



MINUTES

GENERAL MEETING

Thursday 12 November 2020
commencing at 9.36am

Strathpine Chambers
220 Gympie Road, Strathpine

Pursuant to section 277E of the Local Government Regulation 2012 it is considered not practicable for the public to attend the meeting because of health and safety reasons associated with the public health emergency involving COVID-19

Accordingly, this meeting was physically closed to the public.

However, was live-streamed via a link on Council's website

Membership = 13
Mayor and all Councillors

Quorum = 7

ENDORSED GM20201125

General Meeting - 12 November 2020 (Pages 20/1862 - 20/1946)

RESOLUTION

Moved by Cr Jodie Shipway

Seconded by Cr Denise Sims (Deputy Mayor)

CARRIED 13/0

That the minutes of the General Meeting held 12 November 2020, be confirmed.

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1. ACKNOWLEDGEMENT OF COUNTRY

Cr Brooke Savige provided the Acknowledgement of Country.

2. OPENING PRAYER / REFLECTION

Cr Brooke Savige provided the opening prayer / reflection for the meeting.

3. ATTENDANCE & APOLOGIES

Attendance:

Cr Peter Flannery (Mayor) (Chairperson)
Cr Brooke Savige
Cr Jodie Shipway
Cr Sandra Ruck
Cr Karl Winchester
Cr Denise Sims (Deputy Mayor)
Cr Mick Gillam
Cr Cath Tonks
Cr Matt Constance
Cr Darren Grimwade
Cr Tony Latter

Officers:

Chief Executive Officer	(Mr Greg Chemello)
Deputy CEO/Director Engineering, Construction & Maintenance	(Mr Tony Martini)
Director Community & Environmental Services	(Mr Bill Halpin)
Acting Director Finance & Corporate Services	(Mr Darren Dallinger)
Director Infrastructure Planning	(Mr Andrew Ryan)
Director Planning	(Mr David Corkill)
Manager Community Services, Sport & Recreation	(Mr Mark McCormack)
Manager Development Services	(Mr Dan Staley)
Coordinator Planning Assessment - South	(Mr Marco Alberti)
Meeting Support	(Larissa Kerrisk)

Apologies:

Cr Matt Constance
Cr Adam Hain
Cr Mark Booth

Crs Hain and Booth having been authorised to attend the Institute of Public Works Engineering Australasia Queensland (IPWEAQ) Annual Conference.

4. MEMORIALS OR CONDOLENCES

Council observed a moment's silence for residents who have passed away.

5. CONFIRMATION OF MINUTES FROM PREVIOUS MEETING

General Meeting - 28 October 2020 (Pages 20/1797 to 20/1861)

RESOLUTION

Moved by Cr Denise Sims (Deputy Mayor)

Seconded by Cr Tony Latter

CARRIED 10/0

That the minutes of the General Meeting held 28 October 2020, be confirmed.

6. PRESENTATION OF PETITIONS

(Addressed to the Council and tabled by Councillors)

6.1. Petition: Carly Taylor - Removal of Option 2 from future consideration (Youngs Crossing Upgrade) (A20822552, A20822547, A20822507)

Cr Mick Gillam, tabled an e-petition containing 129 names as at today's date, as well as a written petition containing 180 names, that was initiated by the Option 1 Youngs Crossing Road Upgrade - Committee (Carly Taylor - Principal Petitioner), reading as follows:

"We the committee representing the residents of Petrie on Pine and North Pine residential communities, 78% of whom rejected option 2 so loudly, now call on MBRC councillors to act in the best interests of all ratepayers and remove option 2 from consideration now and forever (the 3 strikes rule) and stop wasting ratepayer monies considering an option 2 that has never been supported, is more expensive, does not meet any of their stakeholders requirements or expectations, is not affordable, and Council should solely focus our limited and valuable funds and efforts on the development of detailed plans around option 1 as demanded by these stakeholders."

Council received the petitions, referring them to the Director Infrastructure Planning for investigation and report to Council, if required.

7. CORRESPONDENCE

There was no correspondence addressed to the Council for tabling by the Chief Executive Officer.

8. COMMUNITY COMMENT

8.1. Community Comment: Rod Ridley - Youngs Crossing Upgrade (A20782825) WITHDRAWN AT THE REQUEST OF THE APPLICANT

Prior to the General Meeting, Rod Ridley withdrew his application to address the Council as part of this session.

9. NOTICES OF MOTION (Repeal or amendment of resolutions)

(s262 of the Local Government Regulation 2012)

There were no notices of motion for consideration.

10. CONFLICTS OF INTEREST NOTIFIED TO THE CEO

Conflicts of interest notified to the CEO where not specifically related to an item on this agenda

10.1. Cr Brooke Savige - matters relating to Development Application DA/40994/2020/V2L - Material Change of Use - Development Permit for Nature Based Tourism (20 Sites)

Cr Brooke Savige has notified the Chief Executive Officer of the following declarable conflict of interest.

Declarable Conflict of Interest - Cr Brooke Savige

Pursuant to s150EQ of the Local Government Act 2009, I inform the meeting that I have a declarable conflict of interest in DA/40994/2020/V2L - Material Change of Use - Development Permit for Nature Based Tourism (20 Sites) located at Lot 2 RP143681, 1 Esplanade, Godwin Beach that is currently being assessed by Council. The conflict of interest arises as a my husband's cousin and wife (Matthew and Natalie Savige) own a property in May Street, Godwin Beach.

Cr Savige has considered her position and is firmly of the opinion that she could participate in decisions relating to DA/40994/2020/V2L in the public interest and seeks Council approval to continue to serve the constituents of Division 1 by participating in decisions including discussion, debate and voting.

Councillor seeking to participate in the decision - eligible Councillors must decide

RESOLUTION

Moved by Cr Jodie Shipway

Seconded by Cr Denise Sims (Deputy Mayor)

CARRIED 9/0

That in accordance with s150ES of the *Local Government Act 2009*, and having considered the Councillor's conflict of interest as described, it is decided that Cr Brooke Savige may participate in the decision including discussion, debate and voting on the matter as it is considered that this is in the public interest.

FOR:

Cr Peter Flannery (Mayor) (Chairperson)

Cr Jodie Shipway

Cr Sandra Ruck

Cr Karl Winchester

Cr Denise Sims (Deputy Mayor)

Cr Mick Gillam

Cr Cath Tonks

Cr Darren Grimwade

Cr Tony Latter

AGAINST:

Nil

Cr Brooke Savige having declared a conflict of interest was not eligible to vote

10.2. Cr Brooke Savige - matters relating to the Bongaree First Avenue Placemaking Project

Cr Brooke Savige has notified the Chief Executive Officer of the following declarable conflict of interest.

Declarable Conflict of Interest - Cr Brooke Savige

Pursuant to s150EQ of the Local Government Act 2009, I inform the meeting that I have a declarable conflict of interest in matters relating to the Bongaree First Avenue Placemaking Project which is currently in detailed design stage and parts of the project out for public consultation. The conflict of interest arises as an extended family business owned by my husband's cousins and Aunty and Uncle (John and Su-mai Savige, Timothy and Kimberly Savige and Matthew and Natalie Savige) is located in the Bongaree Precinct where the Bongaree First Avenue Placemaking Project is occurring. Neither I, nor my husband, have any financial or other interest in this business.

Cr Savige has considered her position and is firmly of the opinion that she could participate in decisions relating to Bongaree First Avenue Placemaking Project in the public interest and seeks Council approval to continue to serve the constituents of Division 1 by participating in decisions including discussion, debate and voting.

Councillor seeking to participate in the decision - eligible Councillors must decide

RESOLUTION

Moved by Cr Jodie Shipway

Seconded by Cr Karl Winchester

CARRIED 9/0

That in accordance with s150ES of the Local Government Act 2009, and having considered the Councillor's conflict of interest as described, it is decided that Cr Brooke Savige may participate in the decision including discussion, debate and voting on the matter as it is considered that this is in the public interest.

FOR:

Cr Peter Flannery (Mayor) (Chairperson)
Cr Jodie Shipway
Cr Sandra Ruck
Cr Karl Winchester
Cr Denise Sims (Deputy Mayor)
Cr Mick Gillam
Cr Cath Tonks
Cr Darren Grimwade
Cr Tony Latter

AGAINST:

Nil

Cr Brooke Savige having declared a conflict of interest was not eligible to vote

10.3. Cr Peter Flannery (Mayor) - matters relating to a Planning Scheme amendment in relation to the Narangba Innovation Precinct

Cr Peter Flannery (Mayor) has notified the Chief Executive Officer of the following prescribed conflict of interest.

Prescribed Conflict of Interest - Cr Peter Flannery (Mayor)

*Pursuant to s150EL of the Local Government Act 2009, I inform the meeting that as Council is currently considering a Planning Scheme amendment in relation to the Narangba Innovation Precinct, I have a **prescribed conflict of interest** in the matter as:*

- (i) Packer Leather Pty Ltd which owns a business within the Narangba Innovation Precinct (Packer Leather), made a donation to the Mayor's 2020 election campaign, totalling \$3000 on 19 February 2020.*
- (ii) Penny Kennedy, the wife of the owner of a business located within the Narangba Innovation Precinct (Kennedy Timbers), made a donation to the Mayor's 2020 election campaign, totalling \$12,100 on 2 March 2020.*

Cr Peter Flannery (Mayor) indicated he will not participate in decisions relating to the Planning Scheme amendment involving the Narangba Innovation Precinct including discussion, debate and voting and will leave any future meetings.

11. OFFICERS' REPORTS TO COUNCIL (conducted in Sessions)

(as referred by the Chief Executive Officer)

Consideration of officers' reports as referred by the Chief Executive Officer, to be conducted in Sessions.

The appointed Portfolio Councillor will facilitate the conduct of the respective session under the control of the Mayor as the Presiding Officer.

Session	Portfolio Councillor	Deputy Portfolio Councillor
1 Governance & Engagement	Cr P Flannery (Mayor)	Cr D Sims (Deputy Mayor)
2 Infrastructure Planning	Cr A Hain	C T Latter
3 Engineering, Construction & Maintenance	Cr B Savige	Cr C Tonks
4 Planning	Cr D Grimwade	Cr K Winchester / Cr M Booth
5 Community & Environmental Services	Cr M Gillam	Cr S Ruck
6 Finance & Corporate Services	Cr M Constance	Cr J Shipway

1 GOVERNANCE & ENGAGEMENT SESSION

(Cr P Flannery, Mayor)

ITEM 1.1

POLICY ADOPTION - COUNCILLOR ROLES IN DEVELOPMENT

Meeting / Session: 1 GOVERNANCE & ENGAGEMENT
Reference: A20766906 : 2 November 2020 - Refer Supporting Information A20072313
Responsible Officer: DC, Director Planning (PL Directorate)

Executive Summary

The purpose of this report is to seek Council adoption of a new policy addressing Councillor Roles in Development Matters.

RESOLUTION

Moved by Cr Mick Gillam

Seconded by Cr Tony Latter

CARRIED 10/0

That the Councillor Roles in Development Matters Policy 2150-116 be adopted.

ITEM 1.1 POLICY ADOPTION - COUNCILLOR ROLES IN DEVELOPMENT - A20766906 (Cont.)

OFFICER'S RECOMMENDATION

That Council adopt Councillor Roles in Development Matters Policy 2150-116.

REPORT DETAIL

1. Background

Councillors engage with many people in the community in relation to a broad range of matters. Open access to Councillors, and Council itself, is vital to efficient and effective local government.

Developers, lobbyists and submitters seek access to Councillors to discuss potential and existing development applications and other projects. The public has a clear expectation that interactions with these stakeholders are undertaken transparently and in the public interest. This expectation may be supported by the development and adoption of a Council policy that establishes a consistent, best practice approach for Councillors to implement when interacting with developers, lobbyists and submitters.

Council briefings were conducted on 8 July 2020, 12 August 2020, 26 August 2020 and 4 November 2020 for the purpose of sharing information and providing advice to Council on the development of this policy. In line with Council's decision-making framework, an extract from the minutes of the briefing held 4 November 2020, is provided below:

BRIEFING 7 ADDITIONAL ITEM - COUNCILLOR ROLES IN DEVELOPMENT MATTERS

The CEO noted the way forward:

A Council report to be submitted to the General Meeting for consideration of adoption of the policy.

2. Explanation of Item

The objective of this policy is to ensure that ethical and transparent interactions occur between Councillors and developers, lobbyists and submitters.

The policy will assist Councillors when interacting with these stakeholders by providing a structured and consistent approach to conducting meetings and record keeping. When followed, the processes outlined will significantly reduce the risk of misconduct or perceived misconduct occurring and enhance community confidence in the good governance of the Moreton Bay Region.

The policy is intended to provide guidance for Councillors, stakeholders and the community. It applies generally to Councillor interactions with lobbyists, developers and submitters and then outlines specific Councillor responsibilities according to each of five development stages:

- Pre-Application (when there is no application)
- Pre-lodgement (when an application is being prepared for lodgement)
- Post-lodgement and Assessment of Development Applications (after an application is lodged)
- Development Application Decision (when an application is being decided)
- Post Development Decision and Appeal (after an application has been decided)

The policy is consistent with the legislative requirements relating to Councillors and lobbyists in the *Local Government Act 2009*, the *Planning Act 2016* and the *Integrity Act 2009* and is intended to support Councillors to discharge their responsibilities under these acts.

Importantly, the policy makes a distinction in Councillor roles depending on whether a development application is going to be decided by Council officers under delegation, or by Councillors at a Council meeting. It clarifies that when a development application is being decided by Council officers under delegation, it is generally not appropriate for Councillors to interact with a developer, lobbyist or submitter about the development application. Instead, Councillors may convey any comment received or refer developers, lobbyists or submitters to the CEO or Director Planning.

ITEM 1.1 POLICY ADOPTION - COUNCILLOR ROLES IN DEVELOPMENT - A20766906 (Cont.)

When an application is to be decided by Council, and not by officers under delegation, it is acceptable for Councillors to interact with a developer, lobbyist and submitter(s) leading up to the meeting where the decision is to be made. In these instances, the policy provides guidance to Councillors who must be careful not to pre-empt a decision of Council and present any opinion as their own.

Going forward, Councillors will be provided training on the requirements of this policy at the commencement of each Council term. This Policy will then be reviewed for applicability, effectiveness, and consistency with relevant legislation, Council resolutions, and other Council documents as required, or at least once every four years.

3. Strategic Implications

3.1 Legislative / Legal Implications

Once adopted, this policy will apply to Councillors. The guidance it offers to Councillors is consistent with the legislative requirements relating to Councillors and lobbyists in the *Local Government Act 2009*, the *Planning Act 2016* and the *Integrity Act 2009* and when followed, will assist Councillors to discharge their responsibilities under these acts.

3.2 Corporate Plan / Operational Plan

Strengthening Communities: Strong local governance - strong leadership and governance.

3.3 Policy Implications

The policy has been developed in accordance with Council's adopted policy framework.

3.4 Risk Management Implications

When followed, the processes outlined in the policy will reduce the risk of misconduct or perceived misconduct occurring and give confidence to Councillors in their interactions with lobbyists, developers and submitters.

3.5 Delegated Authority Implications Nil identified

3.6 Financial Implications Nil identified

3.7 Economic Benefit Implications

Councillors play a valuable role in promoting the benefits of developing in the Moreton Bay Region and encouraging responsible and appropriate development. The policy reflects this and provides guidance to Councillors about how to fulfil this role in an ethical and transparent way.

3.8 Environmental Implications Nil identified

3.9 Social Implications

The policy outlines a fair, clear and consistent process for submitters and developers in the community to engage with Council and Councillors about development matters.

3.10 Human Rights Implications Nil identified

3.11 Consultation / Communication

Consultation with the Independent Assessor, the executive of both the Property Council of Australia (PCA) and Urban Development Institute of Australia (UDIA) informed the development of this policy. Each of these stakeholders were broadly supportive of the policy's objectives.

ITEM 1.2
ASPIRE CIRCULAR ECONOMY PROGRAM

Meeting / Session: 1 GOVERNANCE & ENGAGEMENT
Reference: A20763249 : 21 October 2020
Responsible Officer: MT, Principal Economic Development (CEO Economic Development)

Executive Summary

This report seeks the endorsement of Council to subscribe to ASPIRE's online platform. ASPIRE is an online platform developed by CSIRO, designed to promote business sustainability, divert waste from landfill and develop new collaborations.

RESOLUTION

Moved by Cr Mick Gillam

Seconded by Cr Denise Sims (Deputy Mayor)

CARRIED 10/0

That Council approve the introduction, over the next four years, of the ASPIRE program as a unique opportunity under our new Regional Economic Development Strategy (REDS) to provide meaningful economic and environmental benefit for our manufacturing industry - one of our priority industries in the REDS.

ITEM 1.2 ASPIRE CIRCULAR ECONOMY PROGRAM - A20763249 (Cont.)

OFFICER'S RECOMMENDATION

That Council approve the introduction, over the next four years, of the ASPIRE program as a unique opportunity under our new Regional Economic Development Strategy (REDS) to provide meaningful economic and environmental benefit for our manufacturing industry - one of our priority industries in the REDS.

REPORT DETAIL

1. Background

ASPIRE is an acronym for Advisory System for Process Innovation and Resource Exchange. Developed by CSIRO and Data61 in response to requests by small manufacturers to offset the increasing cost of disposal of waste resources to landfill.

ASPIRE transitioned into a commercial operation in 2019 and is currently in the process of expanding the program across local and interstate networks. In March 2020, the ASPIRE platform was launched with Logan Council among its pilot sites. A number of other South East Queensland Councils are planning to roll-out the ASPIRE program in their Council areas.

Council's draft Regional Economic Development Strategy (REDS) has proposed four key industries of high value add to evolve the regional economy into a bigger, bolder, and brighter future. Two of these industries are food and agribusiness and advanced manufacturing which would directly benefit from this program.

2. Explanation of Item

ASPIRE is an online matchmaking tool for material resource exchanges, based on engaging and supporting manufacturing businesses. By joining ASPIRE's trading platform, businesses are matched to potential manufacturers, purchasers or recyclers.

Under Council's planned regional licence, small to medium businesses within the region under 100 staff can join for free using Council's subscription. Larger businesses over 100 staff would need to pay their own subscription fee.

According to *Economy id.* in 2019 there were 1,408 registered businesses in the manufacturing sector alone across the Moreton Bay region. Across all industries, which could potentially benefit from the program, Moreton Bay has more than 11,000 businesses, meaning there is vast potential economic benefit and uplift for businesses within the region.

Council through the REDS and Economic Development will manage the on-going contract, assist in promoting the program, engage with businesses, support networking events and conduct twice a year reviews and report annual outcomes.

One local company from Narangba is already making money from its waste. Having previously spent money on waste removal, Eckersley Print Group are now earning revenue from their waste, reducing carbon emissions and also using a closed loop recycling service on paper waste which provides it back as toilet paper rolls. This is recycling and re-use at 100% with the new products further offsetting their waste management costs. They were also runners up in MBRIT's last environmental and sustainability awards, 2019.

3. Strategic Implications

3.1 Legislative / Legal Implications

Legal Services will review the final contract before execution.

3.2 Corporate Plan / Operational Plan

Creating Opportunities: Well-planned growth - a sustainable and well-planned community.

ITEM 1.2 ASPIRE CIRCULAR ECONOMY PROGRAM - A20763249 (Cont.)

3.3 Policy Implications

Community Plan 2011-2021
Corporate Plan 2017-2022
Procurement Policy 2150-006
Economic Development Action Plan 2017-2022
Draft Regional Economic Development Strategy 2020
MBRC Waste Reduction and Recycling Plan 2016-2026

3.4 Risk Management Implications

Legal Services to review final contract.

3.5 Delegated Authority Implications

Nil identified

3.6 Financial Implications

For Council there is a one-off establishment fee and an ongoing subscription fee. Costs includes ongoing technical and marketing support and platform demonstration events for participating businesses. It is proposed that Council enter a four-year program with ASPIRE which provides best value for money as well as appropriate time to introduce and implement a transformational program such as this.

Total cost for a 4-year subscription for Council is \$35,000.

3.7 Economic Benefit Implications

Supports business engagement in the region
Reduction of input resource costs
Reduction of waste costs
Creates new supply chains
Reputational benefits of environmental credentials
New business connections

3.8 Environmental Implications

Reduces waste to landfill
Supports sustainable economic development
Improved education and awareness of waste/by-product resources

3.9 Social Implications

Nil identified

3.10 Human Rights Implications

Nil identified

3.11 Consultation / Communication

Chief Executive Officer
Chief Economic Development Officer
Procurement
Waste Services

**ITEM 1.3
NOMINATION FOR ELECTION OF LOCAL GOVERNMENT ASSOCIATION OF
QUEENSLAND'S POLICY EXECUTIVE FOR DISTRICT 2 (NORTHERN REGION)**

Meeting / Session: 1 GOVERNANCE & ENGAGEMENT
Reference: A20752693: 29 October 2020
Responsible Officer: KR, Executive Support Officer (FCS Governance & Executive Services)

Executive Summary

The Local Government Association of Queensland (LGAQ) is currently calling for nominations to fill a casual vacancy on the Policy Executive for District 2 (Northern Region), which comprises Moreton Bay, Sunshine Coast and Noosa councils.

Council consideration is sought in relation to the nomination of Mayor Peter Flannery by Sunshine Coast Regional Council as the LGAQ's Policy Executive for District 2. A deciding vote on the preferred nominee will be called across representative councils following closure of nominations.

RESOLUTION

Moved by Cr Mick Gillam

Seconded by Cr Cath Tonks

CARRIED 10/0

That Moreton Bay Regional Council support the nomination of Mayor Peter Flannery by Sunshine Coast Regional Council to represent District 2, Northern Region of the Local Government Association of Queensland's Policy Executive in accordance with Rule 5.4 (1)(h) of the Association's Constitution and Rules for the balance of period 2020-2024.

ITEM 1.3 NOMINATION FOR ELECTION OF LOCAL GOVERNMENT ASSOCIATION OF QUEENSLAND'S POLICY EXECUTIVE FOR DISTRICT 2 (NORTHERN REGION) - A20752693 (Cont.)

OFFICER'S RECOMMENDATION

That Moreton Bay Regional Council consider the nomination of Mayor Peter Flannery by Sunshine Coast Regional Council to represent District 2, Northern Region of the Local Government Association of Queensland's Policy Executive in accordance with Rule 5.4 (1)(h) of the Association's Constitution and Rules for the balance of period 2020-2024.

REPORT DETAIL

1. Background

Due to the recent election of Mark Jamieson as President of the LGAQ, there is now a casual vacancy on the Policy Executive for District 2 (Northern Region). The Northern Region of Councils comprise Moreton Bay, Sunshine Coast and Noosa councils.

