



# AGENDA

## Coordination Committee Meeting

**Tuesday 19 June 2018**  
commencing at 10.30am

Caboolture Chambers  
2 Hasking Street, Caboolture

---

**COUNCILLOR:**

NOTICE IS HEREBY GIVEN, that a meeting of the Coordination Committee will be held on Tuesday 19 June 2018 commencing at 10.30am in Caboolture Chambers, 2 Hasking Street, Caboolture to give consideration to the matters listed on this agenda.

Daryl Hitzman  
Chief Executive Officer

14 June 2018

---

**Membership = 13**  
Mayor and all Councillors

**Quorum = 7**

[Agenda for public distribution](#)

## LIST OF ITEMS

### 1 GOVERNANCE SESSION (Cr A Sutherland, Mayor)

### 2 PLANNING & DEVELOPMENT SESSION (Cr M Gillam)

- ITEM 2.1** **8**  
DA/31316/2016/V2K - MATERIAL CHANGE OF USE - PRELIMINARY APPROVAL FOR FOOD SERVICE, SERVICE STATION AND SHOP LOCATED AT 444 OXLEY AVENUE, REDCLIFFE AND DESCRIBED AS LOT 7 ON RP219275 - DIVISION 6
- REPORT DETAIL
  - SUPPORTING INFORMATION
    - #1 Locality Plan - Aerial Photograph
    - #2 Zoning Map - Superseded Redcliffe City Planning Scheme 2005
    - #3 Current MBRC Planning Scheme - Zoning Plan
    - #4 Truck Turning Path
    - #5 Proposal Plan
    - #6 Concurrence Agency Response with Conditions
    - #7 Submissions

### 3 CORPORATE SERVICES SESSION (Cr M Constance)

- ITEM 3.1** **64**  
REMOVAL OF MERCHANT SURCHARGE - REGIONAL
- REPORT DETAIL
  - SUPPORTING INFORMATION
    - #1 Extract - Schedule of Fees and Charges - 2018/2019

### 4 ASSET CONSTRUCTION & MAINTENANCE SESSION (Cr A Hain)

- ITEM 4.1** **71**  
REGIONAL TRAFFIC SIGNAL NETWORK MAINTENANCE (MBRC007197) - REGIONAL
- REPORT DETAIL
  - SUPPORTING INFORMATION
    - Confidential #1 Tender Evaluation - Regional Traffic Signal Network Maintenance
- ITEM 4.2** **76**  
NARANGBA - HARRIS AVENUE SPORTS COMPLEX - CLUBHOUSE CONSTRUCTION - DIVISION 11
- REPORT DETAIL
  - SUPPORTING INFORMATION
    - Confidential #1 Tender Evaluation - Narangba - Harris Avenue Sports Complex Clubhouse Construction

**ITEM 4.3** **85**  
COLLECTION AND PURCHASE OF RECOVERED METAL STREAMS FROM NOMINATED  
LOCATIONS (MBRC006952) - REGIONAL

REPORT DETAIL

SUPPORTING INFORMATION

Confidential #1A Tender Evaluation - Collection and Purchase of Recovered Metal  
Streams

Confidential #1B Tender Evaluation - Collection and Purchase of Recovered Metal  
Streams (Batteries)

Confidential #2 Assessment Summary of Raw Metal Corp Pty Ltd, Qld Metal Recyclers  
Pty Ltd and Zanfar Pty Ltd t/s Suncoast Renewables

Confidential #3 Financial Report - Raw Metal Corp Pty Ltd; Qld Metal Recyclers Pty  
Ltd and Zanfar Pty Ltd

**ITEM 4.4** **95**  
SUPPLY AND DELIVERY OF FOUR (4) 23T GVM SINGLE CAB TIPPER TRUCKS -  
REGIONAL

REPORT DETAIL

SUPPORTING INFORMATION

Confidential #1 Tender Evaluation - Supply and Delivery of 4 23T Bogie Drive Tipper  
Trucks

**ITEM 4.5** **100**  
SUPPLY AND DELIVERY OF LIGHT COMMERCIAL AND PASSENGER VEHICLES  
MBRC007244 - REGIONAL

REPORT DETAIL

SUPPORTING INFORMATION

Confidential #1 Tender Evaluation - Supply and Delivery of 9 x five-door hatchback  
vehicles

Confidential #2 Tender Evaluation - Supply and Delivery of 2 x 4WD dual cab utilities

Confidential #3 Tender Evaluation - Supply and Delivery of 1 x 2WD extra cab utility

Confidential #4 Tender Evaluation - Supply and Delivery of 2 X 4WD extra cab utilities

Confidential #5 Tender Evaluation - Supply and Delivery of 14 x 2WD single cab  
utilities

Confidential #6 Tender Evaluation - Supply and Delivery of 1 x 2WD single cab utility  
with sanitation body

Confidential #7 Tender Evaluation - Supply and Delivery of 1 x 2WD single cab utility  
fitted with vinyl canopy

Confidential #8 Tender Evaluation - Supply and Delivery of 3 x 4WD single cab utilities

Confidential #9 Tender Evaluation - Supply and Delivery of 4 x 2WD commercial vans

**ITEM 4.6** **119**  
SUPPLY AND DELIVERY OF FOUR 78-84KW 4WD TRACTORS WITH SCRUB  
PROTECTION - REGIONAL

REPORT DETAIL

SUPPORTING INFORMATION

Confidential #1 Tender Evaluation - Supply and Delivery of four 4WD Large Tractors

---

**ITEM 4.7** **124**  
SUPPLY AND DELIVERY OF THREE SINGLE CAB MINI GARBAGE COMPACTORS -  
REGIONAL

REPORT DETAIL

SUPPORTING INFORMATION

Confidential #1 Tender Evaluation - Supply and Delivery of 3 Mini Garbage  
Compactors

**ITEM 4.8** **129**  
SUPPLY AND DELIVERY OF EIGHT 8.5T GVM SINGLE CAB WALK-IN TOOLBOX CRANE  
TRUCKS - REGIONAL

REPORT DETAIL

SUPPORTING INFORMATION

Confidential #1 Tender Evaluation - Supply and Delivery of 8 'Walk in Toolbox' Single  
Cab Trucks

**ITEM 4.9** **134**  
SUPPLY AND DELIVERY OF FIVE 11T - 12T GVM CREW CAB 3-WAY TIPPING TRUCKS -  
REGIONAL

REPORT DETAIL

SUPPORTING INFORMATION

Confidential #1 Tender Evaluation - Supply and Delivery of 5 Crew Cab Parks Trucks

**ITEM 4.10** **139**  
SUPPLY AND DELIVERY OF TWO (2) 15T GVM SINGLE CAB TIPPER TRUCKS -  
REGIONAL

REPORT DETAIL

SUPPORTING INFORMATION

Confidential #1 Tender Evaluation - Supply and Delivery of 2 15T Single Cab Tipper  
Trucks

**5 PARKS, RECREATION & SPORT SESSION (Cr K Winchester)**

**ITEM 5.1** **144**  
BURPENGARY - ROSSINI STREET PARK - PROPOSED PARK NAMING - DIVISION 2

REPORT DETAIL

**6 LIFESTYLE & AMENITY SESSION (Cr D Sims)**

**ITEM 6.1** **148**  
DON PERRIN ENVIRONMENTAL BURSARY 2018 - DIVISION 6

REPORT DETAIL

**ITEM 6.2** **151**  
DISABILITY ACCESS AND INCLUSION PLAN 2018-2022 - REGIONAL

REPORT DETAIL

SUPPORTING INFORMATION

#1 Disability Access and Inclusion Plan 2018-2022



**7 ECONOMIC DEVELOPMENT, EVENTS & TOURISM SESSION (Cr P Flannery)**

**ITEM 7.1**

PREFERRED SUPPLIER ARRANGEMENT - RE-IMAGINING THE ROLE OF REGIONAL  
ECONOMIC CLUSTERS - REGIONAL

REPORT DETAIL

**202**

**8 REGIONAL INNOVATION (Cr D Grimwade)**

**9 GENERAL BUSINESS**

---

## ATTENDANCE & APOLOGIES

### Attendance:

#### Committee Members:

Cr Allan Sutherland (Mayor) (Chairperson)

#### Officers:

### Apologies:

Cr James Houghton

---

**The Mayor is the Chairperson of the Coordination Committee.**

**Coordination Committee meetings comprise of Sessions chaired by Council's nominated Spokesperson for that portfolio, as follows:**

---

Session	Spokesperson
1 Governance	Cr Allan Sutherland (Mayor)
2 Planning & Development	Cr Mick Gillam
3 Corporate Services	Cr Matt Constance
4 Asset Construction & Maintenance	Cr Adam Hain
5 Parks, Recreation & Sport	Cr Koliانا Winchester
6 Lifestyle & Amenity	Cr Denise Sims
7 Economic Development, Events & Tourism	Cr Peter Flannery
8 Regional Innovation	Cr Darren Grimwade
9 General Business	Cr Allan Sutherland (Mayor)

---

**1 GOVERNANCE SESSION**

**(Cr A Sutherland, Mayor)**

No items for consideration.

**2 PLANNING & DEVELOPMENT SESSION**

(Cr M Gillam)

**ITEM 2.1**

**DA/31316/2016/V2K - MATERIAL CHANGE OF USE - PRELIMINARY APPROVAL FOR FOOD SERVICE, SERVICE STATION AND SHOP LOCATED AT 444 OXLEY AVENUE, REDCLIFFE AND DESCRIBED AS LOT 7 ON RP219275 - DIVISION 6**

**APPLICANT: O’Keeffe Nominees Pty Ltd C/- Town Planning Strategies**

**OWNER: O’Keeffe Nominees Pty Ltd**

Meeting / Session: 2 PLANNING & DEVELOPMENT  
Reference: A16712921 : 12 June 2018 - Refer Supporting Information A16974919, A16975105, A16975082 A16975251  
Responsible Officer: JL, Planner (Development Services)

**Executive Summary**

<b>APPLICATION DETAILS</b>	
<b>Applicant:</b>	O’Keeffe Nominees Pty Ltd C/- Town Planning Strategies
<b>Lodgement Date:</b>	29 January 2016 - The application was subsequently changed from a Development Permit to a Preliminary Approval on 29 March 2017
<b>Properly Made Date:</b>	29 March 2017 (changed application)
<b>Acknowledgment Notice Date:</b>	10 April 2017 (changed application)
<b>Information Request Date:</b>	N/A <i>No information request was issued given the changed application to a Preliminary Approval.</i>
<b>Public Notification Dates:</b>	14 February 2018 to 7 March 2018 <i>The time elapsed between lodgment and notification was due to ongoing negotiations with Referral Agency being DTMR</i>
<b>No. of Submissions:</b>	Properly Made: Seven (7)
<b>Decision Due Date:</b>	26 June 2018
<b>Prelodgement Meeting Held:</b>	No

<b>PROPERTY DETAILS</b>	
<b>Division:</b>	Division 6
<b>Property Address:</b>	444 Oxley Avenue, Redcliffe
<b>RP Description</b>	Lot 7 on RP219275
<b>Land Area:</b>	3,227m <sup>2</sup>
<b>Property Owner</b>	O’Keeffe Nominees Pty Ltd

<b>STATUTORY DETAILS</b>	
<b>Planning Legislation:</b>	<i>Sustainable Planning Act 2009</i>
<b>Planning Scheme:</b>	Redcliffe City Planning Scheme 2005
<b>Planning Locality / Zone</b>	Frame Business Zone - Preferred Area 12 (Local Services, provides a wide variety of service trades and smaller industrial uses that serve local residents and workers).
<b>Level of Assessment:</b>	Impact (Policy Neutral)

# Moreton Bay Regional Council

ITEM 2.1 DA/31316/2016/V2K - MATERIAL CHANGE OF USE - PRELIMINARY APPROVAL FOR FOOD SERVICE, SERVICE STATION AND SHOP LOCATED AT 444 OXLEY AVENUE, REDCLIFFE AND DESCRIBED AS LOT 7 ON RP219275 - DIVISION 6 - (Cont.)

This application seeks a Preliminary Approval, pursuant to s241 of the *Sustainable Planning Act 2009*, for a Material Change of Use (Food Service, Service Station and Shop) situated at the abovementioned property.

It is important to note that the type of Preliminary Approval applied for would not:

- authorise development to occur;
- vary the planning instrument or alter the level of assessment for subsequent development; or
- avoid the need for a follow up Development Permit for the uses proposed.

A preliminary approval pursuant to Section 241 of the Act is an 'approval in principle' for the land uses proposed, without any detail or commitment to the extent and design of those land uses.

The application was publicly advertised with seven (7) submissions received including a petition. The proposed development is considered to accord with the intent of the superseded Redcliffe City Planning Scheme 2005, as expressed through the level of activity anticipated for the zone and the overall outcomes of the applicable codes.

It is recommended that the Preliminary Approved be approved subject to conditions that are to be realised as part of a follow up development permit application for Council assessment. Furthermore, it is noted that if the subsequent Development Permit application for the same proposed uses were lodged under the current version of the MBRC Planning Scheme, it would be subject to Impact assessment (due to the Service Station use) and therefore a further public notification period would be undertaken.

## OFFICER'S RECOMMENDATION

- A. That Council, in accordance with the *Sustainable Planning Act 2009*, approves the development application for a Material Change of Use - Preliminary Approval for Food Services, Shop and Service Station at 444 Oxley Avenue, Redcliffe described as Lot 7 on RP219275, subject to the following plans/documents and conditions:

Approved Plans and Documents			
Plan / Document Name	Reference Number	Prepared By	Dated
Stormwater Management Plan	Ref: 1448-SWMP01	Contour Consulting	8 March 2017

Amended Plans and Documents			
Plan / Document Name	Reference Number	Prepared By	Dated
Development Layout Plan	1448-SK02 Rev D	Contour Consulting	24/04/ 2018

## Conditions

1.	Amended Layout Required	
	<p>The internal layout plan cannot be approved and any subsequent development applications must include amended plans, addressing the following:</p> <ul style="list-style-type: none"><li>a. Sight distance requirements when exiting drive through - potential conflict with entering traffic due to the angle of the exit point.</li><li>b. AV fuel tanker utilizing Manley Street on regular basis. Manley Street is a lower hierarchy local access street and may not be structurally sound for the estimate long term traffic loads.</li></ul>	<p>At the time of lodging application for Development Permit for Material Change of Use.</p>

## Moreton Bay Regional Council

*ITEM 2.1 DA/31316/2016/V2K - MATERIAL CHANGE OF USE - PRELIMINARY APPROVAL FOR FOOD SERVICE, SERVICE STATION AND SHOP LOCATED AT 444 OXLEY AVENUE, REDCLIFFE AND DESCRIBED AS LOT 7 ON RP219275 - DIVISION 6 - (Cont.)*

	<ul style="list-style-type: none"> <li>c. Exit to Manley Street limited to left turn only.</li> <li>d. Refuse storage, bin wash down and collection locations.</li> <li>e. Air and water refill point.</li> <li>f. Detailed landscape planting to frontages and adjacent to the common boundary with residential development.</li> <li>g. Acoustic measures required to mitigate noise generated on site, as outlined in a Noise Impact Assessment prepared by a suitably qualified acoustics professional, and to be approved by Council.</li> <li>h. Suitable separation distance between refuelling points and adjacent residents, as outlined in Noise and Air Quality/Odour impact assessments prepared by suitably qualified professionals and to be approved by Council.</li> <li>i. Amended elevation plans and details to address the design related provisions under the planning scheme current at the time of a subsequent application for a development permit.</li> <li>j. Any details required by the conditions herein, or the planning scheme at the time, which necessitate identification on the proposal plans.</li> </ul>	
<b>2.</b>	<b>Access for Articulated Vehicle</b>	
	<p>It is proposed for re-fuelling tankers to access the site via Manley Street, which is a "local access street" not designed for heavy vehicles, therefore this proposal may not be accepted without investigation into structural integrity of Manley Street. Suitable existing road pavement conditions must be investigated prior to the subsequent development permit application for the Service Station use. The report shall include the existing pavement layers (with thickness, material of each layer) demonstrating the traffic carrying capacity.</p>	<p>At the time of lodging development permit application for Material Change of Use.</p>

B. That all external Referral Agencies for the development application be provided with a copy of the Council's Decision Notice.

C. That the following information be included in the Decision Notice.

**Decision Notice information**

	Details to Insert
<b>Application Type</b>	Material Change of Use Preliminary Approval for Food Service, Service Station and Shop
<b>Relevant Period of Approval</b>	Material Change of Use – 6 years
<b>Section 64(5) Deemed Approval</b>	Not applicable

## Moreton Bay Regional Council

*ITEM 2.1 DA/31316/2016/V2K - MATERIAL CHANGE OF USE - PRELIMINARY APPROVAL FOR FOOD SERVICE, SERVICE STATION AND SHOP LOCATED AT 444 OXLEY AVENUE, REDCLIFFE AND DESCRIBED AS LOT 7 ON RP219275 - DIVISION 6 - (Cont.)*

	<b>Details to Insert</b>
<b>Superseded Planning Scheme</b>	Redcliffe City Planning Scheme 2005
<b>Variation approval affecting the Planning Scheme</b>	Not applicable
<b>Other Necessary Permits</b>	<ul style="list-style-type: none"><li>• Material Change of Use - Development Permit</li><li>• Operational Works – Development Permit</li><li>• Building Works – Development Permit</li></ul>
<b>Codes for Accepted Development</b>	Not applicable
<b>Referral Agencies</b>	State Development, Manufacturing, Infrastructure and Planning
<b>Submissions</b>	There were seven (7) properly made submissions about this application.

*ITEM 2.1 DA/31316/2016/V2K - MATERIAL CHANGE OF USE - PRELIMINARY APPROVAL FOR FOOD SERVICE, SERVICE STATION AND SHOP LOCATED AT 444 OXLEY AVENUE, REDCLIFFE AND DESCRIBED AS LOT 7 ON RP219275 - DIVISION 6 - (Cont.)*

**REPORT DETAIL**

**1. Background**

A previous approval exists for a Shop and Warehouse, which was lodged 5 October 2006. Conditions of that approval were negotiated in 2007, however by and large these uses underpinned the commercial uses of the subject site. More recently, in 2011, a self-assessable uses check was carried out by Council officers, and the most recent use of the site has been for a motor vehicle dealership.

This application was initially lodged on 29 January 2016, seeking a Development Permit for Food Service, Service Station and Shop. However, following the issue of an information request to the applicant, which sought detailed responses in terms of urban design, traffic, access/servicing, setbacks, pedestrian access, signage, underground fuel storage, stormwater, waste management air quality and acoustic compliance, the applicant opted to change the application to seek only a Preliminary Approval. This followed two extensions of the information response timeframe and a response on 8 March 2017. The change to the application was ultimately provided on 30 March 2017.

The application's assessment has since navigated a range of discussions with the State Referral Agency and Council, concerning vehicular access to the site and on-site operation / traffic flow.

**2. Explanation of Item**

**2.1 Description of the Site and Surrounds**

The subject site is a generally rectangular shaped allotment with three road frontages. Two of these roads, being Anzac Avenue and Oxley Avenue, are State Controlled Roads. And the third, being Manley Street, is a local road. The site's eastern boundary adjoins residential dwelling house development, which is earmarked for higher density residential use.

The subject site is improved by a single storey commercial building, with the most recent use being an RV sales business (Outdoor Sales use). The site is almost entirely hardstand and no significant vegetation exists on site. The site has two access to Manley Street, one access (exit) to Oxley Avenue and one access to Anzac Avenue. The land falls by approximately 2 metres from the southwestern corner to the northeastern corner.

The subject site is identified within the Frame Business Zone under the superseded Redcliffe City Planning Scheme 2005. More specifically, the subject site forms part of the Redcliffe Seaside Village under that planning scheme. The following table identifies the applicable zoning under the Redcliffe City Planning Scheme and current land use.

Directions	Planning Scheme Zone	Current Land Use
North	Medium Density Residential Zone	Multiple Dwelling
South	Open Space and Recreation Zone	Youth Space Park
East	Medium Density Residential Zone	Dwelling Houses
West	Frame Business Zone	Service Trade use (Tyre Centre)

**2.2 Assessment Benchmarks related to the State Planning Regulatory Provisions (SPRPs)**

An assessment against each of the State Planning Regulatory Provisions is set out as follows:

Name	Designation	Applicable Requirements
State Planning Regulatory Provision (Adopted Charges)	None	Not Applicable to Development Assessment however the SPRP has informed the Council's Adopted Infrastructure Charges Resolution, and this is discussed in section 2.4 of this report.



## Moreton Bay Regional Council

*ITEM 2.1 DA/31316/2016/V2K - MATERIAL CHANGE OF USE - PRELIMINARY APPROVAL FOR FOOD SERVICE, SERVICE STATION AND SHOP LOCATED AT 444 OXLEY AVENUE, REDCLIFFE AND DESCRIBED AS LOT 7 ON RP219275 - DIVISION 6 - (Cont.)*

Name	Designation	Applicable Requirements
State Planning Regulatory Provisions (Adult Stores)	None	The development proposal is not for an Adult Store and therefore the State Planning Regulatory Provisions do not apply.
South Queensland Conservation State Planning Regulatory Provisions	None	The site is not located in a Priority Koala Assessable Development Area or Koala Assessable Development Area. No non-juvenile habitat trees exist on site.
Southeast Queensland Regional Plan 2009-2031 (SEQRP) State Planning Regulatory Provisions - May 2014 Version	Urban Footprint	The development proposal is for an urban activity in the Urban Footprint, and there are no requirements in the State Planning Regulatory Provisions applicable to the development proposal.

### 2.2.1 State Planning Policy

On December 2013, the single State Planning Policy (SPP) came into effect and includes interim development assessment requirements to be applied by Council until the SPP has been appropriately integrated into Council's planning scheme applying to the subject land. For some state interests, the SPP include a statutory code the development is required to be assessed against. Assessment against the SPP is as follows:

<b>State Interest - livable communities</b>		
Applicable to Development	SPP requirement	Comment
No	None	Not applicable to a preliminary approval application.
<b>State Interest - mining and extractive resources</b>		
Applicable to Development	SPP requirement	Comment
No	None	Not applicable
<b>State Interest - Biodiversity</b>		
Applicable to Development	SPP requirement	Comment
No	None	Not applicable

## Moreton Bay Regional Council

*ITEM 2.1 DA/31316/2016/V2K - MATERIAL CHANGE OF USE - PRELIMINARY APPROVAL FOR FOOD SERVICE, SERVICE STATION AND SHOP LOCATED AT 444 OXLEY AVENUE, REDCLIFFE AND DESCRIBED AS LOT 7 ON RP219275 - DIVISION 6 - (Cont.)*

<b>State Interest - Coastal Environment</b>		
Applicable to Development	SPP requirement	Comment
No	None	Not applicable
<b>State Interest - water quality</b>		
Applicable to Development	SPP requirement	Comment
No	None	Not applicable to preliminary approval application. Detailed assessment and detailed layout and design is yet to be affirmed.
<b>State Interest - Emissions and Hazardous Activities</b>		
Applicable to Development	SPP Requirement	Comment
No	None	Not applicable to preliminary approval application. Detailed assessment and detailed layout and design is yet to be affirmed.
<b>State Interest - natural hazards</b>		
Applicable to Development	SPP Requirement	Comment
No	None	Not applicable. Detailed soils testing identifying the presence of Acid Sulfate Soils has not been undertaken at this preliminary stage. Detailed assessment and design is yet to be affirmed. This would be addressed with a development permit application.
<b>State Interest - State Transport Infrastructure</b>		
Applicable to Development	SPP Requirement	Comment
Yes	State Controlled Road access requirements.	The application was referred to the State Assessment and Referral Agency, which has imposed conditions on the development. The referral is

ITEM 2.1 DA/31316/2016/V2K - MATERIAL CHANGE OF USE - PRELIMINARY APPROVAL FOR FOOD SERVICE, SERVICE STATION AND SHOP LOCATED AT 444 OXLEY AVENUE, REDCLIFFE AND DESCRIBED AS LOT 7 ON RP219275 - DIVISION 6 - (Cont.)

		detailed in section 2.6.2 of this report.
<b>State Interest - strategic airports and aviation facilities</b>		
Applicable to Development	SPP Requirement	Comment
No	None	Not applicable

### 2.2.2 South East Queensland Regional Plan

The site is located in the Urban Footprint.

The development proposal is for an urban activity in the Urban Footprint, and there are no requirements in the State Planning Regulatory Provisions applicable to the development proposal.

### 2.3 Assessment Against Local Categorising Instrument - Superseded Redcliffe City Planning Scheme

An assessment against the relevant parts of the planning scheme is set out below.

#### 2.3.1 *Desired Environmental Outcomes*

The desired environmental outcomes for Redcliffe City are quoted in italics below, with each followed by an officer comment:

*A) Sustainable economic development in Redcliffe City that provides employment and supports, but does not diminish, the role and function of the urban villages and the employment node.*

Officer Comment:

The proposed development supports employment creation, but is not of a scale or intensity that would diminish the role and function of the urban villages or the employment node identified under the planning scheme.

*B) The prevailing character of the City comprising of its bayside location, low to medium density development and the scenic coastal landscapes are enhanced and protected.*

Officer Comment:

The proposed land uses do not impact/alter the prevailing character of the City. They are uses expected on sites which have been zoned for commercial purposes.

*C) The distinctive local character of each urban village that is made up from a combination of its physical attractiveness, safety, accessibility and distinctive role on the Redcliffe Peninsula is enhanced and protected.*

Officer Comment:

The information provided with the proposed preliminary approval application does not feature a detailed design that outlines how the development would contribute to local character. Even so, the capacity for such a development to contribute to the distinctive local character exists and can be influenced during a subsequent assessment of a Development Permit application. Which is required before the uses can proceed on the subject site.

*D) Quality, useable open space adequate for the recreation needs of Redcliffe City is provided and maintained for the community throughout the urban environment.*

*ITEM 2.1 DA/31316/2016/V2K - MATERIAL CHANGE OF USE - PRELIMINARY APPROVAL FOR FOOD SERVICE, SERVICE STATION AND SHOP LOCATED AT 444 OXLEY AVENUE, REDCLIFFE AND DESCRIBED AS LOT 7 ON RP219275 - DIVISION 6 - (Cont.)*

Officer Comment:

The subject site is an existing frame business site that is opposite open space. While no additional open space is proposed or appropriate on the subject site, it will maintain pedestrian links throughout and to the broader open space network.

*E) The ecological and biodiversity values of areas with identified natural values together with the economic values of the Fish Habitat Areas are not compromised.*

Officer Comment:

Complies, the natural values of the site, which is almost entirely hardstand, would not be diminished by future service station, shop and food service uses.

*F) Impacts on water and air quality by contamination, effluent disposal, loss of vegetation, soil erosion and disturbance of acid sulfate soils are minimised.*

Officer Comment:

The proposal is for a preliminary approval, which does not authorise development to commence. An acid sulfate soils investigation and mitigation report will be required prior to any subsequent development permit for a service station, to ensure areas where underground tanks are proposed will be appropriately treated.

*G) Public areas and places of cultural heritage significance are protected and the amenity and attractiveness enhanced to increase community well-being and community and cultural identity.*

Officer Comment:

Not applicable, the subject site is not located within a public area or place of cultural heritage significance.

*H) The range of housing types, facilities, services and community infrastructure reflects community need with medium density housing and community infrastructure located within urban villages where there is maximised transport efficiency, higher order facilities and amenity in the public realm.*

Officer Comment:

The proposed application seeks to establish activities providing convenience uses that service surrounding medium density residential zoned land. The subject site is highly accessible, having three frontages and consistent with the zoning of the site is ideal for the role of providing services to residents rather than residential development itself.

*I) The efficient supply, use and safe operation of infrastructure (including the water supply and treatment systems, transport networks and facilities, drainage, communication and energy networks, waste disposal, harbours and facilities for aircraft) is maximised.*

Officer Comment:

The subject site can be efficiently supplied with all urban services available.

*J) Transport infrastructure (including roads, traffic control devices, dedicated public transport corridors and services, cycle ways and pathways) supports urban villages, the employment node and residential areas and the use of transport modes other than the private motor vehicle.*

Officer Comment:

The subject site is in a highly accessible and efficient location for the services proposed. The capacity of the transport network to accommodate access on site has been assessed and is detailed in the engineering comments within this report. Full details of these arrangements would however be determined as part of a future development permit.

