rev L – BLE 02	Lendlease Communities (Shoreline) Pty Ltd	21/01/2020
Stage 3 (as amended by Council)	9401 P 08 Rev L – BLE 03	Lendlease Communities (Shoreline) Pty Ltd	21/01/2020
Stage 4 (as amended by Council)	9401 P 08 Rev L – BLE 04	Lendlease Communities (Shoreline) Pty Ltd	21/01/2020

Table 1: Approved plans and documents

REASONS FOR CONDITIONS

In accordance with the *Planning Act 2016* s56, conditions have been imposed to ensure the development complies with specific outcomes S2 and S6 of the Redlands Planning Scheme V6.2 dwelling house code.

CONCURRENCE AGENCY ADVICE

- **Other approvals**
Please be aware that other approvals may be required for your development. This includes, but is not limited to, the following:
 - Building works.
 - Plumbing and drainage works.

-
- Concurrence Agency Referral for building work for Queensland Development Code, Mandatory Part 1.4 (building over or near relevant infrastructure).
-

- **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.

- **Live connections**

Redland Water is responsible for all live water and wastewater connections. Contact *must* be made with Redland Water to arrange live works associated with the development.

Further information can be obtained from Redland Water on 07 3829 8999.

- **Coastal processes and sea level rise**

Please be aware that 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.

SHORELINE

DUAL FRONTAGE RESIDENTIAL DESIGN
GUIDELINES

JANUARY 2020



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DUAL FRONTAGE RESIDENTIAL DESIGN GUIDELINES

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1.0 Introduction

The following Dual Frontage Residential Design Guidelines have been prepared to guide the development of dual frontages allotments at Lendlease's Shoreline development. Lendlease has previously prepared similar guidelines on other projects to avoid ongoing problems, poor design outcomes, and complaints arising from previously developed dual frontage residential allotments on our projects within South East Queensland.

This guideline builds on previous design principles developed by Lendlease and attempts to provide a clear set of rules for dual frontage allotment design.

The following design guidelines set the framework and parameters within Shoreline for:

- When dual frontage allotments are required;
- When rear-loaded dual frontage allotments can be provided, and when they cannot; and
- The design parameters included in these allotments to ensure the best streetscape and end-use liveability outcomes are achieved.)

This document is intended to be referenced and abided by in all future planning applications made by Lendlease in Shoreline.

Why have dual frontage product?

Historically along main collector roads, residential allotments would front these roads, including both their vehicle and pedestrian access (e.g. Milton Road in Brisbane). These allotments were still primarily 'front loaded' and had driveway AND front door access from the main road.

Over time, a shift in traffic engineering standards has required many of these main collector roads to become 'non-access', meaning that primary driveway access to the allotment was gained through the rear of the property ('rear loaded'). The threshold for determining the difference between an access and a non-access street is generally between 5,000 to 6,000 vehicles per day in most SEQ Council's.

A lot of these allotments were 'rear loaded' and had no primary frontage to the main non-access street. In a lot of cases, the main non-access streets were fenced (with rear boundary fencing) and heavily landscaped. The success of the streetscape varies greatly, depending on fencing type, landscaping chosen and maintenance.

The prevalence of these non-access trunk roads through new development areas increased during the late 80's early 90's. Some examples delivered a good outcome for the community while others did not.

Current urban design practice is to ensure rear loaded dual frontage allotments 'present' to the main non-access street where possible. It is however not always possible to achieve this outcome given topography and carparking constraints. As such, this guideline contains two 'tests' for determining whether dual frontage allotments, that addresses both street frontages, can be achieved. If it meets the carparking and topography criteria (refer Section 4.0), then rear loaded/dual frontage lot development and building product should be incorporated.

SHORELINE DUAL FRONTAGE RESIDENTIAL DESIGN GUIDELINES JANUARY 2020

2.0 What happens when dual frontage is not executed correctly, and why does this occur?

Privacy/Poor Presentation

The single largest issue when dual frontage is not executed properly is poor presentation and streetscape outcomes from the primary road frontage. These outcomes can be attributed to the response by residents to the loss of private open space. The requirement for dual frontage allotments that have to front the main street and the secondary street to the rear, mean that:

- For some built product, there is a loss of 'private open space' (i.e. backyard). There is no privacy for children to play in safety without being overlooked from the street, no areas to put children's play equipment etc. Refer to **Photo 1** for an example of a childrens play fort highly visible along a non-access street.
- Loss of discrete 'utility' area that is normally afforded to the rear of a house - where do typical items confined to the backyard such as washing line, shed, excess building material, and rainwater tank go?



Photo 1: Children's play fort visible from non-access street – Grande Ave, Springfield Lakes.



Photo 2: Residents using ad-hoc screening techniques to obtain private space – Lakeside Drive, Springfield Lakes

The loss of privacy results in various ad-hoc outcomes, such as hessian/bamboo screening laid on top of existing fencing (refer to **Photo 2**, bamboo fencing example). In some more extreme circumstances, home owners retrofit a new fence inside their property whilst maintaining the existing fencing (refer **Photo 3**).



Photo 3: Installation of colorbond fencing internal to semi-transparent fencing to achieve privacy

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Parking/Street Address

Parking is another main issue with dual frontage allotments. Where dual frontage is nominated in areas where the primary street frontage (non access road) has limited (or no) parking, this leads to reduced opportunities for visitor and emergency vehicle parking, and low convenience for residents.

Examples include residents (or their visitors) being fined for parking illegally in front of their own house (i.e. in 'no standing' zones or on the verge). This is due to not having any accessible parking in the vicinity of their 'street address'.

This situation causes angst for all parties involved; the residents, the Developer, and ultimately the Council. This also has ramifications for deliveries, post, and emergency services when being called out to an address where there is no parking readily available.

Faux Entrances

In some instances where mandatory street frontage and 'front door' access are conditioned (where it is not appropriate), some house designs have utilised a 'faux entrance' or artificially dress up their rear access to look like a front door.

Whilst this may be a satisfactory streetscape outcome, it reveals the design is not 'fit for purpose' and does not embrace the desired urban design requirement of true rear loaded dual frontage design. This leads to a higher potential of ad-hoc outcomes, given this rear entrance is simply a beautified back door.

Verge Maintenance

A further concern of dual frontage allotments is the verge maintenance burden of properties that do not front onto both streets. This is exemplified in **Photo 4**, which shows a dual frontage allotment that does not address the non-access street. Maintenance to the secondary street frontage is generally neglected because:

- (a) Access is often difficult to obtain (no gate/topography differences etc.); and
- (b) The secondary frontage is often forgotten about – the resident enters (in a majority of cases) by vehicle through the primary vehicle access, and would typically only maintain this frontage (i.e. out of sight, out of mind mentality on the secondary frontage).

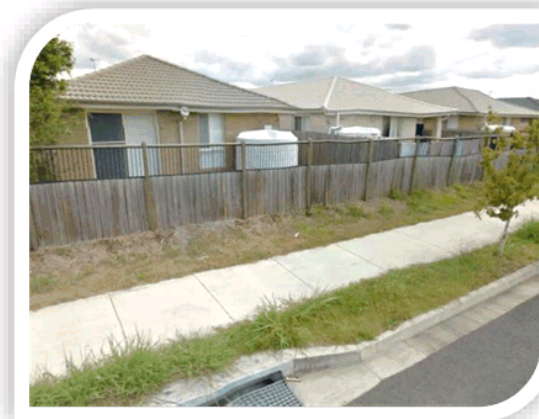


Photo 4: Grass verge requiring high maintenance, not accessible and underwhelming presentation – Redbank Plains.

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DUAL FRONTAGE RESIDENTIAL DESIGN GUIDELINES
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Likewise, Council does not want to inherit intensive planting that requires lots of maintenance (such as hedging, see **Photo 5**).



Photo 5: High maintenance verge treatment (hedging) along Springfield Lakes Boulevard.

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DUAL FRONTAGE RESIDENTIAL DESIGN GUIDELINES

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3.0 Key matters required for providing successful dual frontage allotments

Section 2.0 discussed the key observations Lendlease considers are poor delivery outcomes when dual frontage allotments are not designed correctly. In reviewing these outcomes, the following matters are **essential** in providing **successful** dual frontage allotment design:

- Car parking provision in front of the lot; and
- Topography – level differences.

Other issues which are also important include:

- Private open space provision;
- Maintenance of verge (i.e. legacy for council); and
- Safety/CPTED

Impediments to car parking

The fundamental premise of dual frontage allotments that front non-access roads, is that the 'front door' to the property is located on the non-access road. Essentially this 'front door' becomes the street address for the house (even though resident vehicular access is obtained through the rear of the property). This street address becomes vital for visitor carparking, emergency vehicle parking, deliveries etc., and as such **successful** dual frontage requires sufficient carparking at the primary street frontage (free from encumbrances such as no standing zones, bus stops, turning lanes).

Recommendation

To facilitate the desired carparking outcome, Lendlease propose that visitor carparking for the dual frontages lots are accessed from the non-access street.

Topography – level differences between lot height and non-access street

Topography and level differences between the allotment and the road reserve, does have an impact on the viability of dual frontage lots, as there is a certain height below and above the road where the built product loses its relationship with the streetscape. Section 4.0 sets out guidance in regards to possible outcomes for various level differences.

Recommendation

Lendlease provide bulk earthworks and indicative road cross sections to clearly demonstrate level difference constraints. Determination of dual frontage product to be based on topography rules set out in Section 4.0.

Private Open Space

The private open space issue can primarily be solved by tightening control of building criteria and design outcomes. In some situations, this will require a KDO (Key Design Outcome) whereby additional design controls are placed on a specific lot, over and above the norm. In some situations, lessening setbacks to both the street frontages will be required to allow these outcomes. This issue is the responsibility of Lendlease to address and resolve with our builder partners. There are several builders who are now offering product with either an integrated open internal courtyard or internal covered outdoor space provided between a separated garage and main dwelling. To facilitate these, they will require adjustments to Council's standard building setbacks (most notably a 1.0m garage door setback to the rear loaded frontage, and allowing a 1.5m setback to the portico on the front setback).

Lendlease strongly believe the relaxed setbacks are an important component in ensuring that private open space is provided between

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the garage and the house (screened from the primary street frontage). This should resolve the ad-hoc interim privacy screening issue that has been seen throughout other Lendlease developments (i.e. bamboo, hessian screening etc).

Recommendation

Specialised setbacks for dual frontage product is used to ensure setbacks from garage to road reserve are reduced, to allow private open space to be screened from the main street frontage.

Maintenance

Successful dual frontage product requires the issue of presentation to the secondary frontage to be addressed. When allotments are accessed by vehicles from the rear, it is easy for homeowners to take the 'out of sight, out of mind' approach in regard to the "front" verge. As such, ensuring maintenance is reduced on the secondary frontage is imperative for the successful implementation of dual frontage allotments.

Design of verge treatments should typically feature a footpath to back of kerb, and 'low maintenance planting' between the property boundary and footpath.

The same should apply to the verge treatments when there is not a dual frontage/rear loaded outcome. The verge treatment to non-access roads where housing product "turns its back" also should be low maintenance to avoid a high maintenance legacy for Council.

Safety/CPTED

A criticism of dual frontage allotments that **do not** address both frontages, is that they do not adequately address the safety principles of CPTED passive surveillance.

Some of the non-access streets that do not have dual frontage are sometimes considered as 'unsafe' environments. As such, it is important for these stretches of road that do not have dual frontage allotments, to have some form of surveillance.

This would best be achieved through the 'salt and peppering' of two-storey houses, which include allotments that have balconies overlooking the non-access street. As such, streetscapes where allotments that do not address the secondary frontage are present, should achieve around 20% of allotments backing onto the non-collector with two storey product and balconies.

Recommendation

A Key Design Outcome (a design specification which is included within the contract of sale) is applied by Lendlease to 20% of product backing onto non-access collector.



Photo 6: Example of two storey dwellings with balconies overlooking non-access street

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4.0 Tests for whether rear loaded/dual frontage can be implemented

In order for rear loaded dual frontage allotments to be considered, they must meet both the Carparking Test and the Topography Test as outlined below. If they cannot meet **both** of these tests, then the allotments are **not** suitable for Dual Frontage Residential product.

Each future planning application for Shoreline must include detail on car parking availability and topography interface between proposed dual frontage allotments and the non-access street, in order for Council to verify that both tests have been met.

Carparking Test

Carparking must be able to:

- Be provided at the 'front door' of the property, or within approximately 25 metres of the 'front door'; and
- Must be relatively unimpeded (by bus stops, turn lanes, no standing zones etc.), and be able to be consistently provided:
 - e.g. if carparking is impeded by turning lanes, or bus stops and only limited carparking can be provide to a minority of allotments, then this would NOT be suitable for rear loaded dual frontage residential.

Topography Test

The proposed interface between the allotment and the non-access street must meet the criteria as being suitable for dual frontage.

The following tables identify where dual frontage is achievable for:

- Allotments level with non-access street interface;
- Allotments that are below the non-access street interface; and
- Allotments that are above the non-access street interface.



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1.0 ALLOTMENT LEVEL WITH NON-ACCESS STREET INTERFACE			
Slope	Dual Frontage (rear loaded) achievable	Comments	
Finished lot is level with the finished street	✔	Dual frontage with pedestrian access to the non-access collector street is possible.	

2.0 ALLOTMENT THAT IS BELOW NON-ACCESS STREET INTERFACE			
Slope	Dual Frontage (rear loaded) achievable	Comments	
Finished pad level is 0-1.0m below non-access street level	✔	<ul style="list-style-type: none"> In order for streetscape amenity to be maintained, lots between (0.6m-1.0m below street level) will be required to be 2 storey (to be ascertained at planning application Stage) 1.0m below road has been selected as the maximum height difference to traverse through stairs, when taking account for space lost to stair treads, and landing areas, and landscape areas in front yard forgone due to requirement for stairs. 	