The LGAQ is now calling for nominations, which are due by 18 November 2020.

A Council briefing was conducted on 4 November 2020 in relation to this matter. In line with Council's decision-making framework, an extract from the minutes of the briefing, is provided below:

BRIEFING 8 CASUAL VACANCY - ELECTION OF LOCAL GOVERNMENT ASSOCIATION OF QUEENSLAND'S (LGAQ) POLICY EXECUTIVE FOR DISTRICT NO 2 (NORTHERN REGION)

The CEO noted the way forward:

A Council report be submitted to the General Meeting for the consideration of a nomination for a representative to the LGAQ Policy Executive for the period 2020-2024.

2. Explanation of Item

The LGAQ's Policy Executive is responsible for the determination of the LGAQ's policy on behalf of member councils. It consists of 15 district representatives and the President.

The Policy Executive appoints three Directors by and from members of the Policy Executive to join the LGAQ President in forming the LGAQ Board. The Policy Executive meets six times per year to discuss and determine LGAQ policy.

Sunshine Coast Regional Council has nominated Mayor Peter Flannery to represent District 2, Northern Region of the LGAQ's Policy Executive. A deciding vote on the preferred nominee will be called across representative councils following closure of nominations.

3. Strategic Implications

- | | | |
|-----|---|--|
| 3.1 | <u>Legislative / Legal Implications</u> | <input checked="" type="checkbox"/> Nil identified |
| 3.2 | <u>Corporate Plan / Operational Plan</u>
Strengthening Communities: Office of the CEO - overall leadership and coordination of council activities. | |
| 3.3 | <u>Policy Implications</u> | <input checked="" type="checkbox"/> Nil identified |
| 3.4 | <u>Risk Management Implications</u> | <input checked="" type="checkbox"/> Nil identified |
| 3.5 | <u>Delegated Authority Implications</u> | <input checked="" type="checkbox"/> Nil identified |
| 3.6 | <u>Financial Implications</u> | <input checked="" type="checkbox"/> Nil identified |

ITEM 1.3 NOMINATION FOR ELECTION OF LOCAL GOVERNMENT ASSOCIATION OF QUEENSLAND'S POLICY EXECUTIVE FOR DISTRICT 2 (NORTHERN REGION) - A20752693 (Cont.)

- 3.7 Economic Benefit Implications Nil identified
- 3.8 Environmental Implications Nil identified
- 3.9 Social Implications Nil identified
- 3.10 Human Rights Implications Nil identified
- 3.11 Consultation / Communication
Mayor and Councillors have been consulted.

ITEM 1.4

ADOPTION OF MEETING SCHEDULE FOR THE PERIOD JANUARY TO DECEMBER 2021

Meeting / Session: 1 GOVERNANCE & ENGAGEMENT
Reference: A20773523 : 2 November 2020 - **Refer Supporting Information A20773564**
Responsible Officer: KC, Team Leader Executive Support (FCS Governance & Executive Services)

Executive Summary

Pursuant to s254B(1) of the Local Government Regulation 2012, Council must, at least once in each year, adopt and publish a notice of the days and times when its General (ordinary) meetings, and ordinary Standing Committee meetings, will be held.

A proposed Meeting Schedule for the period January to December 2021 is provided for consideration and adoption.

RESOLUTION

Moved by Cr Cath Tonks

Seconded by Cr Jodie Shipway

CARRIED 10/0

1. That the Meeting Schedule for the period January to December 2021, be adopted, as amended.
2. That the Meeting Schedule for the period January to December 2021 be published on Council's website in accordance with s254B(2) of the Local Government Regulation 2012, and be displayed in a conspicuous place in each of Council's administration buildings.
3. The dates and times for the conduct of General Meetings at other locations within the Moreton Bay region in conjunction with a community engagement and "meet the councillors" event, be considered separately.

*ITEM 1.4 ADOPTION OF MEETING SCHEDULE FOR THE PERIOD JANUARY TO DECEMBER 2021 - A20773523
(Cont.)*

OFFICER'S RECOMMENDATION

1. That the Meeting Schedule for the period January to December 2021, be adopted, as outlined in supporting information #1.
2. That the Meeting Schedule for the period January to December 2021 be published on Council's website in accordance with s254B(2) of the Local Government Regulation 2012, and be displayed in a conspicuous place in each of Council's administration buildings.
3. The dates and times for the conduct of General Meetings at other locations within the Moreton Bay region in conjunction with a community engagement and "meet the councillors" event, be considered separately.

REPORT DETAIL

1. Background

To satisfy the legislative requirement to adopt and publish a list of Council's General (ordinary) meetings, and ordinary meetings of its standing committee meetings each year, a proposed Meeting Schedule for the period January to December 2021 has been prepared for consideration.

2. Explanation of Item

At its Post-election meeting held 29 April 2020, Council resolved that its General Meetings be conducted fortnightly on a Wednesday (excepting scheduled breaks) commencing at 9.30am, with such meetings being held on a rotational basis, generally at Council's administration offices located at Strathpine and Caboolture.

Further, that at least once every four months, a General Meeting of Council be held at another location within the Moreton Bay Region in conjunction with a community engagement and a "meet the councillors" event.

Due to COVID-19, community meetings were not able to be conducted in 2020, and at its meeting of 28 October 2020, Council resolved that the first of these meetings be held at a date to be determined in 2021. It is recommended that the setting of dates/times for these meetings be considered separately.

The Meeting Schedule for the period January to December 2021 has been prepared on this basis and is provided in supporting information #1 for consideration.

3. Strategic Implications

3.1 Legislative / Legal Implications

Council meetings are conducted in accordance with the Local Government Regulation 2012.

3.2 Corporate Plan / Operational Plan

Strengthening Communities: Strong local governance - strong leadership and governance.

Strengthening Communities: Strong local governance - a council connected with its community.

3.3 Policy Implications

Council meetings are scheduled in accordance with Council's Decision Making Framework.

3.4 Risk Management Implications

Nil identified

3.5 Delegated Authority Implications

Nil identified

3.6 Financial Implications

Nil identified

ITEM 1.4 ADOPTION OF MEETING SCHEDULE FOR THE PERIOD JANUARY TO DECEMBER 2021 - A20773523
(Cont.)

3.7 Economic Benefit Implications Nil identified

3.8 Environmental Implications Nil identified

3.9 Social Implications Nil identified

3.10 Human Rights Implications

Officers consider that Council's decision in this matter would be compatible with (and does not limit) a persons' human rights.

3.11 Consultation / Communication

The proposed Meeting Schedule has been drafted in consultation with the Mayor, Councillors and Chief Executive Officer.

The draft meeting schedule has been provided to Council for review and feedback, with no direct feedback being received.

2 INFRASTRUCTURE PLANNING SESSION

(Cr A Hain)

ITEM 2.1

COASTAL HAZARD ADAPTATION STRATEGY (CHAS) - STAKEHOLDER ENGAGEMENT AND COMMUNICATION PLAN

Meeting / Session: 2 INFRASTRUCTURE PLANNING
Reference: A20707452 : 19 October 2020 - **Refer Supporting Information A20645198**
Responsible Officer: GD, Project Manager Coastal Environment Strategies (IP Strategic Infrastructure Planning)

Executive Summary

The Coastal Hazard Adaptation Strategy (CHAS) Stakeholder Engagement and Communication Plan (SECP) has been prepared to guide project interactions with the community and inform the CHAS. The CHAS aims to identify community values relevant to coastal areas, so that the project can adequately assess current and future coastal hazard impacts to these values, as well as identifying fit-for-purpose solutions to protect these values.

Phase 1 communication and engagement activities are planned from November 2020 to February 2021 that seek to identify community values relevant to coastal areas.

The Local Government Association of Queensland (LGAQ) have reviewed a draft of the CHAS SECP. They have indicated that they will approve the SECP through the QCoast 2100 Program. This will result in Council receiving \$50,000 from the LGAQ under the terms of the sub-agreement between the LGAQ and Council.

RESOLUTION

Moved by Cr Brooke Savige

Seconded by Cr Jodie Shipway

CARRIED 10/0

- 1. That the Coastal Hazard Adaptation Strategy (CHAS) Stakeholder Engagement and Communication Plan (SECP) be approved for submission to the Local Government Association of Queensland (LGAQ) to complete Phase 1 of the QCoast 2100 Program.**
- 2. That the implementation of engagement activities and communication material outlined in the CHAS SECP be approved.**

ITEM 2.1 COASTAL HAZARD ADAPTATION STRATEGY (CHAS) - STAKEHOLDER ENGAGEMENT AND COMMUNICATION PLAN - A20707452 (Cont.)

OFFICER'S RECOMMENDATION

1. That the Coastal Hazard Adaptation Strategy (CHAS) Stakeholder Engagement and Communication Plan (SECP) be approved for submission to the LGAQ to complete Phase 1 of the QCoast 2100 Program.
2. That the implementation of engagement activities and communication material outlined in the CHAS SECP be approved.

REPORT DETAIL

1. Background

Council briefings were conducted on 23 September 2020 and 14 October 2020 for the purpose of sharing information, providing advice to Council and receiving feedback on the matter. In line with Council's decision-making framework, an extract from the minutes of the briefing, is provided below:

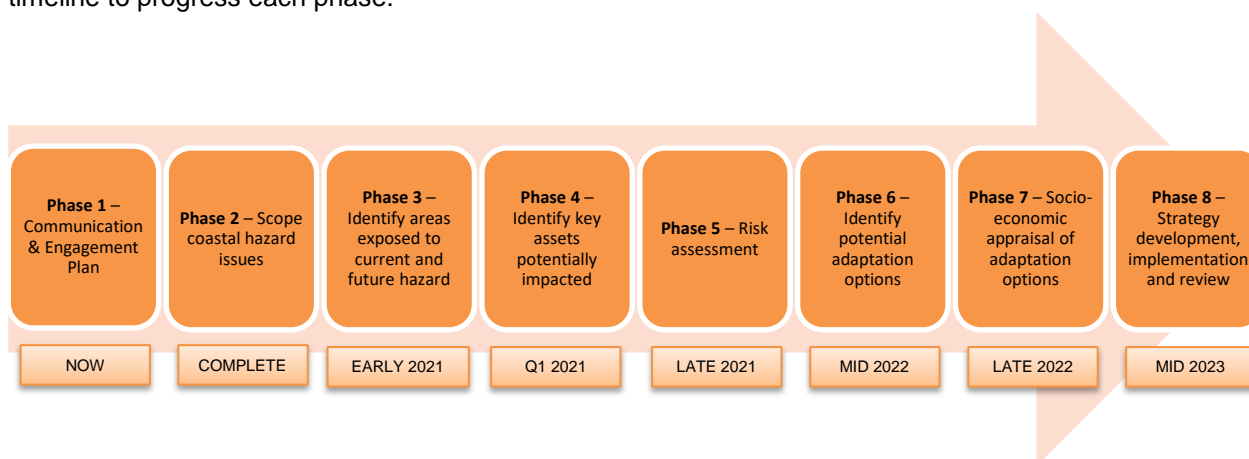
<i>BRIEFING 1 COASTAL HAZARD ADAPTATION STRATEGY (CHAS) OVERVIEW</i>
The CEO noted the way forward: The update provided in relation to the Coastal Hazard Adaptation Strategy was noted.

<i>BRIEFING 5 COASTAL HAZARD ADAPTATION STRATEGY - ENGAGEMENT AND COMMUNICATION</i>
The CEO noted the way forward: Noted that a report will be brought to Council in November 2020 for consideration to endorse the consultation plan (Phase 1) of the Coastal Hazard Adaptation Strategy (CHAS).

2. Explanation of Item

Moreton Bay Regional Council is preparing a Coastal Hazard Adaptation Strategy (CHAS) through the QCoast2100 Program. The State Government in partnership with the Local Government Association of Queensland (LGAQ) developed the QCoast2100 program. The 31 Queensland coastal councils progressing through the program have access to over \$13 million to help fund the development of a CHAS for their region.

A CHAS is developed in eight phases. The following graphic outlines the phases and Council's anticipated timeline to progress each phase:



ITEM 2.1 COASTAL HAZARD ADAPTATION STRATEGY (CHAS) - STAKEHOLDER ENGAGEMENT AND COMMUNICATION PLAN - A20707452 (Cont.)

The CHAS SECP is the deliverable of Phase 1. It has been prepared for the management, implementation and analysis of engagement activities carried out as part of the preparation of the project. The CHAS SECP has been prepared as the 'life-of-project' strategy for the management, implementation and analysis of engagement activities carried out as part of the preparation of the CHAS.

This version of the CHAS SECP, prepared in Phase 1 of the eight phase QCoast 2100 Program, focuses on setting out the framework for communication and engagement, whilst also providing more specific detail regarding engagement activities relevant to scoping coastal hazard issues and identifying areas exposed to coastal hazards.

The CHAS SECP is a living document that will be updated as communication and engagement activities are carried out and the project moves through the subsequent phases.

3. Strategic Implications

3.1 Legislative / Legal Implications Nil identified

3.2 Corporate Plan / Operational Plan
Strengthening Communities: Strong local governance - a council connected with its community.

3.3 Policy Implications Nil identified

3.4 Risk Management Implications
Several potential risks may arise during the CHAS process due to the nature of the project and existing community concerns and opinions regarding coastal hazards including sea level rise. These potential risks will need to be managed throughout the CHAS process, and have been identified in Table 2.1 of the SECP, alongside mitigation strategies.

3.5 Delegated Authority Implications
The CHAS SECP is a living document that will be updated as communication and engagement activities are carried out and the project moves through the subsequent phases.

Changes made to the CHAS SECP will be reviewed by the CHAS Project Steering Group and approved by Council's Chief Executive Officer.

3.6 Financial Implications
In 2020/21, CHAS has a \$290,000 operational budget under 109773 Coastal Planning - Investigation, Planning and Design Program.

Implementation of the SECP is estimated to cost \$50,000 including:

- Communication material printing and distribution \$20,000
- Online survey development and analysis \$15,000
- Community Reference Group development and initiation \$15,000

Council will receive \$50,000 from the LGAQ after they approve the SECP under the terms of the sub-agreement between the LGAQ and Council.

3.7 Economic Benefit Implications Nil identified

3.8 Environmental Implications Nil identified

ITEM 2.1 COASTAL HAZARD ADAPTATION STRATEGY (CHAS) - STAKEHOLDER ENGAGEMENT AND COMMUNICATION PLAN - A20707452 (Cont.)

3.9 Social Implications

The engagement approach has been developed according to Council's Community Engagement policy to ensure the following core principles are considered:

- Undertake appropriate and purposeful engagement with the community.
- Adopt a consistent and transparent approach to the conduct of community engagement processes.
- Recognise the different communication and engagement needs of diverse communities within the Moreton Bay region.
- Where appropriate, collaborate with other agencies to coordinate engagement activities at local and regional levels.
- Maintain a record of Council's engagement processes and activities.

3.10 Human Rights Implications Nil identified

3.11 Consultation / Communication

As well as Council Briefings in September and October 2020, a draft of the CHAS SECP was reviewed and supported by the LGAQ assessment process in alignment with the QCoast 2100Program.

The CHAS SECP has been reviewed by Council's Manager Community Engagement, to ensure alignment and consistency with Council's engagement approach as well as other engagement activities planned by other Council projects.

ITEM 2.2 YOUNGS CROSSING ROAD UPGRADE - FINAL APPROVAL

Meeting / Session: 2 INFRASTRUCTURE PLANNING
Reference: A20727400 : 21 October 2020 - Refer Supporting Information A20755491, A20756690, A20605528, A20605535 & A20695568
Responsible Officer: KT, Principal Transport Planner (IP Integrated Transport Planning)

Executive Summary

Youngs Crossing Road is classified as an arterial road in Council's road hierarchy and is an important north-south corridor linking the Moreton Bay Region with Brisbane City. Council has been progressively upgrading sections of the corridor including Old North Road, Warner and Youngs Crossing Road to a four-lane capacity to cater for growing traffic demands. The section which crosses the North Pine River is the most expensive section due to the need to design and construct a high-level bridge that has sufficient flood immunity to cater for discharges from the North Pine Dam.

For many decades, the existing transport corridor spanning Youngs Crossing at Joyner has been an extremely vulnerable part of the region's road network that is highly susceptible to flooding from wet weather events and releases from the North Pine Dam. Its current 100 % Annual Exceedance Probability (AEP) flood immunity, or Q1 flood immunity (i.e. flooding on average once every year), has resulted in many closures of this arterial road, diverting users (average 20,000 vehicles a day) onto surrounding roads, causing significant traffic delays and congestion. In a two-year period between 2010 and 2012, the existing crossing was closed to traffic over 25 times.

Early in 2019, the Federal Government committed funding of \$7.75 million to "provide a flood free" upgrade of Youngs Crossing. Funding has been allocated in the Federal Budget through the Urban Congestion Fund. Council has allocated \$1.5 million in Council's 2020/21 FY budget to progress the design of the preferred option, which is subject to the resolution of this report.

At a November 2019 Briefing Session, staff presented two alternative concept alignments to Councillors and have since progressed the development of concept designs, together with estimate of costs for two alternative crossing routes:

- Option 1 - Youngs Crossing Road existing alignment (largely based on existing route)
- Option 2 - Andrew Petrie Drive alignment (utilising the road reserve preserved by the former Pine Rivers Shire Council)

Concept designs for the options have been prepared and a preliminary estimate of costs for each shortlisted option was calculated in more detail. The two options, Option 1 - Youngs Crossing Road existing alignment and Option 2 - Andrew Petrie Drive (both with a Q100 or 1% Annual Exceedance Probability (AEP) flood immunity capacity), were assessed in more detail to understand impacts, risks and potential mitigation measures.

Current cost estimates based on the most recent detailed concept designs are:

- Option 1 - Youngs Crossing Road alignment \$49.5 million
- Option 2 - Andrew Petrie Drive alignment \$56.1 million

The Option 1 cost estimate does not include any future upgrading of Dayboro Road to cater for increased traffic volumes; this upgrade has been estimated by Council to cost \$18 million, which will be the responsibility of the State Government, as Dayboro Road is a State controlled road. Cost estimates for the preferred option will be further refined through the preliminary and detailed design phases.

At Council's General Meeting held on 2 September 2020, Council resolved to progress community consultation for 30 days, to invite residents and the wider community to have their say on their preference for either Option 1 (Youngs Crossing Road alignment) or Option 2 (Andrew Petrie Drive alignment).

ITEM 2.2 YOUNGS CROSSING ROAD UPGRADE - FINAL APPROVAL - A20727400 (Cont.)

The community has shown significant interest in this project with Council receiving 4,353 direct responses, with 66% of respondents in favour of Option 1.

In order for officers to progress to detailed design for the bridge and associated road upgrades, Council is required to determine a preferred option.

The detailed community consultation report has been received by Council. It is intended that community engagement continues throughout the detailed design development process and through the construction process. This will enable members of the community to continue to receive project progress updates as well as to engage with the project team about their concerns and proposed mitigation treatments to reduce social and environmental impacts, wherever possible.

The Federal Member for Dickson and Minister for Home Affairs, the Hon Peter Dutton MP has stated publicly that the Federal funding of \$7.75 million is only available for Option 1. Based on current concept estimates, the net cost to Council for Option 1 is now \$14.35 million less than Option 2 if this funding is utilised.

Meetings have also been held with the State Member for Kurwongbah, Shane King MP and the Minister for Transport and Main Roads, the Hon Mark Bailey MP. The Member for Kurwongbah has expressed publicly his support for Option 1. While no formal commitment has been received from the State Government for any future upgrades of Dayboro Road to four lane capacity, adoption of Option 1 will necessitate the State progressing a capacity upgrade to four lanes as traffic volumes grow in the future to avoid this section of road becoming a traffic bottleneck.

On 30 October 2020, the Hon Dr Steven Miles MP, Deputy Premier and Minister for Health and Ambulance Services wrote to the Mayor, Cr Peter Flannery responding to election commitment requests the Mayor put forward to both political parties. The Deputy Premier outlined the Labor Party's commitments, should they be returned to Government, which included a commitment around Youngs Crossing/Dayboro Road intersection. He stated, "when a preferred alignment is identified, we will be happy to work with Council to identify necessary upgrades to Dayboro Road".

RESOLUTION

Moved by Cr Peter Flannery (Mayor)

Seconded by Cr Sandra Ruck

CARRIED 9/1

Cr Darren Grimwade voted against the motion

- 1. That Council adopt Option 1, Youngs Crossing Road alignment, as the preferred option for the upgrade of the existing Youngs Crossing Road, to achieve a 1% Annual Exceedance Probability (AEP), flood immunity (i.e. Q100).**
- 2. That the Chief Executive Officer progress the development of the preliminary and detailed designs for the full upgrade, and report back to Council at key milestones to inform Council and the community of significant issues such as cost, timing, approvals, environmental and construction impacts, and community engagement issues.**
- 3. That the Mayor write to the Minister for Transport and Main Roads to advise of Council's decision and preferred alignment, to seek the State Government's support to work with Council to identify necessary upgrades to Dayboro Road to cater for traffic growth, and to request a funding commitment of up to \$10 million to complete the intersection with the state controlled road.**
- 4. That the Chief Executive Officer write to the Director General of the Department of Transport and Main Roads (DTMR) to advise them of Council's decision, and seek a commitment from them to provide a fast track approval for the design of the intersection of Youngs Crossing Road and Dayboro Road, based on the current concept design.**

ITEM 2.2 YOUNGS CROSSING ROAD UPGRADE - FINAL APPROVAL - A20727400 (Cont.)

5. **That the Chief Executive Officer write to the Federal Department of Infrastructure, Transport, Regional Development and Communications to advise the Department of Council's decision, to express Council's appreciation of their funding commitment towards the upgrade, and to progress the application to secure the committed funding and to request further funds for the project.**
6. **That Council undertake a procurement process to engage a suitably qualified community engagement and consultation specialist company, to work with Council, the engineering consultants, other specialist consultants, stakeholder groups and importantly, the community, through the design development and construction phases of the project.**
7. **That the Mayor writes to the community advising of Council's decision and thanking them for the extensive level of feedback received throughout the consultation period.**
8. **That Recommendation 1 (subject to adoption) supersede all previous Council resolutions regarding the future construction of a bridge and associated road upgrades to cross the North Pine River at Youngs Crossing, as outlined in this report.**

ITEM 2.2 YOUNGS CROSSING ROAD UPGRADE - FINAL APPROVAL - A20727400 (Cont.)

