



Redland
CITY COUNCIL

MINUTES

GENERAL MEETING

Wednesday, 12 February 2020

The Council Chambers
91 - 93 Bloomfield Street
CLEVELAND QLD

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GENERAL MEETING
HELD AT THE COUNCIL CHAMBERS, 91 - 93 BLOOMFIELD STREET, CLEVELAND QLD
ON WEDNESDAY, 12 FEBRUARY 2020 AT 9.30AM

1 DECLARATION OF OPENING

The Mayor declared the meeting open at 9.31am and acknowledged the Quandamooka people, who are the traditional custodians of the land on which Council meets.

The Mayor also paid Council's respect to their elders, past and present, and extended that respect to other indigenous Australians who are present.

2 RECORD OF ATTENDANCE AND LEAVE OF ABSENCE

MEMBERS PRESENT: Cr Karen Williams (Mayor), Cr Wendy Boglary (Division 1), Cr Peter Mitchell (Division 2), Cr Paul Gollè (Division 3), Cr Lance Hewlett (Deputy Mayor and Division 4), Cr Mark Edwards (Division 5), Cr Julie Talty (Division 6), Cr Murray Elliott (Division 7), Cr Tracey Huges (Division 8), Cr Paul Gleeson (Division 9), Cr Paul Bishop (Division 10)

EXECUTIVE LEADERSHIP TEAM: John Oberhardt (General Manager Organisational Services proxy for the Chief Executive Officer), Graham Simpson (Acting General Manager Community & Customer Services), Deborah Corbett-Hall (Chief Financial Officer), Andrew Ross (General Counsel), Peter Best (General Manager Infrastructure & Operations)

MINUTES: Debra Weeks (Corporate Meetings & Registers Coordinator)

COUNCILLOR ABSENCES DURING THE MEETING

Cr Paul Bishop entered the meeting at 9.32am (during Item 1)

Cr Peter Mitchell left the meeting at 9.43am and returned at 9.46am (during Item 3)

Cr Murray Elliott entered the meeting at 9.50am (after Item 3)

Cr Paul Bishop left the meeting at 10.51am and returned at 10.52am (during Item 14.3)

Cr Julie Talty left the meeting at 11.10am and returned at 11.13am (during Item 14.4)

Cr Paul Gleeson left the meeting at 11.16am and returned at 11.23am (during Item 14.5)

Cr Wendy Boglary left the meeting at 11.21am and returned at 11.23am (during Item 14.5)

Cr Tracey Huges left the meeting at 12.11pm and returned at 12.15pm (during Item 15.2)

Cr Paul Bishop left the meeting at 12.14pm and returned at 12.16pm (during Item 15.2)

Cr Peter Mitchell left the meeting at 12.14pm and returned at 12.16pm (during Item 15.2)

Councillors left the meeting at 12.28pm to seek clarification on Standing Orders.

Councillors returned to the meeting at 12.50pm to continue discussing Item 17.1.

Cr Julie Talty left the meeting at 12.55pm and returned at 12.56pm (during Item 17.1)

Cr Murray Elliott left the meeting at 1.23pm and returned at 1.27pm (during Item 17.1)

Cr Lance Hewlett left the meeting at 1.55pm and returned at 1.58pm (during Item 17.1)
Cr Mark Edwards left the meeting at 2.14pm and returned at 2.16pm (during Item 19)
Cr Tracey Huges left the meeting at 2.15pm and returned at 2.18pm (during Item 19)
Cr Peter Mitchell left the meeting at 2.16pm and returned at 2.18pm (during Item 15.2)
Cr Paul Bishop left the meeting at 2.25pm and returned at 2.27pm (during Item 19)
Cr Tracey Huges left the meeting at 2.31pm and returned at 2.33pm (during Item 19)
Cr Paul Gleeson left the meeting at 2.38pm and returned at 3.00pm (during Item 19)
Cr Paul Gollè left the meeting at 3.06pm and returned at 3.08pm (during Item 19)
Cr Paul Gleeson left the meeting at 3.40pm and returned at 3.44pm (during Item 19)
Cr Paul Gleeson left the meeting at 3.45pm and returned at 3.46pm (during Item 19)
Cr Julie Talty left the meeting at 3.45pm and returned at 3.47pm (during Item 19)
Council adjourned the meeting for a presentation on the Kangaroo Island Bushfire Appeal.

MOTION TO SUSPEND THE MEETING AT 9.31AM

COUNCIL RESOLUTION 2020/42

Moved by: Cr Tracey Huges

Seconded by: Cr Julie Talty

That Council suspend Standing Orders for a 30 minute presentation on the Kangaroo Island Bushfire Appeal.

CARRIED 9/0

Crs Karen Williams, Wendy Boglary, Peter Mitchell, Paul Gollè, Lance Hewlett, Mark Edwards, Julie Talty, Tracey Huges and Paul Gleeson voted FOR the motion.

Crs Murray Elliott and Paul Bishop were not present when the motion was put.

Welcome to Kangaroo Island Mayor Michael Pengilly, who is joining us from Kangaroo Island by phone.

Fires across Australia have left us all in shock. We are no stranger to such events, having had fires on Stradbroke Island and our Southern Moreton Bay Islands over the years. The Redlands Coast community is a caring and generous one and came together again on the Australia Day weekend for our Bushfire Appeal to support another community in need. As a City of islands, with Sealink as our ferry provider, we have a special affinity with Kangaroo Island, so it made sense for us to direct our community's generosity to our friends on Kangaroo Island.

The fire has burnt about three quarters of the island, homes have been lost and most tragically, two lives were lost. Tens of thousands of livestock have been lost, not to mention the native wildlife.

We set ourselves a target to raise \$50,000 through the Appeal and embarked on a sunset cruise around our wonderful Moreton Bay. Contributions came flooding in, in many forms: ticket purchases; donations of money and goods; and collections at our Australia Day Citizenship Ceremony. Entertainers gave their time and all of the auction items we sold were donated. It was a wonderful evening, with delicious food and wine donated by our local winery, restaurants and cafes, world class entertainment and a boat-side visit by Queensland Marine Rescue.

I am pleased to report that we did in fact exceed the target, raising a total of \$65,000, all of which will be sent directly to the Kangaroo Island Mayoral Relief and Recovery Bushfire Fund set up by Mayor Pengilly.

It will take months, if not years for Kangaroo Island to recover and we hope that this contribution from our Redlands Coast community will assist. Today I recognise the resilience of the Kangaroo Island community, who are now working to put their beautiful island community back together.

And I recognise and thank the Redlands Coast community for their generosity and willingness to come together to help others in need.

MOTION TO RESUME MEETING AT 9.44AM

COUNCIL RESOLUTION 2020/43

Moved by: Cr Paul Gleeson

Seconded by: Cr Paul Bishop

That the meeting proceedings resume.

CARRIED 10/0

Crs Karen Williams, Wendy Boglary, Peter Mitchell, Paul Gollè, Lance Hewlett, Mark Edwards, Julie Talty, Tracey Huges, Paul Gleeson and Paul Bishop voted FOR the motion.

Cr Murray Elliott was not present when the motion was put.

3 DEVOTIONAL SEGMENT

Jim de Witte from the Redlands Christian Reform Church, also a member of the Minister's Fellowship led Council in a brief Devotional segment.

4 RECOGNITION OF ACHIEVEMENT

4.1 DOMESTIC VIOLENCE APPEAL – ANITA TAYLOR PRESENTATION OF CHEQUE TO MAYOR

The Mayor acknowledged Anita Taylor.

Anita Taylor heads the Redland City Community Choir and over the last number of years has been responsible for raising funds towards the Domestic Violence Appeal in the City. Every Christmas she has a concert, which I get to partake in, and every year since that concert has been run she has donated money to this cause. My understanding is we're up to \$40,000 towards that cause. It's wonderful that people who simply get pleasure out of singing are able to also contribute back to those in our community who may not feel like singing.

Anita presented the Mayor with a cheque for \$5,000.

5 RECEIPT AND CONFIRMATION OF MINUTES**COUNCIL RESOLUTION 2020/44**

Moved by: Cr Tracey Huges

Seconded by: Cr Mark Edwards

That the minutes of the General Meeting held on 29 January 2020 be confirmed.

CARRIED 11/0

Crs Karen Williams, Wendy Boglary, Peter Mitchell, Paul Gollè, Lance Hewlett, Mark Edwards, Julie Talty, Murray Elliott, Tracey Huges, Paul Gleeson and Paul Bishop voted FOR the motion.

6 MATTERS OUTSTANDING FROM PREVIOUS COUNCIL MEETING MINUTES**6.1 NOTICE OF MOTION FROM CR EDWARDS REGARDING SMBI ROAD SEALING**

At the General Meeting 9 October 2019 (Item 17.1 refers), Council resolved as follows:

That Council resolve as follows:

1. *That officers prepare a report analysing the unsealed roads on the Southern Moreton Bay Islands, and that the report includes:*
 - a) *Cost to seal all the island roads that have residential properties.*
 - b) *The current operational costs to maintain the unsealed roads.*
 - c) *The projected operational cost savings to Council if the roads were sealed.*
 - d) *The current health and social impacts to residents currently living on unsealed roads.*
 - e) *The environmental benefits in sealing the roads including the surrounding water ways due to reduced sediment outflows.*
 - f) *A map indicating the Road Seal Program.*
2. *To deliver a workshop with the above information to Councillors within 60 days of this motion.*
3. *That the report is made available to the public.*

This report is listed as Item 15.2 on the agenda.

6.2 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 resolve 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.

6.3 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 resolve 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.

6.4 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.

6.5 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.

7 MAYORAL MINUTE**7.1 MAYORAL MINUTE – STATE KOALA MAPPING****COUNCIL RESOLUTION 2020/45**

Moved by: Cr Karen Williams

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.

CARRIED 11/0

Crs Karen Williams, Wendy Boglary, Peter Mitchell, Paul Gollè, Lance Hewlett, Mark Edwards, Julie Talty, Murray Elliott, Tracey Huges, Paul Gleeson and Paul Bishop voted FOR the motion.

Background

The State Government released their draft koala mapping and legislation in December 2019. Under the proposed mapping approximately 7,675Ha of land protected for many years by State Government legislation as Koala Bushland and Rehabilitation Koala Habitat areas had been removed in Redland City. On 18 December Council passed a resolution to provide feedback on the proposed mapping, with a second resolution passed on 29 January 2020 providing a submission on the proposed new State Government South East Queensland Koala Conservation Strategy.

Council's submissions on the proposed mapping and strategy outlined serious concerns about the loss of koala protections, lack of transparency and lack of time to effectively consult with the community. Despite the feedback from Council and the broader community, in addition to their still being a number of unanswered questions with regards to how the new legislation will affect the work currently being done by Council, the State Government passed the legislation last week, which is very concerning to Council.

8 PUBLIC PARTICIPATION

NIL

9 PETITIONS AND PRESENTATIONS

Nil

10 MOTION TO ALTER THE ORDER OF BUSINESS

Nil

**11 DECLARATION OF MATERIAL PERSONAL INTEREST OR CONFLICT OF INTEREST ON ANY
 ITEMS OF BUSINESS**

Nil

12 REPORTS FROM THE OFFICE OF THE CEO

Nil

13 REPORTS FROM ORGANISATIONAL SERVICES**13.1 2019-20 ANNUAL BUDGET REVIEW****Objective Reference:** A4376281**Authorising Officer:** Deborah Corbett-Hall, Chief Financial Officer**Responsible Officer:** Deborah Corbett-Hall, Chief Financial Officer**Report Author:** Katharine Bremner, Budget and Systems Manager**Attachments:** 1. 2019-20 Annual Budget Review [↓](#)**PURPOSE**

To present the annual budget review for the 2019-20 financial year for consideration in accordance with section 170 of the *Local Government Regulation 2012*, following the financial results to the end of December 2019.

BACKGROUND

Council adopted its 2019-20 budget at the Special Budget Meeting held on 27 June 2019. This report presents a review of the 2019-20 adopted carryover budget following the first six months of 2019-20 service delivery. As part of Council's financial management framework, comprehensive a formal budget review was undertaken across all groups within each department.

The annual formal budget review builds on the previous carryover budget review and amends previous forecasts. It also presents new submissions based on previously unknown circumstances or information pertaining to the original budget submissions.

Council previously revised the 2019-20 budget on 28 August 2019 with the carryover budget review to include any capital carryover funding from 2018-19 to 2019-20.

ISSUES

The proposed variations to the 2019-20 budget are outlined in the financial statements included in the attachment.

Of note, the Redland Investment Corporation (RIC), a wholly owned subsidiary of Redland City Council (RCC) has not been consolidated into the attached documents as it has been determined the RIC group will follow a separate budget development and review process.

STRATEGIC IMPLICATIONS**Legislative Requirements**

This proposed budget review is presented in accordance with the *Local Government Act 2009* and the *Local Government Regulation 2012*. Section 170 of the *Local Government Regulation 2012* permits a local government to amend the budget for the financial year at any time before the end of the financial year.

Risk Management

Council officers monitor budget to actual expenditure on a regular basis and Council's financial performance and position is reported on a monthly basis. The deliverability of both operational and capital programs is under constant review by the Executive Leadership Team (ELT).

Financial

This recommendation requires a change to the current years adopted carryover budget and the accompanying attachments outline the major movements surrounding this review as well as the projected financial statements forecast to 30 June 2020.

The proposed budget review ensures that Council will maintain a balanced operating budget. Officers were asked to ensure that this budget review maintained a balanced operating position so any budget asks required corresponding savings or giveups to offset. The outcome has resulted in a slight increase to the forecast cash position at the end of 2019-20 to \$169.514M.

The relevant measures of financial sustainability and elective Key Performance Indicators fall within target parameters with the exception of the Asset Sustainability Ratio which is a stretch target and influenced by the renewal portion of the capital works program.

People

Specific impacts to people may result from the budget adjustments and will be worked through at a team, unit and group level in accordance with Council's policies and people strategy (when and if they arise).

Environmental

Specific impacts to the environment may result from the budget adjustments and will be worked through at a team, unit and group level in accordance with Council's policies and guidelines (when and if they arise).

Social

Specific impacts to the community may result from the budget adjustments and will be worked through at a team, unit and group level in accordance with Council's policies and guidelines (when and if they arise).

Human Rights

There are no human rights implications for this report as the purpose to provide a revised budget to Council for adoption based on year to date service delivery projected financial statements forecast to 30 June 2020.

Alignment with Council's Policy and Plans

This report is aligned with 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	Consultation Date	Comments/Actions
Senior Leadership Team	16 December 2019	Peer review of the budget review submissions and financial statements.

Consulted	Consultation Date	Comments/Actions
Executive Leadership Team and Senior Leadership Team	13 January 2020	Peer review of the budget review submissions and financial statements.
Councillors and Executive Leadership Team	28-29 January 2020	Workshop undertaken to review the contents of the budget review submissions and financial statements.

OPTIONS

Option One

That Council resolves as follows:

1. To adopt the Revised Budget for 2019-20 at the Redland City Council (RCC) level, which refers to the following (refer attachment for details):
 - a) RCC Statement of Financial Position – page 1.
 - b) RCC Statement of Cash Flows – page 2.
 - c) RCC Statement of Comprehensive Income – page 3.
 - d) RCC Operating and Capital Funding Statements – page 4.
2. To meet the requirements of the *Local Government Regulation 2012*, adopt the Redland Water and RedWaste Operating and Capital Funding Statements (pages 10 and 11 respectively).

Option Two

That Council resolves to not adopt the revised budget for 2019-20 as presented in the Officer's Recommendation.

OFFICER'S RECOMMENDATION/COUNCIL RESOLUTION 2020/46

Moved by: Cr Tracey Huges

Seconded by: Cr Julie Talty

That Council resolves as follows:

1. To adopt the Revised Budget for 2019-20 at the Redland City Council (RCC) level, which refers to the following (refer attachment for details):
 - a) RCC Statement of Financial Position – page 1.
 - b) RCC Statement of Cash Flows – page 2.
 - c) RCC Statement of Comprehensive Income – page 3.
 - d) RCC Operating and Capital Funding Statements – page 4.
2. To meet the requirements of the *Local Government Regulation 2012*, adopt the Redland Water and RedWaste Operating and Capital Funding Statements (pages 10 and 11 respectively).

CARRIED 7/4

Crs Karen Williams, Peter Mitchell, Paul Gollè, Mark Edwards, Julie Talty, Tracey Huges and Paul Gleeson voted FOR the motion.

Crs Wendy Boglary, Lance Hewlett, Murray Elliott and Paul Bishop voted AGAINST the motion.



2019-20 Annual Budget Review

General Meeting
12 February 2020



The statements enclosed are for the parent entity Redland City Council (investment in RIC is included). Group consolidated financials will be presented as part of Council's Annual Financial Statements each year.





Redland City Council

Statement of Financial Position
Forecast as at 30 June 2020

	Original Budget 2019-20 \$000*	Annual Budget			Proposed Revised Budget 2019-20 \$000*
		Opening Balance 2019-20 \$000*	Budgeted Movement 2019-20 \$000*	Review Proposed Movements \$000*	
CURRENT ASSETS					
Cash and cash equivalents	170,027	162,096	5,831	1,586	169,514
Trade and other receivables	30,532	34,011	598	210	34,819
Inventories	936	960	(37)	-	923
Non-current assets held for sale	-	11,113	(11,113)	-	-
Other current assets	1,765	4,975	(2,635)	-	2,340
Total current assets	203,260	213,155	(7,355)	1,796	207,596
NON-CURRENT ASSETS					
Investment property	1,091	1,091	-	-	1,091
Property, plant and equipment	2,555,393	2,541,881	20,119	73	2,562,073
Intangible assets	968	1,663	(950)	-	712
Right-of-use lease assets	8,278	-	8,278	-	8,278
Other financial assets	73	73	-	-	73
Investment in other entities	25,904	13,101	11,113	-	24,214
Total non-current assets	2,591,706	2,557,809	38,559	73	2,596,440
TOTAL ASSETS	2,794,966	2,770,964	31,203	1,870	2,804,036
CURRENT LIABILITIES					
Trade and other payables	23,817	33,742	(2,762)	-	30,981
Borrowings	7,728	7,845	-	-	7,845
Right-of-use lease liability	1,039	-	1,039	-	1,039
Provisions	7,816	15,350	(5,000)	-	10,351
Other current liabilities	2,940	9,152	(2,350)	-	6,803
Total current liabilities	43,340	66,090	(9,072)	-	57,018
NON-CURRENT LIABILITIES					
Borrowings	33,400	29,421	3,863	-	33,283
Right-of-use lease liability	7,412	-	7,412	-	7,412
Provisions	14,752	13,408	1	-	13,409
Total non-current liabilities	55,563	42,829	11,276	-	54,105
TOTAL LIABILITIES	98,904	108,919	2,204	-	111,123
NET COMMUNITY ASSETS	2,696,062	2,662,045	28,999	1,870	2,692,914
COMMUNITY EQUITY					
Asset revaluation surplus	1,003,168	1,008,120	-	-	1,008,120
Retained surplus	1,575,901	1,551,154	25,123	2,017	1,578,295
Constrained cash reserves	116,993	102,771	3,876	(148)	106,499
TOTAL COMMUNITY EQUITY	2,696,062	2,662,045	28,999	1,870	2,692,914

* All amounts are rounded to the nearest thousand.



Redland City Council

Statement of Cash Flows

Forecast for the year ending June 2020

	Original Budgeted Cash Flow 2019-20 \$000*	Revised Budget Adj. Cash Opening Bal from 2018-19 \$000*	Proposed Movement Annual Budget Review \$000*	Proposed Revised Budget 2019-20 \$000*
CASH FLOWS FROM OPERATING ACTIVITIES				
Receipts from customers	272,371	272,371	637	273,008
Payments to suppliers and employees	(237,486)	(237,486)	117	(237,369)
	34,885	34,885	754	35,640
Interest received	5,231	5,231	-	5,231
Rental income	925	925	-	925
Non-capital grants and contributions	16,097	16,097	(1,210)	14,888
Borrowing costs	(2,070)	(2,070)	(410)	(2,480)
Right-of-use assets interest expense	(266)	(266)	-	(266)
Other cash flows from operating activities	(50)	(50)	50	-
Net cash inflow / (outflow) from operating activities	54,752	54,752	(815)	53,937
CASH FLOWS FROM INVESTING ACTIVITIES				
Payments for property, plant and equipment	(58,432)	(78,599)	(1,142)	(79,742)
Payments for intangible assets	-	-	-	-
Proceeds from sale of property, plant and equipment	1,419	1,419	1,700	3,119
Capital grants, subsidies and contributions	24,492	25,436	1,434	26,869
Other cash flows from investing activities	-	-	-	-
Net cash inflow / (outflow) from investing activities	(32,521)	(51,745)	1,992	(49,753)
CASH FLOWS FROM FINANCING ACTIVITIES				
Proceeds of borrowings	9,800	9,800	-	9,800
Repayment of borrowings	(5,937)	(5,937)	410	(5,527)
Right-of-use lease payments	(1,039)	(1,039)	-	(1,039)
Net cash inflow / (outflow) from financing activities	2,824	2,824	410	3,234
Net increase / (decrease) in cash held and cash equivalents	25,055	5,831	1,586	7,418
Cash and cash equivalents at the beginning of the year	144,972	162,096		162,096
Cash and cash equivalents at the end of the financial year	170,027	167,928	1,586	169,514

* All amounts are rounded to the nearest thousand.



Redland City Council

Statement of Comprehensive Income

Forecast for the year ending 30 June 2020

	Original Budget \$000*	Revised Budget as Adopted \$000*	Proposed Changes Annual Budget Review \$000*	Proposed Revised Budget \$000*
Recurrent revenue				
Rates, levies and charges	253,948	253,948	705	254,653
Fees	14,632	14,632	(10)	14,622
Rental income	925	925	-	925
Interest received	5,231	5,231	-	5,231
Investment returns	-	-	-	-
Sales revenue	3,856	3,856	21	3,877
Other income	525	525	131	656
Grants, subsidies and contributions	18,456	18,456	(1,210)	17,246
Total recurrent revenue	297,572	297,572	(363)	297,210
Capital revenue				
Grants, subsidies and contributions	24,492	25,436	1,434	26,869
Non-cash contributions	3,480	3,480	-	3,480
Total capital revenue	27,973	28,916	1,434	30,350
TOTAL INCOME	325,545	326,488	1,071	327,559
Recurrent expenses				
Employee benefits	90,372	90,372	114	90,486
Materials and services	138,917	138,917	(282)	138,635
Finance costs	2,809	2,809	-	2,809
Depreciation and amortisation	65,279	65,279	-	65,279
Total recurrent expenses	297,377	297,377	(167)	297,209
Capital expenses				
(Gain)/Loss on disposal of non-current assets	112	112	(631)	(519)
Total capital expenses	112	112	(631)	(519)
TOTAL EXPENSES	297,489	297,489	(799)	296,691
NET RESULT	28,056	28,999	1,870	30,869
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	1,870	30,869

* All amounts are rounded to the nearest thousand
2019-20 Annual Budget Review

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Redland City Council

Operating Statement

Forecast for the year ending 30 June 2020

	Proposed Changes			
	Original Budget \$000*	Revised Budget as Adopted \$000*	Annual Budget Review \$000*	Proposed Revised Budget \$000*
Revenue				
Rates charges	104,953	104,953	300	105,253
Levies and utility charges	152,328	152,328	400	152,728
<i>Less: Pensioner remissions and rebates</i>	(3,333)	(3,333)	5	(3,328)
Fees	14,632	14,632	(10)	14,622
Operating grants and subsidies	17,757	17,757	(1,277)	16,480
Operating contributions and donations	699	699	67	766
Interest external	5,231	5,231	-	5,231
Investment returns	-	-	-	-
Other Revenue	5,306	5,306	152	5,458
Total revenue	297,572	297,572	(363)	297,210
Expenses				
Employee benefits	90,372	90,372	114	90,486
Materials and services	140,138	140,138	(333)	139,805
Finance costs other	472	472	-	472
Other expenditure	514	514	-	514
Net Internal Costs	(1,735)	(1,735)	51	(1,683)
Total expenses	229,762	229,762	(167)	229,594
Earnings before interest, tax and depreciation (EBITD)	67,811	67,811	(195)	67,615
Interest expense - External	2,336	2,336	-	2,336
Interest expense - Internal	-	-	-	-
Depreciation and amortisation	65,279	65,279	-	65,279
OPERATING SURPLUS/(DEFICIT)	195	195	(195)	0

Capital Funding Statement

Forecast for the year ending 30 June 2020

	Proposed Changes			
	Original Budget \$000*	Revised Budget as Adopted \$000*	Annual Budget Review \$000*	Proposed Revised Budget \$000*
Proposed sources of capital funding				
Capital contributions and donations	22,427	22,427	-	22,427
Capital grants and subsidies	2,065	3,009	1,434	4,442
Proceeds on disposal of non-current assets	1,419	1,419	1,700	3,119
Capital transfers (to) / from reserves	(5,446)	(984)	2,966	1,982
Non-cash contributions	3,480	3,480	-	3,480
New loans	9,800	9,800	-	9,800
Funding from general revenue	35,143	52,590	(4,958)	47,632
Total sources of capital funding	68,889	91,741	1,142	92,883
Proposed application of capital funds				
Contributed assets	3,480	3,480	-	3,480
Capitalised goods and services	51,434	73,901	2,640	76,540
Capitalised employee costs	6,999	7,384	(1,498)	5,886
Loan redemption	6,976	6,976	-	6,976
Total application of capital funds	68,889	91,741	1,142	92,883
Other budgeted items				
Transfers to constrained operating reserves	(13,441)	(13,441)	(7,463)	(20,905)
Transfers from constrained operating reserves	10,549	10,549	4,645	15,194
WDV of assets disposed	1,531	1,531	1,069	2,600
Tax and Dividends	-	-	-	-

* All amounts are rounded to the nearest thousand



CEO Group

Operating Statement

Forecast for the year ending 30 June 2020

	Proposed Changes			
	Original Budget \$000*	Revised Budget as Adopted \$000*	Annual Budget Review \$000*	Proposed Revised Budget \$000*
Revenue				
Rates charges	-	-	-	-
Levies and utility charges	-	-	-	-
<i>Less: Pensioner remissions and rebates</i>	-	-	-	-
Fees	-	-	-	-
Operating grants and subsidies	30	30	-	30
Operating contributions and donations	-	-	-	-
Interest external	-	-	-	-
Investment returns	-	-	-	-
Other Revenue	-	-	-	-
Total revenue	30	30	-	30
Expenses				
Employee benefits	4,959	4,959	156	5,115
Materials and services	1,757	1,754	(296)	1,459
Finance costs other	-	-	-	-
Other expenditure	-	-	-	-
Net Internal Costs	(6,403)	(6,403)	-	(6,403)
Total expenses	314	311	(140)	171
Earnings before interest, tax and depreciation (EBITD)	(284)	(281)	140	(141)
Interest expense - External	-	-	-	-
Interest expense - Internal	-	-	-	-
Depreciation and amortisation	7	7	-	7
OPERATING SURPLUS/(DEFICIT)	(291)	(288)	140	(148)

Capital Funding Statement

Forecast for the year ending 30 June 2020

	Proposed Changes			
	Original Budget \$000*	Revised Budget as Adopted \$000*	Annual Budget Review \$000*	Proposed Revised Budget \$000*
Proposed sources of capital funding				
Capital contributions and donations	-	-	-	-
Capital grants and subsidies	-	-	-	-
Proceeds on disposal of non-current assets	-	-	-	-
Capital transfers (to) / from reserves	-	-	-	-
Non-cash contributions	-	-	-	-
New loans	-	-	-	-
Funding from general revenue	-	-	-	-
Total sources of capital funding	-	-	-	-
Proposed application of capital funds				
Contributed assets	-	-	-	-
Capitalised goods and services	-	-	-	-
Capitalised employee costs	-	-	-	-
Loan redemption	-	-	-	-
Total application of capital funds	-	-	-	-
Other budgeted items				
Transfers to constrained operating reserves	-	-	-	-
Transfers from constrained operating reserves	-	-	-	-
WDV of assets disposed	-	-	-	-
Tax and Dividends	-	-	-	-

* All amounts are rounded to the nearest thousand



Organisational Services

Operating Statement

Forecast for the year ending 30 June 2020

	Proposed Changes			
	Original Budget \$000*	Revised Budget as Adopted \$000*	Annual Budget Review \$000*	Proposed Revised Budget \$000*
Revenue				
Rates charges	104,953	104,953	300	105,253
Levies and utility charges	487	487	-	487
<i>Less: Pensioner remissions and rebates</i>	(2,880)	(2,880)	5	(2,875)
Fees	970	970	-	970
Operating grants and subsidies	6,127	6,127	102	6,230
Operating contributions and donations	-	-	50	50
Interest external	4,178	4,178	-	4,178
Investment returns	-	-	-	-
Other Revenue	586	586	19	605
Total revenue	114,420	114,420	477	114,897
Expenses				
Employee benefits	24,322	24,322	(102)	24,221
Materials and services	14,046	14,050	(87)	13,963
Finance costs other	468	468	-	468
Other expenditure	274	274	-	274
Net Internal Costs	(27,728)	(27,728)	(3)	(27,731)
Total expenses	11,382	11,385	(191)	11,194
Earnings before interest, tax and depreciation (EBITD)	103,038	103,035	668	103,703
Interest expense - External	2,055	2,055	-	2,055
Interest expense - Internal	(14,867)	(14,867)	-	(14,867)
Depreciation and amortisation	5,006	5,006	-	5,006
OPERATING SURPLUS/(DEFICIT)	110,844	110,841	668	111,509

Capital Funding Statement

Forecast for the year ending 30 June 2020

	Proposed Changes			
	Original Budget \$000*	Revised Budget as Adopted \$000*	Annual Budget Review \$000*	Proposed Revised Budget \$000*
Proposed sources of capital funding				
Capital contributions and donations	-	-	-	-
Capital grants and subsidies	-	668	(281)	386
Proceeds on disposal of non-current assets	1,419	1,419	1,700	3,119
Capital transfers (to) / from reserves	3,921	4,649	(84)	4,565
Non-cash contributions	-	-	-	-
New loans	9,800	9,800	-	9,800
Funding from general revenue	(2,093)	2,628	905	3,533
Total sources of capital funding	13,047	19,163	2,239	21,403
Proposed application of capital funds				
Contributed assets	-	-	-	-
Capitalised goods and services	7,050	12,018	2,239	14,258
Capitalised employee costs	127	1,275	-	1,275
Loan redemption	5,870	5,870	-	5,870
Total application of capital funds	13,047	19,163	2,239	21,403
Other budgeted items				
Transfers to constrained operating reserves	(4,057)	(4,057)	(13)	(4,070)
Transfers from constrained operating reserves	487	487	-	487
WDV of assets disposed	1,243	1,243	1,069	2,312
Tax and Dividends	(18,758)	(18,758)	-	(18,758)

* All amounts are rounded to the nearest thousand



Customer & Community Services

Operating Statement

Forecast for the year ending 30 June 2020

	Proposed Changes			
	Original Budget \$000*	Revised Budget as Adopted \$000*	Annual Budget Review \$000*	Proposed Revised Budget \$000*
Revenue				
Rates charges	-	-	-	-
Levies and utility charges	-	-	-	-
<i>Less: Pensioner remissions and rebates</i>	-	-	-	-
Fees	10,154	10,154	(140)	10,014
Operating grants and subsidies	1,852	1,852	(520)	1,333
Operating contributions and donations	-	-	-	-
Interest external	2	2	-	2
Investment returns	-	-	-	-
Other Revenue	945	945	50	995
Total revenue	12,954	12,954	(610)	12,344
Expenses				
Employee benefits	31,133	31,113	(2)	31,110
Materials and services	7,889	8,018	251	8,269
Finance costs other	4	4	-	4
Other expenditure	235	235	-	235
Net Internal Costs	15,236	15,235	103	15,338
Total expenses	54,497	54,605	352	54,957
Earnings before interest, tax and depreciation (EBITD)	(41,543)	(41,651)	(961)	(42,613)
Interest expense - External	106	106	-	106
Interest expense - Internal	-	-	-	-
Depreciation and amortisation	2,375	2,375	-	2,375
OPERATING SURPLUS/(DEFICIT)	(44,025)	(44,133)	(961)	(45,095)

Capital Funding Statement

Forecast for the year ending 30 June 2020

	Proposed Changes			
	Original Budget \$000*	Revised Budget as Adopted \$000*	Annual Budget Review \$000*	Proposed Revised Budget \$000*
Proposed sources of capital funding				
Capital contributions and donations	13,859	13,859	-	13,859
Capital grants and subsidies	-	321	321	641
Proceeds on disposal of non-current assets	-	-	-	-
Capital transfers (to) / from reserves	(13,852)	(12,395)	-	(12,395)
Non-cash contributions	-	-	-	-
New loans	-	-	-	-
Funding from general revenue	1,982	9,355	(321)	9,034
Total sources of capital funding	1,989	11,140	-	11,140
Proposed application of capital funds				
Contributed assets	-	-	-	-
Capitalised goods and services	1,505	10,384	-	10,384
Capitalised employee costs	-	272	-	272
Loan redemption	484	484	-	484
Total application of capital funds	1,989	11,140	-	11,140
Other budgeted items				
Transfers to constrained operating reserves	-	-	-	-
Transfers from constrained operating reserves	963	963	-	963
WDV of assets disposed	-	-	-	-
Tax and Dividends	-	-	-	-

* All amounts are rounded to the nearest thousand



Infrastructure & Operations

(incl Redland Water & RedWaste)

Operating Statement

Forecast for the year ending 30 June 2020

	Original Budget \$000*	Revised Budget as Adopted \$000*	Proposed Changes	
			Annual Budget Review \$000*	Proposed Revised Budget \$000*
Revenue				
Rates charges	-	-	-	-
Levies and utility charges	151,842	151,842	400	152,242
<i>Less: Pensioner remissions and rebates</i>	(453)	(453)	-	(453)
Fees	3,507	3,507	130	3,637
Operating grants and subsidies	9,747	9,747	(860)	8,888
Operating contributions and donations	699	699	17	716
Interest external	1,052	1,052	-	1,052
Investment returns	-	-	-	-
Other Revenue	3,775	3,775	83	3,857
Total revenue	170,168	170,168	(230)	169,938
Expenses				
Employee benefits	29,957	29,978	63	30,040
Materials and services	116,445	116,316	(202)	116,114
Finance costs other	1	1	-	1
Other expenditure	5	5	-	5
Net Internal Costs	17,161	17,161	(49)	17,112
Total expenses	163,569	163,460	(188)	163,272
Earnings before interest, tax and depreciation (EBITD)	6,599	6,708	(42)	6,666
Interest expense - External	175	175	-	175
Interest expense - Internal	14,867	14,867	-	14,867
Depreciation and amortisation	57,890	57,890	-	57,890
OPERATING SURPLUS/(DEFICIT)	(66,334)	(66,225)	(42)	(66,267)

Capital Funding Statement

Forecast for the year ending 30 June 2020

	Original Budget \$000*	Revised Budget as Adopted \$000*	Proposed Changes	
			Annual Budget Review \$000*	Proposed Revised Budget \$000*
Proposed sources of capital funding				
Capital contributions and donations	8,568	8,568	-	8,568
Capital grants and subsidies	2,065	2,020	1,394	3,415
Proceeds on disposal of non-current assets	-	-	-	-
Capital transfers (to) / from reserves	4,485	6,762	3,050	9,812
Non-cash contributions	3,480	3,480	-	3,480
New loans	-	-	-	-
Funding from general revenue	35,254	40,607	(5,542)	35,065
Total sources of capital funding	53,853	61,438	(1,097)	60,340
Proposed application of capital funds				
Contributed assets	3,480	3,480	-	3,480
Capitalised goods and services	42,879	51,498	400	51,898
Capitalised employee costs	6,871	5,837	(1,498)	4,339
Loan redemption	622	622	-	622
Total application of capital funds	53,853	61,438	(1,097)	60,340
Other budgeted items				
Transfers to constrained operating reserves	(9,385)	(9,385)	(7,450)	(16,835)
Transfers from constrained operating reserves	9,099	9,100	4,645	13,745
WDV of assets disposed	289	289	-	289
Tax and Dividends	18,758	18,758	-	18,758

* All amounts are rounded to the nearest thousand



Infrastructure & Operations

(excl Redland Water & RedWaste)

Operating Statement

Forecast for the year ending 30 June 2020

	Proposed Changes			
	Original Budget \$000*	Revised Budget as Adopted \$000*	Annual Budget Review \$000*	Proposed Revised Budget \$000*
Revenue				
Rates charges	-	-	-	-
Levies and utility charges	11,617	11,617	-	11,617
<i>Less: Pensioner remissions and rebates</i>	-	-	-	-
Fees	2,724	2,724	-	2,724
Operating grants and subsidies	5,128	5,128	(860)	4,268
Operating contributions and donations	699	699	17	716
Interest external	59	59	-	59
Investment returns	-	-	-	-
Other Revenue	560	560	83	642
Total revenue	20,787	20,787	(760)	20,027
Expenses				
Employee benefits	19,134	19,154	125	19,279
Materials and services	40,307	40,177	(238)	39,939
Finance costs other	-	-	-	-
Other expenditure	5	5	-	5
Net Internal Costs	11,996	11,996	52	12,048
Total expenses	71,441	71,332	(61)	71,271
Earnings before interest, tax and depreciation (EBITD)	(50,655)	(50,545)	(699)	(51,245)
Interest expense - External	8	8	-	8
Interest expense - Internal	-	-	-	-
Depreciation and amortisation	33,789	33,789	-	33,789
OPERATING SURPLUS/(DEFICIT)	(84,452)	(84,343)	(699)	(85,042)

Capital Funding Statement

Forecast for the year ending 30 June 2020

	Proposed Changes			
	Original Budget \$000*	Revised Budget as Adopted \$000*	Annual Budget Review \$000*	Proposed Revised Budget \$000*
Proposed sources of capital funding				
Capital contributions and donations	6,031	6,031	-	6,031
Capital grants and subsidies	2,065	2,020	1,394	3,415
Proceeds on disposal of non-current assets	-	-	-	-
Capital transfers (to) / from reserves	6,468	6,468	2,850	9,318
Non-cash contributions	82	82	-	82
New loans	-	-	-	-
Funding from general revenue	30,472	32,421	(9,194)	23,227
Total sources of capital funding	45,117	47,021	(4,950)	42,072
Proposed application of capital funds				
Contributed assets	82	82	-	82
Capitalised goods and services	38,147	41,086	(3,376)	37,710
Capitalised employee costs	6,816	5,782	(1,574)	4,208
Loan redemption	72	72	-	72
Total application of capital funds	45,117	47,021	(4,950)	42,072
Other budgeted items				
Transfers to constrained operating reserves	(9,385)	(9,385)	(2,831)	(12,215)
Transfers from constrained operating reserves	9,099	9,100	25	9,125
WDV of assets disposed	289	289	-	289
Tax and Dividends	-	-	-	-

* All amounts are rounded to the nearest thousand



Redland Water

Operating Statement

Forecast for the year ending 30 June 2020

	Original Budget \$000*	Revised Budget as Adopted \$000*	Proposed Changes	
			Annual Budget Review \$000*	Proposed Revised Budget \$000*
Revenue				
Rates charges	-	-	-	-
Levies and utility charges	113,256	113,256	400	113,656
<i>Less: Pensioner remissions and rebates</i>	(453)	(453)	-	(453)
Fees	317	317	130	447
Operating grants and subsidies	-	-	-	-
Operating contributions and donations	-	-	-	-
Interest external	909	909	-	909
Investment returns	-	-	-	-
Other Revenue	2,032	2,032	-	2,032
Total revenue	116,060	116,060	530	116,590
Expenses				
Employee benefits	9,121	9,121	(62)	9,058
Materials and services	54,369	54,369	371	54,740
Finance costs other	-	-	-	-
Other expenditure	-	-	-	-
Net Internal Costs	2,608	2,608	(101)	2,507
Total expenses	66,098	66,098	208	66,306
Earnings before interest, tax and depreciation (EBITD)	49,963	49,963	322	50,285
Interest expense - External	136	136	-	136
Interest expense - Internal	14,867	14,867	-	14,867
Depreciation and amortisation	23,823	23,823	-	23,823
OPERATING SURPLUS/(DEFICIT)	11,136	11,136	322	11,458

Capital Funding Statement

Forecast for the year ending 30 June 2020

	Original Budget \$000*	Revised Budget as Adopted \$000*	Proposed Changes	
			Annual Budget Review \$000*	Proposed Revised Budget \$000*
Proposed sources of capital funding				
Capital contributions and donations	2,537	2,537	-	2,537
Capital grants and subsidies	-	-	-	-
Proceeds on disposal of non-current assets	-	-	-	-
Capital transfers (to) / from reserves	(1,982)	295	200	495
Non-cash contributions	3,399	3,399	-	3,399
New loans	-	-	-	-
Funding from general revenue	4,172	7,576	1,352	8,928
Total sources of capital funding	8,126	13,807	1,552	15,359
Proposed application of capital funds				
Contributed assets	3,399	3,399	-	3,399
Capitalised goods and services	4,124	9,804	1,476	11,280
Capitalised employee costs	55	55	76	132
Loan redemption	549	549	-	549
Total application of capital funds	8,126	13,807	1,552	15,359
Other budgeted items				
Transfers to constrained operating reserves	-	-	-	-
Transfers from constrained operating reserves	-	-	-	-
WDV of assets disposed	-	-	-	-
Tax and Dividends	14,085	14,085	-	14,085

* All amounts are rounded to the nearest thousand



RedWaste

Operating Statement Forecast for the year ending 30 June 2020

	Original Budget \$000*	Revised Budget as Adopted \$000*	Proposed Changes	
			Annual Budget Review \$000*	Proposed Revised Budget \$000*
Revenue				
Rates charges	-	-	-	-
Levies and utility charges	26,968	26,968	-	26,968
<i>Less: Pensioner remissions and rebates</i>	-	-	-	-
Fees	657	657	-	657
Operating grants and subsidies	4,619	4,619	-	4,619
Operating contributions and donations	-	-	-	-
Interest external	84	84	-	84
Investment returns	-	-	-	-
Other Revenue	1,183	1,183	-	1,183
Total revenue	33,512	33,512	-	33,512
Expenses				
Employee benefits	2,085	2,085	-	2,085
Materials and services	22,014	22,014	(335)	21,679
Finance costs other	1	1	-	1
Other expenditure	-	-	-	-
Net Internal Costs	1,909	1,909	-	1,909
Total expenses	26,008	26,008	(335)	25,673
Earnings before interest, tax and depreciation (EBITD)	7,504	7,504	335	7,839
Interest expense - External	31	31	-	31
Interest expense - Internal	-	-	-	-
Depreciation and amortisation	278	278	-	278
OPERATING SURPLUS/(DEFICIT)	7,195	7,195	335	7,530

Capital Funding Statement

Forecast for the year ending 30 June 2020

	Original Budget \$000*	Revised Budget as Adopted \$000*	Proposed Changes	
			Annual Budget Review \$000*	Proposed Revised Budget \$000*
Proposed sources of capital funding				
Capital contributions and donations	-	-	-	-
Capital grants and subsidies	-	-	-	-
Proceeds on disposal of non-current assets	-	-	-	-
Capital transfers (to) / from reserves	-	-	-	-
Non-cash contributions	-	-	-	-
New loans	-	-	-	-
Funding from general revenue	746	746	2,300	3,046
Total sources of capital funding	746	746	2,300	3,046
Proposed application of capital funds				
Contributed assets	-	-	-	-
Capitalised goods and services	608	608	2,300	2,908
Capitalised employee costs	-	-	-	-
Loan redemption	138	138	-	138
Total application of capital funds	746	746	2,300	3,046
Other budgeted items				
Transfers to constrained operating reserves	-	-	(4,620)	(4,620)
Transfers from constrained operating reserves	-	-	4,620	4,620
WDV of assets disposed	-	-	-	-
Tax and Dividends	4,673	4,673	-	4,673

* All amounts are rounded to the nearest thousand



2019-20 Annual Budget Review

Key Performance Indicators

Financial Stability and Sustainability Ratios	Original Budget 2019-20	Revised as per Carryover Budget Review 2019-20	Revised as per Annual Budget Review 2019-20
Level of dependence on General Rate Revenue (Excludes utility revenues) - Threshold set < 40%	34.30%	34.30%	34.45%
Ability to pay our bills - Current Ratio Target between 1.1 and 4.1	4.69	4.18	3.64
Ability to repay our debt - Debt Servicing Ratio (%) Target less than or equal to 15%	2.87%	3.13%	3.13%
Cash Balance \$M Target greater than or equal to \$50m	170.027	150.803	169.514
Cash Balances - cash capacity in months Target greater than 3 months	8.51	7.55	8.47
Longer term financial stability - debt to asset ratio (%) Target less than or equal to 10%	1.47%	1.47%	1.47%
Operating Performance Target greater than or equal to 10%	18.58%	18.58%	18.34%
Operating Surplus Ratio Target between 0% and 10%	0.07%	0.07%	0.00%
Net Financial Liabilities Target less than 60%*	-35.07%	-27.71%	-32.46%
Interest Coverage Ratio Target less than 5%**	-1.06%	-0.97%	-0.97%
Asset Sustainability Ratio Target greater than 90%	52.23%	69.86%	66.59%

*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)



14 REPORTS FROM COMMUNITY & CUSTOMER SERVICES**14.1 DECISIONS MADE UNDER DELEGATED AUTHORITY FOR CATEGORY 1, 2 AND 3 DEVELOPMENT APPLICATIONS**

Objective Reference: A4376372

Authorising Officer: David Jeanes, Acting General Manager Community & Customer Services

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

Report Author: Gail Marianoff, Acting Group Support Coordinator

Attachments: 1. Decisions Made Under Delegated Authority 22.12.2019 to 18.01.2020 [↓](#)

PURPOSE

To note that the decisions listed below were made under delegated authority for Category 1, 2 and 3 development applications only. This information is provided for public interest.

BACKGROUND

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

Category 1 – minor code and referral agency assessments;

Category 2 – moderately complex code and impact assessments;

Category 3 – complex code and impact assessments; and

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

The applications detailed in this report have been assessed under:

Category 1 - Minor code assessable applications, concurrence agency referral, minor operational works and minor compliance works; 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/COUNCIL RESOLUTION 2020/47

Moved by: Cr Murray Elliott

Seconded by: Cr Peter Mitchell

That Council resolves to note this report.

CARRIED 11/0

Crs Karen Williams, Wendy Boglary, Peter Mitchell, Paul Gollè, Lance Hewlett, Mark Edwards, Julie Talty, Murray Elliott, Tracey Huges, Paul Gleeson and Paul Bishop voted FOR the motion.

Attachment 1 Decisions Made Under Delegated Authority 21.12.2019 to 18.01.2020

Decisions Made Under Delegated Authority 22.12.2019 to 28.12.2019**CATEGORY1**

Application Id	Application Full Details	Applicant	Associated Property Address	Primary Category	Decision Date	Negotiated Decision Date	Decision Description	Division
MCU19/0166	Dual occupancy	Bartley Burns Certifiers & Planners	84 Island Street Cleveland QLD 4163	Code Assessment	23/12/2019	N/A	Development Permit	2
CAR19/0469	Design and Siting - Patio	Fastrack Building Certification	7 Jenner Court Thornlands QLD 4164	Referral Agency Response - Planning	24/12/2019	N/A	Approved	3
CAR19/0461	Design and Siting - Carport	Bartley Burns Certifiers & Planners	20 Bell View Street Victoria Point QLD 4165	Referral Agency Response - Planning	23/12/2019	N/A	Approved	4
CAR19/0463	Design and Siting - Carport	Suncoast Building Approvals	194 Point O'Halloran Road Victoria Point QLD 4165	Referral Agency Response - Planning	23/12/2019	N/A	Approved	4
CAR19/0472	Amenity and Aesthetics	Martin LYNAM	41 Double Jump Road Redland Bay QLD 4165	Referral Agency Response - Planning	24/12/2019	N/A	Approved	6

Decisions Made Under Delegated Authority 22.12.2019 to 28.12.2019

CATEGORY2

Application Id	Application Full Details	Applicant	Associated Property Address	Primary Category	Decision Date	Negotiated Decision Date	Decision Description	Division
CWA19/00016	Combined Electrical, Civil & Landscaping Works - Education Facility	The Young Men's Christian Association Of Brisbane	YMCA Victoria Point 126-128 Link Road Victoria Point	Conditioned Works	24/12/2019	N/A	Approved	4
MCU19/00075	Change to Development Approval - MCU013652 Multiple Dwelling - 7 Units	TRP Pty Ltd Findasite	7 Colburn Avenue Victoria Point QLD 4165	Other Change to Approval Code Assessment	24/12/2019	N/A	Approved	4
OPW19/00029.01	Change to Development Approval - Operational Works for RAL - 1 into 48 Lots	Andiworth Pty Ltd	88-90 Kinross Road Thornlands QLD 4164	Minor Change to Approval	24/12/2019	N/A	Approved	7

Decisions Made Under Delegated Authority 29.12.2019 to 04.01.2020

CATEGORY1

Application Id	Application Full Details	Applicant	Associated Property Address	Primary Category	Decision Date	Negotiated Decision Date	Decision Description	Division
CAR19/0453	Build Over or Near Relevant Infrastructure - Sewer	Pacific Approvals Pty Ltd	1 Harris Street Wellington Point QLD 4160	Referral Agency Response - Engineering	02/01/2020	N/A	Approved	1
CAR19/0460	Design and Siting - Carport	Fastrack Building Certification	10 Andreas Close Thornlands QLD 4164	Referral Agency Response - Planning	02/01/2020	N/A	Approved	3
CAR19/0466	Design and Siting - Carport/Patio	Colonial Awnings Pty Ltd	26 Driftwood Street Victoria Point QLD 4165	Referral Agency Response - Planning	02/01/2020	N/A	Approved	4
CAR19/0411	Design and Siting - Carport	DG Certifiers Pty Ltd	8-10 Carissa Street Russell Island QLD 4184	Referral Agency Response - Planning	03/01/2020	N/A	Approved	5

Decisions Made Under Delegated Authority 29.12.2019 to 04.01.2020

CATEGORY2

Application Id	Application Full Details	Applicant	Associated Property Address	Primary Category	Decision Date	Negotiated Decision Date	Decision Description	Division
MCU19/0040	Low impact industry (Tyre Fitting Centre & Ancillary Uses)	Leda Developments Pty Ltd	Victoria Point Shopping Centre 2-34 Bunker Road Victoria Point QLD 4165	Impact Assessment	23/10/2019	2/01/2020	Development Permit	4

Decisions Made Under Delegated Authority 05.01.2020 to 11.01.2020

CATEGORY1

Application Id	Application Full Details	Applicant	Associated Property Address	Primary Category	Decision Date	Negotiated Decision Date	Decision Description	Division
CAR19/0477	Amenity and Aesthetics - Removal Dwelling	Darryl John WILLIAMS Juliet Henry NASSRALLAH	35 Canaipa Point Drive Russell Island QLD 4184	Referral Agency Response - Planning	10/01/2020	N/A	Approved	5
CAR19/0484	Design and Siting - Dwelling House	Applied Building Approvals	13 Grevillea Street Russell Island QLD 4184	Referral Agency Response - Planning	10/01/2020	N/A	Approved	5
CAR19/0486	Design and Siting - Dwelling	Gold Coast Building Approvals	19-21 Magnolia Street Russell Island QLD 4184	Referral Agency Response - Planning	07/01/2020	N/A	Approved	5
CAR19/0476	Design and Siting - Carport	The Certifier Pty Ltd	68 Valantine Road Birkdale QLD 4159	Referral Agency Response - Planning	07/01/2020	N/A	Approved	8
MCU19/0148	Dual occupancy	Dixonbuild Pty Ltd	1 Garter Street Alexandra Hills QLD 4161	Code Assessment	10/01/2020	N/A	Approved	8
RAL19/0092	Standard Format - 1 into 2 Lots	Quebec Pty Ltd	10 Valantine Road Birkdale QLD 4159	Code Assessment	09/01/2020	N/A	Approved	8
CAR19/0467	Design and Siting - Carport	Bayside Building Approvals	18 Barber Drive Capalaba QLD 4157	Referral Agency Response - Planning	07/01/2020	N/A	Approved	9
CAR19/0490	Design and Siting - Dwelling House	Henley Properties (Qld) Pty Ltd	13 Pulbrook Drive Capalaba QLD 4157	Referral Agency Response - Planning	10/01/2020	N/A	Approved	9

Decisions Made Under Delegated Authority 12.01.2020 TO 18.01.2020

CATEGORY1

Application Id	Application Full Details	Applicant	Associated Property Address	Primary Category	Decision Date	Negotiated Decision Date	Decision Description	Division
CAR19/0487	Design and Siting - Carport	The Certifier Pty Ltd	25 Shamrock Street Ormiston QLD 4160	Referral Agency Response - Planning	13/01/2020	N/A	Approved	1
DBW19/0029	Domestic Additions	The Certifier Pty Ltd	12 Voyagers Court Cleveland QLD 4163	Code Assessment	15/01/2020	N/A	Development Permit	2
MCU19/0163	Change to Development Approval MCU014008 - Dwelling House	Nolan Place Pty Ltd As Trustee Reel Planning Pty Ltd	1 Midjimberry Road Point Lookout QLD 4183	Minor Change to Approval	16/01/2020	N/A	Approved	2
CAR19/0459	Design and Siting - Additions	Cornerstone Building Certification	6 Thor Street Victoria Point QLD 4165	Referral Agency Response - Planning	15/01/2020	N/A	Approved	4
CAR19/0480	Design and Siting - Dwelling House	K P Building Approvals Pty Ltd	64 Minjerriba Road Russell Island QLD 4184	Referral Agency Response - Planning	15/01/2020	N/A	Approved	5
CAR19/0483	Design and Siting - Dwelling House	Applied Building Approvals	54 Catamaran Street Russell Island QLD 4184	Referral Agency Response - Planning	13/01/2020	N/A	Approved	5
CAR19/0484	Design and Siting - Dwelling House	Applied Building Approvals	13 Grevillea Street Russell Island QLD 4184	Referral Agency Response - Planning	13/01/2020	N/A	Approved	5
MCU18/0222	Dual Occupancy	Paul Michael MCMANUS	474 Old Cleveland Road East Birkdale QLD 4159	Impact Assessment	13/01/2020	N/A	Development Permit	8
CAR19/0481	Design and Siting - Carport	F-astrack Building Certification	10 Mc Taggart Street Capalaba QLD 4157	Referral Agency Response - Planning	13/01/2020	N/A	Approved	9

Decisions Made Under Delegated Authority 12.01.2020 TO 18.01.2020

CATEGORY1

Application Id	Application Full Details	Applicant	Associated Property Address	Primary Category	Decision Date	Negotiated Decision Date	Decision Description	Division
CAR19/0490	Design and Siting - Dwelling House	Henley Properties (Qld) Pty Ltd	13 Pulbrook Drive Capalaba QLD 4157	Referral Agency Response - Planning	13/01/2020	N/A	Approved	9

Decisions Made Under Delegated Authority 12.01.2020 TO 18.01.2020

CATEGORY2

Application Id	Application Full Details	Applicant	Associated Property Address	Primary Category	Decision Date	Negotiated Decision Date	Decision Description	Division
MCU18/0224.02	Change to Development Approval MCU18/0224 - new shade structure	Capalaba Sports Club	Degen Road Park 1-21 Degen Road Capalaba QLD 4157	Minor Change to Approval	13/01/2020	N/A	Approved	9
MCU19/0169	Change Application - MC005690 - Multiple Dwellings x 36	Natalie Elizabeth RIDGE Nigel Gavin RIDGE Rhonan Obrien Architects and Designers	Kirribilli Gardens 239-249 Mooroondi Road Thorneside QLD 4158	Minor Change to Approval	13/01/2020	N/A	Approved	10

14.2 LIST OF DEVELOPMENT AND PLANNING RELATED COURT MATTERS AT 16 JANUARY 2020**Objective Reference:** A4376451**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 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 (ROL006209)
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. A further review is to be held on 3 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. The matter has been listed for further review on 24 January 2020.