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<p>Finished pad level is more than 1.0 below non-access street level</p>		<ul style="list-style-type: none"> Allotments more than 1.0m below the road are too low to be serviced by a set of stairs from road to building pad. 	
--	---	---	--

3.0 ALLOTMENT IS ABOVE NON-ACCESS STREET INTERFACE			
Slope	Dual Frontage (rear loaded) achievable	Comments	
<p>Finished pad level is 0m - 1.6m above non-access street level (to a flat lot)</p>		<ul style="list-style-type: none"> 1.6m above road has been selected as the maximum height difference to traverse through stairs, when taking account for space lost to stair treads, and landing areas, and landscape areas in front yard forgone due to requirement for stairs 	

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<p>Finished pad level is >1.6m above non-access street level (to a flat lot)</p>		<ul style="list-style-type: none">Levels are too significant over 1.6m to warrant dual frontage due to amount of stairs required and land required for stairs, and disconnect between street level and house level.	
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SHORELINE DUAL FRONTAGE RESIDENTIAL DESIGN GUIDELINES JANUARY 2020

5.0 Building Design Principles for Dual Frontage

Once the Carparking and Topography Tests have been undertaken, it can then be determined whether allotments are to address the non-access street or not address the non-access street. In either circumstance, the following design principles are to be followed.

5.1 Allotments addressing the non-access street

Figure 1 schematically demonstrates the key design principals for dual frontage allotments that **address** the non-access street. These are:

- Primary 'front door' entrance is located on non-access street, including letterbox, and primary street address (for deliveries, visitors etc.).
- The primary private open space area is located centrally on the property (between the garage and the main dwelling).
- Setbacks are reduced to "pull forward" the primary frontage of the house (allowing for 1.5m setback to portico, and 2.0m to main dwelling).
- Setbacks are reduced to allow the garage to be placed very close to the rear alignment of the rear boundary (1.0m). This is acceptable, as no requirement for visitors to park in driveway, as they park on the non-access street).
- Open style fencing is to be constructed on the non-access street frontage (up to 1500mm high).
- 1800mm high fencing is to apply to secondary frontage.
- Low maintenance planting (no turf) that is also compliance with CPTED principles is to be used between the frontage of the lot and the footpath on the non-access street.

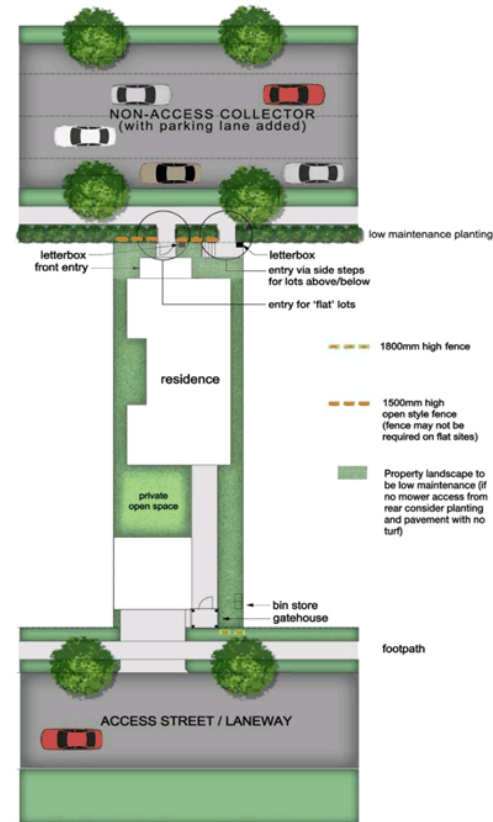


Figure 1 – Example dual frontage product

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5.2 Allotments not addressing the non-access street / standard product

Figure 2 schematically demonstrates the key design principals for dual frontage allotments that **do not address** the non-access street. These are:

- The house does not need to address the non-access street.
- Approximately 20% of allotments with two storey product and balconies are to be mandated fronting the non-access street. The balconies/decks are to have a minimum dimension of 2.0m.
- 1800mm high solid fencing is to apply to the non-access street frontage.
- A continuous low maintenance landscaping strip is to be planted along the non-access street frontage.
- Gates are not required, nor mandatory to be provided, as access to the non-access street is provided by 'breaks' in the block length. Depending on levels, if topography allows, gates can be provided.
- The primary street address is off the secondary access street, as are the letterbox and front entry features.

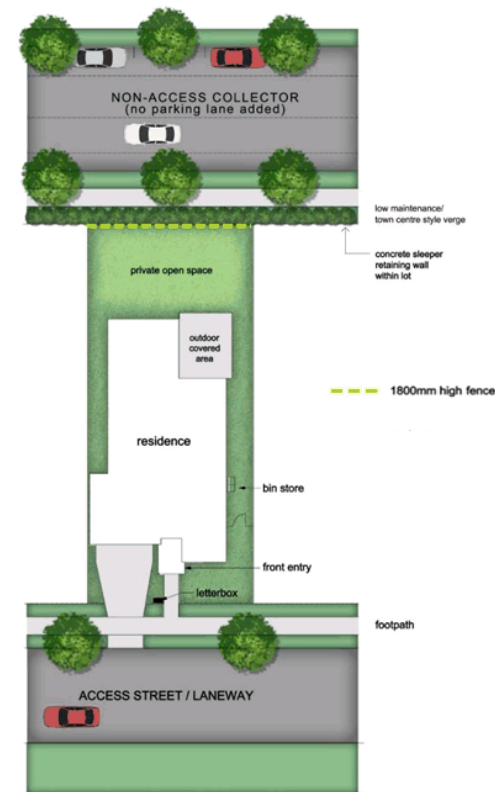


Figure 2 – Example dual frontage product

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6.0 Documentation required to be submitted to Council with planning applications

In order for Council to make an appropriate assessment of allotments that have dual frontage, and what treatment they will be given, the following documentation is to be submitted with the relevant planning application:

1. Sets of cross sections showing level differences between adjacent non-access street and secondary street.
2. Traffic engineering advice on viability of carparking on the non-access street and parking plan.
3. Indication of levels within the allotments.
4. Key design criteria to be imposed on the allotments that are affected by dual frontage residential.

14.4 SMART AND CONNECTED CITY STRATEGY PROGRESS REPORT

Objective Reference:

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

Responsible Officer: Kim Kerwin, Group Manager Community & Economic Development

Report Author: Frank Pearce, Service Manager Strengthening Communities
Christine Potito, Senior Adviser Community Development

Attachments: 1. Smart and Connected City Strategy - Engagement Report November 2019

PURPOSE

To provide a progress report on the development of the draft Redlands Coast Smart and Connected City Strategy (the draft Strategy), which is a Council 2019/20 Operational Plan commitment.

BACKGROUND

In 2016 Councillors identified six strategic priorities for the city, which included a priority of Redlands Coast being 'A Smart City'. To progress this priority Council commissioned the development of a draft Redlands Coast Smart and Connected City Strategy.

The ultimate goal of the draft Strategy is to create better city services and a higher quality of life so that residents, visitors and businesses can thrive.

The draft Strategy aims to enhance Council's existing strategies and plans by inspiring new ideas, driving innovation and creativity and improving the city's economic competitiveness to support businesses and attract new industries and talent.

It also aims to support the existing Redlands Coast innovation ecosystem to function as an intelligent connected network, enabling greater productivity for the city. Residents, businesses and innovators will be involved in the co-design of city services and the development of solutions to the city's challenges.

The draft Strategy sets out how technology can be used for smarter decision making to increase the efficiency and effectiveness of Council's service delivery and improve environmental sustainability.

The draft strategy focuses on four key areas:

1) Liveability, wellbeing and inclusion

The draft Strategy will identify opportunities for innovation and technologies to enhance the city's liveability, promote community wellbeing and be inclusive of residents of all ages and abilities. Data-driven decision making is identified as an area that could improve Council's understanding of community expectations, customer experiences and infrastructure usage patterns. Improving access to information can also be used to inform intelligent design of public spaces.

2) Productivity and innovation

The draft Strategy will focus on opportunities to accelerate growth and stimulate economic opportunities. Attraction of new businesses and investment will help deliver solutions to local issues and challenges, and support the delivery of the *Redland City Economic Development Framework 2014-2041*. The draft Strategy will leverage Council's existing partnerships with the

local innovation ecosystem of business, industry, entrepreneurs, and social enterprises and the education and training sectors to create innovation and job creation through accelerated investment in smart innovative solutions.

The draft Strategy also aims to assist Council in identifying opportunities to collaborate and partner with local, national, and international private and public entities to attract investment.

Importantly, it will also advocate for Council's suitability as a 'test bed' for innovative opportunities to promote and enhance the city's liveability.

3) Sustainability

The draft Strategy has a focus on improving environmental sustainability through data-driven decision making to reduce resource consumption and improve the utilisation rates of existing infrastructure enabling Council to use assets more efficiently and effectively, thereby reducing costs to the community. It will provide an opportunity to establish Council's commitment to working with industry to explore smart technologies to help maximise the capacity of Council infrastructure assets to increase environmental sustainability and reduce green-house gas emissions.

4) Governance and planning.

The draft Strategy will ensure a whole-of-Council approach to smart city planning and facilitate coordinated and integrated decision making and investment in smart city capability and technologies. The draft Strategy sets out a consistent strategic vision and alignment of goals across the organisation with a clearly defined and costed roadmap for implementation.

Development of the draft Strategy is being undertaken in concert with Council's delivery of the Advancing Regional Innovation Program.

ISSUES

Council has engaged consultants Delos Delta to develop the draft Strategy with support from Articulous to undertake the targeted engagement.

The development of the draft Strategy is following a staged process, which has included research, stakeholder consultation and engagement. It is currently in the drafting and internal review phase.

Research – global learnings

A significant number of cities across the world including Seoul, Barcelona, New York, London and Tokyo have engaged in smart city journeys over the past ten years. A Redlands Coast Smart and Connected City Strategy will build on the best elements of the learnings from these journeys. These include:

- Taking a Citizen-Centric Approach – delivering initiatives that provide real benefits for the local community.
- Encouraging Citizen Empowerment and Decision Making – smart and connected cities ensure their citizens are empowered to be part of the smart city journey.
- Enabling Opportunities – actively encouraging innovation to create new opportunities and modernise existing systems and practices.
- Taking Collaborative Action – connecting people, ideas and data, to co-design, collaborate and dynamically innovate.

- Reinforcing Privacy and Security – smart and connected cities take the privacy and security of their community seriously.
- Gearing Up the City – Smart and connected cities have good governance that ensures the smooth integration of smart city initiatives and innovative thinking.

Current Smart and Connected City Initiatives

The strategy development has highlighted a range of existing initiatives that demonstrate Council's appetite and commitment for smart and innovative program delivery. These initiatives include:

Autonomous Bus Trial

Redlands Coast has unique transport challenges that need innovative solutions. The driverless bus trial began in November 2019 and provides free transport to passengers on Karragarra Island. This is the first long-term trial of driverless bus technology in Queensland.

Smart Koala Monitoring

Redland's *Koala Conservation Action Plan 2016 – 2021* outlines innovative methods for the long-term monitoring of koala populations in the region. The Action Plan addresses issues such as road deaths by outlining how smart road signage can be utilised to increase awareness of koala movements on roads.

Intelligent Water Monitoring

Redland City Council implemented water quality monitoring programs in a number of catchment areas across the municipality. The program includes the collection of data from ambient monitoring, rainfall event monitoring and aquatic habitat monitoring to enable better decision making.

Stakeholder consultation and engagement

To inform the development of the draft Strategy, Articulous together with Delos Delta facilitated a total of five engagement workshops with business and industry, the community, Redland City Council staff, Councillors and the Redlands Economic Development Advisory Board. In addition a online survey and discussion forum was hosted for the period Wednesday 16 October 2019 to Friday 22 November 2019 to gather information from participants about smart city priorities and values in the context of Council's strategic priorities. A report outlining the engagement process and findings is provided in Attachment 1.

The engagement findings revealed that all groups that participated in the consultation identified the community and economy as priorities and values for a smart city. The business and industry workshop also highlighted the importance of leadership and collaboration. The environment and transport were prominently identified as additional priorities and values in the community workshop. The Redlands Economic Development Advisory Board workshop also identified connectivity as a smart city priority and value for the city.

Consultation was also held with key internal stakeholders to ensure current priorities will be reflected in the strategy.

Drafting, internal review and next steps

A draft Strategy has been prepared by the consultants and received by Council, and is being reviewed by officers. Feedback will be provided to the consultants prior to the development of the final version after which the draft Strategy will be presented to Council for consideration in the last quarter of the 2019/20 financial year.

STRATEGIC IMPLICATIONS

Legislative Requirements

There are no legislative requirements associated with the progress report of the draft Strategy.

Risk Management

There are no risks associated with the progress report of the draft Strategy.

Financial

There are no financial implications associated with receiving the progress report of the draft Strategy.

People

There are no implications for staff associated with the progress report of the draft Strategy.

Environmental

There are no environmental considerations associated with the progress report of the draft Strategy.

Social

There are no social implications associated with the progress report of the draft Strategy.

Human Rights

There are no known human rights implications associated with the progress report of the draft Strategy.

Alignment with Council's Policy and Plans

The draft Strategy will deliver Council's Operational Plan commitment 6.1.2 'Contribute to the development of a Smart City Strategy'.

CONSULTATION

Consulted	Consultation Date	Comments/Actions
Business and industry stakeholders	29/10/2019	Stakeholder workshop
Community members	29/10/2019	Stakeholder workshop
Council Staff	29/10/2019	Stakeholder workshop
Economic Development Advisory Board	31/10/2019	Stakeholder workshop
Councillors	03/12/2019	Councillor Workshop
Service Manager, Strengthening Communities	03/12/2019	Stakeholder
Principal Transport Planner	03/12/2019	Stakeholder
Program Manager, Infrastructure & Operations	03/12/2019	Stakeholder
Service Manager, Strategic Economic Development	03/12/2019	Stakeholder
Senior Adviser, Strategic Economic Development	03/12/2019	Stakeholder
Group Manager, Corporate Services	09/12/2019	Stakeholder
Group Manager Community and Economic Development	07/02/2020	Noted
Principal Adviser Strategic Partnerships	07/02/2020	Noted

OPTIONS**Option One**

That Council resolves to note the progress report for the development of the draft Redlands Coast Smart and Connected City Strategy.

Option Two

That Council request additional information in regards progress of the draft Redlands Coast Smart and Connected City Strategy.

OFFICER'S RECOMMENDATION

That Council resolves to note the progress report for the development of the draft Redlands Coast Smart and Connected City Strategy.