OFFICER'S RECOMMENDATION

1. That Council adopt Option 1, Youngs Crossing Road alignment, as the preferred option for the upgrade of the existing Youngs Crossing Road, to achieve a 1% Annual Exceedance Probability (AEP), flood immunity (i.e. Q100).
2. That the Chief Executive Officer progress the development of the preliminary and detailed designs for the full upgrade, and report back to Council at key milestones to inform Council and the community of significant issues such as cost, timing, approvals, environmental and construction impacts, and community engagement issues.
3. That the Mayor write to the Minister for Transport and Main Roads to advise of Council's decision and preferred alignment, to seek the State Government's support to work with Council to identify necessary upgrades to Dayboro Road to cater for traffic growth, and to request a funding commitment of up to \$10 million to complete the intersection with the state controlled road.
4. That the Chief Executive Officer write to the Director General of the Department of Transport and Main Roads (DTMR) to advise them of Council's decision, and seek a commitment from them to provide a fast track approval for the design of the intersection of Youngs Crossing Road and Dayboro Road, based on the current concept design.
5. That the Chief Executive Officer write to the Federal Department of Infrastructure, Transport, Regional Development and Communications to advise the Department of Council's decision, to express Council's appreciation of their funding commitment towards the upgrade, and to progress the application to secure the committed funding and to request further funds for the project.
6. That Council undertake a procurement process to engage a suitably qualified community engagement and consultation specialist company, to work with Council, the engineering consultants, other specialist consultants, stakeholder groups and importantly, the community, through the design development and construction phases of the project.
7. That the Mayor writes to the community advising of Council's decision and thanking them for the extensive level of feedback received throughout the consultation period.
8. That Recommendation 1 (subject to adoption) supersede all previous Council resolutions regarding the future construction of a bridge and associated road upgrades to cross the North Pine River at Youngs Crossing, as outlined in this report.

REPORT DETAIL

1. Background

A Council briefing was conducted on 14 October 2020 to provide the preliminary results of the community consultation survey. In line with Council's decision-making framework, an extract from the minutes of the briefing, is provided below:

ITEM 2.2 YOUNGS CROSSING ROAD UPGRADE - FINAL APPROVAL - A20727400 (Cont.)

BRIEFING 3 CONFIDENTIAL YOUNGS CROSSING UPGRADE - CONSULTATION OUTCOMES AND NEXT STEPS

EXTRACT TO BE INCLUDED IN OFFICER'S REPORT

The CEO noted the way forward:

Noted that a comprehensive report will be brought to Council Meeting scheduled for 12 November 2020, for Council's consideration to adopt either option 1 or option 2 for the Youngs Crossing Road Upgrade.

Noted that community engagement, via various sources, will continue throughout the course of this project through until project completion stage.

Cr Peter Flannery (Mayor) advised he has an upcoming meeting with the Deputy Prime Minister and Minister for Infrastructure, the Hon Michael McCormack MP and Minister for Population, Cities and Urban Infrastructure, the Hon Alan Tudge MP, to discuss acquiring more federal funding for this project.

Overview

Youngs Crossing Road is located on the boundary of Petrie and Joyner and is designated as a Council Controlled Arterial Road, linking Dayboro Road (State Controlled Arterial/Sub-Arterial) to Old North Road (Council Controlled Arterial).

The North Pine River, downstream of Lake Samsonvale, and Sideling Creek, downstream of Lake Kurwongbah, converge at the existing crossing. An un-named tributary crosses through the Tweedale Reserve into the North Pine River downstream of the existing Youngs Crossing Road Crossing. Land located on the eastern side of the North Pine River is generally designated residential while land to the west of North Pine River is generally designated agricultural use.

The flooding issues that impact Youngs Crossing Road span back to before the first car travelled along the route. In the 1800s it was one of the first roads in the Pine Rivers area to provide a crossing over the North Pine River. Youngs Crossing Road, at the crossing of North Pine River, currently has a flood immunity rating of Q1 or 100% Annual Exceedance Probability (AEP), meaning 100% chance of flooding in any given year. During significant rain events, the crossing can be closed for periods of up to four days. Road closures can occur quickly and with little warning. Every closure also comes at a significant cost to the economy as re-routed traffic increases congestion, causing delays and often gridlock on parallel north/south road corridors and Dayboro Road.

The crossing is located downstream of Seqwater's North Pine Dam and its operators are sometimes required to release water during moderate to large rainfall events, contributing to extended road closures. Currently the North Pine Dam is operating at a maximum storage volume of approximately 68% of its original design capacity. With this reduced 'full supply level', it is possible that releases from North Pine Dam may occur more frequently. Construction of an elevated road route across Youngs Crossing will generally allow Seqwater to operate the dam more efficiently, and without any road closures.

The vulnerability of Youngs Crossing was highlighted in the Queensland Floods Commission of Inquiry Interim Report published in August 2011, which recommended:

"Moreton Bay Regional Council should investigate options for the upgrade of Youngs Crossing and undertake a cost-benefit analysis of these to determine an outcome which best serves the public interest."

ITEM 2.2 YOUNGS CROSSING ROAD UPGRADE - FINAL APPROVAL - A20727400 (Cont.)

A key transportation corridor

Youngs Crossing Road is a strategically important corridor used by around 20,000 vehicles every day. The road remains a critical link in the local transport system, classified as an arterial road in council's road hierarchy. Daily vehicle volumes are predicted to increase to 22,500 by 2026 and 27,500 by 2036. Council has been progressively upgrading sections of the corridor including Old North Road and Youngs Crossing Road (to the south of the North Pine River) in recent years to provide four lane, arterial road capacity.

The need for four lanes

Traffic volumes at Youngs Crossing are already at the upper limit of a 2-lane road.

In August 2020, traffic counts at the intersection of Youngs Crossing Road and Dayboro Road showed 13,169 vehicles passing at the crossing between a 12 hour period 6am to 6 pm. Using traffic volume conversion indices to a 24 hour period, it is estimated that the traffic demand on this section of road is approximately 18,000 vehicles per day. It should be noted, that August 2020 counts are affected by COVID-19 conditions. It is estimated that during these conditions, traffic demand is lower as there are a significant number of people working from home. With the considerable population growth within the Moreton Bay Region, arterial roads have experienced relatively high increases in annual traffic.

The same August traffic counts show the direction that traffic on Youngs Crossing Road is heading.

For northbound traffic flows along Youngs Crossing Road, counts have indicated:

- around 29% of vehicles turn left into Dayboro Road (heading towards Dayboro)
- around 71% of vehicles turn right into Dayboro Road (heading towards Petrie)

For southbound traffic on Youngs Crossing Road:

- around 27% of vehicles enter from the Dayboro direction
- around 73% of vehicles enter from the Petrie direction

Youngs Crossing has always been prone to flooding. In years of higher than average rainfall, the road can be under water for up to 12 days, as was the case in the January 2011 floods. Since 2010, wet weather or dam releases from the North Pine Dam have closed the crossing to traffic an average of 4.5 days a year. From 2010 to 2012, the crossing was closed more than 26 times due to periods of heavy rain. Every road closure diverts thousands of cars to alternative routes with disruptions, delays and economic impacts which are significantly compounded during peak travel times.

Council has three major upgrades planned along Youngs Crossing Road in the capital budget:

1. Oxford Street to Francis Road - Proposed Construction 22/23 - 24/25FY
2. Francis Road to Protheroe Road - Proposed Construction 26/27 - 28/29FY
3. Protheroe Road to Dayboro Road (this project) - Proposed Construction late 2021 through to mid-2023

Historical Context

Over the last 35 years, the form and layout of residential and other urban land use development has also included planning for the future road network. A prominent example of this is the development of Andrew Petrie Drive, a road that is currently the spine of the Petrie on Pine residential area which was designed to accommodate a four-lane arterial/sub-arterial road cross section; a 200 metre section of which was constructed as part of the Petrie on Pine development. The housing development along Andrew Petrie Drive has also been designed to 'turn its back' on the road, with internalised driveway accesses, and noise barrier fencing along the length of the residential development.

ITEM 2.2 YOUNGS CROSSING ROAD UPGRADE - FINAL APPROVAL - A20727400 (Cont.)

The historical records of the Youngs Crossing / Andrew Petrie Drive area are as follows:

- 1949 - the first aerial image exists on record;
- 1986 - the Petrie - Kallangur study for Pine Rivers Shire Council identified the Youngs Crossing Road - Beeville Road - Narangba Road corridor as requiring protection;
- 1988 - Andrew Petrie Drive alignment was included in the Strategic Plan maps for the Shire's Road Hierarchy as a future major road;
- 1990 and 1991 development approval documents for Petrie on Pine describing the proposed 4 lane arterial in detail and including it as a condition to the estate development;
- 2009 - Council announced that Andrew Petrie Drive was superseded as a north south major road corridor by the new road link called West Petrie Bypass, which would become Option G. Andrew Petrie Drive was subsequently reclassified within the road hierarchy from a Sub-Arterial to a Local Collector.

Since 2009, Council has completed three major studies to address this issue and improve the overall performance of Youngs Crossing Road.

- The **2010 ARUP - West Petrie Bypass Road Planning Report** was an Options Analysis for the West Petrie Bypass that investigated 10 different options. The study recommended that an option to deliver a new crossing close to the existing location and a connection to Andrew Petrie Drive would provide the best value for money - Option B.
- The **2012 ARUP - Youngs Crossing Road Interim Concept Design** examined an interim solution to upgrade the existing crossing, providing improved flood immunity, to around a Q10 level. The cost of this Interim Option was estimated in 2012 at \$15m. This translates to \$17.5M in 2018 adjusted for inflation.
- The **2013 GHD West Petrie Bypass Business Case Report Refined Option G** which was the result of a Council workshop identifying Option G as the new Council preferred option and route. The study included a revised concept design and a basic Business Case. A more detailed cost estimate was prepared for Option G - \$125 million and further revised in June 2019 to \$151 million, to connect in two stages, from Protheroe Road up to Dayboro Road, and then from Dayboro Road across to Torrens Road. The June 2019 revision also recalculated the Benefit Cost Ratio at 1.34, a minor reduction from the 1.41 of the original 2013 business case.

This last study that led to Option G being the preferred option also resulted in a resolution of Council being passed at a meeting held on 30 July 2013:

1. *That Council resolves the following:*
 - a) *The public release of the GHD report*
 - b) *To commence lobbying of state and federal representatives, seeking substantial funding towards delivery of the project*
 - c) *That, subject to the substantial majority of funding contribution coming from the state and federal governments for this project, Council will commence detailed design and then construction of stage one (1) of the project being a four (4) lane roadway and bridge between Protheroe Road and Dayboro Road*
 - d) *To establish a road corridor for Stage 2 of the project (north of Dayboro Road) and to commence a dedicated offset planting in the near vicinity.*
2. *That an invitation be extended to interested residents, associations and the North Pine Residents Association to nominate a delegation of members to meet with Councillors and Council officers to discuss their concerns with the proposed Option G.*

ITEM 2.2 YOUNGS CROSSING ROAD UPGRADE - FINAL APPROVAL - A20727400 (Cont.)

3. That an invitation be extended to other interested parties with tenure in Old Petrie Town to discuss any concerns they may have with the proposed Option G

All this history clearly demonstrates not only the importance of this transport corridor and river crossing, but also the difficulty in finding the right solution that could address the issues in a cost-effective way with minimum impacts to the local community and the environment. Due to the projected traffic growth in the region, it is important that a preferred solution commences construction at the earliest opportunity.

Due to the relatively high cost of Option G, the lack of government commitment to fund this major upgrade, and the recent Federal Government funding commitment of \$7.75 million to 'provide a flood free' upgrade of Youngs Crossing, Council requested in a November 2019 workshop that officers progress detailed concept designs together with estimate of costs involved, to be brought back to Council for further review and consideration. This request was based on two scenarios presented at the 7 November 2019 workshop.

1. Progress a concept design study for an interim upgrade of the existing crossing with improved flood immunity 10% AEP (Q10), generally retaining an alignment close to the current Youngs Crossing Road and connecting to Dayboro Road at the location of the current intersection.
2. Progress a concept design study for an interim upgrade of the river crossing with improved flood immunity, 20% AEP (Q5) to 5% AEP (Q20), at a location close to the existing crossing and connecting to the existing Council managed road reserve along Andrew Petrie Drive, which already has a 200-metre formed 4-lane cross section along part of its length.

These two scenarios were recommended at this stage as interim lower cost options compared to Option G, that would allow Council to best utilise the Federal Government funding of \$7.75 million. An interim option would still provide a greater level of flood immunity than the existing crossing and improve the traffic capacity of the road delaying the need to deliver Option G until further into the future.

2. Explanation of Item

Options Development

Cardno consultants were commissioned to undertake this work in December 2019. The brief expanded the number of options to be investigated to include three different levels of road flood immunity (Q5, Q10 and Q20) on both the existing alignment and the alignment that would see Youngs Crossing Road connect to Andrew Petrie Drive. Very early in the investigation, Cardno advised that due to topography and especially the existing height levels of the river banks on both alignments, a Q5 flood immunity option would not make much sense and that it was instead worth investigating a Q100 option. A Q5 option would result in significant afflux in nearby properties, while a Q100 bridge would not be significantly more expensive than the Q20 bridge option, noting that there is only an extra 1.3m in height difference between a Q20 and a Q100 flood level. Refer to Figure 1 below.

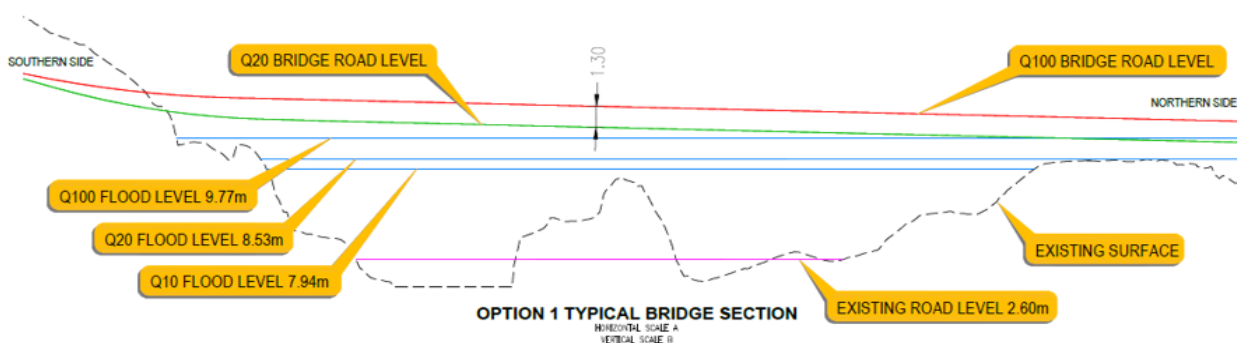


Figure 1 - Typical Bridge Section and Flood / Bridge Levels

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The two route options were identified as:

- Option 1 - Youngs Crossing Road existing alignment;
- Option 2 - Andrew Petrie Drive alignment

It is important to note that Option 1 also has a further Stage 2 component (Figure 2) that identifies a future upgrade of Dayboro Road to a four-lane standard to accommodate the forecast traffic growth between Youngs Crossing Road and Beeville Road. Dayboro Road is a State Controlled Road and DTMR have indicated that there are currently no plans to upgrade this section of road, due to other network priorities. This upgrade would not be required under the Option 2 scenario.



Figure 2 - Aerial View of the 2 Options

Six sub options were identified, for each route alignment option.

- A - Q10 flood immunity
- B - Q20 flood immunity
- C - Q100 flood immunity

The consultant prepared high level concept plans and preliminary cost estimates for all 6 sub-options:

Sub-Option	Option 1 (Stage 1) - Youngs Crossing Road	Option 2 – Andrew Petrie Drive
Q10 (A)	\$37.8m - 140m Bridge	\$38.7m - 160m bridge
Q20 (B)	\$38.2m - 140m bridge	\$39.3m - 160m bridge
Q100 (C)	\$40.1m - 160m bridge	\$41.3m - 180m bridge

Table 1 - Pre-Concept Design Cost Estimates

Initial Multi Criteria Analysis

The results of the investigation, including flood modelling maps and environmental considerations, were presented in a Multi Criteria Analysis (MCA) staff workshop, where a purpose-formed working group, consisting of Council officers from different teams and areas of responsibility, scored the criteria weightings and the six presented options against the criteria. The results of the MCA were as follows:

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Criterion	Average Weight
Traffic Performance	16%
Road Safety	25%
Constructability 1: Need for road closures	8%
Constructability 2: Risk of other road owners	5%
Community Impacts (social and environmental)	24%
Flood Immunity	15%
Cost	7%
Total	100%

Table 2 - Multi Criteria Analysis Weightings

Option	Total Score	Ranking
Option 2C Q100 Score	2032	1
Option 1C Q100 Score	1856	2
Option 2B Q20 Score	1623	3
Option 2A Q10 Score	1574	4
Option 1B Q20 Score	1469	5
Option 1A Q10 Score	1396	6

Table 3 - Multi Criteria Analysis Scores

The results indicated a strong preference of a higher-level immunity bridge and a preference towards the Andrew Petrie Drive alignment. Sensitivity tests undertaken using different criteria weightings confirm the above results, with Option 2C still the preferred option. This process was undertaken prior to any formal community engagement being progressed.

This is the second time in the last 10 years that a transport planning study for the corridor has recommended Andrew Petrie Drive as the most suitable corridor. In the 2010 Arup report, Option B as the Andrew Petrie Drive alignment was called, scored in a similar but slightly different MCA, higher than Option A, the current alignment and higher than Option G.

Following the MCA, Cardno prepared a more detailed concept design for the top two ranked options and calculated in more detail the cost estimate of this project including an appropriate level of contingency (using a 59% allocation, based on DTMR guidelines) for this stage of the project. The two options were assessed in more detail to understand better impacts, risks, environmental and social issues and potential mitigation measures.

The complete Cardno report including all its appendices can be found in Attachment A of this report.

ITEM 2.2 YOUNGS CROSSING ROAD UPGRADE - FINAL APPROVAL - A20727400 (Cont.)

Option 1 - Youngs Crossing Road existing alignment - Initial Assessment



Figure 3 - Youngs Crossing Road Alignment Concept - Option 1

Option 1 alignment involves a 160m long, 8 span bridge (Figure 3)

- **Environmental Impact**

The bridge will have piers inside an area identified as Remnant Rainforest (Regulated Vegetation, Category B - Endangered Remnant Vegetation described as Regional Ecosystem) where several very tall trees will need to be removed. Other mature trees will need to be removed inside the Merv Ewart Reserve and within the road reserve, and further ecological studies were identified as being required to understand the attributes of the habitat in situ and potential mitigation measures.

- **Social Impacts**

This alignment will also have impacts on the properties along the Youngs Crossing Road corridor. There are 22 properties along Youngs Crossing Road, which are mostly 2 storey and the bridge will have a visual intrusion for some of the houses (the bridge also has the potential to include visual obstruction from some of the properties) with the requirement to raise the road to as much as a 5 metre high embankment to achieve the Q100 flood immunity. This will also bring traffic closer to these houses, increasing traffic noise.

The picnic and swimming area will also be impacted under this option. Options to identify whether access can be maintained have not yet been thoroughly investigated and will need to be taken into consideration during any detailed design process.

With the future need to widen Dayboro Road to 4 traffic lanes to accommodate the forecast increase in traffic volumes, properties on both the north and south side of Dayboro Road will also be subject to increased visual intrusion and traffic noise impact with a widened road.

- **Traffic Flow**

Option 1 is less direct, with longer travel times joining to an existing 4 lane section at the Dayboro Road/ Beeville Road roundabout. Traffic modelling indicates that the roundabout at Beeville Road and Andrew Petrie Drive will continue to operate effectively under such changed traffic conditions, however will likely need upgrading to a signalised intersection by DTMR in the future as traffic volumes grow in the network.

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- **Department of Transport and Main Roads Approvals**

Option 1 will require Council to seek approvals from DTMR to upgrade the intersection of Youngs Crossing Road and Dayboro Road. It is unknown at this time what conditions DTMR will impose on Council when designing this intersection upgrade. Some houses with direct property access to Dayboro Road will also be impacted as they will become left-in/left-out driveway access only.

Option 2- Andrew Petrie Drive - Initial Assessment



Figure 4 - Andrew Petrie Drive Alignment Concept - Option 2

Option 2 involves a 180m long, 9 span bridge (Figure 4)

- **Environmental Impact**

The bridge will avoid the Remnant Rainforest area, but it will include significant tree loss inside the Tweeddale Reserve. There will also be a need to remove trees along the unmade section of Andrew Petrie Drive that is currently a shared path, that will result in properties along this section of un-made road then having exposure to the new road.

- **Social Impact**

The link will see traffic volumes along the formed section of Andrew Petrie Drive increase from around 5,000 vehicles per day, to over 20,000 vehicles per day, and will also see construction of a four-lane road along the entirety of the road corridor. The western section of the road is currently unformed, and properties have no direct traffic impacts.

There will be some visual intrusion, primarily to two storey properties, however, most properties are single storey and have been designed to screen out the road at the rear of their properties. The houses adjacent to Andrew Petrie Drive were constructed with noise fences along the road. However, there will be an increase in traffic noise due to the increase in traffic volumes that will occur. Two storey properties will be significantly impacted by traffic noise in the upper storey.

A search on Council records revealed that Development Assessment conditions were placed on properties at Petrie-on-Pine estate based on the anticipated levels of impacts from the “West Petrie Bypass”. Out of the 776 total properties, 109 have a West Petrie Bypass and Acoustic Levels condition, 134 have an Acoustic Levels condition only and 27 have a West Petrie Bypass Condition Only. These conditions appear when a prospective buyer is enquiring to Council about these properties. 37 such properties were searched since February 2013 around the same time that Option G was endorsed. Council responds to such searches with letters that include standard wording on these conditions:

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West Petrie Bypass

The land owner shall note that the West Petrie Bypass route selection has not been finalised. Andrew Petrie Drive may become part of the route if the route indicated in the Pine Rivers Integrated Local Transport Plan proves impractical. Further information may be obtained from Council.

Acoustic levels

The predicted long-term traffic noise levels are expected to exceed 63dB(A). To minimise intrusion of traffic noise into dwellings they should be designed to Categories 3 or 4 as defined in Australian Standard AS3671-1989. Where dwellings are elevated above ground or are two storey design, they may have greater exposure to traffic noise. It is recommended that advice be sought from a person expert in dwelling design which reduces traffic noise intrusion. A copy of the traffic noise report is held on Council's Public Viewing File.

Access to the picnic and swimming area can be maintained under this option via road access from the current intersection of Youngs Crossing Road / Dayboro Road.

- **Traffic Flow**

From a traffic perspective, Option 2 is more direct, with shorter travel times joining to an existing 4 lane section at the Dayboro Road/ Beeville Road roundabout. Traffic modelling indicates that the roundabout will continue to operate effectively under such changed traffic conditions, however will likely need upgrading to a signalised intersection by DTMR in the future as traffic volumes grow in the network.