4.	File Number:	3450 of 2019
Appellant:		S. & S. Lambourne Investments 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 two Permanent Signs – Electronic Display Component High Impact Billboard. 58-68 Delancey Street, Ormiston (Lot 1 on RP213631)
Appeal Details:		Appeal against Council refusal or in the alternative, appeal against a condition of approval.
Current Status:		Appeal filed 24 September 2019. A review was held on 18 October 2019. A notice of discontinuance was filed by the Appellant on 2 December 2019.

5.	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.

6.	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.

7.	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. The matter has been listed for review on 6 February 2020.

8.	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.

9.	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. The matter has been listed for review on 31 January 2020.

10.	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.

11.	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.

12.	File Number:	108 of 2020
Appellant:		Daln Developments Pty Ltd
		Redland City Council
Site details:		18 Chermiside Street, Wellington Point
Application Details:		Appeal against Council refusal.
Current Status:		Appeal filed 15 January 2019.

APPEALS TO THE QUEENSLAND COURT OF APPEAL

13.	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.

14.	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

15.	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 reserved its decision.

16.	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/COUNCIL RESOLUTION 2020/48

Moved by: Cr Paul Bishop

Seconded by: Cr Julie Talty

That Council resolves to note this report.

CARRIED 11/0

Crs Karen Williams, Wendy Boglary, Peter Mitchell, Paul Gollè, Lance Hewlett, Mark Edwards, Julie Talty, Murray Elliott, Tracey Huges, Paul Gleeson and Paul Bishop voted FOR the motion.

14.3 REDLANDS COAST TRANSPORT STRATEGY

Objective Reference: A4376447

Authorising Officer: David Jeanes, Acting General Manager Community & Customer Services

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

Report Author: Tim Mitchell, Principal Transport Planner

Attachments:

1. [Draft Redlands Coast Transport Strategy](#) ↓
2. [Redlands Coast Transport Strategy Submission Report](#) ↓

PURPOSE

To seek Council endorsement of the final draft *Redlands Coast Transport Strategy* (draft Strategy), which incorporates changes to reflect feedback and submissions received during an extensive community consultation program.

BACKGROUND

The delivery of the final draft Strategy (Attachment 1) represents approximately 18 months of work from the project team, including comprehensive stakeholder engagement and a five-month community consultation program that concluded on 1 March 2019.

The draft Strategy was first endorsed by Council at its General Meeting on 5 September 2018 for the purpose of progressing to community consultation.

Following a five-month community consultation program, the draft Strategy has undergone a significant review phase.

The major changes in the draft Strategy include an updated layout, a review and edit of content and inclusion of enhanced maps, infographics and images.

A key objective of the amendments has been to ensure the draft Strategy outlines technical aspects of the transport network and, importantly, is readily understandable.

Once the updates to the draft Strategy were completed, a subsequent round of briefings was undertaken with Council's Executive Leadership Team and Councillors to present the updated draft Strategy.

A number of key stakeholders groups and industry representatives have also been engaged as "contributors" throughout the preparation of the draft strategy.

These groups include:

- Bicycle Queensland
- RACQ
- Transdev
- SeaLink
- Department of Transport and Main Roads
- Cross River Rail Delivery Authority
- Redlands Cycling and Multisport Club

ISSUES

The current *Redland Integrated Local Transport Plan* was first adopted in 2003. This transport plan for the Redlands outlined a suite of actions that have mostly been completed. However, due to the age of the plan, a new up-to-date strategy was required to reflect contemporary and emerging transport challenges and opportunities.

A submission report (Attachment 2) has been prepared that captures feedback and submissions received during the community consultation program.

The submission report provides an overview of feedback that has been incorporated into the draft Strategy. It also outlines a response to each submission.

As a result of community consultation, the submission report recommends an advocacy priority for the State Controlled Road Network be broadened beyond the Capalaba network to also include Cleveland Redland Bay Road, Mount Cotton-Boundary Road, Capalaba intersections and Finucane Road (including Shore Street West). This recommendation is reflected in the draft Strategy under transport priorities.

STRATEGIC IMPLICATIONS

Legislative Requirements

There are no legislative requirements for developing a transport strategy.

Risk Management

The draft Strategy presents significant opportunities to guide the direction of transport planning across the city in terms of Council-led priorities and regionally significant projects. The draft Strategy has been prepared to assist as an advocacy tool by clearly defining the regionally significant State Government projects that are a priority for Council.

The risk of not finalising the draft Strategy is that the current *Redland Integrated Local Transport Plan* that was adopted in 2003 is an outdated. As a result, the defined transport policy for Council is also outdated and does not reflect or encapsulate current and emerging transport opportunities and technological aspects of the transport network.

Financial

The draft Strategy does not commit Council to a forward program of works. It outlines a vision for the Redlands Coast transport network. The draft Strategy will be used to inform the annual budget and operational planning process.

People

The draft Strategy articulates transport priorities for Redlands Coast and will inform the business planning process for future planning projects, programs and transport initiatives. The Transport Planning Unit within the City Planning and Assessment Group will coordinate the implementation of the draft Strategy across Council.

Environmental

From an environmental perspective, the draft Strategy outlines the benefits of active travel, integrated land use and transport planning and enabling transport outcomes to embrace the natural environment of Redlands Coast.

Social

The draft Strategy outlines the transport priorities for Redlands Coast and the vision for the transport network. The draft Strategy seeks to deliver a number of key social outcomes across the city, including prioritising improved public transport on the islands and mainland, initiating travel behaviour programs and delivering a high quality active travel network for residents.

Human Rights

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

Alignment with Council's Policy and Plans

The draft Strategy has been developed to align with the Corporate Plan 2018–2023, Redlands 2030 Community Plan and City Plan.

CONSULTATION

Consulted	Consultation Date	Comments/Actions
Strategic Planners Network (73 officers across the organisation from the following departments): <ul style="list-style-type: none"> Organisational Services; People and Culture; Infrastructure and Operations; and Community and Customer Services). 	01/07/2019	Various comments received informed a review of the draft Strategy.
Service Manager Strategic Planning	01/07/2019	Draft Strategy was updated based on comments received.
Service Manager Planning Assessment	01/07/2019	Draft Strategy was updated based on comments received.
Service Manager Engineering Assessment	01/07/2019	Draft Strategy was updated based on comments received.
Principal Advisor Performance and Innovation	01/07/2019	Draft Strategy was updated based on comments received.
Group Manager City Planning and Assessment	19/07/2019	Draft Strategy was updated based on comments received.
Executive Leadership Team briefing session	29/07/2019	Draft Strategy was updated based on comments received.
Council briefing session	30/07/2019	Draft Strategy was updated based on comments received.
Office of the Mayor briefing	5/11/2019	Draft Strategy was updated based on comments received.
Contributor groups: <ul style="list-style-type: none"> Bicycle Queensland RACQ Transdev SeaLink Department of Transport and Main Roads Cross River Rail Delivery Authority Redlands Cycling and Multisport Club. 	July 2019 – February 2020	Draft Strategy was updated based on comments received.

OPTIONS**Option One**

That Council resolves as follows:

1. To endorse the draft *Redlands Coast Transport Strategy*.
2. To note the proposed responses to all submissions received during the community consultation period as outlined in Attachment 2.
3. To note that officers will prepare and send correspondence responding to written submissions received during community consultation.

Option Two

That Council resolves as follows:

1. To endorse the draft *Redlands Coast Transport Strategy*, subject to amendments.
2. To note the proposed responses to all submissions received during the community consultation period as outlined in Attachment 2.
3. To note that officers will prepare and send correspondence responding to written submissions received during community consultation.

Option Three

That Council resolves to not endorse the draft Redlands Coast Transport Strategy.

OFFICER'S RECOMMENDATION

That Council resolves as follows:

1. To endorse the draft *Redlands Coast Transport Strategy*.
2. To note the proposed responses to all submissions received during the community consultation period as outlined in Attachment 2.
3. To note that officers will prepare and send correspondence responding to written submissions received during community consultation.

COUNCIL RESOLUTION 2020/49

Moved by: Cr Peter Mitchell

Seconded by: Cr Paul Bishop

That Council resolves as follows:

1. To endorse the draft *Redlands Coast Transport Strategy*, subject to an amendment to include the following matter under the high frequency public transport advocacy item:
 - A central Public Transit Authority for the South East Queensland may more effectively manage delivery and coordination of a future public transport network for the region.
2. To note the proposed responses to all submissions received during the community consultation period as outlined in Attachment 2.
3. To note that officers will prepare and send correspondence responding to written submissions received during community consultation.

CARRIED 11/0

Crs Karen Williams, Wendy Boglary, Peter Mitchell, Paul Gollè, Lance Hewlett, Mark Edwards, Julie Talty, Murray Elliott, Tracey Huges, Paul Gleeson and Paul Bishop voted FOR the motion.





Quandamooka Country

Redland City Council acknowledges the Quandamooka People, the Traditional Owners of the land, water and seas of Redlands Coast. We pay respects to Elders past, present and future and extend respect to all Aboriginal and Torres Strait Islander People who live and work on the Redlands Coast.

Synopsis

The Redlands Coast Transport Strategy has been developed to be an overarching strategic document that will guide the direction of transport planning and projects in the Redlands Coast. The strategy's life has been set at 2041 to align with the timeframes defined in the City Plan and the South East Queensland Regional Plan 2017 (*ShapingSEQ*).

Contributors

The Redlands Coast Transport Strategy was made possible from the following contributor organisations:

- Redland City Council
- PSA Consulting Australia
- Royal Automobile Club of Queensland
- SeaLink
- Bicycle Queensland

MAYOR FOREWORD



When our loved ones leave home in the morning we all want them to return safely and as quickly as possible. It is this simple but important desire to spend more time where we are going and less time getting there, that is at the heart of our Redlands Coast Transport Strategy.

This strategy is the beginning of our transport journey, setting the planning, advocacy and behaviour to support our growing community.

Five key themes have been developed to help us achieve our overall vision of an efficient, accessible and integrated transport system which sustainably facilitates the movement of goods within and beyond the city and bay.

These themes are:

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

These themes reflect the uniqueness of the Redland Coast and set the framework for how we will plan transport moving forward. They provide a link between this transport strategy and other key plans, including our City Plan and the State Government's *South East Queensland Regional Plan 2017* which sets the region's overarching planning direction.

While this strategy sets the high-level framework for our transport journey, it is only the beginning; the implementation plans that flow from it will be where the rubber hits the road through the identification of on the ground priorities and projects. These implementation plans will show residents what improvements, projects and initiatives they will see in their neighbourhoods and along their daily commute.

The journey to a more effective and efficient transport network is not one that will be completed overnight; nor is it one that Council will take alone. Indeed many of our major transport opportunities across the Redlands Coast sit with the State Government, including the majority of the roads in and out of the city, public transport, rail and ferries. This is why a key part of this strategy will be to advocate to other levels of government and encourage them to prioritise the projects, road upgrades and public transport services our community needs.

Another important partner on our transport journey will be the community and a key part of this strategy will be engaging with residents, businesses, schools and transport partners to hear what transport issues and opportunities you believe are important.

I am excited to be taking the first steps on our transport journey and look forward to working with you to ultimately help our residents get where they need to go safer, easier and faster.

Vision

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

Integrated, Innovative and Sustainable Planning



Leadership, Governance and Decision Making



A Liveable, Active and Prosperous City



A Connected and Accessible City



Positive Education and Behaviour



Themes

Each theme contains objectives which have been developed to provide a framework for quantifiable actions

Integrate land use and transport planning to adopt innovative solutions

Advocate effectively for implementation of projects that achieve the vision of the Redlands Coast transport network

Land use and transport network outcomes encourage economic prosperity and sustainable connectivity with centres and natural assets

Safe, sustainable and equitable movement throughout the region

Community makes wise travel decisions based on sustainability, cost, accessibility and amenity

Targets

The actions developed within the Redlands Coast Transport Strategy will be undertaken to achieve these targets

Increase population density and pedestrian connectivity of Activity Centres

Investigate alternative funding mechanisms to deliver transport projects

Increase walkability and access to key public transport nodes

Increase in walking and cycling for all trips

Implement successful travel behaviour change and road safety programs



Transport Priorities

The vision of the Redlands Coast Transport Strategy will be achieved through the implementation, monitoring and review of defined priorities. This will be completed by creating annual implementation plans that outline which actions/projects will be undertaken in a particular year and how they align with the objectives in the Redlands Coast Transport Strategy.

The plan is a dynamic document that evolves as actions are completed and circumstances affecting Redlands Coast change. As such, the plan will be reviewed annually to highlight Council's current advocacy and project priorities.

Advocacy Priorities

Advocacy priorities have been defined as the regionally significant projects that will undoubtedly provide a benefit to not only Redlands Coast but neighbouring local government areas.

Cleveland Rail Duplication

Duplicating the single line from Manly to Cleveland and ancillary upgrades to stations. This upgrade will improve frequency, travel times and reliability.

Eastern Busway

Extending the Eastern Busway to Capalaba will provide an effective and sustainable transport option for commuters. Note, Council also advocates for the extension of the Eastern Transitway, as an interim solution to the Busway.

State Controlled Road Network Upgrades

Working with the State Government to plan and upgrade the state-controlled road network, including:

- Capalaba intersections
- Cleveland Redland Bay Road
- Finucane Road-Shore Street (inc. roundabout)
- Mount Cotton Road-Boundary Road.

High frequency public transport

Provision of high frequency public transport corridors in Redlands Coast, servicing key transport nodes and centres supported by feeder bus services.

Public transport on Redlands Coast Islands

A public transport service is provided on the Redlands Coast Islands offering a viable transport mode choice to the local island communities.



Council Priorities

The defined priorities for Council led initiatives are the projects where Council will develop and implement. These projects are primarily focussed at creating a sustainable and efficient transport network within Redlands Coast.

Local Area Transport Plans

Local area transport plans (LATPs) are specific projects that will address transport issues across Redlands Coast. The development of a LATP will include centres, schools, transport hubs and corridors and seeks to clearly define the desired transport outcomes in relation to movement, accessibility and connectivity. These outcomes will be considered in the context of network pressures such as population growth, mode share and infrastructure requirements.

Travel Behaviour

Council has the opportunity to influence sustainable travel by residents and visitors. As Redlands Coast grows there is an opportunity to implement behaviour change initiatives to reduce the dependency on private vehicles and increase the number of trips completed by walking, cycling, public transport or ride share. Behaviour change initiatives can include programs such as Active School Travel or Workplace Travel Plans. The benefits of more diverse travel behaviours includes increased mobility and accessibility, reduced congestion, a more healthy and active community and neighbourhoods designed for people.

Council seeks to create greater awareness and bring about travel behaviour change through specific initiatives aimed at the community, workplaces, schools and events.

This also includes the development and implementation of road safety campaigns aimed at achieving the Vision Zero principle and a safe road network.

Active Travel

Many people walk or cycle on a daily basis to local destinations or schools or their workplace. Most public transport trips start and finish by active travel. Considering the pressures of urban development and increased road congestion the benefits of walking and cycling to Redlands Coast are enormous.

Planning for a healthy and connected city that is designed for active travel modes extends the benefits to the whole community. The principles that will guide active travel in Redlands Coast are broadly defined as:

- Reduce reliance on private vehicles and encourage active travel modes.
- Provide connections and ease of movement between centres, corridors and neighbourhoods.
- Develop and maintain an active travel network that is a viable transport choice for residents and visitors.
- Investigate opportunities to create a Redlands Coast Safe Cycling Precinct.

Wayfinding

Wayfinding is an ability to orient oneself based on cues from the physical environment. The travel experience for both residents and visitors can be strengthened through efficiently located information in the physical environment. Principles of wayfinding design include:

- Creating a unique identify
- Create regions of differing visual character
- Use lights to show what is ahead
- Provide clear and concise navigation options
- Use landmarks and memorable point to orientate.

Effective wayfinding benefits a community's historical and future significance. The right balance of wayfinding features makes travel easier and more interesting for residents and visitors and can ultimately influence potential economic activities through increased visitation.

Maximising investment opportunities

Securing funding for projects is becoming increasingly competitive and it is important that any avenues and opportunities to secure funding or investment are investigated. Maximising the opportunities to secure investment compliments the ongoing planning and delivery of critical projects and ensure Redlands Coast is able to achieve high quality transport networks that benefit the community.

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Overview

Why a Transport Strategy?

The Redlands Coast Transport Strategy (the strategy) is an overarching strategic document that will guide the direction of future transport planning on the Redlands Coast. The Strategy defines a number of key transport themes that reflect the uniqueness of the Redland community.

An overarching transport strategy is needed so Redland City Council can more effectively plan the transport network. A long-term vision, accompanied with realistic and achievable objectives, also enables Council to advocate more effectively to State and Federal Governments in relation to the prioritising and delivery of major infrastructure projects.



REDLANDS COAST TRANSPORT STRATEGY 2020



Structure of the Strategy

The Strategy has been developed to equip Council with metrics and empirical analysis to guide the direction of transport planning in the City and advocate for funding decisions made by local, state and federal governments for transport infrastructure and services.

The goal of the strategy is to protect the land, seas and waters of Redlands Coast and to ensure that investments in transport infrastructure align with these goals. This means implementing integrated transport and land use planning actions as outlined in this Strategy. It is essential that sustainable solutions are identified across the City that provides communities with viable alternatives to the private motor vehicle in order to access services, employment and recreational opportunities.

The Strategy outlines five key themes, each of which host supporting objectives. This provides a strategic framework for undertaking quantifiable action. The objectives and themes will be used to inform a program of projects that will seek to deliver the defined transport priorities. The Strategy's life has been set to 2041 to align with other major strategic planning documents such as Redland's City Plan, Smart and Connected City Strategy, the Queensland Government's *South East Queensland Regional Plan 2017* (Shaping SEQ) and the Draft South East Queensland Regional Transport Plan.

Redlands Coast

Similar to other cities across Australia, Redlands Coast has a diverse transport network made up of major and local roads connecting the region, rail and bus services and a large water transit service connecting the mainland with the island communities. The implementation of the Redlands Coast Transport Strategy requires Council to work together with other transport agencies to deliver an integrated transport vision for the City.



Redlands Coast Southern Islands

City of Villages

The urban footprint of Redlands Coast is concentrated around the northern and eastern extents of the mainland as set out in the City Plan. The urban area in the north is serviced by the Capalaba and Cleveland Principal Activity Centres, while the Victoria Point Activity Centre services the key area of growth to the south of the region. These activity centres are supported by local activity centres throughout the region. Redlands Coast is home to three industrial areas in Capalaba, Cleveland and Redland Bay.

Urban growth in Victoria Point, Thornlands, Redland Bay as well as the Weinam Creek Priority Development Area (PDA) will play an important role in the growth in the south of the City and connecting Redlands Coast Southern Islands (RCSI) with the mainland. It is expected that Sheldon and Mount Cotton will maintain their rural character and provide a link to the more expansive natural environments that typify the Redlands Coast.



Toondah Harbour



REDLANDS COAST TRANSPORT STRATEGY 2020

Background

Redlands Coast of Yesterday

Transport around the Redlands Coast has changed considerably over its long history. Redlands Coast has been inhabited for more than 21,000 years with the Quandamooka people residing on North Stradbroke Island (Minjerribah), Moreton Island (Mulgumpin) and the Redlands Coast mainland. The trails carved throughout the Redlands Coast by countless steps of the Quandamooka people constituted the first transport corridors in the area. Following the closure of the Moreton Bay Penal Colony in 1842, early European settlers began to move around the Redlands Coast which was largely settled by farmers, timber-cutters and fisherman.

The Cleveland Rail Line was first opened in 1889, opening transport options to the City's residents and visitors as well as providing a means for the movement of produce to the nearby major city of Brisbane. Interestingly, in 1922 a Royal Commission on Public Works report recommended the railway be extended from Cleveland to Redland Bay, citing the 'route would serve the beautiful agricultural areas at Thornlands and Victoria Point.'

Farms slowly gave way to houses and a collection of small coastal villages became the Redlands Coast. The population increase from 5,000 in the 1940s to 154,312 in 2017, and as the population continues to grow into the future there will be an increased demand upon the transport networks, as shown in Figure 1.

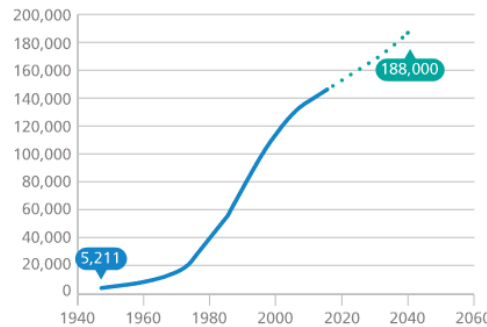


Figure 1: Population Growth of Redlands Coast
Source: profileid and ShapingSEQ



Southern Redlands Coast

Redlands Coast of Today

The Redlands Coast community

Population, average age and employment type are important data sets that inform key priorities and development of a transport system that is fit for purpose and serves the community. Redlands Coast residents are older than their neighbours in Brisbane with a median age of 41.1 years compared with 34.5 years respectively.

The population and employment in Redlands Coast is forecast to increase over the next 25 years. This sustained increase requires long-term planning on all elements of the City's transport system to ensure the networks can accommodate future demand.

As Redlands Coast has an older and aging population it makes sense that Health Care and Social Assistance is the strongest employment industry. This is followed by Retail Trade, Education and Training, and Construction.

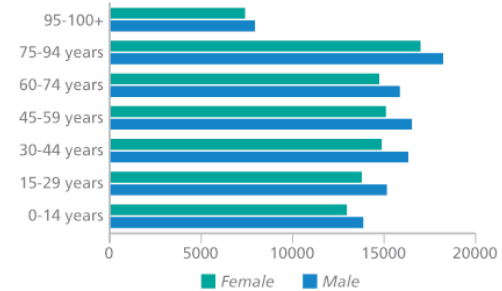


Figure 2: Age Pyramid
Source: profileid

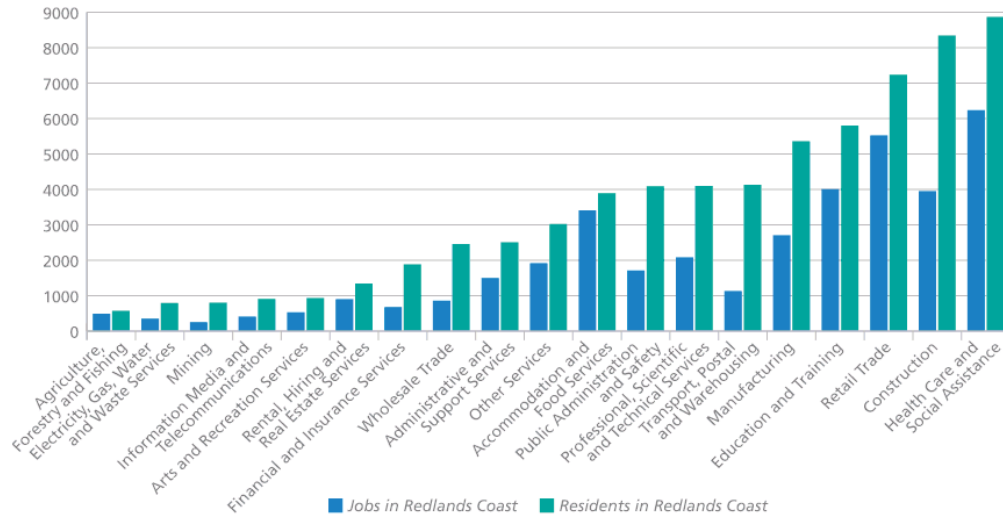


Figure 3: Employment by Industry
Source: profileid

The islands of Redlands Coast also have different economic circumstances than the mainland. North Stradbroke Island (NSI) is in the process of an economic transition from sand mining as its principal industry towards ecotourism, Coochiemudlo Island has a small local community with high amount of visitors, while the RCSI, also known as Southern Moreton Bay Islands, serve almost exclusively as private residences.

These demographics highlight the unique characteristics of the mainland and the diversity of the islands which require different transport planning approaches.

Redlands Coast has a low level of self-containment when it comes to employment with approximately 40% of residents working locally within the City. Brisbane is the most popular place of employment outside of the City, currently attracting 51% of full-time employed residents and 30% of part-time employed residents. The impact of low self-containment has a major impact on the transport system as residents travel longer distances on a daily basis to access their place of employment.

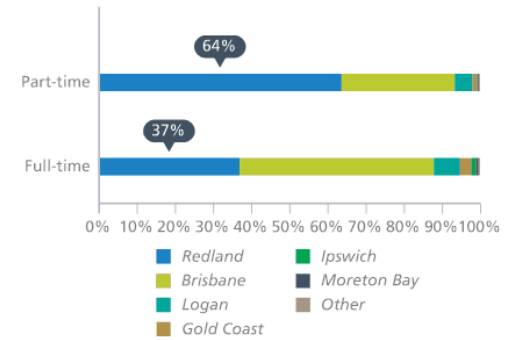


Figure 4: Place of Work for Redlands Coast Residents
Source: profileid



Cleveland Point

How do we move?

Journey to work

Redlands Coast is essentially a commuting population, with the majority of full-time employed residents travelling outside of the local government area for work.

This commuting pattern places particular stress on the limited connections between Redlands Coast and surrounding areas, which can prolong peak travel times and exacerbate congestion throughout the city.

For those employees travelling to Brisbane, 85% travel by private vehicle and 14% by public transport. Employees that remain within Redlands Coast predominantly travel to work by private vehicle (over 90%) with less than 5% using public transport or active modes such as cycling and walking. In comparison, approximately 10,500 workers travel into Redlands Coast each day, or 26% of the City's workforce. These travel patterns highlight a significant opportunity to improve the accessibility and utilisation of public transport for both employees traveling within and outside of the City.

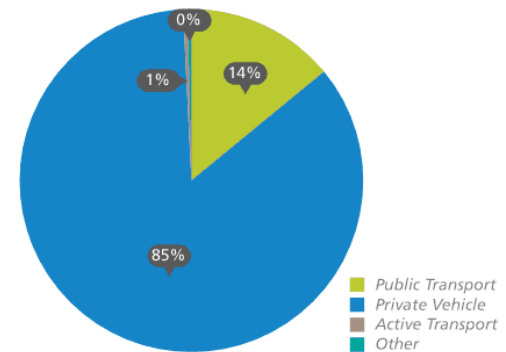
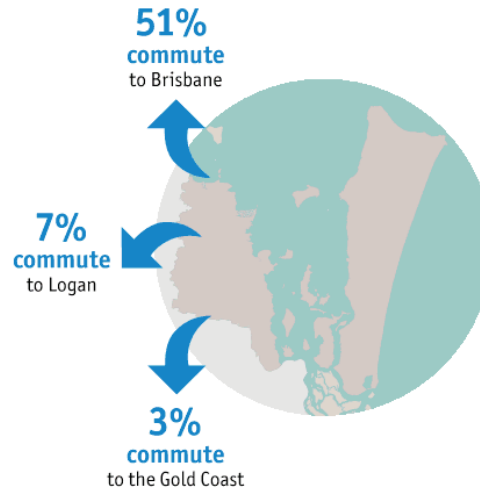


Figure 5: Method of Travel to Work – Residents Employed in Brisbane
Source: profileid



Cleveland Rail Station

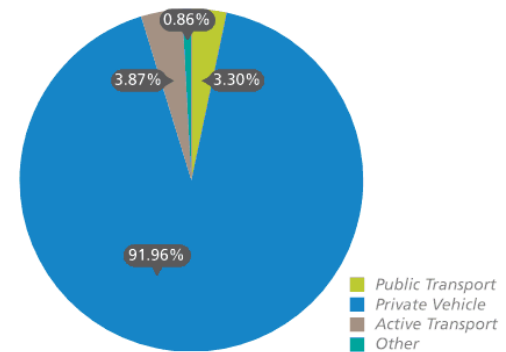


Figure 6: Method of Travel to Work – Residents Employed in Redlands Coast
Source: profileid

Active Travel

Simply put, active travel is making a journey under one's own volition (i.e. walking, cycling, wheelchair, etc.) and is the healthiest and greenest mode of transport. In 2016 less than 5% of the Redlands Coast community either walked or cycle to their job (within the Redlands Coast). Conversely, active travel modes for recreational purposes is quite popular with approximately 27% of trips completed by walking or riding. This is consistent with the geographical advantages and the beautiful natural environment of the Redlands Coast.

While cycling participation across the population highlights that a proportion of the community choose to cycle (approximately 30% over the past year), there is a declining trend of cycling across the Redlands Coast community.

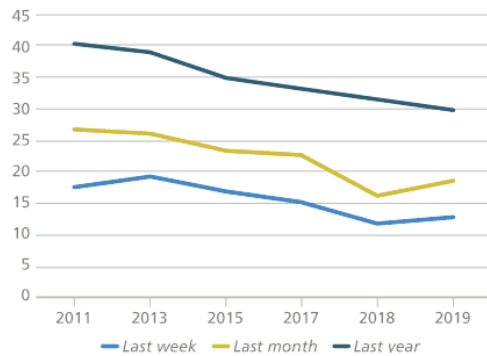


Figure 7: Cycling Participation
Source: National Cycling Participation Survey 2019



Track and trail network

Redlands Coast is complemented by a natural environment that winds its way through the urban environment providing track and trail linkages as well as important nature refuges. The network of corridors is designed to benefit animals, plants, residents and visitors.

The network is made up of three hierarchies:

- 1 Trunk connections which are the main north-south and east-west connections
- 2 High order collector links connecting to the trunk connections
- 3 Local connectors that have the least volume of traffic and primarily serve the first or last link of a journey.

The track parks and conservation areas present an opportunity for the Redlands Coast to leverage from the natural beauty and provide world class active transport facilities.

- Redlands Coast Track Park
- Bayview Conservation Area
- Don and Christine Burnett Conservation Area
- Eastern Escarpment Conservation Area
- Ford Road Conservation Area.



Public Transport

Redlands Coast has a broad public transport network that consists of rail, bus and ferries. The network has been designed to service a large percentage of the population to utilise public transport and there are currently over 1 Million trips annually started in the Redlands Coast, as either intra-city or inter-regional trips.

The northern part of the Redlands Coast is serviced by the Cleveland Rail Line with five stations in total being Thorneside, Birkdale, Wellington Point, Ormiston and Cleveland. It is important to note that the Cleveland line is currently the longest section of single track in South East Queensland (approximately 26km between Manly and Cleveland stations). Consequently the length of single track does limit the frequency of rail services to Cleveland.

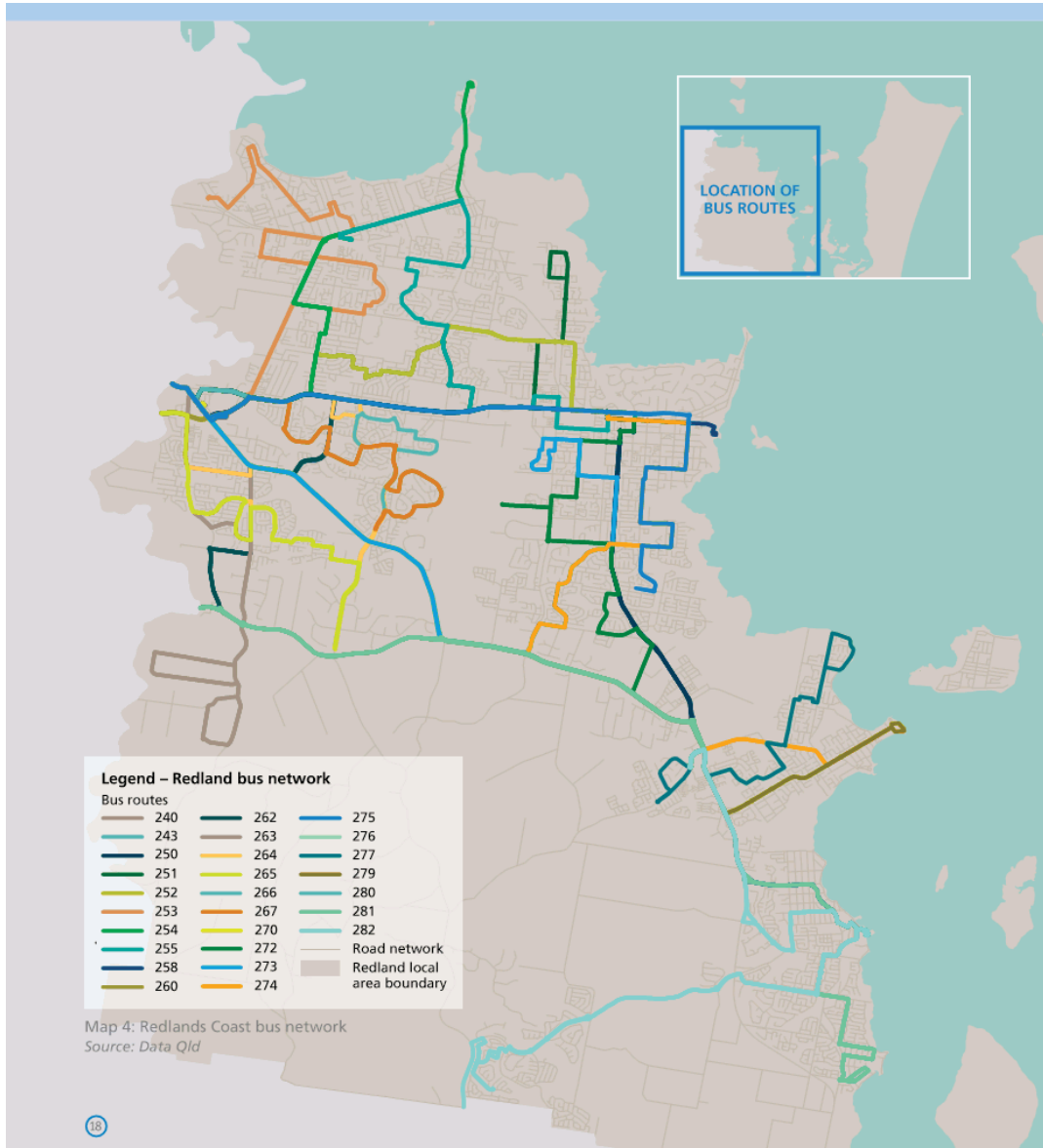
On the mainland there are currently 27 bus routes that operate across the Redlands Coast. A bus also operates on North Stradbroke Island, servicing the townships of Dunwich, Amity Point and Point Lookout. This service is managed by Department of Transport and Main Roads (TMR) as North Stradbroke Island is within a declared Mass Transit Area. The RCSI and Coochiemudlo Island are currently not serviced by a TMR managed bus service, as these islands are not a declared Mass Transit Area. However, a small shuttle service is currently operating on Macleay Island which is privately operated.

There are also a number of private school bus services that operate in the Redlands Coast. School bus operations have a pivotal role in providing a mass transit to school pupils.

While buses are able to cover a much larger proportion of the population, due to the dispersed nature of the urban settlement the frequency and efficiency of bus services is compromised. Buses also compete for road space with private and commercial vehicles because there are no dedicated bus lanes in the City. This leaves services susceptible to congestion and diminishes the perceived benefits of public transport due to poor travel time reliability and on-time running.



Redland Bay Marina bus interchange



Water Transport

Redlands Coast is unique as having the largest population of island residents in South East Queensland, wholly reliant on water transport to access the mainland. Redlands Coast foreshore is in high demand and it is important that sustainable high quality measures are implemented to embrace co-location. Water transport is critical as being the sole connection for the island communities.

Access to the RCSI is provided via the Redland Bay Marina (Weinam Creek Ferry Terminal) from which both passenger and vehicle barges operate between the mainland and the islands. The passenger ferry is an integrated Go Card service, to which Council contributes to the integrated ticketing system. The vehicle and passenger ferry services are primarily patronised by RCSI residents.

Services to and from Coochiemudlo Island are mostly patronised by the island's residents, however Coochiemudlo Island is also popular with visitors and day trippers. Both the passenger ferry and the vehicle barge services depart the mainland at Victoria Point.

Services to and from North Stradbroke Island (NSI) are patronised by both residents and tourists. The passenger ferries and vehicle barge services are managed by private operators and there is no Go Card integration. All of these services depart the mainland from Toondah Harbour, Cleveland.



RCSI ferry terminal

Road Network

Having a fit for purpose road network is an important element in achieving a sustainable transport system and road transport in the City hinges on a small number of strategic routes. There are three major east-west routes and two north-south routes, all of which are state controlled roads. The east-west links provide connectivity to neighbouring local government areas and are therefore the more utilised sections. There is little network resilience when traffic incidents occur or during periods of congestion as the distance between the strategic routes deters drivers from seeking alternate routes.

The majority of the key routes to, from and within Redlands Coast are via the state controlled road network. In order to provide road users with a seamless and resilient road network that can accommodate present and projected growth, Council and the State Government need to garner a one network approach. This will include Council working with the State Government to assist in the prioritisation of network and corridor upgrades.

A road network that operates at a high efficiency is a desired objective from the life of this strategy and upgrading of road corridors is a key element at achieving this objective. However, it is important to note that in some cases the upgrading and expansion of a road network will not translate into long-term reduction in congestion or improved travel time. This factor is often referred to as “induced demand”, which put simply is when road capacity is increased, the added capacity is immediately filled by additional vehicles, and in some instances the additional vehicles now using the road includes previous users of active and/or public transport. This then weakens the case for investment in active travel/public transport networks. For example, after a road is upgraded, more drivers then choose to use the road, who didn’t previously, thereby filling up the additional capacity.

The effective operation of the higher order roads in the Redlands Coast is a priority because these roads should accommodate the majority of road traffic, however future upgrades should be based on the following three factors:

- 1 Generated traffic reduces the predicted congestion reduction benefits of road capacity expansion
- 2 Induced travel imposes costs, including downstream congestion, accidents, parking costs, pollution, and other environment impacts
- 3 The additional travel that is generated provides relatively modest user benefits, since it consists of marginal value trips.

Future Transport/Green Corridors

There are four future transport corridors which add value to the Redlands Coast transport network, two internal and two external. The two defined transport corridors within Redlands Coast are:

- 1 Northern Arterial corridor which extends from Ormiston to Birkdale
- 2 Cleveland to Capalaba corridor which connects Capalaba and Cleveland via Alexandra Hills.

These transport corridors are critical to the future operation of the transport network. It is envisaged that these corridors would primarily serve as public transport and green corridors.

The two corridors external to Redlands Coast are:

- 1 Redland City to Port of Brisbane corridor – extension of Tilley Road and Lindum level crossing removal.
- 2 Coomera Connector – gazetted corridor parallel to the M1 between Logan Motorway and Nerang-Broadbeach Road, including a connection over the Logan River to Mount Cotton Road.

Freight

Although there are no heavy industrial areas or major regional freight routes in the City, two designated freight routes are currently available to carry approved Higher Mass Limit and Multi-Combination vehicles. These routes are located in the north connecting the Gateway Motorway with Toondah Harbour via Capalaba and the other in the south connecting Mt Cotton with the Pacific Highway. Beyond these specific routes, heavy vehicles travel on arterial roads with heavy vehicles making up less than 10% of vehicles on arterial routes throughout the City.

Parking

While the delicate balance of demand and provision of parking is an issue for consideration across all activity centres, within the Redlands Coast it is most critical at the City's gateways to the bay. Many island residents keep a private vehicle at these marinas parking in Council operated off-street carparks. Demand for these facilities is high, with long waiting lists for secure, allocated parking at Redland Bay Marina. In response to these pressures, there is also an opportunity to implement initiatives such as car share schemes at ferry terminals to provide opportunities for the local community to not rely on running a 'mainland' and 'island' vehicle.

The demand for Park 'n' Ride parking spaces across the City is also high at rail stations and bus interchanges. It is also important to note that the majority of users at a Park 'n' Ride station tend to live in the same suburb as the station and these distances are serviceable by active travel options.

The high demand for car parking at key transport hubs, popular recreational destination areas and Park 'n' Ride facilities reflects the current preference for private vehicles, the prevalence of free parking options and indicates a lack of mode choice for the Redlands Coast community, in particular the need to address transport services at the beginning ('first mile') and end ('last mile') of a journey.

The prevalence and reliance on long-term free parking at key destinations also reflects the ingrained expectation of car parking within the city's activity centres.

Road Safety

In the five year period between 2012 and 2016, there were 973 vehicle crashes on Redlands Coast roads. Those crashes resulted in 14 fatalities, 490 hospitalisations, 587 instances of persons receiving medical treatment, and 225 persons sustaining minor injuries.

While many of these crashes occurred on the state controlled road network, a concerted effort to enhance the legibility of the entire road network and improve the safety of road user behaviour will be required.



Capalaba Park 'n' Ride

Investing in the Local Transport Network

Council is responsible for the planning, delivery and maintenance of the local transport network. The local transport network includes the road, pathway and marine infrastructure and facilities.

Every year Council commits approximately \$50–60M for planning, delivering and maintaining the local transport network.

Not only does Council advocate to State Government for regionally significant transport projects that will benefit the Redlands Coast, Council also delivers significant transport projects. The major projects that Council is planning to deliver over the next 30 years include major road and pathway projects. This commitment to delivering a transport projects demonstrates Council's dedication to achieve a high quality transport network. Ongoing investment into the network also highlights Council is not relying solely on upgrades on the State Government network.

The major transport projects that are projected to be delivered¹ by Council include:

- Major road upgrades:
 - Wellington/Panorama
 - Kinross Road
 - School of Arts Road
 - Valley Way/German Church Road
- SMBI Green Seal Program
- Delivering pathway network programs across the city.

There are also regionally significant projects that Council is committed to being delivered across the City. These projects include:

- SMBI Ferry Terminal Upgrade
- Moreton Bay Cycleway
- Principal Cycleway Network.

¹ Projects identified in the Local Government Infrastructure Plan (LGIP) are delivered subject to network demand.



Who is responsible?

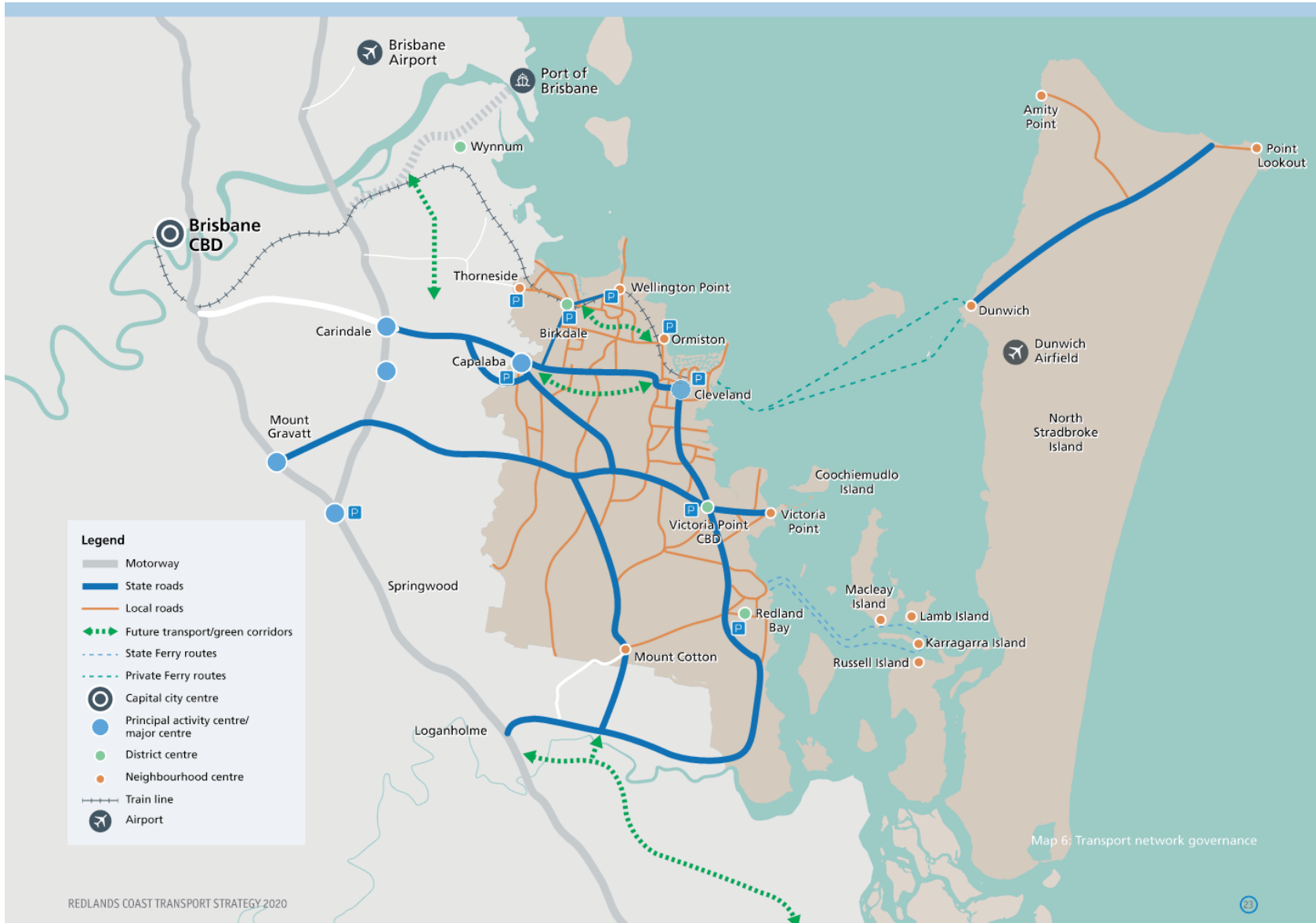
The transport network across Redlands Coast is extensive and the roles and responsibilities for managing the network sits with a number of agencies.

The governance of the transport network within the City and at its key gateways is also highlighted in the transport network governance map.

Table 1: Transport Network Responsibility

Role	Responsibility	Agency
Planning	Managing the state-controlled road network	State Government
	Managing service planning of public transport (buses, trains and ferry) via TransLink	State Government
	Management of the rail network	State Government
	Planning, delivery and management of local road network, pathway network	Local Government
Service Provider	Operator of bus fleets	Private
	Operator of ferry and barge fleets	Private
	Taxi and ridesharing, and community transport providers	Private
Asset Management	Maintaining state road network	State Government
	Maintaining local roads, bus stops and pathway network	Local Government
	Maintaining boat ramps and ferry terminals	Local Government





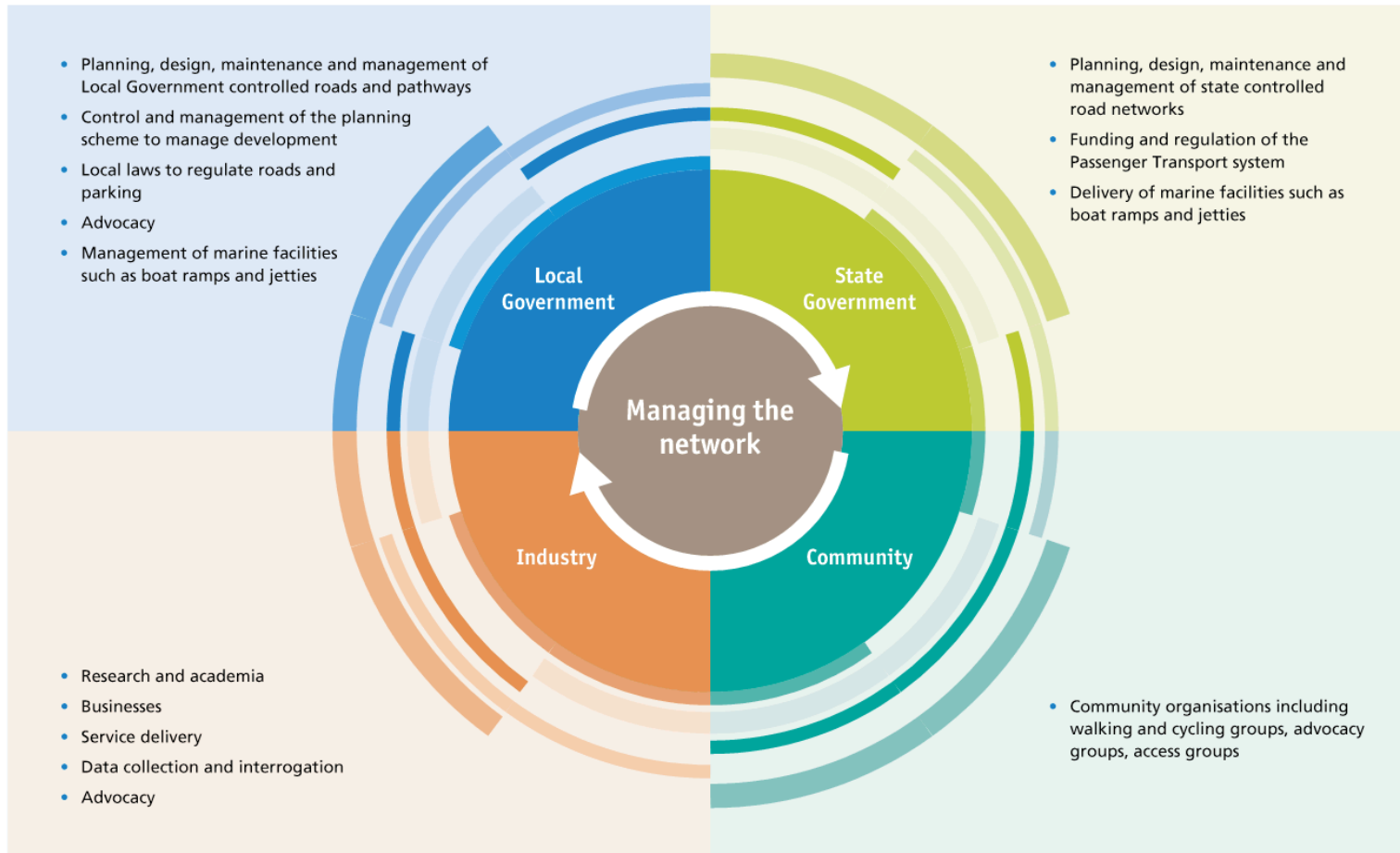


Figure 8: Network management

Delivering the Strategy

How do we get there?

The Strategy provides a new approach to meeting the future transport and development needs of Redlands Coast. Implementing the Strategy will require strong partnerships with government, industry and the community. This strategy outlines the overarching principles for Council to plan for urban growth, transport policy, services and infrastructure to reach our goal for a vibrant city, and a legacy of the beauty of our sensitive environmental areas and agricultural land.

It is essential that transport solutions provide communities with viable alternatives to the private motor vehicle to access services, employment and recreational opportunities.

The themes defined to realise the vision of the Redlands Coast Transport Strategy are:

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

For each identified theme, a suite of objectives have been created to guide future planning and actions to realise the themes. Targets have been set for each theme to assist with the monitoring of the Strategy and ensure actions are measurable. The targets have been developed based on past trends in the City's journey to work data, and extrapolated to align with the ambitions of this Strategy. The actions outlined within the implementation plan for the strategy will be undertaken to achieve these targets each year.

<p>Integrated, Innovative and Sustainable Planning</p>  <p>Increase population density and pedestrian connectivity of Activity Centres</p>	<p>Leadership, Governance and Decision Making</p>  <p>Investigate alternative funding mechanisms to deliver transport projects</p>	<p>A Liveable, Active and Prosperous City</p>  <p>Increase walkability and access to key public transport nodes</p>	<p>A Connected and Accessible City</p>  <p>Increase in walking and cycling for all trips</p>	<p>Positive Education and Behaviour</p>  <p>Implement successful travel behaviour change and road safety programs</p>
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Themes and objectives

Integrated, Innovative and Sustainable Planning

- Undertake integrated and innovative land use and transport planning coordinated across industry and government
- Prioritise integrated planning outcomes which provide positive environment, social and economic benefits
- Adopt technology, innovative thinking and alternative solutions tailored to the Redlands Coast context

Leadership, Governance and Decision Making

- Advocate on behalf of the community to deliver transport solutions
- Fund the delivery and implementation of the Redlands Coast Transport Strategy and support new/alternative funding and delivery mechanisms
- Improve collaboration and strengthen partnerships between community, business and governments
- Develop and maintain a strong culture of genuine, innovative and representative engagement
- Promote and apply best practice to deliver outcomes which best serve the Redlands Coast
- Improve knowledge and evidence base to support decision making, advocacy and outcomes of initiatives

A Liveable, Active and Prosperous City

- Improve access to, and connectivity between, key natural assets for residents and visitors
- Support the development of high quality built environments which encourage active transport use
- Support new and existing economic activity and tourism opportunities within Redlands Coast
- Improve transport network resilience and ease of adaptation to changing circumstances

A Connected and Accessible City

- Improve intra and inter-regional connectivity, including sustainable transport modes
- Advocate for high quality, appealing and integrated public transport to benefit the Redlands Coast community
- Improve safety and access to transport hubs and key community services for all ages, abilities and incomes
- Develop a network of complete, integrated and appealing active transport networks with supporting facilities
- Improve access and movement options to, from and on the islands to meet the needs of residents, visitors and businesses
- Increase the safety and efficiency of existing planning road space in light of the desired strategic function, surrounding environment and community need
- Car parking supports land use intents and is complemented by sustainable transport

Positive Education and Behaviour

- Support and facilitate the dissemination of clear, relevant and useful travel information
- Increase awareness of travel options and impact of choice
- Increase travel behaviour change initiatives
- Reduce the need for private vehicle use

Integrated, Innovative and Sustainable Planning

Undertake integrated and innovative land use and transport planning coordinated across industry and government

The development pattern of a City is vital in connecting communities and has a fundamental impact on how people travel. Transport factors such as public transport provision and service quality; road network efficiency; active transport infrastructure provision and amenity; parking supply; and travel demand management policies; heavily influence not only where people choose to live but also where businesses locate. The integration of planning outcomes therefore is critical to implement a sustainable transport network that improves our quality of life and that of our children.