NOVEMBER 2019

Redland City Council Smart and Connected City Strategy

Engagement report

Prepared by Articulous for Redland City Council



articulous.com.au

Enquiries

Articulous Pty Ltd

articulous.com.au
info@articulous.com.au

PO Box 15026
City East QLD 4002

Level 1, 123 Charlotte Street
Brisbane QLD 4000

ABN 46 159 342 373



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1. Executive Summary

Redland City Council is working to position Redlands Coast as a smart innovative city. To help develop the Redlands Coast Smart and Connected City Strategy, a stakeholder and community engagement process commenced in October 2019 and concluded in November 2019.

Feedback gathered during this engagement will be used to help shape the smart city agenda and inform initiatives for inclusion in the strategy.

Redland City Council engaged Articulous and Delos Delta to facilitate a series of workshops to understand the smart city priorities and values of different stakeholder groups.

Articulous together with Delos Delta facilitated four workshops with business and industry, Redland City Council staff, the community and the Economic Development Advisory Board (EDAB) to inform the development of the smart and connected strategy. EDAB consists of representatives of the city's eight future industry and employment growth sectors.

The engagement results revealed that all three groups identified the **community** and **economy** as priorities and values for a smart city. The business and industry workshop also highlighted the importance of **leadership** and **collaboration**. The **environment** and **transport** were prominently identified as additional priorities and values in the community workshop. The EDAB workshop also identified **connectivity** as a smart city priority and value for the Redlands.

2. Engagement objectives

The following objectives were identified prior to the engagement activities:

- To inform community and stakeholders about the project and the opportunity to shape the smart city agenda
- To consult with key stakeholders and community members in idea gathering and discussion to identify potential opportunities for the strategy to address
- To involve key stakeholders and community members in the development of the strategy to ensure the smart city agenda reflects community, business and industry needs, responding to and creating opportunities for the local economy
- To involve prospective partners in the strategy development process to build relationships and provide a foundation for future partnerships.

3. Engagement activities

Face to face engagement

Articulous and Delos Delta facilitated three workshops for business and industry, Redland City Council staff and the community. The workshops were well attended by a total of 45 people.

Date	Location	Participation
29 th October 2019	Alexandra Hills Hotel	9am-12pm Business and industry workshop 14 participants
29 th October 2019	Redland City Council offices	1-4pm Redland City Council staff workshop 21 participants
29 th October 2019	Alexandra Hills Hotel	6-8pm Community workshop 10 participants
31 st October 2019	My Horizon, Capalaba	EDAB meeting workshop 10 participants (7 board members, 3 Council staff)

The workshops involved presentations by Delos Delta about what a smart city is and why it's important and from Redland City Council the purpose of the smart and connected city strategy and Council's strategic priorities.

The key features of a smart city, according to Delos Delta, are digital technology, innovation, big data, community and connectivity.

The interactive components of the workshop included live polling using open ended questions, facilitated group discussions recorded with a whiteboard and a carousel activity using the themes from Council's strategic priorities.

Live polling is a digital engagement tool that enables participants to be engaged in real time by using their mobile phone or tablet to log on to a website. Once the facilitator has turned on the questions, participants can see each question and answer by typing into their phone or tablet. Within a few moments, the collective answers from all participants are projected onto a screen for all to see as a stream of answers (for open ended questions). Live polling was used in all four workshops.

In the **carousel activity**, participants spent time answering the same questions at different tables in a room, with a new topic at each table. The room was divided into five areas, one for each of Council's strategic priorities, and participants were asked to discuss and record the challenges and opportunities for each in the context of developing a smart city strategy. Participants had the opportunity to decide which options they spent their time discussing and could move up to four times. Each round lasted approximately 10 minutes.

Online engagement

Redland City Council and Articulous designed an online survey and discussion forum to gather information from participants about smart city priorities and values in the context of Council's strategic priorities:

- Economic development
- Our identity
- City planning
- Transport
- Sports, education and the arts

The online survey was open from Wednesday 16th October to Friday 22 November 2019.

Survey question types included ranking (top 3), Likert scale, open ended and multiple choice.

4. Key engagement findings

4.1 Business and industry workshop

The key themes identified in the business and industry workshop about Redlands competitive advantage and ways to leverage it were:

- Economic opportunities especially tourism
- Better access to information and online services
- Leadership by Council and others
- Collaboration

Connected community and thriving economy were the key themes used to describe a successful smart city in the Redlands.

The group suggested progress could be measured by **economic growth, technology, data and community indicators**.

Citizen engagement was the most popular smart city initiative followed by smarter partnerships and collaboration.

Council's priorities of **economic development** and **Redlands identity** received the most ideas in the carousel activity.

4.2 Redland City Council staff workshop

The smart city values and principles identified were:

- Community and inclusion
- Policy
- Collaboration and change
- Economy
- Innovation

The most commonly identified types of smart city outcomes were **community benefits** and **economic growth**.

Government, community, thriving economy and recognition were the key themes used to describe a successful smart city in the Redlands.

The group suggested progress could be measured by **economic growth, technology and data and community indicators**.

The most commonly identified changes and challenges expected in the Redlands are **ageing population, climate change and socioeconomic concerns**.

Most opportunities identified were about **advancements in technology**.

Council challenges to achieving a smart city were identified and included:

- Lack of resources
- Risk and risk aversion
- Organisational
- Political
- Policy

Government, community and infrastructure barriers were also identified.

Council's strategic priorities of **Redlands identity** and **transport** received the most ideas in the carousel activity.

4.3 Community workshop

The key themes identified in the community workshop about Redlands competitive advantage and ways to leverage it were:

- Location and environment
- Socioeconomics
- Local infrastructure and services
- Technology and digital services
- Data
- Place promotion
- Community engagement

Key improvements were about **community engagement, environment, information, transport and infrastructure**.

The key indicators suggested to measure smart city progress were **environment, economy, social and transport**.

The key themes that emerged when asked about what a successful smart city will look like were **environment, economy, digital literacy and infrastructure, transport and community benefits**.

4.4 Economic Development Advisory Board workshop

The key themes identified in the workshop about Redlands competitive advantage and ways to leverage it were:

- Economy
- Community
- Location and environment
- Data
- Connectivity
- Investment

The key competitive weakness identified were:

- Community
- Connectivity
- Economy

The key suggestions to address these were:

- Community engagement
- Improved services
- Stimulate economic growth

EDAB identified both government and businesses that could play a role in driving smart city action including vendors, funders, influencers/educators and communicators.

4.5 Online engagement

Thirty-eight responses were received in the online survey and online forum. A significant proportion of respondents were female (61%). A range of sectors were represented in the survey. Most respondents were 20-59 years of age.

Red tape and digital connectivity were the most commonly identified innovation barriers.

Smart resource management was identified as the smart city technology/initiative that could offer the most value to Council.

Loss of privacy was the most common concern about the integration of smart city and digital technology.

There was a high level of agreement that:

- Council should pursue partnerships with private business to deliver smart community projects on Redlands Coast
- Innovation should be a priority in how Council delivers its business priorities
- All Council projects consider digital and smart community technology as a matter of course during design, procurement and implementation

There was a mix of neutral responses and agreement that:

- Council has formal processes and pathways to progress digital technology and smart community projects and initiatives
- Council prioritises digital technology to optimise community consultation, engagement and participation

There was a mix of agreement, neutral and disagreement that Council allocates funding to developing smart community projects that benefit the community and increase Council efficiency.

The top three issues the strategy should respond to were:

- Mobility and transportation access for our community

- Providing smart technology to increase the efficiency and sustainability of Council services i.e. waste collection, sewer and water
- Ensuring smarter planning and decision making informed by real time data

The top three local services that would benefit by smart technology were:

- Increasing energy management and reducing energy consumption
- Transport and parking
- Delivery of planning and development services

The top three local services respondents would most like to see improved by smart technology were:

- Improving transport and parking
- Increasing energy management and reducing energy consumption
- Enhancing social and community services

Only ideas about identity and economic development were contributed to the online forum.

5. Engagement results

5.1. Business and industry workshop

The following is a summary of the live polling results. The key themes were applied after the workshop.

What is the Redlands competitive advantage?

- Tourism potential
- Smart people
- Untapped opportunity
- People especially youth
- Equal opportunity
- Education and training
- Strong community
- It's size
- Integrated networks (particularly for transport) and reliable connectivity
- Energy and aspiration
- Close to international airport
- Access to port facilities
- Centre of growing region

How can the Redlands use smart tech to leverage its competitive advantage?

More tourism

- Tourism information app
- More tourists to area
- Bring in more visitors, tourism
- Smart city brand to attract investment, tourism etc
- Digital platforms to assist tourism growth. No one had even bought the Tourism Redlands domain as of this year.
- Connect and market Redlands globally

Better access to information and online services

- Educational facilities using smart tech
- More online council services
- Adoption of smart tech in new communities, greater efficiency of infrastructure utilisation to achieve greater value
- With an ageing population, better community access to smart tech.
- Smart tech to support local
- Make services accessible e.g city council website webcast of council meetings
- Enhance lifestyle with technology

Other ideas

- Unfortunately, the ageing demographic profile of the Redlands will prove to be a barrier in the use and application of smart tech.
- Improve communication
- Innovation
- New smart business hubs and/or developments
- More council workshops for business
- Hire local businesses
- Better storytelling
- Bring innovative government departments to Redlands (Silicon Valley)
- Collecting data on our natural and built environment
- We have the land to carefully plan our future
- Smart infrastructure to improve resource efficiency
- Opt-in for democratic feedback on priorities and processes

How could smart tech/data/innovation improve the Redlands?**Economic opportunities**

- New employment pathways
- Attract innovative businesses and investment
- More growth
- Attract new citizens to want to live, bring investment and \$\$\$ for local business
- More tourism
- Increase employment locally
- It's ability to attract a younger demographic with disposable income and a willingness to spend and live locally. Good for the economy.
- Build our city profile

Inclusion

- Stop disability stereotyping
- Opportunity for all
- More inclusiveness
- Allow better community involvement
- Increased awareness
- Avoid stereotyping by age - make the technology the servant rather than the master

Knowledge opportunities

- Improved data-based decision making. Less politics.
- Better knowledge share through storytelling and connecting ageing population to youth. This data would help council improve and provide services

Other improvements

- Streamline council services
- Achieve improved value from infrastructure
- Better carbon footprint - environmental leader
- Improve sustainability

- Improve our public transport systems

Who can help design/imagine a smart city?

- Developers
- Youth
- Local architects and planners
- The people, that are living, working in this city
- Redlands Coast Chamber of Commerce
- Local businesses
- The development industry
- Architects, planners, developers, community - together
- Very important to engage businesses and potential invest in city
- Everyone together
- Local community
- I can :)
- Open minded innovative thinkers
- Thought leaders
- Be involved in the planning and vision with council for the smart city
- Collaboration with other governments
- Non for profits - no commercial interest
- Business owners
- Innovators and entrepreneurs
- Our children
- Education sector and researchers

How can business and industry partner with Council to achieve a smart city?

Leadership – by Council and others

- Showcase/pilot projects
- Politicians let go of ego and publicly fighting each other. Business stop complaining and show up.
- Communication
- Provide technical advice
- Transparency of authorising environment and speed to market
- Communicate together
- Chamber of Commerce
- Be open to change and innovation
- Reform of local regulations and processes
- Get stuff done!
- Council create a smart city role to coordinate initiatives and delivery. Make part of economic development. Highly skilled with expertise in the area. Smart city advisory board including buildings leaders and investors
- Someone actually work at bringing everyone together. Need obvious leaders
- Build the infrastructure
- Smarter procurement
- Council needs to take a genuine lead and actively pursue relationships with business and drive opportunities

- Educate the people
- Smart working options (remote work etc)

Collaboration

- Joint initiatives
- Business and industry are keen and willing, it relies on Council having a desire to do the same.
- Working together
- More workshops

How can partnerships and collaboration be encouraged?**Opportunities**

- New digital tools, technology
- Firstly - need an equal representation of the demographic
- Directly invite companies and individuals to be involved
- Council and Chamber of Commerce workshops
- Setting in place frameworks that require / encourage collaborative approaches.
- Clear partnership agreements, with outcomes and responsibilities
- Market the broad vision
- Crowd source ideas and solutions
- Enhance trust and credibility
- Via engagement and then evidence that the reward was worth the effort
- Team management
- More opportunities to partner and collaborate
- Let everyone know what is happening
- Codesign processes

Remove barriers

- Remove red tape
- Hands on experience not just sitting behind a desk
- Skin in game; risk appetite quantified; accept there will be winners and losers
- Depoliticising the process
- For council, commercial and community members to be part of the vision and planning
- Smaller fences with our neighbours
- People need to stop blaming council. People need to complain less and do stuff
- Be more proactive. Redlands don't invest enough in the area. Compared to Logan City Council our investment is an eighth

What will a successful smart city look like in the Redlands?

Connected community

- Internet access at home
- % online council services
- Money saved by smart tech
- Digital skills and literacy
- Digital inclusion
- Digital rates notice that includes quart key surveys (big data)
- More efficient public services
- Connected communities
- Smaller fences, people talking to neighbours, a state government MP talking to a Local Councillor and both realise each is human.
- Totally inclusive no prejudice
- New communities with smart tech, program for retrofitting areas, business and employment growth in knowledge based industry sectors
- Citizens are empowered
- A place where my grandma in a wheelchair can go anywhere, something reminds me to take my bin out
- A world class built environment with happy and well connected people
- Less friction between technology our environment and our people.
- It will feel like a place where citizens are proud of the city, the council and themselves
- Annual "happiness survey" benchmarked for next 20 years

Thriving economy

- More employment pathways
- Incremental, meaningful steps towards a smarter city and a thriving economy. It doesn't need to be Barcelona, but the current trend against change and growth is unsustainable.
- Choices about living, learning and earning in the Redlands are able to be made

Other comments

- Reputation as smart city
- Will bring a variety of benefits including operational efficiency, cost reduction, improved service delivery, economic benefits, and improved environmental outcomes.
- Same, same but different
- Future
- Enhanced sustainability
- It may not look too different but it will "feel" like a wonderful place to live
- Great place to live - convenient, safe, lifestyle

How can we measure smart city progress in the Redlands?