---

ITEM 2.1 DA/31316/2016/V2K - MATERIAL CHANGE OF USE - PRELIMINARY APPROVAL FOR FOOD SERVICE, SERVICE STATION AND SHOP LOCATED AT 444 OXLEY AVENUE, REDCLIFFE AND DESCRIBED AS LOT 7 ON RP219275 - DIVISION 6 - (Cont.)

*K) Development has a high standard of amenity, safety and equity of access with the external impacts and appearance of development compatible and complementary with the location.*

Officer Comment:

The information provided with the proposed preliminary approval application does not feature a level of design detail that outlines elevations of the buildings on the latest site plans. Even so, the capacity for such a development to contribute to a high standard of amenity exists within a site of this size and can be influenced during the subsequent assessment of a Development Permit application.

*L) The design and operation of development is appropriate with regard to drainage, soil types, stability, environmental impacts and the minimisation of the adverse impacts of flood, bushfire and landslide.*

Officer Comment:

Conditions are recommended to ensure that soil types are identified prior to the issue of a development permit. Soil testing is also required prior to any detailed structural engineering design and building approval process. These applications are more detailed in nature than the preliminary land use application currently before Council.

*M) Development and supporting infrastructure in the planning scheme area –*

*i) Is in accordance with the reasonable expectations of the existing and future residents of the location in which the development is located; and*

*ii) Is consolidated in a location intended for the development and is only developed outside of that location where:*

*(a) there is both an overwhelming economic need for the development; and*

*(b) the development is located at the edge of the location in which it is intended to be developed rather than in a stand alone or more isolated location that is not intended for the development; and*

*iii) Is of a scale, form and intensity intended for the location in which the development is located and is only developed at a greater scale, form and intensity where there is both an overwhelming community need and an overwhelming economic need for the development.*

*iv) Supports the area of the Redcliffe / Kippa-Ring urban villages as a Major Activity Centre within the region, under the provisions of the SEQ Regional Plan.*

Officer Comment:

The proposed uses of Food Service and Shop are consistent with the land use expectations for the Frame Business Zone, as they are code assessable. The proposed service station, although impact assessable, has similar vehicle movements and impacts to that of the Food Service and Shop and presents the opportunity to consolidate these uses on the large corner site, which has three frontages. Given the site's location; the fact that the land within the Frame Business Zone; and that it is currently occupied by commercial uses, the proposed uses are considered to be appropriately located on a site intended for non-residential service based uses that align with reasonable expectations for the land.

### 2.3.2 Assessment of Applicable Codes

#### Code Compliance Summary

The assessment below identifies how the development proposal achieves the assessment benchmarks and where the development proposal;

(a) proposes an alternative solution satisfying or not satisfying the corresponding Specific Outcome; and

(b) proposes a solution where no solution is stated in the code and the proposed outcome does not satisfy the corresponding Specific Outcome.

## Moreton Bay Regional Council

*ITEM 2.1 DA/31316/2016/V2K - MATERIAL CHANGE OF USE - PRELIMINARY APPROVAL FOR FOOD SERVICE, SERVICE STATION AND SHOP LOCATED AT 444 OXLEY AVENUE, REDCLIFFE AND DESCRIBED AS LOT 7 ON RP219275 - DIVISION 6 - (Cont.)*

Assessment Benchmarks	Compliance with Overall Outcomes	Specific Outcomes assessment is required
<b>Zone/ Local Plan Code</b>		
Frame Business Zone Code	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	SO2, SO13, SO14
<b>Overlay Codes</b>		
Natural Features or Resources Overlay Code	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	SO18
<b>Development Codes</b>		
Business and Commercial Uses Code	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	SO2, SO3, SO4, SO5, SO12, SO19 and SO26
Citywide Code	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	SO10. SO13, SO23, SO26, SO96 and SO99

Various iterations of the proposal plans have been provided by the applicant since the lodgement of the change to the application (seeking a preliminary approval only) in March 2017. The changes to the plan stemmed from discussions with officers from Council and SARA during the referral and decision-making periods. The changes focussed on the ability of the uses to function and be accessed on the subject site, and therefore centred on the overall site plan only. No detailed floor plans or elevations, relating to the buildings shown on the latest versions of the site plan, have been submitted.

Importantly, only a Preliminary Approval pursuant to s241 of the *Sustainable Planning Act* is sought, and a follow up application for Development Permit containing all of the plans and documents necessary to address the specific outcomes of the planning scheme would be required before the uses can be constructed and proceed. Because of this, provided Council Officers are comfortable that the uses could ultimately be designed on site to satisfy the outcomes of the planning scheme, it is recommended that conditions be imposed on a preliminary approval to address these design matters and/or refer to the planning scheme provisions applicable at the time of the subsequent application. Because of the limited detail provided with the proposal plans, an assessment of the development against all Specific Outcomes in the relevant code is not outlined herein. Rather, an overall land use assessment is outlined herein.

It is noted that the Food Service and Shop uses are code assessable, and therefore they are anticipated forms of development within the Frame Business Zone. The issue of a Preliminary Approval pursuant to s241 of the *Sustainable Planning Act* would provide no further advantage to their ultimate development than that already provided by the planning scheme.

The proposed Service Station is policy neutral, and is impact assessable. This report is therefore centered on the suitability of the proposed service station use on the site, subject to any design refinements that would be required as part of a subsequent development permit assessment process.

---

ITEM 2.1 DA/31316/2016/V2K - MATERIAL CHANGE OF USE - PRELIMINARY APPROVAL FOR FOOD SERVICE, SERVICE STATION AND SHOP LOCATED AT 444 OXLEY AVENUE, REDCLIFFE AND DESCRIBED AS LOT 7 ON RP219275 - DIVISION 6 - (Cont.)

An assessment of the proposed Service Station use against the Overall Outcomes of the applicable codes is provided below.

### 2.3.3 Citywide Code Overall Outcome Assessment

The relevant Overall Outcomes under the Citywide Code are quoted in italics below, followed by a comment.

- A) *iii) Development supports the role and function of the urban villages and the employment node with commercial development outside of these areas not detracting from economic vitality of the urban villages and the employment node.*

Officer Comment:

The proposed uses offer localised convenience services on appropriately zoned land. This is in-line with the broader strategic fabric of commercial land uses and does not detract from other employment clusters or nodes in Redcliffe city.

- vi) Development contributes positively to the amenity of the locality and does not cause adverse effects at levels beyond those commonly accepted for the adjoining use or zone by emission of ash; dust; fumes; grit; light; noise; odour; oil; radio or electrical interference; smoke; soot; steam; vapour; vibration; waste water; waste products; and other materials or substances.*

Officer Comment:

Detailed assessments of the noise and air emissions of the proposed service station use have not been provided with the preliminary approval application before Council. It is recognised however that the subject site has the capacity to manage those impacts subject to appropriate reporting and design. Detailed assessment of noise and air emissions will be carried out as part of any future Material Change of Use for a Development Permit.

- viii) A sense of community and cultural identity is enhanced through landscaping, urban design, and streetscape works.*

Officer Comment:

The information provided with the proposed preliminary approval application does not feature a level of urban design detail that confirms or conflicts with the above outcome. Even so, the capacity for such a development to contribute to a high standard of urban design and landscaping exists within a site of this size and can be influenced during the subsequent assessment of a Development Permit application.

- xi) Development does not create a traffic problem or increase an existing traffic problem.*  
*xii) Development provides safe access from the road, on-site parking, loading and manoeuvring areas.*

Officer Comment:

The applicant has demonstrated that appropriate access for all forms of vehicles required for the uses can be obtained to the site. This included turning paths for an Articulated Vehicle with appropriate standing area on site, which was a key assessment consideration for the merits of the service station use. The exact configuration of the uses, loading areas and their access within the site is still yet to be finalised and will be required prior to the issue of a development permit. The site is of a sufficient size to accommodate the manoeuvres associated with the proposed uses (subject to design) but it has been demonstrated that the largest vehicle can safely access the site and the local road network is wide enough for this. Because of the preliminary nature of the design, it is not recommended that any plans be stamped as approved as part of this preliminary approval, but rather require amendments for the subsequent development permit application.

---

*ITEM 2.1 DA/31316/2016/V2K - MATERIAL CHANGE OF USE - PRELIMINARY APPROVAL FOR FOOD SERVICE, SERVICE STATION AND SHOP LOCATED AT 444 OXLEY AVENUE, REDCLIFFE AND DESCRIBED AS LOT 7 ON RP219275 - DIVISION 6 - (Cont.)*

*xiii) Buildings, the spaces around them and landscaping are attractive and contribute to the character and amenity of the City.*

Officer Comment:

The information provided with the proposed preliminary approval application does not feature a level of urban design detail that confirms or conflicts with the above outcome. Even so, the capacity for a future design of the uses proposed to contribute to the character of the City exists within a site of this size and can be influenced during the subsequent assessment of a Development Permit application.

*xiv) Development is designed to mitigate its impacts on adjacent zones and land uses.*

Officer Comment:

Detailed assessments of the noise and air emissions of the proposed service station use have not been provided with the preliminary approval application before Council. It is recognised however that the subject site has the capacity to manage those impacts subject to appropriate reporting and design.

*xv) Development is of a scale and form which:*

- (a) enhances the amenity and attractiveness of the zone and preferred use area in which the development is located;*
- (b) protects and enhances the City's scenic landscapes, bayside location and low to medium density development;*
- (c) supports the preferred pattern of development for the City where medium density development and community infrastructure is located within urban villages, low density development is located within residential areas and industrial development is located in the Employment Node; and*
- (d) integrates with the existing and planned transport infrastructure including roads, public transport corridors and services, cycleways and pathways to maximise the efficient use and accessibility of the transport infrastructure.*

Officer Comment:

The proposed development is no greater than 500m<sup>2</sup> in floor area, and future detailed design may require amendments to accommodate loading and servicing associated with the uses. The proposal is not of a scale that detracts from the broader employment network and is in-line with the preferred pattern of commercial development in Redcliffe. The information provided with the proposed preliminary approval application does not feature a level of urban design detail that confirms or conflicts with the above outcome. Even so, the capacity for such a development to contribute to a high standard of urban design and landscaping exists within a site of this size.

*C) Urban Villages*

*i) The function of the urban villages in supporting a mix of uses including convenience retail, a range of housing styles and employment opportunities is suitable for the scale, location and role of the individual urban village without adversely affecting the function of other urban villages.*

Officer Comment:

The proposed scale and (customer service based) land uses are in-line with the zoning and preferred pattern of commercial development in the Redcliffe Seaside Village.

#### *2.3.4 Frame Business Zone Code Overall Outcome Assessment*

The relevant Overall Outcomes under the Frame Business Zone Code are quoted in italics below, followed by a comment.



ITEM 2.1 DA/31316/2016/V2K - MATERIAL CHANGE OF USE - PRELIMINARY APPROVAL FOR FOOD SERVICE, SERVICE STATION AND SHOP LOCATED AT 444 OXLEY AVENUE, REDCLIFFE AND DESCRIBED AS LOT 7 ON RP219275 - DIVISION 6 - (Cont.)

A) *The range of retail and commercial uses located in the Frame Business Zone supports and sustains the distinctive role and character of the urban village and preferred use area in which they are located.*

Officer Comment:

The proposed uses offer localised convenience services that are consistent with the zone.

B) *Where located in an urban village, the Frame Business Zone supports but does not diminish or directly compete with the Retail Core Zone in the urban village.*

Officer Comment:

The proposed uses offer localised convenience services that do not compete with the retail core.

C) *Where located in an urban village, Frame Business Zone businesses have a lesser scale and intensity than in the Retail Core Zone.*

Officer Comment:

Complies. The proposed uses are of a lower scale and intensity than that expected for the retail core zoned land.

E) *Development is designed to integrate with existing and planned development in the zone and preferred use area.*

Officer Comment:

The subject site is a standalone Frame Business Zone site, with three frontages and one side boundary, which adjoins another zone. There is an obvious limitation of the site to integrate with other land in *Preferred Use Area 12* given the breadth of Anzac and Oxley Avenues, which segregate the subject site from the rest of the land within that preferred use area. The service based uses proposed provide easy access to the residential community east of Oxley Avenue and west of Humpybong Esplanade. This is considered be an efficient use of the land given the surroundings.

F) *Development is designed and constructed to protect and enhance the existing and planned amenity and character of the zone and preferred use area.*

Officer Comment:

The information provided with the proposed preliminary approval application does not feature a level of urban design detail that confirms or conflicts with the above outcome. Even so, the capacity for a future design of the uses proposed to contribute to local character exists within a site of this size. Moreover, it can be influenced during the subsequent assessment of a Development Permit application.

G) *Development is of a type, scale and form which is consistent with the existing and planned development in the Frame Business Zone and preferred use area.*

Officer Comment:

The scale is consistent with the Frame Business Zone and the floor area nominated for *Preferred Use Area 12*. The types of uses proposed are either code assessable (food service and shop) or impact but consistent with other development in *Preferred Use Area 12* (refer to the *7eleven* service station that covers the catchment diagonally opposite).

H) *Development in the Frame Business Zone has the following characteristics:*

*i) The character, location, siting, bulk, scale, size, height, density, design and external appearance of the development accords with the existing and planned development within the zone and preferred use area; and*

ITEM 2.1 DA/31316/2016/V2K - MATERIAL CHANGE OF USE - PRELIMINARY APPROVAL FOR FOOD SERVICE, SERVICE STATION AND SHOP LOCATED AT 444 OXLEY AVENUE, REDCLIFFE AND DESCRIBED AS LOT 7 ON RP219275 - DIVISION 6 - (Cont.)

- ii) *The development has a positive impact on the landscape, scenic amenity and streetscape of the zone and preferred use area; and*
- iii) *The development does not generate greater traffic movements or hazards than is reasonably expected in the zone and preferred use area by reason of;*
  - (a) Parking areas on the premises and off the premises; or*
  - (b) The number or type of vehicle movement; or*
  - (c) The manner of access and manoeuvring to the development; and*
- iv) *The capacity of the road network in the zone and preferred use area is suitable for the development; and*
- v) *The development has a reasonable level of accessibility by all modes of transport including pedestrian, cyclist, public transport and private vehicular access, that is appropriate to the development; and*
- vi) *An adequate level of infrastructure and services is available to service the development and any infrastructure and services upgrading carried out as a consequence of the development is within the limits reasonable expected for the zone and preferred use area;*
- vii) *Noise generated by the development is within the levels expected for the zone and preferred use area;*
- viii) *The development does not result in an unreasonable risk or hazard to the development or adjoining premises; and*
- ix) *The disposal or storage of wastes and other materials will not result in visual blight, environmental harm, environmental nuisance, a nuisance or degradation of the nature conservations values of the zone and preferred use area; and*
- x) *The development does not generate negative community impact including impacts on:*
  - (a) Community identity, cohesion and cultural practises; and*
  - (b) Community health and well-being; and*
  - (c) Access to community services and facilities required to support the needs of the community; and*
  - (d) Personal safety; and*
  - (e) Property security; and*
  - (f) Housing choice, mix, cost and location; and*
  - (g) Access to employment and education; and*
- xi) *The development does not generate adverse economic impacts on existing or planned facilities or services.*

Officer Comments:

The proposed uses are of a type and scale that can be reasonably accepted within the zone. The local service based uses are particularly relevant for the site, given that it is excised from the remainder of the preferred use area by high order roads. The site is of a size that can accommodate movements by a range of vehicle types and ensure landscaping, acoustics and air quality is maintained, subject to detailed design as part of a development permit application and follow up assessment by Council.

*K) Preferred Use Area 12 – Local Services, provides a wide variety of service trades and smaller industrial uses that serve local residents and workers.*

Officer Comment:

The subject site is a standalone Frame Business Zone site, with three frontages and one side boundary, which adjoins another zone. There is an obvious limitation of the site to integrate with other land in *Preferred Use Area 12* given the breadth of Anzac and Oxley Avenues, which segregate the subject site from the rest of the land within that preferred use area. The service based uses proposed provide easy access to the residential community east of Oxley Avenue and west of Humpybong Esplanade. This is considered be an efficient use of the land given:

- the surrounding land use pattern and segregation provided by establish roads:
- the scale (GFA) of development within the Preferred Use Area 12 being restricted to 500m<sup>2</sup>; and
- therefore, the inability of uses on site to be integrated with or physically co-located with other industrial uses in the vicinity.

ITEM 2.1 DA/31316/2016/V2K - MATERIAL CHANGE OF USE - PRELIMINARY APPROVAL FOR FOOD SERVICE, SERVICE STATION AND SHOP LOCATED AT 444 OXLEY AVENUE, REDCLIFFE AND DESCRIBED AS LOT 7 ON RP219275 - DIVISION 6 - (Cont.)

### 2.3.5 Business and Commercial Uses Code Overall Outcome Assessment

The relevant Overall Outcomes under the Business and Commercial Uses Code are quoted in italics below, followed by a comment beneath each.

- A) *Business and commercial uses are designed and constructed to protect and enhance the existing and planned amenity and character of the zone and preferred use area.*

Officer Comment:

It is important to note that the proposed Food Service, Shop and Service Station uses would ultimately offer a more appropriate level of amenity to adjacent residents and residents in Manley Street than trades or industrial uses mentioned in the overall outcomes for *Preferred Use Area 12*. As outlined in this report, the subsequent development permit application/s will be required to show evidence of design to a high level of character and visual amenity, investigate constraints and mitigate impacts.

- B) *Business and commercial uses are of a scale and form which is intended for development in the zone and preferred use area.*

Officer Comment:

Complies. The proposed scale and form of development is not being approved as part of this application. Detailed design and layout will be assessed as part of any future application for a development permit.

- C) *The design and layout of development promotes public safety and provides casual surveillance of public places.*

Officer Comment:

Subject to the conditions for amended plans recommended herein, there is scope for the proposed development of the subject site to accommodate this outcome as part of the future development permit application/s.

- D) *Landscape works in the private and public realm promote the identity of the locality.*

Officer Comment:

The information provided with this proposed preliminary approval application does not feature a level of landscape design detail that confirms or conflicts with the above outcome. Even so, the capacity for a future design of the uses proposed to promote the local identity exists within a site of this size. Landscape concept plans will be required for a subsequent development permit application.

## 2.4 Trunk Infrastructure

In accordance with section 4 of the Moreton Bay Regional Council Planning Scheme, the subject site is located in the identified Priority Infrastructure Area. Infrastructure charges applying to the land, where applicable, are to be applied in accordance with the Charges Resolution applicable at the time the subsequent Development Permit application/s is lodged. An infrastructure Charges Notice is not attached to this report, given that only a Preliminary Approval pursuant to s241 of the *Sustainable Planning Act* is proposed, and that approval would not authorise development to occur, a charges notice is not recommended at this time.

## 2.5 Recording of particular approvals on the MBRC Planning Scheme

Not Applicable in this instance.

ITEM 2.1 DA/31316/2016/V2K - MATERIAL CHANGE OF USE - PRELIMINARY APPROVAL FOR FOOD SERVICE, SERVICE STATION AND SHOP LOCATED AT 444 OXLEY AVENUE, REDCLIFFE AND DESCRIBED AS LOT 7 ON RP219275 - DIVISION 6 - (Cont.)

## 2.6 Referrals

### 2.6.1 Council Referrals

#### 2.6.1.1 Development Engineering

##### *Site Access and Parking:*

The location of proposed access driveways from Manley Street will generally reflect the existing crossovers location with slight modifications. Access from state controlled Anzac Ave, and Oxley Avenue will also remain within an approximate vicinity to existing driveways and the proposal was generally accepted by DTMR. The proposal is supported by a Traffic Impact Assessment that has been assessed by Council Officers and determined to be satisfactory. Development Engineering concurs that the proposal will not adversely impact on the traffic flow patterns in the vicinity of existing external road networks and intersections.

Alternative proposal for fuel deliveries or demonstration of structural integrity of the existing pavement on Manley Street is requested.

##### *Stormwater Management and Drainage Discharge:*

The proposed development is to occur over an existing built-up area so there is no significant increase or changes in impervious area. It is also noted that the existing stormwater network will continue to be utilised. The proposal is supported by a Stormwater Management Plan that has been assessed by Council Officers and determined to be satisfactory. Stormwater management will be assessed as part of any future application for a development permit.

#### 2.6.1.2 Environmental Health

##### *Waste Management:*

Waste management will be assessed as part of any future application for a development permit.

##### *Noise:*

A noise impact assessment report has not been provided in response to the further information requested to identify noise impacts associated with this development onto sensitive receivers. There are potential noise impacts from the fuel service station and fast food outlets that can cause nuisance to occupants of nearby dwellings. These noise impacts include vehicle movements onto and off the property, car parking, noise from the drive-through of the fast food outlet, air-conditioning and mechanical plant. An assessment has not been undertaken to identify how these noise impacts will be managed. A Noise Impact Assessment will be required as part of any future application seeking a Development Permit.

##### *Air Quality:*

There are potential air quality issues associated with this development. There are potential health impacts from the fuel station onto nearby residential properties that must be addressed. An Air Quality Assessment will be required as part of any future application seeking a Development Permit.

##### *Lighting:*

Lighting will be assessed as part of any future application seeking a Development Permit.

##### *Fuel Storage:*

Service stations have specific environmental risks inherent with the bulk storage and dispensing of dangerous goods. Details for the service station including a site plan incorporating design elements have been provided. It is noted that the fuel station canopy

*ITEM 2.1 DA/31316/2016/V2K - MATERIAL CHANGE OF USE - PRELIMINARY APPROVAL FOR FOOD SERVICE, SERVICE STATION AND SHOP LOCATED AT 444 OXLEY AVENUE, REDCLIFFE AND DESCRIBED AS LOT 7 ON RP219275 - DIVISION 6 - (Cont.)*

will be concrete surfaced and will cover the fuel dispensing area. The management of runoff from the fuel dispensing and tanker refueling areas has been specified. It is acknowledged that the fuel dispensing area will be graded to an approved hydrocarbon separator. The hydrocarbon separator proposed for the fuel station is the Spel Puraceptor. The Puraceptor will remove hydrocarbons, gross pollutants and total suspended solids prior to discharge to stormwater. Given a layout/site plan is not being approved at this point in time. This detail will be assessed as part of any future application for a development permit.

**2.6.2 Referral Agencies**

**2.6.2.1.1 Concurrence Agency - Department of State Development Manufacturing, Infrastructure and Planning**

The application was referred to the Department of State Development Manufacturing Infrastructure Planning (DSDMIP) for the following;

- (a) Matters relating to State-Controlled Roads. Council was advised on 7 February 2018 that DSDMIP has no objection to the development application subject to a number of conditions being attached to Council's Decision Notice.

**2.6.2.2 Advice Agencies**

There were no Advice Agencies involved in assessing this application.

**2.6.2.3 Third Party Agencies**

There were no Third-Party Agencies involved in assessing this application.

**2.7 Public Consultation**

**2.7.1 Public Notification Requirements under the Development Assessment Rules**

- (a) Public Notification was served on all adjoining landowners on 14-02-18.
- (b) The development application was advertised in the Redcliffe and Bayside Herald on 14-02-18.
- (c) A notice in the prescribed form was posted on the relevant land on 14-02-18 and maintained for a period of at least 15 business days until 08-03-18.

**2.7.2 Submissions Received**

Council received the following types of submissions in respect to this development application.

Type		Number Signatures	of	Number Submissions	of
Properly Made	Letter, Email, Fax			6	
	Petition	62		1	
Not Properly Made	Letter, Email, Fax				
	Petition				
<b>Total</b>				<b>7</b>	

ITEM 2.1 DA/31316/2016/V2K - MATERIAL CHANGE OF USE - PRELIMINARY APPROVAL FOR FOOD SERVICE, SERVICE STATION AND SHOP LOCATED AT 444 OXLEY AVENUE, REDCLIFFE AND DESCRIBED AS LOT 7 ON RP219275 - DIVISION 6 - (Cont.)

The matters raised within the submission(s) are outlined below:

<b>Assessment of Submissions</b>
<p><b>Issue - Traffic: Manley Street</b></p> <ul style="list-style-type: none"><li>• The width of Manley Street cannot accommodate two standard width cars safely</li><li>• With the major entry and exit points via Manley St this means that at least 75% of the traffic will need to enter and exit via Manley St with an estimation of 265 cars per hour visiting the new premises (figures detailed in the Contour report 2016) this will increase the number of cars by approximately 200 per hour in Manley St alone, which equates to 400 extra trips through the street (unacceptable.)</li><li>• Greater Volume of vehicular traffic onto Manley Street and Humpybong Avenue</li><li>• Lack of Foot paths for pedestrians and PWD on Manley Street</li><li>• Ingress and egress points onto Manley Street will have volumes of up to 200 VPH and that would impact onto the multiple dwelling development across the street</li><li>• Manley Street is a two way, two lane road, and is classified as an 'Access Street' by Moreton Bay Regional Council. Manley Street has a formation width of approximately 10m, including parallel parking spaces on the shoulders. It intersects with Oxley Avenue at the northern boundary of the subject site. Submission are concerned with traffic volume onto Manley Street as a direct result of the proposed development, residual traffic will be onto Manley Street.</li></ul>
<p><b>Discussion</b></p> <p>The development proposal received multiple submissions pertinent to the traffic elements associated with the subject site, existing road and intersection conditions. More specifically, the site is bounded by three (3) road frontages being Anzac Avenue (southern boundary), Oxley Avenue (western boundary) and Manley Street (Northern boundary). Council engineering has undertaken their assessment of the proposed preliminary approval and have provided the following input:</p> <ul style="list-style-type: none"><li>• "Manley street is a 10m wide local access through road and meets the minimum width requirements as per AS2890.1. Being an access street the provision for parking on street is not required, although it is provided. A parallel parking bay is generally 2.1m wide. With a parking bay on each side of the street, the existing road profile provides 5.8m of width for the two-way traffic lanes. It is considered that this width is acceptable.</li><li>• DTMR has approved restricted access to the proposed development through its roads. Site access is proposed via a left -in (ingress) driveway from Oxley Ave and left-out (egress) onto Anzac Avenue. Oxley Avenue and Anzac Ave fronting the development is a chevron marked divided road classified as a Sub-Arterial Road under the control of DTMR. A secondary access one entry and one exit onto Manley Street is also proposed. The sight distance complies with the requirements of Austroads safe intersection sight distance for a posted speed limit of 60km/h.</li><li>• The Manley Street road reserve and pavement width is sufficient for turning manoeuvres and the proposal will not have adverse impact on the adjacent development. However, the development will result in loss of some on-road parking spaces (due to driveway splays)."</li></ul> <p>The Preliminary approval will be located on a site that has pre-existing entry and exit points onto Manley street where the zoning of that area has been designated as Frame Business Zone under the Redcliffe Planning Scheme 2005 (Superseded). The Frame Business Zone supports a range of retail and commercial uses. The site is designated as a Preferred Use Area 12, which is intended for:</p>

ITEM 2.1 DA/31316/2016/V2K - MATERIAL CHANGE OF USE - PRELIMINARY APPROVAL FOR FOOD SERVICE, SERVICE STATION AND SHOP LOCATED AT 444 OXLEY AVENUE, REDCLIFFE AND DESCRIBED AS LOT 7 ON RP219275 - DIVISION 6 - (Cont.)

*Local Services provides a wide variety of service trades and smaller industrial uses that serve local residents and workers.*

Previously, the site operated as a commercial use; more specifically an RV business and rental. Both the superseded and current planning schemes contemplate Food Service and Shop uses, with the only impact assessable use (policy neutral) being the Service Station. This means that vehicle trip demands stemming from Food Service and Shop has been contemplated for the site for a number of planning scheme iterations. Increased vehicular activity within Manley Street is contemplated by the planning scheme and the Manley Street geometry can accommodate the necessary vehicle movements and vehicle types generated by the development.

With respect to footpaths, Manley Street has a footpath on the northern side, which is ideally located away from the vehicle entries to the site. Further, increased development in Manley Street over time will likely necessitate footpath construction. Any requirement for a footpath adjacent to the development site frontage on Manley Street will be considered as part of any future application for a development permit.

The application being sought is a Preliminary Approval that does not affect a Local Planning Instrument (section 241 of the SPA). The granting of a Preliminary Approval will not result in the establishment of the uses on site. If granted, the Preliminary Approval only goes as far as to approve the uses in principle without committing to detailed design or authorising works to commence.