Prioritising the planning and delivery of less intensive transport modes ensures the environmental impact of travel choices also needs to be clearly considered when planning the transport network.

Similarly to adopting more efficient transport modes an equally effective outcome is creating communities that are well connected to high quality public transport systems and reducing encroachment into greenfield areas. This will also strengthen the hierarchy of activity centres within the region and encourage development of these centres to advocate for focused sustainable transport investment.

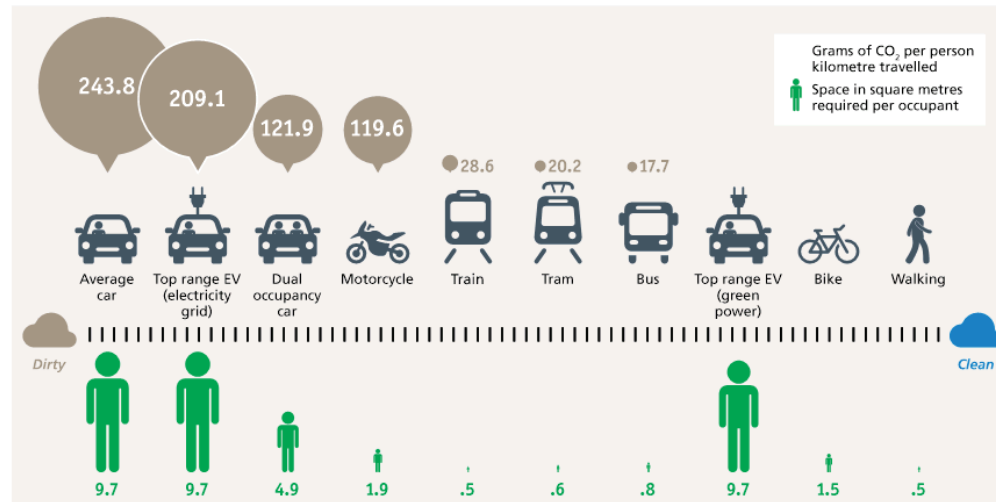


Figure 9: Transport emissions versus space
Source: Institute for Sensible Transport, 2018

Local area transport plans for the City's principal, major and specialist activity centres along with the key transport nodes will enable Council to coordinate both local and state government funding along with private investments in walking, cycling, public transport, parking, freight and road networks.

Integrated, Innovative and Sustainable Planning

Prioritise integrated planning outcomes which provide positive environment, social and economic benefits

There are several key links in the transport network that are not managed by Council and this severely limits Council's ability to control this part of the network. While direct control is not possible, Council's role in managing the state controlled network in Redlands Coast is to work with TMR to prioritise network improvements that will be the most beneficial to the whole transport network and community. Notably, it is imperative that upgrades to the state controlled network are coordinated to ensure the future functioning of all transport networks.

To achieve a sustainable and resilient transport network these upgrades will occur in conjunction with improvements to the local road, active travel and public transport networks. These factors highlight the partnership that must occur between Council and TMR as well as neighbouring local governments, industry bodies, non-profit organisations and community groups to ensure efficient and effective transport operations within and around the City.

Travel Demand Management integrates transport and land use planning to minimise excessive demand on the transport network. The premise for travel demand management is to achieve greater mode share in order to create a more diverse and resilient transport network. A holistic travel demand management policy outlines a mode share target and travel behaviour programs and initiatives to achieve the targets.

Adopt technology, innovative thinking and alternative solutions tailored to the Redlands Coast context

Council has a keen interest in the emerging transport technologies, such as electric vehicles (EV), autonomous vehicles (AV) and micro-mobility solutions. As new transport technologies and solutions emerge, new infrastructure and up-to-date policies are required to accommodate their implementation. A handful of EV charging stations have been installed on private property at Capalaba, Cleveland and Mt Cotton along with shopping centres in Brisbane and the Gold Coast. Destination charging provides both conveniences for EV owners, while also prioritising parking spaces at activity centres for residents who choose a more sustainable transport option.

The internet of things (IOT) is a network of connected devices that can be used to measure, report and control transport assets. The IOT is the technology behind Intelligent Transport Systems (ITS). ITS technologies range from Bluetooth and induction detectors to automatic road enforcement and variable speed signs. Bluetooth detectors are currently installed along key road corridors and intersections throughout the City. This data allows Council to quantify how the road network is performing and also assist the development of works programs to upgrade transport infrastructure.

Ride sharing services are creating a paradigm shift in personal transport and mobility. For the first time ever, a person's mobility can be controlled by their smart phone. In the coming years, this technology is likely to expand to include additional operators and other modes of transport in the shared economy. This concept called 'Mobility as a Service' (MaaS), envisions that residents would be able to travel seamlessly from point to point, utilising different shared resources including bike shares, demand responsive transit, ride hailing and public transport. Benefits of the concept include a potential reduction in vehicle ownership due to the affordable and equitable accessibility of other transport modes.



Figure 10: Mobility as a Service

Leadership, Governance and Decision Making

Advocate on behalf of the community to deliver transport solutions

To have a clear path forward, Council needs to develop and maintain a leadership role in all facets of transport planning and delivery in the Redlands Coast. There is a strong history of collaboration between Redland City Council, neighbouring Local Governments, State Government and Federal Government, industry and the community. Notably, historic investment in transport projects have been the result of partnerships and leadership from Council.

As there are a number of state controlled networks within the Redlands Coast it is essential that Council has a strong advocacy presence. A key function of the Redlands Coast Transport Strategy is to inform effective advocacy for safe, efficient and accessible transport options for the Redlands Coast community.

To achieve effective advocacy Council intends to utilise evidence-based planning to inform decision making. Evidenced-based planning will enable greater justification and the ability to leverage business case development when advocating for a project or outcome.



Leadership, Governance and Decision Making

Fund the delivery and implementation of the Redlands Coast Transport Strategy and support new and/or alternative funding and delivery mechanisms

The role of the Redlands Coast Transport Strategy is to guide transport planning, policy and investment in the transport network by Council and other key stakeholders, particularly the State Government.

The vision and priorities defined in the strategy will be delivered through the prioritisation of available budgets and by maximising external funding opportunities.

Improve collaboration and strengthen partnerships between community, business and governments

Creating opportunities to embrace innovations and alternative solutions from community and industry, in relation to transport, will enable a more seamless and coherent transport system. Council will need to be flexible and collaborative to enable the integration of such systems to improve the outcome for the end user of the transport system, the community.

Develop and maintain a strong culture of genuine, innovative and representative engagement

Engagement tools that are capable of reaching a wider range of the community and improving the level of engagement on key transport related issues, planning and projects will be supported. This includes the establishment of relevant community groups to provide feedback to Council and to assist in advocacy roles.



Raby Bay Harbour

Promote and apply best practice to deliver outcomes which best serve the Redlands Coast

Best practice outcomes will be achieved by exploring new opportunities and developing new techniques in the planning, implementation and monitoring of the transport network and its integration with land use planning. Council will continue to strive for the best transport outcomes for the community, and seek out opportunities to partner with leaders in transport related fields such as, universities, research agencies, innovators and action groups.

Improve knowledge and evidence base to support decision making, advocacy and outcomes of initiatives

You can't manage what you don't know. Collecting, collating and analysing data enables informed decision making. Having a greater understanding of travel behaviours enables more effective investment in the transport network and advocacy.

Adopting more effective ways for analysing data will enable Council to be more informed and develop evidence-based planning. The collection of relevant data is critical to the understanding of the transport system, its evolution and the effectiveness of mitigation measures. It is also able to play a key role in informing the community of their impact on the environment and assisting them to plan journeys and select travel options that are more sustainable.

A Liveable, Active and Prosperous City

Improve access to, and connectivity between, key natural assets for residents and visitors

Achieving a high quality urban environment is fundamentally reliant upon delivering a transport network that is design and constructed for the community. The principles for an integrated land use and transport system relies upon a design outcome for the human scale, or is people focussed. This means that the moveability of people within the community, and the lives and experiences of the community is the top priority. While creating spaces that foster a sense of community (human scale) is an important objective of the transport network, it is equally important a high quality network is delivered to other nodes (such as industrial or rural enterprise) that are reliant upon different aspects of the network. In these areas, it is essential that the network prioritises the movement of goods and services.

Transport planning needs to put people first and foremost, as all trips start and finish with some form of pedestrian activity. By designing for pedestrians, this will help make the transport system safe and accessible for everyone. This includes designing public transport facilities, car parks, streets and intersections with vulnerable road users in mind. The objectives and priorities outlined in this strategy have been developed to align with the hierarchy of modes.

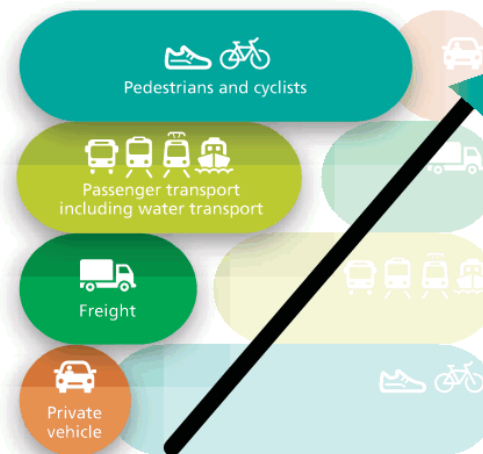


Figure 11: Network design principles

Connected bay and accessible islands

Moreton Bay provides the vital link between the islands and the mainland for both residents and tourists. Recreational access to the bay, in the form of boat ramps and jetties, is provided at several locations across the islands and the mainland. These facilities offer easy access to the bay while also providing parking for boat trailers. Given the natural beauty of our bay, these facilities are in high demand. Due to the large area of land required for manoeuvring and parking boats and trailers difficulty exists in co-locating boating infrastructure with open space foreshore areas.

The marinas and harbours of the City are key transport nodes which facilitate the important link between the mainland and the islands, it is vital that this infrastructure is not only fit for purpose but planned and delivered to accommodate future demand. It is paramount that both Council and the State Government continue to improve their facilities to meet the changing needs of water transport in the City and the bay, particularly as a result of the economic transition for NSI.

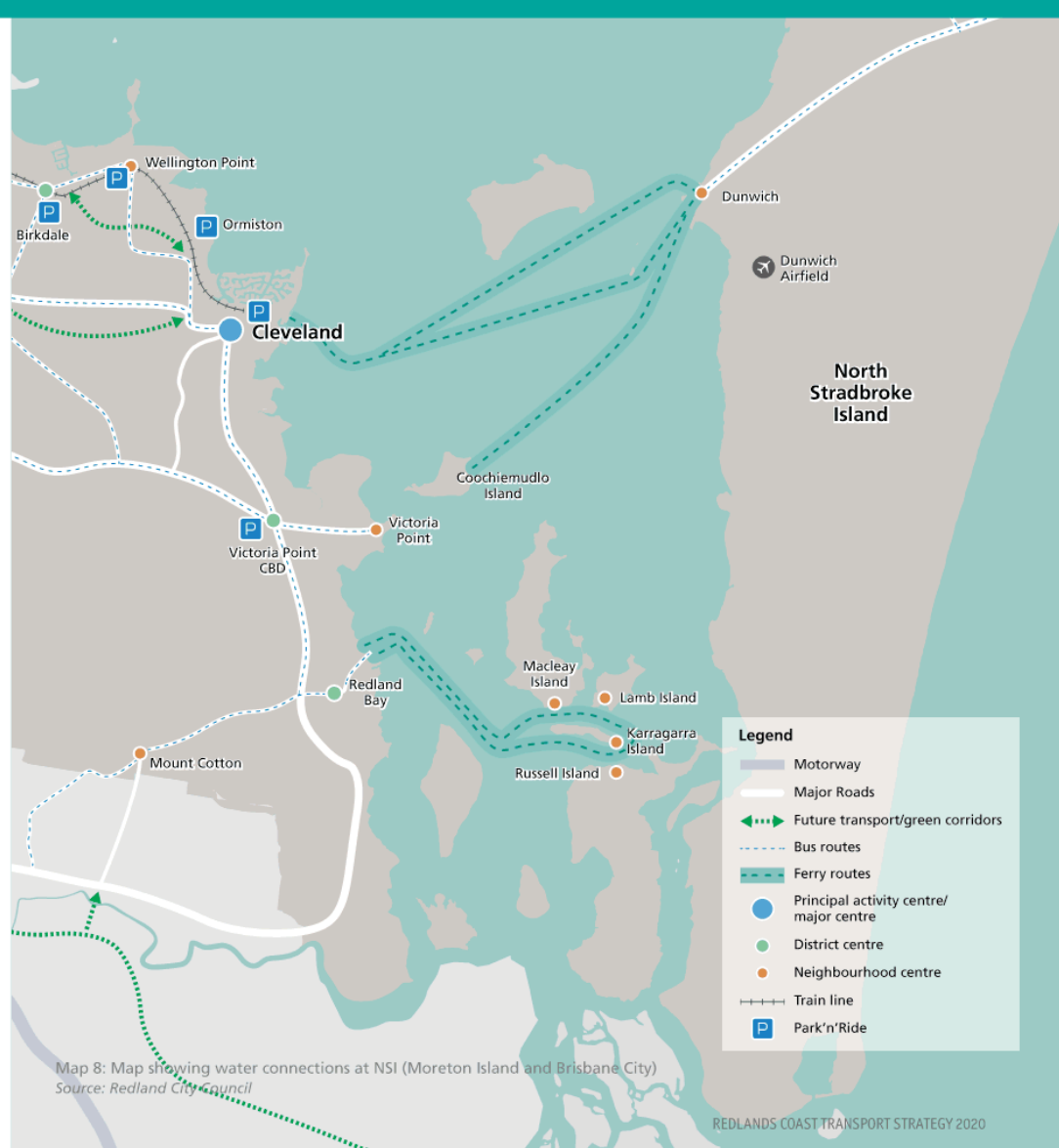
As water transport does not exist in isolation, integrated public transport connections and parking at these facilities are critical to their efficient operation and to meet the needs of residents and tourists.

An integrated system that provides seamless ticketing and connectivity between the mainland and island communities needs to underpin the transport network. Having a series of island communities should not be an impediment to maintaining a successful transport system that meets the needs of the community. A high quality transport system would contribute to fostering a tourism economy to these locations.

A Liveable, Active and Prosperous City



Point Lookout, North Stradbroke Island



A Liveable, Active and Prosperous City

Support the development of high quality built environments which encourage active transport use

Active transport is the healthiest and greenest mode of transport. In 2016, less than 5% of residents either walked or cycled to their job in Redlands Coast. Recreational cycling in Redlands Coast is much more popular than cycling to and from work, with travel surveys indicating that 27% of intra-city trips are by active transport.

There is an extensive active transport network throughout the city consisting of on-road cycle lanes and an off-road pathway network. These cycle lanes are located on almost all major roads and connect each activity centre. Excluding the Capalaba-Alexandra Hills-Cleveland commuter shared path, the remaining shared paths are classified as recreational as they typically skirt the coastline or parklands rather than providing direct travel paths to key activity centres and this is typified by the Moreton Bay Cycleway. Delivering high quality infrastructure that protects cyclists and offers a direct route would substantially increase the attractiveness of cycling in the city.

Beyond infrastructure, distance and topography are key factors that influence the choice of active travel methods in the Redlands Coast. The land surrounding the foreshore is relatively flat with slight undulations and conducive to active travel, this is reflected in the percentage of recreational active travel trips. Similarly the northern part of Redlands Coast is characterised by fairly consistent topography and more suited to active transport.

There are portions of Redlands Coast which require innovative solutions to foster active transport, such as rural and lower density areas straddled by major roads which have no or limited capacity to accommodate pedestrians or cyclists. Where a member of the community chooses to reside should not limit their ability to access safe and accessible active travel options.



Active school travel

Historically, school-aged children have the highest participation rate for active transport. However, these figures have dropped in recent years and there is a correlation between this decline and the increased numbers of private vehicles around schools which discourage parents from allowing students to walk or cycle to school. This is often a result of parents having limited time to supervise active transport trips to and from school due to their own long travel times to their place of work outside Redlands Coast. There is an opportunity for Council to implement travel behaviour initiatives, such as Active School Travel, to encourage more students and parents to walk or cycle to school.

Increasing the walkability and cycle-ability of the City's employment and residential areas, and reducing the need for people to travel by car, will improve the efficiency and sustainability of the City. Walking and cycling uses minimal fossil fuels and is a pollution-free mode of transport. Specifically, cycling 10 km each way to work would save 1500 kg of greenhouse gas emissions each year. Also, as traffic delay and congestion in Australia's six major cities account for around 13 million tonnes of greenhouse gas emissions each year, cycling during peak hours would contribute to further emission reductions by reducing congestion and improving traffic flow.

Support new and existing economic activity and tourism opportunities within Redlands Coast

The foreshore, the bay and the islands are natural assets that are hugely valuable to the Redlands Coast and have potential to grow tourism and related employment opportunities. This is particularly relevant to the North Stradbroke Island where the local economy is beginning the transition away from sand mining. Coochiemudlo Island is also extremely popular for day visitors while the RCSI are largely an untapped tourism opportunity.

A key part to achieving greater visitation and tourism opportunities is ensuring the gateways and transport systems servicing the islands are of a high quality, accessible and efficient. The provision for continued improvements at these critical gateways is a key component in achieving the transport vision.

Improve transport network resilience and ease of adaptation to changing circumstances

Redlands Coast transport system needs to be resilient and adaptable to a changing environment. A resilient network is able to accommodate demands during critical planned and unplanned events as well as broader travel patterns.

Broad travel patterns include changes to settlement patterns, lifestyles or emerging/disruptive technology. In providing a transport system for the community, Council will work with other relevant transport agencies to provide resilience in our transport network (e.g. working with service providers to create a highly efficient and effective school bus system). By utilising a framework for smart cities and digital connectivity, Council will be able to implement smart solutions that optimise the use of existing infrastructure and also the operational efficiency of the network when changes occur.

“
The foreshore, the bay and the islands are natural assets that are hugely valuable to the Redlands Coast and have the potential to grow tourism and related employment opportunities.
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Point Lookout, North Stradbroke Island

A Connected and Accessible City

Encourage safe, sustainable and equitable movement throughout the region

Redlands Coast is largely a commuting population, where a significant proportion of workers leave the city each day for work. The overwhelming majority of these journeys are completed by car. To create a connected and accessible city there needs to be a more balanced modal paradigm. This includes creating a public transport system that services the community's needs and an active travel network that is safe and designed for the whole of community.

The southern portion of the Redlands Coast has a distinct rural character and over the next 15-20 years there is a significant amount of growth expected in this part of the City. The primary issue that needs to be resolved in order to accommodate this growth is the lack of effective public transport service, which translates into a high reliance on private vehicles for daily journeys. To accommodate this demand on the transport network, appropriate measures need to be implemented to ensure a high functioning local road network as well as fit for purpose public and active transport opportunities to give the community viable transport choices.

The northern extent of Redlands Coast is serviced by Queensland Rail's Cleveland line with five stations located at Cleveland, Ormiston, Wellington Point, Birkdale and Thorneside. The Cleveland line is currently a single track between Manly and Cleveland.

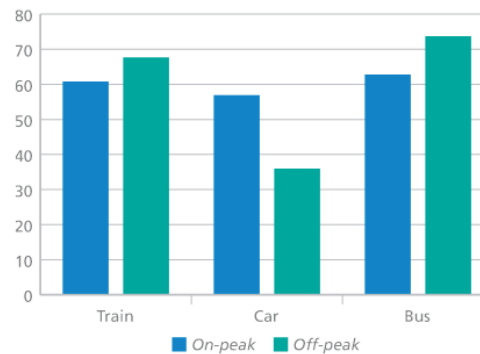


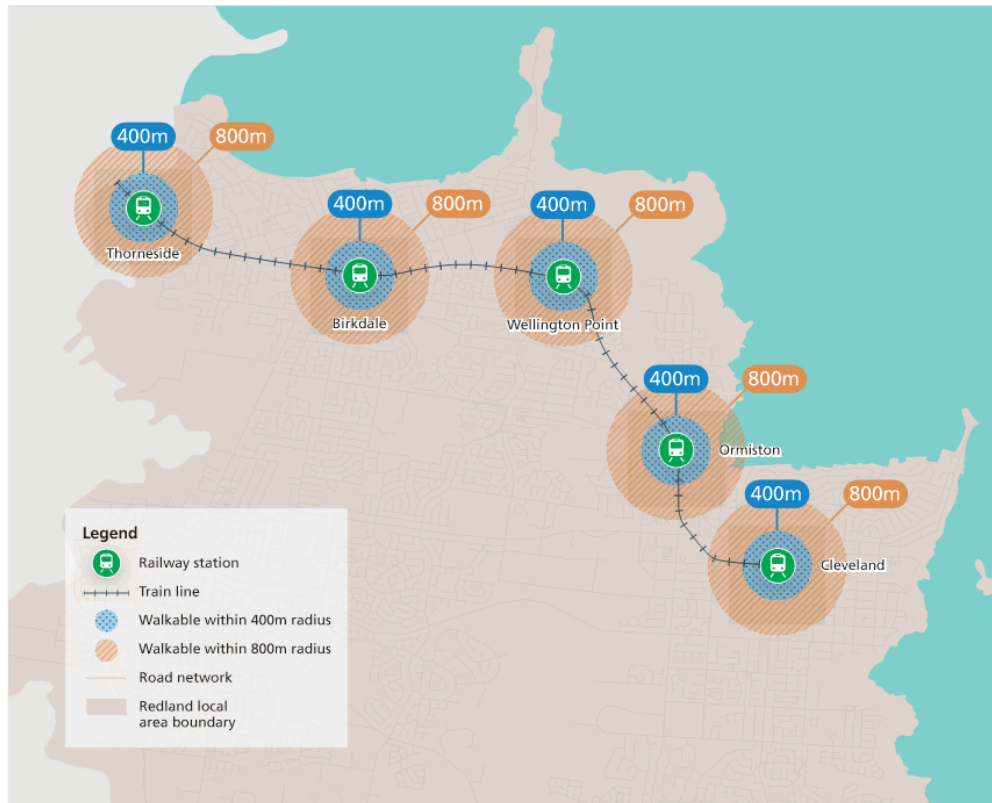
Figure 12: Journey Times – Cleveland to Brisbane CBD
Source: TransLink Journey Planner

The circuitous route taken by the Cleveland rail line increases travel time and makes this mode undesirable to some potential passengers, as shown in Figure 12. Inevitably this time difference means commuters will predominantly choose to drive rather than travel by train.

The upgrading of the Cleveland rail line and achieving greater operational efficiency is a high priority for Council. The train line has a greater ability to function as a high quality mass transit service that can underpin the shift towards greater public transport ridership and visitation to Redlands Coast from outside the local government area. Council also supports the delivery of Cross River Rail as a catalyst project to enable greater operational capacity across the entire rail network.

There are Park 'n' Ride facilities at each station and connecting bus services at Cleveland, Birkdale and Thorneside. In the past, travel surveys have indicated that almost 40% of passengers drive to the rail stations, resulting in high demand for Park 'n' Ride spaces at Birkdale, Ormiston and Wellington Point.

Data on the travel behaviours of residents that catch the train found that the majority of residents will use the closest the station and most travelled to the station via a car. There are a number of factors that attribute to this travel behaviour such as the convenience of driving to the station, free all day parking at the Park 'n' Ride facility and the lack of quality end of trip facilities that would encourage active travel modes. While Park 'n' Ride facilities have a role at transport nodes, the long-term function of these facilities needs to be determined. To achieve a more balanced mode share, greater emphasis on providing the right facilities and infrastructure to encourage commuters to walk or cycle to a key node (station or interchange). Integrating land use and transport planning also means that the value and use of land in close proximity to key nodes needs to compliment the transport network and facilitate a safe, sustainable and accessible services.



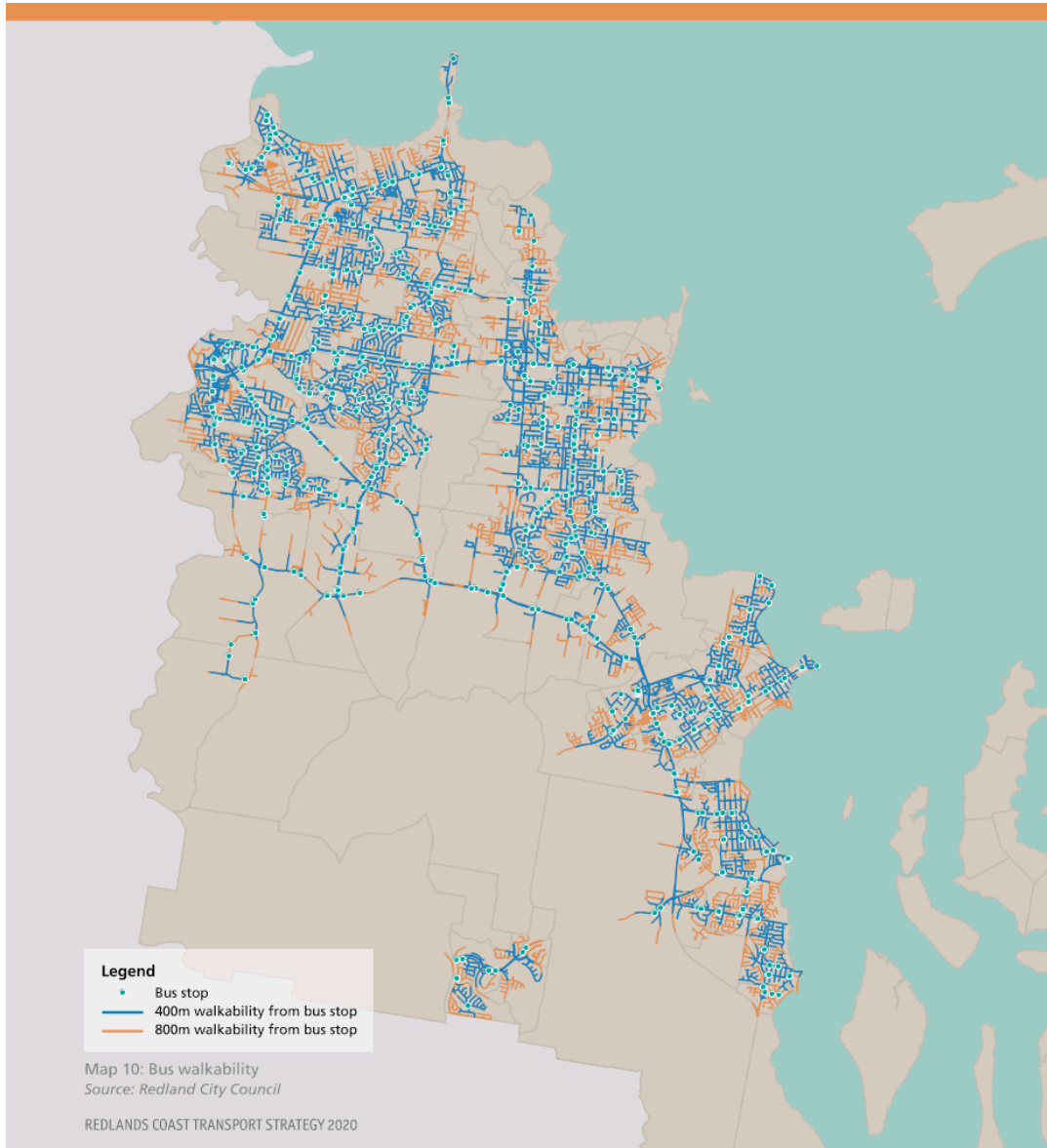
Map 9: Rail walkability
Source: Redland City Council

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Advocate for high quality, appealing and integrated public transport to benefit the Redlands Coast community

The bus service currently offered to Redlands Coast is what is commonly referred to as a “coverage service”. A coverage service is defined as a service designed to maximise access to public transport for the greatest area. Conversely, the other key service type is known as a “patronage service”, and the purpose of a patronage service is to achieve maximum ridership on key corridors or to and from key trip generators. While servicing a larger proportion of the population, as shown in Map 10, a coverage service is not the right fit for the Redlands Coast community. A large percentage of the working population travel outside of the Redlands Coast to work and a majority of these trips are completed by car. Low patronage on the bus network and an overall poor modal share across the city can be attributed to the current bus service not matching the community’s needs. A patronage service or “trunk and feeder” where priority movement or limited stops are in place to key corridors would align better with the community’s travel behaviours. A high-frequency service then operates along these key corridors for an extended period of time, enabling a “turn-up and go travel” option.

REDLANDS COAST TRANSPORT STRATEGY 2020



There are a number of benefits for introducing a rapid or high-frequency service for the Redlands Coast; however two key benefits can be outlined as:

1 Transport Choice

Introduce a bus service that reflects the commuting behaviours of the working community. This type of service would resemble a genuine transport choice between car and bus travel; and

2 First Mile/Last Mile & Transport Re-focus

Enable the re-utilisation of existing bus stops to act as feeder services connecting to key transport nodes, which will also provide flow on benefits and greater connectivity to activity centres. This type of service would also enable the connectivity of activity centres in the Redlands Coast, thereby making travel between the centres a more convenient option.

Introducing a more frequent service also has the ability to improve the economic feasibility of operating a service. Economic feasibility is achieved by a consolidated bus network through quicker, direct routes that enable buses to complete more trips and therefore carry more passengers.



Improve safety and access to transport hubs and key community services for all ages, abilities and incomes

Accessibility to public transport service is essential to fostering high patronage. A key factor to accessibility is ensuring transport hubs are walkable by the surrounding neighbourhood.

A walkability analysis highlighted that despite accounting for just over half of all public transport trips in the City, only 9% of the City's residents are within 800m of a rail station. This is tempered further by a pedestrian walkability analysis that shows that only 3% of dwellings within the City are within a practical 10 minute walk of a rail station due to the asymmetry of station accesses. With walkable access to rail covering such a small portion of the City, the bus network is able to be a more accessible form of transport for a larger proportion of the population (as shown in Map 10). This is particularly relevant in the growing southern areas of the City which do not have access to any other type of public transport.

A Connected and Accessible City

Another important aspect to improving the accessibility of public transport is encouraging cycling to a stop or station. While the accepted walkable catchment is considered to be approximately 800 metres, an acceptable cycling catchment is far greater at approximately 2 kilometres. Expanding the commuter catchment to 2 kilometres and beyond, substantially increases the number of potential commuters and also provides the opportunity to reduce the localised demand on Park 'n' Ride facilities. To achieve a sustainable transport patterns, there needs to be a shift towards cycling and walking to public transport rather than a reliance on private vehicles, this is particularly relevant for commuters that live within a walkable and cycle-able catchment.



Cleveland Station

REDLANDS COAST TRANSPORT STRATEGY 2020



Improve access and movement options to, from and on the islands to meet the needs of residents, visitors and businesses

The detached nature of the island communities add complexity to transport planning across the Redlands Coast. The provision of sustainable, accessible and equitable transport options are key to protecting the ecological diversity and the lifestyle options that these islands afford. The North Stradbroke Island economic transition will see major changes in the demand for transport with consideration to be given to the provision for an integrated passenger transport solution to, from and on the island.

Improvements to public transport for tourists and residents will assist in alleviating the parking pressures already occurring at the ferry terminals. A collaborative approach with the Quandamooka Yoolooburrabee Aboriginal Corporation, Straddie Chamber of Commerce, the tourism industry and the State Government is needed to provide fit for purpose, equitable and integrated transport solutions for access to NSI that align with the Minjerrabah Futures and Economic Transition Strategy. This includes the investigation of direct connections between NSI and the Brisbane CBD.

The integration of ticketing systems such as between buses and trains results in a passenger transport system that is more convenient, legible and easy to use. At present, however, there is no passenger transport ticketing integration between NSI and the mainland. This has implications for the convenience and efficiency

of the transport system as well as the overall visitor experience of the island. Council supports the integration of all passenger transport services throughout the Redlands Coast to improve the seamlessness of passenger transport systems. Addressing first and last mile services for island travel will also decrease the need for island residents to use private vehicles. This includes cost effective passenger transport services through collaboration with the State Government as service providers or industry as partners and could include Demand Responsive Transit (DRT).

Increase the safety and efficiency of existing and planned road space in light of the desired strategic function, surrounding environment and community need

Every year, close to 200 crashes occur within the Redlands Coast, and some of these result in death or serious injuries. In order to reduce the impact of crashes on the community, the frequency and severity of crashes needs to be actively monitored and reduced. To address road safety, the road network needs to become more legible in its design, improving the safety of all road users at all levels of the road hierarchy. As Redlands Coast road network is comprised of a combination of state and local government controlled roads, Council will work collaboratively with other road authorities to achieve a safer road environment for all users.

The Safe System Framework guides road safety policy across all Australian jurisdictions. The basic premise of the Safe System approach is that road fatalities and serious injuries are unacceptable and that the road system should be designed to expect and accommodate human error. The principles of the Safe System are:

- People make mistakes.
- People are fragile.
- The road transport system needs to be forgiving.

In adopting the Safe System approach to road safety, the Queensland Government in their Road Safety Strategy has introduced an ambitious vision for the future of zero road deaths and serious injuries.

Council is committed to working with other road agencies to capture key data and make informed decisions with regard to road safety, to act as a road safety advocate and to influence and assist planning and implementation of inter-agency road safety strategies.

A Connected and Accessible City

Car parking supports land use intents and is complemented by sustainable transport

Reliance on the private vehicle has seen the increasing demand and expectation for convenient car parking not only in key activity centres, retail centres and tourist destinations but also in residential areas and public transport hubs.

The effective management of parking across the region will be critical to balancing the lifestyle of residents with a growing population and increasing environmental challenges. Fair and equitable access to activity centres, public transport hubs and tourism attractors requires balancing controlled parking supply with the provision of convenient access by public and active transport modes. Oversupply of free, unrestricted and easily accessible car parking at these locations makes it difficult to encourage people to utilise alternate transport modes.

Support alternative transport service models and options to meet the needs of the Redlands Coast

Technological advances have the potential to enable powerful changes to global and national transport systems. These technological innovations include a wide range of opportunities such as robotics and autonomous vehicles; new transport energy sources (i.e. battery and non-hydrocarbon); and real-time and open source data relating to roads and public transport. Redlands Coast faces a number of transport challenges and these technological advances have the potential to increase accessibility for the Redlands Coast community.

There is an opportunity to leverage technological advances to improve safety, sustainability, equity and productivity on the transport network. Council will seek to encourage and enable the trialling and evaluation of new transport service models or systems to deliver an efficient, accessible and integrated transport system. This includes partnering with all levels of government, national and international research agencies, innovators, universities, action groups and thought leaders.

Redlands Coast Smart Mobility Trial

Redlands Coast is hosting the Redlands Coast Smart Mobility Trial, which is the first deployment of a highly automated shuttle in an open road environment in Queensland. Redland City Council has partnered with RACQ to deliver the Redlands Coast Smart Mobility Trial. The primary objective of the trial is to demonstrate the ability of autonomous vehicle technology to fill a transport gap and provide a service to an isolated community. The outcome of this project will help inform the broader deployment of autonomous vehicles into real world transport operations as well as guiding legislative reform.



Cleveland Station

Positive Education and Behaviour

Support and facilitate the dissemination of clear, relevant and useful travel information

The dissemination of information that relates to resident's sustainable travel options will assist them in choosing to use sustainable methods of transport over other, less sustainable travel options.

The use of existing transport data such as Bluetooth detectors at major intersections could allow residents access to reliable travel time information which may improve the attractiveness of public transport trips for certain journeys at peak periods. This, in conjunction with the dissemination of real time information at stops and stations and improved journey planning apps to improve journey legibility, will provide public transport customers with greater confidence in these options.

Ongoing collaboration with transport agencies and service providers will ensure methods are implemented to best deliver relevant information that will assist informed decision making about travel choices.

The provision of reliable data will allow flexible decision making to challenge the ingrained travel behaviour habits of using private vehicles. Council will work with agencies to make best use of existing transport related data and new data sources that are not currently collected.

Increase awareness of travel options and impact of choice

Enhancing awareness of different travel options is a key objective from ongoing collaboration with the State Government, advocacy groups and the community. This includes the development of travel behaviour programs as well as working with schools to inform students of their travel choices and the impact that these have on their natural environment.

Increase travel behaviour change initiatives

In order to achieve the vision for a sustainable transport system and the targets for public and active transport, Council will need to work with the community to challenge our current travel behaviour decisions. People make travel mode decisions based on convenience, reliability, travel time, comfort, amenity, legibility, safety and cost.

Reducing dependency on private vehicles requires a range of factors to be considered including education and awareness, service changes or improvements, infrastructure provision and disincentives to current behaviour such as cost and/or travel time implications. Council will collaborate with relevant bodies including the State Government, research institutions, service providers and community-run organisations to promote and achieve greater sustainability in travel modes.

Travel behaviour programs such as Active School Travel and Workplace Travel require significant engagement to ensure the concentration of resources results in visible outcomes for participating schools and workplaces. An Active School Travel program will include teaching children the impacts of different travel choices, teaching children safe travel behaviour and skills to walk, scoot or ride to school and expand these behaviours to other trips with their families.

Community-run organisations such as walking and cycling advocacy groups will be a key voice in the encouragement for behaviour change with a focus on the benefits of the healthy and active lifestyle of walking and cycling.



Raby Bay Harbour

Reduce the need for private vehicle use

Private vehicle travel has been the most popular method of travel to, from and within Redlands Coast for several decades. In recent years, there has been an upward trend towards private vehicle travel which can be attributed to a number of factors such as availability of public transport, reliability and convenience of private vehicles, purpose of trips made (including trip chaining), destination of trips as well as other external factors. In order to reduce traffic and maintain the lifestyle desired by residents a shift towards more sustainable modes of transport is required. Council's goal to reduce private vehicle travel will be realised through the integrated land use planning to encourage greater self-containment and densification of urban areas, along with embracing emerging technologies which provide for changes to the transport system such as MaaS.



Transport Priorities

The vision of the Redlands Coast Transport Strategy will be achieved through the implementation, monitoring and review of defined priorities. This will be completed by creating annual implementation plans that outline which actions/projects will be undertaken in a particular year and how they align with the objectives in the Redlands Coast Transport Strategy.

The plan is a dynamic document that evolves as actions are completed and circumstances affecting Redlands Coast change. As such, the plan will be reviewed annually to highlight Council's current advocacy and project priorities.

Advocacy Priorities

Advocacy priorities have been defined as the regionally significant projects that will undoubtedly provide a benefit to not only Redlands Coast but neighbouring local government areas.

Cleveland Rail Duplication

Duplicating the single line from Manly to Cleveland and ancillary upgrades to stations. This upgrade will improve frequency, travel times and reliability.

Eastern Busway

Extending the Eastern Busway to Capalaba will provide an effective and sustainable transport option for commuters. Note, Council also advocates for the extension of the Eastern Transitway, as an interim solution to the Busway.

State Controlled Road Network Upgrades

Working with the State Government to plan and upgrade the state-controlled road network, including:

- Capalaba intersections
- Cleveland Redland Bay Road
- Finucane Road-Shore Street (inc. roundabout)
- Mount Cotton Road-Boundary Road.

High frequency public transport

Provision of high frequency public transport corridors in Redlands Coast, servicing key transport nodes and centres supported by feeder bus services.

Public transport on Redlands Coast Islands

A public transport service is provided on the Redlands Coast Islands offering a viable transport mode choice to the local island communities.



Cleveland Station



Council Priorities

The defined priorities for Council led initiatives are the projects where Council will develop and implement. These projects are primarily focussed at creating a sustainable and efficient transport network within Redlands Coast.

Local Area Transport Plans

Local area transport plans (LATPs) are specific projects that will address transport issues across Redlands Coast. The development of a LATP will include centres, schools, transport hubs and corridors and seeks to clearly define the desired transport outcomes in relation to movement, accessibility and connectivity. These outcomes will be considered in the context of network pressures such as population growth, mode share and infrastructure requirements.

Travel Behaviour

Council has the opportunity to influence sustainable travel by residents and visitors. As Redlands Coast grows there is an opportunity to implement behaviour change initiatives to reduce the dependency on private vehicles and increase the number of trips completed by walking, cycling, public transport or ride share. Behaviour change initiatives can include programs such as Active School Travel or Workplace Travel Plans. The benefits of more diverse travel behaviours includes increased mobility and accessibility, reduced congestion, a more healthy and active community and neighbourhoods designed for people.

Council seeks to create greater awareness and bring about travel behaviour change through specific initiatives aimed at the community, workplaces, schools and events.

This also includes the development and implementation of road safety campaigns aimed at achieving the Vision Zero principle and a safe road network.

Active Travel

Many people walk or cycle on a daily basis to local destinations or schools or their workplace. Most public transport trips start and finish by active travel. Considering the pressures of urban development and increased road congestion the benefits of walking and cycling to Redlands Coast are enormous.

Planning for a healthy and connected city that is designed for active travel modes extends the benefits to the whole community. The principles that will guide active travel in Redlands Coast are broadly defined as:

- Reduce reliance on private vehicles and encourage active travel modes.
- Provide connections and ease of movement between centres, corridors and neighbourhoods.
- Develop and maintain an active travel network that is a viable transport choice for residents and visitors.
- Investigate opportunities to create a Redlands Coast Safe Cycling Precinct.

Wayfinding

Wayfinding is an ability to orient oneself based on cues from the physical environment. The travel experience for both residents and visitors can be strengthened through efficiently located information in the physical environment. Principles of wayfinding design include:

- Creating a unique identify
- Create regions of differing visual character
- Use lights to show what is ahead
- Provide clear and concise navigation options
- Use landmarks and memorable point to orientate.

Effective wayfinding benefits a community's historical and future significance. The right balance of wayfinding features makes travel easier and more interesting for residents and visitors and can ultimately influence potential economic activities through increased visitation.

Maximising investment opportunities

Securing funding for projects is becoming increasingly competitive and it is important that any avenues and opportunities to secure funding or investment are investigated. Maximising the opportunities to secure investment compliments the ongoing planning and delivery of critical projects and ensure Redlands Coast is able to achieve high quality transport networks that benefit the community.

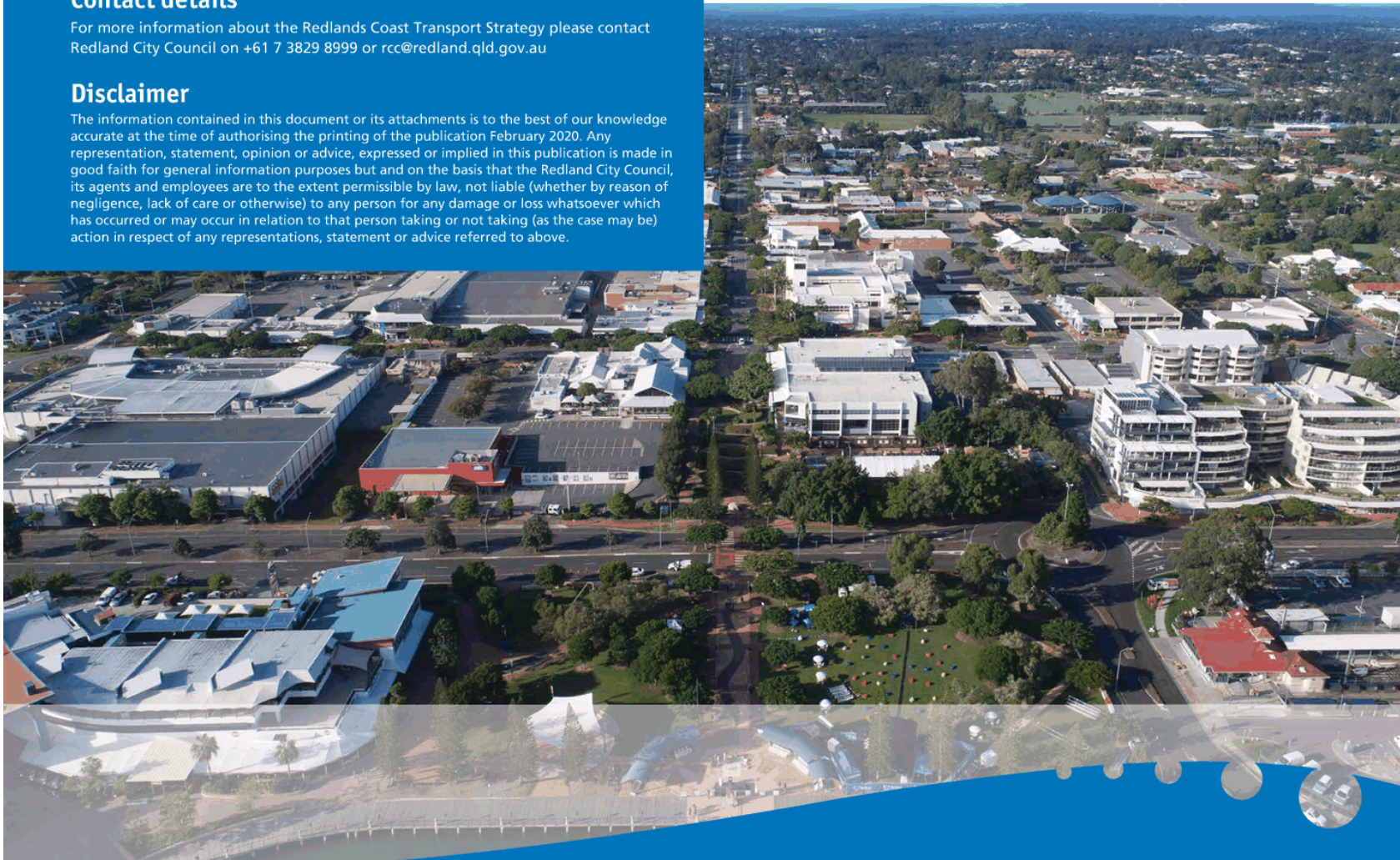


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Disclaimer

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REDLAND COAST
TRANSPORT STRATEGY
SUBMISSION REPORT

January 2020

Redlands Coast Transport Strategy Submission Report 2020

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1. Introduction

The Draft Redlands Coast Transport Strategy (draft strategy) was endorsed by Council on 5 September, 2018 for the purpose of progressing to community consultation. The purpose of this report is to provide an overview of the community consultation and engagement schedule and outline how the comments received were assessed and used to inform the review of the draft strategy.

The last major City-wide transport planning document was the Redlands Integrated Local Transport Plan which was adopted in 2003. Aspects of transport have changed a lot since 2003 and the purpose of creating a new strategy, rather than updating an existing plan, is to introduce new concepts of transport to Redlands while also reiterating the value of known travel modes.

2. Engagement Objectives

The overarching objective of community engagement was to present the draft strategy to key stakeholders and the broader community, and capture their feedback on it.

The community engagement schedule aimed to build community awareness and understanding of the draft strategy's key messages, vision, and priorities, and to seek detailed feedback and comments on it, to strengthen future advocacy and implementation.

The vision of the draft strategy is “Redlands Coast has an efficient, accessible and integrated transport system that facilitates the sustainable movement of people and goods within and beyond the city and bay”.

The key themes of the draft strategy are:

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

3. Engagement Schedule

The community engagement program for the draft strategy included two broad phases:

1. Key internal and external stakeholder engagement
2. Community Engagement

The engagement program for the draft strategy ran from October, 2018 to 1 March, 2019. Following endorsement a set of internal engagement briefings were completed seeking to inform and discuss the draft strategy with key departments.

4. Engagement Platforms

4.1 Digital

Engagement through digital platforms is an effective way to reach a greater amount of the City's population. The digital platforms that were used for the engagement program included social media pages

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(Facebook, Instagram and Twitter) and the Redland City Council Yoursay page. The Yoursay page is Council’s focal engagement page for projects.

Throughout the engagement schedule there were a total of 1,800 visits to the Yoursay page, a breakdown of these visits is shown in table 1 below.

Table 1: Sources of traffic

Traffic Channel	Aware Visits	Informed Visits (%)	Engaged Visits (%)
Direct	491	313 (63.7%)	75 (15.3%)
Social	804	465 (57.8%)	94 (11.7%)
Email	2	2 (100%)	0 (0%)
Search Engine	153	107 (69.9%)	15 (9.8%)
.GOV sites	183	124 (67.8%)	30 (16.4%)
Referrals	132	91 (68.9%)	11 (8.3%)

4.2 Yoursay Redlands Coast Transport Strategy

The Redlands Coast Transport Strategy Yoursay page was created to act as an information hub and main portal for the project. The yoursay page was utilised to upload the endorsed draft strategy, transport fact sheets, additional background information, community survey/feedback forms and an interactive map, figure 1 below.

The interactive map proved to be a good method for the community to provide feedback on the transport network. Visually, the interactive map was also able to show hot spots in the transport network. In total there were 190 responses/interactions with the map. The feedback received ranged from very specific transport issues that have been forwarded to relevant departments for further investigation, to broader aspects that are within scope of the draft strategy. Feedback from the interactive map

have been collated and a response has been provided outlining how they’ve been addressed. See appendix 1.

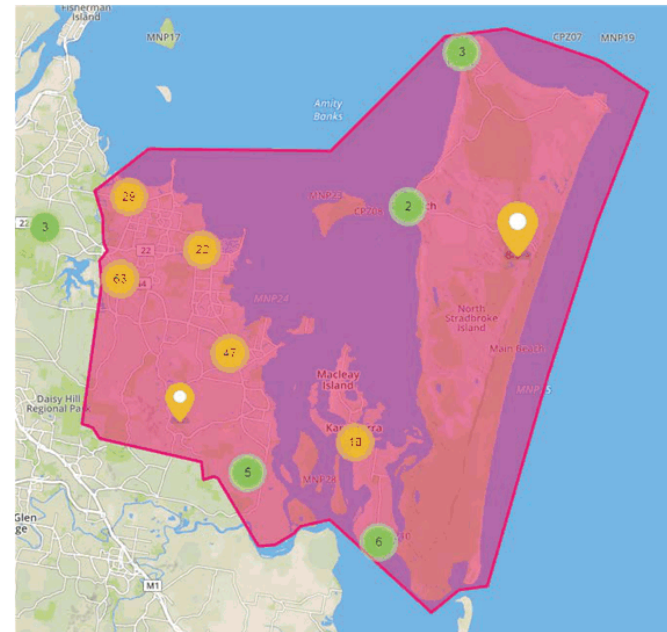


Figure 1 – Yoursay Interactive Map

4.3 On the ground initiatives

The five month engagement period involved a significant amount of on the ground actions through installations, pop-up events and intercept

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surveys. The purpose of undertaking these actions was to engage directly with the community and reach sectors of the community that would not necessarily be involved with social media or the digital platforms.

On ground activities occurred on the following dates:

- 5-9 November – Capalaba Library Installation
- 11 November – Cleveland Markets pop-up
- 12-16 November – Cleveland Library Installation
- 17 November – William Stewart Park pop-up
- 19-23 November – Victoria Point Library Installation
- 24 November – Raby Bay Markets pop-up
- 21 January – Southern Moreton Bay Islands pop-up
- 23 January – Coochiemudlo Island pop-up
- 15 February – Cleveland centre popup
- 19 February – Victoria Point pop-up
- 21 February – Weinam Creek Ferry Terminal pop-up

4.4 Community surveys

Community surveys were utilised as part of the on ground initiatives through the engagement program. The purpose of the community surveys were:

1. To gauge feedback on the transport priorities
2. Understand community travel behaviours
3. Inform the community of broader network responsibilities between local and state government.

During the engagement schedule there were approximately 300 surveys completed by the community. The amount of surveys completed are

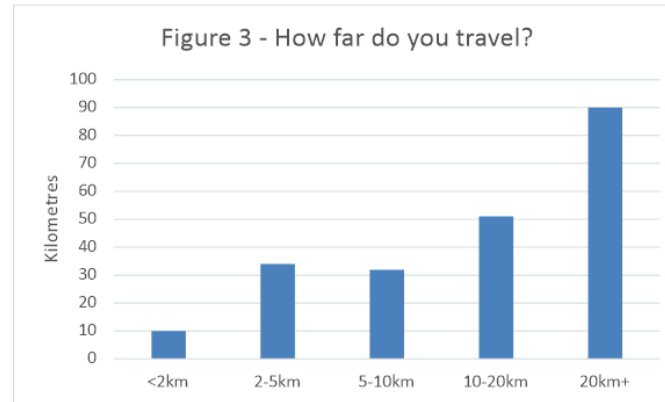
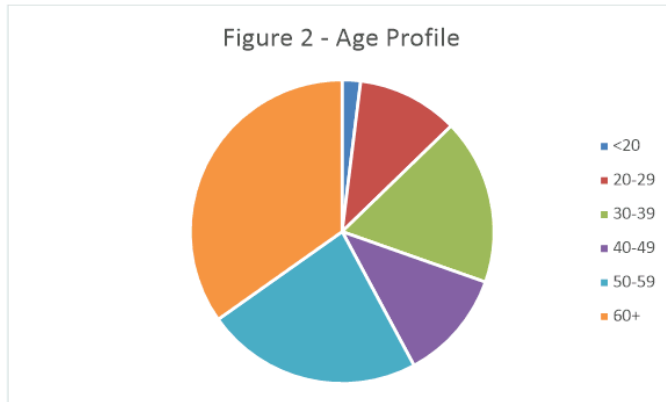
sufficient for a reliable analysis in order to understand trends and data interrogation.