Community

- Through the mental health of our residents
- More tourist visitors coming to see our city
- Live feedback to council through connectivity
- Feedback
- Connectivity with council
- Smart city progress will be evident in the economy, but generally in resident satisfaction and demographic change
- Continual assessment of community sentiment
- Our youth stay here
- Digital skills and literacy
- Digital inclusion
- Vibrant and active city centre, high employment and social connected communities

Technology & data

- Internet access at home
- Focus on the outcome
- Data, compared
- Put a system in place with the our rates from council to collect data
- Practical results
- Resources saved by smart tech
- Speed on connectivity

Economic growth

- See what tech industry or new business in general is attracted here and
- Economic growth and social investment/cohesion
- Increased employment and economic productivity in knowledge-based industry sectors
- Money saved by smart tech
- Improved infrastructure management and lowered costs

Smart city priorities – facilitated group discussion and voting

The following smart city priorities were discussed and then each participant could vote for their top 5.

The table below shows a summary of the results.

New frontiers of citizen engagement, co- creation and democracy - building trust	12
Smarter Partnerships and Collaboration	10
Smart waste and environmental leader	7
Accelerating Smart Transport and Mobility - Infrastructure	7
Developing Smart Precincts, Spaces and Buildings - Masterplanned communities	7
Digital communication & inclusion - Smart & open	7
Building our Innovation Ecosystem - Economic apps	5
Creating a Data Driven City	3
Strengthening/Diversifying Our City Brand	6
Leveraging the Skills and Intellectual Capital of our Residents	5

Smart City ideas – carousel activity

Transport /mobility	
Challenges	Opportunities
<ul style="list-style-type: none"> • Disconnected • Heavy reliance on cars to get around • Parking • Connect public transport to the whole of SEQ. mobility, inclusivity, cost of transport, access, connectivity, lack of linkages between public transport • East west corridor • Change perception of public transport to be first option • Safety for everyone 	<ul style="list-style-type: none"> • Light rail/ water taxis • App for transport services • Use Moreton bay more (ferries to Brisbane) • Better use of spaces ie 15 mins, 30 mins. 1 hour spaces • Create more walkways to connect paths • Encourage use of electric bikes, walking, share services • Public ride share (free) • Alternate forms of transport • Use of under-utilised community vehicles • FUBER - free uber • Less build more road • Train line from gold coastline to Redland bay, Vic Pt • NDIS \$ - how does council tap into its citizens

City Planning	
Challenges	Opportunities
<ul style="list-style-type: none"> • Who drives demand supply • Existing expectation (block sizes) • (Green) • Telstra (hellstra) • NBN • Smarter rollout of infrastructure • Capalaba business precinct has terrible internet/data • Politics (safe seat = lack of \$\$) • Disconnected city can be challenging to move around 	<ul style="list-style-type: none"> • Better identify and quantify demand • Spread to user pays • Simplify planning including greater transparency • Advocacy at all levels of court to work together • New development/partnerships (built smart) • Signage to promote Redlands in areas outside Redlands

Redlands Identity	
Challenges	Opportunities
<ul style="list-style-type: none"> Distance/aged population Government disconnect on all 3 levels Current infrastructure - transport etc (confused) Lack of activity to attract visitors & business No one knows what it is marketing Our city - are we Redland or Redlands? Residents against change Change for purpose, not for change's sake Lack of advocacy for people 'Pro wildlife/anti human' sentiment Brisbane brand dominance Infrastructure to support tourism 	<ul style="list-style-type: none"> Price of property - young families Redlands coast - new brand Tourism is huge - new airport, new tourists New development - vacant land Utilise digital communications Government department office located here Education opportunity - entrepreneur high school 70 years as Redlands this year To use the location of Moreton Bay and fishing Redlands coast Promote the confidence of tech/lifestyle Inclusiveness Culture/indigenous identity Identify benefits Promote civic debate Tourism operator partnerships Seasonality of tourism Night stays grown Broader tourism experiences

Sports, Education and the Arts	
Challenges	Opportunities
<ul style="list-style-type: none"> Manage the tech Maintain quality of education Inclusive education Transport connectivity Fleshed out opportunities in technology Life long learning industry 4.0 Sate of the art sports facilities/ centres of excellence Two NPL clubs in the area - soccer Redlands doesn't have a university Lack of investment in facilities Not enough public schools Cost of getting to festivals on Straddie Making sport affordable for families 	<ul style="list-style-type: none"> Culture access/ immersion Youth leaders Outdoor digital libraries Innovation culture Market leadership in implementation New industries growth New philosophy in education Sate of the art teaching Aged care and child care collaboration International partners - Celtic and Redlands Use natural environment Use existing facilities better

Economic development	
Challenges	Opportunities
<ul style="list-style-type: none"> • Bad infrastructure • Cost of premises - too high rent • Too much focus on housing - not enough on businesses • Too few employment opportunities • Balance economic growth with environmental issues • Retaining talent • Technology, internet, speed • Lack of tertiary education opportunities land supply • Health effects • Put risk assessment in place to set KPI • Over complicating the agenda • Governance framework • Procurement policies - need to be local • Disconnected groups • Chamber, council, investors, schools (state & private), Tourism - no one knows what's happening • Tourism - transport employment options 	<ul style="list-style-type: none"> • Attract modern tech industries • New ways of working/shared premises • Tourism/eco based on environment education • Cultural and heritage-based businesses • Inclusive employment opportunities • Regional city deal • Innovation precinct and trade investment spine • Leveraging off the islands • Big tech companies that create tertiary pathways • Focus in council • Retain and grow local opportunities • Promote business creation • Social enterprise • Leadership opportunities • Supporting SME's • Value uplift through investment • Alignment of schools/council or enterprise creation • Build sustainable infrastructure (community governance model) • Transparency of decisions, plans and accountabilities

5.2. Staff workshop

Smart City Foundations – facilitated group discussion

The following smart city projects and reforms already happening within Council were identified:

- QR code rates notice
- AR& local history
- Mapping apps
- Smart forms for grants
- Smart developments
- Digital plinth
- Open data portal
- Procurement policy
- Green hydrogen
- Libraries – smart check in, training
- AV bus
- IOT networks
- Smart, packing trial
- Tourism app
- AI virtual assistant
- Smart bin trial
- Shared smart energy meters
- Blue – tooth koala monitoring
- Smart water meters
- Dynamic data sets – dynamic planning
- IT collaboration to improve data collection

Live polling results

The following is a summary of the live polling results. The key themes were applied after the workshop. The number of responses are shown where more than one of the same response was provided.

What values and principles should guide the development of the smart city strategy?

Community

- Inclusion – 3 responses
- Equity
- Consensus amongst residents
- Things that are of benefit to the community, not just making staff jobs easier
- Community expectation
- Human centred rather than technology centred
- Community focussed ideals
- Cost effective and practical solutions that are primarily community focused and generate social, cultural and economic benefit
- Demand of people

- Community first
- Community centric
- Intelligent engagement with risk

Policy

- City Plan and associated codes and policies
- Clear policies
- Coherent data management strategy
- Should be in line with Councils existing values and principles, cost effective, aligned to priorities, focused on our unique communities and needs
- Legislation

Collaboration and change – 4 responses

- Agility to change
- Cultural change
- Collaboration and change

Economy

- More jobs
- Sustainable economic outcomes
- Economic participation

Innovation

- Innovation, value, user experience
- Innovation

Other values

- Trust
- Value for money
- Relevance to Redlands Coast
- Executive leadership
- Shared and agreed architecture
- Business case driven
- Authentic to sense of place
- Open data sets
- Future thinking
- Support from Executive
- More efficient Council

What smart city outcomes are we aiming for?

Community benefits

- Community benefit
- Community integration with council services
- Attraction of younger demographic to the region
- Community happiness
- Self help portals
- Open & transparent democracy
- Information and support is easy to access
- Connected and engaged communities
- Better community outcomes
- A strong and connected community
- Positive feedback from residents
- Community empowerment
- Attraction of smart people (population growth)
- Whole of community inclusion/benefits
- Improved community satisfaction results
- Connected communities/neighbourhoods
- Alignment of vision and expectations with community
- Improving day to day life for community, making council business more efficient and effective
- On budget on time and ease of use by constituents. Valued by the community

Economic growth

- Economic growth – 2 responses
- Attract new businesses and assist existing businesses to build their capacity
- Stimulation of local economy
- Growth in local businesses
- Growth in economy
- Financial sustainability of the City
- Stronger Redland brand
- Value for money
- Efficiencies
- More efficient processes

Other outcomes

- Revitalisation
- Improved sustainability
- Ready for changes globally
- Security
- Improved in efficiency and effectiveness
- Better movement
- Increased opportunity
- Ready for climate change impacts
- Digital security and trust

What will success look like?

Community

- Community satisfied with open data
- Council and community have embraced smart technologies and have a positive response to innovation
- Engaged community
- Acceptance by community in general as well as business operators both within the Redlands and externally
- Engaged, forward looking community
- Efficient process happy community
- positive community feedback
- A healthy wealthy and harmonious community
- All ages and abilities able to participate in their communities and economies
- A vibrant connected community that embraces smart technology which assists with decreasing digital divide.
- Better experience for the public

Government

- Govt is more efficient
- Real time data
- Outcomes achieved
- Enhanced reputation
- Efficient use of resources
- Smarter decisions made because of smarter engagement and access to smarter information
- Smarter thinking and cost savings
- More efficient processes and knowledge for community
- Smart projects becoming BAU including parks and open spaces, transport, infrastructure
- More online services
- Modern regulation to support digital
- Alignment of effort and allocation of resources to community agreed outcomes
- New policies to drive smart tech uptake
- Programs to support innovation
- Adoption of policy/guidelines to support/require smart city infrastructure

Thriving economy

- Jobs growth
- Business growth
- More Smart/remote working
- Financial sustainability

Recognition

- Recognised locally and globally as a leader in smart cities and a benchmark for local governments
- National recognition

Other ideas

- Real-time feedback to issues
- More digital infrastructure
- We are green and sustainable, embracing new technologies without losing our identity and what makes us us

How can we measure progress?**Community**

- Public opinion
- Satisfaction and use of smart services
- Community engagement
- Community satisfaction survey
- Survey community satisfaction
- Community feedback
- Customer satisfaction increase. Budget process responsiveness
- Community response and uptake
- Feedback from stakeholders and community and business participation and level of support
- Increased community engagement
- Setting realistic milestones and timeframes. Uptake by the community.

Technology and data

- Smart Data
- Improved Socio Economic Indexes for Areas (SEIFA) data in the islands
- Effective real time data
- Capture and monitor social media
- Digital inclusion metrics
- Developing a metric that measures how smart a city is and how we rate

Economic growth

- Cost of doing business
- Cost savings in infrastructure upgrades
- Resource and cost savings
- Increase in rate base due to positive migration into the city
- Business growth in smart sectors
- Higher Budget surplus
- Growth of digital / techno start ups

Other suggestions

- Measurable outcomes
- Communication and open minds.
- Asking our locals and peers how smart they think we (as Council) are
- Have a clear and robust action plan with key timelines and real outcomes
- Awards and recognition
- Valuing 'Smart' projects over 'non-smart' but essential projects

What changes and challenges do you foresee occurring in the Redlands that could impact liveability, prosperity and sustainability?

Ageing population – 6 responses

Climate change – 5 responses

Socioeconomic concerns

- Increasing social isolation among senior community
- People feeling left behind. Smart technologies not seen as a benefit. Hacking.
- Limited capacity for “old businesses” to expand
- Relative remoteness from major employers
- Hypercapitalism
- Trade wars impacting on export businesses
- A decreasing workforce
- Socio economic levels of acceptance, demographics, costs
- community expectations for digital
- Migration
- scarcity (fuel, energy, water, food)
- What we want and what we need
- Digital security
- Resistance by residents to embrace new technologies. Overcoming the “why use my ratepayer money for this?”
- Lack operational budget that funds cloud based tech solution
- Increase in levels of service expectation from stakeholders and customers

Other concerns

- Loss of amenity through over development
- Water shortage
- inefficiencies, mismanagement, corruption or ineptitude
- Congestion
- Challenges - coastal infrastructure maintenance due to climate changes
- Island communities
- Valuing smart projects over non-smart projects
- The Hype around smart city projects
- Poor internet infrastructure
- One team approach not embraced
- Improved digital connection
- Supporting Active transport
- Adaptation, real time monitoring and response to hazards, alternatives to travel, employment opportunities

What are the opportunities for smart tech that could support liveability, prosperity and sustainability in the Redlands?

Most of the comments below are about **advancements in technology**.

- Lots
- 5G
- Remote working spaces
- Community champions
- Limited only by our own imaginations
- Council efficiencies
- Smart tech to improve QOL of seniors
- All-inclusive apps
- Clear benefits for people. Not making assumptions eg that older people can't use tech
- Better data and monitoring for evaluation
- Smart transport solutions that reduce congestion
- More digital education programs
- Information flow for residents, businesses and visitors
- Dynamic solutions
- Improve access and awareness of services.
- Transparency
- Heat sensors that determine use of public open space. Allows for real time analysis of what is attracting people to an area and what is keeping them away.
- Technology that connects people in their home to others
- Development of multi-faceted centres of excellence
- Access e-markets
- Building smart technology and partnerships into new infrastructure investments
- Improve / increase digital services
- Improve health and well-being.
- Smart, quick and seamless travel on public transport including innovative ticketing on trains, buses, ferries, bikes, taxis, Uber's and more...
- Diverse learning pathway opportunities
- Promoting visitors to explore areas less discovered or known
- Codesign
- Lack of willingness to self-promote the good work council does...poor general community engagement generally

What are the challenges within Council to becoming a smart city?

Lack of resources

- Budget – 8 responses
- Resourcing – 2 responses
- Lack of staff resources
- Capacity
- Time resourcing

Risk and risk aversion– 3 responses

Organisational challenges

- Culture
- Ability to execute, leadership, vision
- Non-supportive executive
- Working on silos
- Enabling policy
- Lack of cohesive framework
- Red tape
- No clear direction
- Ageing workforce
- Smart thinking needs integration across and into ALL teams, not just a separate team
- Resistance to change
- Teams working in silos, lack of synergy
- Lack of vision from senior officers
- Lack of understanding as to what value smart cities has to offer. Staff set in their ways and don't want to change.
- Lack of smart project pipeline more adhoc
- Creating a culture of supporting exploration of innovation

Political challenges

- Political leadership
- Councillor and political priorities
- Councillor acceptance of operational opportunities and its implementation
- Conservative viewpoint of Councillors

Policy challenges and opportunities

- Commitment to establishing infrastructure
- Developing a coherent data management strategy
- Having coherent cross-departmental strategy
- Supporting policies
- Community mandate

What barriers, both internal and external to Council, could hinder smart city progress?