The applicant would be required to submit a further application for a Development Permit in accordance with any Preliminary Approval. At that time the submitters concerns, or any submissions on that future application, could be assessed in detail.

The above issues are not sufficient grounds for refusal of the application for Preliminary Approval.

**Issue - Environmental Health (noise, light & litter pollution)**

- The risk of polluting onto Redcliffe Foreshore area from the proposed development
- The potential of Noise pollution from the proposed development emanating from the service station and fast food
- The unexpected volume of noise resulting from the proposed development and the impact onto the adjoining residential amenity
- Increase rubbish and litter from the proposed development will impact on the residential amenity
- Subsequent visibility and sound proof barrier would remove natural light and ventilation to properties to the east
- Noise impacts from the service station and food services onto adjoining neighbours
- Constant stream of litter from existing food services

**Discussion**

The proposed uses are consistent with a range of local convenience service uses that are contemplated in the Frame Business Zone. Even so, the various impacts of noise, light and waste pollution of any form of development on the site must be appropriately mitigated.

Council have standardised and consistent requirements regarding lighting and waste storage/collection, which can be conditioned on any future development permit.

ITEM 2.1 DA/31316/2016/V2K - MATERIAL CHANGE OF USE - PRELIMINARY APPROVAL FOR FOOD SERVICE, SERVICE STATION AND SHOP LOCATED AT 444 OXLEY AVENUE, REDCLIFFE AND DESCRIBED AS LOT 7 ON RP219275 - DIVISION 6 - (Cont.)

The same applies to noise. The applicant has not provided a noise impact assessment to demonstrate how noise would be mitigated (e.g. fences, service point locations and hours of servicing). Council officers have concerns regarding the potential arrangements for service and refuelling vehicles, including the access, timing, proximity of service points to adjoining residents. These aspects would be thoroughly assessed as part of any subsequent application for a Development Permit over the site. It is noted that noise barriers would only block the western sun and have limited impact on natural light within land to the east. Particularly given the location of the existing building wall on site.

This is not sufficient grounds for refusal of the application.

#### **Issue - General Residential Amenity**

- The proposed development is incompatible with the existing and adjoining residential area.
- Private living spaces on the western side of the adjacent residential properties are to be affected by the 35 vehicles queued for the fast food.
- Quality of lives compromised by the proposed development.
- The desire or need for Food Services and Service Station is questioned, particularly given that there are existing service stations and food services in close proximity.
- The submitters raised concerns about the safety in the street; stating that there are people travelling along Manley Street in motorised wheelchairs, young children, pets and adult drivers living in the street all will be compromised and could be put in danger.

#### **Discussion**

As outlined above, the proposed uses are consistent with a range of local convenience service uses that are contemplated in the Frame Business Zone. The application is for a Preliminary Approval only and any subsequent application for a Development Permit for the proposed uses must mitigate impacts to preserve an appropriate level of amenity for the adjoining residential zoned land. That is, in keeping with expectations for land adjacent to the Frame Business Zone.

As local convenience and services uses are contemplated by the superseded and current land use zoning. This is not sufficient grounds for refusal of the application. The onus remains on the applicant or future to applicant to demonstrate that amenity impacts can be mitigated prior to the issue of a subsequent development permit.

Separation of the proposed development from existing Food Service, Shop and Service Stations is not a relevant planning scheme consideration. It is not unusual to find two petrol stations located opposite each other on a busy road being utilised by different catchments.

Council's engineers have accepted that vehicle movements via Manley Street can be accommodated within the existing road reserve. Vehicle movements will typically occur at the end of Manley Street.

#### **2.7.3 Notice of Compliance**

The Notice of Compliance was received by Council on 08-03-18. The Notice of Compliance identifies that the public notification requirements for the development application were correctly undertaken in accordance with the requirements of Part 4, of the Development Assessment Rules.



ITEM 2.1 DA/31316/2016/V2K - MATERIAL CHANGE OF USE - PRELIMINARY APPROVAL FOR FOOD SERVICE, SERVICE STATION AND SHOP LOCATED AT 444 OXLEY AVENUE, REDCLIFFE AND DESCRIBED AS LOT 7 ON RP219275 - DIVISION 6 - (Cont.)

2.8 Other Matters

None identified.

**3. Strategic Implications**

3.1 Legislative/Legal Implications

The applicant and submitters have appeal rights in accordance with the *Sustainable Planning Act 2009*.

3.2 Corporate Plan / Operational Plan

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

3.3 Policy Implications

The proposal for a preliminary approval is consistent with the existing Moreton Bay Region planning provisions and relevant policies.

3.4 Risk Management Implications

Development occurs efficiently and effectively in the region in a manner that reduces the potential risk implications to Council and the community.

3.5 Delegated Authority Implications

There are no delegated authority implications arising as a direct result of this report.

3.6 Financial Implications

In the event that an appeal is made to the Planning & Environment court against Council's decision, the Council will incur additional costs in defending its position.

3.7 Economic Benefit

There are no economic benefits arising from this development application.

3.8 Environmental Implications

There are no environmental implications arising from this development application.

3.9 Social Implications

There are no environmental implications arising from this development application.

3.10 Consultation / Communication

Refer to clause 2.7.

**SUPPORTING INFORMATION**

**Ref: [A16974919](#), [A16975105](#), [A16975082](#) [A16975251](#)**

The following list of supporting information is provided for:

**ITEM 2.1**

**DA/31316/2016/V2K - MATERIAL CHANGE OF USE - PRELIMINARY APPROVAL FOR FOOD SERVICE, SERVICE STATION AND SHOP LOCATED AT 444 OXLEY AVENUE, REDCLIFFE AND DESCRIBED AS LOT 7 ON RP219275 - DIVISION 6**

***#1 Locality Plan - Aerial Photograph***

***#2 Zoning Map - Superseded Redcliffe City Planning Scheme 2005***

***#3 Current MBRC Planning Scheme - Zoning Plan***

***#4 Truck Turning Path***

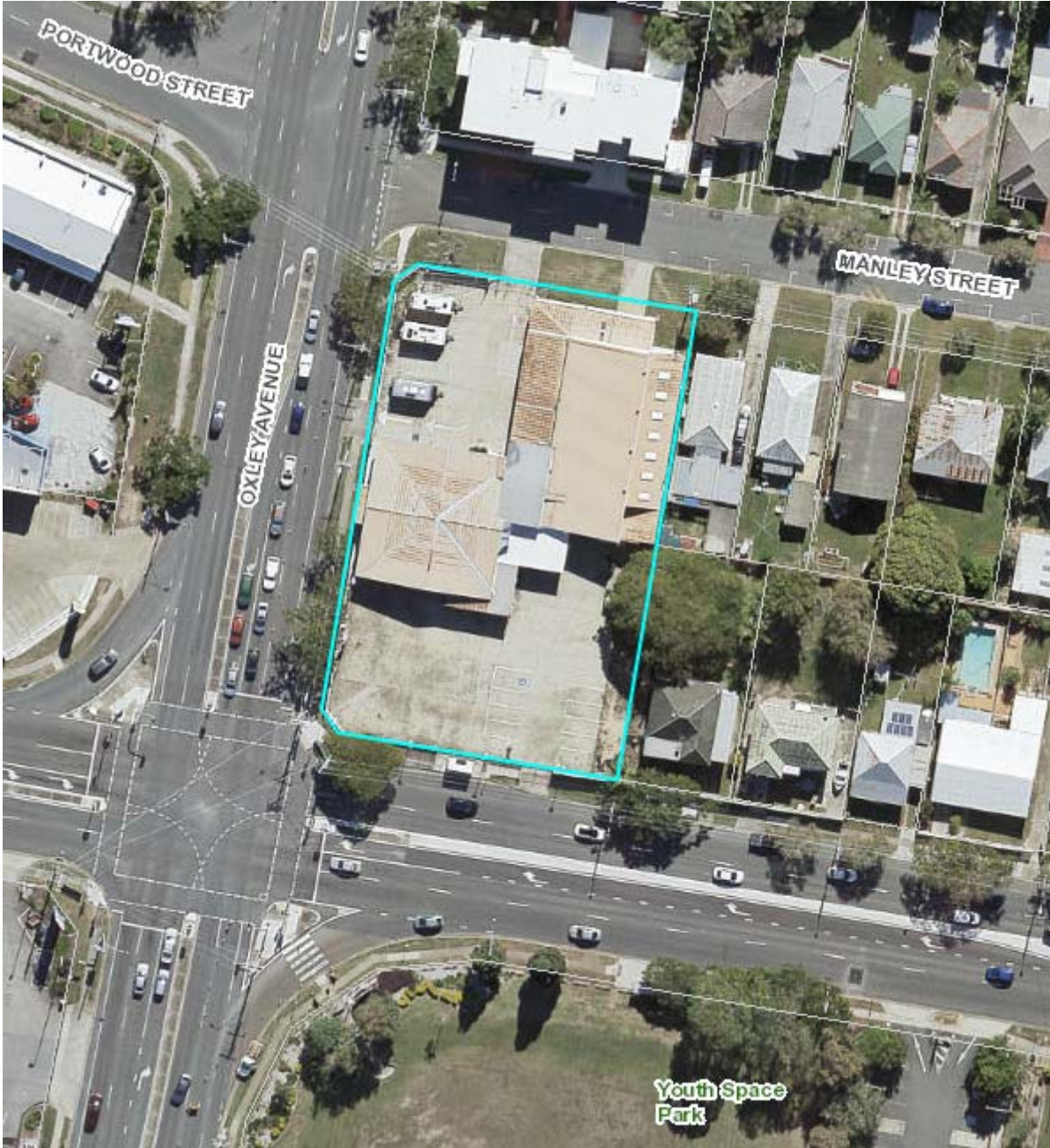
***#5 Proposal Plan***

***#6 Concurrence Agency Response with Conditions***

***#7 Submissions***

ITEM 2.1 - DA/31316/2016/V2K - MATERIAL CHANGE OF USE - PRELIMINARY APPROVAL FOR FOOD SERVICE, SERVICE STATION AND SHOP LOCATED AT 444 OXLEY AVENUE, REDCLIFFE AND DESCRIBED AS LOT 7 ON RP219275 - DIVISION 6 (Cont.)

**#1 Locality Plan - Aerial Photograph**



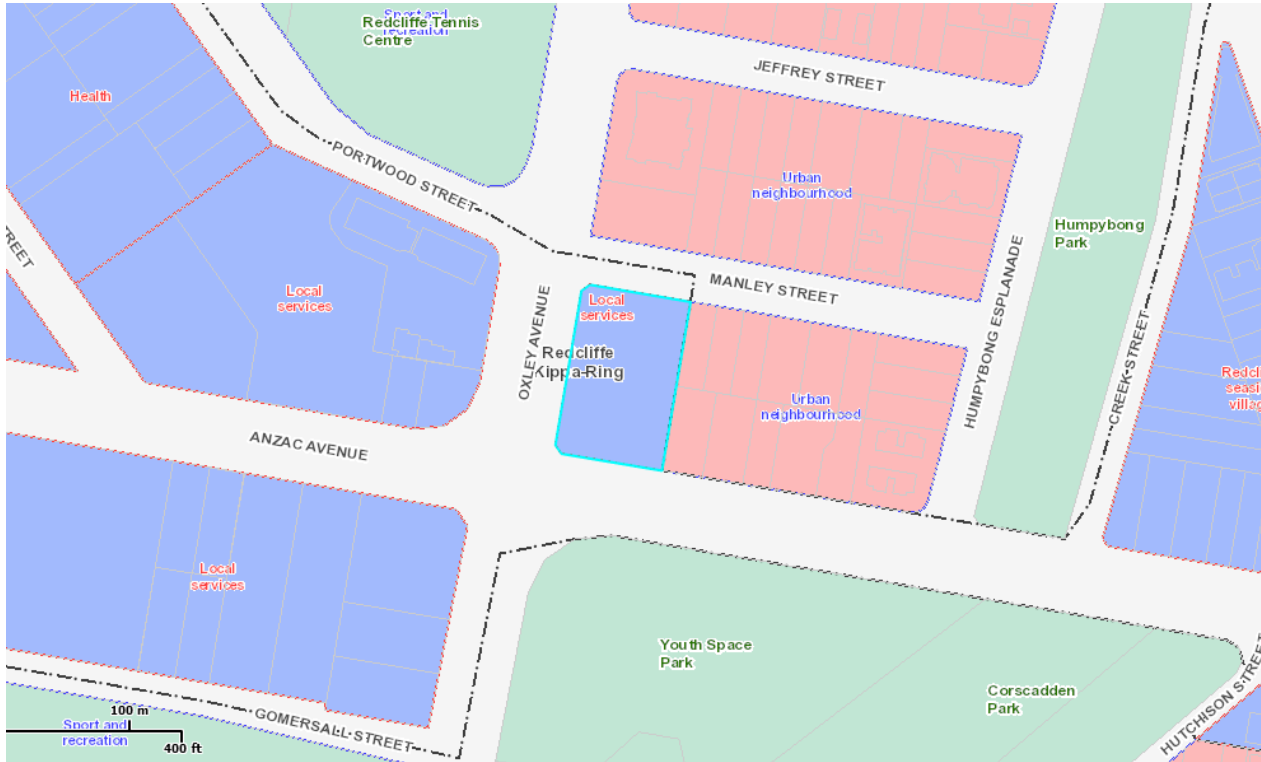
ITEM 2.1 - DA/31316/2016/V2K - MATERIAL CHANGE OF USE - PRELIMINARY APPROVAL FOR FOOD SERVICE, SERVICE STATION AND SHOP LOCATED AT 444 OXLEY AVENUE, REDCLIFFE AND DESCRIBED AS LOT 7 ON RP219275 - DIVISION 6 (Cont.)

**#2 Zoning Map - Superseded Redcliffe City Planning Scheme 2005**



ITEM 2.1 - DA/31316/2016/V2K - MATERIAL CHANGE OF USE - PRELIMINARY APPROVAL FOR FOOD SERVICE, SERVICE STATION AND SHOP LOCATED AT 444 OXLEY AVENUE, REDCLIFFE AND DESCRIBED AS LOT 7 ON RP219275 - DIVISION 6 (Cont.)

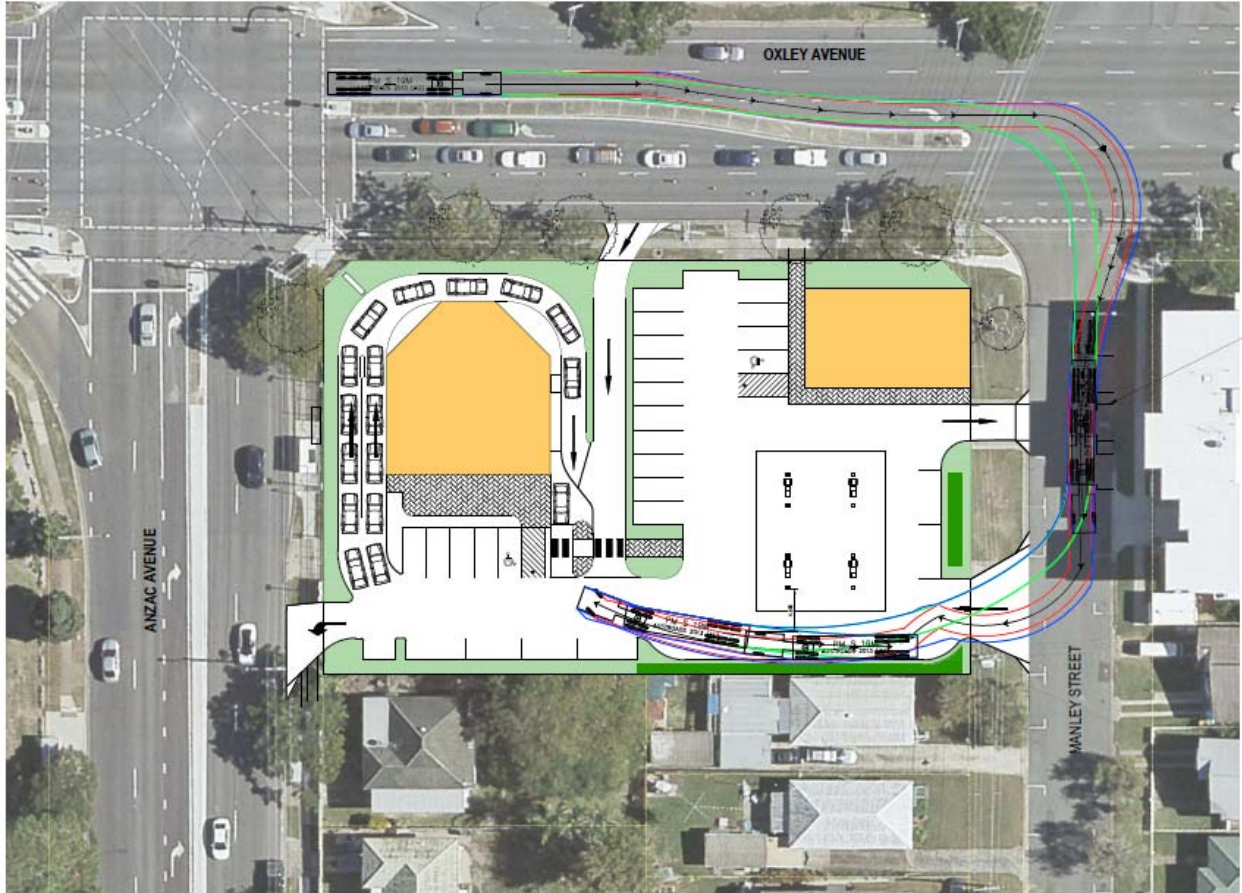
**#3 Current MBRC Planning Scheme - Zoning Plan**



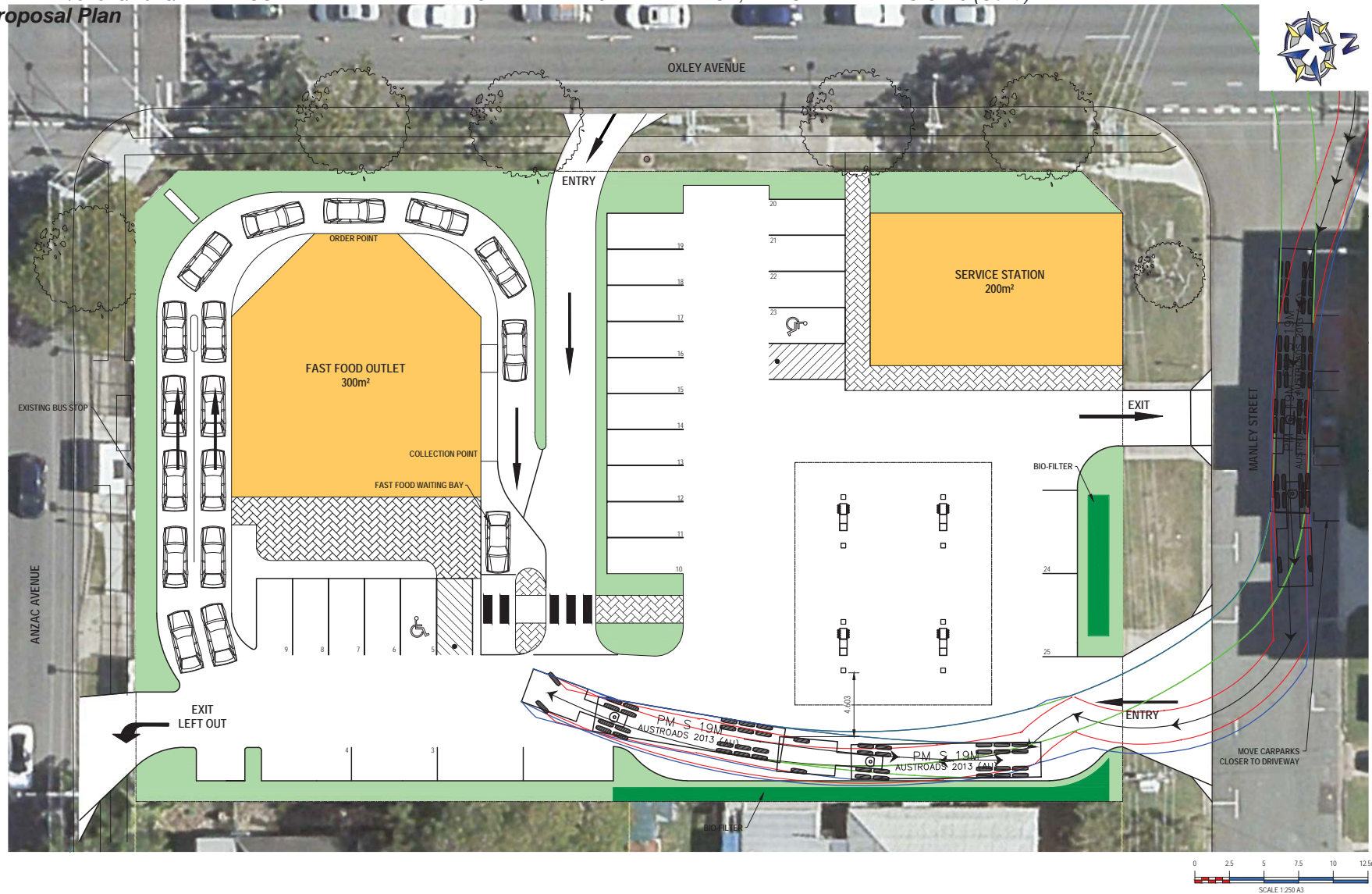


ITEM 2.1 - DA/31316/2016/V2K - MATERIAL CHANGE OF USE - PRELIMINARY APPROVAL FOR FOOD SERVICE, SERVICE STATION AND SHOP LOCATED AT 444 OXLEY AVENUE, REDCLIFFE AND DESCRIBED AS LOT 7 ON RP219275 - DIVISION 6 (Cont.)

**#4 Truck Turning Path**



ITEM 2.1 - DA/31316/2016/V2K - MCU - PRELIMINARY APPROVAL AT 444 OXLEY AVENUE, REDCLIFFE - DIVISION 6 (Cont.)  
#5 Proposal Plan



PLAN DETAILS:		PLAN AMENDMENTS:				
Designed:	BE	Rev	Date	Comment	Altered	Checked
Drawn:	JP	A	18.12.17	LAYOUT AMENDMENTS	WP	JP
Checked:	JP	B	09.09.18	LAYOUT AMENDMENTS	BP	JP
Datum:	AHD	C	12.04.18	MINOR AMENDMENTS	BP	JP
Date:	16-10-17	D	23.04.18	DRAFTING AMENDMENTS	BP	JP
Director: BRETT THOMSON (RP162 9668)						

**PROPOSED COMMERCIAL DEVELOPMENT  
AT 444 OXLEY ROAD, REDCLIFFE  
FOR O'KEEFE NOMINEES PTY LTD**

© This plan is Copyright. Other than for the purposes of and subject to the conditions prescribed under the Copyright Act, no part of it may in any form or by any means be reproduced, stored in a retrieval system or transmitted without the prior written permission of Contour Consulting Engineers. The plan shall not be used for any other purpose without the prior written permission of Contour Consulting Engineers.

PLAN TITLE:		
<b>VEHICLE SWEEP PATHS HEAVY RIGID VEHICLE 19.0m</b>		
<b>FOR APPROVAL - NOT FOR CONSTRUCTION</b>		
PLAN No:	REVISION:	SHEET:
<b>1448-SK04</b>	<b>D</b>	<b>4 OF 5</b>

# Moreton Bay Regional Council

COORDINATION COMMITTEE MEETING  
19 June 2018

PAGE 36  
Agenda

ITEM 2.1 - DA/31316/2016/V2K - MCU - PRELIMINARY APPROVAL AT 444 OXLEY AVENUE, REDCLIFFE - DIVISION 6 (Cont.)  
**#6 Concurrence Agency Response with Conditions**



Department of  
**State Development,  
Manufacturing,  
Infrastructure and Planning**

Our reference: SDA-0216-028128  
Your reference: DA/31316/2016/V2K  
Applicant reference: 15059

7 February 2018

The Chief Executive Officer  
Moreton Bay Regional Council  
PO Box 159  
CABOOLTURE QLD 4510  
mbrc@moretonbay.qld.gov.au

**Attention: Ms Sally Geldard**

Dear Ms Geldard

**Late concurrence agency response—with conditions**

444 Oxley Avenue, REDCLIFFE (Lot 7 on RP219275)  
(Given under Section 290(1)(a) of the *Sustainable Planning Act 2009*)

The referral agency material for the development application described below was received by the State Assessment and Referral Agency (SARA), administered by the Department of State Development, Manufacturing, Infrastructure and Planning under Section 272 of the *Sustainable Planning Act 2009* on 13 April 2017.

**Applicant details**

---

Applicant name: O'Keefe Nominees Pty Ltd  
C/- Town Planning Strategies  
Applicant contact details: PO Box 800  
HAMILTON CENTRAL QLD 4007  
marcus@townplanningstrategies.com.au

**Site details**

---

Street address: 444 Oxley Avenue, REDCLIFFE  
Lot on plan: Lot 7 on RP219275



# Moreton Bay Regional Council

COORDINATION COMMITTEE MEETING  
19 June 2018

PAGE 37  
Agenda

ITEM 2.1 - DA/31316/2016/V2K - MCU - PRELIMINARY APPROVAL AT 444 OXLEY AVENUE, REDCLIFFE - DIVISION 6 (Cont.)  
SDA-0216-028128

Local government area: Moreton Bay Regional Council

## Application details

Proposed development: Preliminary Approval for Material Change of Use (Food Service, Service Station and Shop)

The department was unable to provide a concurrence agency response within the referral agency assessment under Section 283 of the Act. The department obtained the applicant's written agreement (via e-mail) to give a late concurrence agency response under Section 290(1)(a) of the Act, as attached.

## Aspects of development and type of approval being sought

Nature of Development	Approval Type	Brief Proposal of Description	Level of Assessment
Material Change of Use	Preliminary Approval	Food Service, Service Station and Shop	Impact Assessment

## Referral triggers

The development application was referred to the department under the following provisions of the *Sustainable Planning Regulation 2009*:

Referral triggers Schedule 7, Table 3, Item 1 (State-controlled road)

## Conditions

Under Section 287(1)(a) of the *Sustainable Planning Act 2009*, the conditions set out in Attachment 1 must be attached to any development approval.

## Reasons for decision to impose conditions

Under Section 289(1) of the *Sustainable Planning Act 2009*, the department must set out the reasons for the decision to impose conditions. These reasons are set out in Attachment 2.

## Further advice

The department offers advice to the applicant in Attachment 3.

## Approved plans and specifications

The department requires that the following plans and specifications set out below must be attached to any development approval.

Drawing/Report Title	Prepared by	Date	Reference no.	Version/Issue
<b>Aspect of development: Preliminary Approval for Material Change of Use (Food Service, Service Station and Shop)</b>				
<i>Development Layout Plan</i>	Contour Consulting Engineers	18 December 2017	Plan No. 1448-SK02, Sheet 1 of 3	Revision B

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

## Moreton Bay Regional Council

COORDINATION COMMITTEE MEETING  
19 June 2018

PAGE 38  
Agenda

ITEM 2.1 - DA/31316/2016/V2K - MCU - PRELIMINARY APPROVAL AT 444 OXLEY AVENUE, REDCLIFFE - DIVISION 6 (Cont.)

SDA-0216-028128

For further information, please contact Peter Mulcahy, Principal Planning Officer, SARA Wide Bay Burnett on (07) 4331 5614, or email [WBBSARA@dilgp.qld.gov.au](mailto:WBBSARA@dilgp.qld.gov.au) who will be pleased to assist.