In addition to collecting key data about travel habits and issues on the transport network, the surveys also provide basic background information, such as age, gender and suburb of residence. This information is important because it enables a broader understanding of the data being collected and also informs the need for more targeted action if there's a dominant response from a particular sector. In these circumstances initiatives would be implemented aimed at balancing the data.

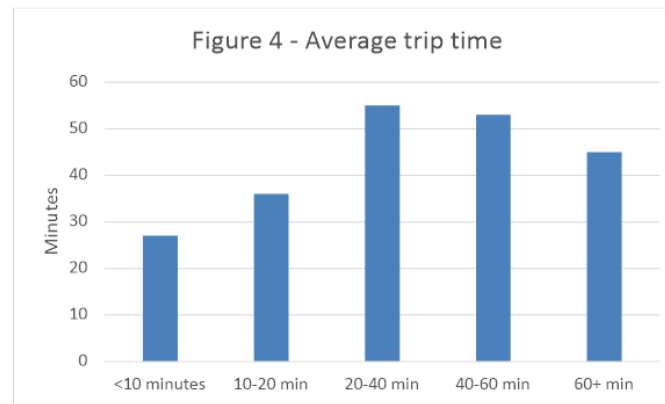
The recorded age split from completed surveys is a good spread across most of the community, however the under 20 year old demographic has been underrepresented, see figure 2. Throughout the engagement schedule the project team was cognisant of the need to reach as much of the community as possible. Engaging with a diverse age profile across the city ensures there is good generational representation and that differing perspectives are captured.

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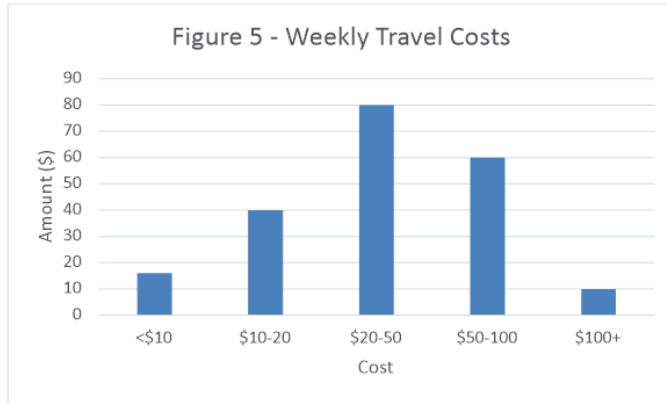


An objective of the engagement program was to understand community travel behaviours, and it is interesting to understand that the average distance travelled for a trip was predominately beyond over 20 kilometres, figure 3. This result is generally consistent with the commuting habits of the population and also is reflective of the “city of villages” and sprawled footprint of the Redlands Coast. The usual distance travelled is also a key determining factor when choosing the travel mode and whether alternative modes such as active travel or public transport is viable.



The average trip time highlighted in figure 4, also generally supports the average travel distance (20 km and over). It is considered that the split between 20-40 and 40-60 minute travel time would be consistent in the difference between on and off-peak and travel mode.

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The weekly travel costs shown in figure 5, is an unusual result as it indicates that actual costs for travel are either not fully known or appreciated. The reason for this assertion is that if private vehicles are the preferred travel mode and most trips are over 20 kilometres, then it is assumed that during a working week at least 200 km are travelled. The table below outlines the private vehicle costs for each type of car and shows that the cheapest car to own has an average weekly cost over \$100. Based on this information, the least expensive vehicle would cost approximately \$84 and the most expensive car would cost \$283 for 200km of travel.

Table 2 – Private vehicle expenses

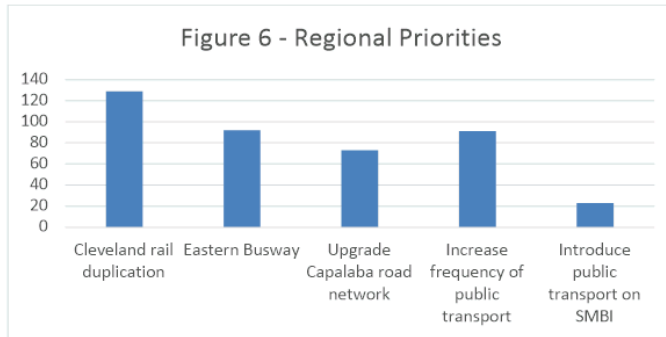
Vehicle Category	Cents/km	Average \$ per week
Micro	41.8	\$120.62
Light	46.2	\$133.38
Light Prestige	64.1	\$184.86

Small	55.2	\$159.21
Small Prestige	78.4	\$226.03
Medium	70.1	\$202.16
Medium Prestige	99.2	\$286.05
Large	86.9	\$250.73
Large Prestige	141.7	\$408.68
Sports	82.7	\$238.45
People Mover	83.4	\$240.47
SUV Small	59.9	\$172.85
SUV Small Prestige	84.0	\$242.21
SUV Medium	71.9	\$207.31
SUV Medium Prestige	103.2	\$297.66
SUV Large	80.7	\$232.64
SUV All Terrain	99.0	\$285.48
2wd utility	75.4	\$217.63
4wd utility	84.8	\$244.55
Electric	118.2	\$340.8

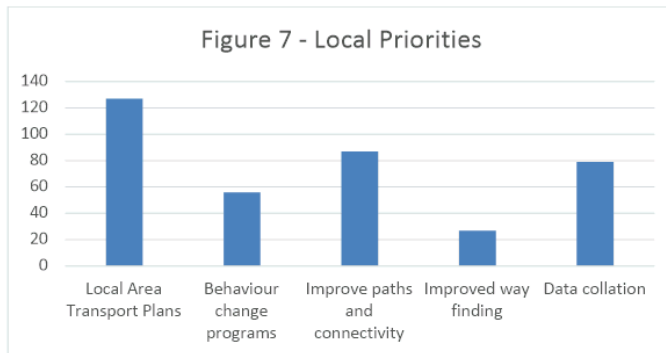
Source: Private vehicle expenses, RACQ, 2018

The community surveys asked respondents to nominate which State and Local priorities should have higher priority for delivery. In terms of State priorities, the community said that the Cleveland rail duplication should have the highest priority with the Eastern Busway, more frequent public transport and an upgraded State road network following that order. The introduction of public transport on the SMBI had the lowest number of nominations, however this can be perceived as a smaller proportion of the SMBI community responding to the surveys and the lower visitation rate to the islands. See figure 6.

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The response rate on the local priorities reflected a desire for more specific local area transport plans to be created across the city as the top priority. This was followed by improved paths and connectivity and data collection. See figure 7.



In addition to the regional and local priorities shown above, the main transport issues “hot spots” from the community surveys are highlighted under the key issues section.

4.5 Intercept surveys

A key objective of the engagement schedule was to understand broader travel behaviours within the community and to test anecdotal stories that residents were travelling across the city to catch the train. Intercept surveys that were completed found that the majority of commuters were travelling from within the same suburb as the station. The completion of a comprehensive city-wide travel behaviour survey is a desired outcome of the transport strategy and a separate body of work that will be used to inform the development of travel behaviour programs and transport initiatives.

4.6 Media (Print)

Media releases and advertisements were also undertaken as part of engaging with as much of the population as possible. A total of four media releases and display advertisements were completed throughout the engagement schedule.

4.7 Stakeholder sessions

Briefing sessions were also undertaken to consult directly with key stakeholders and ensure meaningful engagement on the draft strategy. These sessions were organised with State agencies, transport providers, industry bodies and community groups.

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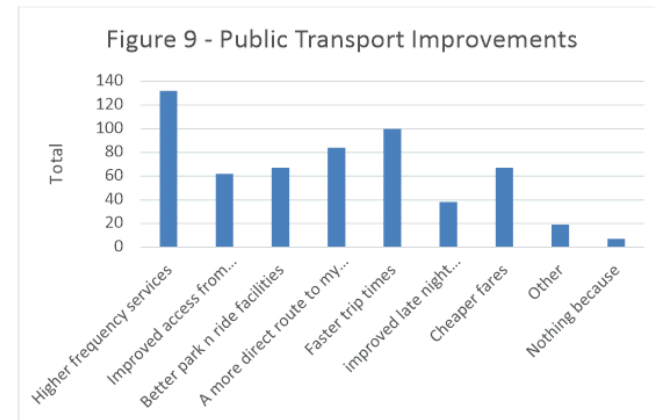
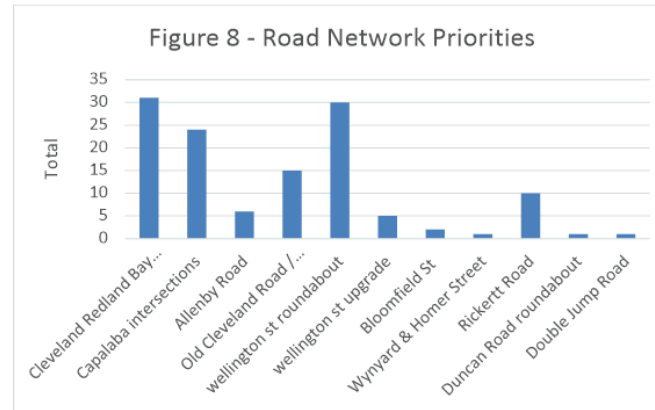
5. Key Issues

Throughout the community engagement schedule, there were common issues or concerns raised about the transport network. These key issues were primarily relating to the road network and public transport. Importantly the community responses reaffirmed the identified advocacy priorities in the draft strategy but also identified other sections in the road network that are perceived to be an issue, shown in the figure 8 below.

5.1 State Controlled Network

Comments and submissions received during the engagement period in relation to the road network were most notably in relation to the State controlled network. It is noted that the locally controlled road that featured prominently as an issue amongst the community was the Rickertt Road section between Redlands and Brisbane.

A question from the survey asked respondents to identify “which section of road or intersection you would fix first”. The top three road network priorities to survey respondents were Cleveland Redland Bay Road, Capalaba intersections/network and Wellington Street/Shore Street West roundabout. See Figure 8. Interestingly, the Wellington Street/Shore Street West roundabout rated as a high community priority. While Wellington Street/Shore Street West roundabout is not currently nominated as a top priority, it is recommended this area of road be considered as a priority in response to the community survey results.



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5.2 Public Transport

The top priorities for public transport are primarily related to improving travel times through higher frequency services and faster trip times/more direct routes.

- Bus frequency

The limited frequency of current services is a deterrent for members of the community when choosing a transport mode. Of all the public transport operated bus routes within Redlands (27 services), only 8 services currently operate for a period of time with a frequency of under 35 minutes. It is also important to note that most of these high frequency services operate during peak times and two of the services operate at this frequency through off-peak.

- Journey times

In addition to the frequency of trips, the time for trips to be completed on the public transport network is a major factor when considering travel options. As it currently stands, travel by car within and outside of the City is generally faster than using public transport. The difference in journey times between private vehicles and public transport is a key factor of the low patronage numbers across the Redlands.

- Late night services

The frequency and timing of services at night was mentioned as a key issue that stops the community utilising bus services in the evening, during weekdays and weekends.

- Fares and zones

The cost to use public transport across the city is a significant factor when the community choose how to travel. This is particularly relevant to the residents of the Southern Moreton Bay Islands where the zones change from zone 3 on the mainland to zone 5 on the islands.

Also, the zone change from 2 to 3 has been demonstrated to influence travel choice on the Cleveland rail line, where Ormiston and Cleveland stations are within zone 3 and the other rail stations within the Redlands (Wellington Point, Birkdale and Thorneside) are zone 2. The fare structure outlined in the below table highlights how travel originating from each zone compares.

Table 3 – Zone fares

Zone	Adult fares		
	Go card	Go card off-peak	Single paper ticket
1	\$3.31	\$2.65	\$4.80
2	\$4.03	\$3.22	\$5.80
3	\$6.16	\$4.93	\$8.90
4	\$8.11	\$6.49	\$11.80
5	\$10.66	\$8.53	\$15.50
6	\$13.53	\$10.82	\$19.60
7	\$16.82	\$13.46	\$24.40
8	\$19.96	\$15.97	\$28.90

Source: Translink (effective 7 January, 2019)

- Security and safety at interchanges

The feeling of being safe and presence of security or casual surveillance was another key issue as to why the community choose not to use public transport across the city. Security and safety was also a significant



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concern at major transport hubs, such as ferry terminals, where residents are at risk of being stuck on the mainland if they miss the last ferry and have no other option for accessing the islands. This is a particular concern for shift workers, who are at a greater risk of missing these services.

The key issues of the public transport system have all been addressed in the updated draft strategy.

6. Detailed submissions

Throughout the engagement campaign, a series of key stakeholder sessions were undertaken to enable direct consultation with key agencies, industry bodies and transport representatives. While the stakeholder sessions were a good opportunity to engage directly with key stakeholders, it did not necessarily correlate into receiving specific submissions on the draft strategy.

The submissions were generally quite detailed and addressed numerous components of the draft strategy. As expected, most written submissions did cover specific themes within the draft strategy. This enabled the submissions to be categorised and addressed in accordance with the particular theme. The key themes addressed in the submissions were:

- State Controlled Network
- Local Road Network
- Public Transport
- Vehicle ferries
- Car parking
- Land Use
- Priorities

- Targets
- Content
- Active transport
- General comments

For the purpose of the submission report, each written submission has been summarised and addressed in table 4 below. The submissions have been presented in the following format:

- The corresponding theme;
- Submission details and a response as to how it has been considered; and
- Used to inform the review of the draft strategy.

While the detailed submissions have been summarised and addressed below, specific correspondence will be prepared responding to each submission received and how it has been used to inform the review of the draft strategy.

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Table 4: Detailed submission summary and response

Theme	Submission Details	Response	Recommended Strategy Amendment
State Controlled Road Network	Development of a works program to address the “infrastructure deficit” currently existing in the Redlands: 1. The state funded component agreed with DTMR with a set timeframe to complete. 2. Council’s own component will include; works to: ‘local’ roads, footpaths, cycleways etc., also with a set timeframe.	The draft strategy is aimed at guiding the direction of transport planning across the city and has outlined a suite of priority projects in both an advocacy terms and Council led initiatives. Clearly defining the regionally significant projects that are a top priority enables Council to more effectively advocate to the State Government. The strategy outlines the importance of working collaboratively with State Government and utilising evidenced based planning in achieving more effective advocacy. The Council led priorities have also been defined in the draft strategy to assist the development of annual implementation plans and project planning.	Minor amendment to clarify the advocacy role of the draft strategy
	The Strategy failed to mention the so-called Coomera Connection. This was recently discussed in local media and State media. Clearly planning is well advanced by the State government yet it was not mentioned in the draft Strategy. The credibility of the document is impacted accordingly.	The Coomera Connector that has been recently been gazetted followed the drafting and endorsement of the Draft Transport Strategy. Since this regionally significant infrastructure project has been publically gazetted it will be reflected in the draft Strategy.	Add Coomera Connector to transport maps and Road Network section.
	Greater focus on the road congestion issues outside the Redland City boundary.	The draft strategy identifies the regionally significant projects across the city that are aimed at improving the transport network. These projects include the Eastern Busway Extension, high frequency public transport and Cleveland Rail Duplication, and by improving the quality and viability of public transport that connects Redland City Council with neighbouring local government areas than it would help improve the transport mode share between public transport, active transport and private vehicles. The functioning of the road network external to Redland City Council is an advocacy role and Council continues to advocate to State and local governments to address these issues.	No change to the draft strategy

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Theme	Submission Details	Response	Recommended Strategy Amendment
	Recognition of the need to provide additional road capacity on Old Cleveland Road between Moreton Bay Road and Creek Road.	This section of road is within Brisbane City LGA and is also a Council controlled road. The strategy does however reference the need for effective connectivity between Redlands and neighbouring local governments.	Vision map amended to show this section of road as a significant road.
	Presentation of the case for the State government to declare the section of Old Cleveland Road between the Gateway Motorway and Creek Road as a State-controlled road.	This section of road is within Brisbane City LGA and is also a Council controlled road. The strategy does however reference the need for effective connectivity between Redlands and neighbouring local governments. Council can utilise the draft strategy as an advocacy tool and the significance of this section of road and advocate to both State Government and Brisbane City Council to protect this road corridor.	No change to the draft strategy
Local Road Network	A number of key roads in the city are entirely within the remit of the Council, yet the strategy largely fails to mention these routes or identify what Council is planning to do.	The vision and objectives for the transport network is outlined in the strategy. The maps that have been created in the strategy generally outline the major roads rather than the whole road network. Illustrating all local roads will generally provide too much detail and result in an unreadable map. Council's Asset Management Plans and City Plan (Local Government Infrastructure Plan) provide greater clarity in terms of the strategic intent and role of these roads and necessary upgrades are included	No change to the draft strategy
	Acknowledgement of the role that the Council-controlled arterial roads play in the transport network.	The content and maps in the draft strategy reflect the importance of the local arterial road network.	Maps updated in the draft strategy
	Greater focus on the road congestion issues internally within the Redland City area, particularly through Capalaba.	The road network through Capalaba is an identified priority.	No change to the draft strategy
Public Transport	Cost of fares are prohibitive in increasing patronage numbers on public transport	The draft strategy notes that the cost of fares is an influencing factor when choosing a mode of transport. The draft strategy outlines a vision for public transport across the city and developing a public transport network that is fit for purpose for the community. This includes the introduction of	Amend the draft strategy to place greater emphasis on the importance

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Theme	Submission Details	Response	Recommended Strategy Amendment
		a trunk and feeder style service that would prioritise bus movement along key corridors focussing on more direct trips and frequent services.	of an effective public transport in the City.
	Allocation of the fare zones in Redlands. Difference in zones from mainland and SMBI	The delineation of fare zones in the city are highlighted in the draft strategy as an example of how public transport can influence travel choices (for example, the zone change between Ormiston and Wellington Point results in an increased demand on Wellington Point station as the travel costs are cheaper). The draft strategy outlines a vision for public transport across the city and developing a public transport network that is fit for purpose for the community.	Amend the draft strategy to place greater emphasis on the importance of an effective public transport in the City.
	A comprehensive review of all public transport in the Redlands including the overlap of services with Brisbane and Logan. This should be carried out in conjunction with DTMR and the respective Councils.	This is an important body of work but will not be included in the draft transport strategy. The role of the strategy is to inform this type of further planning/advocacy.	No change to the draft strategy.
	Secure funding for the Eastern Busway	The Eastern Busway extension is identified as a priority in the draft strategy.	No change to the draft strategy.
	Better alignment of services between Redlands and Brisbane.	The draft strategy outlines a vision for public transport across the city and developing a public transport network that is fit for purpose for the community. This includes the introduction of a trunk and feeder style service that would prioritise bus movement along key corridors focussing on more direct trips and frequent services.	Amend the draft strategy to place greater emphasis on the importance of an effective public transport in the City.
	More needs to be done to encourage patronage on public transport	The draft strategy outlines a vision for public transport across the city and developing a public transport network that is fit for purpose for the community. This includes the introduction of a trunk and feeder style	Amend the draft strategy to place greater emphasis

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Theme	Submission Details	Response	Recommended Strategy Amendment
		service that would prioritise bus movement along key corridors focussing on more direct trips and frequent services.	on the importance of an effective public transport in the City.
	More frequent bus services	The draft strategy outlines a vision for public transport across the city and developing a public transport network that is fit for purpose for the community. This includes the introduction of a trunk and feeder style service that would prioritise bus movement along key corridors focussing on more direct trips and frequent services.	Amend the draft strategy to place greater emphasis on the importance of an effective public transport in the City.
	Incorporate mode share targets within the draft document	It is agreed that mode share targets are useful to track progress of actions but specific mode share targets are not desired in the draft transport strategy at this point in time because there are key transport modes, such public transport that Council does not manage. As transport planning begins to mature in the city and transport initiatives and travel behaviour programs are implemented, it is expected that the introduction of more visible transport targets may be established. Council is also utilising its advocacy role to make representations have been made to TMR to include public transport mode share targets into the Regional Transport Plans.	No change to the draft strategy.
	Identify improvement to public transport facilities to improve speed, service, and reach of facilities, to limit future transport congestion	The draft strategy outlines a vision for public transport across the city and developing a public transport network that is fit for purpose for the community. This includes the introduction of a trunk and feeder style service that would prioritise bus movement along key corridors focussing on more direct trips and frequent services.	Amend the draft strategy to place greater emphasis on the importance of an effective public transport in the City.
	Seek improved service standards for public transport in growing urban areas	The draft strategy outlines a vision for public transport across the city and developing a public transport network that is fit for purpose for the community. This includes the introduction of a trunk and feeder style	Amend the draft strategy to place greater emphasis

Redlands Coast Transport Strategy Submission Report 2020

Theme	Submission Details	Response	Recommended Strategy Amendment
		service that would prioritise bus movement along key corridors focussing on more direct trips and frequent services.	on the importance of an effective public transport in the City.
	Articulate better connection to Brisbane with good public transport to provide access to the growing number of jobs	The draft strategy outlines a vision for public transport across the city and developing a public transport network that is fit for purpose for the community. This includes the introduction of a trunk and feeder style service that would prioritise bus movement along key corridors focussing on more direct trips and frequent services.	Amend the draft strategy to place greater emphasis on the importance of an effective public transport in the City.
	Inclusion of further analysis and discussion on justifications for provision of additional park'n'ride facilities at all railway stations.	The continued expansion of park 'n' rides is beyond the scope of the transport strategy, however it is accepted that further analysis on the use, provision and vision of park 'n' rides is required. A walkability analysis has been included into the draft strategy for the bus and train network exploring accessibility to public transport. Intercept surveys completed as part of the community engagement program also found that a majority of passengers who use park 'n' rides are travelling from the same suburb, rather than destinations from across the city. Long term this travel behaviour, of short distance driving to park 'n' rides, is not sustainable and a more effective solution is to promote and provide better quality active travel options to key transport interchanges. The draft strategy notes that the cost of fares is an influencing factor when choosing a mode of transport. The draft strategy outlines a vision for public transport across the city and developing a public transport network that is fit for purpose for the community. This includes the introduction of a trunk and feeder style service that would prioritise bus movement along key corridors focussing on more direct trips and frequent services	Amend the draft strategy to include a walkability analysis for the bus and train network. Amend the draft strategy to place greater emphasis on the importance of an effective public transport in the City.
Vehicle	High cost of travel	The draft strategy notes that the cost of fares is an influencing factor when	Amend the draft

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Theme	Submission Details	Response	Recommended Strategy Amendment
ferries		choosing a mode of transport. The draft strategy outlines a vision for public transport across the city and developing a public transport network that is fit for purpose for the community. This includes the introduction of a trunk and feeder style service that would prioritise bus movement along key corridors focussing on more direct trips and frequent services.	strategy to place greater emphasis on the importance of an effective public transport in the City.
Car parking	The discussion about car parking was concerning especially on top of recent actions of RIC to sell off car parks in Cleveland. For the duration of the vision (2041) it is unlikely the use of private vehicles will be seriously impacted by new technology	New technology is not the sole solution to manage car parking, it is the integration of land use planning and transport, creating a more desirable and efficient public transport network and enabling the community to choose active travel above vehicle travel. A Council led priority defined in the draft strategy are Local Area Transport Plans, these plans are created to developed for specific areas across the city and can also be used to address specific transport modes, such as car parking.	No change to draft strategy.
	Initiate car share schemes as a way to manage car parking demand	Generally agree that car sharing is a transport initiative that will assist in managing car parking demand. This initiative is outlined in the draft strategy as part of a travel behaviour initiative. It is considered that the ideal location for car share schemes are at locations where car parking supply and demand is at a premium, such as ferry terminals.	Amendments the draft strategy further highlighting car share schemes as a travel behaviour initiative.
	Removal of any reference to the statements that parking supply should be restricted to drive greater use of public transport, because this would be counter-productive for the Redlands.	The aim of the strategy is to provide long term guidance to transport matters and importantly reflect the value of land in close proximity to public transport nodes. The draft strategy introduces long term vision for greater integrated land use and transport development outcomes as well as prioritising active travel.	Minor amendment clarifying the importance of integrated development outcomes and prioritising active travel
Land Use	Pursue the development of the Weinam Creek Priority Development Area to improve car parking options for SMBI	The draft strategy outlines a suite of transport solutions that will improve the current transport options for the SMBI residents, this includes a vision for public transport that delivers a high frequent bus service as well as	No change to the draft strategy.

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Theme	Submission Details	Response	Recommended Strategy Amendment
	residents	more connected active transport options and travel behaviour initiatives such as car share schemes. These options can be further refined through the development of a Local Area Transport Plan and Council’s role in advocating to State Government is also an important component of improving transport choices.	
	Recognition of the transport problems associated with the development of the Toondah Harbour PDA, and how the associated road congestion can be mitigated.	The draft strategy outlines a vision for improving the transport network across the city. In relation to Toondah Harbour it is considered that the identified priority of the Cleveland rail duplication will improve accessibility. The vision for the improved bus service also identifies a trunk route service connecting Toondah Harbour,	Minor change to draft strategy showing greater public transport connections to Toondah Harbour
	Identify additional growth areas and infill development to the public transport routes	The projected growth areas across the city have been highlighted in the draft strategy and the accompanying public transport vision as well as the identified themes of “A Connected and Accessible City” and “Integrated, Innovative and Sustainable” outline the opportunities for integrated growth and public transport.	Minor amendment to draft strategy highlighting public transport vision.
	Greater recognition of large development in the Redlands need to mitigate transport impacts	The projected growth areas across the city have been highlighted in the draft strategy and the accompanying public transport vision as well as the identified themes of “A Connected and Accessible City” and “Integrated, Innovative and Sustainable” outline the opportunities for integrated growth and public transport.	Minor amendment to draft strategy highlighting public transport vision.
Priorities	Inclusion of the Rickertt Road-Wynnum Road link as an important transport corridor.	Included in the draft transport strategy map as a locally significant road.	Maps updated in draft strategy.
	Listing the need for additional road upgrades, both State-controlled roads and Council arterial roads	The purpose of the identified priorities is to clearly show which transport projects are the top priority in Redlands. The intent of highlighting top priorities is not to discount other projects but to ensure it is clear from an advocacy perspective which projects Council intends to pursue for delivery. Upgrades of Council owned projects are outlined in other plans, such as Asset Management Plans or the Local Government Infrastructure	No change to draft strategy.

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Theme	Submission Details	Response	Recommended Strategy Amendment
		Plan (for trunk infrastructure).	
	Identification of strategic and tactical approaches that will ensure advocacy being effective, without being so specific as to “give the game plan away”.	The draft strategy outlines the top advocacy and Council led priorities and the importance of working collaboratively with State Government on achieving delivery of this projects. It also highlights the importance of focussing on evidenced based planning to justify these regionally significant projects.	No change to draft strategy.
	Articulate the importance of region-shaping public transport corridors (duplication of Cleveland line and Eastern Busway)	These projects are identified as transport priorities and their importance to the Redlands are outlined in the draft strategy.	No change to draft strategy.
	Commit to clear mode share targets away from motor car use	The targets defined in the strategy provide the broad direction for transport planning. It is expected that continued delivery in transport planning projects and implementation of travel behaviour initiatives will achieve these targets. It is expected that once high level targets are achieved, the setting of more detailed targets may be implemented to ensure momentum is maintained. It is also important to note that as Council is not responsible for delivering public transport in the city, it is difficult to set targets for this mode. As part of Council’s advocacy role, representations are being made to the State Government to set specific public transport targets for Redlands.	No Change to draft strategy.
Targets	Monitor and publicly communicate mode share targets	The role of the current defined targets are outlined above.	No Change to draft strategy.
	Identification of important additional targets that better align with the objectives.	The role of the current defined targets are outlined above.	No Change to draft strategy.
	Identify investments to achieve mode share targets	Maximising investment and funding is an identified priority. The concern with nominating specific funding streams at this point in time is that funding opportunities may change resulting in an outdated document. In other words it is not possible to reflect dynamic possibilities/options in a static document.	No Change to draft strategy.

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Theme	Submission Details	Response	Recommended Strategy Amendment
Content	Planning, with up to a 50 year horizon, for major road corridors and a study to determine the merits and location of a 'Redlands Spine Road'. (This is particularly relevant should the Redlands be envisaged to transform itself into a 'real' city.)	The draft strategy has been drafted to align with State government planning documents and key Council documents such as the Economic Development Framework with a planning horizon of 2041.	No Change to draft strategy.
	The draft has not a lot to disagree with, but it is not detailed and does not go far enough in terms of actions.	The strategy has been developed as a high level robust document that outlines the direction of future transport planning across the city. The draft strategy outlines the process in which an annual implementation plan will be created, to align with internal budget planning processes. The key reason for adopting this approach is to ensure there is a certain amount of flexibility in future transport projects. Transport planning is currently a very dynamic space and it is important that the draft strategy is able to adapt to this changing environment.	No change to draft strategy.
	It contains a number of good points e.g. a need to increase "active transport" but does not go into "how" and "when".	The draft strategy outlines the process in which an annual implementation plan will be created, to align with internal budget planning processes. The key reason for adopting this approach is to ensure there is a certain amount of flexibility in future transport projects. Transport planning is currently a very dynamic space and it is important that the draft strategy is able to adapt this changing environment. In relation to the active transport network, it is considered a key mode where Council has primary responsibility for delivery. The direction for implementing active transport projects are identified under Council priorities such as delivering Local Area Transport Plans and travel behaviour initiatives. It is also important to note that by outlining the importance of active transport it provides direction for greater investment and planning on delivering this network across the city and also enables more effective advocacy to State Government (in terms of end of trip facilities at transport nodes, or pathway facilities on the State Controlled	Minor change to draft strategy emphasising active transport opportunities

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Theme	Submission Details	Response	Recommended Strategy Amendment
	Redland City currently functions from a transport standpoint in a manner similar to a series of outer suburbs of Brisbane. The "Vision" does not convey whether this will continue to be the case in future or whether at some stage it will become a "real city".	Road Network). Brisbane is the Queensland capital and as a result across SEQ there is a significant movement of people into Brisbane every day. The draft strategy recognises the importance of ensuring there is high quality inter and intra-regional connectivity and this is reflected through the defined Transport Priorities. The vision in the draft strategy provides a clear goal for transport for the city and in conjunction with the defined themes and objectives and the vision for the whole transport network demonstrates the aspiration for Redlands to be high functioning, connected and accessible city. .	No change to the draft strategy.
	There is little in the Strategy of a substantive nature especially in terms of actions, which the community can identify and know with confidence they will be carried out. Many of the "objectives" should already be part of Councils regular "Day Job".	The draft strategy outlines the process in which an annual implementation plan will be created, to align with internal budget planning processes. This will assist Council in business as usual processes, such as informing operational planning and budget planning by clearly defining priorities.	No change to draft strategy.
	The document omits mention of Council's previous strategies; what worked, what didn't work and what is still outstanding. A proper evaluation of the previous strategy (presumably the basis of the new planning scheme given the absence of an updated Transport Strategy) seems a huge oversight.	A review of the previous Integrated Local Transport Plan was completed and this work was used to inform the development of the draft strategy. This was a comprehensive review that concluded over 90% of actions in the ILTP were completed over the life of plan and the information from this body of work was used to determine transport trends and themes in the draft strategy. The draft strategy outlines the vision and objectives for the transport network and the methods for achieving these goals. The document has been developed as a forward facing plan for the transport network in Redlands Coast.	No change to the draft strategy.
	Redland City has to compete with other	The transport strategy clearly articulates the transport priorities and	No change to the

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Theme	Submission Details	Response	Recommended Strategy Amendment
	local authorities for funding of major transport infrastructure. If the Strategy is to provide a basis for advocating for Redlands needs, it should provide compelling reasoning...it doesn't!	provides a foundation for effective advocacy.	draft strategy.
	Transport planning, particularly projecting the need for major transport infrastructure, requires long term vision. The planning horizon date of 2041 is considered too close.	The planning horizon aligns with current State and local strategic documents. While the current life of the document is 2041, the strategy has been purposely developed to be a document that is flexible and adaptable to the dynamic nature of the transport.	No change to the draft strategy.
Content	A summary of the success or otherwise of previous road and transport strategies and the works still outstanding.	A review of the previous Integrated Local Transport Plan was completed and this work was used to inform the development of the draft strategy. This was a comprehensive review that concluded over 90% of actions in the ILTP were completed over the life of plan and the information from this body of work was used to determine transport trends and themes in the draft strategy. The draft strategy outlines the vision and objectives for the transport network and the methods for achieving these goals. The document has been developed as a forward facing plan for the transport network in Redlands Coast.	No change to the draft strategy.
	There are a number of statements about sustainability, respect for the Redlands Coast natural environment, creation of a high quality built environment, etc without explanation as to what will be done to bring about corresponding changes in values and conduct.	Noted, the strategy outlines the importance of the natural environment and how transport can help promote, connect and value these spaces.	No change to the draft strategy.
	Inclusion of additional data, metrics and	Additional data has been added in relation to travel times, cycling trends,	Amend the draft

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Theme	Submission Details	Response	Recommended Strategy Amendment
	empirical analysis to support the objectives, targets and advocacy.	walkability analysis have been added to the draft strategy.	strategy to include more data and infographics
	More discussion on the transport authorities that have an influence on transport planning, delivery and operations for the Redlands community.	The role of managers across the transport network and governance structures are clearly outlined in the strategy.	No change to draft strategy.
	Clearer presentation of the vision-theme-objectives-targets hierarchical relationship.	Infographic outlining vision, themes and objectives has been improved.	Amendment to improve the infographic in the draft strategy.
	Recognition that corridors and key sites required in the long-term need to be identified now and protected from development.	Future transport corridors have been highlighted in the strategy	Amend the draft strategy to show future transport corridors and words inserted in Road Network explaining these transport corridors.
	Recognition of the challenges associated with development within the Capalaba Principal Regional Activity Centre and associated transport system, particularly the urgent need to undertake significantly more planning work related to the Eastern Busway in Capalaba.	The Eastern Busway extension to Capalaba is defined as a transport priority. It is also noted that the interim solution of the Eastern Transitway to Capalaba is also a favourable outcome in promoting public transport.	No change to the draft strategy.
	Expansion of Objective 4a into four separate objectives to give greater recognition to the road network and the differences in approach on transport	The submission has merit for more detailed objectives addressing specific issues, however considering the intent of the objective, the other objectives and its position under the theme of “ a connected and accessible city” a broader objective provides sufficient guidance for further	No change to the draft strategy.

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Theme	Submission Details	Response	Recommended Strategy Amendment
	issues internal and external to Redland City.	detailed planning and advocacy.	
Content	Being more specific on the works that the Redland City Council should undertake to support the strategy, e.g., infrastructure to increase walkability and cycling to railway stations.	The role of the strategy is to guide the future direction of transport planning, in terms of walkability and cycle-ability to rail stations, this is covered in the strategy.	No change to the draft strategy.
	Emphasise the importance of a collaborative working relationship between state government and council	The strategy reflects on the importance of strong working relationship and the need to progress evidenced based planning as an advocacy tool.	No change to the draft strategy.
	Provide more up to date transport data in this plan and communicate this to the community	The strategy has used the latest data available.	No change to the draft strategy.
	Undertake a substantial community engagement program on mode share and related targets and investments	Travel behaviour initiatives are defined as a Council led priority which indicates the importance of these projects.	No change to the draft strategy.
	Support and facilitate innovative micro smart shared mobility revolution options.	The draft strategy highlights the role of transport technology to achieving a high quality network. In terms of mobility options and micro-mobility, these initiatives will be addressed as part of developing Local Area Transport Plans, Active Travel and also Travel Behaviour initiatives/programs.	No change to the draft strategy.
Active Transport	A strategy to increase the adoption of active transport modes with a program for creating a network of shaded, safe and attractive walking and off road cycling routes suitable for travel to and from transport hubs, retail precincts and places of employment.	Noted, active travel and the importance of connected and accessible urban areas is highlighted in the strategy. It is expected that achieving a more effective active transport network will be delivered through the development of Local Area Transport Plans, Active Travel programs and also Travel Behaviour initiatives. The draft strategy also highlights the importance of prioritising active travel from a design perspective to ensure the transport system is safe and accessible for everyone.	No change to the draft strategy.
	Increasing the adoption of active transport (walking, cycling etc) receives	Noted, active travel and the importance of connected and accessible urban areas is highlighted in the strategy. It is expected that achieving a more	No change to the draft strategy.

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Theme	Submission Details	Response	Recommended Strategy Amendment
	appropriate mention. However, apart from increasing residential densities around stations there is little mention of identifying and implementing ways to increase this.	effective active transport network will be delivered through the development of Local Area Transport Plans, Active Travel programs and also Travel Behaviour initiatives. The draft strategy also highlights the importance of prioritising active travel from a design perspective to ensure the transport system is safe and accessible for everyone.	
General comments	Lobby the State Government to remove the toll on the Gateway Bridge as discriminatory against the resident of Redlands (because it is the obvious route north for Redlanders whereas most other residents of SEQ can make a decision to travel through the Brisbane CBD (which is free).	This is not the role of the transport strategy, however it is important to note that there are routes throughout Brisbane and SEQ that are not toll roads.	No change to the draft strategy.
	Council should lobby the State Government to manage the road network without regard to specific toll funded components. A system wide toll would be much more efficient than the random tolls that currently apply and would bring into operation the underutilized tunnel network for the benefit of all uses of the road network.	Noted, the notion of transitioning to user pay fees as opposed to specific tolls roads has been discussed in a broad sense. It would be interesting to understand the State Government’s position on this type of system and how it could be implemented across South East Queensland. At this point in time, this type of user pay system is not being considered by Council or outlined in the draft strategy.	No change to the draft strategy.
	Council prepare a discussion paper on the merits of duplication of the Cleveland railway on the basis of the level of service of the Cleveland line compared to other passenger services and the likely impacts of a duplication in terms of the density (at Thorneside, Birkdale, Wellington Point, Ormiston and Cleveland) needed to justify	Noted, the duplication of the Cleveland Rail Station is defined as a high priority in the draft strategy. Council is continuing to advocate to State Government for this project to be delivered and is committed to using evidence based planning to justify the benefits of regionally significant projects.	No change to the draft strategy.

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Theme	Submission Details	Response	Recommended Strategy Amendment
	the duplication (i.e. population increase). The real costs may deter many of the people who simple see a duplication of the railway as a nice to do with no implications.		
	Improve employment self-containment in Redlands to change commuting patterns	Noted, improving self-containment and broader economic opportunities are outlined in Council’s Economic Development Framework. This is turn will assist in future transport planning.	No change to the draft strategy.

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7. Conclusion

The submission report has been developed to provide a summary of the community engagement program that has been completed, outline the key issues identified and how they've been used to inform the major revision of the draft strategy. In particular, the feedback from community surveys and digital platforms have been critical in confirming the transport priorities and which parts of the transport network the community considered as being the biggest issues. Utilising specific briefing sessions with key stakeholders also enabled more direct feedback on the draft strategy and updates should be considered.

The last major City-wide transport planning document was the Redlands Integrated Local Transport Plan which was adopted in 2003. Aspects of transport have changed a lot since 2003 and the purpose of creating a new strategy, rather than updating an existing plan, is to introduce new concepts of transport to Redlands while also reiterating the value of known travel modes.

The duration of the community engagement schedule, five months, was comprehensive and enabled a large amount of activities to be completed. The objectives of community engagement were to:

1. Present the draft Redlands Coast Transport Strategy and gain feedback on the draft strategy,
2. Inform the community on the roles of responsibilities of the transport network across the city,
3. Collect data about the community's travel behaviour.

The engagement program can be considered successful as the project team were able to engage with a reasonably significant proportion of the community, key stakeholders, industry representatives and community groups. Receiving feedback from various sectors from the community enabled a holistic review of the draft strategy.

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Appendix 1 – Yoursay Interactive Map Comments

Suburb	Location	Yoursay Interactive Map Comment	Response
Thorneside	Rickertt Road	Really need to have a four lane car access and bike/pedestrian ways across this creek for both directions of travel. This area is so dangerous for bike users and cars merging into 2 lanes as well as the number of bikes crossing for work every day.	Council officers are actively engaging with Brisbane City Council and Department of Transport and Main Roads to improve this pathway corridor.
		Four lanes for Rickertt Road.	Rickertt Road is a Brisbane City Council managed road. However, the upgrading of this road is a desired project and Council is engaging with Brisbane over possible timing.
		Deliver the transport corridor from Redlands Coast to Brisbane Port.	A direct corridor to the Brisbane Port would be beneficial to the Redlands community. As this project is wholly within and managed by Brisbane City Council, it is the responsibility of Brisbane to deliver.
		Desperately need four lanes across the bridge. Major entry/exit to Redland City. Can't believe it's still a goat track. Four lanes to Greencamp road need yesterday.	Rickertt Road is a Brisbane City Council managed road. However, the upgrading of this road is a desired project and Council is engaging with Brisbane over possible timing.
		There is a lot more cyclist/ pedestrian traffic at this intersection than cars driving to/ from the sewage plant, it would make sense to let bikes/ pedestrians have right of way and not cars as the marking on the road currently indicates. At the moment bikes/ pedestrians do not expect cars, and an accident could easily happen.	Noted, this initiative is being investigated further.
	Rail Station	Better connectivity with transport hub at Capalaba.	Noted, this initiative is being investigated further and Council officers are discussing with TMR.
Quarry Road	There is no current bus stop to service the many, many privately run school busses that frequently stop in this area. Many students access buses in both directions from both Clive Road communities and the St James Estate community. The way these buses stop and pull out is really dangerous on both sides of the road way. I would suggest a formalised pull in zone on both sides of the roadway. Pedestrians cannot currently cross the road as there is no footpath	Noted, further investigations will be undertaken to determine feasibility of increasing the length of existing bus stop to accommodate school busses. TMR have been advised on the concern.	

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Suburb	Location	Yoursay Interactive Map Comment	Response
		on the other side. A small section of footpath is required on the railway side of the road leading to a formal pick up area for pedestrians.	The missing footpath section has been noted and will be investigated.
		The speed for this entire stretch of road could be reduced to 70km. There are so many people now pulling out near the new developments, Charles St, Creek Rd lights, St James Rd further down, and the roundabout entry/exit, I think an investigation needs to be done to see if this area can have a reduced speed limit all the way along.	Noted, concerns have been forwarded on to relevant teams for further investigation.
		The light at this intersection is not adjusted to let pedestrians pass both sections of the road in one go. Users would therefore be tempted to cross on a red light.	The pedestrian crossing at these lights are a two phase signal, not a single phase. The reason the crossing is in two phases is the need to comply design standards in accordance with road width.
		Improve pedestrian safety on Quarry Road.	Noted, further investigations and consultation with TMR will be undertaken to determine safety and appropriate implementation measures.
	Birkdale Road/Quarry Road roundabout	Left lane turn left only to reduce waiting times at roundabout. Too many vehicles getting held up waiting unnecessarily.	Noted, further investigations will be undertaken to determine suitability of installing a left turn lane.
		Agree with the other person. It's a pain that the left lane can turn right. Please stop that. Left turn only.	As above.
Birkdale	Birkdale Road	Light rail - Birkdale station, to Wellington Point and Capalaba.	Greater connectivity between Birkdale, Wellington Point and Capalaba is required to improve public transport opportunities. While light rail is not currently being considered, further planning will be undertaken to determine the most effective transport option.
		Traffic congestion on Birkdale Road is a major issue.	Further investigations will be required to understand issues and determine appropriate solutions.
		Timing for pedestrian access at these lights need to be considered. There is often not enough time for the primary school students to cross and they have to wait a very long time for the next round.	Noted, Council officers will liaise with TMR regarding suitability of pedestrian clearance times at the traffic signals.

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Suburb	Location	Yoursay Interactive Map Comment	Response
		Pedestrian and bike crossing needs to be improved in this area. Many young children, older people using scooters and walking frames use this route to attend nearby schools and to get to the shopping centre. There have been so many near accidents for crossing this area.	As above, Council will work with TMR to determine measures to improve pedestrian safety.
	Birkdale Rail Station	Need two tracks all the way from Lota to Cleveland. Also extend train line to at least Redland Bay or even better all the way and link up with Gold Coast/Beenleigh line.	Cleveland rail duplication is defined as a high priority.
		Additional parking considerations required for train services.	Expansion of park 'n' opportunities is limited. Improving the ability of walking and cycling to rail stations is another option to increasing rail patronage.
	Dorsal Drive	Walking bridge across canal entry.	Noted, this has been forwarded to the relevant department for investigation. This option may not be possible due to location of private residences at the canal entrance
	Old Cleveland Road East	Light rail - Wellington Point-Birkdale-Capalaba. Link up with Birkdale train station.	Greater connectivity between Birkdale, Wellington Point and Capalaba is required to improve public transport opportunities. While light rail is not currently being considered, further planning will be undertaken to determine the most effective transport option.
Wellington Point	Birkdale Road	Light rail - Wellington Point- Birkdale Station - Capalaba Central.	Greater connectivity between Birkdale, Wellington Point and Capalaba is required to improve public transport opportunities. While light rail is not currently being considered, further planning will be undertaken to determine the most effective transport option.
	Main Road	Pedestrianise Wellington Point town centre and create a bypass road to the point.	Further investigations need to be undertaken to determine best options for managing traffic through Wellington Point. This body of work can be completed as part of a Local Area Transport Plan.
	Main Road	Possible fast ferry to Brisbane CBD via Wynnum. Pickup points at Raby Bay, Vic	Ferry connections between Brisbane CBD and

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Suburb	Location	Yoursay Interactive Map Comment	Response
		Point and Cleveland Points.	Redlands Coast are being discussed as part of the Economic Transition Strategy, and the possibility of additional connections from the mainland are expected to be included in these discussions.
	Wellington Street	As I understand, at present there are only bus services along Wellington St early morning and late afternoon, for people in the workforce. I have the impression there are a lot of retired people in the area and a bus service during the day is needed. I have found that to catch a bus during the day, to Cleveland or Capalaba for example, or all over, or to just get up to Ormiston rail station, I have to walk for more than half an hour to catch the bus or train, and that can be a long walk for the elderly or for someone with mobility issues.	The draft strategy outlines the vision for public transport in the Redlands Coast, which is aimed at creating a system that better serves the community's needs.
	Montgomery Drive	Is there a better way of making the connection between Main Road and Vienna Road? Going via Allenby Road is a bit messy. May be extend McDonald Road to Vienna Road somehow?	The current hierarchy notes McDonald Road as being a Sub-arterial and Allenby Road as Trunk Collector, this means that McDonald Road is meant to accommodate higher traffic volumes. Therefore it is preferred for more traffic to utilise Macdonald road. This issue has been forwarded to the relevant department to undertake further investigations to determine what actions are possible to improve traffic flow between these road sections.
Capalaba	Old Cleveland Road	Before 8 am, traffic trying to get out of the left hand lane turning lane for Green Camp Road.	This issue has been forwarded to Brisbane City Council for further investigation. The current upgrade program along Green Camp Road may assist in relieving the current peak congestion issues.
		Traffic backs up all the way from Carindale into Capalaba during peak times in the afternoon.	That portion of Old Cleveland Road is a State Controlled Road and Brisbane City Council managed road, Council officers are liaising with TMR officers regarding the need to upgrade aspects of this corridor to improve the operational function of this road during peak times.

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Suburb	Location	Yoursay Interactive Map Comment	Response
			The draft strategy also outlines a vision for public transport in the Redlands Coast, which is aimed at creating a system that better serves the community's needs and reducing the reliance on private vehicles.
		After 4 pm this whole section of road backs up, traffic trying to get out of the right hand turning lane before Redland Bay Road intersection plus traffic turning into the seafood and fruit barn.	Upgrading the road network through Capalaba is an identified advocacy priority in the draft strategy.
		Major traffic congestion during peak times in the afternoons.	As above.
		Too many signalised intersections creating traffic congestion. The number of intersections need to be reduced to improve traffic flow from Redland Bay Road to Finucane Road.	As above.
		Safety could be improved for bike riders travelling north if a traffic light was added to let bikes travel a short time before cars. Alternatively a pedestrian crossing could be added so all four side of the intersection had pedestrian crossings.	Council officers are actively advocating to TMR for improving the active travel capability along this section of road.
	Moreton Bay Road	Eastbound right turn lane (turning onto Mt Cotton Rd) at peak times in the afternoon is blocked due to queuing at the lights.	Upgrading the road network through Capalaba is an identified advocacy priority in the draft strategy.
		Add tunnel between these intersections to improve traffic flow and bypass Capalaba Central.	Moreton Bay Road is a State Controlled Road and the upgrading of the road network through Capalaba is an identified advocacy priority in the draft strategy.
		Eastern Busway is required now. Develop Capalaba CBD.	The Eastern Busway is an identified advocacy priority in the draft strategy and Council is committed to continue to advocate for its delivery.
		Moreton Bay Rd looks like it was meant to be a bypass but it is no different to Old Cleveland Rd for commuters to/from Brisbane. Too many traffic lights,	Moreton Bay Road is a State Controlled Road and the upgrading of the road network

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Suburb	Location	Yoursay Interactive Map Comment	Response
		mostly unsynchronized ending in congested Capalaba. This needs a redesign.	through Capalaba is an identified advocacy priority in the draft strategy.
		Right hand turn lane onto Redland Bay Road needs to be longer.	Moreton Bay Road is a State Controlled Road and the upgrading of the road network through Capalaba is an identified advocacy priority in the draft strategy.
		Need more direct buses to go to and from the city from here outside the current hours - even a couple of hours either side of the morning and evening peak?	The draft strategy outlines a vision for the bus network to transition to a frequency model where there are trunk routes operating at a higher frequency and more direct route. Council officers are using this vision to advocate to the State Government for a better bus network in Redlands.
		Bus frequency requires dramatic improvement. More evening buses also need to be added.	The draft strategy outlines a vision for the bus network to transition to a frequency model where there are trunk routes operating at a higher frequency and more direct route. Council officers are using this vision to advocate to the State Government for a better bus network in Redlands.
		Provide overpass lane to improve traffic flow. Shopping centre should have paid and provided this originally.	Moreton Bay Road is a State Controlled Road and the upgrading of the road network through Capalaba is an identified advocacy priority in the draft strategy.
		Right hand turning lane onto Moreton Bay Road needs to be extended so the cars turning right don't impede the ones travelling along Finucane Road.	Moreton Bay Road is a State Controlled Road and the upgrading of the road network through Capalaba is an identified advocacy priority in the draft strategy.
		Provide overpass to improve traffic flow.	Moreton Bay Road is a State Controlled Road and the upgrading of the road network through Capalaba is an identified advocacy priority in the draft strategy.
	School Road	Speeding on School Road has become a , major safety issue. It's a busy thoroughfare, which is of concern because of the school and also the many children who live in the street. I think a simple solution is to put in traffic calmers	Noted, this concern has been forwarded to relevant department for further investigation.

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Suburb	Location	Yoursay Interactive Map Comment	Response
		all the way along School Rd and close off to traffic other than locals and school traffic. Thank you.	
	Redland Bay Road	Traffic lights along Redland Bay Road need to be synchronised, this is particularly an issue during peak hour.	Redland Bay Road is a State Controlled Road and the upgrading of the road network through Capalaba is an identified advocacy priority in the draft strategy.
		Overpass needed.	Redland Bay Road is a State Controlled Road and the upgrading of the road network through Capalaba is an identified advocacy priority in the draft strategy.
		Left and right turn lanes too short.	Redland Bay Road is a State Controlled Road and the upgrading of the road network through Capalaba is an identified advocacy priority in the draft strategy.
		This area in Capalaba is always so highly congested Monday to Saturday in the mornings and Monday to Friday in the afternoon. It would be great to entice a large shopping precinct on the other side of the Redlands like Thornlands or Victoria Point so we don't have to go to Capalaba - or outside the Redlands - to get what we need.	Redland Bay Road is a State Controlled Road and the upgrading of the road network through Capalaba is an identified advocacy priority in the draft strategy.
		Redland Bay Road is consistently frustratingly slow with backed up traffic.	Redland Bay Road is a State Controlled Road and the upgrading of the road network through Capalaba is an identified advocacy priority in the draft strategy.
		The intersection at Smith Street and Redland Bay Road needs to be investigated and realigned as the concrete kerbing is often broken and sharp.	Noted, concerns have been forwarded to TMR for further investigation.
		Traffic lights are out of sync, there are 5 sets of lights within 1k and they are all out of sync.	Noted, concerns have been forwarded to TMR for further investigation.
		The merge lane from Redland Bay Road into Old Cleveland Road is hopelessly dangerous. The corner needs cutting off. And then, to get into the right lane for Wynnum is also a dangerous exercise.	Upgrading the road network through Capalaba is an identified advocacy priority in the draft strategy.
		Implement Capalaba Centre Master Plan and turn this road into a mall.	Council is currently undertaking an Expression

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Suburb	Location	Yoursay Interactive Map Comment	Response
			of Interest process for the purpose of revitalising Capalaba Activity Centre. The delivery of an effective and high quality transport network is a key objective of this project.
		The traffic lights in this section of Redland Bay Road between Moreton Bay Road and Mt Cotton Road do not co-ordinate to ensure a smooth flow of traffic. They are also non responsive, i.e., you can get a red light when there is no other traffic at the intersection, particularly at the entrance intersection to Capalaba Park Shopping Centre. Ridiculous	Redland Bay Road is a State Controlled Road and the upgrading of the road network through Capalaba is an identified advocacy priority in the draft strategy.
		Lights near Centrelink are badly timed and give preference to traffic coming out of the shopping centre, so that traffic travelling along Redland Bay Road get caught at the lights sometimes though multiple changes of the lights being unable to move.	Redland Bay Road is a State Controlled Road and the upgrading of the road network through Capalaba is an identified advocacy priority in the draft strategy.
		Construct an underground bus exchange.	The Eastern Busway is an identified advocacy priority in the draft strategy.
		Outbound afternoon traffic lights out of sync.	Noted, concerns have been forwarded to TMR for further investigation.
		Outbound traffic lights out of sync - these go red as the others go green.	Noted, concerns have been forwarded to TMR for further investigation.
	Ney Road	It appears this intersection lights are on a timer rather than sensors and recommend their upgrade as currently the lights result in inefficient traffic movement and unnecessary delays.	Noted, concerns have been forwarded to TMR for further investigation.
	Finucane Road	Remove the u turn here, it's far too dangerous and affects buses from safely stopping at the bus stop.	Noted, concerns have been forwarded to TMR for further investigation.
		The pedestrian crossing is not synchronised for crossing Finucane Road. This encourages crossing at a red light.	Noted, concerns have been forwarded to TMR for further investigation.
		Traffic Congestion	Upgrading of Finucane Road is identified as an advocacy priority in the draft strategy.
	Mount Cotton Road	Traffic congestion peak hour is terrible. Recent works did nothing to address the problem. Recent bus stop upgrade has no path to Lyndon red end and it is too	Council officers are engaging with TMR for ways to improve this bus stop.