Government barriers

- Funding and staff resources
- Next election outcome!
- Failure of previous smart city projects
- If the issue becomes a political football
- Changing political climate
- Delivery models for integrating smart projects eg; joint ventures etc
- Council processes are too slow
- No forward thinking beyond next election
- Politics
- Inflexible delivery models
- Regulatory framework
- Procurement

Community barriers

- Risk averse community
- Community buy-in
- Community perception of council
- Unfounded 'health' concerns about digital tech
- Public perception that smart solutions are less worthy of council funding
- If the program is seen to be owned by one part of Council
- Community confidence in smart projects that cost more up front but deliver savings long term
- Lack of community awareness of the benefits of the innovation.
- Blockers acting in self-interest rather than for the greater community

Infrastructure barriers

- Lack of good digital connectivity
- Poor internet connectivity
- NBN
- City wide access to high speed internet
- Power outages

Other external barriers

- Economic downturn
- Long term and strategic thinking and investment
- Risk aversion
- Structural barriers
- Lack of support, lack of funding, lack of ability to share the vision
- Diverse geographical areas - island, hinterland etc
- Cost of collaboration

Smart City Implementation – facilitated group discussion

How could Council attract new businesses and investment to the Redlands?

- Clear vision
- Options for incentives
- Innovation hub
- Right infrastructure in place
- Council challenges – could source solutions
- Tertiary satellite campuses
- Articulating our competitive advantage
- Agile/fluid partnerships
- Think outside the box – new LH thinking
- Talk to businesses – what do they want?
- Data to support activity and decision making – open data API's. physical and NBN data

Who can support the implementation of the Smart City Strategy?

- Education sector (e.g. schools) – crowd source intelligence
- Young people – embrace tech as natives
- Telco – to provide base tech and solutions & solutions
- Developers – to build smarter buildings
- Universities – access research, expertise, students – AI project with QUT
- Comms and marketing people – smart or connected – or....
- Other LH's – share lessons
- State/Fed – funding \$\$\$

What capacity and capability exists within Council to deliver the smart city strategy?

- Under resourced to lead/govern/ project manage – piggyback on other projects??
- Availability of library space – tech spaces etc
- Relationships with other councils – collaborative projects and funding
- Existing capacity
- Refocus and align to digital world
- Requires new policy and new thinking
- Attracting new businesses and talent

How can implementation best be coordinated within Council?

- Owned by ELT
- Captured in operational plans
- Resourceful properly – both people & skills & funds to deliver
- Needs to be championed
- Build momentum and buy in – what is the value proposition to me? – management and comms
- Automate to free up resources
- Uni students on internships?

Smart City ideas – carousel activity

Transport /mobility	
Challenges	Opportunities
<ul style="list-style-type: none"> Limited services Aging population Funding Duplication – train Congestion of traffic Fossil fuel dependence Inward/outward transport costs Need a degree to follow bus timetables. Too expensive 	<ul style="list-style-type: none"> City loops Free transport Cycle network Smart transport routing Hydrogen Work from home (flexible work options) Make public transport more frequent and cheaper Free and plentiful school buses - keep cars off the road Public end of trip facilities to increase public transport/ riding/ Walking

City Planning	
Challenges	Opportunities
<ul style="list-style-type: none"> Development costs Lengthy delays Inconsistent advice around planning/development issues Protecting community amenity 	<ul style="list-style-type: none"> Partner with developers to reach more integrated developments Fast tracking assessment processes Identify key development priority Areas and type of development

Redlands Identity	
Challenges	Opportunities
<ul style="list-style-type: none"> Declining workforce Confused branding Aversion to change Unified vision Conservative Strong Straddie focus 	<ul style="list-style-type: none"> Rich indigenous culture Island communities Sell the opportunities Smart technologies that are sync with our values e.g environment Grow understanding of Indigenous culture on mainland Heritage and eco trails and tourism Young family friendly Location x3 30 km from BNE airport and CBD

Sports, Education and the Arts	
Challenges	Opportunities
<ul style="list-style-type: none"> • Low tertiary education presence • Political by in • Limited education pathways for young people 	<ul style="list-style-type: none"> • Tafe – smart city course/incentives (lots of space) • Sharing existing assets and facilities • Strong innovative secondary • Schools • Expand partnerships with schools and colleagues • Focus on natural assets and strengths • Capitalise

Economic development	
Challenges	Opportunities
<ul style="list-style-type: none"> • Perception of the city as a holiday destination • Perception that it's all about Straddie • Underutilised assets • Existing businesses have limited • opportunity to expand 	<ul style="list-style-type: none"> • Growing mainland tourism • Diversifying industries eg aged care • RV/holiday parks (mainland) • Agriculture • Teenager facility • Entertainment precinct • Courses and careers expo • Capitalise on sister city relationships

5.3. Community workshop

Live polling results

The following is a summary of the live polling results. The key themes were applied after the workshop.

What is the Redlands competitive advantage?

Location and environment

- On the coast,
- Coastal lifestyle. Beautiful points of interest.
- The bayside location, access to the Moreton Bay Islands
- It's clean, pretty, there are great restaurants
- Location is unique to SEQ & Southern Hemisphere - opportunity to build world class infrastructure & services
- Close to Brisbane
- Nice place to entertain friends and family
- Proximity to coast & Brisbane
- Natural environment sea view. Beautiful residential.
- attractive environment
- Abundant with natural resources that must be preserved
- Coastline, environment, climate, restaurants, school quality, central to coasts, birdlife, business variety, community feel, services, safe, mixed community age group, weather,
- Great scenic area. Room for growth. A draw card for International tourists.
- Great for bay users ...a hell for bay islanders who are not connected within a short time and distance
- Open spaces & wildlife

Socioeconomics

- Middle class, well resourced
- Environment & community focus
- Affordable housing options
- High level of disposable income from citizens
- Family friendly
- Size. Population. Enough people to support a variety of initiatives
- Use of Facebook sites to propose better infrastructure for islanders....when sewerage goes in then put in sensor to connect to the smart city...why not use polling by division rather than whole city to get to differing community views....filter them.

Infrastructure and services

- Good shopping without leaving the area
- Transport, both bus and rail
- Superb customer service!
- TAFE
- Local businesses show a real interest in their customers
- Facilities including hospitals, shopping centres, entertainment

- Islands allow for testing of products
- Convenience to public transportation
- Digital map/ directory
- Rail network
- City Wi-Fi
- Have smart nodes on public transport a trip to Russel on a barge takes a long time. A driverless cable barge to Russell Island at rocky point. Also emergency nodes.
- It can improve connectivity with Brisbane Logan and Gold Coast. It will be a boon for parking stations and traffic controllers

How can the Redlands use smart tech to leverage its competitive advantage?

Technology and digital services

- Digital monitoring of traffic flows to improve peak hour traffic
- Increased conductivity fast internet use of edge
- Improved security, especially around the waterfront areas
- Use tech to monitor and protect environment
- Monitor environment to focus services
- Give good tech connectivity to our visitors while they are here
- Technology is needed to help solve significant transport problems - autonomous vehicles, on demand transport, last mile problem, electric vehicles, ev charging, hydrogen charging
- A storm warning system
- Use tech to assist disabled
- Use of council assets to provide Fibre services via carrier license

Data

- What gets measured gets managed - use real-time data to enable support of services with efficiency - cost savings - preventative maintenance - accuracy
- Use of predictive modelling to understand impact of development, traffic & population growth
- Real time data accessed at community meeting points
- Improvement in the supply / maintenance of utilities during the storm season

Community engagement

- Take advantage of active community involvement
- Connecting the community at more meaningful level. Ie. from promotion of local business, opportunities for employment through to connecting two people to share drive into Brisbane.
- Reassure people if technology safety so as to enlist public support
- Common comms platform for community groups & citizens
- Pop up events and gorilla planning - ie giving opportunities for the community to occupy a random spaces (roads, parks, alleys etc) for a small events etc
- Community power projects for low income residents

Place promotion

- Somehow deliver the message to potential visitors about what a great place Redland Coast is to visit
- Marketing - which is being done through social media

- Tourism promotion, public transportation improvements, connectivity to outside world, save existing green space, work from home options, safety on bay, traffic updates, safety at night when walking, car park security
- Promoting tourism against competition such as Gold Coast etc in real time. Interface with the islands for faster response to festivals, activities. Promotion of education, arts, etc

Other suggestions

- Better road lighting in the more rural sectors of the Redlands
- Improve traffic congestion
- Fire evacuation plans, interactive medical advice

How could smart tech/data/innovation improve the Redlands?

Community engagement

- More informed community
- Safer community
- Changing how people move around shopping centres
- Personal monitors for older vulnerable residents
- Improved security for public spaces
- Allow the community to participate in decision-making
- Residents
- School students
- Use of architects, planners, etc, from similar locations internationally
- Technology could help the community understand what's happening around them and feel more empowered or in control of the process.
- Allow unfiltered answers to questions of community concern

Infrastructure

- Smart lighting
- Faster reliable digital services - fixed line & mobile

Information

- As previous, storm warning systems across Redlands
- Reduce response times with power cuts
- In home displays for residents to inform about news, events, services
- Delivery of education. We are missing a University but maybe Developing a innovative tertiary platform via technology could overcome this?
- Emergency alerts

Environment

- Protecting green spaces native flora and fauna
- Protect the native animals and their habitat
- Use smart tech to maintain green spaces
- Become a major player in weather management, water safety, air and sea rescue. Bring the islands closer to the mainland.

Transport

- Traffic numbers, crime detection, people habits, hospitality requirements,
- Smart info on bus stops, real time data
- Allow the community to participate in decision-making
- Connectivity to other local govt areas. Boom for parking station operators
- Identify traffic congestion problems with a view to alternative solutions

Other suggestions

- Better use of council assets & services
- Cost savings
- Fire plans, air quality, elimination of illegal dumping
- The Redland City is resistant to development and change
- Better recycling

Who can help design/imagine a smart city?

- Climate change adaptation academics and specialists
- CDO - Chief Digital Officer
- Residents
- Telecommunication companies
- School students
- Community, business leaders, environmental groups, disability services, school students,
- Business & Community Digital Committee
- Anyone with a skill set and the willingness to contribute
- Experience
- IT gurus, advice from other cities
- Talk to the local schools
- Entrepreneurs
- Environmental experts
- Movie makers
- Smart cities are about identifying need and providing solution. Understanding the community's need is the first step.
- Medical experts, tourism experts
- The people who should be listened to. All should be included. Islanders should be planned for by a consortium of planners from all levels of gov.
- Local residents. The town planner, community business leaders.

Smart City principles and values – facilitated group discussion

How can the community partner with Council to achieve a smart city?

- Beta testing - user groups to test the new tech/apps etc
- Targeted challenges - targeted engagements/solutions
- Continue integration with existing community groups
- Libraries as meeting places/hubs - physical & digital spaces
- Community polling on issues
- Talking to people about issues they're interested in

- Use/push media/engagement
- Reaching out to 'hard to reach' groups

What will a successful smart city look like in the Redlands?

The key themes identified were environment, economy, digital literacy and infrastructure, transport and community benefits.

- Less signage - especially advertising, digital options
- Personalised experience
- Privacy, security & trust are protected
- We are digitally literate
- New career pathways in Redland
- Community mandate and support
- Smart mobility/transport options - time savings
- Location based smart development
- Opportunity and fairness for all
- Restructure of mobile networks

How can we measure smart city progress in the Redlands?

The key indicators that emerged were environment, economy, social and transport.

- Has it saved me time? cost me less?
- Reduced traffic & crime
- Reduced social isolation
- Wildlife
- Environmental & sustainability
- Local businesses flourish - new & existing
- Baseline data
- Increased educational opportunities
- Medical outcomes
- Reduced commuting rates/time
- Increased public transport use
- Youth retention, attraction and employment
- Places look better
- Digital literacy & connection

5.4. Economic Development Advisory Board workshop

Live polling results

The following is a summary of the live polling results. The key themes were applied after the workshop. The number of responses are shown where more than one of the same response was provided.

What is the Redlands competitive advantage?

Economy

- Highly skilled workforce
- Large population of health service consumers
- Education sector
- Nimble organisation (well more nimble than many!)
- Size of city in comparison to SEQ cities
- Marine transport

Community

- Engaged community – 2 responses
- High demographic of aging population
- Strong sense of community.
- Ageing
- Engaged seniors community and aged care sector
- Strong secondary school sector – 2 responses
- Love of city
- Living Quandamooka culture

Location and environment

- Natural assets - archipelago of islands
- Diverse geographical make up - island, hinterland etc
- "Naturally wonderful environment.
- City of Islands
- Environmental values
- High amenity suburbs
- Location - gateway from capital city to Moreton Bay.
- Amenity, environment and strategic location proximate to Trade Coast
- Two international airports nearby
- Great place to live - attraction for high value international talent
- Geographic position in relativity to other major cities
- One stop shop for everything, islands, bush lands and metro on one area
- Test bed / pilot location - close to talent and a CBD
- Archipelago of islands in Moreton Bay doorstep to international airport differentiates from rest of SEQ

How can we use smart tech to leverage our advantage?

The key themes suggested were **data, connectivity, community, environment and investment**.

- Data collection
- Sustainability and environment protection solutions
- People power
- Access to connectivity
- Enable R&D and creativity in the community and industry
- Monitoring health of environment-measure outcomes
- Better data analytics across community pain points
- Digital connectivity can supplement physical connectivity (hard infrastructure)
- Remote community access and equity
- Changing behaviour
- As we bridge gaps in health services/specialists, run a catalyst program for remote/digital health specialists utilising our hospital's strong connectivity
- Encourage local investment
- Become the test bed location (eg autonomous bus on islands)
- Efficiencies and cost-down
- Most schools have major technology focus streams but work in silos. Engage them through a program to expand the technology discussion to the region and engage the public / educate
- Data analytics is critical to provide insights and future planning. Developing a platform to bringing all elements of data together will help drive meaningful outcomes
- Break down barriers to technology for our aging population
- Regional recognition

What are the competitive weaknesses of the Redlands?