Yours sincerely



Luke Lankowski  
**Manager (Planning)**

cc: O'Keefe Nominees Pty Ltd  
C/- Town Planning Strategies  
PO Box 800  
HAMILTON CENTRAL QLD 4007  
[marcus@townplanningstrategies.com.au](mailto:marcus@townplanningstrategies.com.au)

Department of Transport and Main Roads  
[North.Coast.IDAS@tmr.qld.gov.au](mailto:North.Coast.IDAS@tmr.qld.gov.au)

enc: Attachment 1—Conditions to be imposed  
Attachment 2—Reasons for decision to impose conditions  
Attachment 3 – Further Advice

# Moreton Bay Regional Council

*ITEM 2.1 - DA/31316/2016/V2K - MCU - PRELIMINARY APPROVAL AT 444 OXLEY AVENUE, REDCLIFFE - DIVISION 6 (Cont.)*

SDA-0216-028128

Our reference: SDA-0216-028128  
Your reference: DA/31316/2016/V2K  
Applicant reference: 15059

## Attachment 1—Conditions to be imposed

No.	Conditions	Condition timing
Preliminary Approval for Material Change of Use (Food Service, Service Station and Shop)		
Schedule 7, Table 3, Item 1—Pursuant to Section 255D of the <i>Sustainable Planning Act 2009</i> , the chief executive administering the Act nominates the Director-General of the Department of Transport and Main Roads (DTMR) to be the assessing authority for the development to which this development approval relates for the administration and enforcement of any matter relating to the following conditions:		
Vehicular access onto the state-controlled road		
1.	<p>(a) The road access locations, are to be located generally in accordance with <i>Development Layout Plan</i> prepared by Contour Consulting Engineers, dated 18 December 2017, Plan No. 1448-SK02, Sheet 1 of 3, Revision B.</p> <p>(b) Road access works comprising <b>Heavy Vehicle Crossing (at the road access locations to Oxley Avenue and Anzac Avenue)</b> must be provided generally in accordance with <i>Development Layout Plan</i> prepared by Contour Consulting Engineers, dated 18 December 2017, Plan No. 1448-SK02, Sheet 1 of 3, Revision B. In particular:</p> <ul style="list-style-type: none"> <li>• Left-in/entry/ingress access only from Oxley Avenue; and</li> <li>• Left-out exit/egress onto Anzac Avenue</li> </ul> <p>(c) The road access works must be designed and constructed in accordance with IPWEA Standard Drawing RE-051 and the Department of Transport and Main Roads' <i>Road Planning and Design Manual</i>.</p>	<p>(a) At all times.</p> <p>(c) Prior to the commencement of use.</p> <p>(c) Prior to the commencement of use.</p>
Removal of redundant road access works		
2.	<p>(a) The existing vehicular property access locations between Lot 7 on RP219275 and Oxley Avenue, must be permanently closed and removed.</p> <p>(b) The kerb and channelling and footpath between the pavement edge and the property boundary must be reinstated in accordance with the Department of Transport and Main Roads' <i>Road Planning and Design Manual</i> at no cost to the Department of Transport and Main Roads.</p>	<p>(a) Prior to the commencement of use.</p> <p>(b) Prior to the commencement of use.</p>

ITEM 2.1 - DA/31316/2016/V2K - MCU - PRELIMINARY APPROVAL AT 444 OXLEY AVENUE, REDCLIFFE - DIVISION 6 (Cont.)

SDA-0216-028128

Our reference: SDA-0216-028128  
Your reference: DA/31316/2016/V2K  
Applicant reference: 15059

**Attachment 2—Reasons for decision to impose conditions**

---

The reasons for this decision are:

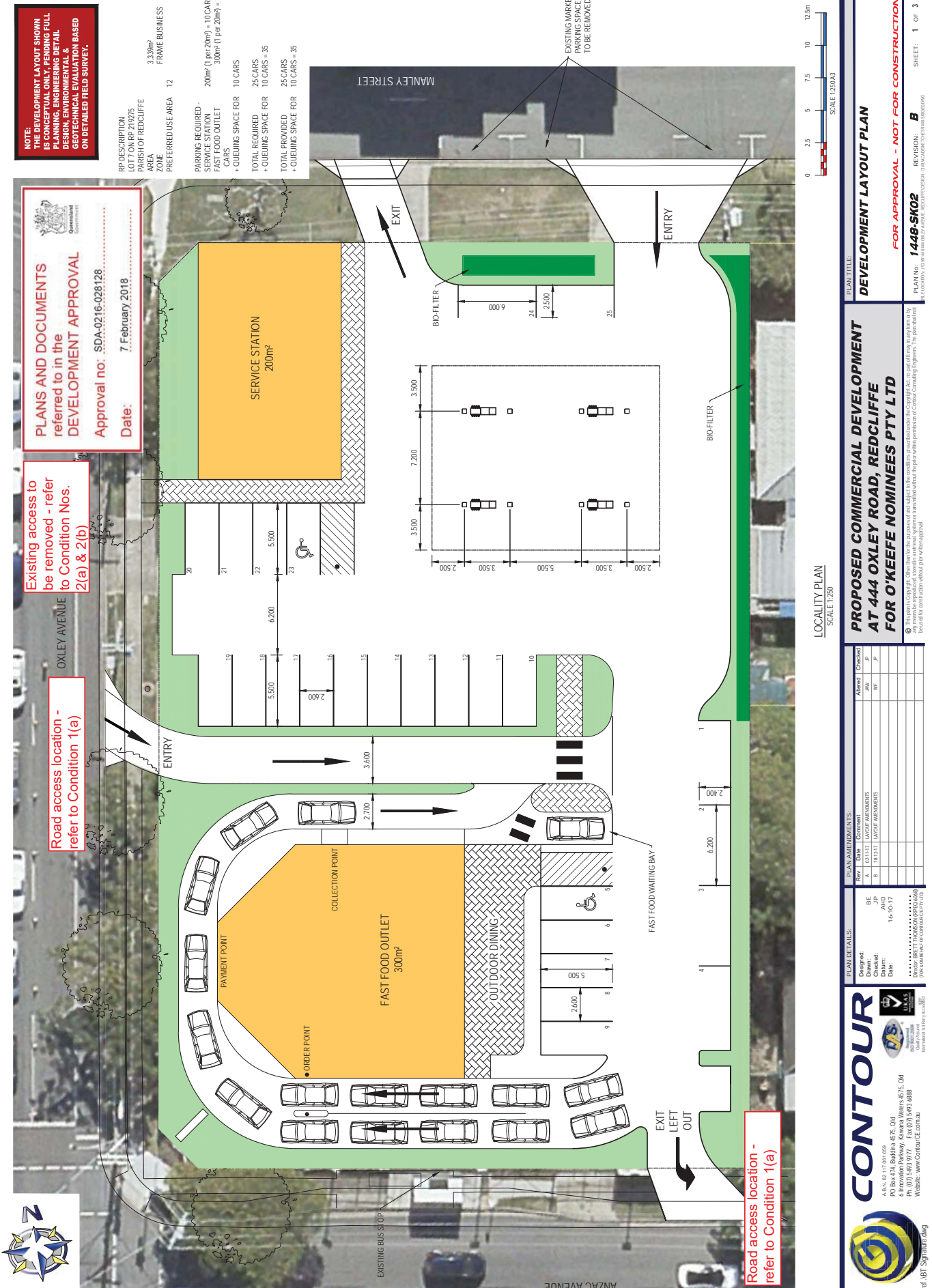
- To ensure the road access location to the state-controlled road from the site does not compromise the safety and efficiency of the state-controlled road.
- To maintain the safety and efficiency of the state-controlled road by reducing the number of road accesses.

Our reference: SDA-0216-028128  
Your reference: DA/31316/2016/V2K  
Applicant reference: 15059

**Attachment 3—Further Advice**

Advertising	
1.	<p>Advertising devices have the potential to cause unsafe, distraction, glare or other nuisance to drivers, with affects safety on the State-controlled road. Any proposed advertising devices are to be in accordance with the Department of Transport and Main Roads' <i>Roadside Advertising Manual</i> (<a href="https://www.tmr.qld.gov.au/business-industry/Technical-standards-publications/Roadside-advertising-guide.aspx">https://www.tmr.qld.gov.au/business-industry/Technical-standards-publications/Roadside-advertising-guide.aspx</a>). Such as:</p> <ul style="list-style-type: none"> <li>• Any pylon signs proposed must be placed within the subject site of the State-controlled road reserve (without overhang onto the State-controlled road reserve).</li> <li>• Construction and maintenance of a pylon sign must be carried out from within the subject site.</li> <li>• Any proposed variable illuminated sign must not exceed 250cd/m<sup>2</sup> and must not contain a variable message component.</li> </ul>
Road works on a State-controlled road	
2.	<p>Under Section 33 of the <i>Transport Infrastructure Act 1994</i>, written approval is required from the Department of Transport and Main Roads to carry out works that are road access works (including driveways) on a State-controlled road, road upgrade works (including turn treatments) and the removal of redundant vehicle crossovers. Please contact the Department of Transport and Main Roads via <a href="mailto:North.Coast@tmr.qld.gov.au">North.Coast@tmr.qld.gov.au</a> or phone (07) 5451 7055 (please quote <b>TMR16-016562</b>) to make an application for road works approval. This approval must be obtained prior to commencing any works on the State-controlled road reserve.</p> <p>This approval process may require the approval of engineering designs of the proposed works, certified by a Registered Professional Engineer of Queensland (RPEQ). <b>The road works approval process takes time – please contact the Department of Transport and Main Roads as soon as possible to ensure that gaining approval does not delay construction.</b></p>

ITEM 2.1 - DA/31316/2016/V2K - MCU - PRELIMINARY APPROVAL AT 444 OXLEY AVENUE, REDCLIFFE - DIVISION 6 (Cont.)





## Moreton Bay Regional Council

COORDINATION COMMITTEE MEETING  
19 June 2018

PAGE 43  
Agenda

ITEM 2.1 - DA/31316/2016/V2K - MCU - PRELIMINARY APPROVAL AT 444 OXLEY AVENUE, REDCLIFFE - DIVISION 6 (Cont.)

### Peter Mulcahy

---

**From:** Marcus Brooks <marcus@townplanningstrategies.com.au>  
**Sent:** Wednesday, 7 February 2018 12:21 PM  
**To:** Peter Mulcahy  
**Subject:** RE: Proposed Preliminary Approval for MCU at 444 Oxley Avenue, Redcliffe (SDA-0216-028128) - request to issue late SARA Concurrence Agency Response

Hi Peter

These conditions appear reasonable.

We consent to an extension to the concurrence agency response period pursuant to s290(1) of the *Sustainable Planning Act 2009*.

Regards

**Marcus Brooks**  
Town Planner



marcus@townplanningstrategies.com.au  
Mobile: 0421 910 006  
Postal address: PO Box 250 Redcliffe QLD 4020  
Phone: 07 3284 1337 Fax: 07 3102 6248  
www.townplanningstrategies.com.au

---

This email is intended for the named recipient only and may contain classified information. If you have intercepted this message by mistake, you must not tamper with it. No publication, copying or distribution is permitted. Legal privilege is not because of mistaken delivery. Instead, contact Town Planning Strategies at the above contact details. We cannot promise this information is free from viruses, defect or error.

---

**From:** Peter Mulcahy [mailto:Peter.Mulcahy@dilgp.qld.gov.au]  
**Sent:** Wednesday, 7 February 2018 9:14 AM  
**To:** Marcus Brooks <marcus@townplanningstrategies.com.au>  
**Subject:** Proposed Preliminary Approval for MCU at 444 Oxley Avenue, Redcliffe (SDA-0216-028128) - request to issue late SARA Concurrence Agency Response  
**Importance:** High

Good Morning Marcus,

Thanks for your time on the phone this morning regarding the MCU application at 444 Oxley Avenue, Redcliffe.

I have inquired with the Department of Transport and Main Roads (TMR) in relation to street names.

- Brighton-Redcliffe Road is the internal TMR name for Oxley Avenue
- Redcliffe Road is the internal TMR name for Anzac Avenue

## Moreton Bay Regional Council

COORDINATION COMMITTEE MEETING  
19 June 2018

PAGE 44  
Agenda

*ITEM 2.1 - DA/31316/2016/V2K - MCU - PRELIMINARY APPROVAL AT 444 OXLEY AVENUE, REDCLIFFE - DIVISION 6 (Cont.)*

For the purposes of consistency with known and used street names, I have made the following amendments below:

NF01a	<p>(a) The road access locations, are to be located generally in accordance with <i>Development Layout Plan</i> prepared by Contour Consulting Engineers, dated 18 December 2017, Plan No. 1448-SK02, Sheet 1 of 3, Revision B.</p> <p>(b) Road access works comprising <b>Heavy Vehicle Crossing</b> (at the road access locations to <b>Oxley Avenue</b> and <b>Anzac Avenue</b>) must be provided generally in accordance with <i>Development Layout Plan</i> prepared by Contour Consulting Engineers, dated 18 December 2017, Plan No. 1448-SK02, Sheet 1 of 3, Revision B. In particular:</p> <ul style="list-style-type: none"> <li>• Left-in/entry/ingress access only from Brighton-Redcliffe Road; and</li> <li>• Left-out exit/egress access onto Redcliffe Road</li> </ul> <p>(c) The road access works must be designed and constructed in accordance with IPWEA Standard Drawing RE-051 and the Department of Transport and Main Roads' <i>Road Planning and Design Manual</i>.</p>	<p>(a) At all times.</p> <p>(b) Prior to the commencement of use.</p> <p>(c) Prior to the commencement of use.</p>
NF06	<p>(a) The existing vehicular property access locations between Lot 7 on RP219275 and <b>Oxley Avenue</b>, must be permanently closed and removed.</p> <p>(b) The kerb and channelling and footpath between the pavement edge and the property boundary must be reinstated in accordance with the Department of Transport and Main Roads' <i>Road Planning and Design Manual</i> at no cost to the Department of Transport and Main Roads.</p>	<p>Prior to the commencement of use.</p>

Advice statements will also be included in relation to the TMR *Roadside Advertising Manual* and subsequent approvals required under Section 33 of the *Transport Infrastructure Act 1994* (to undertake works within the State-controlled road reserve).

Would you please provide a written response referencing Section 290(1) of SPA if you would be agreeable to receiving a late concurrence agency response from SARA.

If you have any queries, please contact me on (07) 4331 5603.

Kind Regards,

Peter



Peter Mulcahy  
Principal Planning Officer  
**Planning and Development Services**  
Department of State Development,  
Manufacturing, Infrastructure and Planning

**Queensland  
Government**

P 07 4331 5603 E [Peter.Mulcahy@dilgp.qld.gov.au](mailto:Peter.Mulcahy@dilgp.qld.gov.au)  
Level 1, 7 Takalvan Street, Bundaberg QLD 4670  
PO Box 979, Bundaberg QLD 4670  
[www.dsdmip.qld.gov.au](http://www.dsdmip.qld.gov.au)



## Moreton Bay Regional Council

COORDINATION COMMITTEE MEETING  
19 June 2018

PAGE 45  
Agenda

*ITEM 2.1 - DA/31316/2016/V2K - MCU - PRELIMINARY APPROVAL AT 444 OXLEY AVENUE, REDCLIFFE - DIVISION 6 (Cont.)*

---

This email and any attachments may contain confidential or privileged information and may be protected by copyright. You must not use or disclose them other than for the purposes for which they were supplied. The confidentiality and privilege attached to this message and attachment is not waived by reason of mistaken delivery to you. If you are not the intended recipient, you must not use, disclose, retain, forward or reproduce this message or any attachments. If you receive this message in error please notify the sender by return email or telephone, and destroy and delete all copies. The Department does not accept any responsibility for any loss or damage that may result from reliance on, or use of, any information contained in this email and/or attachments.

## Moreton Bay Regional Council

COORDINATION COMMITTEE MEETING  
19 June 2018

PAGE 46  
Agenda

*ITEM 2.1 - DA/31316/2016/V2K - MCU - PRELIMINARY APPROVAL AT 444 OXLEY AVENUE, REDCLIFFE - DIVISION 6 (Cont.)*  
**#7 Submissions**

The Chief Executive Officer,  
Moreton Bay Regional Council  
P.O.Box 159  
Caboolture, Qld 4510

Colin Baker  
6 Manley St  
Redcliffe, Qld 4020  
3rd March 2018

Proposed Development at 444 Anzac Avenue Redcliffe, Qld 4020.

I am concerned about the proposal for Fast food take away outlet, Petrol station, and Convenience store on the site at the corner of Oxley Ave and Anzac Ave. The major access points will be off a residential street, Manley St. Manley St currently is used by many vehicles to avoid the traffic lights at the corner of Anzac and Oxley Aves and are known to move at an accelerated speed down Manley St (racing the traffic lights) to Humpybong Pde and onto Anzac Ave. Manley street does not have the width capacity to accommodate two average sized cars passing at once and certainly not at speed. With the increased number of cars that this development will bring in to the street and the speed at which they travel it will be inevitable a serious incident will occur.

Depending upon the direction that vehicles will be coming from to access this new convenience the East, South and West they will have to negotiate the intersection of Manley, Portwood Sts and Oxley Ave or proceed along Manley St to gain access to the premises. Vehicles exiting the premises to go South, West or North will need to negotiate this same intersection or proceed down Manley St to the East. With the proposed access configuration cars have no other option, increasing the number of cars in this residential street dramatically. It is obvious that the Council has not considered the local residents when making decision regarding our safety. Concerns raised about the safety in the street; there are people travelling Manley St in motorised wheelchairs, young children , pets and adult drivers living in the street all will be compromised and could be put in danger. What does Council have planned for resident's safety? Also accessing our driveways with the increased number of vehicles using Manley St will become more difficult and promote the chances of an accident occurring as some driveways are narrow and difficult to negotiate.

With the major entry and exit points via Manley St this means that at least 75% of the traffic will need to enter and exit via Manley St with an estimation of 265 cars per hour visiting the new premises (figures detailed in the Contour report 2016) this will increase the number of cars by approximately 200 per hour in Manley St alone, which equates to 400 extra trips through the street (unacceptable.) Negotiating the intersection of Oxley Ave, Manley and Portwood Sts can be dubious at the best of times, encouraging more vehicles to negotiate this intersection is asking for trouble, especially as traffic is increasing in the area as more and more retail outlets move onto this already

## Moreton Bay Regional Council

COORDINATION COMMITTEE MEETING  
19 June 2018

PAGE 47  
Agenda

---

ITEM 2.1 - DA/31316/2016/V2K - MCU - PRELIMINARY APPROVAL AT 444 OXLEY AVENUE, REDCLIFFE - DIVISION 6 (Cont.)

congested corner. Recently Kentucky Fried Chicken has opened premises nearby, which forces all vehicles that enter here to exit via Portwood St along with customers visiting the retail outlets in the small shopping precinct, exiting 50 meters from the said intersection. Since KFC has opened the traffic within the intersection and on Manley St has noticeably increased.

I have made the effort to find out if there is any president on the Redcliffe Peninsula where a Petrol station, Convenient store and Fast food outlet exist in one place and has its major access points to a residential street, I am unable to find a single occurrence where this occurs with this amount of expected traffic.

Precedence has already been set by a recent decision made to disallow a proposed service station and convenient store by United Petroleum to be built on land adjacent to residential homes. The disapproval for this development in Mermaid Beach was made for reasons of concerns to health, varied pollution issues and unsuitability the same reasons raised by the residents of Manley and Jeffery Sts, Humpybong Esp and Anzac Ave.

With consideration of the aspect of the proposed site and the required access points, the number of cars visiting, the amount of traffic expected to increase as Redcliffe's population and popularity for day trippers grows in the near future, approval of this site for the proposed businesses is not safe or suitable. Safety of motorist, residents, pedestrians and visitors to Redcliffe should be of utmost importance, I cannot see how the intersection such as that of Anzac and Oxley avenues, Manley and Portwood streets can be made truly safe without compromising traffic flow, residents and public safety.

I trust the Council will consider my and residents' concerns for the health of local residents and the environment, the safety aspects for motorist and pedestrians and the pollution and safety aspects that encompasses a Petrol station, as unexpected accidents do occur.

Regards,

Colin Baker

Resident

## Moreton Bay Regional Council

COORDINATION COMMITTEE MEETING  
19 June 2018

PAGE 48  
Agenda

*ITEM 2.1 - DA/31316/2016/V2K - MCU - PRELIMINARY APPROVAL AT 444 OXLEY AVENUE, REDCLIFFE - DIVISION 6 (Cont.)*

**Jonny Lee**

---

**From:** gay bruce <gayybbruce@hotmail.com>  
**Sent:** Thursday, 15 February 2018 12:27 PM  
**To:** MBRC Incoming Mail  
**Subject:** No support for proposed development at 444 Oxley Avenue Redcliffe on Lot RP219275,DA31316/20

Dear Moreton Regional Council

I am a MBRC rate paying resident living at Unit 6 /2 Manley Street Redcliffe.

I DO NOT SUPPORT the proposed development at the corner of Manley Street and 444 Oxley Avenue Redcliffe, Lot 7RP219275DA/31316/20

I believe the proposed development of this Lot 7 444 Oxley Avenue as above is not suitable for the residents living in and around Manley Street. At the corner of these two is a block of Public Housing many of whom have a disability. Quite a few of the residents have a mobility problem and regularly use the road to go up and down Manley Street. There are no footpaths in Manley Street except for outside my units at no.6. To even think of putting a garage and shop and a fast food development in Manley Street with an Exit and Entrance there as well as many residents parking on the street is almost beyond belief. Manley Street will become a rat run through to Humpybong Street and then onto Anzac Street. There is a garage diagonally opposite this proposed site and another garage two blocks north on Oxley Drive corner. Just how many garages do we need in our area? Please give my thoughts careful consideration. Surely there are more suitable sites than 444 Oxley Avenue Lot RP 219275.

Sincerely  
(Mrs) Gay Bruce  
0414498604

**Tima Civoniceva**  
68 Anzac Ave  
Redcliffe QLD 4020

3 February 2018

Mr Daryl Hitzman  
Chief Executive Officer  
Moreton Bay Regional Council  
PO Box 159  
Caboolture QLD 4510

**Submission of Objection to DA/31316/2016/V2K**

Dear Mr Hitzman,

I write to you for the purpose of lodging my objection to the proposed development of 444 Oxley Avenue, Redcliffe as per the development application (DA/31316/2016/V2K).

The site in question is immediately adjacent to my residential property, and I trust that you will appreciate how the proposed development will negatively impact me. Being a long term resident of the area and having lived in my home in excess of 20 years, I have a personal interest in any proposed usage of this site. Over the years the use of the site for 'Outdoor Sales', namely for automotive, marine, and caravan sales, has had relatively minor impact on the lifestyle and privacy considerations of the surrounding residents including myself. The current redevelopment proposal however, does not support the wellbeing of nearby residents and is entirely inappropriate for this location.

In the first instance I question the need, desire or otherwise for a 'Food Service' and/or 'Service Station' at this location. Diagonally opposite this site there already exists a fully functioning service station (i.e. 7-11 including food/retail shop) and thence in both northerly and westerly directions from that service station there exists 2 other providers at the next intersection respectively (i.e. Puma and Caltex). Similarly, on the NW corner of the Oxley-Anzac Avenues intersection, there are 2 strips of 'food service' outlets that stretch westward along Anzac Avenue which includes the IGA complex and major food services such as McDonalds and KFC among numerous others.

As it currently stands, residents including myself have had to endure the constant stream of litter emanating from the food service outlets, as well as the noise and antisocial behaviour from customers and groups of people congregating at or near the existing service station; this is particularly evident at night and exacerbated on weekends. These problems are somewhat mitigated by the current site and parking restrictions on and around 444 Oxley Avenue, however as you can appreciate this will cease to be the case under this development proposal. In contrast to the service station and food outlets on the western side of the Oxley-Anzac Avenue intersection which extend into the existing commercial area, the site at 444 Oxley Avenue borders residential properties (i.e. people's homes); the proposed type of development outlined in DA/31316 is simply not compatible with adjacent residential living.

*ITEM 2.1 - DA/31316/2016/V2K - MCU - PRELIMINARY APPROVAL AT 444 OXLEY AVENUE, REDCLIFFE - DIVISION 6 (Cont.)*

Having lived in this location for such a long period of time I found the opinions contained in the Traffic Engineering Reports (TER), both the original and amended versions, to be inaccurate and subjective. Of note, the sample data for the 'Existing Traffic Volumes' (Para 2.3 TER dated 15 Dec 2017) was taken on a weekday (i.e. Wednesday 31 May 2017), and yet as locals would attest, the traffic volumes change markedly on weekends, in line with the attraction of the Redcliffe Seaside Village precinct as the name suggests. Not only do local residents migrate to the waterfront along Anzac and Oxley Avenues, but also visitors from outside the local area, particularly to the weekly Sunday markets, monthly food van evenings, and other festivals throughout the year.

Whilst it was pleasing to note TMR's concerns and disagreement with the original TER, with specific regard to the proposed Anzac Avenue access/egress point, the amended TER still appears to overlook or disregard the requirements of residents to enter or exit their properties. At present pedestrians and vehicle drivers from those residences need to exercise caution due to the existing public bus stop and intersection (colloquially known as 'Crash Corner' by locals); additionally, residents and visitors utilise kerbside parking available which extends from the corner of the proposed development site to the intersection of Anzac Avenue and Humpybong Esplanade. Again the 'line of sight' changes dramatically between weekdays (day time), evenings and weekends. The TER provided for this site development appears to neglect or vastly downplay the actual traffic and lifestyle habits of the vicinity in question.

At the time of writing, I am unaware of the final submitted design layout other than that available to the public on the MBRC website, this being the Site Plan prepared by the applicant dated 16 Oct 2017. If this is the current proposed design, then this suggests that my private living spaces which are located on the western side of my residence exposes my family and I to a public space which contains the capacity for up to 35 vehicles parked/queued (i.e. in the proposed 2 lane Drive Thru alleys), pedestrians, outdoor dining area, and the adjoining service station compound which may hold up to 260 000 litres of chemicals. If the suggested solution was to be a visibility/sound proof barrier structure then this takes any natural light and airflow to my home on that side of my property.

Due to this type of proposed development I have serious concerns in line with this issues and/or shortfalls identified by the Council in some of the previous correspondence to the applicant, specifically in the Information Request dated 8 March 2016. My concerns include, and are not limited to, the issues of,

- Car parking (as per Para 16)
- Environmental Health (as per Paras 18-22)
  - Service Station
  - Waste management
  - Noise
  - Air quality
- Traffic (as per Paras 24-25)

Whilst I have not had access to all correspondence or documentation addressing these issues, or indeed all the Specific Outcomes of the Frame Business Zone Code in their entirety, I am not convinced that the applicant in this situation could objectively address and comply with these issues, particularly in light of the quality of content and detail provided in the application to date.

## Moreton Bay Regional Council

COORDINATION COMMITTEE MEETING  
19 June 2018

PAGE 51  
Agenda

---

*ITEM 2.1 - DA/31316/2016/V2K - MCU - PRELIMINARY APPROVAL AT 444 OXLEY AVENUE, REDCLIFFE - DIVISION 6 (Cont.)*

Summarily, I wish to formally lodge my Objection to the proposed development of 444 Oxley Avenue, Redcliffe as per the development application (DA/31316/2016/V2K). Thank you for your time and consideration of this Objection, and I trust that Council will act in the best interests and protection of its residents in this matter.

Yours sincerely,

**Tima Civoniceva**

## Moreton Bay Regional Council

COORDINATION COMMITTEE MEETING  
19 June 2018

PAGE 52  
Agenda

ITEM 2.1 - DA/31316/2016/V2K - MCU - PRELIMINARY APPROVAL AT 444 OXLEY AVENUE, REDCLIFFE - DIVISION 6 (Cont.)

**Jonny Lee**

---

**From:** Kerry Foster <fosterkl@bigpond.net.au>  
**Sent:** Wednesday, 7 February 2018 3:25 PM  
**To:** MBRC Incoming Mail  
**Cc:** Kerry Foster; fosterlesandkerry@gmail.com  
**Subject:** Do not support proposed development at: 444 Oxley Avenue, Redcliffe, on Lot 7 RP219275, DA/31316/2016/V2K Preliminary Approval from outdoor sales to food service, service station and shop

Dear Moreton Bay Regional Council,

I am a MBRC rate paying resident living at Unit 5, 2 Manley Street, Redcliffe.

**I do not support** the proposed development at 444 Oxley Avenue, Redcliffe, Lot 7, RP219275, DA/31316/2016/V2K.

In my judgment the proposed development is inappropriate for the location, and has significant potential to be a public safety issue for people living in and around Manley Street, Redcliffe.

Any decision of MBRC to facilitate the development of a complex that concentrates vehicles on the corner of Manley Street and Oxley Avenue shows poor duty of care to residents living in proximity to the proposed development.

Specifically, the potential for loss of life or serious injury from a greater volume of vehicular traffic travelling at speed down Manley Street into Humpybong Esplanade and out to Anzac Avenue.