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Suburb	Location	Yoursay Interactive Map Comment	Response
		dangerous to walk on the side of the road.	
		During peak afternoon times the right turning lane from the eastbound traffic on Mt Cotton Rd into Mt Cotton Rd becomes heavily congested. It then backs up all the way past the turning lane itself to form a bottleneck in the one lane section. Traffic then backs up all the way to the Ney Road roundabout compounding the traffic issues already faced at this intersection. Recently works were made to this section of Mt Cotton Road yet this problem wasn't addressed and if anything was worsened by the new concrete islands that were put in place, giving traffic nowhere to go but congest the only lane of Mt Cotton rd. Something needs to be done in this area as there is more and more traffic wishing to turn right onto Mt Cotton rd as well as all the commercial traffic such as the b double Karreman quarry dump trucks. The development further Double Jump Road will also increase the traffic using this route so the problem will only get worse, much worse...	The Mt Cotton/Duncan Road corridor is a regionally significant project in the draft strategy. Council officers actively advocate to the State Government for improving the operational capacity of this corridor.
		Traffic is congested by 6:45 every morning.	Noted, as above.
Alexandra Hills	Finucane Road	Traffic Congestion on Finucane Road.	Upgrading of Finucane Road is identified as a major transport corridor in the draft strategy.
		A permanent speed camera on Finucane Road is needed to stop excessive speeding.	Noted, this comment has been forwarded to the State Government for further investigation
		Right turning lane should be expanded further down Finucane Road (towards McDonald Road) to allow better traffic flow of a morning.	Noted, this comment has been forwarded to the State Government for further investigation
	Dawson Road	There a lot of rat runners that use Dawson Road to avoid lights at McDonald and Finucane Roads - the current right turn access from Finucane Rd should be closed. The bus route should be diverted to McDonald Road and the bus stop on southern side of Finucane Rd should be moved to east of Dawson Road to maintain public transport access.	Noted, these concerns have been forwarded to the relevant department for further investigation.
Picton Drive	The buses near Hilliard State School only go every hour. Is there any way of making them more frequent & go to Carindale	Implementing a bus network that is fit for purpose and serves the needs for the Redlands community is outlined in the draft	

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Suburb	Location	Yoursay Interactive Map Comment	Response
			strategy.
	Redland Bay Road	With the increased traffic from Era Estate, this U turn creates a blind spot for cars turning from Redland bay Rd into Seven Oaks street. The u-turn facility should be relocated or a different entry point into Era Estate considered.	Noted, these concerns have been forwarded to TMR for further investigation.
Ormiston	Gordon Street	Cars travelling at 60KPH as there is no 50kph sign approaching Ormiston State School, however 50kph signs at the opposite end of Gordon Street.	The default speed in urban areas is 50kph, unless signed otherwise. This query has been forwarded to the relevant department for further investigation.
Cleveland	Shore Street West/Wellington Street Roundabout	This roundabout at Wellington and Shore Street West is extremely dangerous and has far too much traffic having to go through it. Needs to be replaced with traffic lights ASAP.	This is part of the State Controlled Network and Council officers are continuing to engage with TMR regarding the best outcome for the Wellington St/Shore Street West roundabout.
		This roundabout is incredibly dangerous especially at peak times	This is part of the State Controlled Network and Council officers are continuing to engage with TMR regarding the best outcome for the Wellington St/Shore Street West roundabout.
		The roundabout at the corner of Shore and Wellington, including entries to 7Eleven, IGA and McDonalds, is such a disaster that drivers are deliberately avoiding it and using Freeth Street West as a less stressful alternative rat run.	Noted, these concerns have been forwarded to the relevant department for further investigation.
		Agree with other comment. This roundabout is very hazardous and needs lights now.	This is part of the State Controlled Network and Council officers are continuing to engage with TMR regarding the best outcome for the Wellington St/Shore Street West roundabout.
	Shore Street West	Right turn from Gordon Street onto Shore Street should be removed, blocks cars view from turning left onto shore street and can be dangerous for cars trying to fit into moving traffic on an 80km/hr road	This is part of the State Controlled Network and Council officers are continuing to engage with TMR regarding the best outcome along this section of Shore Street West.
	Russell Street	The overdue opening of Long Street option would alleviate the stress and smog residents in Russell Street have to put up with.	Work is being completed to determine the ultimate design of Wellington Street and connections with neighbouring streets and this includes possible future connections to Long Street.
	Cleveland Rail Station	Please add a Cleveland-Beenleigh rail line to connect the Redlands to the Southside. There is extremely limited public transportation to go from the	A high quality public transport system is key objective between Cleveland and Redland

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Suburb	Location	Yoursay Interactive Map Comment	Response
		Redlands to Logan, to take the train you must go into the city and then down the Beenleigh line, which takes over 2 hours, and taking busses is unreliable and time consuming as well as the network connections aren't developed.	Bay. The draft strategy does identify key corridors for delivering greater cross boundary connectivity with Logan and Gold Coast. At this point in time the extension of the rail line has not been proposed, however further work is required to determine the best transport options.
		Absolutely agree with other comment. Need to plan and implement extension of rail line down through Thornlands, Victoria Point, Redland -bay, Mt Cotton, Carbrook, Logan to Beenleigh line.	A high quality public transport system is key objective between Cleveland and Redland Bay. The draft strategy does identify key corridors for delivering greater cross boundary connectivity with Logan and Gold Coast. At this point in time the extension of the rail line has not been proposed, however further work is required to determine the best transport options.
		1. Investigate possibility of a fast ferry to Brisbane CBD via Wynnum and the Port of Brisbane. 2. Extend the Park and Ride facility.	Ferry connections between Brisbane CBD and Redlands Coast are being discussed as part of the Economic Transition Strategy, and the possibility of additional connections from the mainland are expected to be included in these discussions.
	North Street	Possible fast ferry to Brisbane CBD via Wynnum. Pickup points at Raby Bay, Vic Point and Cleveland Points	As above.
	Middle Street	Security and parking needed at Toondah	Noted. The redevelopment of Toondah Harbour will address security and parking.
Thornlands	Wellington Street	Upgrade Wellington Street from Panorama Drive to Boundary Road. It is a vital road and there is ample space.	Work is being completed to finalise the ultimate design of this road corridor. From a Council perspective the Local Government Infrastructure Plan outlines an expected delivery timeframe of 2020 -2031. It is also important to note that recent Federal Government funding commitment identified

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Suburb	Location	Yoursay Interactive Map Comment	Response	
			intersection upgrades along this road corridor.	
	Walter Drive	There is no bus services to this area of Thornlands	The draft strategy outlines a vision for the bus network to transition to a frequency model where there are trunk routes operating at a higher frequency and more direct route. Council officers are using this vision to advocate to the State Government for a better bus network in Redlands.	
	Panorama Drive	Traffic is backed up here of a morning and afternoon. Often from Ziegenfusz Road back to South Street.	The draft strategy outlines a vision for the bus network to transition to a frequency model where there are trunk routes operating at a higher frequency and more direct route. Council officers are using this vision to advocate to the State Government for a better bus network in Redlands.	
		Extend the train line from Cleveland down to Redland bay with additional stations at Thornlands and Victoria Point	A high quality public transport system is key objective between Cleveland and Redland Bay. The draft strategy does identify key corridors for delivering greater cross boundary connectivity with Logan and Gold Coast. At this point in time the extension of the rail line has not been proposed, however further work is required to determine the best transport options.	
	Colthouse Drive	Get caught at traffic lights of a morning when only a few cars get through lights at a time.	Noted, this query has been forwarded to TMR for further investigation.	
	Cleveland Redland Bay Road		There should be double lanes between Cleveland and Redland Bay (5 years ago).	The Cleveland Redland Bay road corridor is a regionally significant project in the draft strategy.
			The traffic is getting better here but with only one man way into Victoria Point/Redland Bay from Cleveland this spot backs up and the cars from Boundary Road can be intense in the afternoon.	Noted, as above.
		Daily blockage causing gridlock along all roads feeding that roundabout.	Noted, as above.	

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Suburb	Location	Yoursay Interactive Map Comment	Response
		Always busy late afternoon.	Noted, as above.
	Boundary Road	Right hand turn lane to short.	Boundary Road is a State Controlled Road and this issue has been forwarded to TMR for further investigation.
		Traffic lights out of sync.	This query has been forwarded to TMR for further investigation.
		Left hand turn lane needs lengthening (onto Panorama Drive).	Noted, this query has been forwarded to TMR for further investigation. The Boundary Road corridor is a high priority in the draft strategy.
		A slip road is need near the business's on Boundary Road, and the completion of the Redland Arterial Corridor from the Boundary Rd-Duncan Road roundabout to Mt. Petrie Road in Brisbane should be the #1 priority.	The Boundary Road corridor is a high priority in the draft strategy and the Council is engaging with TMR to develop the ultimate design for this corridor.
		Traffic lights out of sync.	This query has been forwarded to TMR for further investigation.
		Kingfisher Road	It's called Springacre Road, not Kingfisher Road. Make this road a wildlife zone and lower the speed limit to 60! It's not the solution to a Victoria Point bypass, fix the main roads and everyone will stop the back street dodges.
	Panorama Drive	Boundary to Mt Cotton Road all the way to Garden City/the City is a nightmare in the morning and afternoon at peak times - there has to be a way to get cars off this road by inviting big companies with bases in the City to have hubs out here in the suburbs to ease traffic and travel times. Why not collaborate with Suncorp, State Government or even the local councils come together and share resources by having a remote work location in Thornlands to ease the daily commute - this location is a prime central location for a hub like this.	The Boundary Road/Duncan Road corridor is a high priority in the draft strategy and recognised as a regionally significant project.
Victoria Point	Cleveland Redland Bay Road	Traffic around this road during peak times especially around 3pm to 5pm the traffic backs up	The section of this road through Victoria Point Centre is one of the busiest sections of road in Redlands Coast. Cleveland Redland Bay Road is identified as a regionally significant project and Council is continually engaging with State Government for upgrading this road.

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Suburb	Location	Yoursay Interactive Map Comment	Response
		<p>This area, that being, Boundary Rd south through to Benfer Road & through to Vic Pt Jetty, "the triangle", is already a nightmare at school times, with no less than 4 schools, at least 3 preschool centres and 3 Retirement Villages all within the 'triangle'. Relocating the VP Bus Station to either side of the Cleveland-Redland Bay Roads highway between Colburn Ave and the middle set of traffic lights (adjacent to the Woolworths Service Station) will cause so much more traffic hassle... with pedestrians having to cross this main highway to catch their buses home to the SMBI with their trundles of shopping; currently these traffic lights carry little (few) pedestrian traffic, so it does not hold up the traffic flow. Neither is it going to make it easier for Public Transport commuters at all, will Translink adjust the timetables to allow for folks to cross the highway to make their connection? I wrote to you about this in-depth back in August 2016, along with letters to the Ministers' for Main Roads & Transport... it all fell on deaf ears, so, I expect this will too. Why not extend the current bus station platform by two bays, east and west of its current expanse. Construct a multi-storey car park over the adjacent Bus Station car park and cantilever it out over the bus station footpath (perhaps even out to the median strip, creating a 'tunnel'), to afford the better weather protection, lighting & security currently sought. Where do you think all the people living in the high density developments which you have permitted, Affinity, Altitude, Esperance, Watermark and then the high density townhouse complex's on Beveridge Rd & over the road from there on the southern side of Esperance and Finlandia; then yet to come, more high density with the remainder of Thornlands Nursery soon to be developed right down to the Boundary Rd roundabout , where are going to park to catch their public transport? You expect them to walk to the bus interchange... sorry, can't see them doing that. Even if they did, how are the folks living on the north side of the Boundary Rd roundabout, expected to cross that very roundabout on foot? No sane person would try it... same as the roundabout in Shore St Cleveland at IGA/McDonalds... a veritable nightmare. Surely then the proposed Bus Station will be a mammoth parking problem for our local shopping centres which are already suffering 'road rage' & what of those shops at Redlands Corner and the Town Centre S.C. strip shopping... where are their customers going to park? Perhaps they'll all go broke and then you will be able to take over the premises, demolish them and build more high density living! There is absolutely no logic or sensible planning to this new Bus Station. This proposal has nought to do with</p>	<p>Improving pedestrian accessibility and connectivity is outlined as a priority in the draft strategy, in addition to developing local area transport plans and implementing travel behaviour programs.</p> <p>The draft strategy acknowledges that the current bus network is not fit for purpose and a proposal to re-imagine the bus network to suit the community is outlined.</p> <p>The bus interchange being constructed at Victoria Point alongside Cleveland Redland Bay is a Translink led project and a key challenge Council noted to the Translink team (based on the current network) was enabling community to access buses at this site and also how passengers were expected to access the commercial centre in a safe and secure manner.</p>

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Suburb	Location	Yoursay Interactive Map Comment	Response
		<p>forward thinking nor good town or traffic planning at all... again another typical example of cart before the horse. Currently it can take me 20+ minutes to traverse the 3½ klms from Vic Pt Jetty through to the roundabout on Boundary Rd at school times... what do you expect that it will be like once you add a heap of pedestrians crossing at these two major intersections? Chaos... Heaven help us if there is ever a serious vehicular crash between Boundary & Benfer Roads, (I've seen one already at the Woolies Servo intersection lights... a mid-sized truck crashed into the lights) that was a nightmare. There are a lot of elderly folk living east of the Vic Pt shops in the 'triangle', add in the schools, preschools... over fifties complex's & retirement villages, how do you propose that any emergency services will get through in a timely fashion? Surely you have a moral obligation to ensure that all residents, young and old, have clear access to emergency services. Just send in the helicopter! Better still, build a helipad alongside Vic Pt Jetty.</p>	
		<p>I know a bus stop is coming Cleveland-Redland bay road but more safer way over top the road is needed for islander to get there shopping over road would be better then what the Queensland government has plan for the site like what is at Springwood would be better idea</p>	<p>Accessibility from the bus interchange being constructed alongside Cleveland Redland Bay Road and the commercial premises has been raised with TMR/Translink and Council continues to liaise with these agencies to ensure a safe and practical solution is implemented.</p>
		<p>Traffic lights out of sink</p>	<p>Noted, this query has been forwarded to TMR for further investigation.</p>
		<p>There are 3 sets of traffic lights and they are all out of sync. The traffic lights need to be coordinated and the access to the shopping centres improved.</p>	<p>Noted, this query has been forwarded to TMR for further investigation.</p>
		<p>The poor flow of traffic from the Victoria Point Shopping Centre through to Giles Road has been a topic of conversation for years as the this road goes from two lanes to one back to two through the Benfer Road intersection, back to one heading south to Giles Road. The Benfer Road intersection is of significant concern due to the high volume of traffic during peak times heading to the schools and out of Redland Bay and Victoria Point. This only contributes to poor traffic flow and increased risk of incidents. As development proposals grow for the area, this infrastructure needs to be addressed in line with the SE Regional</p>	<p>The duplication of Cleveland Redland Bay Road is a regionally significant project and Council is continually advocating to the State Government to complete this project.</p>

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Suburb	Location	Yoursay Interactive Map Comment	Response
		Plan recommendations for the Redlands.	
		Need more 80kph signs as everyone does 50kph. This needs to be made double lanes each way.	Noted, this query has been forwarded to TMR for further investigation.
		Needs big flashing 80 signs as nobody does the speed limit through here. Also needs to be dual lanes all the way from Cleveland. Atrocious section of road and will only get worse with more houses being built	Noted, this query has been forwarded to TMR for further investigation.
	Cleveland Redland Bay Road/Anita Street intersection	Urgently need traffic lights at the Anita Street intersection. Don't try to leave home before 9.00 am or after 3.00pm. Many elderly people live in this estate and you have to GO if there is a small gap in traffic. Traffic lights at Benfer Rd and Boundry St need to line up to give us a chance.	Signalising this intersection is a State Government election commitment and the project to signalise this intersection is underway and being led by TMR
		The intersection of Anita Street and Cleveland-Redland Bay Rd urgently needs traffic lights. Trying to turn right out of Anita St is an accident waiting to happen, as is turning right into Anita St off Cleveland-Redland Bay Rd. I have just bought a house off Anita St a few months ago and there have already been 4 accidents that I'm aware of.	Signalising this intersection is a State Government election commitment and the project to signalise this intersection is underway and being led by TMR.
Cleveland Redland Bay Road/ Double jump Road intersection	The Double Jump Road intersection with Cleveland-Redland Bay Road is another intersection that needs to be addressed. Too often people use the BP service station as a thoroughfare to make their way onto the northbound side of Cleveland-Redland Bay Road due to a build-up pf traffic on Double Jump Road. With future development ear marked between Double Jump Road and Bunker Road, this intersection needs a significant upgrade to manage both current and future traffic scenarios. Town and infrastructure planning including roads and services needs to be adequately addressed for the next 30 plus years given the expected growth forecasts for our region. In my 15 years of living in this area, I have seen increased pressure on our local road network which appears to have failed in keeping up with the population growth in this part of the Redlands.	This particular section of road will be subject to detailed planning as part of a Council led structure planning project. The upgrading of this intersection will be provided by developers in the structure plan area.	
	Upgraded intersection to take the traffic coming from Double Jump Road as it is nearly impossible to get onto the main road safely.	This particular section of road will be subject to detailed planning as part of a Council led structure planning project. The upgrading of this intersection will be provided by developers in the structure plan area.	

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Suburb	Location	Yoursay Interactive Map Comment	Response
	Ferry Terminal	Possible fast ferry to Brisbane CBD via Wynnum. Pickup points at Raby Bay, Vic Point and Cleveland Points.	Ferry connections between Brisbane CBD and Redlands Coast are being discussed as part of the Economic Transition Strategy, and the possibility of additional connections from the mainland are expected to be included in these discussions. .
Coochiemudlo Island	Coochiemudlo Island	There is currently no public transport on Coochiemudlo Island. A mini bus service on the island linking the North and interior to the ferry service would be most welcome. This is of particular importance for the older demographic and for those without transport.	Noted, further detailed planning is required to determine the possibility of providing a public transport service on Coochiemudlo Island, it is understood that investigations are currently underway by the local community to initiate a small bus service on the island.
Redland Bay	Cleveland Redland Bay Road	In the mornings there is a choke point between the new lights at Giles Rd and the lights at Bunker Rd.	Cleveland Redland Bay Road is a regionally significant road. The draft strategy indicates that the upgrading of this corridor.
	School of Arts Road	This road needs to be repaired / resurfaced to fix the erosion on the bend.	Noted, this query has been forwarded to the relevant department for further investigation.
		Around this area the buses are few and far between and non-existent on Sundays. It's a fair walk to Queen Street, especially for young kids or the elderly. More frequent buses and reviewed bus routes are needed	A plan to review and implement a bus service that reflects the needs of the community is outlined in the draft strategy.
	Serpentine Creek Road	Improved cycle paths that can adequately accommodate a pedestrian and cyclist. More cycle paths on edges of roadways and remove the dangerous bollards that appear on cycle paths.	Improving active travel opportunities is a high priority in the draft strategy.
Desperately need a train line to go come down as far as Redland Bay. Buses are not sufficient enough on their own, especially with frequent delays and buses not showing up. Whether that train line comes from Cleveland down to Redland Bay or it goes from Redland Bay and links into the system at another point - it is much needed and well overdue. If this plan is to put the Redlands in a better transport position for the next 20 years, then population growth should justify the need and cost for it. This is just a marker to position how far down the train line should go.		A high functioning and quality public transport service along this corridor is identified in the draft strategy.	
		There is inadequate lighting along this road from Cornubia to Redland Bay. At night time, this stretch is quite dangerous, especially with the amount of wildlife	Noted, this query has been forwarded to TMR for further investigation.

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Suburb	Location	Yoursay Interactive Map Comment	Response
		around the area. Needs to be better lit up to improve safety.	
		There is no appropriate public transport supporting Redland Bay to the city	A plan to review and implement a bus service that reflects the needs of the community is outlined in the draft strategy.
Redland Bay Marina		I have numerous times taken the 250bus from the marina bus stop to Cleveland station. Nearly every time I had to wait around 20minutes for the bus and when I arrive at the Cleveland station, the train leaves Right before my eyes and I have to wait another 30 minutes for the next train. And you wonder why so many people want to have another car at the marina!! Put in quick and proper transport and people will use it. Also quick and proper transport to Victoria Point and to Redland Hospital. If done, You will not have the nightmare problems with car parking. I have also checked the car sharing at the marina, but my husband wasn't eligible as he was 78 years. So a car sharing company that lets older Australians use it would be of benefit.	The issue of transport services not integrating have been forwarded to TMR for further investigation. Council officers continue to raise these issues to TMR officers. The draft strategy outlines a vision for the bus network to transition to a frequency model where there are trunk routes operating at a higher frequency and more direct route. Council officers are using this vision to advocate to the State Government for a better bus network in Redlands
		As Bay islander we need express bus to Victoria point to take away overcrowding of 250 and 280 buses what run late due to islanders getting on the bus at one time slowing down loading and offloading of the buses on its way to the shopping centre a loop bus would help large number people who use it for shopping who fill bus up with loaded trolleys on the way back to Redland Bay marina and meet ferries when 250 and 280 buses are running late.	The draft strategy outlines a vision for the bus network to transition to a frequency model where there are trunk routes operating at a higher frequency and more direct route. Council officers are using this vision to advocate to the State Government for a better bus network in Redlands
		Shocking lack of CCTV and NO security even tho a police station is nearby.	Specific transport issues can be addressed through the development of a Local Area Transport Plan. Redland City Council has secured a Federal Government grant to install CCTV cameras at the Weinam Creek Ferry Terminal.
		Lack of CCTV security and no on-site personnel at this transport hub is appalling. What disgusting bureaucracy can be blamed for this lack of security?	Redland City Council has secured a Federal Government grant to install CCTV cameras at the Weinam Creek Ferry Terminal.
Southern		Insufficient ferry services for SMBI communities. Bridge or cable barge Russell to	A bridge to Russell Island is not included in the

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Suburb	Location	Yoursay Interactive Map Comment	Response
Moreton Bay Islands		ease congestion across all Islands and all modes of transport to and from islands	draft strategy, improving access to the islands through water transport and implementing transport options on the islands have been identified as priorities. It is also noted that the construction of a bridge would be the responsibility of State Government.
		The passenger ferries are fine but the vehicle barges are too slow and too spread apart also the price is way too high. The vehicle ferries should be updated and have three times as many services. The cost should be a max of \$30 return trip.	Noted, the vehicle ferry services are operated privately and not currently regulated by the State Government. It is important to note that the improving the public transport services and connectivity to the islands is defined as a high priority in the draft strategy. It is expected that the development of a Local Area Transport Plan would outline ways to improve transport in greater detail.
		Travelling times from the SMBI are increased because of a lack of coordinated interchanges I use the 282 service a lot. On Saturdays I arrive at the marina in time to see the ferry is heading for the main channel. By moving the bus starting times forward 15 minutes this would enhance travelling times. The hourly bus departure times are adequate for the patronage but the fact that the 280 and 250 services pick up 15 minutes apart means they both arrive for the same ferry. Adjusting these times by about 15 minutes would enhance travelling time. Unlike the 250 service, the 282 and 280 services can keep to travel times. The 250 service, one of which was recently 26 minutes late, will never improve until congestion along Old Cleveland Road, Victoria Point and Redland Bay are addressed	Council is continually engaging with TMR/Translink about improving public transport services from the SMBI and the mainland. The draft strategy outlines a vision for improving the public transport system across the city.
	The Karragarra Community would like the Redlands Coast Transport Strategy plan to consider different transport strategies for Karragarra Island. The Karragarra Island Residents believe that the use of electric motorised golf carts as a means of transport on the island is an environmentally practical and viable solution to transport and parking issues on the Island. Two petitions have been conducted on the island with 80% of the population wanting to use Golf Carts. Karragarra Island is 2 km long and 800metres wide with a small population of approximately 200 and a limited road network, there has never been a recorded	Council supports the use of golf carts on Karragarra Island, however the measure is not supported from a State Government and Queensland Police perspective. Council is currently investigating transport opportunities for Karragarra Island are expecting to implement an initiative in the second half of 2019.	

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Suburb	Location	Yoursay Interactive Map Comment	Response
		road accident on the island and the maximum speed limit is 40kmh; it has no shops or other commercial businesses. There are many challenges for residents who own a car, with the transportation of petrol to the island being just one. The Redland City Council gave their formal approval to the use of Golf Carts on Karragarra Island in September 2016, and the Department of Transport and Mains road has advised it does not object to islanders' use of Golf Carts. Unfortunately the Queensland Police Service has opposed the use of Golf Carts on the island, but has failed to explain why, only stating safety concerns. The Karragarra Community believe the use of cars on the island pose a greater safety concern to pedestrians, push bike riders and mobility scooter users than golf carts ever would. The Karragarra community would like the Chief Executive, Department of Transport and Mains Roads to name Karragarra Island as "a designated area" under the Guideline for Conditionally Registered Vehicles in Queensland Form 17 Version 3.8, May 2017 , 5.8.2.3 LO3 – Restricted to a designated area. We believe this would allow register golf carts to be used on the Island. We look forward to further discussions regarding this request. Yours Sincerely Shirley Lindsay For the Karragarra Buggy Owners Group	
		the Russell Island jetty pontoon needs to be double in size so 2 loading boats can be in at the same time and some more seating under cover keep people dry as we wait for the ferries with up to 100+ people at peak times this has been big issue on this Island	Council and TMR are working collaboratively on a project to upgrade the SMBl ferry terminals.
		This walkway needs wheelchair access and complete signage upgrade to notify new visitors at the ferry terminal to understand and access this key walkway.	Noted, these concerns have been forwarded to the relevant department for further investigation.
		This council car park has no adequate drainage, dirt and unsealed. No pathways for wheelchairs, no pathway at all, except stairs that stop where dirt starts. Council maintained but utterly inadequate	Noted, these concerns have been forwarded to the relevant department for further investigation. .
Southern Moreton Bay Islands		Whistling Kite Wetlands walking tracks, need upgrading to sealed cycle paths for all weather access. The current designs are good on the map but under developed in real life. Put the development plan into action and create paths, bridges and drainage to allow for wheelchairs. Create viewing platforms for all to enjoy.	Noted, this query has been forwarded to the relevant department for further investigation.

Redlands Coast Transport Strategy Submission Report 2020

Suburb	Location	Yoursay Interactive Map Comment	Response
		A Bridge from mainland from Lagoon Rd mainland connecting to Lagoon Rd/ Stradbroke Drive Russell Island	A bridge between Russell Island and North Stradbroke Island is not included in the draft strategy, improving access to the islands through water transport and implementing transport options on the islands have been identified as priorities. It is also noted that the future planning and delivery of a bridge would be the responsibility of State Government
		Would be good to have a bridge from the mainland to the island.	A bridge to Russell Island is not included in the draft strategy, improving access to the islands through water transport and implementing transport options on the islands have been identified as priorities. It is also noted that the future planning and delivery of a bridge would be the responsibility of State Government
		Secondary evacuation ramp for public. Also public boat ramp for alternate barge access is needed here. According to your Redlands disaster plan "Communities located at the southern end of Russell Island such as those at Sandy Beach and Rocky Point are particularly vulnerable" and neither have access to an all-tide boat ramp. What a Redland city disgrace.	The draft strategy identifies improving public transport and accessibility on the bay islands as a priority. A Local Area Transport Plan would identify opportunities for improving transport options on the island. The development of Local Area Transport Plans are a Council priority in the draft strategy. It is noted that previous studies undertaken concluded that additional barge access to Southern Redland bay is currently not warranted and in accordance with the Russell Island Disaster Plan flyer, emergency staging and evacuation point has been identified at Sandy Beach.
		Sorry if I'm reinventing the wheel here but your website is hard to negotiate on my phone so I haven't been able to access the draft plan. My priorities are: Bike paths using fire trails through the Bush could help connect this end of the island that currently has only private car access to facilities. They don't need to be big	Noted, providing additional transport options on Russell Island is a good outcome for the community and the development of a Local Area Transport Plan would outlined

Redlands Coast Transport Strategy Submission Report 2020

Suburb	Location	Yoursay Interactive Map Comment	Response
		concrete slabs, just reasonably clear and defined paths. Public bus would help (love the driverless bus idea). Just keep it going all the way to this end of the island. At present, services disappear 2/3 of the way South including bike path, green seal, internet access, new phone lines, etc. Alternate barge routes (as identified as mid to long term solutions in your earlier report) could alleviate the need for mainland parking in many cases, reduce travel costs and time for islanders as well as improve access to mainland services. (Interesting that the GHD report sites environmental issues hampering this solution and yet destroying the Toondah Harbour ecosystem to develop that site has the support of ALL levels of government.) For the mainland, an Eastern Busway is the obvious solution. Our state and federal governments need to plan and fund the future (This from a resident without decent internet)!	opportunities for greater connectivity. The Eastern Busway has been identified as a transport priority in the draft strategy and Council continues to advocate to the State Government to deliver this regionally specific project.
		No island public transport on Macleay or Russell Islands which severely disadvantages people on the northern part of Macleay and southern areas of Russell.	Macleay Island does have a transit service which functions as a form of public transport. The delivery of public transport on Macleay Island and Russell Island is a priority in the draft strategy.
Mount Cotton		The 282 Translink bus currently runs through the orchard drive estate and back out on to papaya st and onto valley way. It would be nice to extend the route further down Hardwood Drive, as there is a bus stop already built that is being used for the school buses. The Roundabout would allow for the buses to then easily turn around to exit the estate. At present my wife and others have to walk all the way down Hardwood Drover to get to the Mt cotton Village estate. In winter it gets dark very early and makes for a very unsettling walk which can be dangerous. It would be nice to get the 282's services extended down to a stop in this estate.	Improving accessibility to public transport services is a key objective outlined in the draft strategy.
	Sanctuary Drive	No public transport whatsoever to this part of Mt Cotton. Not great for those who work in the city.	The draft strategy outlines a vision for implementing a high frequency public transport service in the City.
	Mont Cotton Road	Four lanes for ALL of Mt Cotton road. Another major entry/exit point for Redlands City.	Mount Cotton Road is a State Controlled Road and this issue will be forwarded to TMR for further investigation.
	Avalon Road	1. No bus transport options for residents at the end of Avalon Rd near Don & Christine Burnett reserve carpark. 2. Avalon rd gets cut off during high rainfall	A vision for public transport is outlined in the draft strategy. Improving the opportunities

Redlands Coast Transport Strategy Submission Report 2020

Suburb	Location	Yoursay Interactive Map Comment	Response
		periods. Bridge near 292 Avalon Road is also narrow and immediately followed by a bend. Bridge could be raised and widened to flood proof the road and increase safety to road users. 3. Little to no road shoulder for bicycle riders. Avalon Road is a popular road for cyclists with a range of hills and also access to mountain bike tracks in the Don & Christine Burnett reserve. Widening the road would make it safer for cyclists. It could also be a great route to connect the Redlands to the bikeway at 8 Mile Plains and onto the city.	and facilities for active travel is outlined as a key priority in the draft strategy.
Sheldon	Duncan Road	This area becomes heavily congested during peak hour traffic	The Boundary Road/Duncan Road corridor is a regionally significant project and Council is actively engaging with TMR for this corridor to be improved.
		Traffic back up every morning after 6am (Mt Cotton and Lyndon Road intersection)	As above, the Boundary Road/Duncan Road corridor is a regionally significant project and Council is actively engaging with TMR for this corridor to be improved.
Active Travel		Council should be communicating access to cycle ways through the city, identifying 1. Safe cycle paths and lock up areas for commuters and 2. Cycle friendly routes to tourism destination areas (parks, ferries, bushland, shopping precincts cafes etc.) and 3. peloton friendly routes	The draft strategy outlines the vision for active travel across the city and methods for improving the cycling opportunities and increase cycling participation.

14.4 ADOPTED INFRASTRUCTURE CHARGES RESOLUTION 3.1 OF 2020**Objective Reference:** A4376450**Authorising Officer:** David Jeanes, Acting General Manager Community & Customer Services**Responsible Officer:** Stephen Hill, Acting Group Manager City Planning & Assessment**Report Author:** Giles Tyler, Principal Adviser Infrastructure Planning & Charging**Attachments:** 1. **Adopted Infrastructure Charges Resolution (No. 3.1) 2020** [↓](#)**PURPOSE**

To seek Council's endorsement of an amended Adopted Infrastructure Charges Resolution (AICR) for compliance with the *Planning Act 2016* (the Act).

BACKGROUND

The current AICR (No. 2.3) had effect from 25 August 2016 under the previous *Sustainable Planning Act 2009* and Redlands Planning Scheme. While the infrastructure charging framework under the Act is generally consistent with the framework that existed under the repealed *Sustainable Planning Act 2009* a number of technical changes have taken place that need to be responded to. Further, the Local Government Infrastructure Plan (LGIP) was given effect with the Redland City Plan in July 2018 replacing the former Priority Infrastructure Plan. Together, this has necessitated an amended charges resolution.

The introduction of the *Planning Regulation 2017* (the Regulation) now supports the principal legislation by outlining the mechanics for the operation of the Act. Similarly, the Minister's Guidelines and Rules 2017 (MGR) sets out processes for working out the cost of developer contributed infrastructure for an offset or refund against infrastructure charges, and the criteria for deciding conversion applications [see 'Issues' section]. It is necessary to amend the current AICR (2.3) to ensure compliance with these supporting instruments.

The proposed amended AICR (No. 3.1) 2020 (Attachment 1) recognises current maximum charge rates, changes the infrastructure network apportionment and clarifies implementation processes.

ISSUES**Cost of offsets or refunds**

The MGR prescribes the parameters for working out the cost of infrastructure under the Act and *South-East Queensland Water (Distribution and Retail Restructuring) Act 2009* (SEQ Water Act). For infrastructure works this includes:

- (a) Clarity — the methodology should be clear, certain and transparent;
- (b) Cost effectiveness — the methodology for pursuing an actual cost valuation should not be cost prohibitive for applicants; and
- (c) Time efficiency — timeframes should be realistic and encourage the efficient resolution of actual cost valuations.

For land dedicated to Council, a market valuation must be undertaken (before and after method) considering the highest and best use of the land, along with site constraints.

Part 4 of the amended AICR (No. 3.1) 2020 clarifies the planned, cost-based and first principles/comparative estimates for the cost of land and works by applying a test for the suitability of the method used by Council. It also includes more rigor around processes for recalculating and adjusting costs, satisfying parameter (a) of the MGR for infrastructure works.

For cost-based estimates, Part 4 details the steps for establishing costs and limitations to the scope of costs that can reasonably be attributed to developer contributed assets. For land, a process is specified for managing disputes. These satisfy parameter (c) of the MGR for infrastructure works.

Benchmarked fees for service are identified within this part applicable to Council's costs in assessing an applicant's request to recalculate or adjust costs, and resolution of disputes, in compliance with parameter (b) of the MGR for infrastructure works.

Conversion criteria

Section 139 of the Act allows for a developer to apply to convert non-trunk infrastructure (wholly at the developer's expense) to trunk infrastructure. Where such applications are supported, the conversion to trunk allows a developer to receive an offset against infrastructure charges or refund of all or some of the cost. Conversion applications are subject to the assessment criteria stated in the MGR. Legal advice was sought on the consistency of the current AICR (2.3) with the MGR conversion criteria. It was advised that it be amended to more fully comply with the parameters in the MGR, which state for conversion from non-trunk to trunk:

- (a) the infrastructure has capacity to service other developments in the area;
- (b) the function and purpose of the infrastructure is consistent with other trunk infrastructure identified in an LGIP, a charges resolution or Water Netserv Plan for the area;
- (c) the infrastructure is not consistent with non-trunk infrastructure for which conditions may be imposed in accordance with section 145 of the Act or section 99BRDJ of the *SEQ Water Act*; and
- (d) the type, size and location of the infrastructure is the most cost effective option for servicing multiple users in the area.

A new Part 5 of the amended AICR (No. 3.1) 2020 mirrors these parameters and the associated Schedule 5 ('Identified trunk infrastructure criteria for conversion applications') provides guidance on what is considered trunk and non-trunk infrastructure, ensuring any Council decision is less likely to be challenged.

Adopted charges

Charge amounts have been updated in the amended AICR (No. 3.1) 2020 to reflect current rates including Council's discounted rates for 'Semi-dependent' and 'Dependent retirement villages' and 'Agricultural supply stores' in rural areas.

Additional use classes (and associated charge rates) listed in the Regulations and Redland City Plan are included in the amended AICR including 'Non-resident workforce accommodation', 'Resort

Complex', 'Rooming accommodation', 'Bar', 'Winery', 'Major sport, recreation and entertainment facility', 'Motor sport', 'Tourist attraction' and 'Outstation'.

Network splits

The apportionment of infrastructure charges to the various trunk networks under the current and most previous AICRs was derived from the former PIP infrastructure program for trunk land and works. It is proposed as part of the amended resolution this apportionment more appropriately reflect the capital program in the current LGIP, to ensure charge revenues better match trunk expenditure going forward.

Trunk Network	Current apportionment	Proposed apportionment
<i>Water supply</i>	3%	1%
<i>Sewer</i>	18%	15%
<i>Stormwater</i>	7%	4%
<i>Transport</i>	50%	51%
<i>Parks & Community facilities</i>	22%	29%

These amended splits are also recognised in the amended AICR (No. 3.1) 2020 adopted charge amounts allocated to Redland Water & Waste's infrastructure networks and Council's balance of infrastructure networks at Schedule 2.

STRATEGIC IMPLICATIONS

Legislative Requirements

Council is required to have an Adopted Infrastructure Charges Resolution in order to levy infrastructure charges on development. The resolution must be in compliance with the Act and supporting instruments.

Risk Management

The risk of not endorsing the amended resolution is that Council may be challenged for non-compliance with the requirements of the Act and supporting instruments. The amended AICR (No. 3.1) 2020 provides more rigor in meeting the parameters of the MGR, particularly the purpose and function of trunk infrastructure, in order to minimise conversion applications.

Financial

Financial implications for the current year are that the apportionment of infrastructure charges to each trunk infrastructure network reserve will require review of forecast revenue and possible phasing. Outer years will also need review of forecast revenue.

Current year surplus trunk reserve funds that will not be expended over the life of the LGIP should also be considered for re-allocation (in whole or part) to other trunk reserves where there is a shortfall over the planning horizon.

People

There are no human resource implications associated with this report.

Environmental

There are no environmental implications associated with this report.

Social

There are no social implications associated with this report.

Human Rights

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

Alignment with Council's Policy and Plans

This proposal is in line with the following outcomes of the Corporate Plan.

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

The recommendations in this report will not require amendments to the Redland City Plan.

CONSULTATION

Consulted	Consultation Date	Comments/Actions
Senior Solicitor	Multiple	External advice supplied and included in proposed AICR 3.1 where practical to do so.
Principal Engineer City Infrastructure Planning and Senior Engineer Traffic & Transport Planning	During CAPEX/ASMP development	Consulted on proposed amendments to AICR
Principal Wastewater Engineer and Principal Engineer - Water	During CAPEX/ASMP development	Consulted on proposed amendments to AICR
Service Manager Civic and Open Space Asset Management	During CAPEX/ASMP development	Consulted on proposed amendments to AICR
Service Manager Asset Management	During CAPEX/ASMP development	Consulted on proposed amendments to AICR
Service Manager Business Partnering	During CAPEX/ASMP development	Consulted on proposed amendments to AICR

OPTIONS**Option One**

That Council resolves as follows:

1. Endorse the amended Redland City Council Adopted Infrastructure Charges Resolution (No 3.1) of 2020 as provided for in Attachment 1.
2. That the resolution take effect on 28 February 2020.

Option Two

That Council resolves as follows:

1. Endorse the amended Redland City Council Adopted Infrastructure Charges Resolution (No 3.1) of 2020 with different or additional changes to those outlined in this report.
2. That the resolution take effect on 28 February 2020.

Option Three

That Council resolves to not endorse the amended Redland City Council Adopted Infrastructure Charges Resolution (No 3.1) of 2020.

OFFICER'S RECOMMENDATION/COUNCIL RESOLUTION 2020/50

Moved by: Cr Tracey Huges

Seconded by: Cr Murray Elliott

That Council resolves as follows:

- 1. Endorse the amended Redland City Council Adopted Infrastructure Charges Resolution (No 3.1) of 2020 as provided for in Attachment 1.**
- 2. That the resolution take effect on 28 February 2020.**

CARRIED 10/0

Crs Karen Williams, Wendy Boglary, Peter Mitchell, Paul Gollè, Lance Hewlett, Mark Edwards, Julie Talty, Murray Elliott, Tracey Huges and Paul Bishop voted FOR the motion.

Cr Paul Gleeson was not present when the motion was put.

Redland City Council

**Adopted Infrastructure Charges Resolution (No. 3.1)
2020**

3442-3442-9198v1

Redland Adopted Infrastructure Charges Resolution (No. 3.1) 2020

Redland City Council**Adopted Infrastructure Charges Resolution (No. 3.1) 2020**

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Redland Adopted Infrastructure Charges Resolution (No. 3.1) 2020

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Redland City Council

Adopted Infrastructure Charges Resolution (No. 3.1) 2020

Part 1 Introduction

1. Short title

This resolution may be cited as Redland City Council Adopted Infrastructure Charges Resolution (No. 3.1) 2020 (*the resolution*).

2. Commencement

This resolution has effect on and from 28 February 2020.¹

3. Planning Act 2016

(1) This resolution is a charges resolution made under the *Planning Act 2016 (Planning Act)* by Redland City Council as the following:

- (a) the local government, for the local government trunk infrastructure networks;
- (b) the SEQ service provider, for the SEQ service provider trunk infrastructure networks.

Editor's note—See Section 113 of the Planning Act.

(2) This resolution is to be read in conjunction with the following:

- (a) the Planning Regulation 2017 (*Planning Regulation*);
- (b) the *IPA* planning scheme and the *SPA* planning scheme.

(3) This resolution is attached to but does not form part of the *IPA* or *SPA* planning scheme.

Editor's note—See Section 118(1) of the Planning Act.

4. Purpose

The purpose of this resolution is to state the following:

- (1) the adopted charges for providing the local government trunk infrastructure networks and SEQ service provider trunk infrastructure networks for development;
 - (a) the charges to be levied by Redland City Council for development for the demand placed on Redland City Council trunk infrastructure networks and SEQ service provider trunk infrastructure networks;

¹ The making of this resolution by the local government was first uploaded to the Council's website on 28 February 2020.

- (b) matters relevant to the working out of an offset and refund for a trunk infrastructure contribution for Redland City Council trunk infrastructure networks and SEQ service provider trunk infrastructure networks for development;
- (c) how the payment of extra trunk infrastructure costs for development is to be worked out and required.

5. Interpretation

- (1) The dictionary in Schedule 1 defines words used in this resolution.
- (2) A word not defined in this resolution which is defined in the *Planning Act* has the meaning given in the *Planning Act*.
- (3) A word not defined in this resolution or the *Planning Act* has the meaning given to it by the edition of the Macquarie Dictionary that is current at the date this resolution takes effect, subject to Section 14A of the *Acts Interpretation Act 1954* and Section 14 of the *Statutory Instruments Act 1992*.

Editor's note—Section 14A(1) of the Acts Interpretation Act 1954, which provides that in the interpretation of a provision of an Act the interpretation that will best achieve the purpose of the Act is to be preferred to any other interpretation, applies to a statutory instrument under Section 14 of the Statutory Instruments Act 1992.

- (4) The extrinsic material for the LGIP is to be used as an aid in the interpretation of this resolution where it assists in resolving any ambiguity in the operative provisions (in particular in the interpretation of Parts 4 and 5).

Part 2 Adopted charges

6. Purpose of Part 2

Part 2 states the following:

- (1) the adopted infrastructure charges for providing trunk infrastructure networks for development (***adopted charge***);
- (2) the ***trunk infrastructure networks***, which are the following:
 - (a) the trunk infrastructure for the transport, public parks and land for community facilities and stormwater infrastructure network (***local government trunk infrastructure networks***);
 - (b) the trunk infrastructure for the SEQ service provider's water service and wastewater service (***SEQ service provider's trunk infrastructure networks***);
- (3) the date the adopted charges take effect (***applicable date***);
- (4) the part of the local government area to which the adopted charges apply (***applicable area***);
- (5) the uses to which the adopted charges apply (***applicable use***).

7. Adopted charges

The adopted charges are stated in Schedule 2 and Schedule 4 for the following:

- (1) for the local government, for providing the local government trunk infrastructure networks;
- (2) for the SEQ service provider, for providing the SEQ service provider trunk infrastructure networks.

Editor's note—See Section 113(1) of the Planning Act.

8. Trunk infrastructure networks for the adopted charges

The trunk infrastructure networks are specified in an ***infrastructure planning instrument*** which comprises the following:

- (1) the ***local government infrastructure planning instrument***—the (LGIP);
- (2) the SEQ service provider infrastructure planning instrument—the following:
 - (a) the SEQ service provider's water netserv plan under the SEQ Water Act;
 - (b) Redland City Council's LGIP, if subsection (a) is not applicable.

Editor's note—Section 14B(1) of the Acts Interpretation Act 1954, which provides that the interpretation of a provision of an Act, consideration may be given to extrinsic material capable of assisting in the interpretation, applies to a statutory instrument under Section 14 of the Statutory Instruments Act 1992.

9. Applicable date for the adopted charges

- (1) The applicable date for the adopted charges is the day this resolution has effect.

Editor's note—See Section 113(4) of the Planning Act.

- (2) For the avoidance of doubt the adopted infrastructure charges for providing trunk infrastructure networks in effect immediately before the making of this resolution remain in effect immediately before the applicable date.

10. Applicable area for the adopted charges

- (1) The applicable area for the adopted charges is all of the local government area.

Editor's note— See Section 114(2) of the Planning Act.

11. Applicable uses for the adopted charges

- (1) The applicable uses under the *IPA* planning scheme and the *SPA* planning scheme to which the adopted charges apply are stated in Schedule 3.

- (2) Redland City Council is to include a use under the *IPA* planning scheme and the *SPA* planning scheme which is included in the 'Other uses' charge category in Schedule 3, column 1 in a charge category permitted under the *Planning Regulation*, Schedule 16, based on an assessment of the use and the demand placed upon the trunk infrastructure networks.

- (3) Redland City Council has indicatively included the uses under the *IPA* planning scheme and *SPA* planning scheme in Schedule 3, column 3 and column 4 which are identified as an 'Other use' in Schedule 3, column 2 in the charge category permitted under the *Planning Regulation*, Schedule 16, stated in Schedule 3, column 1, subject to an assessment of the use and the demand placed upon the trunk infrastructure networks.

Editor's note—See Schedule 16 of the Planning Regulation.

Part 3 Levied charges

12. Purpose of Part 3

Part 3 states the following:

- (1) the applicable development for which adopted charges may be levied by Redland City Council for development for the demand placed upon the respective trunk infrastructure network by the development (*levied charge*);
- (2) the method to be applied by Redland City Council for working out the levied charge including the following:
 - (a) the adopted charge to be applied (*applied adopted charge*);
 - (b) the extra demand placed upon the respective trunk infrastructure network which will be generated by the development (*extra demand*);
 - (c) the discount to be applied for a financial contribution (*prescribed financial contribution*):
 - (i) provided for in relation to a trunk infrastructure network under a planning scheme policy of Redland City Council;
 - (ii) required by a condition of a previous development approval given by Redland City Council before 1 July 2011 and which has not lapsed;
 - (iii) which has been paid to Redland City Council or otherwise satisfied under an infrastructure agreement between the applicant for the previous development approval and Redland City Council for the provision of land, work or money for a trunk infrastructure network;
 - (iv) which has not been reimbursed or otherwise previously applied against another financial contribution; and
 - (v) where the demand placed upon the trunk infrastructure network for which the financial contribution was paid has not been taken up by an existing lawful use or previous lawful use for which the financial contribution was paid;
- (3) the method to be applied by Redland City Council for working out the increase in the levied charge from the day the levied charge is levied to the day the levied charge is paid (*automatic increase*).

13. Applicable development for the levied charge

- (1) A levied charge may be levied for the following development:
 - (a) reconfiguring a lot;
 - (b) material change of use of premises;
 - (c) carrying out of building work.

Editor's note—See Section 119 of the Planning Act and Section 52(3)(a) of the Planning Regulation.

- (2) A levied charge is not to be levied for the following:
- (a) development in the following:
 - (i) a priority development area under the *Economic Development Act 2012*;
 - (ii) core port land under the *Transport Infrastructure Act 1994*;
 - (iii) an airport site under the *Airports Act 1996*;
 - (b) work or use of premises authorised under the *Mineral Resources Act 1989*, the *Petroleum Act 1923*, the *Petroleum and Gas (Production and Safety) Act 2004* or the *Greenhouse Gas Storage Act 2009*;
 - (c) development by a department, or part of a department, under a designation;
 - (d) development for a non-State school under a designation.

Editor's note—See Section 113(3) of the Planning Act.

Editor's note—For Section 13(2)(d), 'non-State school' is defined in Section 6 of the Education (Accreditation of Non-State Schools) Act 2017.

14. Working out the levied charge

- (1) The levied charge for the development is to be worked out by Redland City Council as follows:

$$LC = (AC \times ED) - D$$

Where:

LC is the levied charge for the development, which cannot be less than zero.

AC is the applied adopted charge for the development worked out under Section 15.

ED is the extra demand placed on trunk infrastructure generated by the development, worked out under Section 16.

D is the discount for the prescribed financial contribution worked out under Section 17.

- (2) The levied charge is to be worked out for the respective trunk infrastructure network as follows:
- (a) for each of the local government trunk infrastructure networks as identified in the LGIP; and
 - (b) for each of the SEQ service provider trunk infrastructure networks.

15. Working out the applied adopted charge

The applied adopted charge for the development is to be worked out by Redland City Council for the respective trunk infrastructure network by applying the following:

- (1) the applied adopted charge for particular uses in Schedule 4, if Redland City Council considers that it should be applied having regard to the extra demand placed upon the respective trunk infrastructure network which will be generated by the development; or
- (2) the adopted charge in Schedule 2, if subsection (b) does not apply.

16. Working out the extra demand

- (1) The extra demand placed on trunk infrastructure that is generated by the development is to be worked out by Redland City Council for the respective trunk infrastructure network as follows:

$$ED = DD - DC$$

Where:

ED is the extra demand placed on trunk infrastructure that is generated by the development.

DD is the demand placed upon the respective trunk infrastructure network which will be generated by the development (**development demand**).

DC is the demand placed upon the respective trunk infrastructure network generated by previous development prescribed in subsection (3) if applicable (**demand credit**).

- (2) The development demand is worked out using the relevant unit of calculation for an adopted charge for the development in Schedule 2 and Schedule 4 (**demand unit**).
- (3) The demand credit for previous development is to be worked out using the following:
 - (a) for a proposed material change of use or building work, the greater of the following:
 - (i) if the premises is subject to an existing use which is lawful and already taking place on the premises (**existing lawful use**) that places demand upon the respective trunk infrastructure network, the demand generated for the existing lawful use using the applicable demand units for the use;
 - (ii) if the premises is subject to a previous use which was lawful at the time it was carried out and is no longer taking place on the premises (**previous lawful use**) that placed demand upon the respective trunk infrastructure network, the demand generated for the previous lawful use using the applicable demand units for the use;
 - (b) for a proposed reconfiguring a lot or vacant land for a proposed material change of use or building work, the demand generated for each existing lot

of the premises which is serviced by the respective trunk infrastructure network;

- (c) for demand generated by other development on the premises if at the time of working out the demand credit the other development may be lawfully carried out without the need for a further development permit (including, without limitation, a development permit for development other than a material change of use of premises), using the applicable demand units for the other development.

Editor's note—See Section 120(2) of the Planning Act.

- (4) The demand credit under subsection (3) is to be worked out by Redland City Council prior to the time for the giving of the relevant approval to which the levied charge applies as follows:

Editor's note—A relevant approval is a development approval under the Planning Act.

- (a) an applicant which is seeking the demand credit is to:

- (i) give a notice in the prescribed form to Redland City Council which provides evidence of the existing lawful use or previous lawful use and the calculation of the demand credit; and
- (ii) pay the prescribed fee;

Editor's note—The prescribed fee may include the Redland City Council's costs for determining the demand credit.

- (b) Redland City Council is to:

- (i) determine if a demand credit is applicable to the development;
- (ii) work out the demand credit if applicable; and
- (iii) allocate the demand credit to the part of the premises where:
- A. in the case of a demand credit referred to in subsection (3)(a)(i), the part of the premises where the existing lawful use physically is taking place;
- B. in the case of a demand credit referred to in subsection (3)(a)(ii), the part of the premises where the previous lawful use physically took place;
- C. in the case of a demand credit referred to in subsection (3)(b), the part of the premises where the existing lot physically is located;
- D. in the case of a demand credit referred to in subsection (3)(c), the part of the premises where the relevant development physically may occur; and

- (iv) give a notice to the applicant stating the outcome of Redland City Council's determination.

Editor's note—The notice may be given in an infrastructure charges notice.

- (5) A demand credit is only to be provided to a maximum amount equal to the development demand.

17. Working out the discount for the prescribed financial contribution

- (1) The amount of the discount for the prescribed financial contribution is to be worked out by Redland City Council as follows:

$$D = PFC - (AC \times DC)$$

Where:

D is the discount which cannot be less than zero.

PFC is the amount of the prescribed financial contribution.

AC is the applied adopted charge for the proposed development worked out under Section 15a.

DC is the demand credit if applicable worked out under Section 16.

- (2) The discount for the prescribed financial contribution is to be worked out by Redland City Council prior to the time for the giving of the relevant approval to which the levied charge applies as follows:

Editor's note—A relevant approval is a development approval under the Planning Act.