Community/population

- Ageing population – 2 responses
- We know the community have a higher (significantly) expectation of Council services compared to SEQ benchmarks
- One of many coastal cities in SEQ with smaller population than most
- Loud vocal minority discouraging change
- Community fears of over-development and over-tourism. Barcelona a poor poster-child in this respect!
- Lack of understanding of challenges of isolation and disadvantage on our island communities

Connectivity

- Remote locations and technology availability and connectivity
- Poor connectivity
- Connectivity - Both digital and transport
- Coming off a low base of poor connectivity
- Internet connectivity
- Limited NBN connectivity

- Prioritize projects that resonate with community and take them on the journey, sequenced (not preceding) with realized improvements in connectivity
- Geographic distribution of islands makes coverage/programs more expensive than other more confined councils

Economy

- Small industry base
- Funding sources
- Job self-containment
- Start-ups that don't scale up - limited business growth brought about by market realities or limited research done (business planning)
- Revenue
- Lack of tertiary opportunities
- Economy of scale. we need to target funding and energy into meaningful outcomes
- Not perceived as open to business and innovation by sectors of regional business community

Other suggestions

- Transport infrastructure
- At a regional transport cul de sac
- Regional recognition
- Strength of vision
- Critical mass
- Ability to explain a 'failure' vs a 'pilot that didn't deliver'
- Quality amenity
- State government cooperation
- Risk Aversion
- Conservative

How might we use smart tech to address these weaknesses?

The key themes identified in the suggestions below were **community engagement, improved services and stimulate economic growth.**

- Provision of platforms that engage the broader community
- Open data to demonstrate democracy in action
- Reduce cost of service for business as usual
- Data collection and analysis - ability to deal with truths over perceptions
- Smart infrastructure
- Community engagement and evidence-based education
- Structured innovation evaluation, execution and outcomes measurement framework
- Tech to make efficiencies
- Empower private sector to take initiative
- Better ways of facilitating data and information exchange in the community
- identify enabling technologies and improve roll out and adoption with PPP
- Provide platform for funding from other levels of government

- Libraries as hubs of innovation
- Harness existing data from the region that is currently silo'd (eg businesses, CSIRO, consumers)
- Living labs
- Technology to deploy wider services and allow real time decisions
- City dashboard to change behaviours - eg this week xxx% of the average household red top bin had 20% recyclables in it and 30% green waste. Information.
- Water use by location
- Prioritizing initiatives that resonate with community, sequenced (but not preceding) improvements in connectivity

Facilitated group discussion

Who should play a role in driving smart city action and outcomes for the Redlands? What role can they play?

Vendors	Funders	Influencers/Educators	Communicators
TELCOS Fund, Rollout & test infrastructure	TELCOS Fund, Rollout & test infrastructure		
	School leaders - Education round table	School leaders - Education round table	School leaders - Education round table
Health service directors - metro south/mater	Health service directors - metro south/mater		
Aged care leaders - aged care networks	Aged care leaders - aged care networks		Aged care leaders - aged care networks
		Chamber of commerce/SME - 3 chambers	Chamber of Commerce/SME - 3 chambers
		High profile local residents CEOs	
	State Government departments - D.A.F		
Australian Government Departments	Australian Government Departments		
		SEQ Council of Mayors/city deals	SEQ Council of Mayors/city deals

Vendors	Funders	Influencers/Educators	Communicators
Manufacturing - food processing, Sirromet, golden circle	Manufacturing - food processing, Sirromet, golden circle		
Tourism			
		Quandamooka - QYAC	
Construction/UDIA/Lend lease, Villawood, Walker, Property council	Construction/UDIA/Lend lease, Villawood, Walker, Property council	Construction/UDIA/Lend lease, Villawood, Walker, Property council	

How can EDAB help lead and coordinate smart city action and outcomes for the Redlands?

- Advocate
- Guide
- Communicate
- Strategic alignment
- Inform network
- Expert advisors
- Opinion leaders
- Identity/ Connect opportunities

Mini smart city for economic development strategy'

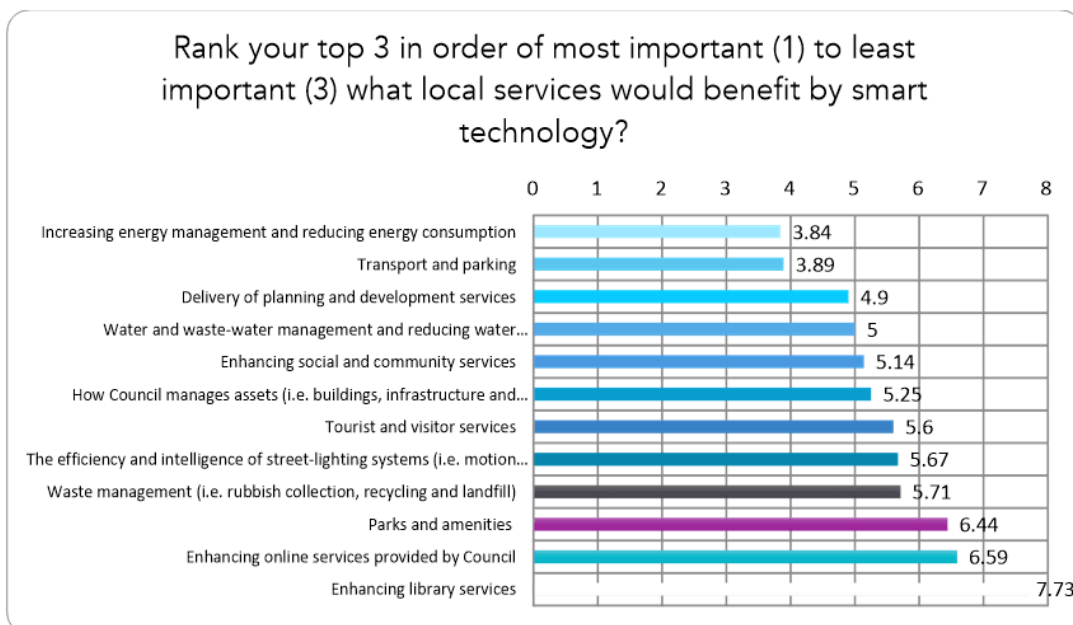
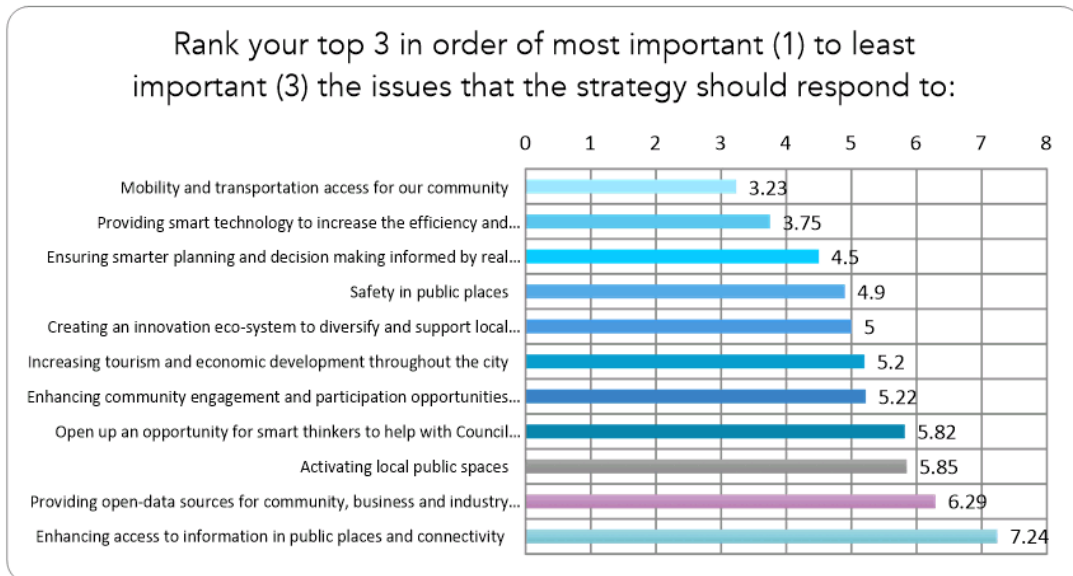
Key objectives

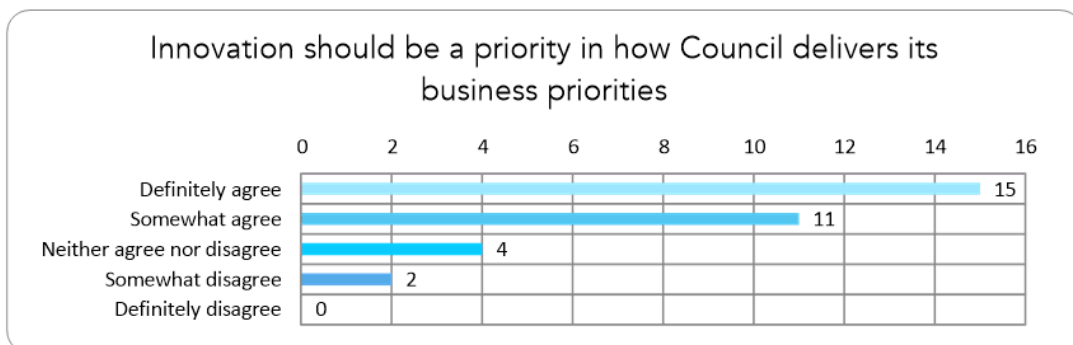
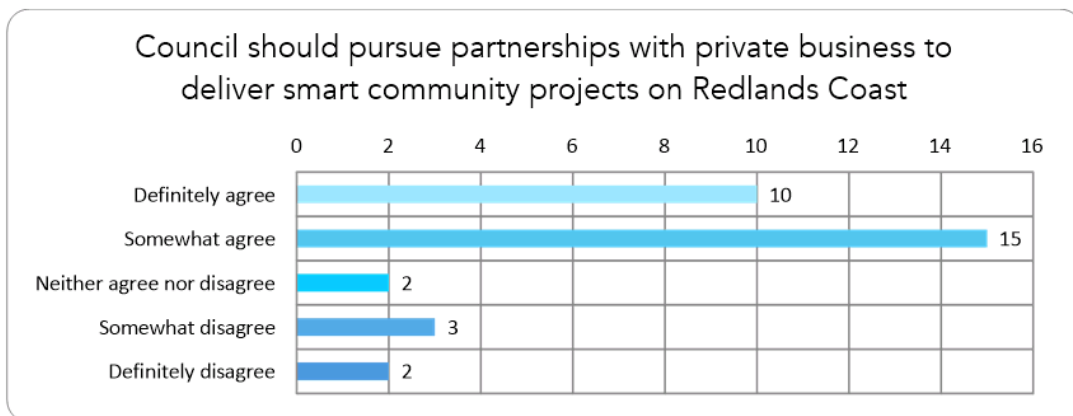
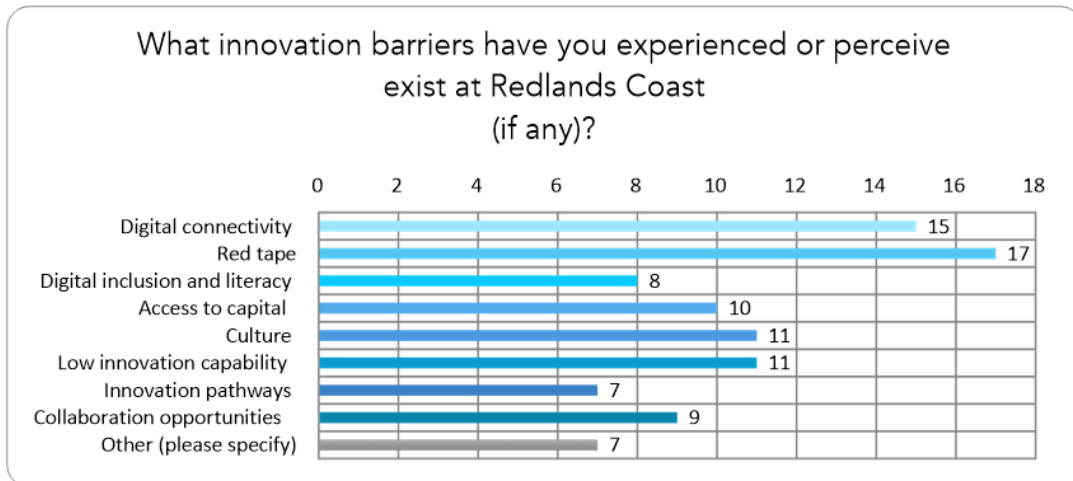
- Structured framework of risk management
- Integration with existing & ongoing strategies
- Need to know when to leave & when to follow
- Clear/involved messaging
- Help city with vision & what it stands for
- Be enabler
- Elevator pitch
- More high value jobs in city, aligned to competitive advantage
- Better accessibility - trade, services, transports, communications - inclusion
- Alignment to Economic Strategy - alignment to KPI's
- Transparency - presentation