Currently, there are an excessive number of drivers who use Manley Street and Humpybong Esplanade as a bypass to avoid stopping at traffic lights at the intersection of Oxley Avenue and Anzac Avenue Redcliffe.

As a resident I regularly need to brake hard when exiting my driveway or step out of the way of cars that speed down Manley Street. You can literally stand and watch drivers use Manley Street to avoid traffic lights at Oxley and Anzac Avenues.

Evidence of driver behaviour is observable at the service station located diagonally opposite the proposed development.

As a local resident, who uses my existing local service station I am witness to the number of drivers who currently drive off the designated road (Oxley Avenue) through the service station (without slowing or stopping) and back out onto a designated road (Anzac Avenue). This particular driver behaviour puts people at risk. It would be replicated should the proposed development go ahead on the corner of Manley Street and Oxley Avenue, Redcliffe.

No sensible person would deny development but the proposed development at 444 Oxley Avenue, Redcliffe, Lot 7, RP219275, DA/31316/2016/V2K decreases public safety and is therefore not a suitable development option for the site. Therefore, I do not support it.

Yours sincerely,  
Kerry Foster  
+61 438 785 071

Sent from my iPhone



## Moreton Bay Regional Council

COORDINATION COMMITTEE MEETING  
19 June 2018

PAGE 53  
Agenda

ITEM 2.1 - DA/31316/2016/V2K - MCU - PRELIMINARY APPROVAL AT 444 OXLEY AVENUE, REDCLIFFE - DIVISION 6 (Cont.)

**Jonny Lee**

---

**From:** Les Foster <fosterlesandkerry@gmail.com>  
**Sent:** Wednesday, 7 February 2018 5:47 PM  
**To:** MBRC Incoming Mail  
**Cc:** Les Foster  
**Subject:** Do not support proposed development at: 444 Oxley Avenue, Redcliffe, on Lot 7 RP219275, DA/31316/2016/V2K Preliminary Approval from outdoor sales to food service, service station and shop

Dear Moreton Bay Regional Council,

I am a MBRC rate paying resident living at [Unit 5, 2 Manley Street](#), Redcliffe.

**I do not support** the proposed development at [444 Oxley Avenue](#), Redcliffe, Lot 7, RP219275, DA/31316/2016/V2K.

The site proposed is directly across Anzac Avenue from a park/entertainment area, directly across the Manley Street from a block of units with predominantly elderly pensioners. Manley Street itself is a narrow residential street which is frequently used by people in a rush and trying to avoid the traffic lights on the corner of Oxley and Anzac Avenue. This proposal will increase the traffic congestion on that corner and someone is likely to be killed in Manley Street or Humpybong esplanade by a speeding vehicle. Diagonally across the Anzac/Oxley intersection is a service station. I'm of the mind that environmentally there is a much increased risk to the Humpybong Creek parkland by doubling the risk of fuel spills from the service stations into the storm water drains.

This site should remain a low impact commercial site or be rezoned back to multi unit residential.

I await a sensible planning decision that takes consideration of the value of ratepayers lives rather than a hasty commercial decision that profits the few at the expense of the many!

Regards,

Les Foster  
Mobile: + 255 710 729 795

Sent from my iPhone

Les Foster  
Mobile: + 255 710 729 795

Sent from my iPhone

## Moreton Bay Regional Council

COORDINATION COMMITTEE MEETING  
19 June 2018

PAGE 54  
Agenda

ITEM 2.1 - DA/31316/2016/V2K - MCU - PRELIMINARY APPROVAL AT 444 OXLEY AVENUE, REDCLIFFE - DIVISION 6 (Cont.)

The Chief Executive Officer  
Moreton Bay Regional Council  
PO Box 159  
Caboolture, Qld 4510

5 February 2018

We are residents at 16 Manley Street, Redcliffe, 4020, and wish to submit our objection to a publicly advertised development application. The address of the proposed development is 444 Oxley Avenue, Redcliffe, 4020.

The grounds for our submission are:-

Quality of living at 16 Manley Street will be compromised unnecessarily if the proposed development at the above address is given development approval by the MBRC.

We understand the proposed development is a fast food drive through facility combined with a petrol station with an entry and exit point on Manley Street.

The proposed exit point from the fast food drive through/petrol station facility would be Directly opposite the current driveway to our Unit complex and this will make it dangerous for residents, Taxis, Health care providers and guests entering our Unit Driveway. Manley street is narrow and already has insufficient street parking to cater to residents and visitors of those currently living and visiting in Manley St.

There are two other streets (Oxley and Anzac Avenues) that could be the exit/entry points.

I am one of 2 occupants in 16 manley Street that use Power Wheelchairs ,presently there are no Footpaths on either side of Manley Street so any increased traffic will increase the risk of collision and or accident.

Also increased traffic exiting the proposed development will cause traffic problems on the intersection of Oxley Avenue and would require traffic Lights and Pedestrian Crossing This will create confusion and chaos for oxley avenue/anzac avenue corner which is already known as 'crash corner" . The Traffic report outlined in the proposal states the following traffic caused by the development!

Service Station	Min 11	Max	75 vph
Convenience Store	Min 18	Max	90 vph
Fast Food Outlet	Min 40	Max	100 vph

So this means we can expect approx. 70 to 265 VEHICLES PER HOUR ENTERING OUR 10 METRE WIDE RESIDENTIAL MANLEY STREET! And the report states that there will be NO ADVERSE EFFECT TO RESIDENTS??? Manley Street is a two way, two lane road, and is classified as an 'Access Street' by Moreton Bay Regional Council. Manley Street has a formation width of approximately 10m, including parallel parking spaces on the shoulder, and intersects Oxley Avenue at the northern boundary of the subject site

**We believe this proposed development is completely unsuitable to the Residents of Manley Street And will cause an unacceptable level of extra noise.**

Yours sincerely

Ron Harvey Unit2 /16 Manley Street Redcliffe 4020  
Diane Harvey Unit2 /16 Manley Street Redcliffe 4020

# Moreton Bay Regional Council

COORDINATION COMMITTEE MEETING  
19 June 2018

PAGE 55  
Agenda

ITEM 2.1 - DA/31316/2016/V2K - MCU - PRELIMINARY APPROVAL AT 444 OXLEY AVENUE, REDCLIFFE - DIVISION 6 (Cont.)

Scanned By: Jeffrey Trucon On: 12/02/2018 9:19:51 AM Moreton Bay Regional Council - Caboolture District

## MORETON BAY REGIONAL COUNCIL

- 9 FEB 2018

9 February 2018

### REDCLIFFE DISTRICT

The Chief Executive Officer  
Moreton Bay Regional Council  
PO Box 159  
Caboolture, Qld 4510

Ingrid Panitsch  
8 Manley Street  
Redcliffe QLD 4020  
Mob 0434 600420  
E idpanitsch@gmail.com

We the residents (as per signed petition) of Manley Street, Jeffrey Street, Anzac Avenue, Oxley Avenue and Humpybong Esplanade Redcliffe, 4020 submit our objection to a publicly advertised development application.

The address of the proposed development is 444 Oxley Avenue, Redcliffe, 4020.

#### The grounds for our submission are:

The key objection we wish to convey is that **we fear for our safety and quality of living and fear it will be compromised** unnecessarily if the proposed development at the above address is given preliminary development approval by the MBRC.

We understand the proposed development is a fast food drive through facility combined with a petrol station with an entry **and** exit point on Manley Street.

In consideration of the accesses points off Manley Street and no entry point off Anzac Ave or exit to Oxley Ave most traffic will need to be directed to Manley Street. Vehicles from the East, South and West will have to negotiate the intersection of Manley Street and Oxley Avenue to gain access or proceed up Manley Street from the East. Vehicles wishing to exit from the premises to head South, West or North will need to negotiate this intersection also or proceed down Manley Street towards the East.

With entry and exit via Manley Street this means that at least 75% of the traffic will need to enter and exit this way. With an estimation (ref:- Contour – Traffic Report)\* of 265 cars per hour visiting the premises this will increase the number of cars by approximately **200 cars per hour in Manley Street**. Negotiating the corner of Oxley Ave, Manley and Portwood Streets is dubious at the best of times, encouraging more vehicles to make turns on and cross this intersection which will increase the safety issue we are raising.

\*We note this report was written in 2016 which indicates there will be an increase of cars in line with increase in population.

Manley Street is currently used by many vehicles to avoid the traffic lights at the corner of Anzac and Oxley Avenues and are known to travel at fast speeds down Manley Street to Humpybong Esplanade. Manley Street does not have the width to accommodate two large vehicles passing at once, and with the increased number of cars and the speeds travelled – accidents are inevitable.

Concern is raised about safety in the street; people travelling in Manley Street using motorised chairs, young children, and pets living in the street will have their safety compromised.

Indeed, we are stunned that an exit/entry point to a fast food drive through/petrol station facility would be proposed in a residential street that is narrow, has no speed humps and already has insufficient street parking to cater to residents and visitors of those currently living and visiting in Manley St. When Ingrid Panitsch (writer of this objection) contacted Marcus Brookes from Town Planning Strategies to discuss our objections, Mr Brookes said the State Govt (Department of Main Roads) had deemed both Oxley and Anzac Avenues as unsuitable to have an exit point from the facility which meant that Manley Street was the only available option.

We have since spoken to Peter Mulcahy from the Dept of Innovation (Main Roads) and he informed us that their decision to not approve entry and exit points together on Oxley and Anzac Avenues is because it will impede traffic flow. He went on explain that his Dept only have jurisdiction over Oxley and Anzac Avenues. Under the current proposal this means the very same problem will occur in Manley Street. In other words the problem will be transferred and not solved. We call on Council to reject the preliminary proposal based on the same reasons given by the Dept of Main Roads.

We do not understand why Oxley and Anzac Avenues would be less suitable than Manley Street and if this is the case would that not deem the proposed development as simply unsuitable for that location? **Are Council going to calculate the safety of residents in the assessment process? We want to know what consideration or indeed what legislation and or terms of reference does council use to assess these valid points in relationship to the traffic flow and people living in and around the affected area.**

- The proposed entry/exit driveway is directly opposite the entry/exit to 16 Manley St. 16 Manley St is a **purpose-built block of units for elderly people with disabilities**. Many of the residents have permission to use motorised wheelchairs or scooters to travel down Manley Street (in lieu of having no footpath). The residents travel up and down Manley St to feed the ducks at Humpybong Creek or do their shopping in town or not surprisingly to enjoy their neighbourhood. Increased traffic will increase the risk of collision and or accident. **Placing an entry/exit to a fast food/service station outlet is increases the risk and death and has the potential to supress the elderly and disabled residents desire to get out and about.** We are perplexed that Council would approve purpose built accommodation (16 Manley St) with all the requirements to cater to the elderly and disabled and then conversely, increase the resident's exposure to risk, or at the very least undermine their lifestyle by placing a potentially high-volume entry/exit point opposite that very same block. We are not experts on what constitutes bad town planning but we strongly believe this would be an example of it should the development go ahead.



**We state the proposed development is completely unsafe and unsuitable for the demographic of the local residents and existing traffic conditions. Again, we want to know if the approval process is weighted toward the developer in cases where a proposed development is not wanted, we want to know how balanced Council will be in their assessment.**

- **There will be an increase of fast food rubbish** in the immediate vicinity of the proposed development. We know this because currently we experience fast food packaging blowing into our streets and our yards from McDonalds, Domino's Pizza and now with KFC opening the littering has increased. If that rubbish can end up dumped and discarded in our backyards from across Oxley Avenue what do you think will happen if there is a fast food outlet on our doorstep? How is it possible to prevent people from littering? Clearly it is not. **If this proposal is approved is it an expectation of our Council that we the residents must simply suck it up?**
  
- **There will be an unacceptable level of noise.** We already endure high volumes of noise from cars parked across Oxley Avenue in the Dominos area carpark. Often people gather at night and are under the impression that the locals enjoy their choice of music played as loudly as they do. We don't enjoy it. Even with the doors and windows shut, and the air-conditioning going we can still hear them. Many of us go to work early in the morning, many of us elderly folk scare easily with excessive noise, many of us moved to Redcliffe because of its quieter lifestyle and many of us believe we shouldn't have to put up with loud noise and hoons especially in the quiet of night. **All of us implore our Community Leaders to be reasonable and implement more mutually agreeable ways of integrating the desired outcomes of commercial and residential parties. We fear Council will be more inclined to support a project that puts money in their coffers over and above the safety and lifestyle and well-being of residents.**
  
- **Light pollution** – We do not know what the trading hours are for the proposed development however given the nature of the business we surmise there will be (in addition to the increased rubbish and noise) an increase in light pollution. We do not want bright lights invading our bedrooms, lounges or any part of our households, **we value our homes as our sanctuaries we ask you to consider that we are no different to you or your families in that we want to maintain the quality of life we have worked for.**
  
- **We do not believe Manley and Jeffrey Streets and Humpybong Esp can comfortably and safely cope with increased traffic** which will undoubtedly be the case should the development be approved. Manley St in particular is narrow, when the units at 2 Manley Street were built; the residents of Manley Street were concerned about parking. Visitors need to park in the street; this then makes Manley Street only wide enough for one car to pass through comfortably. When there are festivals and or markets at either the Cultural Centre, On Redcliffe Esplanade or at Picnic Hill, you cannot find a park on Manley and Jeffrey St's or Humpybong Esp. We are already struggling with the traffic we have now. The proposed buildings are a Service Station and a Fast Food Outlet – both produce high volumes of traffic.

- Additionally, there will be even more traffic congestion in the Oxley Avenue, Anzac Avenue and Portwood Street areas, this is already an accident-prone area and has been known in Redcliffe as “crash corner” for many years. **The streets surrounding the proposed development are just not equipped or suitable for a business of this nature, we have neither the infrastructure (speed humps, traffic lights) nor the lay of the land to satisfactorily accommodate the proposed development. Whilst we are not trained town planners we have a more relevant qualification to make these statements in that we live here.**
  
- **The Lay of the Land** – Again we are not experts in this area, however we surmise that the fact Anzac Avenue and Manley Street slope down eastward toward the beach, there is a risk of polluting Humpybong Creek and Redcliffe Beach. In the case of Manley St, any run off from the proposed development, accidental or otherwise would flow eastward down toward the Humpybong creek which in turn feeds into Redcliffe Beach. **As ratepayers and residents of the MBRC catchment we ask that every law, bi-law, regulation, quality control, building code, planning criteria etc etc, relating to the environmental impact and every level of impact on the community and its residents be fully scrutinised in the assessment of the proposed development. Furthermore, we ask for community consultation and explanation on each step. Some of us have tried to decipher the Redcliffe Planning Scheme and it’s difficult and complicated. We don’t want to be bamboozled, kept in the dark or left out of a process that will impact our lives.**
  
- **The bus stop on Anzac Avenue** closest to the corner of Oxley Avenue travelling west is an extremely busy bus stop, we understand it to be a “connecting” bus stop where people cross from the other side of Anzac Av to change buses for Kippa-Ring and other destinations. There is a high volume of foot traffic in the area approaching the bus stop including school children walking down from Redcliffe High. The point being where there are already high volumes of traffic both vehicle and foot there is a corresponding level of risk. The corner of Anzac and Oxley Avenues would have to be one of the busiest if not the busiest intersection on the Peninsula. **If a government agency truly aims to prevent risk to their residents and act in a manner that maintains a quality of life for their residents then we hope they would not approve a development whose outcomes are clearly based on commercial ROI (\$\$\$) not the safety and quality of life of the local people.**
  
- We base our opinions regarding our statement above “whose outcomes are clearly based on commercial ROI (\$\$\$) not the safety and quality of life of the local people” on the following points.
  - Fast food is not in the interests of the health of a community. Fast food is synonymous with deep frying, preservative saturated, caged eggs and all manner of food additives and flavour and colour enhancements. If the proposed fast food outlet offers **genuinely healthy food** then please disregard the above point.
  - We believe the integrity of the developer is questionable due to an [ACCC ruling in 2005 for price fixing](#)



- A huge question in our minds is why fast food and why a petrol station? when we already have McDonalds, Red Rooster, KFC, Domino's Pizza to name a few within walking distance of the proposed development! Do we not think this is excessive? Excessiveness in anything is not good, but in fast food? What are the council's views on providing a balanced variety of food options to young people, elderly people, all people? What is Redcliffe's health profile in terms of obesity and diabetics? The more fast food outlets we have the more we encourage unhealthy eating. As elected community leaders does this concern you? **Please help us and make responsible decisions that encourage and attract mutually beneficial commercial enterprises.** Do we really need another petrol station? We understand that there are none on the left-hand side of the road travelling south, however there are multiple petrol stations dotted across the peninsula – namely the 7/11 diagonally across the road.
- **The proposed development is in conflict the MBRC Community Plan 2011-2021.** We believe the demographic of Manley Street residents and surrounding streets, the narrowness of the streets themselves and the fact that there are already **multiple options in the immediate vicinity for people to purchase petrol and fast food** makes this proposal seriously out of step with the MBRC philosophy and we quote from the MBRC Community Plan 2011-2021.

"It is my aim that *Our Tomorrow: Community Plan 2021* will help make the Moreton Bay Region an even better place to live, work and play over the next decade." Mayor Alan Sutherland

- All residents enjoy a quality lifestyle and a sense of belonging.
- People can travel easily around the region using different modes of transportation.
- Strengthening our communities; and valuing lifestyle.
- Healthy natural environment

In closing we the residents acknowledge that the zoning of 444 Oxley Avenue allows for development proposals of a wide variety of businesses and that inevitably that site will be developed. We just want the MBRC to consider how unsafe and unsuitable this particular proposal is based on the objections we have presented **Having a commercial zoning adjacent to a residential area opens up wonderful opportunities for innovative community based enterprises such as artistic, educational or scientific endeavours. At least encourage development applications from parties who actually care about the wellbeing of the communities they aim to be a part of.** **As an alternative why not consider purchasing the land and developing it into something the neighbourhood actually wants?**

What are our rights to a peaceful life in a residential street? What are our rights regarding more rubbish, noise, and pollution?

We would certainly like to have faith in our Community Leaders. We hope you read this and understand our concerns. We eagerly await your reply.  
Kind regards – Ingrid Panitsch on behalf of The concerned residents surrounding 444 Oxley Avenue, Redcliffe QLD 4020.

# Moreton Bay Regional Council

ITEM 2.1 - DA/31316/2016/V2K - MCU - PRELIMINARY APPROVAL AT 444 OXLEY AVENUE, REDCLIFFE - DIVISION 6 (Cont.)

9

1	Name	Address	Signature
2	Mark Panitch	8 Manley St. Redcliffe	[Signature]
3	Mark Brown	8 Manley St Redcliffe	[Signature]
4	Steve Dods	7 MANLEY ST Redcliffe	[Signature]
5	Kathy Shine	9 Manley St Redcliffe	[Signature]
6	Melissa Shine	9 Manley St Redcliffe	[Signature]
7	Col Reale	16 Manley St Redcliffe	[Signature]
8	DAVID HARVEY	16 Manley St Redcliffe	[Signature]
9	Jenny Mitze	6/16 MANLEY ST Redcliffe	[Signature]
10	Janelle Gauding	16 Manley St Redcliffe	[Signature]
11	Kerry Cakes	14 Manley St Redcliffe	[Signature]
12	Genevieve Rayner	14 Manley St Redcliffe	[Signature]
13	Campbell Whymai	11 Manley St Redcliffe	[Signature]
14	Tracy Eustace	11 Manley St Redcliffe	[Signature]
15	COLIN BAKER	6 Manley St Redcliffe	[Signature]
16	Mareen Braun	4 Manley St Redcliffe	[Signature]
17	Judith Evans	3 Manley St Redcliffe	[Signature]
18	Niven McCrie	3 Manley St Redcliffe	[Signature]
19	Nikita Duffy	1 Manley St Redcliffe	[Signature]
20	Jessica Davell	1 Manley St Redcliffe	[Signature]
21	KEE BATES	5 Humpy Bong Esp Red	[Signature]
22	Libby Eagles	3/2 Manley Street	[Signature]
23	BORVAN T.	3/2 MANLEY ST Redcliffe	[Signature]
24	Sally Cornelissen	9 Humpy Bong Esp Redcliffe	[Signature]
25	Logan Day	9 Humpy Bong Esp Redcliffe	[Signature]
26	Eung Lillie	9 Humpy Bong Esp Red	[Signature]
27	Brenda Woodhouse	17 Humpy Bong Esp Redcliffe	[Signature]
28	Trene Thomas	10 Manley Street Redcliffe	[Signature]
29	MARK MARSH	12 Manley Street Redcliffe	[Signature]
30	M. CLIFFORD	4 MANLEY ST. REDCLIFFE	[Signature]
31	N. JAYS	11 Humpy Bong Esp.	[Signature]
32	PETER KOPEZ	11 Humpy Bong Esp.	[Signature]
33	n		[Signature]
34	MICHAEL O'LEARY	17 HUMPYBONG ESP	[Signature]
35	Kate McGuire	18/448 Oxley Ave	[Signature]
36	A. J. MICHELL	18/448 OXLEY AVE	[Signature]
37	BFWICK	15 Jeffrey St	[Signature]
38	G. FLANAGAN	10/16 MANLEY ST	[Signature]
39	Row HARVEY	2/16 MANLEY ST	[Signature]
40	Ankur. Teluchi	77 Anzac Ave, Redcliffe	[Signature]
41	Erica Trevett	17 Garbala Dr, St Helens	[Signature]
42	DAVID EVANS	62 ANZAC AV, REDCLIFFE	[Signature]

man with petition #

41  
42  
46

2/3  
27

10  
2

We the signatories above object to the proposed development at 444 Oxley Avenue, Redcliffe, QLD, 4020.

(1)



# Moreton Bay Regional Council

ITEM 2.1 - DA/31316/2016/V2K - MCU - PRELIMINARY APPROVAL AT 444 OXLEY AVENUE, REDCLIFFE - DIVISION 6 (Cont.)

S241

1	Name	Address	Signature
2	Yuk HUNG TAI	3 Humpybong ESP	Yuk HUNG
3	Joanne Pietsch	8 Manley St Redcliffe	Joanne Pietsch
4	Patricia Webber	19 Humpybong Espl.	Patricia Webber
5	KIBLOW CUNDY	66 ANZAC AVE	KIBLOW CUNDY
6	Katrina Harris	45 54-56 ANZAC AVE	Katrina Harris
7	NORMAN WHITELEY	1 HUMPYBONG ESP	NORMAN WHITELEY
8	NORMA SHOUBERT	25 Humpybong Esp	NORMA SHOUBERT
9	GwenDA WILKINSON	9 Jeffrey St Redcliffe	GwenDA WILKINSON
10	DAVID INSTONE	13 JEFFREY ST REDCLIFFE	DAVID INSTONE
11	ROBERT WILKINSON	9 JEFFREY ST REDCLIFFE	ROBERT WILKINSON
12	Slavica LAZIC	4/16 Manley Street	Slavica LAZIC
13	Jina CIVONICWA	68 ANZAC AVE.	Jina CIVONICWA
14	G LAWSON	10 Manley St	G LAWSON
15	Gay Bruce	6/2 Manley St Redcliffe	Gay Bruce
16	Maureen Hastie	10/2 Manley St, Redcliffe	Maureen Hastie
17	NEVILLE HASTIE	10/2 MANLEY ST REDCLIFFE	NEVILLE HASTIE
18	BILL/CAROL ELTON	4/2 MANLEY ST REDCLIFFE	BILL/CAROL ELTON
19	LUIS FRAW	2/2 MANLEY ST, REDCLIFFE	LUIS FRAW
20	Les Foster	5/2 Manley St Redcliffe	Les Foster
21	Kerry Foster	5/2 Manley St Redcliffe	Kerry Foster
22	RHOEDA HUNTER	9/2 MANLEY ST REDCLIFFE	RHOEDA HUNTER
23			
24			
25			
26			
27			
28			
29			
30			
31			
32			
33			
34			
35			
36			
37			
38			
39			
40			
41			
42			

We the signatories above object to the proposed development at 444 Oxley Avenue, Redcliffe, QLD, 4020.

(2)



• Objection to the proposed development  
at 444 Oxley Avenue, Redcliffe  
4020

Hand delivered to MBRC - Redcliffe Office  
Irene Street. 9 February 2018

Moreton Bay Regional Council

ITEM 2.1 - DA/31316/2016/V2K - MCU - PRELIMINARY APPROVAL AT 444 OXLEY AVENUE, REDCLIFFE - DIVISION 6 (Cont.)

The Chief Executive Officer  
Moreton Bay Regional Council  
P.O. Box 159  
Caboolture, Qld

MORETON BAY  
REGIONAL COUNCIL

- 9 FEB 2018

4 5 1 0

REDCLIFFE DISTRICT

**3 CORPORATE SERVICES SESSION**

**(Cr M Constance)**

**ITEM 3.1**

**REMOVAL OF MERCHANT SURCHARGE - REGIONAL**

*Meeting / Session:* 3 CORPORATE SERVICES  
*Reference:* A17069650 : 12 June 2018 - **Refer Supporting Information A17073156**  
*Responsible Officer:* JG, Coordinator Corporate Accounting (CEO Accounting Services)

---

**Executive Summary**

Council has charged a Merchant Service Fee (known in the industry as a Merchant Surcharge) in some form since 2009. In an attempt to encourage electronic payments, from 1 July 2016 Council removed the surcharge on electronic payment methods. Due to future system considerations, as well as taking further measures to encourage electronic payment methods, it is necessary to review whether the merchant surcharge is still relevant.

**OFFICER'S RECOMMENDATION**

1. That the Merchant Surcharge be removed from all charge types and payment channels, including Council's Schedule of Fees and Charges for 2018/19.
2. That the removal of the Merchant Surcharge be effective from 1 July 2018.

*ITEM 3.1 REMOVAL OF MERCHANT SURCHARGE - REGIONAL - A17069650 (Cont.)*

**REPORT DETAIL**

**1. Background**

Council introduced a Merchant Surcharge in 2009, as a means of recouping some of the costs associated with the acceptance of credit card payments through various payment channels. There have been several changes to the surcharge over the years since its introduction, including a decrease to the rate, and changes to payment channels on which it is charged.

Council currently collects approximately \$30,000 per annum from the surcharge. This is mainly from Development Services charges.

**2. Explanation of Item**

There are different requirements and timing needs for the removal of the surcharge. The details for each channel is shown below:

<b>Payment Channel</b>	<b>Required change</b>	<b>Timeframe</b>
Australia Post	Change to biller numbering in Australia Post internal systems to recognise the change.	1-2 weeks
Over the Counter at Council offices	Settings within Pathway receipting system to be amended after 29 June 2018 to remove surcharge settings.	1 hour
Pay by Phone	NAB to undertake voice scripting update removing reference to the surcharge.	2 weeks
	Council to update settings in banking software to reduce surcharge rate to nil.	1 hour

There are a number of other items that need to be addressed to ensure references to the surcharge are removed. This includes:

- Councils intranet and external website need to be adjusted to remove references to the surcharge.
- Council's Schedule of Fees and Charges and database need to be amended to remove the charge.
- Rate notices and Development Services notices and invoices need to have references to the surcharge removed from the document.
- Physical notices at Customer Service areas will need to be removed.

Given the timeframes involved, it is likely that these changes can be implemented by 30 June, to allow a 1 July 2018 commencement date.

**3. Strategic Implications**

**3.1 Legislative/Legal Implications**

Council is legally allowed to charge a merchant surcharge to recover credit card fees incurred. The removal of the surcharge will have no implications.

**3.2 Corporate Plan / Operational Plan**

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

**3.3 Policy Implications**

Whilst there are no direct policy implications a number of Council documents and supporting systems will need to be updated to remove references to merchant surcharges.

There are also three fees and some wording to be removed from Council's adopted Schedule of Fees and Charges. The specific fees and wording are indicated in the attached excerpt from the schedule (supporting information #1).

*ITEM 3.1 REMOVAL OF MERCHANT SURCHARGE - REGIONAL - A17069650 (Cont.)*

3.4 Risk Management Implications

There are no risk management implications arising as a direct result of this report.

3.5 Delegated Authority Implications

There are no delegated authority implications arising as a direct result of this report.