Two sets of traffic signals will be required on Andrew Petrie Drive to manage traffic flows and access by local residents. This option will also provide a second road access to Petrie on Pine which will provide accessibility benefits to motorists with origins and destinations within Petrie on Pine and serve as a valuable second access in emergency situations.

- **Department of Transport and Main Roads (DTMR) Approvals**

Option 2 will see a significant redistribution of traffic at the intersection of Andrew Petrie Drive and Dayboro Road as well as an increase in traffic volumes for those vehicles coming from and going to the direction of Dayboro. It is unknown at this time whether DTMR will impose on Council any conditions for the upgrade of this intersection.

Initial Options Comparison

The technical assessment of route options and bridge height immunity undertaken by Council officers with support from the consultants identified that the preliminary preferred option was Option 2 - Andrew Petrie Drive (Q100 bridge), based on the following reasons:

1. Highest overall MCA score
2. Most efficient / direct traffic route (saving 20 - 30 seconds in travel time)
3. Road corridor was historically set aside for this purpose
4. The Petrie on Pine sub division was designed to accommodate a future arterial road with no direct property access. (All residential lots that are adjacent to Andrew Petrie Drive have their rear fence on the property boundary. Most of these boundary fences were constructed as noise attenuation fences in anticipation of the future construction of the arterial road.)
5. Does not require extra costs and Department Transport and Main Roads (DTMR) approvals for future upgrade of Dayboro Road to 4 lanes
6. Least disruption to traffic during construction / easier constructability
7. Less visual impact upon existing dwellings
8. Less environmental impact

Both Options will have impacts upon the existing community in varying ways, and in particular, (Option 2) along Andrew Petrie Drive, has previously been recommended to Council but discounted for a range of reasons, including community impact.

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Initial Risk Assessment

Major risks and mitigation measures were identified for both options which will be further evaluated and reviewed in the next design stages.

Option 1: Existing Alignment Major Risks	Option 2: Andrew Petrie Drive Major Risks
Reaction from Youngs Crossing and Dayboro Roads residents result in major delays in delivery	Reaction from Andrew Petrie Drive residents result in major delays in delivery
Political / Reputational risk of constructing a road on high embankment if State Government have no intention of upgrading Dayboro Road	Political / Reputational risk of constructing an arterial road through a residential area
Remnant Rainforest land is off-limits resulting in an alignment closer to the Option G stage 1 footprint that goes across the Pony Club land – this will result in a cost increase i.e. longer bridge and retaining walls	Loss of vegetation buffers to existing houses that front Andrew Petrie Drive on the lower section
Visual & noise impacts of the new bridge / road on existing houses	Visual & noise impacts of the new bridge / road on existing houses, with a significantly increased through traffic volume
State Government conditions MBRC to upgrade Sideling Creek Bridge to accommodate extended right turn from Dayboro Road into Youngs Crossing Road	
State government doesn't agree in funding Dayboro Road upgrade resulting in this section taking longer to upgrade to match the capacity of Youngs Crossing Road	
Option 1: Existing Alignment Mitigation Treatments	Option 2: Andrew Petrie Drive Mitigation Treatments
Ecological survey and then detailed Environmental Impact Study Review route alignments to reduce impacts Apply for additional Federal Government Funding Noise and vegetation barriers Community consultation Political Engagement	Noise and air pollution impact study Noise and vegetation barriers Community consultation Political Engagement

Table 4 - Risks and Mitigation Treatments

Revised Cost Estimates

The cost estimates have been further refined for the two shortlisted options following completion of the more detailed concept designs. Both cost estimates include a 59% project contingency cost based on a recognised methodology (used also by DTMR) for this stage of the project. These cost estimates supersede the cost estimates in Table 1 which were based on pre-concept designs.

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Option	Bridge	Civil Works	Afflux Mitigation	Land Acquisition	Total with contingency	Dayboro Road upgrade	Total with Dayboro Road
Option 1 Youngs Crossing Road	\$37M	\$9M	\$1M	\$2.5M	\$49.5M	\$18M	\$67.5M
Option 2 Andrew Petrie Drive	\$42.5M	\$11M	\$0.1M	\$2.5M	\$56.1M	\$0M	\$56.1M

Table 5 - Refined Cost Estimates based on Concept Designs (59% contingencies)

Revised Option 1 (Option 1A)

Due to the identified risk of Option 1 going through an environmentally sensitive vegetated area, a minor change to the alignment of this option was investigated (referred to as Option 1A - Figure 5) by moving the location of the bridge further to the west, at the edges of the Pine Rivers Pony Club paddock. This option would avoid the section with denser vegetation, including the mature Moreton Bay fig trees, however, results in a longer (260m) and more expensive bridge. It is estimated that this change will increase the cost of Option 1 by \$24.5m from \$49.5M to \$74M. At this stage this option has not progressed.



Figure 5 Alternative Youngs Crossing Road Alignment Concept - Option 1A

Council Report and Community Consultation

A report was presented at the Council General meeting on 2 September 2020 for the purpose of requesting the engagement of external communications consultants to undertake a Community Consultation and Stakeholder Engagement campaign for this project. Council resolved the following:

RESOLUTION	
Moved by Cr Peter Flannery (Mayor)	
Seconded by Cr Brooke Savige	CARRIED 13/0
<p>1. That an external communications consultant be engaged to undertake a Community Consultation and Stakeholder Engagement campaign commencing in September 2020, presenting options on the upgrade of Youngs Crossing Road, Joyner.</p> <p>2. That following completion of the consultation, the outcomes be reported back to Council to inform decision-making on the upgrade of Youngs Crossing Road, Joyner.</p>	

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Communication and Engagement Methodology

Following the Council resolution, Council engaged The Comms Team, an experienced communications and stakeholder engagement consultant group, to undertake community and stakeholder engagement, supported by Council staff. The Strategy and Action Plan developed for this purpose included:

- Purpose:
 - raising understanding and acceptance about the project;
 - gather feedback on two alternate options; and
 - help Moreton Bay Regional Council in identifying a preferred route
- Non-negotiables:
 - It is a choice between option 1 and option 2 – there are no other options
 - The project must proceed; doing nothing is not an option.
 - The update must achieve a Q100 level of immunity
- Key Messages:
 - Youngs Crossing Road is an important arterial road that is used by 20,000 vehicles a day (22,500 by 2026 and 27,500 by 2036)
 - Youngs Crossing has low flood immunity and since 2010 has closed an average of 4.5 days each year
 - The upgrade will involve constructing a new bridge to provide approx. 10 m of clearance above the current crossing
 - Option 1 and 2 basic characteristics (route and bridge length, Dayboro Road upgrade needs)
 - Both route options have benefits and impacts.
 - Council will make a decision based on the outcomes of the community engagement process and other factors (as cost, environment and technical considerations)
 - The project will then progress to preliminary and detailed design phases
 - Council will continue to engage with the local community throughout this next phase to work through concerns and share the latest information and designs.

The strategy also identified the relevant stakeholder groups to be contacted (Figure 6):

Directly impacted	landowners with a property impact and/or immediately adjoining one of the proposed alignments
Immediate	landowners and residents within the immediate area, including the Petrie on Pine estate; some local community groups.
Surrounding	the broader community including residents, businesses, road users, and interested community groups (approx. 4km radius).
Strategic	high level stakeholders with a non-geographic interest including Local Community Groups and Businesses, Environmental groups, Resident Associations, Elected local representatives (Council, State and Federal)

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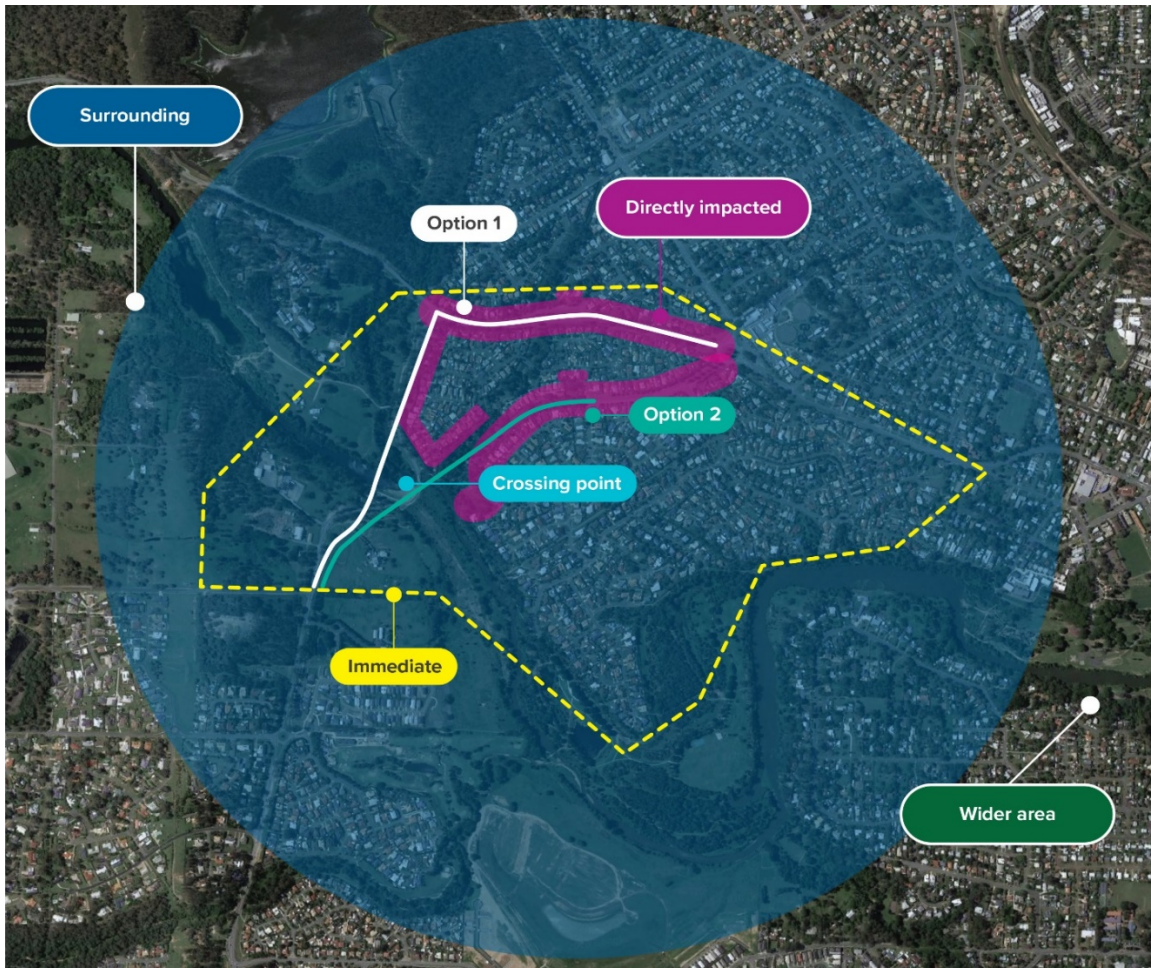


Figure 6 - Geographic Distribution of the Relevant Stakeholders

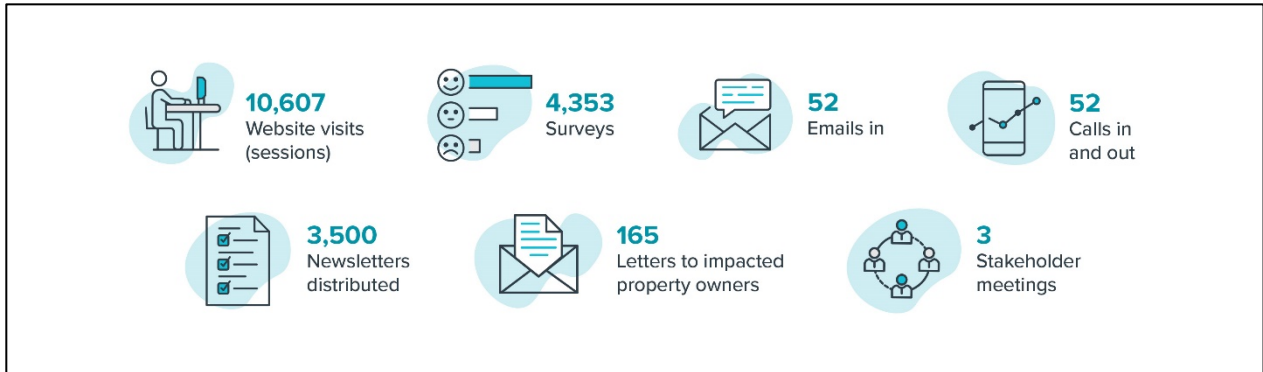
The consultation was implemented by the consultants with the significant assistance of Council staff. The tools used to raise awareness and inform about the project and community consultation included:

Raising Awareness of the project	Information Provision	Consultation
<ul style="list-style-type: none"> • Property owner letter • Media release • Email notification • VMS signs • Signage 	<ul style="list-style-type: none"> • Website • Website updates based on feedback • Q&A document • Newsletter • Call centre brief • Maps 	<ul style="list-style-type: none"> • Project email • Project Hotline • Survey • Meetings • Briefings • Correspondence

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Community consultation and survey outcomes

The consultation process has received widespread recognition and involvement. The following interactions were captured:

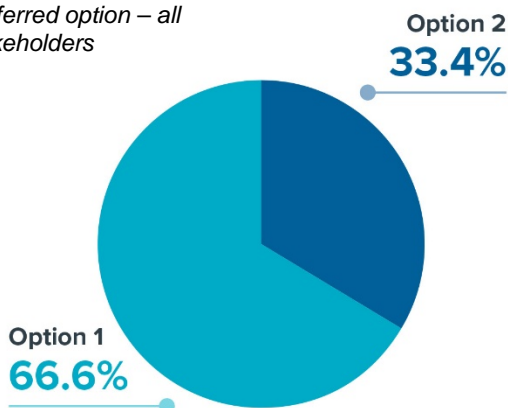


All feedback has been collated by the consultant with an initial high-level analysis following the immediate closure of the survey. A more detailed analysis was developed to provide Council with an evidence-based understanding of the community preference not just on the preferred option but also on the key issues and concerns that guided people and groups' preferences (Attachment B). This information will also assist in informing future consultation around the project.

The two pie charts below (Figure 7) show the upgrade options according to stakeholder preferences:

- The first chart shows option preferences amongst all stakeholders.
- The second chart shows option preferences amongst directly impacted and immediate stakeholders.

Preferred option – all stakeholders



Preferred option – directly impacted and immediate stakeholders

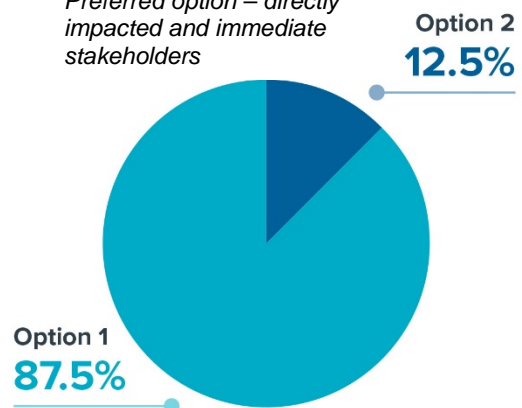


Figure 7 - Survey Outcomes Statistics

The following two geographical maps (Figures 8 and 9) show consistency across the option choice:

- The first map shows the preference of votes for Option 1 across the region
- The second shows the preference of votes for Option 1 by post code

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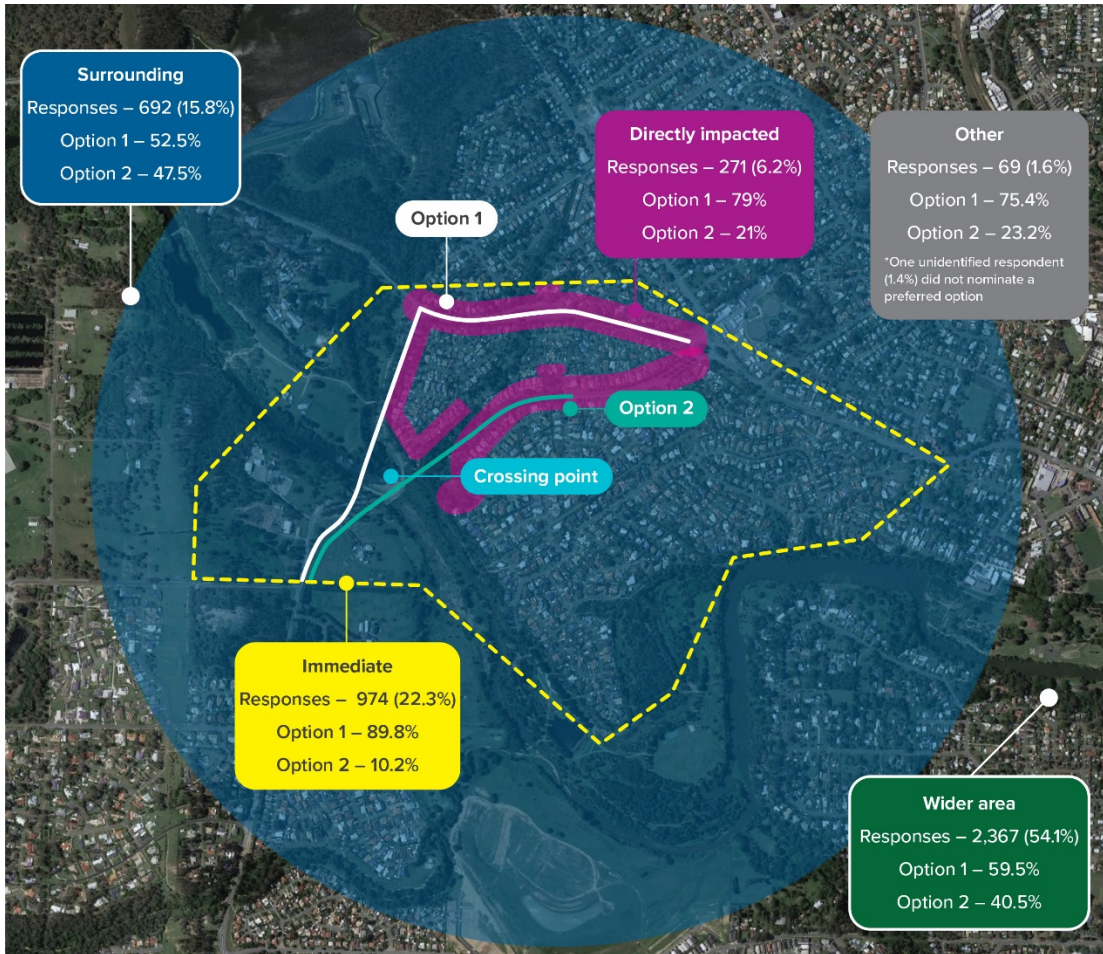


Figure 8 - Survey Outcomes Distribution

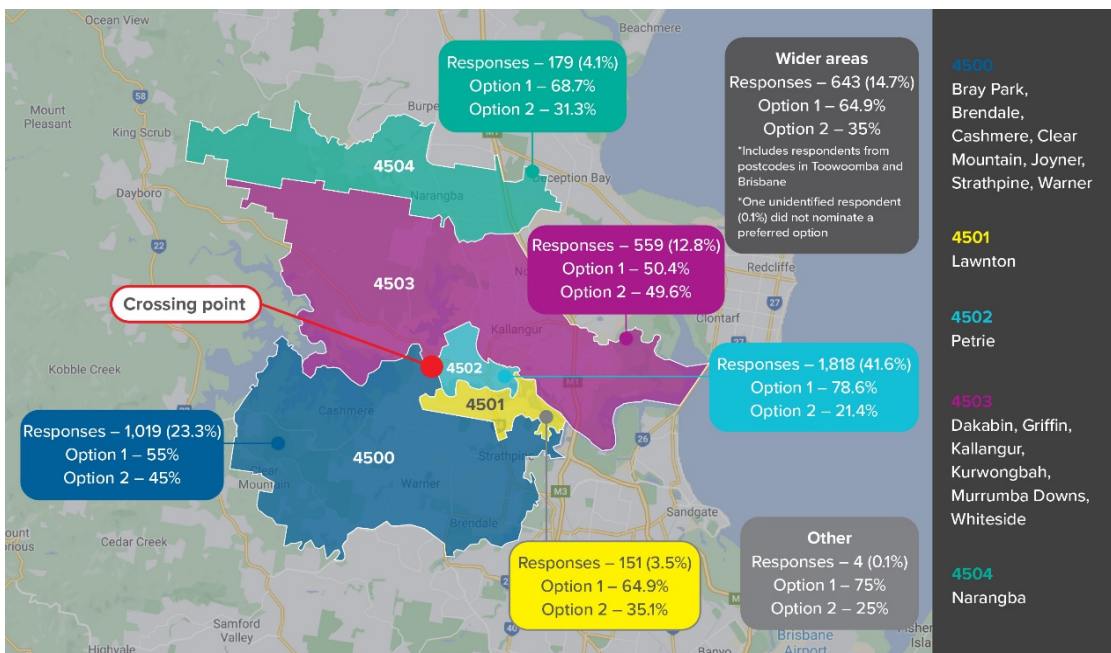


Figure 9 - Survey Outcomes by Postcode

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The top five issues amongst stakeholders are provided in the table below. The issues were identified from survey, email and phone responses submitted by stakeholders. The top five issues represent the issues that were identified by the highest number of stakeholders in order of highest to lowest.

- | | |
|--------------------------|---|
| 1. Environment | Concerns regarding koala habitat, wildlife, vegetation, green space and air pollution. |
| 2. Property impact | Concerns about property values, neighbourhood amenity, disruption to residents and proximity to housing estates/properties. |
| 3. Traffic – travel time | Concerns about travel times and traffic flow. |
| 4. Traffic – volume | Concerns about increased or decreased traffic numbers. |
| 5. Congestion | Refers to traffic congestion including vehicle queuing. |

Further details can be seen in the consultants' report, in Attachment B of this report.

Federal and State Government Consultation

As indicated in the Executive Summary, both the State Member for Kurwongbah and the Federal Member for Dickson have publicly supported Option 1.

The Federal Member for Dickson and Minister for Home Affairs, the Hon Peter Dutton MP, sent a letter to residents stating his support for Option 1, and noting that the Federal funding of \$7.75 million would only be available for this option.

The Mayor, Cr Peter Flannery wrote to the Hon Mark Bailey MP, State Minister for Transport and Main Roads; the State Opposition Leader Deb Frecklington MP and the Hon Alan Tudge MP, Federal Minister for Population, Cities and Urban Infrastructure; and seeking funding support following the release of the preliminary community consultation results. These letters can be viewed on the Youngs Crossing project website at <https://www.moretonbay.qld.gov.au/Services/Projects/Youngs-Crossing>.