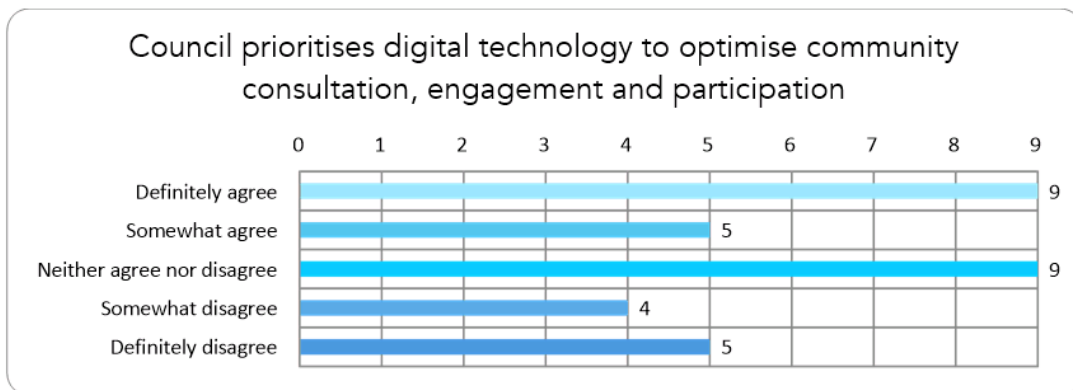
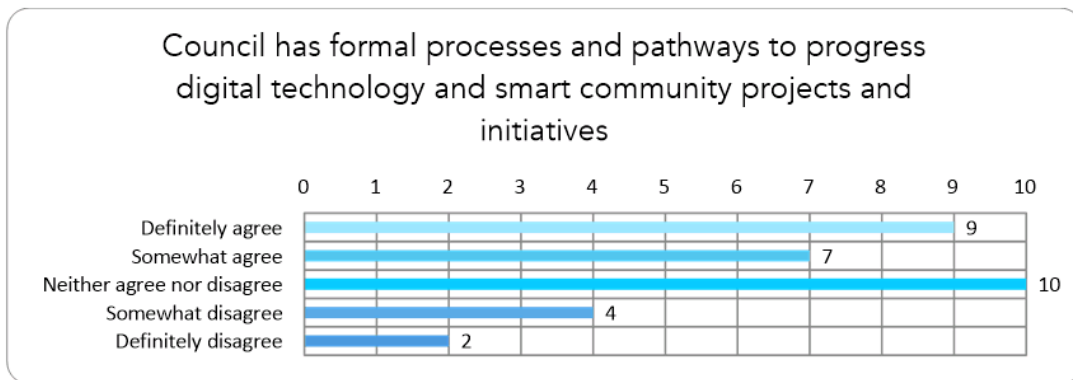
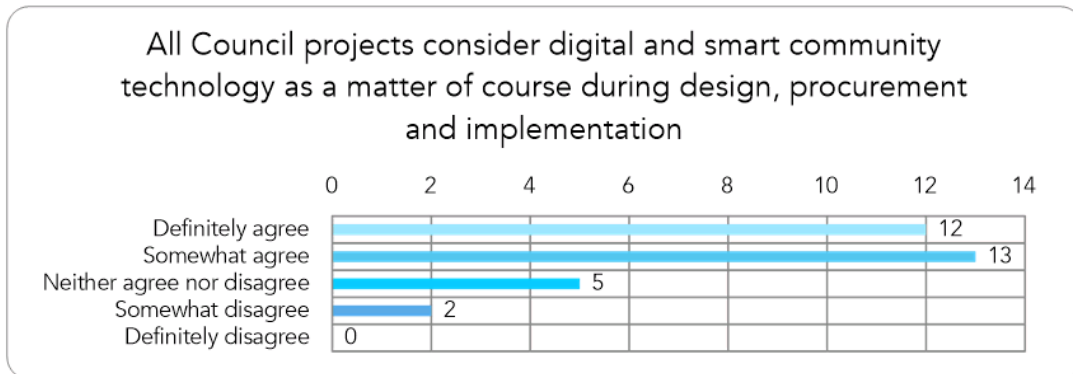
Key Performance Indicators

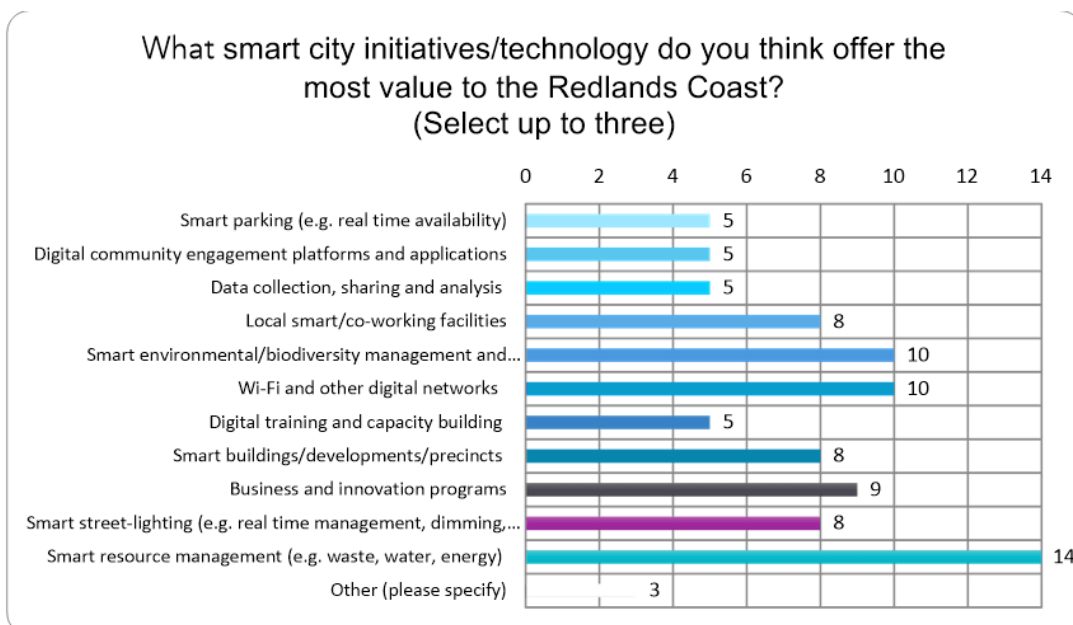
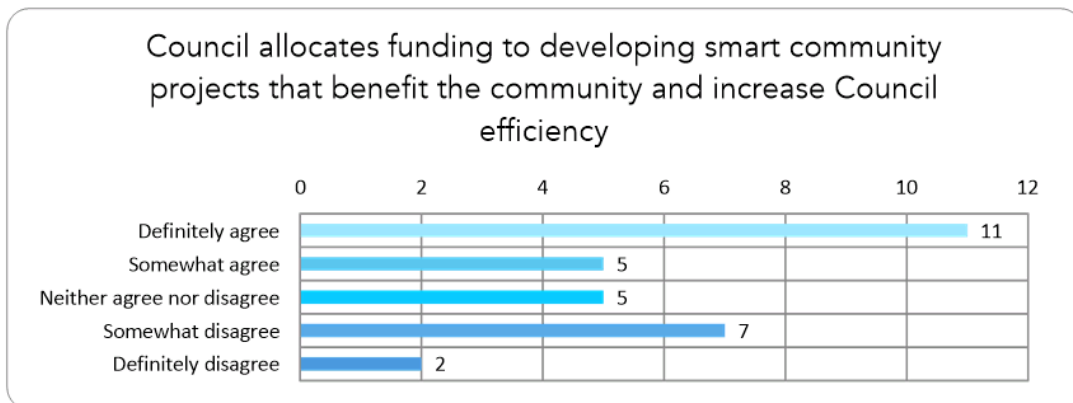
- Lifestyle, COP, population, income per capita

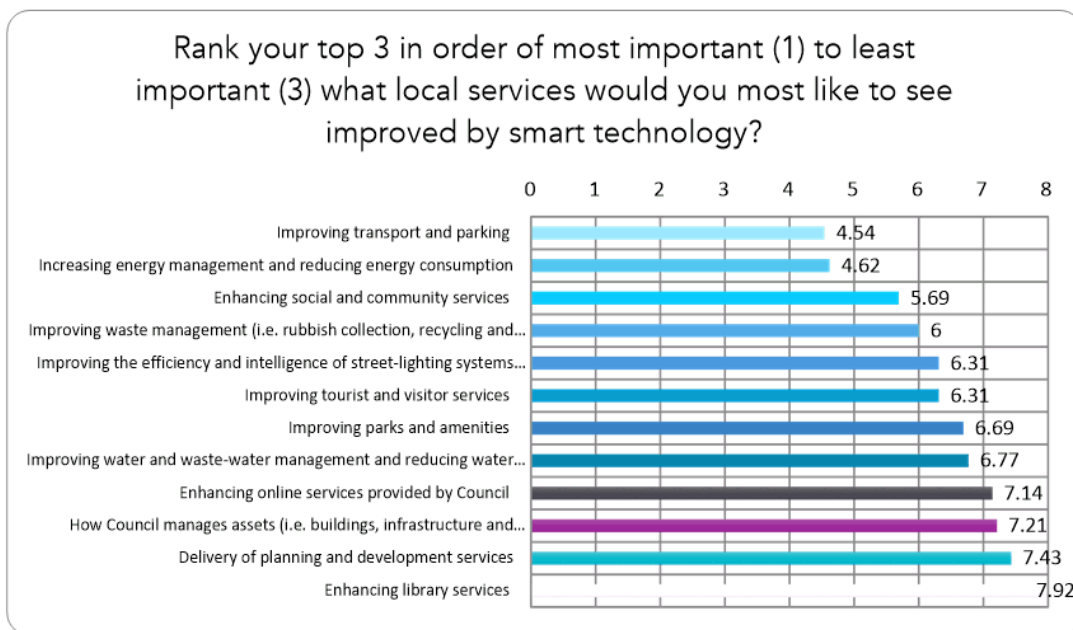
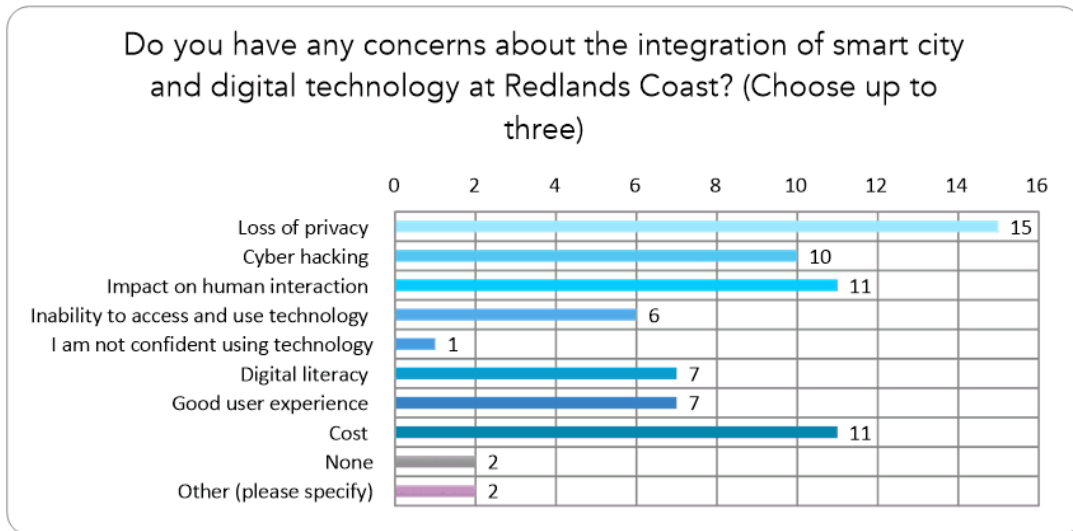
5.5. Online engagement results

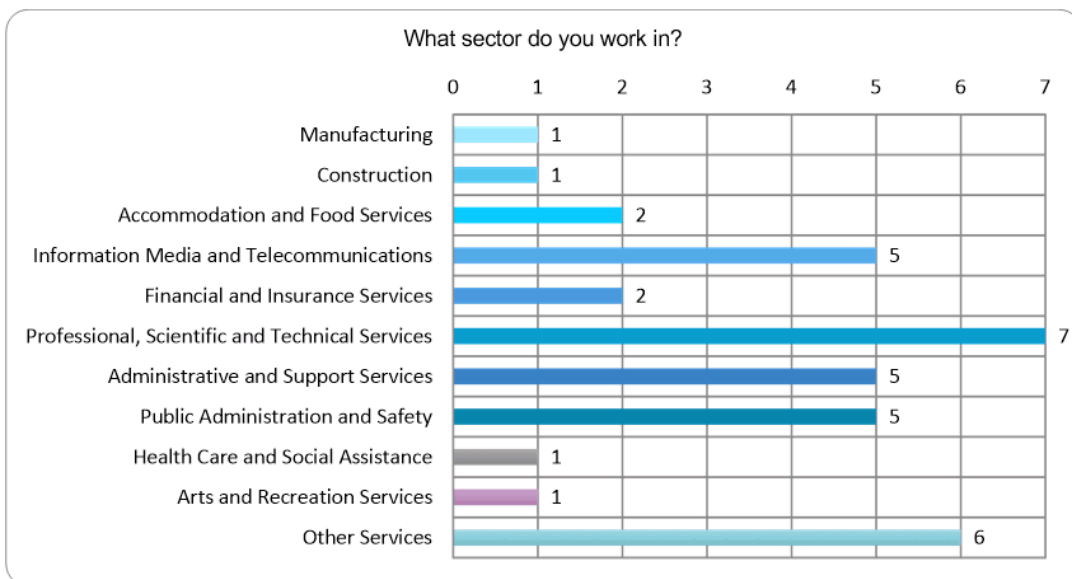
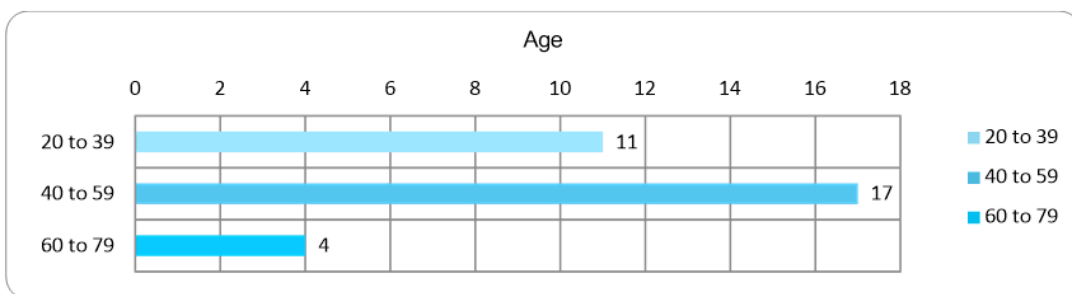
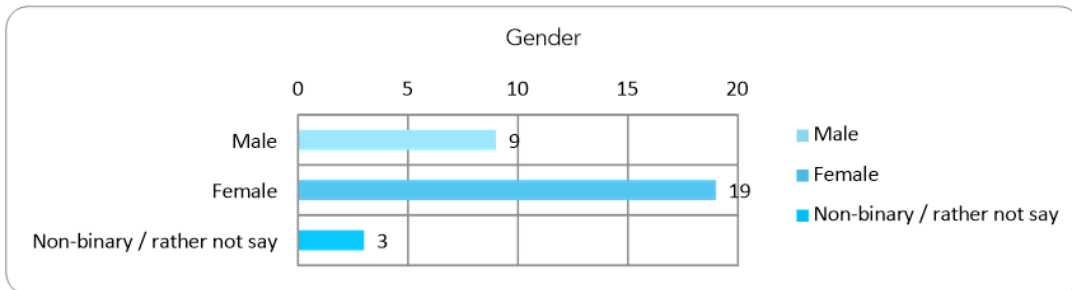












Forum ideas

Our identity

- An overhead light rail system, initially starting from Thornside railway station, through Capalaba to Redland ferry terminal, & onwards.
- The proposed light rail could potentially be built through Cornubia to the Logan shopping centre & possibly extend further through Logan!