3.6 Financial Implications

Council's revenue will reduce by approximately \$30,000 per annum. There may be additional charges incurred if the usage of credit cards increases as a result of the removal of the surcharge.

3.7 Economic Benefit

There are no economic benefit implications arising as a direct result of this report.

3.8 Environmental Implications

There are no environmental implications arising as a direct result of this report.

3.9 Social Implications

There are no social implications arising as a direct result of this report.

3.10 Consultation / Communication

Manager Financial and Project Services, Accounting Services Manager and Coordinator Corporate Accounting.

**SUPPORTING INFORMATION**

**Ref: [A17073156](#)**

The following list of supporting information is provided for:

**ITEM 3.1  
REMOVAL OF MERCHANT SURCHARGE - REGIONAL**

***#1 Extract - Schedule of Fees and Charges - 2018/2019***

ITEM 3.1 - REMOVAL OF MERCHANT SURCHARGE - REGIONAL (Cont.)  
#1 Extract - Schedule of Fees and Charges - 2018/2019



**Schedule of Fees And Charges - 2018/2019**

[Redacted]

[Redacted]	[Redacted]	[Redacted]	[Redacted]	[Redacted]
[Redacted]	[Redacted]	[Redacted]	[Redacted]	[Redacted]

[Redacted]

[Redacted]	[Redacted]	[Redacted]	[Redacted]	[Redacted]
[Redacted]	[Redacted]	[Redacted]	[Redacted]	[Redacted]

**Financial & Project Services - Rates & Valuations -**

**Merchant Service Fee - transaction over-the-counter at Australia Post**

16

Cost of the rate payment made using a Visa or Mastercard over-the-counter at Australia Post

Fee Type	Fee 17/18	Fee 18/19	% inc	Fee Unit
O	At Cost	At Cost		per transaction



ITEM 3.1 - REMOVAL OF MERCHANT SURCHARGE - REGIONAL (Cont.)



Schedule of Fees And Charges - 2018/2019

Financial & Project Services - Rates & Valuations -

Merchant Service Fee - transaction over-the-counter at Council Offices		Fee Type	Fee 17/18	Fee 18/19	% inc	Fee Unit
17	Cost of the rate payment made using a Visa or Mastercard over-the-counter at Council Offices.	O	At Cost	At Cost		per transaction

Financial & Project Services - Rates & Valuations -

Merchant Service Fee - electronic transaction		Fee Type	Fee 17/18	Fee 18/19	% inc	Fee Unit
18	No charge	O	No Charge	No Charge		per transaction

[REDACTED]		Fee Type	Fee 17/18	Fee 18/19	% inc	Fee Unit
[REDACTED]	[REDACTED]	[REDACTED]	[REDACTED]	[REDACTED]	[REDACTED]	[REDACTED]

ITEM 3.1 - REMOVAL OF MERCHANT SURCHARGE - REGIONAL (Cont.)

## MBRC Schedule of Fees and Charges 2018 / 2019

Moreton Bay Regional Council Planning Scheme



[Redacted content]

### 5.8 Payment of Fees by Credit Card

Where payments for development application fees or infrastructure charges are made by credit card, a merchant service fee recovery surcharge of 0.4% will apply to these payments.

[Redacted content]

**4 ASSET CONSTRUCTION & MAINTENANCE SESSION**

**(Cr A Hain)**

**ITEM 4.1**

**REGIONAL TRAFFIC SIGNAL NETWORK MAINTENANCE (MBRC007197) -  
REGIONAL**

*Meeting / Session:* 4 ASSET CONSTRUCTION & MAINTENANCE  
*Reference:* A17040267 : 6 June 2018 - Refer **Confidential** Supporting Information  
**A16979447**  
*Responsible Officer:* AC, Supervisor Projects (ECM Asset Maintenance)

**Executive Summary**

Tenders were called for the Regional Traffic Signal Network Maintenance (MBRC007197), through open tender using LG Tenderbox. Tenders closed on 1 May 2018, with five conforming tenders received.

It is recommended that the tender for Regional Traffic Signal Network Maintenance (MBRC007197) be awarded to RoadTek (Department of Transport and Main Roads) for the estimated annual sum of \$368,361 (excl. GST) with the option to extend the contract by two x one-year periods based upon satisfactory contractor performance, as this offer represents the best overall value to Council.

**OFFICER'S RECOMMENDATION**

That the tender for Regional Traffic Signal Network Maintenance (MBRC007197) be awarded to RoadTek (Department of Transport and Main Roads) for the estimated annual sum of \$368,361 (excl. GST) with the option to extend the contract by two x one-year periods, based upon satisfactory contractor performance.

*ITEM 4.1 REGIONAL TRAFFIC SIGNAL NETWORK MAINTENANCE (MBRC007197) - REGIONAL - A17040267  
(Cont.)*

**REPORT DETAIL**

**1. Background**

Moreton Bay Regional Council (MBRC) currently own and operate 106 sets of traffic signals on local roads within the region. Traffic signals require ongoing routine maintenance, monitoring and emergency damage repairs to ensure they remain operational and compliant for road users at all times. Currently these services are delivered by RoadTek under the existing contract for Maintenance of Traffic Signals which expires on 30 June 2018.

Tenders were called for the Regional Traffic Signal Network Maintenance (MBRC007197), through open tender using LG Tenderbox. Tenders closed on 1 May 2018, with five conforming tenders received.

**2. Explanation of Item**

MBRC's traffic signals assets require regular routine maintenance, monitoring and repair to ensure their ongoing safe operation and the safe movement of vehicular and pedestrian movement through intersections. Such services require the services of suitably qualified electrical technicians who specialise in traffic signal maintenance, and possess an understanding of roads operations and applicable traffic management requirements.

Council received five conforming tender responses. The tenders were assessed by a selection panel in accordance with Council's Procurement Policy and the selection criteria set out in the tender documentation.

The conforming tenders and the final weighting scores are tabled below (ranked from highest to lowest):

RANK	TENDERER	EVALUATION SCORE
1	RoadTek (Department of Transport and Main Roads)	99.79
2	Downer EDI Works Pty Ltd	94.36
3	Pensar Utilities Pty Ltd	83.23
4	Civlec Pty Ltd Trading as Trafflec	76.00
5	Glow Energy Pty Ltd	73.30

The submission received from RoadTek was the lowest priced submission and received the highest evaluation score. RoadTek have been satisfactorily delivering the service under the current contract since August 2015. Due to RoadTek's price, extensive experience in traffic signal maintenance and proven history with MBRC, their offer is deemed best overall value to Council.

While the offers submitted from other industry specialists were deemed suitable to undertake the required works, these offers were not considered value for money, and therefore received lower evaluation scores.

**3. Strategic Implications**

**3.1 Legislative/Legal Implications**

Due to the value of the work being greater than \$200,000, a competitive open tender process was undertaken. The tender was called 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: Healthy natural environment - a clean and healthy environment.

ITEM 4.1 REGIONAL TRAFFIC SIGNAL NETWORK MAINTENANCE (MBRC007197) - REGIONAL - A17040267  
(Cont.)

3.3 Policy Implications

This contract has been sourced 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.

3.4 Risk Management Implications

This contract will ensure service staff are suitably qualified and experienced to undertake these specialised works 24 hours a day, 365 days per year.

3.5 Delegated Authority Implications

No delegated authority implications arising as a direct result of this report.

3.6 Financial Implications

Provision has been made in the 2018/19 Asset Maintenance operational services budget (Project 20422.106) for the tendered works with an estimated annual cost of \$368,361.00 (excl. GST).

3.7 Economic Benefit

No economic benefit arising as a direct result of this report.

3.8 Environmental Implications

No environmental implications arising as a direct result of this report.

3.9 Social Implications

Working traffic signals will ensure, as far as practical, the safety of people using signalised intersections.

3.10 Consultation / Communication

Senior Procurement Officers from Financial and Project Services have been consulted during the assessment and tendering process.

**SUPPORTING INFORMATION**

**Ref: A16979447**

The following list of supporting information is provided for:

**ITEM 4.1**

**REGIONAL TRAFFIC SIGNAL NETWORK MAINTENANCE (MBRC007197) - REGIONAL**

***Confidential #1 Tender Evaluation - Regional Traffic Signal Network Maintenance***

**ITEM 4.2**  
**NARANGBA - HARRIS AVENUE SPORTS COMPLEX - CLUBHOUSE**  
**CONSTRUCTION - DIVISION 11**

*Meeting / Session:* 4 ASSET CONSTRUCTION & MAINTENANCE  
*Reference:* A17035042 : 13 June 2018 - Refer **Confidential** Supporting Information  
**A16798532**  
*Responsible Officer:* SAC, Project Manager (ECM Project Management & Construction)

---

**Executive Summary**

Tenders were invited for the 'Narangba - Harris Avenue Sports Complex - Clubhouse Construction (MBRC006950)' project. The tender closed on 3 May 2018 with a total of 12 tenders received, 10 of which were conforming.

It is recommended that Council award the contract to Murphy Builders QLD Pty Ltd for the sum of \$497,306.74 (excluding GST) as this tender was evaluated as representing the best overall value to Council.

The works are expected to commence in July 2018 and take 20 weeks to complete, which includes an allowance for wet weather.

**OFFICER'S RECOMMENDATION**

That the tender for 'Narangba - Harris Avenue Sports Complex - Clubhouse Construction (MBRC006950)' project be awarded to Murphy Builders QLD Pty Ltd for the sum of \$497,306.74 (excluding GST).

ITEM 4.2 NARANGBA - HARRIS AVENUE SPORTS COMPLEX - CLUBHOUSE CONSTRUCTION - DIVISION 11 - A17035042 (Cont.)

## REPORT DETAIL

### 1. Background

This project is located within the Harris Avenue Sports Complex, Harris Avenue, Narangba. The scope of the works includes the construction of shared amenities (PWD, male and female toilets) and storage to service the needs of the lower soccer field and future tennis complex. The design of the shared amenities and storage building has taken into consideration the concept and connectivity to the proposed clubhouse for tennis. The objective of the project is to provide suitable amenities to support the use of facilities in the Harris Avenue Sports Complex.



Figure 1 - Location of works



ITEM 4.2 NARANGBA - HARRIS AVENUE SPORTS COMPLEX - CLUBHOUSE CONSTRUCTION - DIVISION 11 - A17035042 (Cont.)



Figure 2 - Site plan

ITEM 4.2 NARANGBA - HARRIS AVENUE SPORTS COMPLEX - CLUBHOUSE CONSTRUCTION - DIVISION 11 - A17035042 (Cont.)

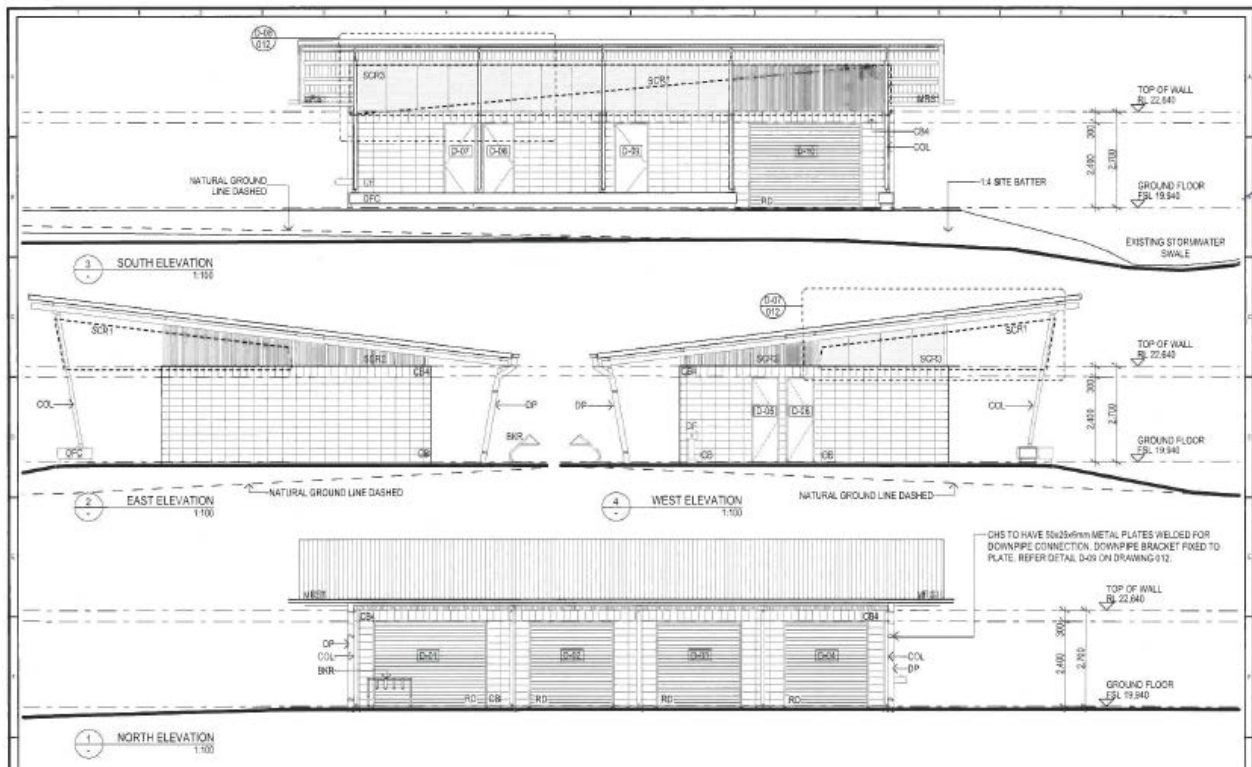


Figure 3 - Building elevations

2. Explanation of Item

Tenders for the 'Narangba - Harris Avenue Sports Complex - Clubhouse Construction (MBRC006950)' project closed on 3 May 2018 with a total of 12 tenders received, 10 of which 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 tenders and their evaluation scores are tabled below (ranked from highest to lowest):

RANK	TENDERER	EVALUATION SCORE
1	Murphy Builders QLD Pty Ltd	100.00
2	NF Corbett Pty Ltd	93.68
3	MAW Group (Aust) T/A Oasis Construction (Aust)	92.45
4	Cornerstone Building Developments (Australia) Pty Ltd	90.48
5	A Dart & Co	90.45
6	Leaf Building Group Pty Ltd	88.43
7	Chapcon Building Services	83.61
8	J. Mac Constructions Pty Ltd	82.93

*ITEM 4.2 NARANGBA - HARRIS AVENUE SPORTS COMPLEX - CLUBHOUSE CONSTRUCTION - DIVISION 11 - A17035042 (Cont.)*

RANK	TENDERER	EVALUATION SCORE
9	Caspian Building Services	78.21
10	Zorv Group T/A Build 4 U Quality Constructions (Brisbane)	76.60
11	PDR Construction Group	Non-conforming
12	Sunshine Skips	Non-conforming

**Murphy Builders QLD Pty Ltd** submitted a comprehensive tender and demonstrated their experience on projects of a similar scale and complexity. At the tender clarification meeting held on 4 June 2018, Murphy Builders QLD Pty Ltd demonstrated their relevant experience, methodology, capability and their strong understanding of the project.

**NF Corbett Pty Ltd** submitted a comprehensive tender that demonstrated their relevant experience, methodology and understanding of the project; however, there were no additional benefits for the higher price.

**MAW Group (Aust) T/A Oasis Construction (Aust)** submitted a comprehensive tender that demonstrated their relevant experience, methodology and understanding of the project; however, there were no additional benefits for the higher price.

The non-conforming tenderers did not provide the mandatory tender schedule information.

### **3. Strategic Implications**

#### **3.1 Legislative/Legal Implications**

Due to the value of the work being 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 10-2150-006
- *Local Government Act 2009*
- Local Government Regulation 2012 Chapter 6.

#### **3.4 Risk Management Implications**

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 the financial status has previously been carried out and the successful tenderer was rated 'very strong'.

*Construction Risks:*

- a. The contractor will provide a construction plan that will include a program of works, traffic management plan and safety plan and will be required to fence off the areas where construction is being undertaken.
- b. The contractor has taken into consideration and provided an allowance for weather delays as part of their tender program.

# Moreton Bay Regional Council

*ITEM 4.2 NARANGBA - HARRIS AVENUE SPORTS COMPLEX - CLUBHOUSE CONSTRUCTION - DIVISION 11 - A17035042 (Cont.)*

- c. The site has previously been subject to considerable earthworks and geotechnical investigations have been undertaken to assist in developing the structural design for the building foundations.

*State Government Approvals:*

State Government approvals have been lodged for the service corridor easement creation. This is well advanced and will not impact on the construction. The building approval will be issued upon payment of QLeave.

3.5 Delegated Authority Implications

No delegated authority implications arising as a direct result of this project.

3.6 Financial Implications

Council has allocated a total of \$600,000 (excl. GST) for the 'Narangba - Harris Avenue Sports Complex - Clubhouse Construction (MBRC006950)' project, \$50,000 (excl. GST) for detail design in the 2017/18 Capital Project program and a further \$550,000 (excl. GST) for construction in the 2018/19 Capital Project program, budget number 101302.

Design costs (2017/18)	\$ 55,344.00
Unitywater fees (2017/18)	\$ 9,500.00
	-----
Sub Total (2017/18)	\$ 64,844.00
	=====
Tender price (construction)	\$ 497,306.74
Contingency 5%	\$ 24,865.34
Consultant site involvement	\$ 3,000.00
QLeave	\$ 2,363.00
	-----
Sub Total (2018/19)	\$ 527,535.08
	=====
Total Project Cost	\$ 592,379.08
	=====

Estimated ongoing operational/maintenance costs for building maintenance are \$3,500 per financial year.

The 2018/19 budget amount for this project is sufficient.

3.7 Economic Benefit

The project will provide the opportunity for employment of local contractors and trades during the project's construction duration.

3.8 Environmental Implications

There are minimal environmental implications posed by the works. The successful tenderer will be required to submit an environmental management plan for the works. The contractor has demonstrated their understanding of the requirement to manage site sediment run-off to protect nearby waterways.

3.9 Social Implications

The project will provide amenities and storage for a recently constructed soccer field that is some distance from the main clubhouse, reducing the impact on volunteers and facilities for spectators. This facility will also provide amenities and storage for the future tennis complex and proposed tennis clubhouse.

*ITEM 4.2 NARANGBA - HARRIS AVENUE SPORTS COMPLEX - CLUBHOUSE CONSTRUCTION - DIVISION 11 - A17035042 (Cont.)*

3.10 Consultation / Communication

Project signage will be displayed prior and throughout the works including project notices distributed two weeks prior to the commencement of works. A weekly project update, including program, will be provided to the Divisional Councillor.

The Sport and Recreation team has consulted with residents, the nearby school and sports field users about the upcoming works.

The Divisional Councillor has been consulted and is supportive of the project.

**SUPPORTING INFORMATION**

**Ref: A16798532**

The following list of supporting information is provided for:

**ITEM 4.2**

**NARANGBA - HARRIS AVENUE SPORTS COMPLEX - CLUBHOUSE CONSTRUCTION - DIVISION 11**

***Confidential #1 Tender Evaluation - Narangba - Harris Avenue Sports Complex Clubhouse Construction***

**ITEM 4.3  
COLLECTION AND PURCHASE OF RECOVERED METAL STREAMS FROM  
NOMINATED LOCATIONS (MBRC006952) - REGIONAL**

*Meeting / Session:* 4 ASSET CONSTRUCTION & MAINTENANCE  
*Reference:* A16983247 : 11 June 2018 - Refer **Confidential Supporting Information 1A & 1B A16985682 & A16985689 and Confidential Supporting Information 2 A16984557**  
*Responsible Officer:* BM, Coordinator Waste Operations (ECM Waste Services)

---

**Executive Summary**

Tenders were invited for the 'Collection and Purchase of Recovered Metal Streams from Nominated Locations' (MBRC006952) at waste management facilities and depots. The tender closed on 6 February 2018 with a total of six conforming offers received.

It is recommended that Council award two contracts - the first contract for bulk steel and all other metals (all schedules excluding Schedule 2N) to Qld Metal Recyclers Pty Ltd and the second contract for used lead acid batteries (Schedule 2N) to Zanfar Pty Ltd t/a Suncoast Renewables, as the offers from these two companies represented the best overall value to Council with an estimated annual income to Council of \$3,001,583 (excluding GST), being \$2,792,537 for metal streams and \$209,046 for used lead acid batteries for a 12-month term from 1 July 2018.

**OFFICER'S RECOMMENDATION**

That the tender for 'Collection and Purchase of Recovered Metal Streams from Nominated Locations' (MBRC006952) be awarded as two separate contracts to:

- (a) Qld Metal Recyclers Pty Ltd for all schedules excluding Schedule 2N for an annual income to Council estimated to be \$2,792,537 (excluding GST) for the collection and purchase of bulk steel and all other metals for a 12-month term effective 1 July 2018; and
- (b) Zanfar Pty Ltd (trading as Suncoast Renewables) for Schedule 2N for an annual income to Council estimated to be \$209,046 (excluding GST) for the collection and purchase of used lead acid batteries for a 12-month term effective 1 July 2018.



*ITEM 4.3 COLLECTION AND PURCHASE OF RECOVERED METAL STREAMS FROM NOMINATED LOCATIONS (MBRC006952) - REGIONAL - A16983247 (Cont.)*

**REPORT DETAIL**

**1. Background**

To obtain the best offer to Council for the collection and purchase of recovered metal streams, the requirements for waste management facilities and depot facilities were combined in this tender.

Tenderers were requested to supply a schedule of rates, per tonne for a 12-month term, for all recovered metal streams as set out in the tender return schedules. Tenderers could also submit a price for used lead acid battery collections only.

The estimated annual income is based on pricing provided by tenderers utilising a fixed percentage for industry standard market rates based on the monthly “*Tex Report Pty Ltd Tokyo Market*” prices for ferrous metals and the “*London Metal Exchange (LME) Cash Seller and Settlement*” for non-ferrous (lead from acid batteries) metals. These two price indices are an industry standard for identifying the monthly market prices for different metal commodities.

Services for the collection and purchase of recovered metal streams include:

- bulk steel (ferrous) from stockpile sites and bulk bins;
- all other metals (non-ferrous) from bulk bins (mixed or segregated);
- batteries; used lead acid batteries (ULAB)
- domestic gas bottles; and
- supply of the required number of bulk bins to nominated locations as per the schedules.

Nominated locations include:

- Waste management facilities including landfills, transfer stations and treasure markets;
- Depot facilities and other Council construction and demolition sites established from time to time.

**2. Explanation of Item**

Tenders for the ‘*Collection and Purchase of Recovered Metal Streams from Nominated Locations (MBRC006952)*’ closed on 6 February 2018 with a total of six conforming tenders received. The tenders were assessed by the evaluation panel in accordance with Council’s Procurement Policy and the selection criteria as set out in the tender documents.

Five companies submitted tenders for all recovered metal streams while one company submitted a tender for used lead acid battery collections only.

Submissions were assessed under two waste streams as indicated in Tables 1 and 2 below - recovered metal streams (bulk steel and all other metals excluding batteries) and used lead acid battery (ULAB) collection only. All tenderers and their evaluation scores are listed and ranked from highest to lowest.

**Table 1 - Recovered Metal Streams**

Rank	Tenderer	Evaluation Score
1	Raw Metal Corp Pty Ltd	97.27
2	Qld Metal Recyclers Pty Ltd	94.56
3	Onesteel Recycling Pty Ltd trading as Liberty Onesteel Recycling	91.27
4	AMR Recyclers Pty Ltd trading as Action Metal Recyclers	83.67
5	Sims Group Australia Holdings Ltd	73.71

*ITEM 4.3 COLLECTION AND PURCHASE OF RECOVERED METAL STREAMS FROM NOMINATED LOCATIONS (MBRC006952) - REGIONAL - A16983247 (Cont.)*

**Table 2 - ULAB Battery Collection Only**

Rank	Tenderer	Evaluation Score
1	Zanfar Pty Ltd trading as Suncoast Renewables	98.86
2	Qld Metal Recyclers Pty Ltd	94.46
3	Sims Group Australia Holdings Ltd	92.39
4	Onesteel Recycling Pty Ltd trading as Liberty Onesteel Recycling	87.23
5	AMR Recyclers Pty Ltd trading as Action Metal Recyclers	82.74
6	Raw Metal Corp Pty Ltd	81.93

Tenderers provided details of plant and equipment, work health and safety management systems, retrieval methodology, financial details and current commitments. Due to the risk associated with the expected revenue amount to Council, third party reviews (Veda report) were undertaken on the three highest ranking tenderers - Raw Metal Pty Ltd, Qld Metal Recyclers Pty Ltd and Zanfar Pty Ltd to further assist the evaluation panel in making their recommendation. Further, tender clarification meetings were undertaken with Qld Metal Recyclers Pty Ltd and Zanfar Pty Ltd (t/a Suncoast Renewables). Information on the third-party reviews is available in the Confidential Supporting Information 2.

**Raw Metal Corp Pty Ltd** received the highest ranking for the collection and purchase of recovered metal streams as indicated in Table 1 above. The company submitted a comprehensive tender to collect all recovered metal streams. The company currently supplies services for Brisbane-based companies. A third party financial review was undertaken to assist the evaluation panel in determining their recommendation for this tender. This information is contained in the Confidential Supporting Information 2.

**Qld Metal Recyclers Pty Ltd** received the second highest ranking for the collection and purchase of recovered metal streams as indicated in Table 1 above. The company submitted a comprehensive tender to collect all recovered metal streams. The company currently supply services to the Gold Coast City Council and Rockhampton Regional Council. A third party financial review was undertaken to assist the evaluation panel in determining their recommendation for this tender. This information is contained in the Confidential Supporting Information 2.

**Zanfar Pty Ltd t/a Suncoast Renewables** received the highest ranking for the collection of used lead acid batteries as indicated in Table 2 above. The company provided a comprehensive tender addressing all the criteria to allow for an evaluation. Zanfar Pty Ltd were awarded the MBRC contract in 2016 to collect ULAB batteries and provided prompt satisfactory service. This company currently provides services to the Sunshine Coast Regional Council and private companies north of the Moreton Bay Region. A third party financial review was undertaken to assist the evaluation panel in determining their recommendation for this tender. This information is contained in the Confidential Supporting Information 2.

**3. Strategic Implications**

3.1 Legislative/Legal Implications

Council called a public tender for the services 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: Healthy natural environment - a clean and healthy environment.

*ITEM 4.3 COLLECTION AND PURCHASE OF RECOVERED METAL STREAMS FROM NOMINATED LOCATIONS  
(MBRC006952) - REGIONAL - A16983247 (Cont.)*

3.3 Policy Implications

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

- Council's Procurement Policy 10-2150-006
- *Local Government Act 2009*

3.4 Risk Management Implications

The risk associated with providing these services has been assessed and the following issues identified. The manner in which the possible impact of these risks are minimised is detailed below.

*Services risk:*

- Plant and equipment - Qld Metal Recyclers Pty Ltd and Zanfar Pty Ltd have confirmed that they have sufficient trucks to enable services to be carried out in a timely manner.
- Timeframes - Qld Metal Recyclers Pty Ltd and Zanfar Pty Ltd have indicated that they are able to carry out the services within the required timeframes.
- Work Health and Safety - Qld Metal Recyclers Pty Ltd and Zanfar Pty Ltd have provided a copy of their WH&S management systems and confirmed that they will comply with Council's own "Safetyfirst1" requirements when attending nominated locations.

*Financial*

This tender involves revenue to Council for the recovered metal streams with payments to be made monthly after each collection service. Third party financial reviews were undertaken to provide Council with the risk associated for the successful tenderers to pay Council for the recovered metal streams for the contract term. The outcome of these third party reports is provided in the Confidential Supporting Information 2.

*Performance Security:*

The successful tenderers are required to provide a performance security for the collection and purchase of recovered metal streams and for the collection and purchase of used lead acid batteries.

3.5 Delegated Authority Implications

No delegated authority implications arising as a direct result of this report.

3.6 Financial Implications

In 2016/17, Council recovered approximately 12,000 tonnes of ferrous (bulk steel) metals, 294 tonnes of batteries and 65 tonnes of gas bottles.

In awarding the tender based on the industry standard practice market rates to the recommended companies, it is estimated that Council will receive an income of approximately \$3,001,583 per annum (excluding GST) for the collection and purchase of all recovered metal streams (\$2,792,537 for metal streams and \$209,046 for batteries). Details of the tendered rates based on the industry standard market rates are included in the Confidential Supporting Information 1A (metal streams) and 1B (battery collection).