On 30 October 2020, the Hon Dr Steven Miles MP, Deputy Premier and Minister for Health and Ambulance Services wrote to the Mayor responding to election commitment requests the Mayor put forward to both political parties. The Deputy Premier outlined the Labor Party's commitments should they be returned to Government which included in a commitment around Youngs Crossing/Dayboro Road intersection:

"A re-elected Palaszczuk Labor Government will await the outcome of the Council's community consultation and preferred route for Youngs Crossing Road upgrade, which will inform what upgrades may be needed to the state-controlled network. Our government has worked very closely with council to date. When a preferred alignment is identified, we will be happy to work with Council to identify necessary upgrades to Dayboro Road."

Council officers have sought clarification from the Federal Department of Infrastructure, Transport, Regional Development and Communications regarding any conditions or prerequisites to the \$7.75 million funding and subsequent approval. The response received at an officer level confirmed that any application for funding will be assessed on merit; however, evidence of community support as well as the views of the local member are critical (i.e. Option 2 is unlikely to be supported on this basis). The guiding documents for the Urban Congestion Fund that provides the Federal Government funding contribution clearly state that *"The Minister will consider this assessment in determining whether to approve funding for this project"*.

Recently the Mayor met with the Deputy Prime Minister and the Minister for Urban Infrastructure to discuss the project and to seek further Federal Government funding support. There is potential for additional funding under the Urban Congestion Fund and Council has been encouraged by the Federal Government to seek further funding, once the project direction and scope is resolved by Council.

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Funding Assessment

The conclusion is that there is a least a \$14.35 million difference in cost to Council, in favour of Option 1 (see Table 5 below).

Option	Stage	Cost	Revenue	Net Council Cost (\$'m)	Comment	Variance (Option 2 - Option 1 Stage 1)
1	Stage 1	\$49.50	\$ 7.75	\$ 41.75		
	Stage 2	\$18.00	\$ -		DTMR cost - Council have advised DTMR of need to progress future upgrade	
2		\$56.10	\$ -	\$ 56.10	Assumes Federal funding is not provided for Option 2	-\$ 14.35

Table 5 - Funding Assessment

Ongoing Community Engagement

The project and consultation on the two options has generated widespread discussion, concern and some division in the community. At the Council meeting held on the 7th October 2020, Council resolved to release the preliminary survey results to the community in the interests of transparency and keeping the community informed on such an important issue.

As the project progresses, Council will undertake ongoing community engagement to ensure project updates are provided and community concerns about the project are heard and mitigated where possible. Regardless of the option selected, there will be considerable direct impact on some property owners and residents, as well as environmental, construction, and design issues that will need to be addressed and communicated to the local community.

Given the ongoing community engagement requirements, it is proposed that a specialist communications company be engaged by Council to support the project through the detailed design and construction phases.

Further investigations and work undertaken:

- **Land impacts and engagement**

Council officers met with the owners of the only property requiring land acquisition according to the initial concept design (292 Youngs Crossing Road). This first of what is expected to be a series of meetings, was to inform the owners of the upcoming public consultation and assure them that in the next stage, there will be an attempt to reduce the land acquisition requirements. Council officers also informed the owners that they will be kept informed as the project progresses, that appropriate compensation for the acquired land will be provided and their access and utility services needs will be addressed as per usual Council practices and relevant legislation.

Council officers also had meetings with the Pine Rivers Pony Club and Thompson Bus Services, recognising them as local key stakeholders. Again, issues regarding access and utility services needs were discussed with officers suggesting that both stakeholders will be consulted in the design stage to find the best arrangements.

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- **Ecological survey and transplant feasibility investigation (Option 1)**

The project team engaged external specialists to provide a further evaluation of the environmental impacts of Option 1 given the vegetation classifications of some of the impacted areas, to understand the actual vegetation types and to identify mitigation treatments. Biodiversity Assessment and Management (BAAM) completed an assessment of vegetation potentially impacted by Option 1, to verify its significance and inform any necessary approvals and offsets. Specifically, the scope of the assessment was to:

- Verify the State Government's mapping of regional ecosystems (REs) and associated essential habitat.
- Assess the presence and extent of any vegetation representative of a Threatened Ecological Community (TEC) listed under Commonwealth legislation.
- Map the extent of each distinct vegetation community and plot the location of all non-juvenile Koala habitat trees (NJKHTs) within the Subject Area.
- Assess potential impacts to the identified values from the proposed works, including a determination of whether referral to the Commonwealth is warranted for impacts upon matters of national environmental significance (MNES).
- Determine potential offset obligations to compensate for unavoidable impacts, and an outline of what steps would need to be taken to progress approval.
- Provide advice as to whether two large fig trees onsite can be successfully relocated.

The complete BAAM report can be found in Attachment C of this report.

Treescience Pty Ltd completed a Tree Transplanting Feasibility Report for the two fig trees. Both reports suggested that the retention of the two large figs is feasible subject to diligent arboricultural management that will include comprehensive root investigation and initial preparation of the trees and to identify translocation sites. The feasibility and exact method of retention for each of the two figs will be determined in the detailed design phase of the project. It may be possible to avoid the need to completely relocate the two figs and especially the taller of the two (*Ficus macrophylla*) that has matured on the edge of the embankment on the north/west side of the site. The final decisions on environmental referrals and offset obligations will be made at the upcoming detailed design stage that includes a detailed environmental assessment and design component.

The complete Treescience report can be found in Attachment D of this report.

- **DTMR engagement on Options 1 and Option 2**

Council staff have been in regular contact with senior DTMR officers, to outline the progress of the concept review and to discuss implications and impacts of both Options in terms of the State road network. This will be an ongoing dialogue, should council support the recommendation to now progress Option 1 as Council's preferred route and its interaction with Dayboro Road, and approvals that will be required in a timely manner from DTMR to help the project to progress as planned.

Revised Options Evaluation

- **Cost / funding**

The total difference in cost to Council as presented in the Funding Assessment table above (Table 5) is a major factor in the new recommendation for the preferred option. While it is acknowledged that technically Option 2 has a number of benefits over Option 1, Value for Money is an important component of the decision-making process. The \$14.35 million cost differential between the two options is significant and strongly aligns in favour of Option 1. Additional funding could be available through the Urban Congestion Fund and Council will continue to advocate for State Government funding towards any required intersection upgrades.

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- **Community feedback**

Council has now completed a major public consultation exercise with an unprecedented level of feedback for an individual project within the Moreton Bay Region. The results show a strong preference for Option 1 that also translates to a strong preference against Option 2. These results are the strongest indication of community preference and areas of concerns.

- **Environment**

The additional ecological and arborist survey and investigation undertaken, indicates there are mitigation measures available to minimise impact to the ecologically sensitive area associated with Option 1. Environmentally important flora species have been geolocated and the feasibility of transplanting the two large fig trees in the area has been investigated. These studies provide further reassurance that the environmental impacts associated with Option 1 can be significantly reduced by adopting appropriate mitigation measures.

- **Political support**

The public declarations of both the State and Federal MPs in favour of Option 1 is an important consideration in the decision-making process. Further the letter received from the Deputy Premier, highlights that a newly formed Palaszczuk Government will be happy to work with council to identify necessary upgrades to Dayboro Road. The Urban Congestion Funding of \$7.75 million, together with the opportunity to secure further funding through the Urban Congestion Fund application process, also provides Council with confidence in the Federal Government support for Option 1.

- **Multi Criteria Analysis (MCA) review**

In recognition of the outcomes of the community engagement and feedback, and clarification of the Federal Government funding (for Option 1 only), the project team undertook an internal review of the original MCA in light of this new information. The attached MCA Review document (Attachment E) describes the available tools to support Transport Planning in general, the role of the MCA and the advantages and criticisms of this method, the details of this specific MCA and also the results and lessons learned from this review. In summary:

- Infrastructure Australia recognises that MCA is often the most appropriate tool for short-listing options during the Options Assessment stage.
- The MCA was selected as the most suitable tool to assess the short-listed options and provide a recommendation for the preferred option to progress to the concept design phase. The initial result was to progress the top two options which were Option 1 and Option 2 at Q100 flood immunity to concept design and cost estimate.
- The results of the MCA are considered representative of the technical understanding that Council officers had about this project at that point in time, the problems to be addressed, the environmental and other constraints as well as their view of community impacts.
- The MCA is only one of the tools used by the project team to provide evidence-based information for Council to make an informed decision on this project.

Through this review exercise, by applying the known community feedback and funding differences, the preferred option changes from the original, Option 2 - Andrew Petrie Drive (Q100), to Option 1 - Youngs Crossing Road (Q100), as shown in Table 6 below.

Rank	Weight Average Total	Ranking
Option 1C Q100	1976	1
Option 2C Q100	1936	2
Option 1B Q20	1541	3
Option 2B Q20	1503	4
Option 1A Q10	1467	5
Option 2A Q10	1430	6

Table 6 - Revised MCA Assessment

ITEM 2.2 YOUNGS CROSSING ROAD UPGRADE - FINAL APPROVAL - A20727400 (Cont.)

The revised scoring and preference, taking into account the community consultation outcomes and the funding were modelled. If the new information (community engagement and funding commitments) was available at the time of the original MCA workshop, it would have impacted the results of two of the criteria - Community Impacts and Cost, and the scores assigned to those criteria.

Conclusions and Recommendations

In conclusion, the public consultation undertaken by Council for this project showed strong community preference for Option 1. Both local State and Federal Government MPs have also expressed their preference for Option 1. The Federal Government Urban Congestion Fund allocation of \$7.75 million is only on offer for Option 1. When this grant funding is combined with the cost estimate for Option 1, the cost to Council for Option 1 becomes \$41.75 million compared to \$56.10 million for Option 2, a cost differential of \$14.35 million, which clearly indicates that Option 1 provides significantly better value for money.

Based on the information presented above, Council officers recommend progressing Option 1 to preliminary and detailed design and then construction, as detailed in the *Officer's Recommendation* part of this report.

Project timing

The following milestones outline the estimated timing for progression of this project:

- 2020 - Community consultation and route selected
- Early 2021 - Detailed design and further community consultation
- Late 2021 - Construction commences
- Mid 2023 - New Youngs Crossing bridge and road opens

Given the scale of this project and the complexity of some of the design and approvals, the timing of the project will be subject to a multiplicity of issues that will need timely resolution, including:

- Development of an acceptable design
- Approval from major agencies, including DTMR, DES etc.
- Approvals from other agencies, such as the Federal Government EPBC process if required
- Community engagement and resolution of community concerns
- Weather related issues such as flooding
- Constructability and network / traffic flow impacts

Through the detail design phase, a comprehensive delivery program will be developed to capture the critical path task and to ensure ongoing management to ensure delivery meets the required time frames.

Next steps

Council will engage engineering consultants to progress development of preliminary and detailed designs for the new bridge and road upgrade. During the design stage, council's project team will continue to engage with the community and stakeholders to fine tune the final alignment, work through concerns and share the latest information, designs and project notices.

Factors to be addressed during the detailed design stage include:

- Bridge capacity - the bridge structure will need to be designed to be capable of withstanding significant flood impacts (up to 3,000 m³/s) and associated debris impacts
- Road formation and embankments - refine the height, width and retaining structures associated with the road embankments to reduce impacts to park areas or residential properties
- Visual amenity - design embankments and provide noise barriers and vegetation screens to reduce the visual impact to residents
- Noise - provide barriers, ideally constructed from Perspex, to reduce any noise intrusions
- Environment - assess existing vegetated areas and establish habitat offsets as required
- Constructability - design the road and bridge for ease of construction and minimise impacts on current traffic flows

ITEM 2.2 YOUNGS CROSSING ROAD UPGRADE - FINAL APPROVAL - A20727400 (Cont.)

- Early works packages - opportunity to establish noise/screening barriers, landscaping and plantings to help minimise the visual impacts of construction works

Interim or Final Upgrade?

In November 2019 Council requested that a concept design study for an *interim* upgrade of this section of Youngs Crossing Road be progressed. The feasibility investigation indicated that a Q100 immunity level bridge would be more cost effective than a lower flood immunity bridge which was the originally envisaged outcome of developing an interim upgrade option, with the ultimate intention of still constructing Option G at a future time.

The decision was made to progress to detailed concept design of two Q100 flood immunity options on the two separate alignments. A Q100 immunity level road is the maximum level described for Council roads in the Planning Scheme and is also considered standard design practice for arterial roads. Higher levels of flood immunity will not provide additional benefits as the rest of the road network, including adjoining roads close to this crossing, will be most likely inundated in such large weather events. It is therefore considered that should Council adopt the progression of Option 1, as outlined in this report, that this option will now be considered as the final upgrade, and any previous resolutions for alternative treatments (such as Option G) will no longer be relevant.

Ongoing Community Engagement Strategy

The project so far has attracted a high level of interest and some divisions within the community. This has also historical origins as the issue has been divisive for a long period of time and previous Council decisions have not resulted in an upgrade progressing.

Following Council's decision on the preferred Option, extensive and ongoing engagement will be required as designs are developed and mitigation treatments proposed to reduce social, amenity and environmental impacts. It is proposed to engage a communications consultancy to work with the consulting engineers and continue to engage with the community as the project progresses from design development, through to procurement and construction on site.

Council in its road upgrade projects always undertake community consultation, though not at this extensive level. This project is considered a unique case that justified the additional effort due to the limited options available, realignment of a major arterial, its significant cost, and due to its history of community concerns.

3. Strategic Implications

- 3.1 Legislative / Legal Implications Nil identified
- 3.2 Corporate Plan / Operational Plan
Valuing Lifestyle: Diverse transport options - an integrated regional transport network.
- 3.3 Policy Implications
38-2150-010 Community Engagement Policy
38-2180-006 Community Engagement Policy Directive
- 3.4 Risk Management Implications
Major risks and mitigation are described above in the report.
- 3.5 Delegated Authority Implications Nil identified

ITEM 2.2 YOUNGS CROSSING ROAD UPGRADE - FINAL APPROVAL - A20727400 (Cont.)

3.6 Financial Implications

Currently, Council has an approved budget of \$1.5 million for the design of this project in 20/21. Council's capital expenditure financial forecast has allocated \$15 million in 21/22 and \$21 million in 22/23. The financial forecast also includes a \$7.75 million in revenue to capture the Federal Government contribution. As the design progresses and is further refined, a more accurate cost estimate will be provided to inform future budget reviews.

A funding application will be made to the Federal Government, Department of Infrastructure, Transport, Regional Development and Communications, to secure the already committed \$7.75m and to apply for further funds to support the project, by lodging a Project Proposal Report (PPR) and an associated business case to outline the benefits of the project.

Updates on the project financials will be provided to Council via regular reporting mechanisms and also additionally via special Council briefings if and when this is considered necessary.

3.7 Economic Benefit Implications

The project is expected to have significant economic benefits by providing an improved flood immunity section of a major arterial road that is used by tens of thousands of people daily, and at the same time provide additional traffic capacity to cater for population and traffic growth. The project team, as part of the submission of the PPR funding report to the Department of Infrastructure, Transport, Regional Development and Communications will conduct a calculation of a Benefit Cost Ratio of the project, and also identify the jobs created through the delivery of the project.

3.8 Environmental Implications

While the project will have impacts upon some vegetated areas, requiring mitigation treatments and tree planting offsets, as per Council's standard practice. The project also has the potential to improve environmental conditions for local fauna on Youngs Crossing by removing traffic from the ground level and subsequently the risk of crashes involving wildlife. Both route options have varying degrees of environmental impact. Option 1 impacts will be further identified, then sought to be mitigated through the development of the detailed design treatments, post Council adoption of the preferred Option.

3.9 Social Implications

This project already has created considerable community interest and attracted a very high level of community feedback via the survey process. The project will continue to have ongoing social implications identified in the risk section above, and the ongoing community engagement as outlined in this report, is seen as being vital to keep the community engaged and informed as the project progresses.

3.10 Human Rights Implications

Nil identified

3.11 Consultation / Communication

Extensive community consultation was conducted as part of the project, as outlined herein. A dedicated web page has been established and regular updates and information relevant to the project progress will be posted to the web site. Council has also established an email database of respondents to the survey who have indicated they are willing to receive updates by email. Newsletters and updates will be sent to these residents on a regular basis throughout the project. A suitably qualified community engagement and consultation specialist company, is to be engaged to work with Council, the engineering consultants, other specialist consultants, stakeholder groups and importantly, the community, through the design development and construction phases of the project.

**ITEM 2.3
NAMING OF PEACE PARK - DECEPTION BAY - PROPOSED PARK NAMING**

Meeting / Session: 2 INFRASTRUCTURE PLANNING
Reference: A19427322 : 4 December 2019
Responsible Officer: BS, Technical Officer (IP Parks & Recreation Planning)

Executive Summary

A recent investigation to resolve some confusion around the naming of parkland in the Deception Bay area (Division 5) has found that Lions Park (Deception Bay) currently has two park name signs. Signage on Deception Bay Road identifies the parkland as Lions Park (Deception Bay), while signage on Cross Street identifies the parkland as "Peace Park".

While there are no formal Council records endorsing the name "Peace Park", Council did receive a seemingly unactioned request in 1986 to name a park "Peace Park" to acknowledge *World Nuclear Free Zone Day* on July 1 of that year. Therefore, to maintain continuity of the naming in the immediate vicinity, it is proposed that the Peace Park name be applied to nearby Bonton Avenue Park. This park is not formally named and according to Council procedures, is currently identified by the name of the dominant adjacent street.

This report provides Council with background information relevant to the proposal and recommends that the existing Peace Park signage be removed from Lions Park, and that parkland identified in Figure 4, be named "Peace Park".

RESOLUTION

Moved by Cr Sandra Ruck

Seconded by Cr Denise Sims (Deputy Mayor)

CARRIED 10/0

1. That having regard to the information provided within this report and subject to the outcome of public advertising, that lot 842 on SL9812 and lot 34 on SP147532, Deception Bay, identified in Figure 4, be named as 'Peace Park'.
2. That public advertising of the proposal to name the area be undertaken via appropriate digital and/or print media platforms, having a distribution covering the general vicinity of the subject park, and on Council's website with public submissions open for a period of 28 days.
3. That should adverse submissions be received as a result of public advertising; the matter be referred back to Council in a subsequent report.
4. That the existing Peace Park name sign on Cross Street be replaced with a new Lions Park name sign.

ITEM 2.3 NAMING OF PEACE PARK - DECEPTION BAY - PROPOSED PARK NAMING - A19427322 (Cont.)

OFFICER'S RECOMMENDATION

1. That having regard to the information provided within this report and subject to the outcome of public advertising, that lot 842 on SL9812 and lot 34 on SP147532, Deception Bay, identified in Figure 4, be named as 'Peace Park'.
2. That public advertising of the proposal to name the area be undertaken via appropriate digital and/or print media platforms, having a distribution covering the general vicinity of the subject park, and on Council's website with public submissions open for a period of 28 days.
3. That should adverse submissions be received as a result of public advertising; the matter be referred back to Council in a subsequent report.
4. That the existing Peace Park name sign on Cross Street be replaced with a new Lions Park name sign.

REPORT DETAIL

1. Background

A recent investigation to resolve some confusion around the naming of parkland in the Deception Bay area has found that Lions Park (Deception Bay) currently has 2 park name signs. Signage on Deception Bay Road identifies the parkland as Lions Park (Deception Bay) while signage on Cross Street identifies the parkland as "Peace Park".

The name sign on the Deception Bay Road frontage is also located within road reserve, not the actual parcel of Council managed land (Lot 11 on RP893302), as identified in Figure 1. While this is not an unusual circumstance, it may have contributed to the confusion around the installation of a further park name.

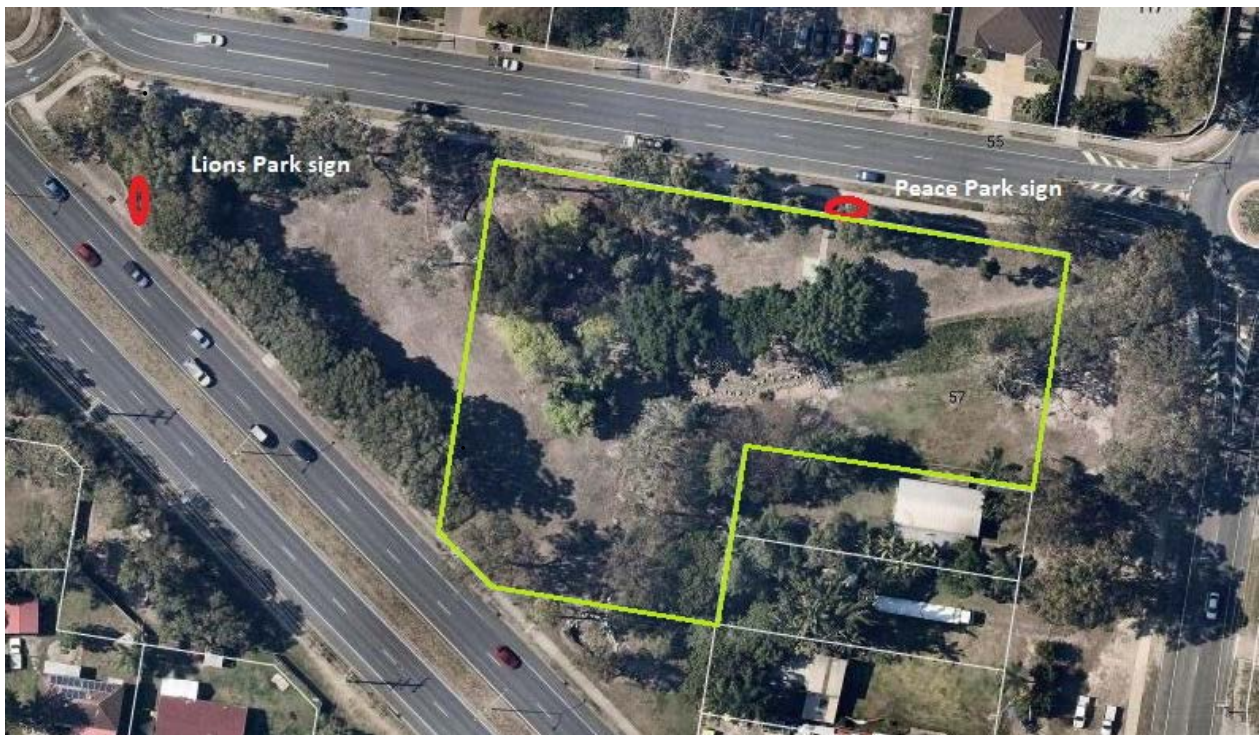


Figure 1. Lions Park (Deception Bay) - Currently signed as "Peace Park" and "Lions Park"

ITEM 2.3 NAMING OF PEACE PARK - DECEPTION BAY - PROPOSED PARK NAMING - A19427322 (Cont.)