- (a) an applicant which is seeking the discount for the prescribed financial contribution is to:

- (i) give a notice in the prescribed form to Redland City Council which provides evidence of the prescribed financial contribution and the calculation of the discount; and
- (ii) pay the prescribed fee;

Editor's note—The prescribed fee may include the Redland City Council's costs for determining the discount for the prescribed financial contribution.

- (b) Redland City Council is to:

- (i) determine if the discount for a prescribed financial contribution is applicable to the development;
- (ii) work out the discount for the prescribed financial contribution if applicable; and

- (iii) give a notice to the applicant stating the outcome of Redland City Council's determination.

Editor's note—The notice may be given in an infrastructure charges notice.

18. Working out the automatic increase

- (1) The automatic increase of the levied charge is to be worked out by Redland City Council as the amount which is equal to the increase calculated by using the index stated in the *Planning Act*.

Editor's note—See Section 114(3)(b), (4), (5) and (6) of the Planning Act.

Editor's note—For a levied charge payable under an adopted infrastructure charges notice, see Section 648D(9)(a) of the Sustainable Planning Act 2009 as in force immediately before 4 July 2014..

Editor's note—For a levied charge payable under an infrastructure charges notice under the Sustainable Planning Act 2009, see Section 631(3)(b) and (4) of the Sustainable Planning Act 2009 as in force on 4 July 2014.

- (2) However the amount of the automatic increase of the levied charge must not be more than the amount of the increase prescribed by the *Planning Act*.

Editor's note—See Section 114(3)(b), (4), (5) and (6) of the Planning Act.

Editor's note—For a levied charge payable under an adopted infrastructure charges notice, see Section 648D(9)(b) and (10) of the Sustainable Planning Act 2009 as in force immediately before 4 July 2014.

Editor's note—For a levied charge payable under an infrastructure charges notice under the Sustainable Planning Act 2009, see Section 631(5) and (6) of the Sustainable Planning Act 2009 as in force on 4 July 2014.

Part 4 Offset and refund for trunk infrastructure

19. Purpose of Part 4

Part 4 states the following matters relevant to the working out of an offset or refund for the provision of trunk infrastructure for the respective trunk infrastructure network for development:

- (1) the method to be applied by Redland City Council for working out the establishment cost of trunk infrastructure for an offset or refund where an applicant is required under a condition of a relevant approval to provide land or work for the following trunk infrastructure (**trunk infrastructure contribution**):

Editor's note— See Section 116 of the Planning Act.

Editor's note—A relevant approval is a development approval under the Planning Act.

- (a) **identified necessary trunk infrastructure**—development infrastructure which is identified in the respective infrastructure planning instrument;

Editor's note—See Section 128(1)(a) of the Planning Act.

- (b) **different necessary trunk infrastructure**—development infrastructure which:

- (i) is an alternative to the identified necessary trunk infrastructure; and
- (ii) (B) delivers the same desired standards of service for the network of development infrastructure stated in the respective infrastructure planning instrument;

Editor's note—See Section 128(1)(b) of the Planning Act.

- (c) **(other necessary trunk infrastructure**—development infrastructure which is not identified necessary trunk infrastructure or different necessary trunk infrastructure that satisfies the conversion criteria and is necessary to service development;

Editor's note—See Section 128(2) of the Planning Act.

- (d) **prescribed trunk infrastructure**—development infrastructure which is not identified necessary trunk infrastructure, different necessary trunk infrastructure or other necessary trunk infrastructure that becomes trunk infrastructure under the *Planning Act* by way of a conversion application;

Editor's note—See Section 142(3) of the Planning Act.

- (2) whether an offset or refund applies and if so the details of the offset and refund and the timing of the offset and refund.

20. Working out the establishment cost

The establishment cost for a trunk infrastructure contribution is to be worked out by Redland City Council using the following:

- (1) for the initial calculation of the establishment cost for required work—the method in Section 21;
- (2) for the initial calculation of the establishment cost for required land—the method in Section 23;
- (3) for the recalculation of the establishment cost for required work calculated—the method in Section 25;
- (4) for the recalculation of the establishment cost for required land—the method in Section 26.

Editor's note—See Section 116 of the Planning Act.

21. Initial calculation of the establishment cost for required work

- (1) The establishment cost for a trunk infrastructure contribution for work (**required work**) is to be worked out by Redland City Council using any of the following:
 - (a) the planned estimate—work;
 - (b) a **cost-based estimate** of the establishment cost for the required work using the method in Section 22;
 - (c) an estimate of the establishment cost for the trunk infrastructure contribution reasonably determined by Redland City Council.
- (2) Redland City Council is to have regard to the following matters when deciding whether to use the planned estimate for the work, in working out the establishment cost for the required work:
 - (a) for identified necessary trunk infrastructure:
 - (i) the suitability of the method used by Redland City Council to work out the planned cost of the item of identified necessary trunk infrastructure applicable to the required work stated in the extrinsic material for the LGIP;
 - (ii) the relevance of matters which were taken into account and assumptions made in working out the planned cost of the item of identified necessary trunk infrastructure applicable to the required work stated in the extrinsic material for the LGIP;
 - (b) for different necessary trunk infrastructure, other necessary trunk infrastructure or prescribed trunk infrastructure:
 - (i) the suitability of the method used by Redland City Council to work out the planned cost of items of identified necessary trunk infrastructure for the network of development infrastructure applicable to the required work stated in the extrinsic material for the LGIP;

- (ii) the relevance of matters which were taken into account and assumptions made in working out the planned cost of items of identified necessary trunk infrastructure for the network of development infrastructure applicable to the required work stated in the extrinsic material for the LGIP;
- (c) for identified necessary trunk infrastructure, different necessary trunk infrastructure, other necessary trunk infrastructure or prescribed trunk infrastructure:
 - (i) the standards and requirements for the required work;
 - (ii) the impact the required work has on the development potential and value of the premises the subject of the relevant approval.

Editor's note—A relevant approval is a development approval under the Planning Act.

Editor's note—The method used by Redland City Council is to be stated in the infrastructure charges notice.

- (3) The planned estimate of the required work (***planned estimate—work***) if:
 - (a) the required work are the whole of an item of identified necessary trunk infrastructure—is the ***planned cost*** being the amount of the value of the item stated in Schedule 6;
 - (b) the required work are part of an item of identified necessary trunk infrastructure—is the estimate of the proportion of the planned cost of the item of identified necessary trunk infrastructure applicable to the trunk infrastructure contribution having regard to the method used by Redland City Council to work out the planned cost of the item of identified trunk infrastructure stated in the LGIP; and
 - (c) the required work are different necessary trunk infrastructure, other necessary trunk infrastructure or prescribed trunk infrastructure—is the estimate of the planned cost of the infrastructure having regard to the method used by Redland City Council to work out the planned cost of the identified necessary trunk infrastructure for the network of development infrastructure stated in the LGIP.

22. Cost-based estimate of the establishment cost for required work

- (1) This section is to apply where the establishment cost for the required work is to be worked out by Redland City Council using a cost-based estimate.
- (2) The ***cost-based estimate*** for the required work is to:
 - (a) be determined by using first principles estimating based on the following:
 - (i) the scope (as determined by Redland City Council) of the required work which includes the following:
 - A. the standard to which the required work are to be provided;
 - B. the location of the required work;

- C. the quantity of the required work;
- (ii) Redland City Council's design and construction requirements for the required work;
- (b) exclude the following:
 - (i) a cost of the planning of the required work;
 - (ii) a cost of providing temporary infrastructure;
 - (iii) a cost of providing other infrastructure which is not part of the required work;
 - (iv) a cost of the decommissioning, removal and rehabilitation of infrastructure identified in subsections (2)(b)(iii) and (2)(b)(iii);
 - (v) a part of the required work provided by:
 - A. Redland City Council; or
 - B. a person, other than the applicant or a person engaged by the applicant;
 - (vi) a cost to the extent that GST is payable and an input tax credit can be claimed for the required work;
 - (vii) a cost attributable directly or indirectly to the failure of an applicant or a person engaged by the applicant to perform and fulfil a relevant approval for the required work;
Editor's note—A relevant approval is a development approval under the Planning Act.
 - (viii) a cost caused or contributed to by a negligent or wilful act or omission by the applicant or a person engaged by the applicant;
 - (ix) a cost of providing development infrastructure which is only made necessary by the development and does not contribute to the function of the required work;
 - (x) a cost of providing trunk infrastructure which relates to another development infrastructure network;
 - (xi) a cost of providing development infrastructure which is replacing existing infrastructure with different infrastructure in another development infrastructure network;
 - (xii) a cost of providing development infrastructure in excess of the desired standards of service for the network of development infrastructure stated in the LGIP;
 - (xiii) a cost of existing development infrastructure which services or is planned to service existing or future demand that is replaced by the required work;

- (xiv) a cost of maintaining an infrastructure asset where required by a condition of approval;
- (xv) a cost associated with risk and contingencies for the required work.

23. Initial calculation of the establishment cost for required land

- (1) The establishment cost for a trunk infrastructure contribution for land (**required land**) is to be worked out by Redland City Council using one of the following, in the following order:

- (a) the planned estimate—land;
- (b) the establishment cost for other land previously accepted by Redland City Council (**other land**) which, in its opinion, is reasonably consistent with the required land (**consistent land establishment cost**)—if Redland City Council decides to not use the planned estimate—land, having regard to matters stated in subsection (2);

Editor's note—In forming its opinion on whether the other land is reasonably consistent with the required land, the Redland City Council may have regard to the matters including, but not limited to the following:

- *planning scheme requirements (e.g. zoning, overlays and the LGIP);*
- *infrastructure requirements for the same network as the required land;*
- *timing of the valuation previously accepted;*
- *methodology used to value the other land;*
- *valuation considerations and development constraints which were taken into account in determining the value of the other land.*

- (c) the proportion of the rateable value of the parcel of land (of which the required land forms part) (**proportional value**) current at the time of working out the establishment cost—if Redland City Council decides to not use a consistent land establishment cost because:
 - (i) no other land has been previously accepted by Redland City Council;
 - (ii) Redland City Council does not consider other land is reasonably consistent with the required land;
- (d) the current market value of the required land using the method in Section 24—if Redland City Council decides the current market value is more accurate than the proportional value.

- (2) Redland City Council is to have regard to the following matters when deciding whether to use the planned estimate—land in working out the establishment cost for the required land:

- (a) for identified necessary trunk infrastructure:
 - (i) the suitability of the method used by Redland City Council to work out the planned cost of the item of identified necessary trunk

- infrastructure applicable to the required land stated in the extrinsic material for the LGIP;
- (ii) the relevance of matters which were taken into account and assumptions made in working out the planned cost of the item of identified necessary trunk infrastructure applicable to the required land stated in the extrinsic material for the LGIP;
- (b) for different necessary trunk infrastructure, other necessary trunk infrastructure or prescribed trunk infrastructure:
- (i) the suitability of the method used by Redland City Council to work out the planned cost of items of identified necessary trunk infrastructure for the network of development infrastructure applicable to the required land stated in the extrinsic material for the LGIP;
- (ii) the relevance of matters which were taken into account and assumptions made in working out the planned cost of items of identified necessary trunk infrastructure for the network of development infrastructure applicable to the required land stated in the extrinsic material for the LGIP;
- (c) for identified necessary trunk infrastructure, different necessary trunk infrastructure, other necessary trunk infrastructure or prescribed trunk infrastructure:
- (i) the standards and requirements for the required land;
- (ii) the impact the required land has on the development potential and value of the premises the subject of the relevant approval.
- Editor's note—A relevant approval is a development approval under the Planning Act.*
- Editor's note—The method used by Redland City Council is to be stated in the infrastructure charges notice.*
- (3) The planned estimate for the required land is the estimate of the establishment cost determined as follows (***planned estimate—land***), if:
- (a) the required land is the whole of an item of identified necessary trunk infrastructure—is the ***planned cost*** being the amount of the value of the item stated in Schedule 6;
- (b) the required land is part of an item of identified necessary trunk infrastructure—is the estimate of the proportion of the planned cost of the item of identified necessary trunk infrastructure applicable to the required land having regard to the method used by Redland City Council to work out the planned cost of the item of identified necessary trunk infrastructure stated in the extrinsic material for the LGIP; and
- (c) the required land is different necessary trunk infrastructure, other necessary trunk infrastructure or prescribed trunk infrastructure—is the estimate of the planned cost of the infrastructure having regard to the method used by Redland City Council to work out the planned cost of items

of identified necessary trunk infrastructure for the network of development infrastructure applicable to the required land stated in the extrinsic material for the LGIP.

24. Current market value of required land

- (1) This section is to apply where the establishment cost for required land is to be worked out by Redland City Council using the current market value of the required land.
- (2) The **current market value** of the required land is to be determined by using the before and after method of valuation by:

- (a) firstly, determining the value (**original land value**) of the original land of which the required land forms part (**original land**) before the required land is transferred to Redland City Council;

Editor's note—Where the required land is identified in the LGIP, the original land is to be valued:

- as if the required land had never been identified;
- identifying and considering all relevant constraints;
- disregarding any change in the value (e.g. through development opportunities) caused, or contributed to, by the identification of the required land in the LGIP; and
- on the basis of the highest and best use of the original land by development that is subject to code assessment and strictly complies with all acceptable outcomes.

Editor's note—Where the required land is not identified in the LGIP, the original land is to be valued:

- identifying and considering all relevant constraints; and
- on the basis of the highest and best use of the original land by development that is subject to code assessment and strictly complies with all acceptable outcomes.

- (b) secondly, determining the value (**remaining land value**) of the land that is not to be transferred to Redland City Council (**remaining land**); and

Editor's note— Where the development approval under which the required land is required is for a material change of use of premises, the remaining land is to be valued:

- identifying and considering all relevant constraints;
- where the approved development of the remaining land is:
 - the highest and best use of the land—on the basis of the approved development;
 - not the highest and best use of the land—on the basis of development that is subject to code assessment and strictly complies with all acceptable outcomes disregarding any change in the value (e.g. through development opportunities) caused, or contributed to, by the required land.

Editor's Note—Where the development approval under which the required land is required is not for a material change of use of premises, the remaining land is to be valued:

- *identifying and considering all relevant constraints;*
- *disregarding any change in the value (e.g. through development opportunities) caused, or contributed to, by the required land; and*
- *on the basis of the highest and best use of the remaining land by development that is subject to code assessment and strictly complies with all acceptable outcomes.*

(c) thirdly, subtracting the remaining land value from the original land value.

(3) The before and after method of valuation is to be undertaken in accordance with the following requirements:

(a) the valuation is to be carried out to determine the current market value that would have applied on the day that is:

- (i) where the required land is identified in the LGIP—the day on which the development application, which is the subject of a condition requiring the required land to be provided, first became properly made; or
- (ii) where the required land is not identified in the LGIP—the day on which the development application, which is the subject of a condition requiring the required land to be provided, was approved;

(b) the valuation is to:

- (i) include a report by an appropriately qualified town planner regarding the highest and best use of the original land and the remaining land (***highest and best use advice***), which the independent valuation expert has relied on to form an opinion about the value;

Editor's note—The highest and best use of the original land is to be based on development that is subject to code assessment and strictly complies with all acceptable outcomes.

Editor's note—The highest and best use of the remaining land is to be:

- *where the development approval under which the required land is required is for a material change of use of premises—the approved development;*
- *where the development approval under which the required land is required is not for a material change of use of premises—development that is subject to code assessment and strictly complies with all acceptable outcomes.*

- (ii) identify the area of the land that is above the Q100 flood level and the area that is below the Q100 flood level;

- (iii) identify and consider all other real and relevant constraints including, but not limited to:
 - A. vegetation protection;
 - B. ecological values including riparian buffers and corridors;
 - C. stormwater or drainage corridors;
 - D. slope;
 - E. bushfire and landslide hazards;
 - F. heritage;
 - G. airport environs;
 - H. coastal erosion;
 - I. extractive resources;
 - J. flooding;
 - K. land use buffer requirements;
 - L. tenure related constraints;
 - M. restrictions such as easements, leases, licences and other dealings whether or not registered on title; and
- (iv) contain relevant sales evidence and clear analysis of how those sales and any other information was relied upon in forming the valuation assessment;
- (c) the valuation is to be undertaken by a certified practising valuer who must act professionally as a neutral and independent expert (*independent valuation expert*).

25. Recalculation of the establishment cost for required work

Market cost

- (1) The establishment cost for required work may be recalculated by Redland City Council at the request of the applicant by using the market cost for the required work which is to be worked out in accordance with this Section 25.

Editor's note—See Section 137 of the Planning Act.

- (2) The **market cost** for the required work is the estimate of the cost of the design and construction of the required work stated in the contract for construction for the required work:

- (a) including the following:
 - (i) the construction cost or the direct embellishment cost of plant, material and labour for the required work for the required work;

- (ii) the indirect construction cost or the indirect embellishment cost for the required work limited to the contractor overheads related to the required work which do not exceed the maximum indirect construction cost and the maximum embellishment cost stated in Schedule 7;
- (iii) project costs for the required work which do not exceed the maximum on costs stated in Schedule 7 for the following:
 - A. the cost of survey for the required work;
 - B. the cost of geotechnical and other engineering and environmental investigations for the construction of the required work;
 - C. the cost of only detailed design for the required work;
 - D. the cost of project management, engineering supervision and contract administration for the required work;
- (b) excluding the following:
 - (i) a cost of the planning of the required work;
 - (ii) a cost of providing temporary infrastructure;
 - (iii) a cost of providing other infrastructure which is not part of the required work;
 - (iv) a cost of the decommissioning, removal and rehabilitation of infrastructure identified in subsections (ii) and (iii);
 - (v) a part of the required work provided by:
 - A. Redland City Council; or
 - B. a person, other than the applicant or a person engaged by the applicant;
 - (vi) a cost to the extent that GST is payable and an input tax credit can be claimed for the required work;
 - (vii) a cost attributable directly or indirectly to the failure of an applicant or a person engaged by the applicant to perform and fulfil a relevant approval for the required work;

Editor's note—A relevant approval is a development approval under the Planning Act.
 - (viii) a cost caused or contributed to by a negligent or wilful act or omission by the applicant or a person engaged by the applicant;
 - (ix) a cost of providing development infrastructure which is only made necessary by the development and does not contribute to the function of the required work;

- (x) a cost of providing trunk infrastructure which relates to another development infrastructure network;
- (xi) a cost of providing development infrastructure which is replacing existing infrastructure with different infrastructure in another development infrastructure network;
- (xii) a cost of providing development infrastructure in excess of the desired standards of service for the network of development infrastructure stated in the LGIP;
- (xiii) a cost of existing development infrastructure which services or is planned to service existing or future demand that is replaced by the required work;
- (xiv) a cost of maintaining an infrastructure asset where required by a condition of approval;
- (xv) a cost associated with risk and contingencies for the required work.

Determining the market cost

- (3) Redland City Council is to, prior to the applicant starting the construction of the required work, determine the market cost for the required work as follows:
 - (a) the applicant is to:
 - (i) for a trunk infrastructure contribution up to \$5,000 (exclusive of GST)—obtain at least one written quotation for the work and;
 - (ii) for a trunk infrastructure contribution more than \$5,000 (exclusive of GST) but not more than \$200,000 (exclusive of GST) obtain:
 - A. at least three written quotations for the work;
 - B. evidence that the supplier or contractor has appropriate insurances, licences, work health and safety and quality assurance systems in place;
 - (iii) for a trunk infrastructure contribution more than \$200,000 (exclusive of GST)—undertake a competitive tender process for the work;
 - (b) the applicant is to:
 - (i) for a trunk infrastructure contribution up to \$200,000 (exclusive of GST), give to Redland City Council a notice in the prescribed form which states the following:
 - A. the quotations process under subsections (a)(i) and (ii) have been conducted;
 - B. the quotation/s received;

- C. the evidence of the appropriate insurances, licences, work health and safety and quality assurance systems of the supplier or contractor;
 - D. the applicant's preferred quotation under subsection (a)(ii);
 - E. the applicant's reason for the preferred quotation under subsection (a)(ii);
 - F. the terms of the construction contract for the work;
 - G. a plan for each development infrastructure network clearly showing the extent of the work for which an offset is sought;
 - H. the applicant's calculation of the market cost for the work;
- (ii) for a trunk infrastructure contribution more than \$200,000 (exclusive of GST), give to Redland City Council a notice in the prescribed form which states the following:
- A. a competitive tender process required under subsection (a)(iii) has been conducted;
 - B. the tenders received;
 - C. the applicant's preferred tenderer;
 - D. the applicant's reason for the preferred tenderer;
 - E. the terms of the construction contract for the work;
 - F. a plan for each development infrastructure network clearly showing the extent of the work for which an offset is sought;
 - G. the applicant's calculation of the market cost for the work; and
- (iii) pay the prescribed fee;
- Editor's note—The prescribed fee may include Redland City Council's costs for determining the market cost.*
- (c) Redland City Council may, within 15 business days of the date the notice under subsection (b) is received by Redland City Council, give a notice to the applicant which states that the applicant is to provide a document to enable Redland City Council to determine the market cost including without limitation the following:
- (i) details in respect of a construction contract for the required work; and
 - (ii) a plan for each development infrastructure network clearly showing the scope of the required work for which the recalculated establishment cost is sought;
- (d) the applicant is to comply with a notice given by Redland City Council to the applicant under subsection(c);

- (e) Redland City Council is to as soon as reasonably practicable determine the market cost acting reasonably having regard to the matters in subsections (a) to (d);
 - (f) Redland City Council, after determining the market cost, is to as soon as reasonably practicable:
 - (i) give to the applicant a notice which states the following:
 - A. Redland City Council's calculation of the market cost for the required work and the reason for any difference from the applicant's calculation;
 - B. the establishment cost for the required work; and
 - (ii) issue an amended infrastructure charges notice.
- (4) To avoid any doubt, Redland City Council may issue the amended infrastructure charges notice using the establishment cost in Section 25(3)(f)(i)B even where it is lower than the original establishment cost.

Adjustment of the establishment cost

- (5) Redland City Council is to, after the completion of the construction of the required work and prior to the date for the payment of a levied charge, determine an adjustment to the establishment cost as follows:
- (a) this subsection only applies to a cost of required work (*prescribed cost*) if the cost:
 - (i) would have formed part of the market cost used to work out the establishment cost for the required work; and
 - (ii) was not included in the market cost used to work out the establishment cost or was included in the market cost used to work out the establishment cost but was for an amount less than the prescribed cost;
 - (b) the applicant, prior to 15 business days after the applicant has completed the required work:
 - (i) may give to Redland City Council a single written notice which is to state the following:
 - A. that the applicant requests that Redland City Council adjust the establishment cost to take account of the prescribed cost;
 - B. all information reasonably necessary to establish the calculation of the prescribed cost and that the cost is a prescribed cost, including evidence satisfactory to Redland City Council, to demonstrate that the prescribed cost has been incurred by the applicant;
 - C. the applicant's calculation of the prescribed cost; and
 - (ii) must pay the prescribed fee if subsection (i) applies;

Editor's note—The prescribed fee may include Redland City Council's costs for determining whether the establishment cost is to be adjusted.

- (c) Redland City Council may, within 15 business days of the date the notice under subsection (b) is received, give a notice to the applicant which states that the applicant is to provide to Redland City Council a document to enable it to determine the value of an adjusted establishment cost;
- (d) the applicant is to comply with a notice given by Redland City Council to the applicant under subsection (3)(C);
- (e) Redland City Council is to as soon as reasonably practicable determine whether the establishment cost is to be adjusted acting reasonably having regard to the matters in subsections (a) to (d);
- (f) Redland City Council, after determining whether the establishment cost is to be adjusted, is to as soon as reasonably practicable:
 - (i) give to the applicant a notice which states the following:
 - A. Redland City Council's calculation of the adjusted establishment cost for the required work and the reason for any difference from the applicant's calculation;
 - B. the establishment cost for the required work; and
 - (ii) issue an amended infrastructure charges notice.

Dispute process

- (6) An applicant, within 10 business days of the date of a notice under subsections (3)(f) or (5)(f):
 - (a) may give to Redland City Council a notice in the prescribed form stating that it disputes Redland City Council's recalculation of the establishment cost for the required work; and
 - (b) must pay the prescribed fee if subsection (a) applies.

Editor's note—The prescribed fee may include Redland City Council's costs for the dispute process including the cost of the independent registered quantity surveyor.
- (7) Redland City Council and the applicant are to take the following action to resolve the dispute:
 - (a) Redland City Council is to appoint an independent registered quantity surveyor to determine the establishment cost for the required work in accordance with this section;
 - (b) Redland City Council and the applicant are to cooperate in good faith with the independent registered quantity surveyor;

- (c) Redland City Council and the applicant are to accept the independent registered quantity surveyor's determination of the establishment cost for the required work;
- (d) Redland City Council is to, as soon as reasonably practicable:
 - (i) give to the applicant a notice which states the establishment cost for the required work determined by the independent registered quantity surveyor; and
 - (ii) issue an amended infrastructure charges notice.

26. Recalculation of the establishment cost for required land

Current market value

- (1) The establishment cost for required land may be recalculated by Redland City Council at the request of the applicant by using the current market value of the required land determined by using the before and after method of valuation prescribed in Section 24 in accordance with this Section 26.

Editor's note—See Section 137 of the Planning Act.

Applicant's submission of current market value

- (2) The applicant is to give to Redland City Council the following:
 - (a) a notice in the prescribed form requesting the recalculation of the establishment cost for the required land which is accompanied by the following:
 - (i) a valuation of the required land undertaken by an independent valuation expert (*applicant's valuation*),
 - (ii) a report prepared by an appropriately qualified town planner regarding the highest and best use of the original land and the remaining land on which the applicant's valuation is based (*applicant's highest and best use advice*);
 - (b) the prescribed fee.

Editor's note—The prescribed fee may include Redland City Council's costs of the recalculation process including the costs of the independent valuation expert nominated by Redland City Council and the town planner engaged by Redland City Council.

Redland City Council's determination of current market value

- (3) Within 20 business days after the notice and accompanying documents under subsection (2) are received, Redland City Council is to:
 - (a) accept the applicant's valuation; or
 - (b) refer the applicant's valuation to an independent valuation expert nominated by Redland City Council to:

- (i) assess whether the applicant's valuation is consistent with the current market value; and
- (ii) assess whether the applicant's valuation is correctly determined using the before and after method of valuation prescribed in Section 24.

Editor's note—Redland City Council may request additional information from the applicant in order to undertake the assessment.

- (4) If Redland City Council's nominated independent valuation expert's determination is that the applicant's valuation is not consistent with the current market value or is not correctly determined using the before and after method of valuation prescribed in Section 24 then the independent valuation expert must:
 - (a) provide the reasons for the independent valuation expert's determination; and
 - (b) provide a valuation using the before and after method of valuation stated in Section 24 (**amended valuation**).
- (5) Redland City Council is to decide whether to:
 - (a) accept the applicant's valuation; or
 - (b) propose an amended valuation based on subsection (4)(b).
- (6) If Redland City Council accepts the applicant's valuation, it is to:
 - (a) give written notice to the applicant stating that it has agreed to the applicant's valuation (**accepted valuation**);
 - (b) index the establishment cost for the required land using the CPI from the date of the accepted valuation to the date stated in the amended infrastructure charges notice; and
 - (c) issue an amended infrastructure charges notice to the applicant stating the establishment cost for the required land.

Amended valuation

- (7) If Redland City Council proposes an amended valuation, it is to give a written notice to the applicant stating:
 - (a) that it rejects the applicant's valuation and give reasons for doing so; and
 - (b) the proposed amended valuation.
- (8) Within 20 business days of receipt of Redland City Council's written notice proposing the amended valuation under subsection (7), the applicant must give written notice to Redland City Council that it:
 - (a) accepts the amended valuation; or
 - (b) rejects the amended valuation and its reasons for doing so.

- (9) If the applicant accepts the amended valuation, Redland City Council must:
- (a) index the establishment cost for the land infrastructure using the CPI from the date of the amended valuation to the date stated in the amended infrastructure charges notice; and
 - (b) give an amended infrastructure charges notice to the applicant stating the establishment cost of the land infrastructure.
- (10) If the applicant rejects the amended valuation, then within 20 business days after receipt of a notice under subsection (8)(b), Redland City Council is to refer the applicant's valuation to a further independent valuation expert nominated by Redland City Council from its list of certified practising valuers as per subsection (12).

Final independent valuation

- (11) Redland City Council may not refer the applicant's valuation to an independent valuation expert for final determination if the applicant has not paid to Redland City Council the prescribed fee under subsection (2)(b) including the costs of the independent valuation expert nominated by Redland City Council and the town planner engaged by Redland City Council.
- (12) If Redland City Council refers the applicant's valuation to a further independent valuation expert, Redland City Council is to:
- (a) give written notice to the applicant that it rejects the applicant's valuation and give reasons for doing so;
 - (b) give written notice to the applicant stating that it has referred the applicant's valuation to an independent valuation expert;
 - (c) give the following to the independent valuation expert:
 - (i) the applicant's valuation and the applicant's highest and best use advice;
 - (ii) the highest and best use advice prepared by an appropriately qualified town planner engaged by Redland City Council regarding the highest and best use of the original land and the remaining land if Redland City Council does not accept the applicant's highest and best use advice;
 - (iii) the valuation of the required land, if Redland City Council used the before and after method of valuation prescribed in Section 24 for the initial calculation of the establishment cost for the required land and considers that it is relevant to the independent valuation expert's assessment.
- (13) Within 20 business days after the independent valuation expert has been given the information under subsection (12)(c) the independent valuation expert is to (a **Redland City Council's valuer's determination**):
- (a) provide the independent valuation expert's determination in relation to the matters stated in subsection (3)(a); and

- (b) if the independent valuation expert's determination is that the applicant's valuation is not consistent with the current market value or is not correctly determined using the before and after method of valuation prescribed in Section 24:
 - (i) provide the reasons for the independent valuation expert's determination; and
 - (ii) provide a valuation using the before and after method of valuation stated in Section 24.
- (14) Within 10 business days after its receipt of the relevant subsequent Redland City Council's valuer's determination, Redland City Council is to give written notice to the applicant stating that it adopts the applicable valuer's determination (**revised local government's valuation**).
- (15) If Redland City Council adopts the revised local government's valuation, Redland City Council is to:
 - (a) index the establishment cost for the required land using the CPI from the date of the revised local government's valuation to the date stated in the amended infrastructure charges notice; and
 - (b) issue an amended infrastructure charges notice to the applicant stating the establishment cost for the required land.

27. Application of an offset and refund

The following apply if a trunk infrastructure contribution services or is planned to service premises other than premises the subject of the relevant approval and an adopted charge applies to the development the subject of the relevant approval:

Editor's note—A relevant approval is a development approval under the Planning Act.

- (a) an **offset**—where the establishment cost for the trunk infrastructure contribution is equal to or less than the levied charge;
- (b) a **refund**—where the establishment cost for the trunk infrastructure contribution is more than the levied charge.

28. Details of an offset and refund

- (1) If an offset applies, the establishment cost for the trunk infrastructure contribution is to be worked out by Redland City Council in accordance with Section 20.
- (2) If a refund applies, the refund amount will be the establishment cost for the trunk infrastructure contribution less the levied charge for the development worked out in accordance with Section 14.

29. Timing of an offset and refund

- (1) An applicant entitled to an offset or refund for the trunk infrastructure contribution is to:

- (a) give to Redland City Council a notice in the prescribed form which states the following:
 - (i) the date the trunk infrastructure contribution the subject of an offset or refund was lawfully completed;
 - (ii) that the trunk infrastructure contribution has been provided in accordance with the relevant approval for the trunk infrastructure contribution;

Editor's note—A relevant approval is a development approval under the Planning Act.

- (b) for a refund—in addition to subsection (a), if the applicant is not the owner of the premises the subject of the relevant approval requiring the trunk infrastructure contribution, give to Redland City Council a written consent of the owner at the time the notice is given agreeing to the payment of the refund amount being made to the applicant, unless the applicant demonstrates to the reasonable satisfaction of Redland City Council that:
 - (i) the owner of the premises has unreasonably withheld consent; or
 - (ii) because of the number of owners, it is impracticable to get their consent; and
- (c) pay the prescribed fee.

Editor's note—The prescribed fee may include Redland City Council's costs for determining the matters in subsection (1)(a) and (b).

- (2) Redland City Council is to as soon as is reasonably practicable after receiving a notice under subsection (1):
 - (a) determine whether the trunk infrastructure contribution has satisfied the matters in subsection (1)(a); and
 - (b) give to the applicant a notice stating the outcome of Redland City Council's determination.
- (3) Redland City Council, if satisfied of the matters in subsection (1)(a), is to unless otherwise provided for in an infrastructure agreement:
 - (a) for an offset—set off the establishment cost for the trunk infrastructure contribution against the levied charge when the levied charge stated in the infrastructure charges notice is payable under the *Planning Act*;
 - (b) for a refund—give the refund to the applicant giving the notice under subsection (1)(a) when stated in the infrastructure charges notice.
- (4) Redland City Council has adopted a policy position in relation to the determination in an infrastructure charges notice of when a refund is to be given by Redland City Council to achieve the following policy objectives:
 - (a) to seek to integrate Redland City Council's land use and infrastructure plans;

- (b) to implement the respective infrastructure planning instruments as the basis for Redland City Council's trunk infrastructure funding;
 - (c) to implement infrastructure funding which is equitable and accountable and financially sustainable for Redland City Council.
- (5) Redland City Council's policy position in relation to the determination in an infrastructure charges notice of when a refund is to be given by Redland City Council and related matters is as follows:
- (a) for a trunk infrastructure contribution for identified necessary trunk infrastructure or different necessary trunk infrastructure which is provided before or in the planned date or period for the trunk infrastructure contribution stated in the LGIP:
 - (i) the following payment triggers achieve Redland City Council's policy objectives:
 - A. for a refund which is an amount that is \$1 million or less—the refund may be given by 31 December of the financial year following the end of the relevant planned date or period for the trunk infrastructure contribution;
 - B. for a refund which is an amount that is more than \$1 million but not more than \$10 million—the refund may be given annually over 3 financial years in equal payments by 31 December in each year commencing in the year following the end of the relevant planned date or period for the trunk infrastructure contribution;
 - C. for a refund which is more than \$10 million—the refund may be given annually over 5 financial years in equal payments by 31 December in each year commencing in the year following the end of the relevant planned date or period for the trunk infrastructure contribution;
 - (ii) each amount to be paid under in subsection (i) is to be increased by the CPI from the date of the infrastructure charges notice for the refund to the date that the amount is paid;
 - (b) for a trunk infrastructure contribution for identified necessary trunk infrastructure or different necessary trunk infrastructure which is provided after the planned date or period for the trunk infrastructure contribution stated in the LGIP:
 - (i) the following payment triggers achieve Redland City Council's policy objectives:
 - A. or a refund which is an amount that is \$1 million or less—the refund may be given by 31 December of the financial year following the completion of the trunk infrastructure contribution;
 - B. for a refund which is an amount that is more than \$1 million but not more than \$10 million—the refund may be given annually over 3 financial years in equal payments by 31

December in each year commencing in the year following the completion of the trunk infrastructure contribution;

- C. or a refund which is more than \$10 million—the refund may be given annually over 5 financial years in equal payments by 31 December in each year commencing in the year following the completion of the trunk infrastructure contribution;
- (ii) each amount to be paid under subsection (i) is to be increased by the CPI from the date of the infrastructure charges notice for the refund to the date that the amount is paid;
- (c) for a trunk infrastructure contribution for other necessary trunk infrastructure:
 - (i) Redland City Council is to estimate the period in which the trunk infrastructure contribution would have been planned to be provided had it been included in the LGIP having regard to the method used by Redland City Council to work out the relevant planned date or period of items of identified trunk infrastructure for the network of development infrastructure stated in the LGIP (*specified date or period*);
 - (ii) Redland City Council is to upon the completion of the trunk infrastructure contribution include the trunk infrastructure as existing trunk infrastructure in the respective infrastructure planning instrument;
 - (iii) the following payment triggers achieve Redland City Council's policy objectives:
 - A. for a refund which is an amount that is \$1 million or less—the refund may be given 31 December of the financial year following the end of the specified date or period for the trunk infrastructure contribution;
 - B. for a refund which is an amount that is more than \$1 million but not more than \$10 million—the refund may be given annually over 3 financial years in equal payments by 31 December in each year commencing in the year following the end of the specified date or period for the trunk infrastructure contribution;
 - C. for a refund which is more than \$10 million—the refund may be given annually over 5 financial years in equal payments by 31 December in each year commencing in the year following the end of the specified date or period for the trunk infrastructure contribution;
 - (iv) each amount to be paid under subsection (iii) is to be increased by the CPI from the date of the infrastructure charges notice for the refund to the date that the amount is paid;
- (d) for a trunk infrastructure contribution for prescribed trunk infrastructure:

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- (i) Redland City Council is to upon the completion of the trunk infrastructure contribution include the trunk infrastructure as existing trunk infrastructure in the respective infrastructure planning instrument;
- (ii) the payment trigger for a refund of 31 December of the financial year following the end of the planning horizon of the respective trunk infrastructure network in the LGIP achieves Redland City Council's policy objectives;
- (iii) the amount to be paid under subsection (ii) is to be increased by the CPI from the date of the infrastructure charges notice for the refund to the date that the amount is paid.

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Part 5 Conversion applications

30. Purpose of Part 5

Part 5 states the criteria to be applied by Redland City Council in assessing a conversion application to determine if development infrastructure is trunk infrastructure (*conversion criteria*).

31. Conversion criteria

(1) The criteria to be applied for deciding a conversion application are as follows:

- (a) the infrastructure has capacity to service other developments in the area;
- (b) the function and purpose of the infrastructure is consistent with other trunk infrastructure identified in the LGIP, the resolution or Water Netserv Plan for the area;

Editor's note: the infrastructure is taken to satisfy subsection (1)(b) if it complies with all of the applicable identified trunk infrastructure criteria in Schedule 5.

- (c) the infrastructure is not consistent with non-trunk infrastructure for which a condition may be imposed under section 145 of the *Planning Act* or section 99BRDJ of the *SEQ Water Act*; and
- (d) the type, size and location of the infrastructure is the most cost effective option for servicing multiple users in the area. The most cost effective option is the least cost option based upon the life cycle cost of the infrastructure required to service future urban development in the area at the desired standard of service.

32. Conversion applications

(1) If an applicant makes a conversion application, it must:

- (a) comply with section 139(2) of the *Planning Act*, or equivalent provision in an act that supersedes the *Planning Act*;
- (b) be provided to Council in writing using Council's prescribed form; and
- (c) be accompanied by the prescribed fee.

Editor's note—The prescribed fee may include Redland City Council's costs for additional professional services in deciding the conversion application.

Part 6 Extra trunk infrastructure costs

33. Purpose of Part 6

Part 6 states the method to be applied by Redland City Council for working out extra trunk infrastructure costs.

34. Payment of extra trunk infrastructure costs

The payment of extra trunk infrastructure costs for development is to be worked out and required in accordance with Section 130 of the *Planning Act*.

Editor's note—See Subdivision 2, Division 3, Part 2, Chapter 4 of the Planning Act.

Schedule 1 Dictionary

accepted valuation see Section 26(6).

adopted charge see Section 6(1).

amended valuation see Section 26(4)(b).

applicable area see Section 6(4).

applicable date see Section 6(3).

applicable use see Section 6(5).

applicant's highest and best use advice see Section 26(2)(a)(ii).

applicant's valuation see Section 26(2)(a)(i).

applied adopted charge see Section 12(2)(a)12.

automatic increase see Section 12(3).

basic work means work to ensure the land is suitable for development for community facilities including site preparation (clearing, cut and fill) and connection to services.

bedroom means an area of a building or structure which:

- (a) is used, designed or intended for use for sleeping but excludes a lounge room, dining room, living room, kitchen, water closet, bathroom, laundry, garage or plant room; or
- (b) can be used for sleeping such as a den, study, loft, media or home entertainment room, library, family or rumpus room or other similar space.

completion means the stage in the provision of a trunk infrastructure contribution by an applicant when Redland City Council is satisfied that the trunk infrastructure contribution is complete other than for a minor omission and a minor defect which:

- (a) is not essential;
- (b) does not prevent the matter from being reasonably capable of being used for its intended purpose;

- (c) Redland City Council determines the applicant has a reasonable basis for not promptly rectifying; and
- (d) the rectification of which will not prejudice the convenient use of the matter.

consistent land establishment cost see Section 23(1)(c).

conversion application has the meaning given in the *Planning Act*.

conversion criteria see Section 31.

cost-based estimate for required work see Section 22(2).

court area means the area of premises where the leisure, sport or recreation activity is conducted and excludes the area of the premises not used for conducting the leisure, sport or recreation activity, such as areas for spectators, office or administration, amenities or food and beverages.

CPI (an acronym for consumer price index) means the following:

- (a) the consumer price index 6401.0 All Groups Brisbane published by the Australian Bureau of Statistics;
- (b) if an index described in paragraph (a) ceases to be published—another similar index prescribed by Redland City Council.

Editor's note—Where the CPI has not been published for a calculation date the change in the CPI is to be determined by having regard to the index prior to the base date and the index prior to the calculation date.

current market value see Section 24(2).

demand credit see Section 16(1).

demand unit see Section 16(2).

Dependent retirement facility means premises that provide supervised accommodation and supportive care for the daily living needs of seniors that are unable to live independently. They are administered and operated under the *Commonwealth Aged Care Act 1997*.

development demand see Section 16(1).

development infrastructure has the meaning given in Schedule 2 of the *Planning Act*.

different necessary trunk infrastructure see Section 19(1)(b)

dwelling has the meaning in the SPA planning scheme.

Editor's note—The term 'dwelling' is defined in the SPA planning scheme to mean:

"A building or part of a building used or capable of being used as a self-contained residence which must include the following:

- (a) food preparation facilities;*
- (b) a bath or shower;*
- (c) a toilet and wash basin;*
- (d) clothes washing facilities.*

This term includes outbuildings, structures and work normally associated with a dwelling."

establishment cost for trunk infrastructure means the following:

- (a) for existing infrastructure:
 - (i) the current replacement cost of the infrastructure as reflected in Redland City Council's asset register; and
 - (ii) the current value of the land acquired for the infrastructure; or
- (b) for future infrastructure—all costs of land acquisition, financing, and design and construction, for the infrastructure.

Equivalent Persons (EP) means the basic unit of measurement used to equate an equivalent service demand to that of an average occupant of an average detached residential dwelling.

Equivalent Tenements (ET) means the basic unit of measurement used to indicate infrastructure demand for a property. The demand from each property is related to the type of development allowed on the property with a detached dwelling on a standard residential lot being 1 ET.

existing lawful use means an existing use which is lawful and already taking place on premises.

extra demand see Section 12(2)(b).

extrinsic material for the LGIP means the following:

- (a) extrinsic material for the planning assumptions;
- (b) extrinsic material for the applicable infrastructure network;
- (c) extrinsic material for the schedule of work model.

financial year means a period of one year beginning on 1 July.

GFA (an acronym for gross floor area) has the meaning in the SPA planning scheme.

Editor's note—The term 'gross floor area' is defined in the SPA planning scheme to mean "The total floor area of all storeys of a building (measured from the outside of the external walls or the centre of a common wall), other than areas used for the following:

- (a) building services, plant and equipment;*
- (b) access between levels;*
- (c) ground floor public lobby;*
- (d) a mall;*
- (e) the parking, loading and manoeuvring of motor vehicles;*
- (f) unenclosed private balconies whether roofed or not."*

highest and best use advice see Section 24(3)(b)(i).

identified necessary trunk infrastructure criteria see Section 19(1)(a).

identified necessary trunk infrastructure see Section 19(1)(a).

impervious area means the area of the premises that is impervious to rainfall or overland flow.

Editor's note—Examples of areas which are not impervious to rainfall or overland flow—An area which is not sealed and comprises of compacted dirt, crusher dirt, road base, gravel, limestone or loose stone.

independent valuation expert see Section 24(3)(c).

Independent retirement facility means premises where seniors live in independent living units or serviced units, and may share common lifestyle amenities. Personal care and support services may also be available for a fee. They are regulated by the *Retirement Villages Act 1999 and/or under a Community Title or Community Strata Scheme.*

infrastructure planning instrument see Section 8.

IPA planning scheme means the *Redlands Planning Scheme 2006.*

levied charge see Section 12(1).

LGIP means the *Redland City Plan 2018 Local Government Infrastructure Plan.*

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local government means Redland City Council.

local government area means the area within the jurisdiction of Redland City Council.

local government infrastructure planning instrument see Section 8.

local government trunk infrastructure networks see Section 6(2)(a).

mall excludes a shaded walk area with a cover above all or part of the area.

*Editor's note—Examples of a cover—
Shade sail, hard ceiling, roof.*

market cost see Section 25(2).

offset see Section 27(a).

original land see Section 24(2)(a).

original land value see Section 24(2)(a).

other land see Section 23(1)(b).

other necessary trunk infrastructure see Section 19(b)(c).

planned cost means:

- (a) for work, see Section 21(3)(a);
- (b) for land, see Section 23(3)(a);

planned estimate—land see Section 23(3).

planned estimate—work see Section 21(3).

Planning Act see Section 3(1)

Planning Regulation see Section 3(2)(a).

planning scheme means the *Redland City Plan 2018*.

prescribed cost see Section 25(3).

prescribed fee means a cost recovery fee prescribed by Redland City Council.

prescribed financial contribution see Section 12(2)(c).

prescribed form means a form prescribed by Redland City Council.

prescribed proportion see Section 28(2).

prescribed trunk infrastructure see Section 19(1)(d).

previous lawful use means a previous use which was lawful at the time it was carried out and is no longer taking place on premises.

proportional value see Section 23(1)(c).

rateable value has the meaning in Section 74 (Rateable value of land) of the *Local Government Regulation 2012*.

Redland City Council's valuer's determination see Section 26(13)

refund see Section 27(b).

remaining land see Section 24(2).

remaining land value see Section 24(2)(b).

required land see Section 23(1).

required work see Section 21(1).

resolution means this adopted infrastructure charges resolution (No. 3.1).

revised local government's valuation see Section 26(4).

Semi-dependent community residence means residential accommodation exclusively for no more than six (6) persons who require assistance or support with daily living needs. They are administered and operated under the *Residential Services (Accreditation) Act 2002*.

Semi-dependent retirement facility means premises where seniors live in semi-independent living units or serviced units, and share some common facilities such as central dining. Residents may receive regular support for a range of daily activities that may include housekeeping, laundry and transportation. Personal healthcare services may also be provided. They are regulated by the *Retirement Villages Act 1999*.

SEQ service provider means Redland City Council which is a SEQ service provider and withdrawn council for the Southern SEQ Distributor-Retailer Authority (previously trading as Allconnex) under the SEQ Water Act.

SEQ service provider infrastructure planning instrument see Section 8.

SEQ service provider trunk infrastructure networks see Section 6(2)(b).

SEQ Water Act means the *South-East Queensland Water (Distribution and Retail Restructuring) Act 2009*.

SPA planning scheme means the Redland City Plan 2018.

Editor's note – the SPA planning scheme was aligned with the Planning Act.

specified date or period see Section 29(5)(c)(i).

suite means a number of connected rooms one of which is a bedroom in which an individual or a group of two or more related or unrelated people reside with the common intention to live together on a long term basis and who make common provision for food or other essentials for living.

trunk infrastructure has the meaning given in Schedule 2 of the *Planning Act*.

trunk infrastructure contribution see Section 19(1).

trunk infrastructure network see Section 6(2).