The income received from these contracts will be credited to job numbers:

20616.000.15011 - Waste management facilities

20161.000.15008 - Depot facilities

3.7 Economic Benefit

The purchase of recovered metal streams from waste management facilities and depot facilities will assist in reducing Council's costs in managing the facilities.

*ITEM 4.3 COLLECTION AND PURCHASE OF RECOVERED METAL STREAMS FROM NOMINATED LOCATIONS  
(MBRC006952) - REGIONAL - A16983247 (Cont.)*

3.8 Environmental Implications

The diversion of the recovered recyclable material from landfill is a major target of waste minimisation, helps preserve landfill space and meets the requirements of Council's sustainability policy and Waste Reduction and Recycling Plan 2016-2026.

3.9 Social Implications

Providing areas at waste management facilities and depot facilities for the collection of recovered metal streams creates the opportunity for both residents and Council staff to dispose of and recycle materials that may otherwise end up in landfill.

3.10 Consultation / Communication

Consultation was held with Procurement Services and Financial Services to ensure compliance with Council's Procurement Policy for both the tender documents and the evaluation process.

**SUPPORTING INFORMATION**

**Ref: 1A & 1B A16985682 & A16985689 and Confidential Supporting Information 2 A16984557**

The following list of supporting information is provided for:

**ITEM 4.3**

**COLLECTION AND PURCHASE OF RECOVERED METAL STREAMS FROM NOMINATED LOCATIONS (MBRC006952) - REGIONAL**

***Confidential #1A Tender Evaluation - Collection and Purchase of Recovered Metal Streams***

***Confidential #1B Tender Evaluation - Collection and Purchase of Recovered Metal Streams (Batteries)***

***Confidential #2 Assessment Summary of Raw Metal Corp Pty Ltd, Qld Metal Recyclers Pty Ltd and Zanfar Pty Ltd t/s Suncoast Renewables***

***Confidential #3 Financial Report - Raw Metal Corp Pty Ltd; Qld Metal Recyclers Pty Ltd and Zanfar Pty Ltd***

**ITEM 4.4  
SUPPLY AND DELIVERY OF FOUR (4) 23T GVM SINGLE CAB TIPPER TRUCKS -  
REGIONAL**

*Meeting / Session:* 4 ASSET CONSTRUCTION & MAINTENANCE  
*Reference:* A16973910 : 11 June 2018 - Refer **Confidential** Supporting Information  
**A16911508**  
*Responsible Officer:* BS, Technical Officer Fleet Support (ECM Asset Maintenance)

---

**Executive Summary**

Tenders were called for the 'Supply and delivery of four 23T GVM single cab tipper trucks' using a vendor panel arrangement. Tenders closed on 3 May 2018, with seven conforming submissions received.

It is recommended that the tender for the supply and delivery of four 23T GVM single cab tipper trucks be awarded to Brisbane Isuzu for the sum of \$706,618.28 (excl. GST), as this offer represents the best overall value to Council.

**OFFICER'S RECOMMENDATION**

That the tender for the supply and delivery of four 23T GVM single cab tipper trucks (Isuzu Giga CXZ AMT with Big Rigs Body) be awarded to Brisbane Isuzu for the sum of \$706,618.28 (excl. GST).

**ITEM 4.4 SUPPLY AND DELIVERY OF FOUR (4) 23T GVM SINGLE CAB TIPPER TRUCKS - REGIONAL - A16973910 (Cont.)**

**REPORT DETAIL**

**1. Background**

Tenders were called for the supply and delivery of four 23T GVM single cab tipper trucks. Tenders closed on 3 May 2018, with seven conforming submissions received. These trucks are utilised within the roads and drains section of Asset Maintenance, undertaking regional maintenance projects.

**2. Explanation of Item**

Council received seven conforming tender responses. The tenders were assessed by a selection panel in accordance with Council's Procurement Policy and the selection criteria set out in the tender documentation.

The conforming tenders and the final weighting scores are tabled below (ranked from highest to lowest):

RANK	TENDERER	EVALUATION SCORE
1	Brisbane Isuzu - Isuzu Giga CXZ AMT - Big Rigs Australia	100.00
2	Brisbane Isuzu - Isuzu Giga CXZ AMT Custom Motor Bodies	99.64
3	James Frizelles Automotive Group - Isuzu Giga CXZ AMT - Custom Truck Bodies	99.35
4	Brisbane Isuzu - Isuzu Giga CXZ AMT MRF Motor Bodies	99.06
5	James Frizelles Automotive Group - Isuzu Giga CXZ AMT - MRF Bodies	98.77
6	Sci Fleet Hino - Hino FS2844 AMT Custom Motor Bodies	95.46
7	Sci Fleet Hino - Hino FS 2844 AMT MRF Motor Bodies	94.96

**Brisbane Isuzu** submitted an offer for an Isuzu Giga CXZ AMT cab chassis with body options from Big Rigs Australia, Custom Truck Bodies and MRF Bodies. The Isuzu Giga CXZ AMT cab chassis meets all chassis requirements outlined in the tender specification; has sufficient power and torque to operate the tipping body; and comes with a warranty period of 5 years / 750,000kms. The Big Rigs Aust. body option meets all requirements as per the tender specification and includes 12 months' warranty. The Isuzu Giga CXZ fitted with the Big Rigs Aust. body was the lowest priced submission and received the highest evaluation score.

**James Frizelles Automotive Group** submitted an offer for an Isuzu Giga CXZ AMT cab chassis with body options from Custom Truck Bodies and MRF Bodies. The Isuzu Giga CXZ AMT cab chassis meets all chassis requirements outlined in the tender specification; has sufficient power and torque to operate the tipping body; and comes with a warranty period of 5 years / 750,000kms. The body options from Custom Truck Bodies and MRF Bodies offer a warranty period of up to 24 months' warranty.

**Sci Fleet Hino** submitted an offer for a Hino FS2844 AMT cab chassis with body options from Custom Truck Bodies and MRF Bodies. The Hino FS2844 AMT cab chassis meets all chassis requirements outlined in the tender specification; has sufficient power and torque to operate the tipping body; and comes with a warranty period of 5 years / 750,000kms. The body options from Custom Truck Bodies and MRF Bodies offer a warranty period of up to 24 months' warranty.

**3. Strategic Implications**

**3.1 Legislative/Legal Implications**

Due to the value of the purchase being greater than \$200,000, a competitive tender process was undertaken through a Local Buy Vendor Panel arrangement. The tender was called in accordance with the *Local Government Act 2009*.



*ITEM 4.4 SUPPLY AND DELIVERY OF FOUR (4) 23T GVM SINGLE CAB TIPPER TRUCKS - REGIONAL - A16973910 (Cont.)*

3.2 Corporate Plan / Operational Plan

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

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

3.4 Risk Management Implications

No risk management implications arising as a direct result of this report.

3.5 Delegated Authority Implications

No delegated authority implications arising as a direct result of this report.

3.6 Financial Implications

The recommended tendered amount for four Isuzu Giga CXZ AMT 23T GVM single cab tipper trucks is within budget allocation.

3.7 Economic Benefit

Ensure programs are delivered in line with planned outcomes.

3.8 Environmental Implications

The recommended truck engine meets current environmental and Australian standards.

3.9 Social Implications

No social implications arising as a direct result of this report.

3.10 Consultation / Communication

Consultation for the supply and delivery of the four 23T GVM single cab tipper trucks was undertaken with Procurement and the operation section of Asset Maintenance.

**SUPPORTING INFORMATION**

**Ref: A16911508**

The following list of supporting information is provided for:

**ITEM 4.4**

**SUPPLY AND DELIVERY OF FOUR (4) 23T GVM SINGLE CAB TIPPER TRUCKS - REGIONAL**

***Confidential #1 Tender Evaluation - Supply and Delivery of 4 23T Bogie Drive Tipper Trucks***

**ITEM 4.5  
SUPPLY AND DELIVERY OF LIGHT COMMERCIAL AND PASSENGER VEHICLES  
MBRC007244 - REGIONAL**

*Meeting / Session:* 4 ASSET CONSTRUCTION & MAINTENANCE  
*Reference:* A16941477: 15 May 2018 - Refer **Confidential Supporting Information**  
**A16899331, A16851199, A16851219, A16851235, A16851243, A16851253,  
A16851258, A16851262, A16851267**  
*Responsible Officer:* BS, Technical Officer Fleet Support (ECM Asset Maintenance)

---

**Executive Summary**

Tenders were called for the supply and delivery of light commercial and passenger vehicles, under tender MBRC007244, through open tender using LG Tenderbox. The tender contained nine separable portions based on vehicle type and configuration. Tenders closed on 24 April 2018, with submissions received from 15 companies for one or more of the separable portions.

It is recommended that the tender for the supply and delivery of light commercial and passenger vehicles be awarded as per below, with these offers representing best overall value to Council:

**Separable Portion 1** - That the tender for the supply and delivery of nine, five-door hatchback vehicles (Kia Rio 5-door hatch) be awarded to Pacific Motor Group for the total sum of \$139,219.74 (excl. GST).

**Separable Portion 2** - That the tender for the supply and delivery of two 4WD dual cab utilities (Holden Colorado 4x4 dual cab utilities) be awarded to Llewellyn Motors for the total sum of \$73,010 (excl. GST).

**Separable Portion 3** - That the tender for the supply and delivery of one 2WD extra cab utility (Ford Ranger 4x2 extra cab utility) be awarded to Torque Ford for the total sum of \$37,208.95 (excl. GST).

**Separable Portion 4** - That the tender for the supply and delivery of two 4WD extra cab utilities (Holden Colorado 4x4 extra cab utilities) be awarded to Llewellyn Motors for the total sum of \$87,790 (excl. GST).

**Separable Portion 5** - That the tender for the supply and delivery of fourteen 2WD single cab utilities (Ford Ranger 4x2 single cab utilities) be awarded to Torque Ford for the total sum of \$447,345.44 (excl. GST).

**Separable Portion 6** - That the tender for the supply and delivery of one 2WD single cab utility fitted with a Sanitation body (Mazda BT50 4x2 single cab utility) be awarded to Grand Prix Investments for the total sum of \$39,322.26 (excl. GST).

**Separable Portion 7** - That the tender for the supply and delivery of one 2WD single cab utility fitted with vinyl canopy (Isuzu D-Max 4x2 single cab utility) be awarded to Trivett Automotive Retail Pty Ltd (Keystar) for the total sum of \$30,545 (excl. GST).

**Separable Portion 8** - That the tender for the supply and delivery of three 4WD single cab utilities (Holden Colorado 4x4 single cab utilities) be awarded to Llewellyn Motors for the total sum of \$111,770 (excl. GST).

**Separable Portion 9** - That the tender for the supply and delivery of four 2WD commercial vans (Hyundai iLoad commercial vans) be awarded to Llewellyn Motors for the total sum of \$165,180 (excl. GST).

**OFFICER'S RECOMMENDATION**

1. That Separable Portion 1 of the Supply and Delivery of Light Commercial and Passenger vehicles tender (MBRC007244) be awarded to Pacific Motor Group for the total sum of \$139,219.74 (excl. GST) for nine Kia Rio five-door hatchback vehicles.
2. That Separable Portion 2 of the Supply and Delivery of Light Commercial and Passenger vehicles tender (MBRC007244) be awarded to Llewellyn Motors for the total sum of \$73,010 (excl. GST) for two Holden Colorado 4WD dual cab utilities.

## Moreton Bay Regional Council

*ITEM 4.5 SUPPLY AND DELIVERY OF LIGHT COMMERCIAL AND PASSENGER VEHICLES MBRC007244 - REGIONAL - A16941477 (Cont.)*

3. That Separable Portion 3 of the Supply and Delivery of Light Commercial and Passenger vehicles tender (MBRC007244) be awarded to Torque Ford for the total sum of \$37,208.95 (excl. GST) for one Ford Ranger 2WD extra cab utility.
4. That Separable Portion 4 of the Supply and Delivery of Light Commercial and Passenger vehicles tender (MBRC007244) be awarded to Llewellyn Motors for the total sum of \$87,790 (excl. GST) for two Holden Colorado 4WD extra cab utilities.
5. That Separable Portion 5 of the Supply and Delivery of Light Commercial and Passenger vehicles tender (MBRC007244) be awarded to Torque Ford for the total sum of \$447,345.44 (excl. GST) for fourteen Ford Ranger 2WD single cab utilities.
6. That Separable Portion 6 of the Supply and Delivery of Light Commercial and Passenger vehicles tender (MBRC007244) be awarded to Grand Prix Investments for the total sum of \$39,322.26 (excl. GST) for one Mazda 2WD single cab utility fitted with a sanitation body.
7. That Separable Portion 7 of the Supply and Delivery of Light Commercial and Passenger vehicles tender (MBRC007244) be awarded to Trivett Automotive Retail Pty Ltd (Keystar) for the total sum of \$30,545 (excl. GST) for one Isuzu D-Max 2WD single cab utility fitted with vinyl canopy.
8. That Separable Portion 8 of the Supply and Delivery of Light Commercial and Passenger vehicles tender (MBRC007244) be awarded to Llewellyn Motors for the total sum of \$111,770 (excl. GST) for three Holden Colorado 4WD single cab utilities.
9. That Separable Portion 9 of the Supply and Delivery of Light Commercial and Passenger vehicles tender (MBRC007244) be awarded to Llewellyn Motors for the total sum of \$165,180 (excl. GST) for four Hyundai iLoad 2WD commercial vans.

*ITEM 4.5 SUPPLY AND DELIVERY OF LIGHT COMMERCIAL AND PASSENGER VEHICLES MBRC007244 - REGIONAL - A16941477 (Cont.)*

**REPORT DETAIL**

**1. Background**

Tenders were called for the supply and delivery of light commercial and passenger vehicles, under tender MBRC007244, through open tender using LG Tenderbox. The tender contained nine separable portions based on vehicle type and configuration. Tenders closed on 24 April 2018, with submissions received from 15 companies for one or more of the separable portions.

Council own and operate a fleet of fit-for-purpose, light commercial and passenger vehicles, enabling effective and efficient service delivery to the community. The scheduled replacement period for these asset types is 6 years / 120,000kms for light commercial vehicles, and 4 years / 100,000kms for passenger vehicles; which has been reached by the current assets.

**2. Explanation of Item**

**Separable Portion 1 - Supply and Delivery of Nine 5-Door Hatchback Passenger Vehicles**

Council received 13 conforming and two non-conforming tender responses. The tenders were assessed by a selection panel in accordance with Council's Procurement Policy and the selection criteria set out in the tender documentation.

The 13 conforming tenders and their final weighting scores are tabled below (ranked from highest to lowest):

RANK	TENDERER	EVALUATION SCORE
1	Pacific Motor Group - Kia Rio 5 MPI	100
2	Llewellyn Motors - Holden Astra R	95.65
3	Trivett Automotive Retail Pty Ltd (Keystar) - Kia Cerato	94.87
4	Newcombes Holdings Pty Ltd (Village Motors) - Holden Astra R	92.81
5	Jonkers Enterprises Pty Ltd (Martin Jonkers Motors) - Toyota Corolla Ascent	92.66
6	Sci Fleet Motors Pty Ltd - Toyota Corolla Ascent	92.44
7	Grand Prix Investments - Hyundai i30 GO	92.13
8	Sun Pro Pty Ltd (Moorooka Motor Group) - Hyundai i30 GO	91.97
9	AP Motors (Torque Toyota) - Toyota Corolla Ascent	91.95
10	Grand Prix Investments - Mazda 3	89.93
11	Grand Prix Investments - Hyundai i30 GO	89.48
12	Motorama Automotive Pty Ltd - Mitsubishi ASX	89.30
13	Torque Ford - Ford Focus Trend	88.67
14	Volvo Car Australia	Non-conforming
15	Zupps Motors Pty Ltd	Non-conforming

All vehicles offered under this category were deemed suitable, fit-for-purpose vehicles. The offer submitted by Pacific Motor Group for the supply of the Kia Rio 5-door hatchback was the lowest priced offer and received the highest evaluation score.

*ITEM 4.5 SUPPLY AND DELIVERY OF LIGHT COMMERCIAL AND PASSENGER VEHICLES MBRC007244 - REGIONAL - A16941477 (Cont.)*

The offers from Volvo Car Australia and Zupps Motors Pty Ltd were received after the tender closing date and time and were therefore deemed non-conforming.

**Separable Portion 2 - Supply and Delivery of Two 4x4 Dual Cab Utilities**

Council received 10 conforming and two non-conforming tender responses. The tenders were assessed by a selection panel in accordance with Council's Procurement Policy and the selection criteria set out in the tender documentation.

The 10 conforming tenders and their final weighting scores are tabled below (ranked from highest to lowest):

<b>RANK</b>	<b>TENDERER</b>	<b>EVALUATION SCORE</b>
1	Llewellyn Motors - Holden Colorado Dual Cab 4x4	100.00
2	Torque Ford - Ford Ranger 4x4 Dual Cab	96.64
3	Trivett Automotive Retail Pty Ltd (Keystar) - Isuzu D-Max 4x4 Dual Cab	95.28
4	Sun Pro Pty Ltd (Moorooka Motor Group) - Isuzu D-Max 4x4 Dual Cab	94.75
5	Byrne Ford - Ford Ranger 4x4 Dual Cab	93.42
6	Grand Prix Investments - Mazda BT 50 4x4 Dual Cab	91.92
7	Jonkers Enterprises Pty Ltd (Martin Jonkers) - Toyota Hilux 4x4 Dual Cab	91.47
8	Newcombes Holdings Pty Ltd (Village Motors) - Holden Colorado 4x4 Dual Cab	91.07
9	AP Motors (Torque Toyota) - Toyota Hilux 4x4 Dual Cab	90.41
10	Pacific Motor Group - Isuzu D-Max 4x4 Dual Cab	77.48
11	Herside Pty Ltd (Starkey Motor Group)	Non-conforming
12	Zupps Motors Pty Ltd	Non-conforming

Most vehicles offered under this category were deemed suitable, fit-for-purpose vehicles. The offer submitted by Llewellyn Motors for the supply of the Holden Colorado 4x4 dual cab utilities was the lowest priced submission and received the highest evaluation score.

The offer from Zupps Motors Pty Ltd was received after the tender closing date and time; while the offer from Herside Pty Ltd did not meet the 3.5T towing capacity as per the tender specification. Therefore, these offers were deemed non-conforming.

**Separable Portion 3 - Supply and Delivery of One 4x2 Extra Cab Utility**

Council received seven conforming and one non-conforming tender responses. The tenders were assessed by a selection panel in accordance with Council's Procurement Policy and the selection criteria set out in the tender documentation.

The seven conforming tenders and their final weighting scores are tabled below (ranked from highest to lowest):

<b>RANK</b>	<b>TENDERER</b>	<b>EVALUATION SCORE</b>
1	Torque Ford - Ford Ranger 4x2 Extra Cab	100.00
2	Trivett Automotive Retail Pty Ltd (Keystar) - Isuzu D-MAX 4x2 Extra Cab	97.82

## Moreton Bay Regional Council

**ITEM 4.5 SUPPLY AND DELIVERY OF LIGHT COMMERCIAL AND PASSENGER VEHICLES MBRC007244 - REGIONAL - A16941477 (Cont.)**

RANK	TENDERER	EVALUATION SCORE
3	Sun Pro Pty Ltd (Moorooka Motor Group) - Isuzu D-MAX 4x2 Extra Cab	96.56
4	Grand Prix Investments - Mazda BT50 4x2 Extra Cab	96.34
5	Byrne Ford - Ford Ranger 4x2 Extra Cab	95.85
6	AP Motors (Torque Toyota) - Toyota Hilux 4x2 Extra Cab	89.66
7	Pacific Motor Group - Isuzu D-MAX 4x2 Extra Cab	83.95
8	Newcombes Holdings Pty Ltd (Village Motors)	Non-conforming

All vehicles offered under this category were deemed suitable, fit-for-purpose vehicles. The offer submitted by Torque Ford for the supply of the Ford Ranger 4x2 extra cab utility was the lowest priced offer and received the highest evaluation score.

The offer from Newcombes Holdings Pty Ltd was submitted with only a price for the vehicle accessories, not the vehicle component; therefore, this offer was deemed non-conforming.

**Separable Portion 4 - Supply and Delivery of Two 4x4 Extra Cab Utilities**

Council received nine conforming and one non-conforming tender responses. The tenders were assessed by a selection panel in accordance with Council's Procurement Policy and the selection criteria set out in the tender documentation.

The nine conforming tenders and their final weighting scores are tabled below (ranked from highest to lowest):

RANK	TENDERER	EVALUATION SCORE
1	Llewellyn Motors - Holden Colorado 4x4 Extra Cab	100.00
2	Newcombes Holdings Pty Ltd (Village Motors) - Holden Colorado 4x4 Extra Cab	97.94
3	Trivett Automotive Retail Pty Ltd (Keystar) - Isuzu D-MAX 4x4 Extra Cab	97.39
4	Torque Ford - Ford Ranger 4x4 Extra Cab	97.38
5	Sun Pro Pty Ltd (Moorooka Motor Group) - Isuzu D-MAX 4x4 Extra Cab	95.72
6	Grand Prix Investments - Mazda BT 50 4x4 Extra Cab	94.52
7	Jonkers Enterprises Pty Ltd (Martin Jonkers) Toyota Hilux 4x4 Extra Cab	93.47
8	AP Motors (Torque Toyota) - Toyota Hilux 4x4 Extra Cab	92.69
9	Pacific Motor Group - Isuzu D-MAX 4x4 Extra Cab	82.73
10	Zupps Motors Pty Ltd	Non-conforming

All vehicles offered under this category were deemed suitable, fit-for-purpose vehicles. The offer submitted by Llewellyn Motors for the supply of the Holden Colorado 4x4 extra cab utilities was the lowest priced offer and received the highest evaluation score.

The offer from Zupps Motors Pty Ltd was received after the tender closing date and time; therefore, was deemed non-conforming.



*ITEM 4.5 SUPPLY AND DELIVERY OF LIGHT COMMERCIAL AND PASSENGER VEHICLES MBRC007244 - REGIONAL - A16941477 (Cont.)*

**Separable Portion 5 - Supply and Delivery of Fourteen 4x2 Single Cab Utilities**

Council received eight conforming and one non-conforming tender responses. The tenders were assessed by a selection panel in accordance with Council's Procurement Policy and the selection criteria set out in the tender documentation.

The eight conforming tenders and their final weighting scores are tabled below (ranked from highest to lowest):

RANK	TENDERER	EVALUATION SCORE
1	Torque Ford - Ford Ranger 4x2 Single Cab	100.00
2	Llewellyn Motors - Holden Colorado 4x2 Single Cab	97.32
3	Pacific Motor Group - Isuzu D-MAX 4x2 Single Cab	96.07
4	Trivett Automotive Retail Pty Ltd (Keystar) - Isuzu D-MAX 4x2 Single Cab	95.96
5	Newcombes Holdings Pty Ltd (Village Motors) - Holden Colorado 4x2 Single Cab	95.79
6	Grand Prix Investments - Mazda BT50 4x2 Single Cab	95.71
7	Sun Pro Pty Ltd (Moorooka Motor Group) - Isuzu D-MAX 4x2 Single Cab	95.60
8	Byrne Ford - Ford Ranger 4x2 Single Cab	91.51
9	Zupps Motors Pty Ltd	Non-conforming

All vehicles offered under this category were deemed suitable, fit-for-purpose vehicles. The offer submitted by Torque Ford for the supply of the Ford Ranger 4x2 single cab utilities was the lowest priced offer and received the highest evaluation score.

The offer from Zupps Motors Pty Ltd was received after the tender closing date and time; therefore, was deemed non-conforming.

**Separable Portion 6 - Supply and Delivery of One 4x2 Single Cab Utility with Sanitisation Body**

Council received eight conforming tender responses. The tenders were assessed by a selection panel in accordance with Council's Procurement Policy and the selection criteria set out in the tender documentation.

The eight conforming tenders and their final weighting scores are tabled below (ranked from highest to lowest):

RANK	TENDERER	EVALUATION SCORE
1	Grand Prix Investments - Mazda BT50 4x2 Single Cab	99.57
2	Byrne Ford - Ford Ranger 4x2 Single Cab	97.50
3	Pacific Motor Group - Isuzu D-MAX 4x2 Single Cab	97.23
4	Torque Ford - Ford Ranger 4x2 Single Cab	97.04
5	Trivett Automotive Retail Pty Ltd (Keystar) - Isuzu D-MAX 4x2 Single Cab	96.89
6	Llewellyn Motors - Holden Colorado 4x2 Single Cab	96.46

## Moreton Bay Regional Council

**ITEM 4.5 SUPPLY AND DELIVERY OF LIGHT COMMERCIAL AND PASSENGER VEHICLES MBRC007244 - REGIONAL - A16941477 (Cont.)**

RANK	TENDERER	EVALUATION SCORE
7	Sun Pro Pty Ltd (Moorooka Motor Group) - Isuzu D-MAX 4x2 Single Cab	96.36
8	Newcombes Holdings Pty Ltd (Village Motors) - Holden Colorado 4x2 Single Cab	83.29

All vehicles offered under this category were deemed suitable, fit-for-purpose vehicles. The offer submitted by Grand Prix Investments for the supply of the Mazda BT50 4x2 single cab utility fitted with the Sanitisation Body was the lowest priced offer and received the highest evaluation score.

**Separable Portion 7 - Supply and Delivery of One 4x2 Single Cab Utility with Vinyl Canopy**

Council received seven conforming tender responses. The tenders were assessed by a selection panel in accordance with Council's Procurement Policy and the selection criteria set out in the tender documentation.

The seven conforming tenders and their final weighting scores are tabled below (ranked from highest to lowest):

RANK	TENDERER	EVALUATION SCORE
1	Trivett Automotive Retail Pty Ltd (Keystar) - Isuzu D-MAX 4x2 Single Cab	100.00
2	Grand Prix Investments - Mazda BT50 4x2 Single Cab	96.79
3	Pacific Motor Group - Isuzu D-MAX 4x2 Single Cab	96.65
4	Sun Pro Pty Ltd (Moorooka Motor Group) - Isuzu D-MAX 4x2 Single Cab	96.46
5	Torque Ford - Ford Ranger 4x2 Single Cab	95.31
6	Llewellyn Motors - Holden Colorado 4x2 Single Cab	95.06
7	Newcombes Holdings Pty Ltd (Village Motors) - Holden Colorado 4x2 Single Cab	93.23

All vehicles offered under this category were deemed suitable, fit-for-purpose vehicles. The offer submitted by Trivett Automotive Retail Pty Ltd (Keystar) for the supply of the Isuzu D-MAX 4x2 single cab utility with vinyl canopy was the lowest priced offer and received the highest evaluation score.

**Separable Portion 8 - Supply and Delivery of Three 4x4 Single Cab Utilities**

Council received nine conforming and one non-conforming tender responses. The tenders were assessed by a selection panel in accordance with Council's Procurement Policy and the selection criteria set out in the tender documentation.

The nine conforming tenders and their final weighting scores are tabled below (ranked from highest to lowest):

RANK	TENDERER	EVALUATION SCORE
1	Llewellyn Motors - Holden Colorado 4x4 Single Cab	100.00
2	Trivett Automotive Retail Pty Ltd (Keystar) - Isuzu D-MAX 4x4 Single Cab	97.67
3	Pacific Motor Group - Isuzu D-MAX 4x4 Single Cab	97.50
4	Newcombes Holdings Pty Ltd (Village Motors) - Holden Colorado 4x4 Single Cab	97.06

## Moreton Bay Regional Council

*ITEM 4.5 SUPPLY AND DELIVERY OF LIGHT COMMERCIAL AND PASSENGER VEHICLES MBRC007244 - REGIONAL - A16941477 (Cont.)*

RANK	TENDERER	EVALUATION SCORE
5	Sun Pro Pty Ltd (Moorooka Motor Group) Isuzu D-MAX 4x4 Single Cab	96.32
6	Torque Ford - Ford Ranger 4x4 Single Cab	96.10
7	Grand Prix Investments - Mazda BT50 4x4 Single Cab	95.16
8	Jonkers Enterprises Pty Ltd (Martin Jonkers) - Toyota Hilux 4x4 Single Cab	93.57
9	AP Motors (Torque Toyota) - Toyota Hilux 4x4 Single Cab	91.73
10	Zupps Motors Pty Ltd	Non-conforming

All vehicles offered under this category were deemed suitable, fit-for-purpose vehicles. The offer submitted by Llewellyn Motors for the supply of the Holden Colorado 4x4 single cab utilities was the lowest priced offer and received the highest evaluation score.