In a practical sense, the community would not discern the technical aspects of land tenure and consider the entire open space area as park, noting Council maintains both the road reserve and the park parcel.

In 1986 the Australian Nuclear Free Zones Secretariat submitted a letter to Council noting the following;

The United Nations has declared 1986 International Year of Peace (I.Y.P.). Representatives of nuclear free councils in New South Wales recently attended a conference on The Organisation and Development of Nuclear Free Zones in Local Government. That Conference made a number of proposals for initiatives which can be undertaken by nuclear free zone Councils to mark International Year of Peace. The conference proposed that Councils develop links with groups in the local area which have been concerned with peace and nuclear disarmament issues. This would be done with a view to establishing an I.Y.P. Committee composed of Council and Community representatives, with a view to planning broad based I.Y.P. initiatives that involve community education.

Nuclear Free Zone Committees are a normal part of the Council committee structure in England and a number of Australian Councils have already been involved in the establishment of I.Y.P. committees (Preston City, Marrickeville Municipality, Blue Mountains City, Wollongong City, etc). These committees are planning a range of activities which include seminars, Acts of Civic Awareness, twinning with another local authority in the Pacific and the production of posters and pamphlets.

Among the activities that could be undertaken we would like to recommend that you mark July 1st which has been designated World Nuclear Free Zone Day and that you establish a Peace Park and Plant a Tree for Peace as part of an Act of Civic Awareness for Peace. A Tree Planting could be held on Hiroshima Day (August 6th) in each successive year.

The United Nations notes that "Achieving global nuclear disarmament is one of the oldest goals". A goal towards which it is still working. Their website also notes that in 2013 the UN General Assembly declared to following;

The United Nations General Assembly commemorates 26 September as the International Day for the Total Elimination of Nuclear Weapons. This Day provides an occasion for the world community to reaffirm its commitment to global nuclear disarmament as a priority.

A thorough investigation has been undertaken of Council records to check for any formal (or informal) naming of a Peace Park within the MBRC region. No formal (or informal) naming has been found to identify any parkland named Peace Park.

A Council report has been found from 18th February 1981 which formally names the parkland in Figure 1 as "Lions Park". The request to name a park, "Peace Park" was received by Council in 1986. This was after the park was formally named Lions Park and as no Council report has been found which has changed that name, it is recommended the original name be retained.

2. Explanation of Item

Officers can only speculate that it may have been Councils intention to act upon the request to name a "Peace Park" within the region, leading to signage being incorrectly installed in Lions Park, Figure 2.

However, without any formal recognition of a name change, the name of Lions Park appears to have predated the request and should be retained. It is recommended that the existing Peace Park name sign in Cross Street be replaced with a new Lions Park name sign to avoid any further confusion surrounding the name of the parcel.

ITEM 2.3 NAMING OF PEACE PARK - DECEPTION BAY - PROPOSED PARK NAMING - A19427322 (Cont.)



Figure 2. Peace Park sign installed in Lions Park on Cross Street.



Figure 3. Lions Park sign - Currently located on the corner of Cross Street and Deception Bay Road

It is now proposed to resolve the matter by applying the Peace Park name to an unnamed park nearby. The preferred park is Bonton Avenue Park, as shown in Figure 4; this park currently is using the default name after the adjacent street.

ITEM 2.3 NAMING OF PEACE PARK - DECEPTION BAY - PROPOSED PARK NAMING - A19427322 (Cont.)



Figure 4 Bonton Avenue Park - proposed to be named "Peace Park"

Under Policy No: 11-2150-039, Naming of Council Owned or Administered Buildings, Structures and other Assets (excluding roads), it is possible for Council officers to apply the name by agreement with the divisional Councillor, without the need for public consultation. However, it is possible there may still be persons living locally with some knowledge of the circumstances surrounding the name and given the potential community sensitivity could that arise, Council resolution is now sought.

A history board is proposed to be installed in conjunction with the park name signage to explain the reason for the naming. The proposed wording is as follows:

"This parkland was named to increase civic awareness for Peace by marking World Nuclear Free Zone Day, 1 July 1986"

3. Strategic Implications

3.1 Legislative / Legal Implications Nil identified

3.2 Corporate Plan / Operational Plan
Valuing Lifestyle: Quality recreation and cultural opportunities - places to discover, learn, play and imagine.

3.3 Policy Implications
The submitted application complies with and has all the supporting documentation required under MBRC Policy No: 11-2150-039, Naming of Council Owned or Administered Buildings, Structures and other Assets (excluding roads).

3.4 Risk Management Implications Nil identified

3.5 Delegated Authority Implications
Subject to no adverse submissions being received, the matter should be referred to the Director Engineering Construction and Maintenance for implementation.

ITEM 2.3 NAMING OF PEACE PARK - DECEPTION BAY - PROPOSED PARK NAMING - A19427322 (Cont.)

3.6 Financial Implications

The estimated cost of fabricating and installing a new sign in accordance with the draft Park and Open Space Signage Guidelines is approximately \$2,000.

3.7 Economic Benefit Implications Nil identified

3.8 Environmental Implications Nil identified

3.9 Social Implications

Formal naming will provide improved awareness of, and the ability to recognise distinct locations within the region. The naming will also avoid potential community conflict by having only one name assigned to each park parcel.

3.10 Human Rights Implications Nil identified

3.11 Consultation / Communication

The proposed naming is supported by the Division 5 Councillor.

ADJOURNMENT

The meeting adjourned for morning tea (livestreaming paused) at 10.50am.

The meeting and live-streaming resumed at 11.17am.

3 ENGINEERING, CONSTRUCTION & MAINTENANCE SESSION

(Cr B Savige)

ITEM 3.1

TENDER - NARANGBA - WILLIAMINA COURT SPORTS GROUND - MULTIPURPOSE FACILITY CONSTRUCTION

Meeting / Session: 3 ENGINEERING, CONSTRUCTION & MAINTENANCE
Reference: A20598876 : 27 October 2020 - Refer **Confidential Supporting Information A20609572**
Responsible Officer: SC, Senior Project Manager (ECM Project Management)

Executive Summary

Tenders were called for the 'Narangba - Williamina Court Sports Ground - Multipurpose Facility Construction (MBRC010176)' project with tenders closing on 23 September 2020 with a total of six (6) tenders received, all of which were conforming.

It is recommended that the tender for the 'Narangba - Williamina Court Sports Ground - Multipurpose Facility Construction (MBRC010176)' project be awarded to Cooper and Small Pty Ltd for the sum of \$315,107 (excluding GST) as this tender represents the best overall value to Council.

RESOLUTION

Moved by Cr Darren Grimwade

Seconded by Cr Tony Latter

CARRIED 10/0

1. That the tender for 'Narangba - Williamina Court Sports Ground - Multipurpose Facility Construction (MBRC010176)' project be awarded to Cooper and Small Pty Ltd for the sum of \$315,107 (excluding GST).
2. That the Council enters into an agreement with Cooper and Small Pty Ltd as described in this report.
3. That the Chief Executive Officer be authorised to take all action necessary, including but not limited to, negotiating, making, amending, signing and discharging the agreement with Cooper and Small Pty Ltd for the 'Narangba - Williamina Court Sports Ground - Multipurpose Facility Construction (MBRC010176)' project and any required variations of the agreement on Council's behalf.
4. That to allow this project to continue, and for Council to enter into the agreement with Cooper and Small Pty Ltd for the project, Council commits to the provision of \$50,000 in additional funding for the project, with the funding to be provided at the quarter two financial review process.

ITEM 3.1 TENDER - NARANGBA - WILLIAMINA COURT SPORTS GROUND - MULTIPURPOSE FACILITY CONSTRUCTION - A20598876 (Cont.)

OFFICER'S RECOMMENDATION

1. That the tender for 'Narangba - Williamina Court Sports Ground - Multipurpose Facility Construction (MBRC010176)' project be awarded to Cooper and Small Pty Ltd for the sum of \$315,107 (excluding GST).
2. That the Council enters into an agreement with Cooper and Small Pty Ltd as described in this report.
3. That the Chief Executive Officer be authorised to take all action necessary, including but not limited to, negotiating, making, amending, signing and discharging the agreement with Cooper and Small Pty Ltd for the 'Narangba - Williamina Court Sports Ground - Multipurpose Facility Construction (MBRC010176)' project and any required variations of the agreement on Council's behalf.
4. That to allow this project to continue, and for Council to enter into the agreement with Cooper and Small Pty Ltd for the project, Council commits to the provision of \$50,000 in additional funding for the project, with the funding to be provided at the quarter two financial review process.

REPORT DETAIL

1. Background

The project is located at Williamina Court Sports Ground, Williamina Court, Narangba. The project scope includes the construction of a multipurpose facility comprising of amenities, operations room and two separate multipurpose rooms. Works will also include modifications to existing pathways and a new person with disabilities parking space within the existing carpark.

The objective of the project is to provide a fit for purpose facility for the Rangers Rugby League Football Club to service the lower playing field.

The project is a design and construct tender with the design process commencing in November 2020 and construction concluding in May 2021, including an allowance for wet weather.

Figures 1 and 2 (below) provide information on the indicative location and building footprint for the new facility. The final location and design details will be resolved during the design process.

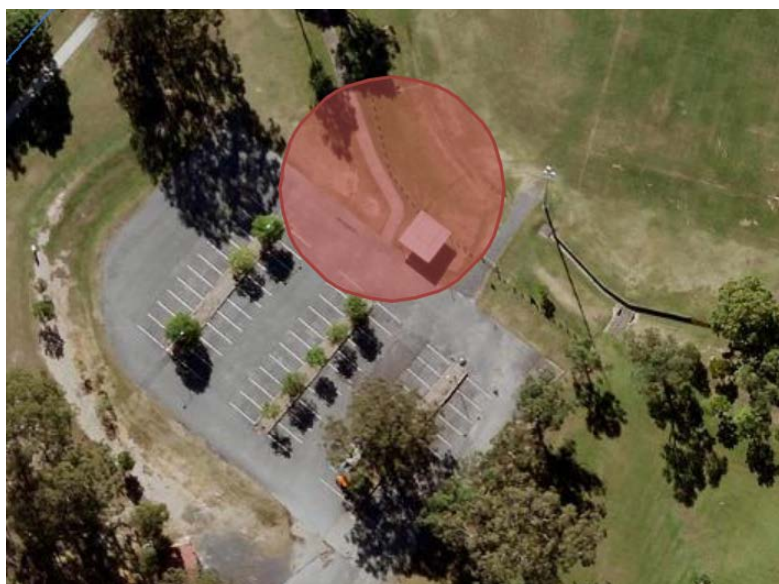


Figure 1 - Indicative Location

ITEM 3.1 TENDER - NARANGBA - WILLIAMINA COURT SPORTS GROUND - MULTIPURPOSE FACILITY CONSTRUCTION - A20598876 (Cont.)

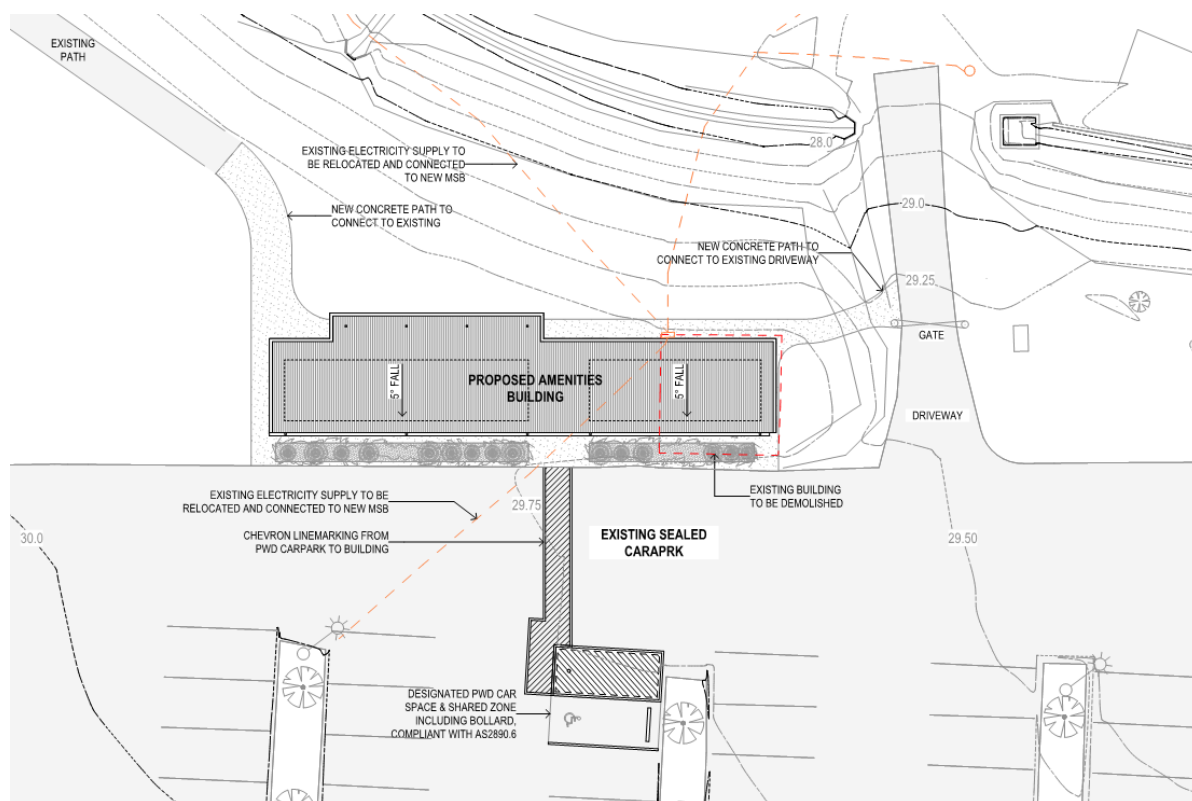


Figure 2 - Indicative Building and Disabled Carpark Location Plan

2. Explanation of Item

Tenders for the 'Narangba - Williamina Court Sports Ground - Multipurpose Facility Construction (MBRC010176)' project closed on 23 September 2020 with six (6) tenders received, of which all were conforming. The tenders were assessed by the assessment panel in accordance with Council's Purchasing Policy and the selection criteria as set out in the tender documents.

All tenderers and their evaluation scores are tabled below (ranked from highest to lowest).

RANK	TENDERER	EVALUATION SCORE (Pre-LP)	EVALUATION SCORE (Post LP)
1	Cooper and Small Pty Ltd	99.42	106.92
2	Chapcon Building Services Pty Ltd	88.82	88.82
3	A & SE Amirsardari, trading as Caspian Building Services	82.59	82.59
4	A Dart and Co	81.81	81.81
5	Kimini Constructions Pty Ltd	76.52	76.52
6	J.Mac Constructions Pty Ltd	71.66	71.66

ITEM 3.1 TENDER - NARANGBA - WILLIAMINA COURT SPORTS GROUND - MULTIPURPOSE FACILITY
CONSTRUCTION - A20598876 (Cont.)

Cooper and Small Pty Ltd ('CAS') - submitted a comprehensive and well-presented tender demonstrating relevant similar project experience. A tender clarification meeting was held on 7 October 2020, at which CAS demonstrated their relevant experience, methodology, understanding of the project and capability in delivering the project. CAS provided examples of similar projects including Suncoast Hinterland Softball (valued at \$305,087) for the construction and renovation of toilets, change rooms and parent's room; Nambour Central Mall (valued at \$2,500,000) shopping centre renovation and extension and Buderim Market Place (valued at \$98,628) for shade sails, structural columns, concrete piers, landscaping and light fixtures.

CAS submission was the lowest priced and highest scoring tender submission. The evaluation panel recommends that the tender from CAS represents the best overall value offer to Council.

Chapcon Building Services Pty Ltd ('CBS') - submitted a well-presented tender, however there were no additional benefits for the higher price.

A & SE Amirsardari, trading as Caspian Building Services ('ASEA') - submitted a well-presented tender, however there were no additional benefits for the higher price.

3. Strategic Implications

3.1 Legislative / Legal Implications

Due to the value of the work expected to be greater than \$200,000, Council called a public tender for the work through the LG Tender system in accordance with the *Local Government Act 2009*.

3.2 Corporate Plan / Operational Plan

This project is consistent with the Corporate Plan outcome - Valuing Lifestyle: Quality recreation and cultural opportunities - active recreation opportunities.

3.3 Policy Implications

This project has been procured in accordance with the provisions of the following documents:

- Council's Procurement Policy 2150-006
- *Local Government Act 2009*
- Local Government Regulation 2012 Chapter 6.

Tenders were assessed against Council's Procurement Policy under the Local Preference - Corporate Directive 2180-054.

3.4 Risk Management Implications

A detailed Risk Management Plan has been prepared. The project risk has been assessed and the following issues identified. The manner in which the possible impact of these risks are minimised is detailed below.

Financial Risks:

A third-party review of financial status has been carried out and the successful tenderer was rated 'satisfactory'.

Construction Risks:

- a. The recommended tenderer will provide a program of works, traffic management plans, safety management plan, environmental management plan, tree management plan, and quality management documentation as part of the contract to detail how they will plan, establish and manage project construction risks which will be reviewed and audited by Project Management.
- b. The recommended tenderer has indicated their understanding of the project site and the proximity of the adjoining sports field to ensure the safety and well-being of all during the works.
- c. The recommended tenderer has indicated that their program of works takes into consideration the provision of appropriate resources to be able to complete the project works effectively and on time.

ITEM 3.1 TENDER - NARANGBA - WILLIAMINA COURT SPORTS GROUND - MULTIPURPOSE FACILITY CONSTRUCTION - A20598876 (Cont.)

- d. The project is not impacted by any Development Approvals as the building location is proposed to be outside the identified overland flow path and carparking remains sufficient.
- e. The procurement risks relating to this project are considered low as there is adequate lead time for the recommended tenderer to procure the relevant project construction materials.
- f. At the tender clarification meeting, the recommended tenderer advised that there were no foreseen COVID-19 related impacts which would affect material supply chains and overall time delivery of the project works.
- g. Dilapidation inspections will be conducted prior to works commencing around the sports field entrance and carpark to record the existing condition of assets and again after construction to record any change.

3.5 Delegated Authority Implications

Under delegation Council-163, the CEO has the power to enter into contracts up to and including the amount of one percent (1%) of Council's net rate and utility charges as stated in Council's audited financial statements included in Council's most recently adopted annual report - estimated \$3.1M, providing the expenditure has been provided for in Council's annual budget.

The cost of this project is greater than the budget allocation, requiring an amendment to the budget allocation, and is therefore reported to Council for consideration.

3.6 Financial Implications

Council has allocated a total of \$300,000 for this project in the 20-21 FY Capital Projects Program for detailed design and construction. Funding of \$300,000 has been obtained from the State Government's W4Q COVID-19 program. All financial information provided below is excluding GST.

Tender Price (Design and Construction)	\$	315,107.00
Contingency (10%)	\$	31,510.70
QLeave (0.575%)	\$	1,811.87

Total Project Cost	\$	348,429.57
		=====
 Estimated ongoing operational/maintenance costs		 \$4,500.00 per F/Y.

The budget amount for this project is insufficient. That to allow this project to continue, Council will need to commit to the provision of \$50,000 in additional funding being approved at the quarter two financial process.

3.7 Economic Benefit Implications

The completion of this project will provide greater opportunity for the Rangers Rugby League Football Club to attract and provide suitable amenities to service playing members.

3.8 Environmental Implications

An Environmental Management Plan will be provided to Council by the recommended tenderer detailing the management of environmental matters affecting the project during construction. The environment management plan will be monitored by Project Management during the construction phase.

3.9 Social Implications

The construction of the Williamina Court Sports Ground Multipurpose Facility will provide modern and accessible facilities that support sport and recreation opportunities for local Moreton Bay residents.

3.10 Human Rights Implications

Nil identified

*ITEM 3.1 TENDER - NARANGBA - WILLIAMINA COURT SPORTS GROUND - MULTIPURPOSE FACILITY
CONSTRUCTION - A20598876 (Cont.)*

3.11 Consultation / Communication

A detailed communication plan has been prepared for this project. Communication strategies include project notices to the adjacent residents and the sporting club issued four weeks prior to the commencement of works and project signs displayed on site four weeks prior to construction. Government funding signage will be installed four weeks before construction. Weekly email updates during construction will be provided for the Divisional Councillor. The Divisional Councillor has been consulted and is supportive of the project.

ITEM 3.2

TENDER - BUNYA - JAMES DRYSDALE RESERVE - COMMUNITY USE BUILDING

Meeting / Session: 3 ENGINEERING, CONSTRUCTION & MAINTENANCE
Reference: A20751755 : 3 November 2020 - Refer **Confidential** Supporting Information
A20431338
Responsible Officer: PJ, Project Manager (ECM Project Management)

Executive Summary

Tenders were called for the 'Bunya - James Drysdale Reserve - Community Use Building (MBRC009982)' project with tenders closing on the 19th August 2020 with a total of thirteen tenders received, ten of which were conforming.

It is recommended that the tender for the 'Bunya - James Drysdale Reserve - Community Use Building (MBRC009982)' project be awarded to Bli Bli Nominees Construction Pty Ltd, trading as BBN Construction, for the sum of \$1,259,943.00 (excluding GST) as this tender represents the best overall value to Council.

RESOLUTION

Moved by Cr Mick Gillam

Seconded by Cr Cath Tonks

CARRIED 10/0

1. That the tender for 'Bunya - James Drysdale Reserve - Community Use Building (MBRC009982)' be awarded to Bli Bli Nominees Constructions Pty Ltd (trading as BBN Construction) for the sum of \$1,259,943.00 (excluding GST).
2. That the Council enters into an agreement with Bli Bli Nominees Constructions Pty Ltd (trading as BBN Construction) as described in this report.
3. That the Chief Executive Officer be authorised to take all action necessary, including but not limited to, negotiating, making, amending, signing and discharging the agreement with Bli Bli Nominees Constructions Pty Ltd (trading as BBN Construction) for the 'Bunya - James Drysdale Reserve - Community Use Building (MBRC009982)' project and any required variations of the agreement on Council's behalf.
4. That to allow this project to continue, and for Council to enter into the agreement with Bli Bli Nominees Constructions Pty Ltd (trading as BBN Construction) for the project, Council commits to the provision of \$175,000.00 in additional funding for the project, with the funding to be provided at the quarter two financial review process.