Schedule 2 Adopted charges

Table A: Adopted charge for reconfiguring a lot

Column 1 Demand unit	Column 2 SEQ service provider proportion of prescribed amount (\$ per demand unit)		Column 2 Local government adopted charge (\$ per demand unit)
	Sewerage trunk infrastructure network for wastewater service	Water supply trunk infrastructure network for water service	Transport, public parks and land for community facilities and stormwater trunk infrastructure networks
Lot	4,400.90	293.40	24,645.25

Table B Adopted charge for a residential use

Column 1 Use under <i>Planning Regulation</i> <i>Editor's note— See Table 1, Column 1 of Schedule 16 of the Planning Regulation.</i>	Column 2 Prescribed amount under <i>Planning Regulation</i> <i>Editor's note— See Table 1, Column 2 of Schedule 16 of the Planning Regulation.</i>		Column 3 SEQ service provider proportion of prescribed amount (\$)		Column 4 Local government adopted charge (\$)
	Demand unit	(\$ per demand unit)	Sewerage trunk infrastructure network for wastewater service	Water supply trunk infrastructure network for water service	
Residential charge category					
Dwelling house	1 or 2 bedroom dwelling	20,956.80	3,143.50	209.60	17,603.70
	3 or more bedroom dwelling	29,339.55	4,400.90	293.40	24,645.25
Dual occupancy	1 or 2 bedroom dwelling	20,956.80	3,143.50	209.60	17,603.70
	3 or more bedroom dwelling	29,339.55	4,400.90	293.40	24,645.25
Caretaker's accommodation	1 or 2 bedroom dwelling	20,956.80	3,143.50	209.60	17,603.70
	3 or more bedroom dwelling	29,339.55	4,400.90	293.40	24,645.25
Multiple dwelling	1 or 2 bedroom dwelling	20,956.80	3,143.50	209.60	17,603.70
	3 or more bedroom dwelling	29,339.55	4,400.90	293.40	24,645.25

Column 1 Use under <i>Planning Regulation</i> <i>Editor's note— See Table 1, Column 1 of Schedule 16 of the Planning Regulation.</i>	Column 2 Prescribed amount under <i>Planning Regulation</i> <i>Editor's note— See Table 1, Column 2 of Schedule 16 of the Planning Regulation.</i>		Column 3 SEQ service provider proportion of prescribed amount (\$)		Column 4 Local government adopted charge (\$)
	Demand unit	(\$ per demand unit)	Sewerage trunk infrastructure network for wastewater service	Water supply trunk infrastructure network for water service	
Accommodation (short-term) charge category					
Hotel (residential component)	Suite with 1 or 2 bedrooms	10,478.40	1,571.70	104.80	8,801.90
	Suite with 3 or more bedrooms	14,669.75	2,200.45	146.70	12,322.60
	Bedroom that is not within a suite	10,478.40	1,571.70	104.80	8,801.90
Resort complex (residential component)	Suite with 1 or 2 bedrooms	10,478.40	1,571.70	104.80	8,801.90
	Suite with 3 or more bedrooms	14,669.75	2,200.45	146.70	12,322.60
	Bedroom that is not within a suite	10,478.40	1,571.70	104.80	8,801.90
Short-term accommodation	Suite with 1 or 2 bedrooms	10,478.40	1,571.70	104.80	8,801.90
	Suite with 3 or more bedrooms	14,669.75	2,200.45	146.70	12,322.60
	Bedroom that is not within a suite	10,478.40	1,571.70	104.80	8,801.90

Column 1 Use under <i>Planning Regulation</i> <i>Editor's note— See Table 1, Column 1 of Schedule 16 of the Planning Regulation.</i>	Column 2 Prescribed amount under <i>Planning Regulation</i> <i>Editor's note— See Table 1, Column 2 of Schedule 16 of the Planning Regulation.</i>		Column 3 SEQ service provider proportion of prescribed amount (\$)		Column 4 Local government adopted charge (\$)
	Demand unit	(\$ per demand unit)	Sewerage trunk infrastructure network for wastewater service	Water supply trunk infrastructure network for water service	
Tourist park	For each group of 2 tent or caravan sites or less	10,478.40	1,571.70	104.80	8,801.90
	For each group of 3 tent or caravan sites	14,669.75	2,200.45	146.70	12,322.60
	1 or 2 bedroom cabin	10,478.40	1,571.70	104.80	8,801.90
	3 or more bedroom cabin	14,669.75	2,200.45	146.70	12,322.60
Accommodation (long-term) charge category					
Community residence	Suite with 1 or 2 bedrooms	20,956.80	3,143.50	209.60	17,603.70
	Suite with 3 or more bedrooms	29,339.55	4,400.90	293.40	24,645.25
	Bedroom that is not within a suite	20,956.80	3,143.50	209.60	17,603.70

Column 1 Use under <i>Planning Regulation</i> <i>Editor's note— See Table 1, Column 1 of Schedule 16 of the Planning Regulation.</i>	Column 2 Prescribed amount under <i>Planning Regulation</i> <i>Editor's note— See Table 1, Column 2 of Schedule 16 of the Planning Regulation.</i>		Column 3 SEQ service provider proportion of prescribed amount (\$)		Column 4 Local government adopted charge (\$)
	Demand unit	(\$ per demand unit)	Sewerage trunk infrastructure network for wastewater service	Water supply trunk infrastructure network for water service	
Relocatable home park	1 or 2 bedroom relocatable dwelling site	20,956.80	3,143.50	209.60	17,603.70
	3 or more bedroom relocatable dwelling site	29,339.55	4,400.90	293.40	24,645.25
Retirement facility	Suite with 1 or 2 bedrooms	20,956.80	3,143.50	209.60	17,603.70
	Suite with 3 or more bedrooms	29,339.55	4,400.90	293.40	24,645.25
	Bedroom that is not within a suite	20,956.80	3,143.50	209.60	17,603.70
Rooming accommodation	Suite with 1 or 2 bedrooms	20,956.80	3,143.50	209.60	17,603.70
	Suite with 3 or more bedrooms	29,339.55	4,400.90	293.40	24,645.25
	Bedroom that is not within a suite	20,956.80	3,143.50	209.60	17,603.70

Table C Adopted charge for a non-residential use

Column 1 Use under Planning Regulation <i>Editor's note—See Table 1, Column 1 of Schedule 16 of the Planning Regulation.</i>	Column 2 Trunk infrastructure networks other than stormwater (\$ per demand unit of m ² of GFA)				Column 3 Stormwater trunk infrastructure network (\$ per demand unit of m ² of impervious area)	
	Prescribed amount under Planning Regulation <i>Editor's note— See Table 1, Column 2 of Schedule 16 of the Planning Regulation.</i>	SEQ service provider proportion of prescribed amount		Local government adopted charge	Prescribed amount under Planning Regulation <i>Editor's note— See Table 1, Column 2 of Schedule 16 of the Planning Regulation.</i>	Local government adopted charge
		Sewerage	Water supply			
Places of assembly charge category						
Club	73.35	11.00	0.70	61.65	10.50	10.50
Community use	73.35	11.00	0.70	61.65	10.50	10.50
Function facility	73.35	11.00	0.70	61.65	10.50	10.50
Funeral parlour	73.35	11.00	0.70	61.65	10.50	10.50
Place of worship	73.35	11.00	0.70	61.65	10.50	10.50
Commercial (bulk goods) charge category						
Agricultural supply store	146.70	22.00	1.50	123.20	10.50	10.50
Bulk landscape supplies	146.70	22.00	1.50	123.20	10.50	10.50
Garden centre	146.70	22.00	1.50	123.20	10.50	10.50
Hardware and trade supplies	146.70	22.00	1.50	123.20	10.50	10.50
Outdoor sales	146.70	22.00	1.50	123.20	10.50	10.50

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Column 1 Use under <i>Planning Regulation</i> <i>Editor's note—See Table 1, Column 1 of Schedule 16 of the Planning Regulation.</i>	Column 2 Trunk infrastructure networks other than stormwater (\$ per demand unit of m ² of GFA)				Column 3 Stormwater trunk infrastructure network (\$ per demand unit of m ² of impervious area)	
	Prescribed amount under <i>Planning Regulation</i> <i>Editor's note—See Table 1, Column 2 of Schedule 16 of the Planning Regulation.</i>	SEQ service provider proportion of prescribed amount		Local government adopted charge	Prescribed amount under <i>Planning Regulation</i> <i>Editor's note—See Table 1, Column 2 of Schedule 16 of the Planning Regulation.</i>	Local government adopted charge
		Sewerage	Water supply			
Showroom	146.70	22.00	1.50	123.20	10.50	10.50
Commercial (retail) charge category						
Food and drink outlet	188.60	28.30	1.90	158.40	10.50	10.50
Service industry	188.60	28.30	1.90	158.40	10.50	10.50
Service station	188.60	28.30	1.90	158.40	10.50	10.50
Shop	188.60	28.30	1.90	158.40	10.50	10.50
Shopping centre	188.60	28.30	1.90	158.40	10.50	10.50
Commercial (office) charge category						
Office	146.70	22.00	1.50	123.20	10.50	10.50
Education facility other than an educational establishment for the Flying Start for Queensland Children program charge category						
Child care centre	146.70	22.00	1.50	123.20	10.50	10.50
Community care centre	146.70	22.00	1.50	123.20	10.50	10.50
Educational establishment other than an educational establishment for the Flying	146.70	22.00	1.50	123.20	10.50	10.50

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Column 1 Use under Planning Regulation <i>Editor's note—See Table 1, Column 1 of Schedule 16 of the Planning Regulation.</i>	Column 2 Trunk infrastructure networks other than stormwater (\$ per demand unit of m ² of GFA)				Column 3 Stormwater trunk infrastructure network (\$ per demand unit of m ² of impervious area)	
	Prescribed amount under Planning Regulation <i>Editor's note— See Table 1, Column 2 of Schedule 16 of the Planning Regulation.</i>	SEQ service provider proportion of prescribed amount		Local government adopted charge	Prescribed amount under Planning Regulation <i>Editor's note— See Table 1, Column 2 of Schedule 16 of the Planning Regulation.</i>	Local government adopted charge
		Sewerage	Water supply			
Start for Children program						
Educational establishment for the Flying Start for Queensland Children program charge category						
Educational Establishmen t for the Flying Start for Queensland Children program	Nil	0	0	0	Nil	0
Entertainment charge category						
Hotel (non- residential component)	209.55	31.40	2.10	176.05	10.50	10.50
Nightclub entertainment facility	209.55	31.40	2.10	176.05	10.50	10.50
Resort complex (non residential component)	209.55	31.40	2.10	176.05	10.50	10.50
Theatre	209.55	31.40	2.10	176.05	10.50	10.50
Indoor sport and recreational facility charge category						
	209.55	31.40	2.10	176.05	10.50	10.50

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Column 1 Use under Planning Regulation	Column 2 Trunk infrastructure networks other than stormwater (\$ per demand unit of m ² of GFA)				Column 3 Stormwater trunk infrastructure network (\$ per demand unit of m ² of impervious area)	
	Prescribed amount under Planning Regulation	SEQ service provider proportion of prescribed amount		Local government adopted charge	Prescribed amount under Planning Regulation	Local government adopted charge
		Sewerage	Water supply			
<i>Editor's note—See Table 1, Column 1 of Schedule 16 of the Planning Regulation.</i>	<i>Editor's note— See Table 1, Column 2 of Schedule 16 of the Planning Regulation.</i>				<i>Editor's note— See Table 1, Column 2 of Schedule 16 of the Planning Regulation.</i>	
Indoor sport and recreation facility	20.90 for court areas	3.10	0.20	17.60	10.50	10.50
Industry charge category						
Low impact industry	52.40	7.90	0.50	44.00	10.50	10.505
Medium impact industry	52.40	7.90	0.50	44.00	10.50	10.505
Research and technology industry	52.40	7.90	0.50	44.00	10.50	10.505
Rural industry	52.40	7.90	0.50	44.00	10.50	10.505
Warehouse	52.40	7.90	0.50	44.00	10.50	10.505
Marine industry	52.40	7.90	0.50	44.00	10.50	10.505
High impact industry charge category						
High impact industry	73.35	11.00	0.70	61.65	10.05	10.50
Special industry	73.35	11.00	0.70	61.65	10.05	10.50

Column 1 Use under <i>Planning Regulation</i>	Column 2 Trunk infrastructure networks other than stormwater (\$ per demand unit of m ² of GFA)			Column 3 Stormwater trunk infrastructure network (\$ per demand unit of m ² of impervious area)		
	Prescribed amount under <i>Planning Regulation</i>	SEQ service provider proportion of prescribed amount		Local government adopted charge	Prescribed amount under <i>Planning Regulation</i>	Local government adopted charge
<i>Editor's note—See Table 1, Column 1 of Schedule 16 of the Planning Regulation.</i>	<i>Editor's note—See Table 1, Column 2 of Schedule 16 of the Planning Regulation.</i>	Sewerage	Water supply	Transport and public parks and land for community facilities	<i>Editor's note—See Table 1, Column 2 of Schedule 16 of the Planning Regulation.</i>	
Low impact rural charge category						
Uses in the low impact rural charge category	The prescribed amount under the <i>Planning Regulation</i> and adopted charges under this resolution is nil. <i>Editor's note—See Schedule 16, column 2 of the Planning Regulation.</i>					
High impact rural charge category						
Cultivating, in a confined area, aquatic animals or plants for sale	20.90	0	0.20	20.70	Nil charge	0
Intensive animal industry	20.90	0	0.20	20.70	Nil charge	0
Intensive horticulture	20.90	0	0.20	20.70	Nil charge	0
Wholesale nursery	20.90	0	0.20	20.70	Nil charge	0
Winery	20.90	0	0.20	20.70	Nil charge	0
Essential services charge category						
Correctional facility	146.70	22.00	1.50	123.20	10.50	10.50
Emergency services	146.70	22.00	1.50	123.20	10.50	10.50

Column 1 Use under <i>Planning Regulation</i>	Column 2 Trunk infrastructure networks other than stormwater (\$ per demand unit of m ² of GFA)				Column 3 Stormwater trunk infrastructure network (\$ per demand unit of m ² of impervious area)	
	Prescribed amount under <i>Planning Regulation</i>	SEQ service provider proportion of prescribed amount		Local government adopted charge	Prescribed amount under <i>Planning Regulation</i>	Local government adopted charge
		Sewerage	Water supply			
<i>Editor's note—See Table 1, Column 1 of Schedule 16 of the Planning Regulation.</i>	<i>Editor's note—See Table 1, Column 2 of Schedule 16 of the Planning Regulation.</i>				<i>Editor's note—See Table 1, Column 2 of Schedule 16 of the Planning Regulation.</i>	
Health care service	146.70	22.00	1.50	123.20	10.50	10.50
Hospital	146.70	22.00	1.50	123.20	10.50	10.50
Residential care facility	146.70	22.00	1.50	123.20	10.50	10.50
Veterinary services	146.70	22.00	1.50	123.20	10.50	10.50
Minor uses charge category						
Uses in the minor uses charge category	The prescribed amount under <i>Planning Regulation</i> and adopted charges under this resolution is nil. <i>Editor's note—See Schedule 16, column 2 of the Planning Regulation.</i> <i>Editor's note—The non-residential use 'Sales office' is deemed to be included in the 'Minor uses charge category' for the purposes of adopted charges under this resolution.</i>					
Other uses charge category						
Uses in the other uses charge category	The prescribed amount under the <i>Planning Regulation</i> and adopted charges under this resolution are those which are applicable to the charge category that Redland City Council decides should apply for the use. <i>Editor's note—See Schedule 16, column 2 of the Planning Regulation.</i>					

Schedule 3 Applicable uses under the planning scheme

Column 1 Charge category under the <i>Planning Regulation</i> <i>Editor's note—See Table 1 of Schedule 16 of the Planning Regulation.</i>	Column 2 Use under the <i>Planning Regulation</i> <i>Editor's note—See Table 1, Column 1 of Schedule 16 of the Planning Regulation.</i>	Column 3 Use under the <i>IPA</i> planning scheme <i>Editor's note—See Redlands Planning Scheme 2006.</i>	Column 4 Use under the <i>SPA</i> planning scheme <i>Editor's note—See Redland City Plan 2018.</i>
Residential use			
Residential	Dwelling house	Dwelling house (including a Relatives Apartment)	Dwelling house
	Dual occupancy	Dual occupancy	Dual occupancy
	Caretaker's accommodation	Caretaker's dwelling	Caretaker's accommodation
	Multiple dwelling	Multiple dwelling; Apartment building	Multiple dwelling
	Other use	No defined use	Dwelling unit
Accommodation (short-term)	Hotel	Hotel (residential component);	Hotel (residential component)
	Resort complex	Tourist Accommodation	Resort complex (residential component)
	Short-term accommodation	Tourist accommodation	Short-term accommodation
	Tourist park	Tourist park	Tourist park
Accommodation (long-term)	Community residence	Aged persons and special needs housing (community residence)	Community residence
	Relocatable home park	Mobile home park	Relocatable home park
	Retirement facility	Aged persons and special needs housing (independent)	Retirement facility

Column 1 Charge category under the <i>Planning Regulation</i> <i>Editor's note—See Table 1 of Schedule 16 of the Planning Regulation.</i>	Column 2 Use under the <i>Planning Regulation</i> <i>Editor's note—See Table 1, Column 1 of Schedule 16 of the Planning Regulation.</i>	Column 3 Use under the <i>IPA</i> planning scheme <i>Editor's note—See Redlands Planning Scheme 2006.</i>	Column 4 Use under the <i>SPA</i> planning scheme <i>Editor's note—See Redland City Plan 2018.</i>
	Rooming accommodation	No defined use	Rooming accommodation
	Other use	No defined use	Educational establishment (on-site accommodation); Non-resident workforce accommodation ; Rural worker's accommodation
Non-residential use			
Places of assembly	Club	No defined use	Club
	Community use	Community facility	Community use
	Function facility	Indoor recreation facility (function or convention centre)	Function facility
	Funeral parlour	Funeral parlour	Funeral parlour
	Place of worship	Place of worship	Place of worship
Commercial (bulk goods)	Agricultural supplies store	Produce store	Agricultural supplies store
	Bulk landscape supplies	Landscape supply depot	Bulk landscape supplies
	Garden centre	Garden centre	Garden centre
	Hardware and trade supplies	Display and sales activity	Hardware and trade supplies
	Outdoor sales	Display and sales activity	Outdoor sales
	Showroom	Bulky goods showroom	Showroom
Commercial (retail)	Food and drink outlet	Refreshment establishment; Drive through restaurant	Food and drink outlet
	Service industry	Service industry	Service industry

Column 1 Charge category under the <i>Planning Regulation</i> <i>Editor's note—See Table 1 of Schedule 16 of the Planning Regulation.</i>	Column 2 Use under the <i>Planning Regulation</i> <i>Editor's note—See Table 1, Column 1 of Schedule 16 of the Planning Regulation.</i>	Column 3 Use under the <i>IPA</i> planning scheme <i>Editor's note—See Redlands Planning Scheme 2006.</i>	Column 4 Use under the <i>SPA</i> planning scheme <i>Editor's note—See Redland City Plan 2018.</i>
	Service station	Service station	Service station
	Shop	Shop; Retail warehouse	Shop
	Shopping centre	Shop	Shopping centre
	Other use	Shop (adult store); Car wash facility	Adult store; Car wash
Commercial (office)	Office	Commercial office	Office
Education facility other than an educational establishment for the Flying Start for Queensland Children Program	Child care centre	Child care centre	Child care centre
	Community care centre	Community facility (welfare centre, community health centre or respite care centre)	Community care centre
	Educational establishment	Education facility (if not for the Flying Start for Queensland Children Program)	Education establishment (if not for the Flying Start for Queensland Children Program)
Educational establishment for the Flying Start for Queensland Children Program	Educational establishment	Education facility (if for the Flying Start for Queensland Children Program)	Education establishment (if for the Flying Start for Queensland Children Program)
Entertainment	Hotel (non-residential component)	Hotel (non-residential component)	Hotel (non-residential component)
	Nightclub entertainment facility	Nightclub	Nightclub entertainment facility
	Resort complex	Indoor recreation facility (other than a theatre or cinema); Outdoor recreation facility	Resort complex

Column 1 Charge category under the <i>Planning Regulation</i> <i>Editor's note—See Table 1 of Schedule 16 of the Planning Regulation.</i>	Column 2 Use under the <i>Planning Regulation</i> <i>Editor's note—See Table 1, Column 1 of Schedule 16 of the Planning Regulation.</i>	Column 3 Use under the <i>IPA</i> planning scheme <i>Editor's note—See Redlands Planning Scheme 2006.</i>	Column 4 Use under the <i>SPA</i> planning scheme <i>Editor's note—See Redland City Plan 2018.</i>
	Theatre	Indoor recreation facility (theatre or cinema)	Theatre
	Other use	No defined use	Bar
Indoor sport and recreational	Indoor sport and recreation	Indoor recreation facility (sport and recreation)	Indoor sport and recreation
Industry	Low impact industry	Vehicle repair premises	Low impact industry
	Medium impact industry	General industry	Medium impact industry
	Research and technology industry	No defined use	Research and technology industry
	Rural industry	Rural enterprise	Rural industry
	Warehouse	Warehouse	Warehouse
	Marine industry	Marine services (other than a marina or ferry terminal)	Marine industry
	Other uses	Vehicle depot	Transport depot
High impact industry	High impact industry	Heavy industry	High impact industry
	Special industry	High impact industry	Special industry
Low impact rural	Animal husbandry	Agriculture (livestock production and dairying)	Animal husbandry
	Cropping	Agriculture (horticulture)	Cropping
	Permanent plantation	Forestry	Permanent plantation
	Wind farm	Utility installation (wind farm)	Renewable energy facility

Column 1 Charge category under the <i>Planning Regulation</i> <i>Editor's note—See Table 1 of Schedule 16 of the Planning Regulation.</i>	Column 2 Use under the <i>Planning Regulation</i> <i>Editor's note—See Table 1, Column 1 of Schedule 16 of the Planning Regulation.</i>	Column 3 Use under the <i>IPA planning scheme</i> <i>Editor's note—See Redlands Planning Scheme 2006.</i>	Column 4 Use under the <i>SPA planning scheme</i> <i>Editor's note—See Redland City Plan 2018.</i>
High impact rural	Cultivating, in a confined area, aquatic animals and plants for sale	Intensive agriculture (aquaculture)	Aquaculture
	Intensive animal industry	Intensive agriculture (livestock production)	Intensive animal industry
	Intensive horticulture	Intensive agriculture (horticulture)	Intensive horticulture
	Wholesale nursery	No defined use	Wholesale nursery
	Winery	General industry (food processing)	Winery
Essential services	Correctional facility	Institution	Correctional facility
	Emergency services	Emergency services	Emergency services
	Health care services	Health care centre	Health care services
	Hospital	Hospital	Hospital
	Residential care facility	Aged persons and special needs housing (residential care facility)	Residential care facility
	Veterinary services	Veterinary surgery	Veterinary services
Other uses	Air services	Airport	Air services
	Animal keeping	Animal keeping	Animal keeping
	Car park	Vehicle parking station	Parking station
	Crematorium	Funeral parlour (crematorium)	Crematorium
	Extractive industry	Extractive industry	Extractive industry

Column 1 Charge category under the <i>Planning Regulation</i> <i>Editor's note—See Table 1 of Schedule 16 of the Planning Regulation.</i>	Column 2 Use under the <i>Planning Regulation</i> <i>Editor's note—See Table 1, Column 1 of Schedule 16 of the Planning Regulation.</i>	Column 3 Use under the <i>IPA</i> planning scheme <i>Editor's note—See Redlands Planning Scheme 2006.</i>	Column 4 Use under the <i>SPA</i> planning scheme <i>Editor's note—See Redland City Plan 2018.</i>
	Major sport, recreation and entertainment facility	No defined use	Major sport, recreation and entertainment facility
	Motor sport	No defined use	Motor sport
	Non-resident workforce accommodation	No defined use	Non-resident workforce accommodation
	Outdoor sport and recreation	Outdoor recreation facility (including ancillary club)	Outdoor sport and recreation
	Port service	Marine services	Port services
	Tourist attraction	No defined use	Tourist attraction
	Utility installation	Utility installation; Minor utility; Passenger terminal (other than a port)	Utility installation
	Any other use not listed in column 2, including a use that is unknown	Brothel; Outdoor dining; Small lot house	Brothel; Environment facility; Major electricity infrastructure; Nature-based tourism; Substation
Minor uses	Advertising device	No defined use	No defined use
	Cemetery	Cemetery	Cemetery
	Home based business	Home business; Bed and breakfast	Home based business
	Landing	Marine services	Landing
	Market	Shop (market)	Market
	Outdoor lighting	No defined use	No defined use
	Park	Park	Park
	Roadside stall	Roadside stall	Roadside stall

Column 1 Charge category under the <i>Planning Regulation</i> <i>Editor's note—See Table 1 of Schedule 16 of the Planning Regulation.</i>	Column 2 Use under the <i>Planning Regulation</i> <i>Editor's note—See Table 1, Column 1 of Schedule 16 of the Planning Regulation.</i>	Column 3 Use under the <i>IPA</i> planning scheme <i>Editor's note—See Redlands Planning Scheme 2006.</i>	Column 4 Use under the <i>SPA</i> planning scheme <i>Editor's note—See Redland City Plan 2018.</i>
	Sales office	Display dwelling; Estate sales office	Sales office
	Telecommunications facility	Telecommunications facility	Telecommunications facility
	Temporary use	Temporary use	Temporary use
	Other use	No defined use	Outstation

Schedule 4 Applied adopted charges for particular uses

Column 1 Charges category under the Planning Regulation <i>Editor's note—See</i> <i>Table 1, Column 1 of</i> <i>Schedule 16 of the</i> <i>Planning Regulation.</i>	Column 2 Use under the IPA planning scheme <i>Editor's note—See</i> <i>Redlands Planning</i> <i>Scheme 2006.</i>	Column 3 Use under the SPA planning scheme <i>Editor's note—</i> <i>See Redland City</i> <i>Plan 2018.</i>	Column 4 Applied local government adopted charge (\$ per demand unit)	Column 5 Applied SEQ service provider proportion of prescribed amount (\$ per demand unit)	
Accommodation (long-term)	Aged persons and special needs housing (being semi-dependent retirement villages, nursing homes, respite centres, hostels, group homes and the like as defined in the planning scheme)	Community residence (being semi dependent as defined in this resolution) or Retirement facility (being semi-dependent as defined in this resolution)	7,873 per suite (with 1 or 2 bedrooms) 11,022 per suite (with 3 or more bedrooms) 7,873 per bedroom (for a bedroom which is not within a suite)	2,093 per suite (with 1 or 2 bedrooms) 2,930 per suite (with 3 or more bedrooms) 2,093 per bedroom (for a bedroom which is not within a suite)	
	Aged persons and special needs housing (being dependent retirement villages, nursing homes, respite centres, hostels, group homes and the like as defined in the planning scheme)	Retirement facility (being dependent as defined in this resolution)	6,862 per suite (with 1 or 2 bedrooms) 9,607 per suite (with 3 or more bedrooms) 6,862 per bedroom (for a bedroom which is not within a suite)	1,824 per suite (with 1 or 2 bedrooms) 2,554 per suite (with 3 or more bedrooms) 1,824 per bedroom (for a bedroom which is not within a suite)	
	Commercial (bulk goods)	Produce store (if in the Rural Non-urban Zone) where not connected to a SEQ service provider trunk infrastructure network	Agricultural supplies store (if in the Rural Non-urban Zone) where not connected to a SEQ service provider trunk infrastructure network	52.40 per m ² GFA plus 0 per impervious m ² for stormwater	Nil

Column 1 Charges category under the <i>Planning Regulation</i> <i>Editor's note—See Table 1, Column 1 of Schedule 16 of the Planning Regulation.</i>	Column 2 Use under the <i>IPA</i> planning scheme <i>Editor's note—See Redlands Planning Scheme 2006.</i>	Column 3 Use under the <i>SPA</i> planning scheme <i>Editor's note—See Redland City Plan 2018.</i>	Column 4 Applied local government adopted charge (\$ per demand unit)	Column 5 Applied SEQ service provider proportion of prescribed amount (\$ per demand unit)
	Produce store (if in the Rural Non-urban Zone) where connected to a SEQ service provider trunk infrastructure network	Agricultural supplies store (if in the Rural Non-urban Zone) where connected to a SEQ service provider trunk infrastructure network	50.40per m ² GFA plus 0 per impervious m ² for stormwater	2 per m ² GFA

Editor's note – The rates in this schedule are derived from typical charge for the respective use types calculated using the former Planning Scheme Policy 3 Contributions and Security Bonding (Redland Planning Scheme version 4.1) and indexed periodically.

Schedule 5 Identified trunk infrastructure criteria for conversion applications

Column 1 Trunk infrastructure network	Column 2 Identified trunk infrastructure criteria
Local government trunk infrastructure networks	
Transport trunk infrastructure network	<p>Local roads trunk infrastructure</p> <p>Trunk infrastructure for the local roads network includes land and work limited to the following infrastructure items identified in the LGIP:</p> <ul style="list-style-type: none"> (a) new and upgraded major roads being arterial, sub-arterial and major collector roads; and (b) within a major road, associated intersections, traffic lights, islands, signage, barriers, road marking, lighting, bridges, culverts, kerb and channel, local road drainage, pedestrian footpaths and cycleways within the road reserve and on road cycleways provided in accordance with Redland City Council guidelines. <p>Trunk infrastructure for the local roads network does not include land and work for the following:</p> <ul style="list-style-type: none"> (a) upgrades of a State-controlled road; (b) upgrades of a major road that is primarily related to serving a development of a premises, such as an acceleration or deceleration lane, turn lanes or traffic signals that primarily serve traffic entering or exiting the development project; (c) an existing trunk road infrastructure item; (d) upgrades of a local government road (non major road) other than a major road; (e) upgrades of a non major road, other than work for an intersection of a major road and a non major road if the work expands the capacity of the major road; (f) road infrastructure that is limited to performing one of the following functions: <ul style="list-style-type: none"> (i) road infrastructure that is internal to a development; or (ii) road infrastructure that connects a development to the external road infrastructure network.

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Column 1 Trunk infrastructure network	Column 2 Identified trunk infrastructure criteria																		
Local government trunk infrastructure networks																			
	<p>Cycleways trunk infrastructure</p> <p>Trunk infrastructure for the cycleways and shared pathway network includes land and work for primary and strategic on-road and off-road linkages limited to the following infrastructure items identified in the LGIP:</p> <p>(a) Primary Cycle and Pedestrian Network; and</p> <table border="1" data-bbox="797 695 1308 1728"> <thead> <tr> <th colspan="2" data-bbox="797 695 1308 737">PRIMARY CYCLING AND PEDESTRIAN NETWORK</th> </tr> <tr> <th data-bbox="797 737 980 779">Network Type</th> <th data-bbox="980 737 1308 779">Network Component</th> </tr> </thead> <tbody> <tr> <td data-bbox="797 779 980 842"><i>On-Road</i></td> <td data-bbox="980 779 1308 842"><i>Road Corridor linkages:</i></td> </tr> <tr> <td data-bbox="797 842 980 1136"></td> <td data-bbox="980 842 1308 1136"> <ul style="list-style-type: none"> ▪ Within major Council roads being arterial, sub-arterial and major collector roads ▪ Dedicated cycle lanes which provide a framework to connect principal and major centers city-wide ▪ South East Queensland Principal Cycle Network (Redland City) within local road reserves </td> </tr> <tr> <td data-bbox="797 1136 980 1178"><i>Off-Road</i></td> <td data-bbox="980 1136 1308 1178"><i>Road Corridor Linkages</i></td> </tr> <tr> <td data-bbox="797 1178 980 1577"></td> <td data-bbox="980 1178 1308 1577"> <ul style="list-style-type: none"> ▪ Within major Council roads being arterial, sub-arterial and major collector roads ▪ Shared path links to connect principal and major centers <p><i>Road Corridor & Open Space Linkages</i></p> <ul style="list-style-type: none"> ▪ South East Queensland Principal Cycle Network (Redland City) within local road reserves ▪ Moreton Bay Cycleway ▪ Strategic tourist routes </td> </tr> <tr> <th colspan="2" data-bbox="797 1577 1308 1619">LOCAL CYCLING AND PEDESTRIAN NETWORK</th> </tr> <tr> <th data-bbox="797 1619 980 1661">Network Type</th> <th data-bbox="980 1619 1308 1661">Network Component</th> </tr> <tr> <td data-bbox="797 1661 980 1728"><i>On-Road</i></td> <td data-bbox="980 1661 1308 1728"><i>Road Corridor linkages:</i></td> </tr> </tbody> </table>	PRIMARY CYCLING AND PEDESTRIAN NETWORK		Network Type	Network Component	<i>On-Road</i>	<i>Road Corridor linkages:</i>		<ul style="list-style-type: none"> ▪ Within major Council roads being arterial, sub-arterial and major collector roads ▪ Dedicated cycle lanes which provide a framework to connect principal and major centers city-wide ▪ South East Queensland Principal Cycle Network (Redland City) within local road reserves 	<i>Off-Road</i>	<i>Road Corridor Linkages</i>		<ul style="list-style-type: none"> ▪ Within major Council roads being arterial, sub-arterial and major collector roads ▪ Shared path links to connect principal and major centers <p><i>Road Corridor & Open Space Linkages</i></p> <ul style="list-style-type: none"> ▪ South East Queensland Principal Cycle Network (Redland City) within local road reserves ▪ Moreton Bay Cycleway ▪ Strategic tourist routes 	LOCAL CYCLING AND PEDESTRIAN NETWORK		Network Type	Network Component	<i>On-Road</i>	<i>Road Corridor linkages:</i>
PRIMARY CYCLING AND PEDESTRIAN NETWORK																			
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Network Type	Network Component																		
<i>On-Road</i>	<i>Road Corridor linkages:</i>																		

Column 1 Trunk infrastructure network	Column 2 Identified trunk infrastructure criteria						
Local government trunk infrastructure networks							
	<table border="1" data-bbox="797 464 1312 804"> <tr> <td data-bbox="797 464 980 537"></td> <td data-bbox="980 464 1312 537">Dedicated cycle lanes connecting township and suburb catchments</td> </tr> <tr> <td data-bbox="797 537 980 680"></td> <td data-bbox="980 537 1312 680">Dedicated on-road cycle lanes connecting local and district shopping centers, secondary schools and key employment nodes</td> </tr> <tr> <td data-bbox="797 680 980 804"><i>Off-Road</i></td> <td data-bbox="980 680 1312 804"> <i>Road Corridor Linkages:</i> Shared paths connecting township and suburb catchments </td> </tr> </table> <p data-bbox="748 831 1284 884">(b) associated lighting, culverts, bridges, directional information signage and surface marking.</p> <p data-bbox="743 909 1312 982">Trunk infrastructure for the cycleways and shared pathway network does not include the following on-road and off-road cycleway and pedestrian infrastructure:</p> <p data-bbox="743 1010 1317 1419"> (a) cycleways and pedestrian pathways within the road reserve of a State controlled road; (b) an existing trunk cycleway or shared pathway infrastructure item; (c) cycleway and shared pathway infrastructure that is limited to performing one of the following functions: (i) cycleway and shared pathway infrastructure that is internal to a development; or (ii) cycleway and shared pathway infrastructure that connects a development to the external cycleway and shared pathway infrastructure network. </p> <p data-bbox="743 1446 1052 1472">Public transport (bus stops)</p> <p data-bbox="743 1499 1325 1575">Trunk infrastructure for the bus stops network includes work limited to the following infrastructure items identified in the LGIP:</p> <p data-bbox="743 1602 1325 1728">(a) within major Council roads being arterial, sub-arterial and major collector roads, associated bay, shelter, gutter mesh, electrical connection, seating, and transport information signage provided in accordance with Redland City Council guidelines</p>		Dedicated cycle lanes connecting township and suburb catchments		Dedicated on-road cycle lanes connecting local and district shopping centers, secondary schools and key employment nodes	<i>Off-Road</i>	<i>Road Corridor Linkages:</i> Shared paths connecting township and suburb catchments
	Dedicated cycle lanes connecting township and suburb catchments						
	Dedicated on-road cycle lanes connecting local and district shopping centers, secondary schools and key employment nodes						
<i>Off-Road</i>	<i>Road Corridor Linkages:</i> Shared paths connecting township and suburb catchments						

Column 1 Trunk infrastructure network	Column 2 Identified trunk infrastructure criteria
Local government trunk infrastructure networks	
	<p>and Disability Standards for Accessible Public Transport; and</p> <p>(b) serving a minimum catchment of 800 EP within 400m of the bus stop.</p> <p>Trunk infrastructure for the bus stops network does not include work for the following:</p> <p>(a) an existing trunk bus stop infrastructure item;</p> <p>(b) public transport infrastructure that is limited to performing one of the following functions:</p> <p>(i) public transport infrastructure that is internal to a development; or</p> <p>(ii) public transport infrastructure that connects a development to the external public transport network.</p>
Public parks and land for community facilities trunk infrastructure network	<p>Public parks trunk infrastructure</p> <p>Trunk infrastructure for the public parks network being land and work for destination, community, neighbourhood and sporting parks for formal and informal recreation and sporting purposes limited to the infrastructure items identified in the LGIP.</p> <p>Trunk infrastructure for the public parks network does not include land and works for the following:</p> <p>(a) land and work for parks which exceed the desired standards of service stated in the LGIP;</p> <p>(b) an existing park infrastructure item;</p> <p>(c) parks infrastructure that is limited to performing one of the following functions:</p> <p>(i) parks infrastructure that is internal to a development; or</p> <p>(ii) parks infrastructure that connects a development to the external parks network.</p> <hr/> <p>Land for community facilities trunk infrastructure</p> <p>Trunk infrastructure for the land for community facilities network including land and basic work associated with site</p>

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Column 1 Trunk infrastructure network	Column 2 Identified trunk infrastructure criteria
Local government trunk infrastructure networks	
	<p>clearing and connection to services for community facilities limited to the infrastructure items identified in the LGIP.</p> <p>Trunk infrastructure for the land for community facilities network does not include land and basic work for the following:</p> <ul style="list-style-type: none"> (a) an existing community facilities infrastructure item; or (b) land and basic work for community facilities infrastructure that performs one of the following functions: <ul style="list-style-type: none"> (i) land and basic work for community facilities infrastructure that is internal to a development; or (ii) land and basic work for community facilities infrastructure that connects a development to the external land for community facilities network.
Stormwater trunk infrastructure network	<p>Stormwater trunk infrastructure</p> <p>Trunk infrastructure for the stormwater network being land and work limited to the following items identified in the LGIP:</p> <ul style="list-style-type: none"> (a) stormwater infrastructure with capacity to service multiple premises not subject to the same or related development approval; (b) piped drainage necessary to service an upstream post development urbanised catchment greater than 1ha in size and associated manholes, culverts, inlets, outlets, and scour protection; and (c) regional stormwater quality improvement devices, retention basins, detention basins and gross pollutant traps. <p>Trunk infrastructure for the stormwater network does not include land and work for the following:</p> <ul style="list-style-type: none"> (a) trunk infrastructure already included in local road network; (b) an existing stormwater infrastructure item;

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Column 1 Trunk infrastructure network	Column 2 Identified trunk infrastructure criteria
Local government trunk infrastructure networks	
	<ul style="list-style-type: none"> (c) minor stormwater piped drainage less than the minimum size stated in QUDM to be contributed to local governments; (d) inter-allotment drainage; (e) bank stabilisation, erosion protection and revegetation which is the direct result of the increase in demand caused by the development; (f) stormwater infrastructure that performs one of the following functions: <ul style="list-style-type: none"> (i) stormwater infrastructure that is internal to a development; or (ii) stormwater infrastructure that connects a development to the external stormwater infrastructure network.

Column 1 Trunk infrastructure network	Column 2 Identified trunk infrastructure criteria
SEQ service provider trunk infrastructure networks	
Water supply trunk infrastructure network	<p>Water supply trunk infrastructure</p> <p>Trunk infrastructure for the water supply network including land and work limited to the following items identified in the LGIP:</p> <ul style="list-style-type: none"> (a) water treatment plants; (b) the following distribution mains which satisfy the function and purpose of the water supply trunk infrastructure network: <ul style="list-style-type: none"> (i) for the Mainland and Southern Moreton Bay Islands, all mains of 300 mm diameter or more and specific mains of smaller diameter required to complete the interconnection of the trunk network; (ii) for the North Stradbroke Island townships, mains of 200 mm diameter or more connecting water treatment plants to reservoir complexes or township boundaries, and mains connecting

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Column 1 Trunk infrastructure network	Column 2 Identified trunk infrastructure criteria
SEQ service provider trunk infrastructure networks	
	<p>reservoir complexes and high level zones (either pump boosted zones or elevated reservoir zones); and</p> <p>(c) for a trunk distribution mains:</p> <ul style="list-style-type: none"> (i) associated pump stations and fittings; (ii) associated pressure reducing and sustaining valves; (iii) associated monitoring systems; and <p>(d) firefighting devices; and</p> <p>(e) storages.</p> <p>Trunk infrastructure for the water supply network does not include land and work for the following:</p> <ul style="list-style-type: none"> (a) minor water reticulation mains less than 300 mm diameter on the mainland and 200 mm diameter on North Stradbroke Island; (b) an existing water supply infrastructure item; (c) water supply infrastructure that performs one of the following functions: <ul style="list-style-type: none"> (i) water supply infrastructure that is internal to a development; or (ii) water supply infrastructure that connects a development to the external water supply infrastructure network.
Sewerage trunk infrastructure network	<p>Sewerage trunk infrastructure</p> <p>Trunk infrastructure for the sewerage network including land and work limited to the following items identified in the LGIP:</p> <ul style="list-style-type: none"> (a) rising mains not associated with private sewerage pump stations; and (b) reuse transport mains; and (c) gravity sewers on the mainland which service a minimum 800 ET; and

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Column 1 Trunk infrastructure network	Column 2 Identified trunk infrastructure criteria
SEQ service provider trunk infrastructure networks	
	<p>(d) gravity sewers on the mainland which provide a connecting function between an upstream trunk maintenance structure and downstream trunk maintenance structure; and</p> <p>(e) gravity sewers on North Stradbroke Island which service a minimum 400 ET; and</p> <p>(f) gravity sewers on North Stradbroke Island which provide a connecting function between an upstream trunk maintenance structure and downstream trunk maintenance structure; and</p> <p>(g) pump stations (excluding private pump stations), manholes and fittings associated with a trunk gravity sewer; and</p> <p>(h) odour and corrosion control systems; and</p> <p>(i) monitoring systems associated with a trunk item; and</p> <p>(j) sewerage treatment plants, storage facilities, release systems and associated monitoring systems.</p> <p>Trunk infrastructure for the sewerage network does not include land and work for the following:</p> <p>(a) minor sewage reticulation mains augmenting another gravity sewer as specified under subparagraphs (d) or (f) above;</p> <p>(b) an existing sewer infrastructure item;</p> <p>(c) sewerage infrastructure that performs one of the following functions:</p> <ul style="list-style-type: none"> (i) sewerage infrastructure that is internal to a development; or (ii) sewerage infrastructure that connects a development to the external sewerage infrastructure network.

Schedule 6 Planned cost for trunk infrastructure networks

Column 1 Trunk infrastructure network	Column 2 Land	Column 3 Work
Local government trunk infrastructure networks		
Local road network	The value of the land cost stated in the LGIP for the transport network.	The value of the required work less the value of any existing road infrastructure which is replaced by the required work which are calculated by reference to the following stated in the LGIP for the transport network and this resolution: (a) direct construction cost; and (b) construction on cost stated in Schedule 7.
Cycleways network	The value of the land cost stated in the LGIP for the transport network.	The value of the required work less the value of any existing cycleway and shared path infrastructure which is replaced by the required work which are calculated by reference to the following stated in the LGIP for the transport network and this resolution: (a) direct construction cost; and (b) construction on cost stated in Schedule 7.
Public transport (bus stops)	The value of the land cost stated in the LGIP for the transport network.	The value of the required work less the value of any existing public transport (bus stop) infrastructure which is replaced by the required work which are calculated by reference to the following stated in the LGIP for the transport network and this resolution: (a) direct construction cost; and (b) construction on cost stated in Schedule 7.

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Column 1 Trunk infrastructure network	Column 2 Land	Column 3 Work
Local government trunk infrastructure networks		
Public parks network	The value of the land cost stated in the LGIP for the Public parks network.	The value of the required work less the value of any existing public parks infrastructure which is replaced by the required work which are calculated by reference to the following stated in the LGIP for the public parks network and this resolution: <ul style="list-style-type: none"> (a) if only land preparation is required—the value of the site preparation; (b) if otherwise—the value of: <ul style="list-style-type: none"> (i) direct construction and embellishment cost; and (ii) construction on cost stated in Schedule 7.
Land for community facilities network	The value of the land cost stated in the LGIP for the land for community facilities network.	The value of the required basic work stated in the LGIP for land for community facilities network and this resolution: <ul style="list-style-type: none"> (a) site preparation; and connection to services (direct construction cost); (b) construction on cost stated in Schedule 7.
Stormwater network	The value of the land cost stated in the LGIP for the stormwater network.	The value of the required work less the value of any existing stormwater infrastructure which is replaced by the required work which are calculated by reference to the following stated in the LGIP for the stormwater network and this resolution: <ul style="list-style-type: none"> (a) direct construction cost; and (b) construction on cost stated in Schedule 7.

Column 1 Trunk infrastructure network	Column 2 Land	Column 3 Work
SEQ service provider trunk infrastructure networks		
Water supply network	The value of the land cost stated in the LGIP for the water supply network.	The value of the required work less the value of any existing water supply infrastructure which is replaced by the required work which are calculated by reference to the following stated in the LGIP for the water supply network and this resolution: (a) direct construction cost; and (b) construction on cost stated in Schedule 7.
Sewerage network	The value of the land cost stated in the LGIP for the sewerage network.	The value of the required work less the value of any existing sewerage infrastructure which is replaced by the required work which are calculated by reference to the following stated in the LGIP for the sewerage network and this resolution: (a) direct construction cost; and (b) construction on cost stated in Schedule 7.

Schedule 7 Maximum construction on costs for work

Column 1 Trunk infrastructure network	Column 2 Maximum construction on costs for work (Percentage of the construction cost for the work)
Local government trunk infrastructure networks	
Local road network	11
Cycleways network	11
Public parks network	11
Land for community facilities network	11
Stormwater network	11
SEQ service provider trunk infrastructure networks	
Water supply network	11
Sewerage network	11

14.5 REDLANDS ECONOMIC DEVELOPMENT ADVISORY BOARD UPDATE**Objective Reference:** A4376449**Authorising Officer:** David Jeanes, Acting General Manager Community & Customer Services**Responsible Officer:** Kim Kerwin, Group Manager Community & Economic Development**Report Author:** Kristen Banks, Executive Officer Community and Customer Services**Attachments:** 1. Redlands Economic Development Advisory Board Annual Report 2018-19 [↓](#)**PURPOSE**

To table a report to Council on the fifteenth formal meeting of the Redlands Economic Development Advisory Board (Advisory Board) in accordance with the Advisory Board's Terms of Reference.

The report also presents the *Redlands Economic Development Advisory Board Annual Report 2018-19* (attached).

BACKGROUND

Council established and appointed an Advisory Board as part of its commitment to increasing the City's economic capacity through business growth and retention, and employment generation. The Advisory Board oversees implementation of the *Redland City Economic Development Framework 2014-2041* and assists in the development of industry sector plans.

ISSUES**Summary of fifteenth formal meeting**

The fifteenth formal Advisory Board meeting was held on Thursday 31 October 2019. The theme for the meeting was "innovation" and the following items formed the agenda for the meeting:

1. Welcome and acknowledgement of Traditional Owners
2. Review of status of meeting 14 actions
3. Workshop Session – Input on development of draft Redlands Coast Smart and Connected City Strategy
4. Presentation – Advancing Regional Innovation Program (ARIP)
5. Presentation – Advance Queensland: Looking Ahead

A summary of the meeting follows:

1. Welcome and acknowledgement of Traditional Owners
 - The Chair opened the meeting and acknowledged Traditional Owners.
2. Review of status of meeting 14 actions
 - The Advisory Board noted the progress of status of meeting 14 actions.
3. Workshop Session – Input on development of draft Redlands Coast Smart and Connected City Strategy

- The Advisory Board was provided with an overview of the process being undertaken by consultants Delos Delta including the community engagement process to develop a draft Redlands Coast Smart and Connected City Strategy.
 - The Advisory Board participated in a live online engagement activity and well as a white board activity with Delos Delta to identify priorities for consideration in the draft Strategy and to identify stakeholders and define key roles.
 - A summary of key objectives and strategic themes suggested by the Advisory Board for consideration by Council in development of the draft Strategy included:
 - structured framework and risk management
 - clear and consistent messaging from Council about programs
 - improve connectivity
 - opportunity to advocate for Council as well as the city in terms of its Smart City vision and reputation
 - high value jobs aligned to competitive advantage i.e. sectors
 - equity i.e. mainland and islands
 - inclusion
 - alignment with *Redland City Economic Development Framework 2014–2041* goals and key performance indicators (as an enabler)
 - information (data) to get better outcomes
 - population – size and managing growth
 - income per capita.
4. Presentation – Advancing Regional Innovation Program
- The Advisory Board was provided with an overview of outcomes achieved through the Council-led Redlands-Logan Advancing Regional Innovation Program (ARIP). Outcomes have included delivery of a Youth Entrepreneur Summit, Aspiring Entrepreneurs Program, participation of Redlands Coast young people in the Asia Pacific Cities Summits Young Professionals Forum, a series of business workshops, Start-up business support and ongoing support for Start-up Redlands and Redlands Angel Investors.
 - The Advisory Board provided input on activities planned under the program for 2019–20. This includes the development of the draft Smart and Connected City Strategy, Innovation workshop in November 2019, development of a Young Professionals Network and Social Enterprise Network, participation in the QODE Innovation Festival as well as support of an Innovate Challenge, Glo Challenge, Education Roundtable and Redlands Coast Start-up businesses. Ongoing support will also be provided for Start-up Redlands and Redlands Angel Investors.
 - The Advisory Board recommended that as part of the 2019-20 ARIP delivery it would be beneficial for Council to:
 - deliver an activity that would produce a measurable outcome for return on investment in target sectors of the *Redland City Economic Development Framework 2014-2041*.

Indicator for capacity improvement could also assist in leveraging potential funding opportunities

- focus on innovation in the education and training sector
- consider opportunities for the Redlands Coast innovation ecosystem i.e. people working from home, small and medium-sized enterprises and potential pathways to entrepreneurship.
- The Advisory Board commended Council on outcomes already achieved through the ARIP.

5. Presentation – Advance Queensland: Looking Ahead

- The Advisory Board was provided with an overview of the State Government’s innovation agenda, including the *Building Our Innovation Economy –Advance Queensland Strategy* (<https://advance.qld.gov.au/innovation-strategy>) launched on 28 October 2019. The State Government’s four future priorities under the Strategy are:
 - Build on Queensland’s Strengths.
 - Back our Regions to compete globally.
 - Scale up local solutions for new markets.
 - Invest in Science and Technology to create jobs.
- The Advisory Board discussed the challenges and opportunities for Redlands Coast including islands and how it fits as a region.
- The Advisory Board recommended that partnerships are key to drive innovation. The location of the city and its diversity including islands is a competitive advantage. Differentiation with other regions should be a consideration when advocating to the State Government.

Redlands Economic Development Advisory Board Annual Report 2018-19

Each year an annual report detailing achievements of the Redlands Economic Development Advisory Board is presented to Council in accordance with the Advisory Board’s Terms of Reference.

The *Redlands Economic Development Advisory Board Annual Report 2018-19* is at Attachment 1.

STRATEGIC IMPLICATIONS

Legislative Requirements

There are no legislative requirements that affect the outcome of this report.

Risk Management

Identified risks to successful economic development in the city include:

- failure to work in partnership with the business community, and other levels of government that will inhibit the delivery of the framework; and
- failure to develop and implement industry sector plans due to inadequate resourcing.

Financial

There are no financial implications. The operation of the Advisory Board is in the Financial Year 2019/20 budget.

People

Council may make decisions based on Advisory Board meeting recommendations that may impact human resources in the Community and Economic Development Group.

Environmental

There are no environmental implications.

Social

A strong and vibrant economy allows a community to reinvest its wealth back into the society that helped contribute to that growth. The wellbeing of people, the environment and the economy underpin the ecological sustainability of Redlands Coast. A strong and sustainable economy will be integrated and deliver benefits from across a range of sectors, through all parts of the city and across all demographic boundaries.

Human Rights

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

Alignment with Council's Policy and Plans

The Advisory Board, through its role of overseeing the implementation of the *Redland City Economic Development Framework 2014-2041*, supports Council's strategic priority of delivering a supportive and vibrant economy. In addition, the Framework will:

- Provide opportunity for business investment and local employment.
- Develop a supportive vibrant economy that delivers business opportunities.
- Promote local jobs.
- Strengthen the tourism industry.

CONSULTATION

Consulted	Consultation Date	Comments/Actions
Director, Delos Delta	October 2019	Request to provide a presentation and run a workshop session to capture Advisory Board feedback on the draft Redlands Coast Smart and Connected City Strategy.
Principal Adviser - Strategic Partnerships, Community and Economic Development Group	October 2019	Request for a presentation to provide an overview of the Advancing Regional Innovation Program.
Executive Director, Department of Innovation, Tourism, Industry Development and the Commonwealth Games	October 2019	Request for a presentation to provide an overview of the Queensland Government's innovation agenda.

OPTIONS**Option One**

That Council resolves as follows:

1. To note this report.
2. To note the *Redlands Economic Development Advisory Board Annual Report 2018-19*.

Option Two

That Council resolves to request further information or changes to this report or the *Redlands Economic Development Advisory Board Annual Report 2018-19*.

OFFICER'S RECOMMENDATION/COUNCIL RESOLUTION 2020/51

Moved by: Cr Julie Talty

Seconded by: Cr Peter Mitchell

That Council resolves as follows:

1. **To note this report.**
2. **To note the Redlands Economic Development Advisory Board Annual Report 2018-19.**

CARRIED 11/0

Crs Karen Williams, Wendy Boglary, Peter Mitchell, Paul Gollè, Lance Hewlett, Mark Edwards, Julie Talty, Murray Elliott, Tracey Huges, Paul Gleeson and Paul Bishop voted FOR the motion.

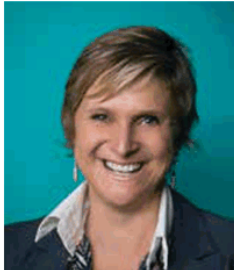


Redlands Economic Development Advisory Board
Annual Report 2018–2019





Message from the Chair



I am proud to present the Redlands Economic Development Advisory Board's third annual report.

In 2018-19 the Advisory Board continued to work collectively with Redland City Council, government and industry stakeholders to progress implementation of the *Redland City Economic Development Framework 2014-2041*.

Building on a data validation and assessment exercise of the Framework completed in 2017-18, a further gap analysis and opportunity assessment was undertaken to identify investment opportunities for key sectors identified in the Framework as well as emerging and propulsive industries and import replacement opportunities. Investment attraction remains a key focus for the Board, with work commencing on development of an investment concierge model.

Industry sector plans developed for the Health Care and Social Assistance and Education and Training sectors were finalised and endorsed by Council, with a Rural Enterprises Industry Sector plan to be presented to Council in July 2019.

On behalf of the Board, I commend Council on its rollout of new place brand: 'Redlands Coast - Naturally Wonderful' and how it is being used for the community as well as business, trade and tourism markets, with the brand development being a key action of the *Redland City Tourism Strategy and Action Plan 2015-2020*.

In 2019-2020 the Advisory Board will continue to focus on implementation of the Framework, including development of an industry sector plan for the manufacturing industry.

Development of a Smart and Connected City Strategy is underway to help improve the liveability, prosperity and sustainability of Redlands Coast.

Contributing to realisation of third horizon opportunities for Redlands Coast - be it through advocacy or advice to attract new investment - for major infrastructure projects such as the Redlands Coast Adventure Sports Precinct and prospect of South East Queensland being selected to host the 2032 Olympic and Paralympic Games will also be a priority.

My Advisory Board colleagues and I look forward to continuing to contribute to ensuring a sustainable and prosperous economy for naturally wonderful Redlands Coast.

A handwritten signature in black ink, which appears to read 'Samantha Kennedy'.

Samantha Kennedy
Chair
Redlands Economic Development Advisory Board

Board profile



Pictured (left to right): John Aitken, Warren Rowe, Redland City Mayor Karen Williams, Chair Samantha Kennedy, Jordan Duffy, Catherine O'Sullivan and Jerry Harris.

Samantha Kennedy

Samantha Kennedy is Head of Australia, New Zealand & Asia Pacific Business Unit with Pivotal Group. Sam's career to date has highlighted her skills as a natural leader and excellent communicator, with an ability to exceed expectations. Sam is widely recognised for her extensive experience and a successful track record driving profitable and sustainable growth in strategy, business and market development, sales, marketing, human resources, law and industrial relations in highly competitive markets across both the public and private sectors in Australia and Asia Pacific. Sam also has strong public speaking and advocacy capabilities. In 2011, Sam won the International Women's Day Commemorative Award for Exceptional Leadership. Sam is also on the Board of the Australian Israel Chamber of Commerce.

Jerry Harris

Jerry Harris was educated in London and at the University of Durham before beginning a 35-year executive career in the media industry. Jerry has been living in Australia since 1990. In 2001, Jerry became Managing Director of Queensland Press, a position that he held until 2011, before being appointed Managing Director, Group Newspapers and Digital Products of NewsCorp Australia. Jerry is a Director of the City of Brisbane Investment Corporation and a graduate of the Australian Institute of Company Directors.

John Aitken

John Aitken is Managing Director of Inspiring Cities, specialising in economic development of globally competitive cities; inspiring precincts, destinations, tourism and major events. Since 1980 John has founded many of Queensland's major event traditions. During his tenure as CEO of Brisbane's economic development organisation Brisbane Marketing (2008–2017), some of his team's achievements included establishing Brisbane Australia's new world city positioning globally, delivering \$4B economic outcomes, creating Brisbane's Digital Strategy including The Capital innovation hub and being responsible for Brisbane's G20 leveraging strategy. John also serves on several other boards.

Jordan Duffy

Jordan Duffy has always been a technology native. In 2011, he and Alex Buckham co-founded B&D, a business initially focused on challenging software builds and agile approaches. With a strong portfolio of delivering enterprise and government software and strategy, B&D now offers experimental technology development and enterprise software development. Jordan travels nationally and internationally to provide advice, leadership and education on innovation methods, start-up ecosystem adoption and technology acceleration. Jordan is a board and advisory member to several organisations including WEF Global Shaper, G20YEA and G20 Compliance group.

Mayor Karen Williams

Second term Mayor Karen Williams is passionate about promoting the Redlands Coast as the best place to live, work, learn, play and to invest. She is determined to build a new economy based on innovation and to turn the challenges facing all local governments into opportunities for growth, job creation and economic development in the city. Karen is a former small business owner and member of the Australian Institute of Company Directors with a background in the domestic and foreign exchange markets. Karen is a Trustee of CEDA – Committee for Economic Development of Australia and Director of the Council of Mayors (SEQ)

Catherine O'Sullivan

(July 2018 – February 2019)

Catherine O'Sullivan is former Director of Innovation, Industry and Employability for Laureate International University. In this leadership role Catherine drove industry engagement to ensure that curriculum was delivered in a practical and applicable way, which is globally recognised as a key attribute of Laureate's students. A former Pro Vice-Chancellor, Pathways and Partnerships at Bond University, Catherine has been recognised with various awards, which are testament to her dedication to women's leadership and education. Catherine's 'Yarning Up' initiative for Bond University was honoured with the 2016 Queensland Premier's Reconciliation Award and the ATEM/Campus Review Award for Excellence in Community Engagement.

Warren Rowe

(October 2018 onward)

Warren Rowe has vast experience in planning at the international level and across three tiers of government in Australia. He is a strategic advisor for Ethos Urban and recently ended 17 years as Director of Planning, Environment and Transport at the Gold Coast City Council, where he was instrumental in the development of the Gold Coast Light Rail Project, a major transport policy and capital works program, and implementing a significant number of programs to improve the planning framework and its outcomes. Warren is an Adjunct Professor in the Urban Research Program at Griffith University, was appointed as the University of Queensland's first Planner in Residence in 2016, and was recently appointed to the Queensland Government's Land Supply and Housing Expert Advisory Panel. Warren is a recipient of a Public Service Medal and Fellowship from the Planning Institute of Australia. He also has been a director on the Board of Place Leaders Australia.



Overview

Redland City Council has a number of key priorities that contribute to the economic development of the city. Having an integrated approach to actions and activities relating to these priorities is crucial.

The *Redland City Economic Development Framework 2014-2041*, adopted by Council in February 2015, aligns with Council's "Open for Business" philosophy and sets out a vision for a new city economy: "Redlands will be a vibrant inclusive economy and be the destination of choice for businesses, workers, residents and tourists because of its proactive, innovative, and creative approach to business development and expansion."