Economic development

- Academic, science and technology skills base development by forming a dedicated precinct would be the basis for a smart and connected city.
- Enhance medical precinct - medscience startups, expand Hydrogen pilot plant use O2 for WWTP bio-energy, power local grid, Hydrogen hub HEV's
- Redland's the first Qld. green city - focus on sciences, architecture, water and transport. Hydrogen, bio-fuels and distributed energy.
- Redlands coast native marine animal app or facebook tagging page.. A app that's lets people identify native marine animals around the redlands coast, they can use the app/facebook page to tag a marine animal with a location and photo if possible and a quantity plus time and date, this data can help redlanders notice the amount of marine wildlife around and there location and the amount of marine animals we have in the Redlands, plus a couple other ideals i have can be added.....people just don't realise how much marine animals we have here...
- Pedestrian crossing sensor led lighting: pedestrian crossings are very dark around the Redlands, we have an opportunity to be very innovate here, sensor pedestrian crossing led lighting, basically when somebody walks up to the crossing the led lights light up on each end of the white crossing markers...kind of like a run way at the airport, not super bright, but enough light so vehicles can notice the pedestrian crossing, they can flash if needed....these lights can be feed from a solar panel and enclosed battery if needed for off grid power, these can operate with a p.e cell...for night time operation...see image for just an example..

15 REPORTS FROM INFRASTRUCTURE & OPERATIONS

15.1 BAY ISLANDS AQUATIC CENTRE

Objective Reference:

Authorising Officer: Peter Best, General Manager Infrastructure & Operations

Responsible Officer: Sherry Clarke, Group Manager City Operations

Report Author: Kate Mullens, Acting Service Manager City Sport & Venues

Attachments: 1. Bay Islands Aquatic Centre Community Consultation Report

PURPOSE

To consider a new agreement with the State of Queensland (the State), represented by the Department of Education and Training (DET) regarding the ongoing management of the Bay Islands Aquatic Centre (BIAC) and to delegate the authority to the Chief Executive Officer under s.257(1)(b) of the *Local Government Act 2009* to negotiate, make, vary and discharge all documents in regard to this matter.

BACKGROUND

Redland City Council (Council) has an agreement with the State of Queensland, represented by the DET in regards to the management and operation of BIAC, located at Russell Island, which is due to expire on the 19 April 2020.

Council has received confirmation from DET's Infrastructure Advisor for the South East Region that the State is supportive of Council continuing to manage the operations of the BIAC, either through direct management or through third party agreements. It is noted that DET has advised that if Council were not to enter into a new agreement, that DET would revert to a school based usage model for the pool which would not include public usage.

In March 2019, Council resolved to engage with the Southern Moreton Bay Islands (SMBI) community to elicit information relating to the future use of the BIAC, prior to entering into a new agreement with DET.

In July 2019, a petition was tabled to Council from SMBI residents regarding the hours of operation of the BIAC pool, payment options for users, the consideration of a kiosk, training opportunities for lifesaving/pool safety and access to aquatic fitness classes. Most of the matters raised have been addressed and outcomes were reflected positively by the community response to the YourSay survey conducted in November 2019 (summary at Attachment 1).

The November 2019 YourSay survey community feedback included a desire for Council to continue to run the pool directly and requests were made for:

- Longer and more consistent opening hours
- A longer season facilitated by the installation of a heat pump
- More seating on the grass area
- Season tickets (allowing patrons to purchase a seasonal ticket upfront at a discounted rate)
- More flexible pricing options

Council recognises the important role the pool provides for the island communities and as such, supports the renegotiation of an agreement and the investigation into the potential of utilising a

third party to manage the pool on Council's behalf. It is noted that the community in the recent survey were strongly in favour of Council continuing to run the facility directly.

ISSUES

- The existing agreement with the State of Queensland expires on the 19 April 2020 and Council has a requirement to decide its ongoing management arrangement.
- With a likely increase in staffing levels (due to recent changes and subsequent recommendations made within the Royal Life Saving Society – Australia - Guidelines for the Safe Pool Operations recommending two lifeguards are required on duty during busy visitation periods), there will be additional operational budget requirements for Council to continue to deliver the current level of service.
- Council's financial arrangements and service offering for the BIAC may be improved through the engagement of a third party operator. While it may be possible to engage a third party operator before the commencement of the September 2020 operating season, the proposal would be to have any such arrangements fully in place by the September 2021 operating season.

STRATEGIC IMPLICATIONS

Legislative Requirements

Royal Life Saving Society – Australia provides the Guidelines for Safe Pool Operations – National Policy (2016). Council as the manager of the BIAC, operates the facility consistent with these guidelines.

Risk Management

Council has recently reviewed and finalised its Emergency Operations Plan which includes:

- Bay Islands Aquatic Centre – Emergency Action Plan
- Bay Islands Aquatic Centre - Supervision Risk Assessment

This documentation now aligns with the Royal Life Saving Society – Australia, Guidelines for Safe Pool Operations – National Policy (2016).

Financial

A new Agreement will have no direct financial impact.

People

Any impacts as a result of the new agreement will be considered and consistent with Council's obligations under the Certified Agreement. Council would need to formally consult with the affected staff/employees if a change to the operating model and arrangements was to be implemented.

Environmental

There are no environmental impacts associated with this report.

Social

Social impacts identified from the BIAC YourSAY survey will be considered by Council officers in future planning.

Human Rights

There are no human rights impacts with this report.

Alignment with Council's Policy and Plans

7. Strong and connected communities:

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.

CONSULTATION

Council completed community consultation via a YourSay survey in November 2019. An appropriate communication plan is under development including relevant updates to the community.

Consulted	Consultation Date	Comments/Actions
Councillors	March and October 2019	Council Resolution to engage with the SMBI community about their views for the future use of the swimming pool.
Department of Education and Training Infrastructure Advisor Hope Island Regional Office, South East Region	October - December 2019	Confirmation that DET supports a new agreement for Council to manage the operations of the BIAC. In addition DET supports adding a clause enabling Council to consider engaging third party suppliers to deliver the pool's operational services.
Councillors	October 2019	Council Workshop on the operation and management of the BIAC.
Community	November 2019	Council conducted a YourSay survey for community members to provide feedback on the operation and management of the pool.
Service Manager - People Solutions	December 2019	Consultation on relevant issues
Senior Tender & Contracts Officer, Infrastructure and Operations	December 2019	Consultation on relevant issues

OPTIONS

Option One

That Council resolves as follows:

1. To enter into a new agreement for the management of the Bay Islands Aquatic Centre with the State of Queensland, which includes an option for Redland City Council to engage a third party operator.
2. To develop an operating specification to test the market via tender for the Bay Islands Aquatic Centre operating season commencing September 2021.
3. To delegate the Chief Executive Officer under s.257(1)(b) of the *Local Government Act 2009* to negotiate, make, vary and discharge all documents in regard to this matter.

Option Two

That Council resolves to enter into a new agreement for the management of the Bay Islands Aquatic Centre and continues to directly operate.

Option Three

That Council resolves to not enter a new agreement with the State when the current agreement expires on 19 April 2020, noting that DET would revert to a school based usage model for the BAIC which would not include public usage.

OFFICER'S RECOMMENDATION

That Council resolves as follows:

1. To enter into a new agreement for the management of the Bay Islands Aquatic Centre with the State of Queensland, which includes an option for Redland City Council to engage a third party operator.
2. To develop an operating specification to test the market via tender for the Bay Islands Aquatic Centre operating season commencing September 2021.
3. To delegate the Chief Executive Officer under s.257(1)(b) of the *Local Government Act 2009* to negotiate, make, vary and discharge all documents in regard to this matter.

Community Consultation Bay Islands Aquatic Centre November 2019



Introduction:

On Tuesday the 16th July 2019 residents of the South Moreton Bay Islands lodged a petition to Council in respect to management issues identified by residents in respect to the operation of the Bay Islands Aquatic Centre, Russell Island.

Following this petition a group called 'Friends of Russell Island Swimming Pool (Bay Islands Aquatic Centre)' was formed and residents requested that community consultation was needed in respect to any future management agreement of the operation of the pool.

With Council's existing Agreement with the State of Queensland expiring on the 19th April 2020 a YourSay survey has been conducted by Council. This four week consultation period expired on the 1st December 2019 and results are highlighted within the results section of this report.

Executive Summary:

There were 63 respondents to the YourSay survey which was made available both on the YourSay survey webpage and also via hard copies made available at the Bay Islands Aquatic Centre.

81% of all respondents were aged 40 years and over and 68% of all respondents were female.

71% of respondents wanted Council to continue to manage the operation of the pool.

75% of all respondents were satisfied with how Council was currently managing the pool after the recent changes that were made to hours of operation and recent upgrades.

64% of all respondents prioritized the installation of a heat pump to increase the length of the swimming season as the number one item for facility improvement.

There were many similar comments in regards to how the management of the pool could be improved, those included:

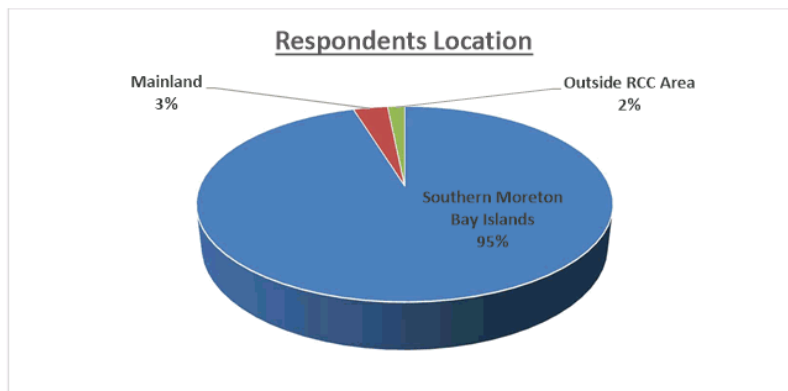
- Longer and consistent swimming hours
- Longer season
- More seating on the grass area
- Season tickets
- Increased pricing options.

Community Consultation Bay Islands Aquatic Centre November 2019

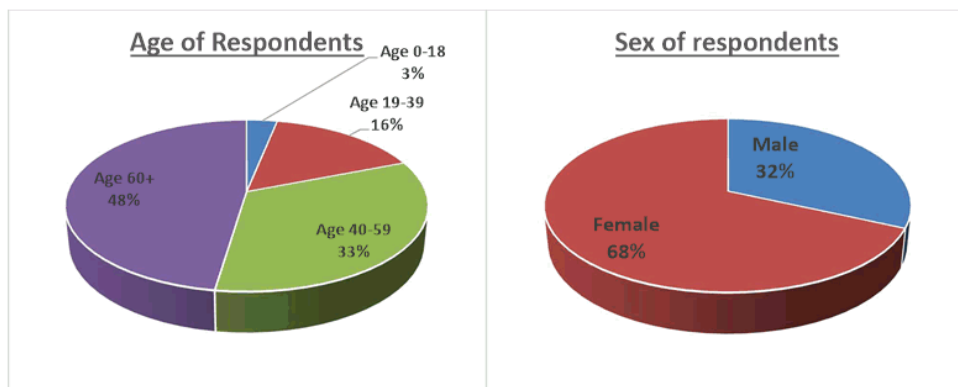


Results:

- Number of Responses: 63
- Location of Respondents:



Age of Respondents:



- Councils Management Agreement with the State Government expires on the 19th April 2020 and respondents prioritized 3 management options which were presented to them:

- 71.43% Council enters into a new Management Agreement with the State Government and has options to enter into 3d party agreements for service within the facility.
- 19.05% Council enters into a new Management Agreement with the State Government, however Council goes out to tender for a 3rd party to manage the operation of the pool on their behalf.

Community Consultation Bay Islands Aquatic Centre November 2019



9.52% Council terminates its Management Agreement with the State Government and the State Government then decides whether any community access will be granted.

• What upgrades to the Bay Islands Aquatic Centre would you prioritize?

- 64.06% Heat pump installation to increase solar heating power and allow longer season (\$50,000 estimate)
- 12.50% Hot water to male and female showers (\$5,000 estimate)
- 10.94% Kiosk made available via tender process (estimate not available)
- 6.25% Sandstone blocks installed on grass area for seating (\$3,000 estimate)
- 6.25% Kids play pool upgrade (\$30,000 estimate)

• Recent changes/upgrades were made to the Bay Islands Aquatic Centre and satisfaction ratings are:

Item	Extremely satisfied	Satisfied	Neutral	Dissatisfied	Extremely Dissatisfied
Painting of Facility	44.44%	36.51%	15.87%	1.59%	1.59%
Accessibility Stairs	39.68%	33.33%	25.40%	1.59%	0.00%
BBQ Shade	41.27%	33.33%	23.81%	0.00%	1.59%
Salt Water Chlorination	47.62%	38.10%	14.29%	0.00%	0.00%
Accessibility Chair Repair	38.10%	34.92%	25.40%	0.00%	1.59%

• Respondents were asked how satisfied they were with Councils management of the pool

Item	Extremely Satisfied	Satisfied	Neutral	Dissatisfied	Extremely Dissatisfied
Council Management of Pool	42.86%	31.75%	17.46%	7.94%	0.00%

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 POL-3127 Council Meeting Standing Orders.

18 URGENT BUSINESS WITHOUT NOTICE

In accordance with s.6.17 of POL-3127 Council Meeting Standing Orders, a Councillor may bring forward an item of urgent business if the meeting resolves that the matter is urgent.

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

19 CONFIDENTIAL ITEMS

COUNCIL MOTION

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

19.1 Purchase of Property - State Emergency Services Redland Bay

This matter is considered to be confidential under Section 275(1)(e) 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 contracts proposed to be made by it.

19.2 Capalaba Town Centre Revitalisation Project

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 Vegetation Protection Order VPO000028 – Ormiston land

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