ITEM 3.2 TENDER - BUNYA - JAMES DRYSDALE RESERVE - COMMUNITY USE BUILDING - A20751755 (Cont.)

OFFICER'S RECOMMENDATION

1. That the tender for 'Bunya - James Drysdale Reserve - Community Use Building (MBRC009982)' be awarded to Bli Bli Nominees Constructions Pty Ltd (trading as BBN Construction) for the sum of \$1,259,943.00 (excluding GST).
2. That the Council enters into an agreement with Bli Bli Nominees Constructions Pty Ltd (trading as BBN Construction) as described in this report.
3. That the Chief Executive Officer be authorised to take all action necessary, including but not limited to, negotiating, making, amending, signing and discharging the agreement with Bli Bli Nominees Constructions Pty Ltd (trading as BBN Construction) for the 'Bunya - James Drysdale Reserve - Community Use Building (MBRC009982)' project and any required variations of the agreement on Council's behalf.
4. That to allow this project to continue, and for Council to enter into the agreement with Bli Bli Nominees Constructions Pty Ltd (trading as BBN Construction) for the project, Council commits to the provision of \$175,000.00 in additional funding for the project, with the funding to be provided at the quarter two financial review process.

REPORT DETAIL

1. Background

The project is located at 2 Pine Hills Drive, James Drysdale Reserve, The Jinker Track, Bunya. The project includes the construction of a fit for purpose, single storey community building and the retention of the former State Emergency Service ('SES') shed. The objective of the project is to provide a facility which can accommodate use by a number of local community groups.

The demolition of the existing Arana Hill SES building has been completed under a previous project on this site.

Construction is proposed to commence in December 2020 and take 26 weeks to complete which includes an allowance for wet weather.

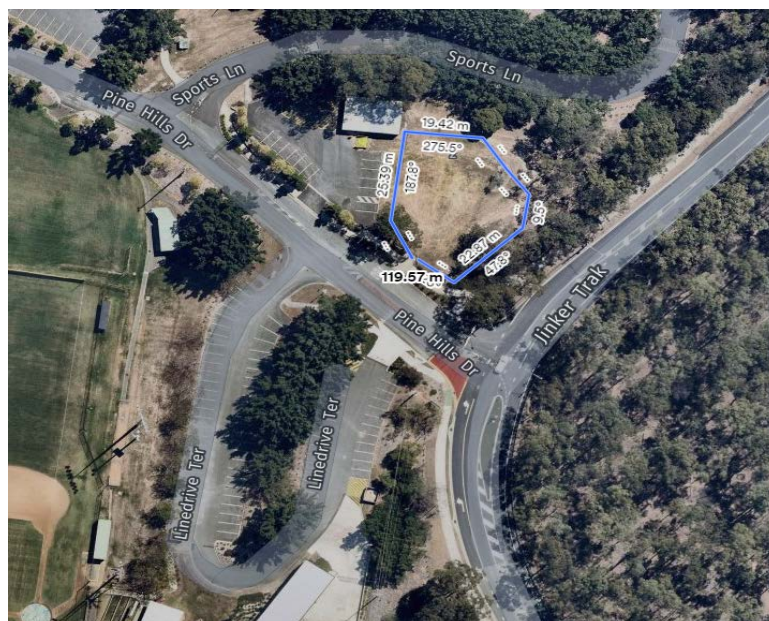


Figure 1 - Location of Works

ITEM 3.2 TENDER - BUNYA - JAMES DRYSDALE RESERVE - COMMUNITY USE BUILDING - A20751755 (Cont.)

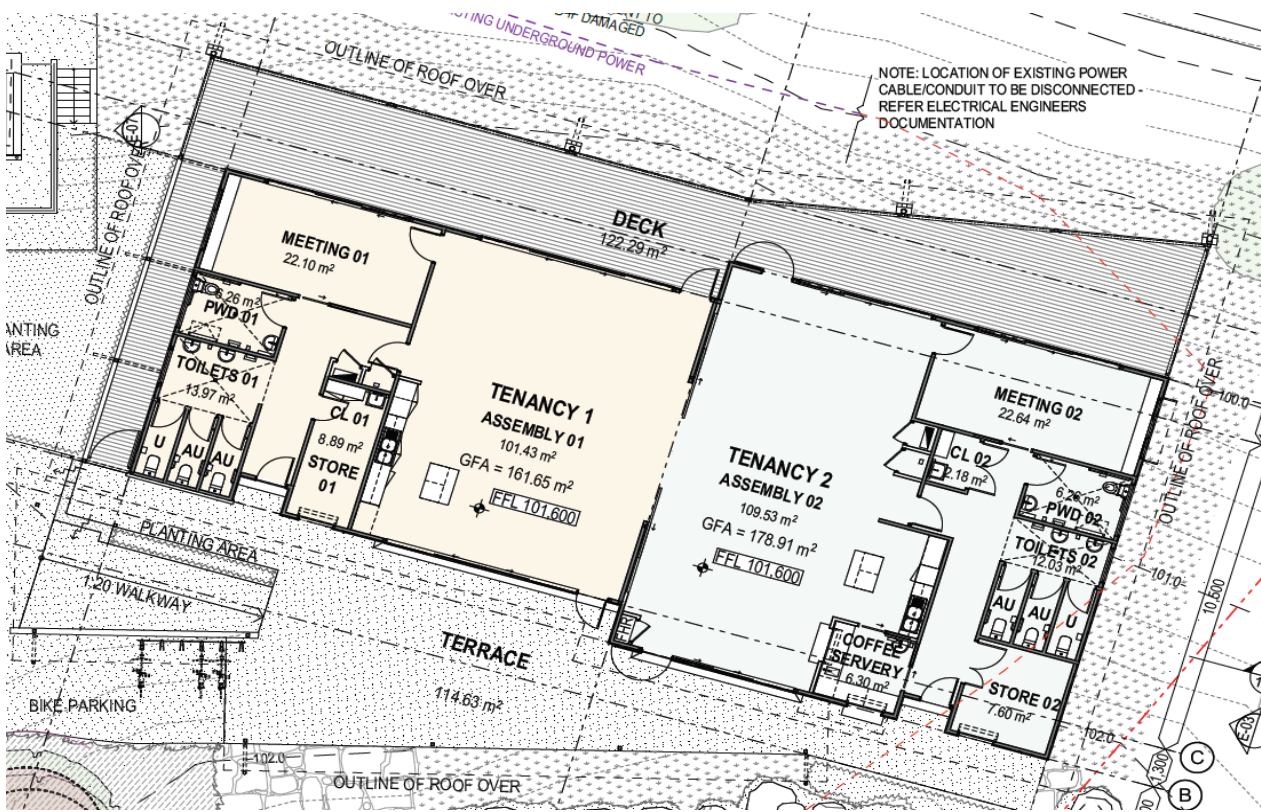


Figure 2 - Building Layout

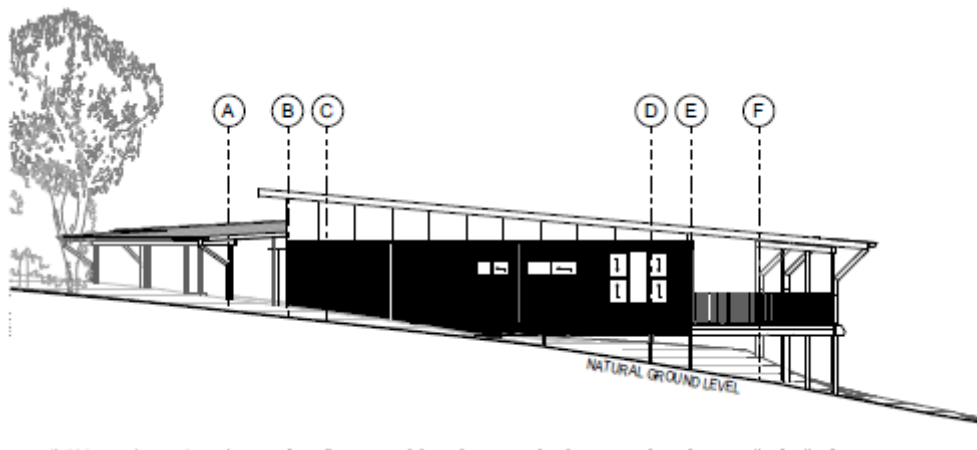


Figure 3 - Building Elevation

2. Explanation of Item

Tenders for the 'Bunya - James Drysdale Reserve - Community Use Building (MBRC009982)' project closed on the 19th August 2020, with a total of thirteen tenders received of which ten were conforming and three were non-conforming.

The tenders were assessed by the assessment panel in accordance with Council's Purchasing Policy and the selection criteria as set out in the tender documents.

Moreton Bay Regional Council

ITEM 3.2 TENDER - BUNYA - JAMES DRYSDALE RESERVE - COMMUNITY USE BUILDING - A20751755 (Cont.)

All tenderers and their evaluation scores are tabled below (ranked from highest to lowest).

RANK	TENDERER	EVALUATION SCORE (Pre-LP)	EVALUATION SCORE (Post LP)
1	Bli Bli Nominees Constructions Pty Ltd, trading as BBN Constructions	99.33	106.83
2	Murphy Builders QLD P/L	95.02	95.02
3	Artic Projects P/L	90.16	93.91
4	JMAC Construction P/L	90.58	90.58
5	NF Corbett Pty Ltd	87.34	87.34
6	Leaf Building Group P/L	86.67	86.67
7	Herron Coorey P/L	85.94	85.94
8	Chapcon Building Services P/L	85.70	85.70
9	Built Queensland P/L	84.66	84.66
10	WAC & Co P/L	79.90	79.90
11	Hutchinson P/L	Non-conforming	Non-conforming
12	Lanskey Construction P/L	Non-conforming	Non-conforming
13	T.C. Clarke & Son P/L	Non-conforming	Non-conforming

Bli Bli Nominees Constructions Pty Ltd, trading as BBN Constructions ('BBN') - submitted a comprehensive and well-presented tender demonstrating relevant similar project experience. A tender clarification meeting was held on 28 October 2020, at which BBN demonstrated their relevant experience, methodology, understanding of the project and capability in delivering the project including detailing the sub-contractors to be used on this project.

BBN have undertaken building projects for Moreton Bay Regional Council (MBRC), including a sports club at Kinsellas Sports Complex, North Lakes (\$1.3m); a SES Depot at James Drysdale Reserve, Bunya (\$2.3m); currently undertaking the South Pine Sporting Association (SPSA) Building Extension valued at \$15M; and have recently been awarded the Harris Avenue Tennis Clubhouse and Carpark project. Council officers have discussed with BBN their capacity to undertake the SPSA project, the Harris Avenue Tennis Clubhouse and Carpark project in conjunction with the project which is the subject of this tender. Council officers are confident that BBN has demonstrated that they have the required capacity to undertake this project without any adverse effect on any current MBRC project's quality, cost and delivery targets. (Supported by a crew dedicated to the project and with other team members becoming available due to the respective stage and progress of other MBRC projects).

ITEM 3.2 TENDER - BUNYA - JAMES DRYSDALE RESERVE - COMMUNITY USE BUILDING - A20751755 (Cont.)

BBN have also undertaken infrastructure/siteworks at Maroochydore State High School - Senior Learning Centre and Sports Facility valued at \$4.9M; for the School Business Manager (QLD Government); Woombye Care Infrastructure / Siteworks valued \$7.1M; for Woombye Aged Care and the Yandina Shopping Centre Infrastructure / Siteworks valued at \$6.5M for IGA.

The tender from BBN was the lowest priced offer and achieved the highest evaluation score. The evaluation panel recommends that the tender from BBN represents the best overall value offer to Council.

Murphy Builders QLD Pty Ltd ('MB') - submitted a comprehensive and well-presented tender, however there were no additional benefits for the higher price.

Artic Projects Pty Ltd ('AP') - submitted a comprehensive and well-presented tender, however there were no additional benefits for the higher price.

The non-conforming tenderers did not submit the mandatory tender documentation (e.g. financial details or completed form of tender/bill of quantities).

3. Strategic Implications

3.1 Legislative / Legal Implications

Due to the value of the work expected to be greater than \$200,000, Council called a public tender for the work through the LG Tender system in accordance with the *Local Government Act 2009*.

3.2 Corporate Plan / Operational Plan

This project is consistent with the Corporate Plan outcome - Valuing Lifestyle: Quality recreation and cultural opportunities - active recreation opportunities.

3.3 Policy Implications

This project has been procured in accordance with the provisions of the following documents:

- Council's Procurement Policy 2150-006
- *Local Government Act 2009*
- Local Government Regulation 2012 Chapter 6.

Tenders were assessed against Council's Procurement Policy under the Local Preference - Corporate Directive 2180-054.

3.4 Risk Management Implications

A detailed Risk Management Plan has been prepared. The project risk has been assessed and the following issues identified. The manner in which the possible impact of these risks are minimised is detailed below.

Financial Risks:

A third-party review of financial status has been carried out in the past twelve months (25/11/19) and the successful tenderer for the SPSA project (\$15M) and was rated '*conditionally acceptable*'.

Construction Risks:

- a. The recommended tenderer will provide a program of works, staging plans, traffic management plans, safety management plan, environmental management plan, tree management plan, and quality management documentation as part of the contract to detail how they will plan, establish and manage project construction risks which will be reviewed and audited by Project Management.
- b. The recommended tenderer has indicated their understanding of the project site and the proximity of the SES Building, James Drysdale Reserve community use facilities as well as the adjoining sports fields to ensure the safety and well-being of all during the works. The recommended tender completed the construction of the adjacent SES Building previously for council.

ITEM 3.2 TENDER - BUNYA - JAMES DRYSDALE RESERVE - COMMUNITY USE BUILDING - A20751755 (Cont.)

- c. The recommended tenderer has indicated that their program of works takes into consideration the provision of appropriate resources to be able to complete the project works effectively and on time.
- d. The project is not impacted by any Development Approvals.
- e. The procurement risks relating to this project are considered low as there is adequate lead time for the recommended tenderer to procure the relevant project construction materials.
- f. At the tender clarification meeting, the recommended tenderer advised that there were no foreseen COVID-19 related impacts with regard to material supply chains which would adversely affect the project.
- g. Dilapidation inspections will be conducted prior to works commencing on council's road and around the JDR entrance to record the existing condition of assets and again after construction to record any change

3.5 Delegated Authority Implications

Under delegation Council-163, the CEO has the power to enter into contracts up to and including the amount of one percent (1%) of Council's net rate and utility charges as stated in Council's audited financial statements included in Council's most recently adopted annual report - estimated \$3.1M, providing the expenditure has been provided for in Council's annual budget.

The cost of this project requires an amendment to the budget allocation and is therefore reported to Council for consideration.

3.6 Financial Implications

Council has allocated a total of \$1,480,000 for this project with \$70,000 in 18-19 FY, \$160,000 in the 19-20 FY and a further \$1,250,000 in the 20-21 FY Capital Projects Program. All financial information provided below is excluding GST.

Planning	\$ 67,411.00
Design	\$ 181,453.00
Tender Price (Construction)	\$ 1,259,943.00
Contingency (10%)	\$ 125,994.30
QLeave (0.575%)	\$ 7,244.67
Construction Phase Consultants	\$ 10,000.00

Total Project Cost	\$ 1,652,045.97
	=====

Estimated ongoing operational/maintenance costs \$ 9,500.00 per F/Y.

The budget amount for this project is insufficient. For this project to continue, and for Council to enter into the agreement with BBN for the project; Council commits to the provision of \$175,000.00 in additional funding for the project, with the funding to be provided at the quarter two financial review process.

3.7 Economic Benefit Implications

The completion of this project will provide greater a community facility to use by the local community to hire spaces for meetings, conduct functions and fundraising events and harness the value of local volunteering by providing fit for purpose and accessible facility to provide services.

3.8 Environmental Implications

An Environmental Management Plan will be provided to Council by the successful tenderer, detailing the management of environmental matters affecting the project during construction. The environment management plan will be monitored and audited by project management during the construction phase

ITEM 3.2 TENDER - BUNYA - JAMES DRYSDALE RESERVE - COMMUNITY USE BUILDING - A20751755 (Cont.)

3.9 Social Implications

The development of the James Drysdale Community Building will provide modern, accessible and universal facilities that support community, recreation and physical activity opportunities for local Moreton Bay residents.

3.10 Human Rights Implications Nil identified

3.11 Consultation / Communication

A detailed communication plan has been prepared for this project. Communication strategies include project notices issued four weeks prior to the commencement of works and project signs displayed on site four weeks prior to construction. Weekly email updates will be provided to the Divisional Councillor and weekly updates with photographs will be provided about the project's progress on Council's website. Monthly drone footage will be provided by the contractor showing construction progress. The Divisional Councillor has been consulted and is supportive of the project

4 PLANNING SESSION

(Cr D Grimwade)

No items for consideration.

ATTENDANCE

Mr Mark McCormack attended the meeting at 11.24am for discussion on Item 5.1.

5 COMMUNITY & ENVIRONMENTAL SERVICES SESSION

(Cr M Gillam)

ITEM 5.1

NEW LEASE - SPORTS AEROMODELLERS ASSOCIATION MORETON BAY REGION INC

Meeting / Session: 5 PARKS, RECREATION & SPORT
Reference: A19548436 : 30 January 2020 - **Refer Supporting Information A19548435**
Responsible Officer: CM, Supervisor Community Leasing (CES Community Services, Sport & Recreation)

Executive Summary

This report seeks Council's approval for the provision of a lease to Sports Aeromodellers Association Moreton Bay Region Inc. at Griffin Sports Complex, Lot 415 Elizabeth Road, Griffin (Division 4) (refer Supporting Information #1).

RESOLUTION

Moved by Cr Jodie Shipway

Seconded by Cr Denise Sims (Deputy Mayor)

CARRIED 10/0

1. That the exception contained in section 236(1)(b)(ii) of the Local Government Regulation 2012 applies to the Council regarding the disposal of the land referred to in this report.
2. That, subject to recommendation 3, Sports Aeromodellers Association Moreton Bay Region Inc. be granted a lease over an area at Lot 415 Elizabeth Road, Griffin (refer Supporting Information #1) for a period of two years.
3. That the terms and conditions of this lease be in accordance with Council's Community Leasing Policy, with annual rental commencing at \$1.00 per annum.
4. That the Chief Executive Officer be authorised to take all action necessary including, but not limited to, negotiating, making, amending, signing and discharging the lease and any required variations of the lease on the Council's behalf, as described in this report.

*ITEM 5.1 NEW LEASE - SPORTS AEROMODELLERS ASSOCIATION MORETON BAY REGION INC - A19548436
(Cont.)*

OFFICER'S RECOMMENDATION

1. That the exception contained in section 236(1)(b)(ii) of the Local Government Regulation 2012 applies to the Council regarding the disposal of the land referred to in this report.
2. That, subject to recommendation 3, Sports Aeromodellers Association Moreton Bay Region Inc. be granted a lease over an area at Lot 415 Elizabeth Road, Griffin (refer Supporting Information #1) for a period of two years.
3. That the terms and conditions of this lease be in accordance with Council's Community Leasing Policy, with annual rental commencing at \$1.00 per annum.
4. That the Chief Executive Officer be authorised to take all action necessary including, but not limited to, negotiating, making, amending, signing and discharging the lease and any required variations of the lease on the Council's behalf, as described in this report.

REPORT DETAIL

1. Background

On 14 November 2009, the Pine Rivers Aeronautical Model Society Inc. merged with the Wamuran Model Airplane Club to become the Sports Aeromodellers Association Moreton Bay Region Inc. (SAAMBR). The organisation operates their model plane club from Council-controlled land at two locations being Uhlmann Road, Burpengary East (refer Supporting Information #2) and Elizabeth Road, Griffin (refer Supporting Information #1), and has approximately 210 members.

The organisation currently operates at the Griffin site without formal tenure arrangements being in place. The inability to formalise tenure was partly due to Council's planning activities associated with the broader Griffin Sports Complex and the related development timeframes.

During occupancy, SAAMBR have made several activity related improvements, such as the installation of shade shelters and storage facilities to support their operations.

SAAMBR's activities at the Griffin site closely interact with Council's aerial mosquito treatment program given its proximity to Hayes Inlet. Accordingly, in addition to compliance with the Civil Aviation Safety Authority (CASA) regulations, the club are also required to operate within other safety parameters as set by Council.

2. Explanation of Item

Following recent discussions between Council stakeholders and SAAMBR, it is proposed to formalise tenure over the Griffin site (refer Supporting Information #1) under the provisions of Council's Community Leasing Policy (2150-079). This tenure would be for an interim period until such time as Council requires access to the site for the commencement of works associated with Stage 2 of the Griffin Sports Complex, in accordance with the Council endorsed Griffin Sports Complex Master Plan. Following this proposed tenure period, SAAMBR would be required to vacate the site, including removing the installed structures and consolidate its operations at their Burpengary East location. Any infrastructure that remains on the site, will be removed as part of the construction of Stage 2 of the Griffin Sports Complex.

Accordingly, this report recommends that Council grant a lease to SAAMBR over the area at Lot 415 Elizabeth Road, Griffin (refer Supporting Information #1) for a period of two years. This period of tenure is expected to generally align with the staging of the Griffin Sports Complex Master Plan and facilitate Council's access to the site at the appropriate time for implementation of Stage 2 works. Further, it is recommended that the terms and conditions of this lease be in accordance with Council's Community Leasing Policy.

ITEM 5.1 NEW LEASE - SPORTS AEROMODELLERS ASSOCIATION MORETON BAY REGION INC - A19548436
(Cont.)

3. Strategic Implications

3.1 Legislative / Legal Implications

The Council must comply with the *Local Government Act 2009* and Local Government Regulation 2012 when it disposes of valuable non-current assets. In accordance with section 224(6) of the Regulation, the disposal of a valuable non-current asset includes the disposal of all or any part of an interest in the asset (for example the grant of a lease over land).

Section 234(2) of the Regulation provides that the exception in section 236(1)(b)(ii) of the Regulation applies only if the Council has decided by resolution that it may apply. By resolving that the exception applies, Council can dispose of the land (via a lease to a community organisation) other than by tender or auction. Sports Aeromodellers Association Moreton Bay Regional Inc. is community organisations for the purposes of the Regulation.

3.2 Corporate Plan / Operational Plan

Valuing Lifestyle: Quality recreation and cultural opportunities - active recreation opportunities.

3.3 Policy Implications

The terms and conditions of the proposed lease agreement will be in accordance with Council's Community Leasing Policy (2150-079).

3.4 Risk Management Implications

Given the interaction of Council's aerial mosquito treatment program with SAAMBR's operations, additional conditions (over and above those imposed by CASA) will be included in the lease to formalise the current risk mitigation strategies that have been implemented by the club at Council's request.