Helping to achieve this vision is the Framework recommendation for the establishment of a Redlands Economic Development Advisory Board. Comprised of technical experts and industry leaders, the role of the Board is to provide strategic advice on the economic direction of the city and serve as a link between Council and key industry sectors.

This includes overseeing implementation of the Framework and assisting in the development and implementation of strategies and action plans for eight high-growth industry sectors.

These industry sectors include Accommodation and Food Services (Tourism), Education and Training, Healthcare and Social Assistance, Rural Enterprises (Agriculture, Forestry and Fishing), Manufacturing, Construction, Financial and Insurance Services and Retail Trade.

Further to this, the purpose of the Board is to:

- actively promote the city as a great place to live, work and do business
- advise Redland City Council on any necessary adjustments to the Framework based on industry or economic trends, opportunities and/or threats
- act as the link between Council and the key industry sectors and ensure communication between the public and private sectors
- partner with Council and other government bodies such as Regional Development Australia Logan and Redlands and Council of Mayors South East Queensland to attract investment into the city, including lobbying the state and federal governments on key initiatives and projects.

The importance in the relationship between all the elements of the Framework and the premise that Council's economic development strategic direction is its centerpiece is represented in Figure 1.

This third Board annual report – a requirement under the Redlands Economic Development Advisory Board Terms of Reference – provides an overview of the Board's achievements for the period July 2018 to June 2019



Figure 1: Integrated approach to achieving the economic vision

Economic snapshot of Redland City

Redland City continues to be an economic leader in South East Queensland (SEQ). According to the National Institute of Economic and Industry Research (NIEIR), the local economy generated a Gross Regional Product (GRP) of \$5.94 billion in 2018–2019 – up by 2.05% from \$5.82B in the previous year.

The city has two Principal regional activity centres – Cleveland and Capalaba – with Victoria Point also a major activity hub for the southern part of the city.

The Australian Bureau of Statistics estimated resident population (ABS ERP) of the Redlands in 2018 was 156,863, up from 154,590 in the previous year. Results showed that the city is home to 2,273 additional residents compared to the previous year, indicating an annual growth rate of 1.5%.

Industry outlook

Total output (sales) for the city were valued at \$9.9B in 2018–2019 – up from \$9.6 B in the previous year – with the largest output generated by Rental, Hiring and Real Estate Services, followed by Construction, Manufacturing and Health Care and Social Assistance.

Combined sales from the top four industries accounted for more than half (51%) of the city's total output. The most productive industry was Health Care and Social Assistance with a value-add of \$606M, followed by Construction, Professional, Scientific and Technical Services Manufacturing, and Retail Trade.

Tourism generated \$171.4M in total direct output/sales, accounting for 1.7% of the city's total direct output (2017–2018 data). The industry's contribution increased by 15% from the previous year (based on direct output data).

Employment outlook

In the financial year ending June 2019, job growth remained stable with 48,804 jobs in the city. The increase in the total number of local jobs was driven by job growths in the high value-added services like Professional, Scientific and Technical Services, and Financial and Insurance Services. Jobs growth also occurred in Accommodation and Food Services, and Administrative and Support Services.

Health Care and Social Assistance is the largest employer generating 6252 full time equivalent (FTE) jobs in 2018–2019. The next three largest industries by employment were Construction (5250 FTE jobs), Retail Trade (4050 FTE jobs) and Education and Training (3487 FTE jobs).

The unemployment rate was 5.3% in June 2019 compared to 5.8% in March 2019. The city's unemployment rate is lower than state (6.1%) and higher than national (5.1%) levels.

Business outlook

There were 12,057 registered businesses in 2017–2018 – an increase of 184 businesses compared to the previous year. Transport, Postal and Warehousing and Financial and Insurance Services experienced the most growth in the number of businesses.

Summary of 2018-19 performance

See Figure 2 for a summary of performance against Framework growth measures to 2041.

Note: Due to additional data sets becoming available in 2018–19, NIEIR adjusted the economic modelling used in 2017–18. This has resulted in some changes in comparisons to values published in the Redland Economic Development Advisory Board Annual Report 2016–2017 and 2017–2018. Data was accessed on 24 January 2020.

Framework growth measures to 2041

POPULATION TARGET

Redland City will have a population of 206,000 by 2041 with annualised average growth of 1.2%, as forecast by Queensland Treasury and Trade

2018–19 Performance



Economic Development Framework
Population Growth Target
ON TRACK ✓

GROSS REGIONAL PRODUCT

The Redland City economy will be worth \$6.8B by 2041

Stretch target:
An \$8B economy

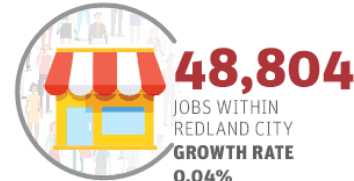


Economic Development Framework
GRP Growth Target
ON TRACK ✓

NUMBER OF JOBS

30,000 jobs will be created in the City to 2041, with a workforce of 74,000 people. Using 2014 as base year, this translates to about approximately 1111 new jobs per year.

Stretch target:
Creation of 40,000 local jobs
(42,093 in 2012/13)



Economic Development Framework
Job Growth Target
MONITOR ⚠

TOURISM GROWTH

A target of 2% of total economic output by 2041

Stretch target:
Tourism to contribute more than
3% of GRP.



Economic Development Framework
Tourism Growth Target
ON TRACK ✓

Figure 2: Framework growth measures to 2041

Progress report – Ongoing priorities

Priority	Performance measures	Progress
Industry sector development Continue to oversee implementation of the <i>Redland City Economic Development Framework 2014–2041</i> and assist in prioritising the development and implementation of industry sector plans	<ul style="list-style-type: none"> ○ Contribute to the development of industry sector plans ○ Advise on and assist with implementation programs for each developed industry sector plan ○ Assist Council to establish partnerships with key industry stakeholders 	Education and Training <ul style="list-style-type: none"> ☑ Provided input and feedback on the development of the <i>Redland City Education and Training Industry Sector Plan 2018–2023</i>, which was endorsed by Council on 5 September 2018. ☑ Supported the establishment of Education Roundtable that links education and training stakeholders and provides a platform to discuss issues and life-long learning opportunities. Inaugural roundtable held on 14 September 2018. The Roundtable has provided an avenue for local educations and industry stakeholders to network and collaborate. ☑ Continued to advise Council on international education approach. Board reviewed the environmental scan study which analysed the city's international education capacity and capability. Board recommended the next steps in building the international education sector including creating a network of providers, capitalising on funding opportunities from the State and Commonwealth and leveraging off Council's sister city relationships. Health Care and Social Assistance <ul style="list-style-type: none"> ☑ Provided input and feedback on the development of the <i>Redland City Health Care and Social Assistance Industry Sector Plan 2018–2023</i>, which was endorsed by Council on 25 July 2018. ☑ Reviewed the Redlands Health and Wellness Precinct Masterplan Study and provided advice on pathway options. Rural Enterprises <ul style="list-style-type: none"> ☑ Provided input and feedback on the development of the <i>Redland City Rural Enterprises Industry Sector Plan</i>, which was endorsed by Council on 17 July 2019. Tourism <ul style="list-style-type: none"> ☑ Provided input and feedback on rollout of Redlands Coast brand. Partnerships <ul style="list-style-type: none"> ☑ Established linkages with businesses and organisations through Redland City Chamber of Commerce and Quandamooka Yoolooburabee Aboriginal Corporation. ☑ Facilitated business leads through key industries including tourism. ☑ Redland City Chamber of Commerce has partnered Council to deliver information sessions aligned to the eight industry sectors detailed in the <i>Redland City Economic Development Framework 2014–2041</i>.

Priority	Performance measures	Progress
Investment attraction		
Contribute to developing an investment attraction plan that adopts a more targeted and strategic approach to investment attraction and the types of incentives being offered, that aligns with priorities of industry sector plans	<ul style="list-style-type: none"> Redlands Coast Investment Plan developed 	<ul style="list-style-type: none"> Provided feedback to Council on a Gap Analysis and Opportunity Assessment report in identifying investment opportunities for key sectors identified in the <i>Redland City Economic Development Framework 2014–2041</i> including strengthening emerging and propulsive industries and identifying import replacement opportunities. Participated in two workshops regarding approach to development of a framework for investment attraction. Supported work commencing on development of an economic investment concierge model.
Provide input on the development of Sister City and Friendship City arrangements to increase the opportunities for economic benefit within Redland City	<ul style="list-style-type: none"> Advise Council on strategies to develop and leverage partnerships with international stakeholders 	<ul style="list-style-type: none"> International Policy-Strategic Economic and Community Relationships reviewed and updated. Supported Council in taking part in the 2019 Smart City Summit & Expo in Taipei and the Asia Pacific Cities Summit. The Mayor led a delegation of business leaders to Taipei with business opportunities and investments identified aligning and supporting a number of industry sector action plans including Education and Training.
Work collaboratively with the Redland Investment Corporation (RIC), government agencies and private sector to identify and facilitate economic opportunities for the Redlands community	<ul style="list-style-type: none"> Provide input to RIC on opportunities to maximise benefit from the use of existing Council land and facilities Alternative revenue sources for Council and new business opportunities 	<ul style="list-style-type: none"> Provided input to RIC on projects including Toondah Harbour and Weinam Creek priority development areas and Capalaba Revitalisation Project. Board member John Aitken was invited by the Redland City Chamber of Commerce to provide insight into creating inspiring cities and how Redlands Coast can shape its economic future and provided case studies of new business opportunities. Advised on third horizon opportunities for Redlands Coast including the acquisition of land at Cleveland Point and Willards Farm.
Economic transition of North Stradbroke Island		
Continue to support the economic transition of North Stradbroke Island to create more job opportunities and sustained economic growth	<ul style="list-style-type: none"> Advocate for infrastructure and support to create a more resilient and diversified economy on the island Continue to lead and partner in delivery of projects that transition the <i>North Stradbroke Island Economy</i> 	<ul style="list-style-type: none"> Supported continued advocacy to the State Government regarding its delivery of the <i>North Stradbroke Island Economic Transition Strategy (NSI ETS)</i>, and the State and Australian governments as the island community prepares for the end of mining in late 2019. Supported Council's continued work with the State Government, Quandamooka Yoolooburrabee Aboriginal Corporation and other key stakeholders on collaborative projects under the <i>NSI ETS</i>, such as Project 13 Place Markers Project, which will see the installation of two Quandamooka-inspired Place Markers at Point Lookout and Amity Point as well as a further 17 of 23 projects under the <i>NSI ETS</i>.

Priority	Performance measures	Progress
Smart and Connected Redlands Coast		
Continue to contribute to growing the city's innovation ecosystem by supporting the Advancing Regional Innovation Program	<ul style="list-style-type: none"> Support delivery of a program of initiatives designed to grow the innovation ecosystem on Redlands Coast 	<ul style="list-style-type: none"> Advised Council on delivery of the Advancing Regional Innovation Program in partnership with Logan City Council and Griffith University. Activities included delivery of Startup Redlands, monthly pitch nights, business mentoring, workshops for senior entrepreneurs and businesses and an 'Innovation in Aged Care' Summit, with more than 100 attendees
Continue development of a Smart Cities Framework for a smart and connected Redlands Coast	<ul style="list-style-type: none"> Support delivery of a program of initiatives designed to grow the innovation ecosystem on Redlands Coast Continue to advocate for enhanced digital connectivity to support economic and social outcomes 	<ul style="list-style-type: none"> Work commenced on development of a Smart and Connected City Strategy to help improve the liveability, prosperity and sustainability of Redlands Coast. Detailed assessments undertaken for commercial fixed wireless infrastructure. Ongoing joint collaboration with telecommunications providers and NBN Co to target connectivity infrastructure to areas of need was ongoing. Successful Black Spot program submissions resulted in two additional mobile towers on North Stradbroke Island and Russell Island Developing future connectivity infrastructure to support Redlands Coast commercial and industrial sectors.
Advocate for the prioritisation of planning and delivery of major infrastructure projects that will better connect Redlands Coast to Brisbane and the South East Queensland region	<ul style="list-style-type: none"> Assist Council to enhance partnerships with key stakeholders Provide advice on how to progress catalyst infrastructure projects 	<ul style="list-style-type: none"> Provided feedback on the draft Redlands Coast Transport Strategy, which was endorsed by Council for community engagement on 5 September 2018 and is in its final stages of review. Advised on third horizon opportunities for Redlands Coast including the Redlands Coast Adventure Sports Precinct and prospect of South East Queensland being selected to host the 2032 Olympic and Paralympic Games.

Highlights

Education and Training Roundtable

Redland City Council is working closely with education and training leaders and representatives from primary, secondary, tertiary and vocational education institutions.

Local educators – through the Brains trust group – have started to collaborate to foster innovation, promote local schools and create lifelong learning and economic opportunities for all learners.

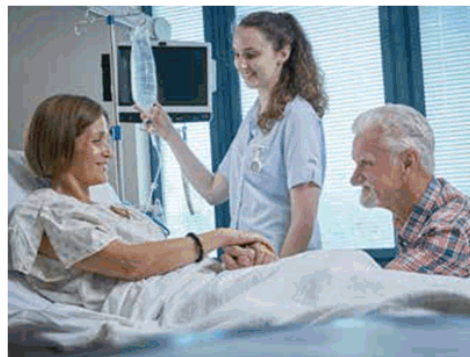
The group, which is strongly supported by Council, has held regular brainstorming and Education and Training Roundtable sessions that provide opportunities to discuss issues and challenges and identify priorities that can strengthen the growth of the sector.



Image from 1st Education and Training Roundtable hosted by Sheldon College.

Industry links

Redlands Economic Development Advisory Board member John Aitken was invited by the Redland City Chamber of Commerce to provide insight into creating inspiring cities and how Redlands Coast can shape its economic future.



Two industry sector plans endorsed by Council

In 2018–19 Council endorsed the *Redland City Health Care and Social Assistance Industry Sector Plan 2018–2023* and *Redland City Education and Training Industry Sector Plan 2018–2023*, which support the delivery of the *Redland City Economic Development Framework 2014–2041*.

The Health Care and Social Assistance industry is the city’s largest employer, contributing 6.7% of the Coast’s economic output. The sector plan focuses on two areas:

- Enhancing health care and social assistance infrastructure
- Enabling the health care and social assistance industry sector.

The Education and Training industry sector is Redlands Coast’s third largest employer, contributing 4.5% of the Coast’s economic output. The sector plan focuses on three areas:

- Fostering collaboration and strategic partnerships
- Growing higher education and alternative learning pathways and supporting emerging industries
- Growing international education.

Strategies and recommendations in the sector plans include growing international education and a university sector, establishing a centre of excellence in education for the ageing, developing a health and education precinct, delivering an industry summit and engaging the community in education and life-long learning.



Redlands Economic Development Advisory Board

Annual Report 2018–2019

For more information on the *Redland City Economic
Development Framework 2014–2041*
visit www.redland.qld.gov.au

For inquiries regarding the Redlands Economic
Development Advisory Board or the implementation of the
Framework, contact Redland City Council on **07 3829 8999**.

14.6 EXPRESSIONS OF INTEREST - 61-73 MACARTHUR STREET ALEXANDRA HILLS**Objective Reference:** A4376452**Authorising Officer:** David Jeanes, Acting General Manager Community & Customer Services**Responsible Officer:** Graham Simpson, Group Manager Environment & Regulation**Report Author:** Alistair Michell, Strategic Land - Program Leader**Attachments:** Nil**PURPOSE**

To seek approval to undertake an expressions of interest process for land at 61-73 Macarthur Street, Alexandra Hills (the land) under s.228(3) of the *Local Government Regulation 2012* (LGR).

BACKGROUND

Council made a resolution following a Mayoral Minute in regards to the land at its meeting on 23 October 2019, where it resolved:

That Council resolves as follows:

To undertake a publicly advertised Expression of Interest inviting suitable proposals for the Council-owned property Lot 146 SP280785 at 61-73 Macarthur Street, Alexandra Hills.

The EOI will:

- 1. Seek uses consistent with and complementing the property's current zoning and environmental values, including potential nature based tourism, recreational vehicle (RV) tourist park, camping and glamping.*
- 2. Encourage EOI recipients to submit proposals that include community infrastructure that can be used by the broader community, such as a water park, recreational trails connecting nearby recreational areas and other public facilities.*
- 3. Make it clear to submitters that any submissions must protect the existing environmental and cultural heritage values of the site.*

Subsequent to this resolution, Council's Property Services Unit has sought advice in respect to options to test the market by way of undertaking an expressions of interest process to redevelop the land, including likely costs.

It is considered that in order to advance the potential release of the land, an expressions of interest process be commenced to enable Council to assess the viability of market-led opportunities to inform future decisions.

ISSUES

In order for an expressions of interest process to be undertaken, Council must comply with relevant provisions of the LGR, specifically s.228 which specifies how a local government must invite written tenders for a valuable non-current asset (land) contract.

In particular, before Council can commence an expressions of interest process, it must decide by resolution the following:

- that it would be in the public interest to invite expressions of interest before inviting written tenders; and
- the reasons for making the resolution must be recorded in the minutes of the Council meeting.

The Council resolution of 23 October 2019 in respect to the land does not specifically address the above legal requirement. Therefore it is necessary to make a further resolution, as required by s.228 of the LGR, to advance the expressions of interest process.

The new resolution will permit commencement of the expressions of interest process, allow Council to make a short list from persons who express an interest in the land and subsequently seek written tenders at a later time from those short listed.

Responses to the expressions of interest for the land will be assessed in respect to suitability and a further report brought back to Council in due course.

Public interest

Based on the previous considerations concerning the land, it is considered that there is a public interest in inviting expressions of interest based on the following reasons:

- the zoning and site characteristics of the land would support potential nature based tourism, recreational vehicle (RV) tourist park, camping and glamping, which bring an economic and social benefit to the local community;
- any proposal is to include community infrastructure that can be used by the broader community, such as a water park, recreation trails connecting nearby recreational areas and other public facilities;
- any proposal will be required to protect the existing environmental and cultural heritage values of the site; and
- an expressions of interest process is the most effective way, both financially and flexibility of use options, for attracting potential proposals for the land.

Based on the above reasons it is considered in the public interest to invite expressions of interest prior to written tenders for the land.

STRATEGIC IMPLICATIONS

Legislative Requirements

In order to undertake a formal expressions of interest process prior to inviting written tenders, Council must under s.228(3) of the LGR, undertake the following:

(3) However, the local government may invite expressions of interest under subsection (5) only if the local government—

(a) decides, by resolution, that it would be in the public interest to invite expressions of interest before inviting written tenders; and

(b) records its reasons for making the resolution in the minutes of the meeting at which the resolution was made.

Compliance with this legislative requirement is achieved through making a resolution in accordance with the recommendation of this report.

Risk Management

Should Council not make a resolution as required by s.228(3) of the LGR and decide to undertake an informal expressions of interest process, Council would be unable to proceed to tender with any submitters to the expressions of interest without first making a formal resolution as recommended by this report.

This places Council at risk of not receiving expressions of interest that would yield appropriately considered commercial submissions which may achieve appropriate financial, economic and social outcomes for use of the land.

Financial

Undertaking the initial expressions of interest process will be funded through existing budget, with any future costs to be subject to budget consideration in 2020/21 or subsequent years.

People

The expressions of interest process will be undertaken by Council's Property Services Unit and no specific impacts are anticipated as a result of this report.

Environmental

There are no environmental impacts as a result of undertaking an expressions of interest process.

Social

There are no social implications as a result of undertaking an expressions of interest process.

Human Rights

There are no known human rights issues identified as a result of undertaking an expressions of interest process.

Alignment with Council's Policy and Plans

The expressions of interest process is necessary to ensure the use of the land for nature-based tourism and recreation consistent with the zoning of the land, as designated by the City Plan, has the potential to be realised.

CONSULTATION

Consulted	Consultation Date	Comments/Actions
Manager Legal Services	22 November 2019	Confirmed legal position in regards to the LGR requirements
Aquatic and Emergency Precinct Program Manager	9 December 2019	Background in regards expressions of interest content, coordination and actions

OPTIONS

Option One

That Council resolves as follows:

1. To invite expressions of interest in accordance with s.228 of the *Local Government Regulation 2012* for the land.
2. That it is in the public interest to invite expressions of interest before inviting written tenders for the land.

3. The reasons that an invitation for expressions of interest is in the public interest are:
 - a. the zoning and site characteristics of the land would support potential nature based tourism, recreational vehicle (RV) tourist park, camping and glamping, which bring an economic and social benefit to the local community;
 - b. any proposal is to include community infrastructure that can be used by the broader community, such as a water park, recreation trails connecting nearby recreational areas and other public facilities;
 - c. any proposal will be required to protect the existing environmental and cultural heritage values of the site; and
 - d. an expressions of interest process is the most effective way, both financially and flexibility of use options, for attracting potential proposals for the land.

Option Two

That Council resolves as follows:

1. To not undertake a formal expressions of interest process under s.228 of the *Local Government Regulation 2012* for the land.
2. To undertake an informal expressions of interest process to help inform future decisions concerning the land.

OFFICER'S RECOMMENDATION

That Council resolves as follows:

1. To invite expressions of interest in accordance with s.228 of the *Local Government Regulation 2012* for the land.
2. That it is in the public interest to invite expressions of interest before inviting written tenders for the land.
3. The reasons that an invitation for expressions of interest is in the public interest are:
 - a. the zoning and site characteristics of the land would support potential nature based tourism, recreational vehicle (RV) tourist park, camping and glamping, which bring an economic and social benefit to the local community;
 - b. any proposal is to include community infrastructure that can be used by the broader community, such as a water park, recreation trails connecting nearby recreational areas and other public facilities;
 - c. any proposal will be required to protect the existing environmental and cultural heritage values of the site; and
 - d. an expressions of interest process is the most effective way, both financially and flexibility of use options, for attracting potential proposals for the land.

MOTION

Moved by: Cr Murray Elliott
Seconded by: Cr Lance Hewlett

That Council resolves as follows:

1. To invite expressions of interest in accordance with s.228 of the *Local Government Regulation 2012* for the land.
2. That it is in the public interest to invite expressions of interest before inviting written tenders for the land.
3. The reasons that an invitation for expressions of interest is in the public interest are:
 - a. the zoning and site characteristics of the land would support potential nature based tourism, recreational vehicle (RV) tourist park, camping and glamping, which bring an economic and social benefit to the local community;
 - b. any proposal is to include community infrastructure that can be used by the broader community, such as recreation trails connecting nearby recreational areas and other public facilities;
 - c. any proposal will be required to protect the existing environmental and cultural heritage values of the site; and
 - d. an expressions of interest process is the most effective way, both financially and flexibility of use options, for attracting potential proposals for the land.

AMENDMENT MOTION

COUNCIL RESOLUTION 2020/52

Moved by: Cr Paul Bishop

Seconded by: Cr Wendy Boglary

That Council resolves as follows to include two extra points to the motion as follows:

4. That officers prepare a report to Council outlining the proposals received through the Expressions of Interest process before inviting tenders of the land.
5. That interested parties and the community be advised that public consultation on preferred proposals will be carried out prior to inviting tenders, subject to maintaining confidentiality of legally privileged, private and commercial in confidence information.

LOST 2/9

Crs Wendy Boglary and Paul Bishop voted FOR the motion.

Crs Karen Williams, Peter Mitchell, Paul Gollè, Lance Hewlett, Mark Edwards, Julie Talty, Murray Elliott, Tracey Huges and Paul Gleeson voted AGAINST the motion.

The proposed amendment was LOST and a further amendment to the original motion was put as follows:

COUNCIL RESOLUTION 2020/53

Moved by: Cr Julie Talty

Seconded by: Cr Tracey Huges

That Council resolves to include 'water park' in point 3 b) of the motion:

3. The reasons that an invitation for expressions of interest is in the public interest are:
 - a. the zoning and site characteristics of the land would support potential nature based tourism, recreational vehicle (RV) tourist park, camping and glamping, which bring an economic and social benefit to the local community;
 - b. any proposal is to include community infrastructure that can be used by the broader community, such as a water park, recreation trails connecting nearby recreational areas and other public facilities;

CARRIED 10/1

Crs Karen Williams, Wendy Boglary, Peter Mitchell, Lance Hewlett, Mark Edwards, Julie Talty, Murray Elliott, Tracey Huges, Paul Gleeson and Paul Bishop voted FOR the motion.

Cr Paul Gollè voted AGAINST the motion.

The proposed amendment to the original motion was CARRIED and became the motion and was put as follows:

COUNCIL RESOLUTION 2020/54

Moved by: Cr Julie Talty

Seconded by: Cr Tracey Huges

That Council resolves as follows:

1. To invite expressions of interest in accordance with s.228 of the *Local Government Regulation 2012* for the land.
2. That it is in the public interest to invite expressions of interest before inviting written tenders for the land.
3. The reasons that an invitation for expressions of interest is in the public interest are:
 - a. the zoning and site characteristics of the land would support potential nature based tourism, recreational vehicle (RV) tourist park, camping and glamping, which bring an economic and social benefit to the local community;
 - b. any proposal is to include community infrastructure that can be used by the broader community, such as a water park, recreation trails connecting nearby recreational areas and other public facilities;
 - c. any proposal will be required to protect the existing environmental and cultural heritage values of the site; and
 - d. an expressions of interest process is the most effective way, both financially and flexibility of use options, for attracting potential proposals for the land.

CARRIED 10/1

Crs Karen Williams, Wendy Boglary, Peter Mitchell, Lance Hewlett, Mark Edwards, Julie Talty, Murray Elliott, Tracey Huges, Paul Gleeson and Paul Bishop voted FOR the motion.

Cr Paul Gollè voted AGAINST the motion.

15 REPORTS FROM INFRASTRUCTURE & OPERATIONS**15.1 NORTH STRADBROKE ISLAND GOLF CLUB LEASE****Objective Reference:** A4376453**Authorising Officer:** Peter Best, General Manager Infrastructure & Operations**Responsible Officer:** Sherry Clarke, Group Manager City Operations**Report Author:** Helen Arnold, Senior Leasing Officer
Laurence Blacka, Service Manager City Sport & Venues**Attachments:** 1. North Stradbroke Island Golf Overlay [↓](#)**PURPOSE**

To resolve a land encroachment issue by accepting an offer from Department of Natural Resources, Mines and Energy (DNRME) and to delegate 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

At present, the Club is situated on Lot 120 on SL7936 which is State Reserve for Sport and Recreation which is held by Redland City Council (Council) as Trustee. The access track to the Club from Alfred Martin Way, and a portion of one of the club's buildings encroach onto the adjoining land parcel Lot 151 on SP297202, which is under Trusteeship with SEQ Water.

SEQ Water has informed DNRME that it wishes to relinquish its trusteeship of Lot 151.

DNRME has advised Council that it wishes to address the encroachment issue prior to any further tenure being issued over the land.

DNRME has now put forward its preference in dealing with this situation, which is to excise the portion of land from Lot 151 on SP297202 on which the encroachment exists and add the excised portion to Lot 120 on SL7936, thus eliminating the encroachment and securing access to the land on which the Club is situated.

As Trustee leases cannot be amended for land area, Council has a requirement to surrender the current lease with the Club, and enter a new trustee lease with the Club covering the new proposed amalgamated allotment.

ISSUES

A number of issues have been recognised as requiring approval to ensure that tenure over both properties remains current until a final lease arrangement is fully executed and registered with the Lands Title Office.

Actions to be addressed include:

- Include the area of encroachment (including the access track to the golf course) in the Reserve for Sport and Recreation over Lot 120 on SL7936 (Council owned land);
- To enable this procedure to take place, the existing trustee lease over Lot 120 on SL7936 will need to be surrendered (NSI Golf Club Inc) and a new trustee lease entered into. This new trustee lease will include the encroachment area;

- DNMRE to undertake a survey of the encroachment area.
- Council will be required to advise of its agreement to the inclusion of the encroachment area into the adjoining Sport and Recreation Reserve.

STRATEGIC IMPLICATIONS

Legislative Requirement

It is required to delegate authority to the CEO to negotiate, make, vary and discharge the above lease in accordance with s257(1)(b) of the *Local Government Act 2009*.

Risk Management

The surrender of the current lease needs to coincide with the implementation and execution of the new lease. This process needs to be seamless to ensure continuity of operation and access options.

Financial

In the 2019/2020 financial year new accounting standard AASB16 Leases took effect. Council acknowledges there is no change to the current accounting treatment for leases for this nature, where Council is the lessor. This position is supported by the Queensland Audit Office.

Costs for Council will be approximately \$2,500.00 to cover external solicitor charges for Professional Fees and Land Titles Registry lodgement fees. DNRME has advised it will be responsible for all fees associated with the survey of the property/s.

People

The committee of the Club are aware and supportive of this proposal and are awaiting advice from Council Officers pending the outcome of this report.

Environmental

No environmental issues have been identified as causing an impact with regard to this proposal.

Social

No social impacts have been identified at this time.

Human Rights

No human rights issues have been identified at this time.

Alignment with Council's Policy and Plans

Strong Communities Policy (POL 3087)

Council is committed to supporting a strong community which can be recognised as a connected community with access to the full range of options require for a rich community life and an active attachment to place.

Council Land and Facilities (POL 3071)

Council is committed to providing access to Council owned or managed land and facilities for the delivery of opportunities which contribute to building safe, strong and self-reliant communities.

CONSULTATION

Consulted	Consultation Date	Comments/Actions
DNRME Acting Principal Land Officer Minjerribah Implementation Project. Office of the Deputy-Director General/Lands Division	October 2019	Initial advice from agency of their intention to offer relinquished land to Golf Club for their use and dealing with encroachment issue.
Acting Service Manager City Sports & Venues	November 2019	Discussions with interested parties and agreement to seek Council approval to address encroachment issue and develop new lease with Club including the relinquished land from DNRME.
Acting Senior Leasing Officer	December 2019	Request to develop a report to Council for scheduled 2020 meeting

OPTIONS**Option One**

That Council resolves as follows:

1. Approve the offer from Department of Natural Resources, Mines and Energy to accept a portion of the land known as Lot 151 on SP297202 being added to Lot 120 on SL7936.
2. Surrender the existing trustee lease over Lot 120 on SL7936 (NSI Golf Club) and amend the Sport and Recreation reserve to include the encroachment area.
3. Enter into new trustee lease that includes the existing Lot 120 on SL7936, as well as the portion of relinquished Lot 151 on SP297202.
4. Delegate 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.

Option Two

That Council resolves to not agree to the proposed amendments and new lease arrangements proposed by Department of Natural Resources, Mines and Energy.

OFFICER'S RECOMMENDATION/COUNCIL RESOLUTION 2020/55

Moved by: Cr Peter Mitchell

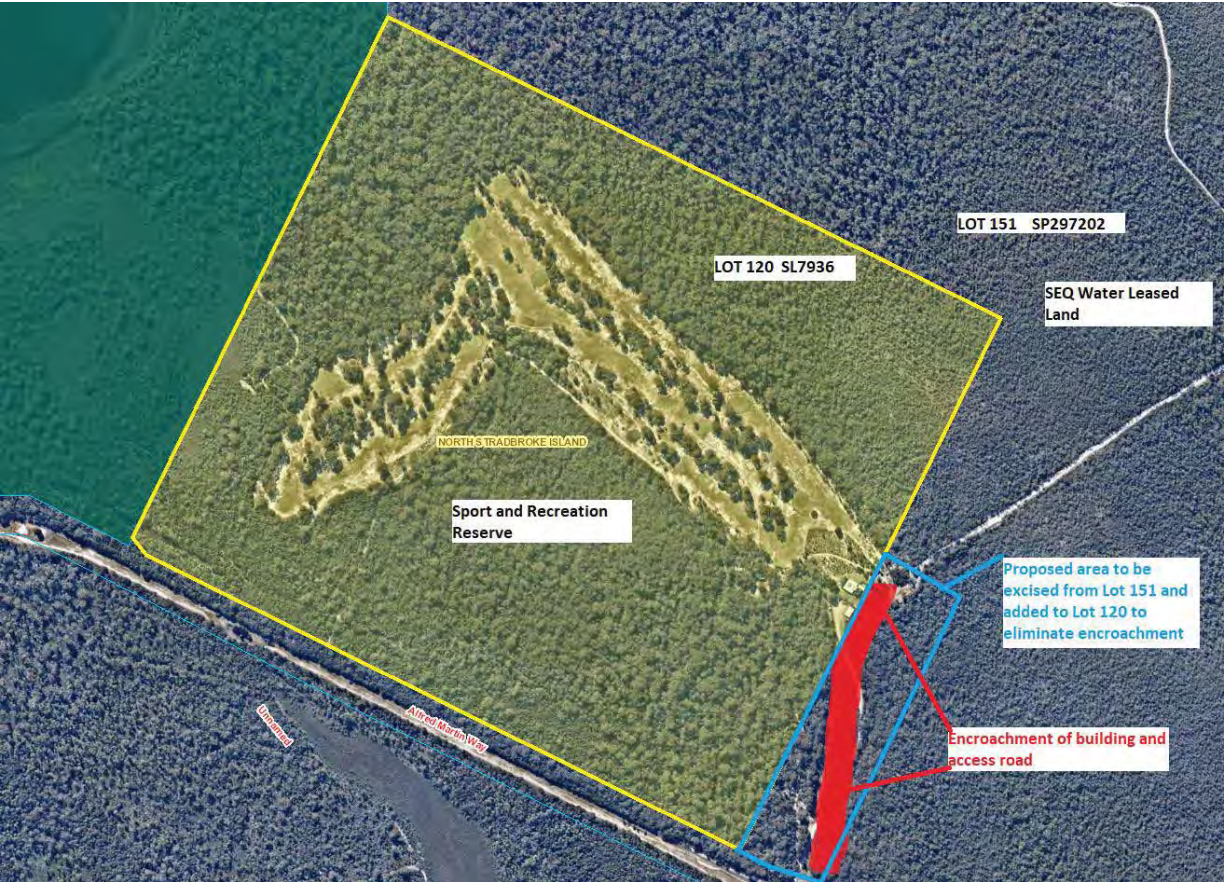
Seconded by: Cr Julie Talty

That Council resolves as follows:

1. Approve the offer from Department of Natural Resources, Mines and Energy to accept a portion of the land known as Lot 151 on SP297202 being added to Lot 120 on SL7936.
2. Surrender the existing trustee lease over Lot 120 on SL7936 (North Stradbroke Island Golf Club) and amend the Sport and Recreation reserve to include the encroachment area.
3. Enter into new trustee lease that includes the existing Lot 120 on SL7936, as well as the portion of relinquished Lot 151 on SP297202.
4. Delegate 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.

CARRIED 11/0

Crs Karen Williams, Wendy Boglary, Peter Mitchell, Paul Gollè, Lance Hewlett, Mark Edwards, Julie Talty, Murray Elliott, Tracey Huges, Paul Gleeson and Paul Bishop voted FOR the motion.



15.2 SOUTHERN MORETON BAY ISLANDS (SMBI) ROAD SEALING PROGRAM**Objective Reference:** A4376448**Authorising Officer:** Peter Best, General Manager Infrastructure & Operations**Responsible Officer:** Bradley Salton, Group Manager City Infrastructure**Report Author:** Benjamin Bruce, Infrastructure Network Analyst**Attachments:** Nil**PURPOSE**

To provide a response to the Notice of Motion lodged on 9 October 2019 and summarise the Councillor briefing on 4 December 2019 requesting information pertaining to the Southern Moreton Bay Islands (SMBI) Road Sealing Program.

BACKGROUND

In 2012, Council requested a road improvement program for the Southern Moreton Bay Islands. In the following 18 months, City Infrastructure Group initiated planning and investigations to identify a solution that achieved the aim of providing the residents of the Southern Moreton Bay Islands with a cost effective, sustainable and fit for purpose pavement solution that provides a comparable level of service to that of their mainland counterparts. Delivery of the SMBI Road Sealing Program (the program) commenced in 2014/2015.

The program typically comprised of a reduced pavement depth, capital infrastructure solution to provide sealed roads on the Southern Moreton Bay Islands at a significantly reduced cost and on a fast tracked delivery schedule that could not be matched by traditional full depth road construction. Where required due to drainage constraints, heavy vehicle traffic or high traffic volumes, a full depth or rigid pavement solution is explored.

To date, the program has been successful in delivering an investment of \$12.3 million across high priority precincts requiring minimal design, drainage, or re-grading. This has equated to approximately 48 kilometres of sealed road (average of nine kilometres per year). The program aims to deliver a sealed road only on those roads which are currently formed and contain residential properties. There is approximately 50 kilometres remaining that is identified for treatment using the program.

Program delivery for Lamb Island and Karragarra Island is now complete. Small sections of gravel or uncleared road remains, which Council will review at a later date, should there be sufficient grounds for its inclusion in the program.

Approximately 15 kilometres of road on Macleay Island and 35 kilometres of road on Russell Island remains to be sealed. A high number of roads will remain unsealed and uncleared due to their location, or suitability for a pavement treatment. Without consideration for increasing project complexity, land actions, CPI or other unknown factors, the cost to deliver the remaining roads on Macleay and Russell Island is expected to be a minimum of \$15.5 million.

The program provides benefits for both SMBI residents and Council by implementing a triple bottom line approach of addressing Social, Environmental and Economic factors.

The schedule for delivery of the SMBI Road Sealing Program is determined through the use of a prioritisation model that was developed to ensure that the largest improvement would be achieved early on in the program. The model addresses the following criteria (table 1) in determining the priority ranking of each road.

Table 1. Prioritisation Model Criteria

Criteria	Description
Amenity	Number of properties that are likely to use the road
Maintenance	Volume of traffic in relation to other roads
Road Hierarchy	No through access, through access or collector road
Access	Are there major drainage problems restricting access
Servicing	Commercial traffic, bus routes or popular destinations
Environment	Impact to the surrounding environment
Project Cost	Cost to complete the works precinct

The model provides an indicative score for each road, which is then ranked as high, medium or low priority to assist in program development. Precincts were created that encompassed multiple high priority roads, but would also include any surrounding roads that would provide efficiency in delivery, irrespective of priority. The program typically targets delivery of precincts located on one Island per year. This reduces the costs associated with transportation, site establishment, as well as construction downtime. A review of the priority of the remaining roads is due to ensure up to date data has been incorporated.

To date, projects that have been delivered through the SMBI Road Sealing Program have required minimal design, drainage works and re-grading. Moving forward, projects are expected to increase in complexity and may require an increase in investment to deliver. To achieve drainage outcomes, some land acquisitions may be required to support the program. While a reduced pavement depth treatment, commonly known as the 'greenseal' will be used where suitable, some roads will require traditional full depth pavement construction.

The program has no allocated funding currently in financial year (FY) 2019/2020 budget. A submission has been made to Council for consideration, through the 2019/2020 Annual Budget Review process, for funding of the program in the current FY. A budget submission for continuation of the program will also be included in the FY 2020/2021 Capital program for Council's consideration and prioritisation.

ISSUES

The program provides benefits for both SMBI residents and Council by implementing a triple bottom line approach of addressing Social, Environmental and Economic factors.

Economic Benefits

The SMBI Road Sealing Program has allowed for a change in maintenance activities and operational budgeting for SMBI by Council's Roads, Drainage and Marine Maintenance Unit (RDM). RDM's program of work for unsealed road maintenance has decreased significantly since the commencement of the SMBI Road Sealing Program, allowing Council resources to be more focused towards delivering an improved level of service in other areas, namely targeting stormwater drainage. The reduction in demand for regular unsealed road maintenance has resulted in work only being carried out on an as-needs basis to respond to safety concerns.

The change in work programs has allowed RDM to work more efficiently through the shared use of plant and equipment with Council's Project Delivery Group (PDG) construction crews delivering the SMBI Road Sealing Program. This has seen a reduction in establishment costs and stand down time for PDG that is associated with construction activity and makes use of experienced plant operators to improve productivity.

The RDM SMBI Unsealed Road Maintenance program is typically comprised of both proactive and reactive road grading, re-sheeting, shoulder maintenance, drainage related works and general road maintenance related to the Southern Moreton Bay Islands. Since commencement of the SMBI Road Sealing Program, the proactive element of the road maintenance program has been removed resulting in an average operational saving of at least \$192,350 per year. This saving does not give consideration to an increase in construction CPI, expansion of the maintained network size and increases in maintenance levels of service, which if accounted for are likely to demonstrate a further increase in savings. If the SMBI Road Sealing Program is discontinued, an operational program to maintain the unsealed gravel road network would need to be reinstated at an average cost of \$200,000 to \$250,000 per year.

Reducing or removing the SMBI Road Sealing Program would result in a number of key impacts to Council including the need for the reinstatement of an operational budget to maintain the unsealed road network in a safe and trafficable condition. Council achieves financial benefit through the use of capital financing, which is the primary funding source for the program. Should an operational funding source be required, the benefits of utilising capital funding would be lost.

RDM are exploring the use of road profilings should the gravel road maintenance programs require reinstatement. This aims to further reduce airborne silica content when subject to vehicle traffic. Although the product will achieve significant improvements over the existing gravel specification used in maintenance works, the product attracts a higher cost and does not provide any benefit to asset life or other environmental and social benefits that the SMBI Road Sealing Program provides.

Social Benefits

Since 2012, Council has received over 350 customer requests related to the sealing of gravel roads on the Southern Moreton Bay Islands. Approximately 75% of these requests came from Russell Island, 15% from Macleay Island, and the remainder from Karragarra and Lamb Islands. Following commencement of the program delivery, a significant change in customer engagement focus was observed. Interactions shifted from complaints regarding dust, safety and amenity, to enquiries about a particular road's 'position on the list'. A significant number of interactions communicated the desire for the entire network to be included in the program.

The program delivers improved user safety, drivability and a significant reduction in airborne dust when compared to the existing unsealed road network.

With the program on hold throughout the FY 2019/2020, there is a current trend towards health related complaints and concerns for personal safety due to airborne dust, specifically respirable silica. In 2009 and 2019, Council engaged Safety in Mines Testing and Research Station (SIMTARS) to undertake independent monitoring on the dust levels on the SMBI due to the unsealed network, with a specific focus on airborne respirable silica content. SIMTARS completed testing on a random selection of SMBI roads, which all demonstrate that the airborne respirable silica content remains within accepted guidelines. This does not account for the potential hazard to those who suffer from breathing difficulties and the nuisance that airborne dust provides to residents. While all health concerns are acknowledged, the prioritisation of the program assumes

that all residents are effected by dust issues and not only those who have spoken up to notify Council.

Environmental Benefits

The delivery of the program has numerous environmental benefits. Each road that is sealed no longer contributes to dust emissions and dust related complaints. With the inclusion of drainage works, improved stormwater management is achieved which has addressed a number of long standing issues that have otherwise remained undelivered.

The program considers prioritisation of roads where there is a high risk of sediment runoff, such as those in close proximity to waterways. A significant reduction in sediment outflows into waterways and Moreton Bay has been achieved on roads that have been sealed, resulting in a positive impact on aquatic habitat and reduced risk of causing environmental harm downstream.

The fit for purpose approach and reduced time on site to deliver 'greenseal' projects results in a reduction in material and plant required on site to deliver the program, resulting in less project related emissions and a reduced carbon footprint when compared with traditional road construction methods. Where possible, recycled road profilings are used to further reduce waste and demand on fresh aggregate material.

STRATEGIC IMPLICATIONS

Legislative Requirements

There is no legislative requirement that governs the SMBI Road Sealing Program.

Risk Management

The delivery of the SMBI Road Sealing Program provides numerous opportunities as outlined in the issues section above.

Financial

As part of the current FY 2019/2020 budget, the program remained unfunded. Further submissions have been made to Council for consideration, through the Budget Review process, for funding of the program in the current FY 2019/2020. A budget submission for continuation of the program will also be included in the FY 2020/2021 Capital program for Council's consideration and prioritisation.

The approval for these submissions is outside of the scope of this report.

People

The program is delivered utilising internal resources and construction crews.

Environmental

The program achieves a number of environmental benefits as outlined in the Issues section of this report.

Social

The program achieves a number of social benefits as outlined in the Issues section of this report.

Human Rights

There are no human rights implications associated with this report.

Alignment with Council's Policy and Plans

The delivery of the SMBI Road Sealing Program aligns with the Roads and Bridges Asset and Service Management Plan. The program also aligns with Redland City Council Corporate Plan 2018-2023 key outcomes of:

1. Healthy Natural Environment
2. Green living
3. Embracing the bay
5. Wise planning and design

CONSULTATION

Consulted	Consultation Date	Comments/Actions
Councillors	4 December 2019	As required as part of the Notice of Motion, a Councillor Briefing was provided to discuss the SMBI Road Sealing Program and details to be summarised in the report.
Group Manager City Infrastructure	January 2020	Reviewed and approved.
Service Manager Roads, Drainage and Marine	June 2019	Provision of information.
Service Manager Project Delivery	September 2019	Provision of information.
Service Manager Health and Environment	November 2019	Provision of information.
Senior Advisor Environmental Planning and Policy	November 2019	Provision of information.
Senior Management Accountant	January 2020	Review of financial information.
General Counsel	January 2020	Provision and review of legal information.

OPTIONS

Option One

That Council resolves to note this report including the benefits, issues and methodology adopted in the development of the Southern Moreton Bay Islands Road Sealing Program.

Option Two

That Council resolves not to endorse this report.

OFFICER'S RECOMMENDATION/COUNCIL RESOLUTION 2020/56

Moved by: Cr Mark Edwards

Seconded by: Cr Paul Bishop

That Council resolves to note this report including the benefits, issues and methodology adopted in the development of the Southern Moreton Bay Islands Road Sealing Program.

CARRIED 11/0

Crs Karen Williams, Wendy Boglary, Peter Mitchell, Paul Gollè, Lance Hewlett, Mark Edwards, Julie Talty, Murray Elliott, Tracey Huges, Paul Gleeson and Paul Bishop voted FOR the motion.

16 NOTICES OF INTENTION TO REPEAL OR AMEND A RESOLUTION

Nil

17 NOTICES OF MOTION**17.1 NOTICE OF MOTION – CR PETER MITCHELL – CLEVELAND CENTRAL BUSINESS DISTRICT****MOTION**

Moved by: Cr Peter Mitchell

Seconded by: Cr Mark Edwards

That Council resolves to consider allocating funds in the 2020/2021 budget to develop a plan for the revitalisation of the Cleveland Central Business District.

AMENDMENT MOTION

Moved by: Cr Julie Talty

That Council resolves as follows:

To prepare a report outlining options to manage and revitalise the Cleveland CBD, with the report to:

1. Incorporate the outcomes of existing investigations and initiatives undertaken on the Cleveland CBD including the 2010 Cleveland Master Plan, previous Expressions of Interest and various placemaking initiatives.
2. Outline both short and long term options including activations and events, private/public partnerships and redevelopment opportunities for consideration as part of the 2020/21 Council Budget.

PROCEDURAL MOTION TO ADJOURN MEETING AT 12.28PM**COUNCIL RESOLUTION 2020/57**

Moved by: Cr Wendy Boglary

Seconded by: Cr Paul Bishop

That Council adjourn the meeting to seek clarification on Standing Orders.

CARRIED 8/1

Crs Karen Williams, Wendy Boglary, Peter Mitchell, Paul Gollè, Mark Edwards, Julie Talty, Paul Gleeson and Paul Bishop voted FOR the motion.

Cr Tracey Huges voted AGAINST the motion.

Crs Lance Hewlett and Murray Elliott were not present when the motion was put.

PROCEDURAL MOTION TO RESUME MEETING AT 12.50PM**COUNCIL RESOLUTION 2020/58**

Moved by: Cr Paul Gleeson

Seconded by: Cr Mark Edwards

That the meeting proceedings resume.

CARRIED 10/0

Crs Karen Williams, Wendy Boglary, Peter Mitchell, Paul Gollè, Lance Hewlett, Mark Edwards, Murray Elliott, Tracey Huges, Paul Gleeson and Paul Bishop voted FOR the motion.

Cr Julie Talty was not present when the motion was put.

Upon resuming the meeting Cr Julie Talty withdrew the amendment motion.

A further amendment was proposed as follows:

AMENDMENT MOTION**COUNCIL RESOLUTION 2020/59**

Moved by: Cr Wendy Boglary

Seconded by: Cr Peter Mitchell

That Council resolves to consider allocating resources in the 2020/2021 budget to develop an approach for place management in our City centres including the revitalisation of the Cleveland Central Business District.

CARRIED 10/1

Crs Karen Williams, Wendy Boglary, Peter Mitchell, Paul Gollè, Lance Hewlett, Mark Edwards, Julie Talty, Tracey Huges, Paul Gleeson and Paul Bishop voted FOR the motion.

Cr Murray Elliott voted AGAINST the motion.

The proposed amendment was CARRIED and became the motion.

COUNCIL RESOLUTION 2020/60

Moved by: Cr Wendy Boglary

Seconded by: Cr Peter Mitchell

That Council resolves to consider allocating resources in the 2020/2021 budget to develop an approach for place management in our City centres including the revitalisation of the Cleveland Central Business District.

CARRIED 10/1

Crs Karen Williams, Wendy Boglary, Peter Mitchell, Paul Gollè, Lance Hewlett, Mark Edwards, Julie Talty, Tracey Huges, Paul Gleeson and Paul Bishop voted FOR the motion.

Cr Murray Elliott voted AGAINST the motion.

18 URGENT BUSINESS WITHOUT NOTICE

An Item of Urgent Business was put forward in Confidential Session.

19 CONFIDENTIAL ITEMS**MOTION TO MOVE INTO CLOSED SESSION AT 2.05PM****COUNCIL RESOLUTION 2020/61**

Moved by: Cr Paul Bishop

Seconded by: Cr Murray Elliott

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

18.1 Urgent Business without Notice – 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.

19.1 Land Acquisition for Boat Ramp and Ancillary Parking - 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 Delegated Authority to the Chief Executive Officer - (T-1926-19/20-PCO) Conservation Maintenance Contract over \$2,000,000

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.

CARRIED 11/0

Crs Karen Williams, Wendy Boglary, Peter Mitchell, Paul Gollè, Lance Hewlett, Mark Edwards, Julie Talty, Murray Elliott, Tracey Huges, Paul Gleeson and Paul Bishop voted FOR the motion.

MOTION TO MOVE INTO OPEN SESSION AT 3.44PM**COUNCIL RESOLUTION 2020/62**

Moved by: Cr Murray Elliott

Seconded by: Cr Julie Talty

That Council moves out of Closed Council into Open Council.

CARRIED 10/0

Crs Karen Williams, Wendy Boglary, Peter Mitchell, Paul Gollè, Lance Hewlett, Mark Edwards, Julie Talty, Murray Elliott, Tracey Huges and Paul Bishop voted FOR the motion.

Cr Paul Gleeson was not present when the motion was put.

18.1 URGENT BUSINESS – ORMISTON LAND**COUNCIL RESOLUTION 2020/63**

Moved by: Cr Wendy Boglary

Seconded by: Cr Paul Bishop

That permission be granted for Cr Wendy Boglary to put forward an item of Urgent Business.

CARRIED 9/1

Crs Karen Williams, Wendy Boglary, Peter Mitchell, Paul Gollè, Lance Hewlett, Mark Edwards, Murray Elliott, Tracey Huges and Paul Bishop voted FOR the motion.

Cr Julie Talty voted AGAINST the motion.

Cr Paul Gleeson was not present when the motion was put.

COUNCIL RESOLUTION 2020/64

Moved by: Cr Wendy Boglary

Seconded by: Cr Tracey Huges

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

CARRIED 9/0

Crs Karen Williams, Wendy Boglary, Peter Mitchell, Paul Gollè, Lance Hewlett, Mark Edwards, Murray Elliott, Tracey Huges and Paul Bishop voted FOR the motion.

Crs Julie Talty and Paul Gleeson were not present when the motion was put.

19.1 LAND ACQUISITION FOR BOAT RAMP AND ANCILLARY PARKING - REDLAND BAY**OFFICER'S RECOMMENDATION/COUNCIL RESOLUTION 2020/65**

Moved by: Cr Julie Talty

Seconded by: Cr Paul Gleeson

That Council resolves as follows:

1. To negotiate the acquisition of the land detailed in this report for the purposes of a boat ramp, ancillary vehicle parking and environmental purposes, by agreement.
2. To commence proceedings under the *Acquisition of Land Act 1967* to resume the land for the purposes of a boat ramp, ancillary vehicle parking and environmental purposes in the event that agreement cannot be reached.
3. To delegate authority to the Chief Executive Officer under Section 257(1)(b) of the *Local Government Act 2009* to negotiate, make, vary and discharge all documents relevant to effecting this decision.
4. That the report and attachments remain confidential until the acquisition is finalised, subject to maintaining confidentiality of legally privileged, private and commercial in confidence information.

CARRIED 10/1

Crs Karen Williams, Wendy Boglary, Peter Mitchell, Paul Gollè, Lance Hewlett, Mark Edwards, Julie Talty, Tracey Huges, Paul Gleeson and Paul Bishop voted FOR the motion.

Cr Murray Elliott voted AGAINST the motion.

19.2 DELEGATED AUTHORITY TO THE CHIEF EXECUTIVE OFFICER - (T-1926-19/20-PCO)
CONSERVATION MAINTENANCE CONTRACT OVER \$2,000,000

OFFICER'S RECOMMENDATION/COUNCIL RESOLUTION 2020/66

Moved by: Cr Wendy Boglary

Seconded by: Cr Julie Talty

That Council resolves as follows:

1. To delegate the authority to the Chief Executive Officer under section 257(1)(b) of the *Local Government Act 2009* to make, vary and discharge a contract over \$2,000,000.00 for Conservation Maintenance (T-1926-19/20-PCO).
2. That the contract for the successful tenderer will be for a term of two (2) years with a further three (3) one (1) year extensions, to a maximum term of five (5) years.
3. That this report remains confidential until the contract is awarded and details published in accordance with legislative requirements, subject to maintaining the confidentiality of legally privileged and commercial in confidence information.

CARRIED 10/1

Crs Karen Williams, Wendy Boglary, Peter Mitchell, Paul Gollè, Lance Hewlett, Mark Edwards, Julie Talty, Murray Elliott, Tracey Huges and Paul Bishop voted FOR the motion.

Cr Paul Gleeson voted AGAINST the motion.

20 MEETING CLOSURE

The Meeting closed at 3.48pm.

The minutes of this meeting were confirmed at the General Meeting held on 26 February 2020.

Williams.....

CHAIRPERSON