3.5 Delegated Authority Implications

As per Officer's Recommendation 4 of this report, it is proposed that the Chief Executive Officer be authorised to take all action necessary to execute the new lease.

3.6 Financial Implications

Nil identified

3.7 Economic Benefit Implications

Nil identified

3.8 Environmental Implications

Nil identified

3.9 Social Implications

The issuing of a lease to Sports Aeromodellers Association Moreton Bay Regional Inc. will provide the club with the facilities to support its operations.

3.10 Human Rights Implications

Under the *Human Rights Act 2019 (Qld)*, Council must not make a decision which is incompatible with human rights. Council must also give proper consideration to any human rights relevant to its decision. Officers consider that there are no human rights implications relevant to Council's decisions.

3.11 Consultation / Communication

Councillor Shipway (Division 4)
Relevant Council stakeholders
Sports Aeromodellers Association Moreton Bay Regional Inc.

Mr Mark McCormack left the meeting at 11.25am after consideration of Item 5.1.

ITEM 5.2
RECONCILIATION ACTION PLAN

Meeting / Session: 5 COMMUNITY & ENVIRONMENTAL SERVICES
Reference: A20687470 : 13 October 2020
Responsible Officer: MM, Principal Community Planning and Policy Officer (CES Community Services, Sport & Recreation)

Executive Summary

This report seeks Council's approval to commence the development of an 'Innovate' Reconciliation Action Plan (RAP) for Moreton Bay Regional Council.

To be developed in consultation with First Nations people, the RAP will provide a strategic framework for Council to further enhance the mutually beneficial relationships between Council and First Nations stakeholders and develop and implement new reconciliation focussed initiatives.

RESOLUTION

Moved by Cr Denise Sims (Deputy Mayor)

Seconded by Cr Brooke Savige

CARRIED 10/0

That Council commence the development of an 'Innovate' Reconciliation Action Plan (RAP) for Moreton Bay Regional Council in the 2020/21 financial year.

ITEM 5.2 RECONCILIATION ACTION PLAN - A20687470 (Cont.)

OFFICER'S RECOMMENDATION

That Council commence the development of an 'Innovate' Reconciliation Action Plan (RAP) for Moreton Bay Regional Council in the 2020/21 financial year.

REPORT DETAIL

1. Background

Reconciliation Australia was established in 2001 to support and achieve reconciliation between First Nations and non-First Nations Australians. In its role as a national peak body, Reconciliation Australia has developed various resources and tools to assist and guide organisations in contributing towards the national reconciliation movement. One tool commonly used by local governments and other major institutions are Reconciliation Action Plans (RAPs). These plans provide a strategic framework to guide the operations, strategies and policy of an organisation in support of reconciliation and outcomes for First Nations People.

Table 1 below overviews four (4) different levels of RAPs identified by Reconciliation Australia, each escalating in terms of their complexity, obligations and identified outcomes. Organisations commencing the development of a RAP for the first time ordinarily begin with a 'Reflect' RAP, however for organisations with experience in the development and implementation of reconciliation focuses initiatives, commencement at 'Innovate' level is considered appropriate.

Table 1 Overview of Reconciliation Action Plan Types

RAP Types	Description
Reflect <i>- Scoping capacity for reconciliation</i>	A 'Reflect' RAP is generally adopted as a first step in developing a RAP and is suited to organisations who may be new to reconciliation, or do not have existing working groups or structured plans to drive reconciliation. The objective of a Reflect RAP is to prepare an organisation for future RAPs and reconciliation initiatives and generally has a 12-month planning horizon.
Innovate <i>- Implementing reconciliation initiatives</i>	An 'Innovate' RAP focuses on establishing the best approach for advancing reconciliation within an organisation and implementing reconciliation strategies and initiatives. An 'Innovate' RAP generally has a two (2) year planning horizon.
Stretch <i>- Embedding reconciliation</i>	A 'Stretch' RAP focus on implementing longer-term strategies and working towards defined measurable targets and goals for supporting reconciliation. A Stretch RAP generally has a two (2) - three (3) year planning horizon.
Elevate <i>- Leadership in reconciliation</i>	An 'Elevate' RAP demonstrates leadership in reconciliation and has unique requirements, expectations and processes which must be followed to qualify. Organisations looking to deliver an 'Elevate' RAP are required to undertake discussions with Reconciliation Australia prior to commencement.

Following the development of a RAP, organisations are encouraged to seek endorsement for their RAP documents from Reconciliation Australia.

2. Explanation of Item

RAPs are a recognised framework for organisations to both coordinate existing reconciliation-focused initiatives within their organisation, as well as develop new initiatives that strengthen relationships and deliver outcomes for First Nations People.

ITEM 5.2 RECONCILIATION ACTION PLAN - A20687470 (Cont.)

Whilst Council does not currently have an endorsed Reconciliation Action Plan, it is already heavily involved in the development and implementation of reconciliation-focused initiatives throughout the Region. These initiatives provide a strong foundation from which Council can continue to build from in partnership with First Nations People.

It is recommended that Council embark on the development its first RAP in the 2020/21 financial year. Doing so would provide an opportunity for Council to:

- further enhance the mutually beneficial relationships between Council and First Nations stakeholders;
- develop and pilot new strategies that support reconciliation;
- engage Council staff in reconciliation;
- explore opportunities for Council to drive reconciliation through its business activities, services, advocacy work and stakeholder relationships; and
- measure and publicly report on Council's achievements in supporting the national reconciliation movement.

Preliminary consultation undertaken Reconciliation Australia and all three Traditional Owner groups (Kabi Kabi First Nations People, Jinibara People and Turrbul People) indicates a strong willingness to partner with and support Council in the development of an 'Innovate' RAP.

3. Strategic Implications

3.1 Legislative / Legal Implications Nil identified

3.2 Corporate Plan / Operational Plan
Strengthening Communities: Strong local governance - a council connected with its community.

3.3 Policy Implications Nil identified

3.4 Risk Management Implications Nil identified

3.5 Delegated Authority Implications Nil identified

3.6 Financial Implications
Development of an 'Innovate' RAP will require facilitated consultation with First Nations stakeholders as well as the engagement of consultancy advice from a reconciliation planning specialist. The costs associated with the RAP development process are estimated to be ~\$30,000 and are budgeted for within Council's 2020/21 operational budget.

Following the development of Council's RAP, further costs associated with the implementation of actions identified within the plan are anticipated. These costs however are unable to be estimated at this early stage in the process.

3.7 Economic Benefit Implications
A RAP may include actions focused on supporting the development of First Nations businesses and industries, as well as the achievement of employment and education outcomes for First Nations people.

3.8 Environmental Implications Nil identified

ITEM 5.2 RECONCILIATION ACTION PLAN - A20687470 (Cont.)

3.9 Social Implications

It is envisaged that a Moreton Bay Regional Council RAP would provide the following benefits to Council and the community:

- further enhance the mutually beneficial relationships between Council and First Nations stakeholders (Traditional Owners, residents, staff, businesses and community organisations);
- develop and pilot new strategies that support reconciliation;
- engage Council staff in reconciliation;
- explore opportunities for Council to drive reconciliation through its business activities, services, advocacy work and stakeholder relationships; and
- measure and publicly report on Council's achievements in supporting the national reconciliation movement.

3.10 Human Rights Implications

The development of a RAP is consistent with Human Rights legislation, inclusive of the Queensland *Human Rights Act 2019*.

3.11 Consultation / Communication

Should Council approve the recommendations of this report, a consultation and communication strategy will be finalised by Council officers for the RAP project. It is envisaged that significant internal engagement with First Nations and non-First Nations employees will be undertaken, as well as consultation with Traditional Owners, First Nations residents and community organisations.

ITEM 5.3
SOLE SUPPLIER - GRANTGURU PTY LTD

Meeting / Session: 5 COMMUNITY & ENVIRONMENTAL SERVICES
Reference: A20702055 : 16 October 2020 - Refer **Confidential Supporting Information A20713472**
Responsible Officer: MM, Manager, Community Services, Sport and Recreation (CES Community Services, Sport & Recreation)

Executive Summary

Under section 235(a) of the Local Government Regulation 2012, Council may, by resolution, purchase goods and services from a single supplier without seeking competitive quotations. Such purchases may only be made where the local government is satisfied that there is only one supplier who is reasonably available.

This report seeks Council's approval that in accordance with section 235(a) of the Local Government Regulation 2012, Council is satisfied that GrantGuru Pty Ltd is the sole supplier who is available to provide a customised and comprehensive grants database and web portal service to support Council, local community organisations and local businesses.

RESOLUTION

Moved by Cr Jodie Shipway
Seconded by Cr Cath Tonks

CARRIED 10/0

1. That in accordance with section 235(a) of the Local Government Regulation 2012, Council is satisfied that GrantGuru Pty Ltd is the sole supplier who is reasonably available to provide a customised and comprehensive grants database and web portal service to support Council, local community organisations and local businesses (GrantGuru Service).
2. That Council enters into an agreement with GrantGuru Pty Ltd for the provision of the GrantGuru Service.
3. That the Chief Executive Officer be authorised to take all action necessary, including but not limited to, negotiating, making, amending, signing and discharging the agreement with GrantGuru Pty Ltd for the provision of the GrantGuru Service and any required variations of the agreement on Council's behalf.

ITEM 5.3 SOLE SUPPLIER - GRANTGURU PTY LTD - A20702055 (Cont.)

OFFICER'S RECOMMENDATION

1. That in accordance with section 235(a) of the Local Government Regulation 2012, Council is satisfied that GrantGuru Pty Ltd is the sole supplier who is reasonably available to provide a customised and comprehensive grants database and web portal service to support Council, local community organisations and local businesses (**GrantGuru Service**).
2. That Council enters into an agreement with GrantGuru Pty Ltd for the provision of the GrantGuru Service.
3. That the Chief Executive Officer be authorised to take all action necessary, including but not limited to, negotiating, making, amending, signing and discharging the agreement with GrantGuru Pty Ltd for the provision of the GrantGuru Service and any required variations of the agreement on Council's behalf.

REPORT DETAIL

1. Background

Across the nation, thousands of grant funding opportunities exist for councils, community organisations, businesses and industry bodies. These grants, provided by government, private sector bodies and philanthropic organisations, play a key role in the sustainability and innovations of organisations and the provision of services to residents.

Following the impact of the COVID-19 pandemic, the availability of grant funding opportunities for both community organisations and local businesses has become even more critical and is identified as a key component of the Moreton Bay Region's recovery process. Various actions associated with the provision of grant funding opportunities to support impacted community organisations and businesses are included in the COVID-19 Moreton Recovery Plan and related Human / Social and Economic Recovery Action Plans.

In consultation with various departments of Council, investigations have been undertaken to identify an online platform that supports Council, community organisations and businesses to more easily connect with the many grant funding opportunities available.

2. Explanation of Item

GrantGuru is a web portal service that provides a Council branded online platform to assist Council staff, local businesses and community organisations to identify and access the many grant funding opportunities offered by government and non-government grant makers across Australia. The service has been specifically designed to assist local governments to both access and manage incoming grants, as well as support community organisations and businesses to leverage more grant funding opportunities.

The service provides a comprehensive, up-to-date and locally tailored grants database that can be accessed by Council officers, community organisations and local businesses directly from Council's website. Access to the database and platform is provided free of charge to community organisations and businesses within the boundaries of subscribing local governments.

The GrantGuru service aims to remove the challenge of monitoring the many organisation-specific grant databases across Australia and improve the volume of grant funding leveraged within communities by Councils, community organisations and businesses. Currently, over 130 councils across the country subscribe to the service.

ITEM 5.3 SOLE SUPPLIER - GRANTGURU PTY LTD - A20702055 (Cont.)

Council has received a 'Commercial in Confidence' proposal and quotation (Refer Confidential Supporting Information #1) from GrantGuru Pty Ltd for the delivery of the GrantGuru service in the Moreton Bay Region. Following investigations by Council officers, Grant Guru Pty Ltd is considered to be the only supplier that is reasonably available to deliver a council branded grants database and web portal service to support Council, local community organisations and local businesses. Accordingly, no opportunity exists for Council to seek competitive quotations for the supply of this service.

Should Council subscribe to the GrantGuru service, the following key benefits are envisaged:

- Increased opportunities for local community organisations and businesses to identify and access grant funding opportunities made available by both government and non-government grant makers;
- Improved capacity and sustainability of local community and business sectors through the leveraging of additional grant funding;
- Increased opportunities for Council staff to identify and access grant funding opportunities in support of Council projects and initiatives;
- Improved coordination across Council departments regarding the identification and application processes associated with external grant opportunities; and
- Contribution towards the achievement of various strategic actions identified in the COVID-19 Moreton Recovery Plan and related Human / Social and Economic Action Plans.

Under the provisions of section 235(a) of the Local Government Regulation 2012, Council may enter into a contract with a provider without seeking additional quotes, if it is satisfied that there is only one supplier who is reasonably available.

3. Strategic Implications

3.1 Legislative / Legal Implications

Section 235(a) of the Local Government Regulation 2012 states that a local government may enter into a medium-sized contractual arrangement without first inviting written quotes if the local government resolves it is satisfied that there is only one supplier who is reasonably available.

3.2 Corporate Plan / Operational Plan

Strengthening Communities: Strong local governance - a council connected with its community.

3.3 Policy Implications

The recommendations of this report are in accordance with Council's Procurement Policy 2150-006.

3.4 Risk Management Implications

Nil identified

3.5 Delegated Authority Implications

The value of the contract is within the financial delegation of the Manager Community Services, Sport and Recreation.

3.6 Financial Implications

Sufficient funds are available within Council's 2020/21 operational budget (20258.000.22029) for the proposed procurement. Funds of equivalent value will need to be provided in Council's 2021/22 and 2022/23 operational budgets to meet the obligations of the proposed three (3) year contract.

3.7 Economic Benefit Implications

The GrantGuru service will provide a comprehensive grants database accessible to local businesses. It is envisaged that this service will provide economic benefits by strengthening local businesses and increasing the proportion of grant funding leveraged by organisations within the Moreton Bay Region.

ITEM 5.3 SOLE SUPPLIER - GRANTGURU PTY LTD - A20702055 (Cont.)

3.8 Environmental Implications

The GrantGuru service will provide a comprehensive grants database accessible to local environmental groups. It is envisaged that this service will provide environmental benefits by strengthening local environmental groups and increasing the proportion of grant funding leveraged by organisations within the Moreton Bay Region.

3.9 Social Implications

The GrantGuru service will provide a comprehensive grants database accessible to community groups and service providers. It is envisaged that this service will provide social benefits by strengthening community organisations and increasing the proportion of grant funding leveraged within the Moreton Bay Region.

3.10 Human Rights Implications

Under the *Human Rights Act 2019 (Qld)*, Council must not make a decision which is incompatible with human rights. Council must also give proper consideration to any human rights relevant to its decision. Officers consider that there are no human rights implications relevant to Council's decision.

3.11 Consultation / Communication

Information and Communication Technology Department
Economic Development Department
Community Services, Sport and Recreation Department
Financial Operations Department

6 FINANCE & CORPORATE SERVICES SESSION

(Cr M Constance)

No items for consideration.

12. NOTIFIED GENERAL BUSINESS ITEMS OR RESPONSE TO QUESTIONS TAKEN ON NOTICE

12.1. Remembrance Day

Council acknowledged regional RSL Sub-Branches for the conduct of Remembrance Day services on 11 November 2020 which marked the 102nd anniversary of the Armistice which ended World War I in 1918.

12.2. Entry Statements - Maintenance and ownership

Cr Jodie Shipway advised that concerns have been raised by residents about the ongoing maintenance and ownership of Entry Statements.

Cr Shipway understood that the previous Council had considered its position on this matter, however on behalf of the community requested that options be presented at a future Council Briefing for discussion and direction.

RESOLUTION

Moved by Cr Jodie Shipway

Seconded by Cr Brooke Savage

CARRIED 10/0

That the maintenance and ownership of entry statements be investigated and provided to a future Council Briefing for discussion.

12.3. Ben Shaw Memorial - USC Moreton Bay Campus

Council noted that a memorial space in honour of Ben Shaw was recently unveiled at the USC Moreton Bay Campus.

13. CLOSED SESSION

(s254J of the Local Government Regulation 2012)

Consideration of confidential officers' reports as referred by the Chief Executive Officer and confidential general business matters as raised at the meeting.

CLOSED SESSION

RESOLUTION

Moved by Cr Jodie Shipway

Seconded by Cr Denise Sims (Deputy Mayor)

CARRIED 10/0

That Council move into closed session pursuant to the provisions of s254J(3) of the Local Government Regulation 2012 to discuss Items C.1 to C.2.

The closed session commenced at 11.32am (livestreaming paused).

ATTENDANCE

Mr Dan Staley and Mr Marco Alberti attended the meeting at 11.35am to discuss Item C.2.

OPEN SESSION

RESOLUTION

Moved by Cr Sandra Ruck

Seconded by Cr Denise Sims (Deputy Mayor)

CARRIED 10/0

That Council resume in open session and that the following motions be considered.

The open session (livestreaming) resumed at 11.53am.

14a. CONFIDENTIAL OFFICERS' REPORTS TO COUNCIL

ITEM C.1 – CONFIDENTIAL
PROPERTY ACQUISITION - ARANA HILLS

Meeting / Session: 2 INFRASTRUCTURE PLANNING
Reference: A20457088 : 27 August 2020 - Refer **Confidential Supporting Information**
A20360501, A20360496, A18753153, A20576124 & A20577720
Responsible Officer: AG, Principal Transport Planner (IP Integrated Transport Planning)

Basis of Confidentiality

Pursuant to s245J of the Local Government Regulation 2012, sub-section (3)(h), as the matter involves negotiations relating to the taking of land by the local government under the *Acquisition of Land Act 1967*.

Executive Summary

This report seeks Council's approval to proceed to acquire land for active transport purposes to facilitate the provision of a future shared pathway between Dinterra Avenue and Jane Street, Arana Hills through Harry Evans Park.

RESOLUTION

Moved by Cr Mick Gillam

Seconded by Cr Karl Winchester

CARRIED 10/0

1. That Council delegates to the Chief Executive Officer the power to negotiate and finalise the purchase of the properties described in this confidential report (Land).
2. That failing a negotiated purchase of the Land on terms satisfactory to the Chief Executive Officer, Council delegates the power to the Chief Executive Officer to take the Land for Parks purposes by way of compulsory acquisition in accordance with the requirements of the Acquisition of Land Act 1967 (Act) which includes, without limitation, the power to prepare, serve and amend a notice of intention to resume.
3. That if no objections are received, Council delegates the power to the Chief Executive Officer to make an application to the Minister for Resources to take the Land under section 9 of the Act.
4. That Council delegates authority to the Chief Executive Officer to settle the claims for compensation if the Land is compulsorily acquired.
5. That Council authorises the Chief Executive Officer to do all other things that are necessary to give effect to the taking of the Land.

ITEM C.2 – CONFIDENTIAL

AUSBUILD DEVELOPMENT CORP PTY LTD V MORETON BAY REGIONAL COUNCIL AND OTHERS - IN THE PLANNING AND ENVIRONMENT COURT - APPEAL NO. 923 OF 2020 - DA/38356/2019/V2L

Meeting / Session: 4 PLANNING

Reference: A20603628 : 3 November 2020 - Refer **Confidential Supporting Information A20757852, A20757846, A20757853, A20759410, A20757844, A20757847, A20757843, A20759527, A20759551**

Responsible Officer: WM, Principal Planner (PL Development Services)

Basis of Confidentiality

Pursuant to s254J(3) of the *Local Government Regulation 2012*, clause (e), as the matter involves starting or defending legal proceedings involving the Council.

Executive Summary

At Council's meeting on 18 February 2020, it resolved to refuse a development application made by Ausbuild Development Corp Pty Ltd seeking:

- (a) a Material Change of Use - Preliminary Approval for Dwelling Houses, Home Based Business, Park, Sales Office and Utility Installation; and
- (b) Variation to the Moreton Bay Regional Council Planning Scheme to include the land into the General Residential Zone - Next Generation Neighbourhood Precinct and Environmental Management and Conservation Zone with variations also to the Dwelling House Code and Flood Hazard Overlay Code, and
- (c) Reconfiguring a Lot - Development Permit for Subdivision (2 into 129 lots)

at Lot 2 and 54 Warner Road, Warner.

In response to the Council's decision, the applicant lodged an appeal to the Planning and Environment Court and more than 100 members of the community joined the appeal as co-respondents supporting the Council's decision to refuse the development application.

Since the commencement of the appeal, the appellant (Ausbuild), Council officers and the Co-respondents (submitters) have had ongoing mediation discussions in an effort to try and resolve the appeal. As Council officers do not have delegation to determine development applications which propose Variations to the Moreton Bay Regional Council, the matter is being referred to Council for direction on how it wishes to proceed on the matter.

APPLICATION DETAILS	
Applicant:	Ausbuild Development Corp Pty Ltd ACN 168 741 455 C/- PeakUrban Planning & Survey Pty Ltd

PROPERTY DETAILS	
Division:	Division 9
Property Address:	Lot 2 and 54 Warner Road, Warner
RP Description	Lot 2 on RP195936 Lot 2 on RP105475 (Site)
Land Area:	12.7007 ha
Property Owner	Jacey Holdings Pty Ltd as Trustee; and ADC Group No 10 Pty Ltd

ITEM C.2 – CONFIDENTIAL AUSBUILD DEVELOPMENT CORP PTY LTD V MORETON BAY REGIONAL COUNCIL AND OTHERS - IN THE PLANNING AND ENVIRONMENT COURT - APPEAL NO. 923 OF 2020 - DA/38356/2019/V2L - A20457088 (Cont.)

RESOLUTION

Moved by Cr Cath Tonks

Seconded by Cr Jodie Shipway

CARRIED 10/0

That the matter be progressed in accordance with Option 2 as set out in Section 4 of this *confidential* report.

ATTENDANCE

Mr Dan Staley and Mr Marco Alberti left the meeting at 11.56am following consideration of Item C.2.

14b. CONFIDENTIAL GENERAL BUSINESS

No items for consideration.

14. CLOSURE

There being no further business the Chairperson closed the meeting at 11.56am.

CHIEF EXECUTIVE OFFICER'S CERTIFICATE

I certify that minute pages numbered 20/1862 to 20/1946 constitute the minutes of the General Meeting of the Moreton Bay Regional Council held 12 November 2020.

Greg Chemello
Chief Executive Officer

CONFIRMATION CERTIFICATE

The foregoing minutes were confirmed by resolution of Council at its meeting held Wednesday 25 November 2020.

Greg Chemello
Chief Executive Officer

Councillor Peter Flannery
Mayor