The offer from Zupps Motors Pty Ltd was received after the tender closing date and time; therefore, was deemed non-conforming.

### **Separable Portion 9 - Supply and Delivery of Four 2WD Commercial Vans**

Council received six conforming and three non-conforming tender responses. The tenders were assessed by a selection panel in accordance with Council's Procurement Policy and the selection criteria set out in the tender documentation.

The six conforming tenders and their final weighting scores are tabled below (ranked from highest to lowest):

RANK	TENDERER	EVALUATION SCORE
1	Llewellyn Motors - Hyundai iLoad Van	95.03
2	Herdside Pty Ltd (Starkey Motor Group) - LDV G10 Van	94.86
3	Grand Prix Investments - Hyundai iLoad Van	92.68
4	Torque Ford - Ford Transit Van	91.28
5	Newcombes Holdings Pty Ltd (Village Motors) - Renault Van	91.13
6	Trivett Automotive Retail Pty Ltd (Keystar) - Fiat Van	87.19
7	AP Motors (Torque Toyota)	Non-conforming
9	Jonkers Enterprises Pty Ltd (Martin Jonkers)	Non-conforming
10	Sun Pro Pty Ltd (Moorooka Motor Group)	Non-conforming

The lowest priced submission received was from Herdside P/L for the supply of the LDV G10 Vans. Fleet Services have concerns with regards to performance and reliability of the LDV G10 Van, due to its limited use within a large fleet. The engine capacity of this vehicle is significantly less than others offered in this category and it also has a lower Ancap rating than its competitors.

The submission received from Llewellyn Motors was for the Hyundai iLoad which has reliable history within Council's fleet, has a more powerful efficient engine and a higher Ancap rating than that of the LDV G10 Van. The offer submitted by Llewellyn Motors for the supply of the Hyundai iLoad Commercial Vans was not the lowest priced offer; however, this offer received the highest evaluation score.

*ITEM 4.5 SUPPLY AND DELIVERY OF LIGHT COMMERCIAL AND PASSENGER VEHICLES MBRC007244 - REGIONAL - A16941477 (Cont.)*

The offers from AP Motors, Jonkers Enterprises Pty Ltd, Sun Pro Pty Ltd did not offer the dual sliding doors option as per the tender specifications, and therefore were deemed non-conforming.

### **3. Strategic Implications**

#### **3.1 Legislative/Legal Implications**

Due to the value of the purchase being greater than \$200,000, a competitive tender process was undertaken through a Local Buy Vendor Panel arrangement. The tender was called in accordance with the Local Government Act 2009.

#### **3.2 Corporate Plan / Operational Plan**

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

#### **3.3 Policy Implications**

This contract 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

#### **3.4 Risk Management Implications**

No risk management implications arising as a direct result of this report.

#### **3.5 Delegated Authority Implications**

No delegated authority implications arising as a direct result of this report.

#### **3.6 Financial Implications**

The total recommended tendered amount of \$1,131,391.39 (excl. GST) is within the budget allocation.

#### **3.7 Economic Benefit**

The purchase of these light commercial and passenger vehicles will ensure programs are delivered in line with planned outcomes.

#### **3.8 Environmental Implications**

The recommended light commercial and passenger vehicles' engines meet current environmental and Australian standards.

#### **3.9 Social Implications**

No social implications arising as a direct result of this report.

#### **3.10 Consultation / Communication**

Consultation for the supply and delivery of these vehicles has been undertaken with relevant officers, section managers and the procurement section of Council.

**SUPPORTING INFORMATION**

Ref: [A16899331](#), [A16851199](#), [A16851219](#), [A16851235](#), [A16851243](#), [A16851253](#), [A16851258](#),  
[A16851262](#), [A16851267](#)

The following list of supporting information is provided for:

**ITEM 4.5**

**SUPPLY AND DELIVERY OF LIGHT COMMERCIAL AND PASSENGER VEHICLES MBRC007244 - REGIONAL**

**Confidential #1 Tender Evaluation - Supply and Delivery of 9 x five-door hatchback vehicles**

**Confidential #2 Tender Evaluation - Supply and Delivery of 2 x 4WD dual cab utilities**

**Confidential #3 Tender Evaluation - Supply and Delivery of 1 x 2WD extra cab utility**

**Confidential #4 Tender Evaluation - Supply and Delivery of 2 X 4WD extra cab utilities**

**Confidential #5 Tender Evaluation - Supply and Delivery of 14 x 2WD single cab utilities**

**Confidential #6 Tender Evaluation - Supply and Delivery of 1 x 2WD single cab utility with sanitation body**

**Confidential #7 Tender Evaluation - Supply and Delivery of 1 x 2WD single cab utility fitted with vinyl canopy**

**Confidential #8 Tender Evaluation - Supply and Delivery of 3 x 4WD single cab utilities**

**Confidential #9 Tender Evaluation - Supply and Delivery of 4 x 2WD commercial vans**

**ITEM 4.6  
SUPPLY AND DELIVERY OF FOUR 78-84KW 4WD TRACTORS WITH SCRUB  
PROTECTION - REGIONAL**

*Meeting / Session:* 4 ASSET CONSTRUCTION & MAINTENANCE  
*Reference:* A16962885: 11 June 2018 - Refer **Confidential** Supporting Information  
**A16842288**  
*Responsible Officer:* BS, Technical Officer Fleet Support (ECM Asset Maintenance)

---

**Executive Summary**

Tenders were called for the supply and delivery of four 78-84KW 4WD tractors (with an option of scrub protection) under quotation HF11.18, using a vendor panel arrangement. The tender closed on 22 April 2018, with one conforming and three non-conforming submissions received.

It is recommended that the tender for the supply and delivery of four 78-84KW 4WD tractors be awarded to John Page Machinery for the total sum of \$410,298.04 (excl. GST), as this offer represents the best overall value to Council.

**OFFICER'S RECOMMENDATION**

That the tender for the supply and delivery of four 78-84KW 4WD tractors (with option of scrub protection) be awarded to John Page Machinery for the total sum of \$410,298.04 (excl. GST).

*ITEM 4.6 SUPPLY AND DELIVERY OF FOUR 78-84KW 4WD TRACTORS WITH SCRUB PROTECTION - REGIONAL - A16962885 (Cont.)*

**REPORT DETAIL**

**1. Background**

Tenders were called for the supply and delivery of four 78-84KW 4WD tractors (with option of scrub protection) using a vendor panel arrangement. Tenders closed on 22 April 2018, with one conforming and three non-conforming submissions received. These tractors are utilised within the Parks section of Asset Maintenance, undertaking park and roadside mowing activities.

**2. Explanation of Item**

Council received one conforming and three non-conforming tender responses. The tenders were assessed by a selection panel in accordance with Council's Procurement Policy and the selection criteria set out in the tender documentation.

The conforming tender and final weighting score is tabled below (ranked from highest to lowest):

RANK	TENDERER	EVALUATION SCORE
1	John Page Machinery - John Deere 6110M	100
2	North Pine Motors - Massey Ferguson 5711SL	Non-conforming
3	Wideland Trucks & Equipment - New Holland 6020	Non-conforming
4	Wideland Trucks & Equipment - New Holland 5105	Non-conforming

**John Page Machinery** submitted an offer for a John Deere 6110M 4WD tractor. The John Deere 6110M meets all requirements outlined in the tender specification; has sufficient power and hydraulic capabilities to undertake operational activities; and includes 2 years / 2,000 hrs warranty. This model tractor has received positive feedback from current operators with reliability and performance.

**North Pine Motors** submitted an offer for a Massey Ferguson 5711SL 4WD tractor. This offer did not meet requirements outlined in the tender specification.

**Wideland Trucks & Equipment** submitted two offers for New Holland 6020 and 5105 tractors. These offers did not meet the transmission requirements outlined in the tender specification, specifically the 24-speed transmission option, and were therefore deemed non-conforming.

**3. Strategic Implications**

**3.1 Legislative/Legal Implications**

Due to the value of the purchase being greater than \$200,000, a competitive tender process was undertaken through a vendor panel arrangement. The tender was called in accordance with the Local Government Act 2009.

**3.2 Corporate Plan / Operational Plan**

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

**3.3 Policy Implications**

This contract 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

**3.4 Risk Management Implications**

No risk management implications arising as a direct result of this report.



*ITEM 4.6 SUPPLY AND DELIVERY OF FOUR 78-84KW 4WD TRACTORS WITH SCRUB PROTECTION - REGIONAL - A16962885 (Cont.)*

3.5 Delegated Authority Implications

No delegated authority implications arising as a direct result of this report.

3.6 Financial Implications

The recommended tendered amount for four John Deere 6110M tractors is \$410,298.04 (excl. GST), which is within budget allocation.

3.7 Economic Benefit

The purchase of these tractors will ensure programs are delivered in line with planned outcomes.

3.8 Environmental Implications

The recommended tractor engines meet current environmental and Australian standards.

3.9 Social Implications

No social implications arising as a direct result of this report.

3.10 Consultation / Communication

Consultation for the supply and delivery of these tractors has been undertaken with Procurement and the Parks section of Asset Maintenance.

**SUPPORTING INFORMATION**

**Ref: A16842288**

The following list of supporting information is provided for:

**ITEM 4.6**

**SUPPLY AND DELIVERY OF FOUR 78-84KW 4WD TRACTORS WITH SCRUB PROTECTION -  
REGIONAL**

***Confidential #1 Tender Evaluation - Supply and Delivery of four 4WD Large Tractors***

**ITEM 4.7  
SUPPLY AND DELIVERY OF THREE SINGLE CAB MINI GARBAGE COMPACTORS  
- REGIONAL**

*Meeting / Session:* 4 ASSET CONSTRUCTION & MAINTENANCE  
*Reference:* A16965173 : 11 June 2018 - Refer **Confidential** Supporting Information  
**A16912970**  
*Responsible Officer:* BS, Technical Officer Fleet Support (ECM Asset Maintenance)

---

**Executive Summary**

Tenders were called for the supply and delivery of three 8m<sup>3</sup> single cab mini garbage compactors with hydraulic bin lifters under quotation HF02.18, using a vendor panel arrangement. Tenders closed on 29 April 2018, with two conforming and one non-conforming submissions received.

It is recommended that the tender for the supply and delivery of three 8m<sup>3</sup> single cab mini garbage compactors with hydraulic bin lifters be awarded to Brisbane Isuzu for the sum of \$184,944.69 each, totalling \$554,834.07 (excl. GST), as this offer represents the best overall value to Council.

**OFFICER'S RECOMMENDATION**

That the tender for the supply and delivery of three 8m<sup>3</sup> single cab mini garbage compactors with hydraulic bin lifters, be awarded to Brisbane Isuzu for the sum of totalling \$554,834.07 (excl. GST).

*ITEM 4.7 SUPPLY AND DELIVERY OF THREE SINGLE CAB MINI GARBAGE COMPACTORS - REGIONAL - A16965173 (Cont.)*

**REPORT DETAIL**

**1. Background**

Tenders were called for the supply and delivery of three 8m<sup>3</sup> single cab mini garbage compactors with hydraulic bin lifters. Tenders closed on 29 April 2018, with three submissions received, one of which was deemed non-conforming. These trucks are utilised within the Waste Services section undertaking regional waste collection.

**2. Explanation of Item**

The tenders were assessed by the selection panel in accordance with Council's Procurement Policy and the selection criteria set out in the tender documentation.

The conforming tenders and their final weighting scores are tabled below (ranked from highest to lowest):

RANK	TENDERER	EVALUATION SCORE
1	Brisbane Isuzu - Isuzu NQR 87-190 Russ Equipment Compactor	100.00
2	Sci Fleet Hino - Hino 921 Russ Equipment Compactor	99.64
3	James Frizelles Automotive Group - Isuzu NQR 87-190 Russ Equipment Compactor	Non-conforming

**Brisbane Isuzu** submitted an offer for an Isuzu NQR 87-190 cab chassis with a Russ Equipment garbage compactor body. The Isuzu NQR 87-190 cab chassis meets all chassis requirements outlined in the tender specification; has sufficient power and torque to operate the garbage compactor and bin lifting body; and comes with an extended warranty period of 5 years / 250,000kms. The Russ Equipment body meets all requirements as per the tender specification and includes 12 months' warranty. The Isuzu NQR 87-190 fitted with the Russ Equipment compactor body was the lowest priced submission and received the highest evaluation score.

**Sci Fleet Hino** submitted an offer for a Hino 921 cab chassis with the Russ Equipment garbage compactor body. The Hino 921 cab chassis meets all chassis requirements outlined in the tender specification; has sufficient power and torque to operate the garbage compactor and bin lifting body; and comes with a warranty period of 3 years / 100,000kms. The Russ Equipment body meets all requirements as per the tender specification and includes 12 months' warranty.

**James Frizelles Automotive Group** submitted an offer for an Isuzu NQR 87-190 cab chassis with the Russ Equipment garbage compactor body. However, as per the tender specification, all submissions must include a legal weight distribution chart for the asset. The weight distribution chart submitted as part of this offer indicates an illegal load limit over the rear axle of the truck, therefore, this offer was deemed non-conforming.

**3. Strategic Implications**

**3.1 Legislative/Legal Implications**

Due to the value of the purchase being greater than \$200,000, a competitive tender process was undertaken through a Local Buy Vendor Panel arrangement. The tender was called in accordance with the *Local Government Act 2009*.

**3.2 Corporate Plan / Operational Plan**

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

*ITEM 4.7 SUPPLY AND DELIVERY OF THREE SINGLE CAB MINI GARBAGE COMPACTORS - REGIONAL - A16965173 (Cont.)*

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

3.4 Risk Management Implications

No risk management implications arising as a direct result of this report.

3.5 Delegated Authority Implications

No delegated authority implications arising as a direct result of this report.

3.6 Financial Implications

The recommended tendered amount for three Isuzu NQR 87-190 trucks with Russ Equipment garbage compactor bodies is \$554,834.07 (excl. GST) which is within budget allocation.

3.7 Economic Benefit

The purchase of the garbage compactor trucks will ensure programs are delivered in line with planned outcomes.

3.8 Environmental Implications

The recommended truck engine meets current environmental and Australian standards.

3.9 Social Implications

No social implications arising as a direct result of this report.

3.10 Consultation / Communication

Consultation for the supply and delivery of three single cab mini garbage compactor trucks was undertaken with Procurement and the Waste Services sections.

**SUPPORTING INFORMATION**

**Ref: A16912970**

The following list of supporting information is provided for:

**ITEM 4.7**

**SUPPLY AND DELIVERY OF THREE SINGLE CAB MINI GARBAGE COMPACTORS - REGIONAL**

***Confidential #1 Tender Evaluation - Supply and Delivery of 3 Mini Garbage Compactors***

**ITEM 4.8  
SUPPLY AND DELIVERY OF EIGHT 8.5T GVM SINGLE CAB WALK-IN TOOLBOX  
CRANE TRUCKS - REGIONAL**

*Meeting / Session:* 4 ASSET CONSTRUCTION & MAINTENANCE  
*Reference:* A16988830 : 23 May 2018 - Refer **Confidential** Supporting Information  
**A16948772**  
*Responsible Officer:* BS, Technical Officer Fleet Support (ECM Asset Maintenance)

---

**Executive Summary**

Tenders were called for the supply and delivery of eight 8.5T GVM single cab walk-in toolbox crane trucks using a vendor panel arrangement. Tenders closed on 10 May 2018, with six conforming submissions received.

It is recommended that the tender for the supply and delivery of eight 8.5T GVM single cab walk-in toolbox crane trucks (Isuzu NQR 87-190 AMT with Custom Truck Body) be awarded to Brisbane Isuzu for the sum of \$1,193,621.12 (excl. GST), as this offer represents the best overall value to Council.

**OFFICER'S RECOMMENDATION**

That the tender for the supply and delivery of eight 8.5T GVM single cab walk-in toolbox crane trucks (Isuzu NQR 87-190 AMT with Custom Truck Body) be awarded to Brisbane Isuzu for the sum of \$1,193,621.12 (excl. GST).



**ITEM 4.8 SUPPLY AND DELIVERY OF EIGHT 8.5T GVM SINGLE CAB WALK-IN TOOLBOX CRANE TRUCKS - REGIONAL - A16988830 (Cont.)**

**REPORT DETAIL**

**1. Background**

Tenders were called for the supply and delivery of eight 8.5T GVM single cab walk-in toolbox crane trucks using a vendor panel arrangement. Tenders closed on 10 May 2018, with six conforming submissions received. These trucks are utilised within the roads and drains section of Asset Maintenance, undertaking regional maintenance projects.

**2. Explanation of Item**

Council received six conforming tender responses. The tenders were assessed by a selection panel in accordance with Council's Procurement Policy and the selection criteria set out in the tender documentation.

The conforming tenders and their final weighting scores are tabled below (ranked from highest to lowest):

RANK	TENDERER	EVALUATION SCORE
1	Brisbane Isuzu - Isuzu NQR 87-190 AMT Custom Truck Bodies	100.00
2	James Frizelles Automotive Group - Isuzu NQR 87-190 Custom Truck Bodies	99.65
3	James Frizelles Automotive Group - Isuzu NQR 87-190 MRF Bodies	98.88
4	Brisbane Isuzu - Isuzu NQR 87-190 AMT MRF Bodies	98.87
5	Sci Fleet Hino - Hino FC1022 Long Custom Truck Bodies	96.02
6	Sci Fleet Hino - Hino FC1022 Long MRF Bodies	95.01

**Brisbane Isuzu** submitted an offer for an Isuzu NQR 87-190 AMT cab chassis with body options from Custom Truck Bodies and MRF Bodies. The Isuzu NQR 87-190 AMT cab chassis meets all chassis requirements outlined in the tender specification; has sufficient power and torque to operate the crane and loaded body; and comes with an extended warranty period of 5 years / 250,000kms. The Custom Truck body option meets all requirements as per the tender specification and includes 24 months' warranty. The Isuzu NQR 87-190 ATM cab chassis fitted with the Custom Truck body was the lowest priced submission and received the highest evaluation score.

**Sci Fleet Hino** submitted an offer for a Hino FC1022 Long cab chassis with body options from Custom Truck Bodies and MRF Bodies. The Hino FC1022 Long cab chassis meets all chassis requirements outlined in the tender specification; has sufficient power and torque to operate the crane and loaded body; and comes with a warranty period of 5 years / 300,000kms. The body options provided meet all requirements as per the tender specification and include a warranty period up to 24 months.

**James Frizelles Automotive Group** submitted an offer for an Isuzu NQR 87-190 AMT cab chassis with body options from Custom Truck Bodies and MRF Bodies. The Isuzu NQR 87-190 AMT cab chassis meets all chassis requirements outlined in the tender specification; has sufficient power and torque to operate the tipping body; and comes with an extended warranty period of 5 years / 250,000kms. The body options provided meet all requirements as per the tender specification and include a warranty period up to 24 months.

**3. Strategic Implications**

**3.1 Legislative/Legal Implications**

Due to the value of the purchase being greater than \$200,000, a competitive tender process was undertaken through a Local Buy Vendor Panel arrangement. The tender was called in accordance with the *Local Government Act 2009*.

*ITEM 4.8 SUPPLY AND DELIVERY OF EIGHT 8.5T GVM SINGLE CAB WALK-IN TOOLBOX CRANE TRUCKS - REGIONAL - A16988830 (Cont.)*

3.2 Corporate Plan / Operational Plan

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

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

3.4 Risk Management Implications

No risk management implications arising as a direct result of this report.

3.5 Delegated Authority Implications

No delegated authority implications arising as a direct result of this report.

3.6 Financial Implications

The recommended tendered amount for eight Isuzu NQR 87-190 AMT truck chassis' fitted with Custom Truck Bodies is within budget allocation.

3.7 Economic Benefit

The purchase of the eight 8.5T single cab walk-in toolbox crane trucks will ensure programs are delivered in line with planned outcomes.

3.8 Environmental Implications

The recommended truck engine meets current environmental and Australian standards.

3.9 Social Implications

No social implications arising as a direct result of this report.

3.10 Consultation / Communication

Consultation for the supply and delivery of the eight 8.5T GVM single cab walk-in toolbox crane trucks was undertaken with Procurement and the Asset Maintenance department.

**SUPPORTING INFORMATION**

**Ref: A16948772**

The following list of supporting information is provided for:

**ITEM 4.8**

**SUPPLY AND DELIVERY OF EIGHT 8.5T GVM SINGLE CAB WALK-IN TOOLBOX CRANE TRUCKS - REGIONAL**

***Confidential #1 Tender Evaluation - Supply and Delivery of 8 'Walk in Toolbox' Single Cab Trucks***

**ITEM 4.9  
SUPPLY AND DELIVERY OF FIVE 11T - 12T GVM CREW CAB 3-WAY TIPPING  
TRUCKS - REGIONAL**

*Meeting / Session:* 4 ASSET CONSTRUCTION & MAINTENANCE  
*Reference:* A16985668: 11 June 2018 - Refer **Confidential** Supporting Information  
**A16909889**  
*Responsible Officer:* BS, Technical Officer Fleet Support (ECM Asset Maintenance)

---

**Executive Summary**

Tenders were called for the supply and delivery of five 11T - 12T GVM crew cab 3-way tipping trucks, using a vendor panel arrangement. Tenders closed 3 May 2018, with five conforming and two non-conforming submissions received.

It is recommended that the tender for the supply and delivery of five 11T - 12T GVM crew cab 3-way tipping trucks (five Isuzu FRR 110-260 AMT with Custom Truck Body) be awarded to Brisbane Isuzu for the sum of \$139,774.74 each, totalling \$698,873.70 (excl. GST), as this offer represents the best overall value to Council.

**OFFICER'S RECOMMENDATION**

That the tender for the supply and delivery of five 11T - 12T GVM crew cab 3-way tipping trucks (five Isuzu FRR 110-260 AMT with Custom Truck Body) be awarded to Brisbane Isuzu for the sum of \$698,873.70 (excl. GST).

*ITEM 4.9 SUPPLY AND DELIVERY OF FIVE 11T - 12T GVM CREW CAB 3-WAY TIPPING TRUCKS - REGIONAL - A16985668 (Cont.)*

**REPORT DETAIL**

**1. Background**

Tenders were called for the supply and delivery of five 11T - 12T GVM crew cab 3-way tipping trucks. Tenders closed on 3 May 2018, with seven submissions received, two of which were deemed non-conforming. These trucks are utilised within the parks section of Asset Maintenance, undertaking regional maintenance projects.

**2. Explanation of Item**

The tenders were assessed by a selection panel in accordance with Council's Procurement Policy and the selection criteria set out in the tender documentation.

The conforming tenders and the final weighting scores are tabled below (ranked from highest to lowest):

RANK	TENDERER	EVALUATION SCORE
1	Brisbane Isuzu - Isuzu FRR 110-260 Custom Motor Bodies	100.00
2	James Frizelles Automotive Group - Isuzu FRR 110-260 Custom Motor Bodies	99.94
3	Brisbane Isuzu - Isuzu FRR 110-260 RF Motor Bodies	99.65
4	James Frizelles Automotive Group - Isuzu FRR 110-260 MRF Motor Bodies	99.20
5	Brisbane Isuzu - Isuzu FRR 110-260 Big Rigs Motor Bodies	97.85
6	Sci Fleet Hino - Hino FG 1628 Custom Motor Bodies	Non-conforming
7	Sci Fleet Hino - Hino FG 1628 MRF Motor Bodies	Non-conforming

**Brisbane Isuzu** submitted an offer for an Isuzu FRR 110-260 AMT cab chassis with body options from Big Rig Motor Bodies, Custom Truck Bodies and MRF Bodies. The Isuzu FRR 110-260 AMT cab chassis meets all chassis requirements outlined in the tender specification; has sufficient power and torque to operate the tipping body; and comes with an extended warranty period of 5 years / 300,000kms. The Custom Truck body option meets all requirements as per the tender specification and includes 24 months' warranty. The Isuzu FRR 110-260 ATM cab chassis fitted with the Custom Truck body was the lowest priced submission and received the highest evaluation score.

**James Frizelles Automotive Group** submitted an offer for an Isuzu FRR 110-260 AMT cab chassis with body options from Custom Truck Bodies and MRF Bodies. The Isuzu FRR 110-260 AMT cab chassis meets all chassis requirements outlined in the tender specification; has sufficient power and torque to operate the tipping body; and comes with a warranty period of 5 years / 300,000kms. The body options provided meet all requirements as per the tender specifications.

**Sci Fleet Hino** submitted an offer for a Hino FG1628 crew cab chassis with body options from Custom Truck Bodies and MRF Bodies. The Hino FG1628 cab chassis did not meet the chassis requirements outlined in the tender specification; therefore, this submission was deemed non-conforming.

**3. Strategic Implications**

**3.1 Legislative/Legal Implications**

Due to the value of the purchase being greater than \$200,000, a competitive tender process was undertaken through a Local Buy Vendor Panel arrangement. The tender was called in accordance with the *Local Government Act 2009*.

*ITEM 4.9 SUPPLY AND DELIVERY OF FIVE 11T - 12T GVM CREW CAB 3-WAY TIPPING TRUCKS - REGIONAL - A16985668 (Cont.)*

3.2 Corporate Plan / Operational Plan

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

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

3.4 Risk Management Implications

No risk management implications arising as a direct result of this report.

3.5 Delegated Authority Implications

No delegated authority implications arising as a direct result of this report.

3.6 Financial Implications

The recommended tendered amount for five Isuzu FRR 110-260 AMT truck chassis with Custom Truck Bodies is \$698,873.70 (excl. GST) is within budget allocation.

3.7 Economic Benefit

The purchase of the five 11T -12T crew cab 3-way tipping trucks will ensure programs are delivered in line with planned outcomes.

3.8 Environmental Implications

The recommended truck engine meets current environmental and Australian standards.

3.9 Social Implications

No social implications arising as a direct result of this report.

3.10 Consultation / Communication

Consultation for the supply and delivery of the five 11T - 12T crew cab 3-way tipping trucks was undertaken with Procurement and the Parks section of Asset Maintenance.

**SUPPORTING INFORMATION**

**Ref: A16909889**

The following list of supporting information is provided for:

**ITEM 4.9**

**SUPPLY AND DELIVERY OF FIVE 11T - 12T GVM CREW CAB 3-WAY TIPPING TRUCKS - REGIONAL**

***Confidential #1 Tender Evaluation - Supply and Delivery of 5 Crew Cab Parks Trucks***

**ITEM 4.10  
SUPPLY AND DELIVERY OF TWO (2) 15T GVM SINGLE CAB TIPPER TRUCKS -  
REGIONAL**

*Meeting / Session:* 4 ASSET CONSTRUCTION & MAINTENANCE  
*Reference:* A16965829 : 11 June 2018 - Refer **Confidential** Supporting Information  
**A16907920**  
*Responsible Officer:* BS, Technical Officer Fleet Support (ECM Asset Maintenance)

---

**Executive Summary**

Tenders were called for the supply and delivery of two 15T GVM single cab tipper trucks using a vendor panel arrangement. Tenders closed on 7 May 2018, with seven conforming submissions received.

It is recommended that the tender for the supply and delivery of two 15T GVM single cab tipper trucks (Hino FG1628 Medium Auto with Custom Truck Bodies body) be awarded to Sci Fleet Hino for the sum of \$156,968.18 each, totalling \$313,936.36 (excl. GST), as this offer represents the best overall value to Council.

**OFFICER'S RECOMMENDATION**

That the tender for the supply and delivery of two 15T GVM single cab tipper trucks (Hino FG1628 Medium Auto with Custom Truck Bodies body) be awarded to Sci Fleet Hino for the sum of \$313,936.36 (excl. GST).



*ITEM 4.10 SUPPLY AND DELIVERY OF TWO (2) 15T GVM SINGLE CAB TIPPER TRUCKS - REGIONAL - A16965829 (Cont.)*

**REPORT DETAIL**

**1. Background**

Tenders were called for the supply and delivery of two 15T GVM single cab tipper trucks. Tenders closed on 7 May 2018, with seven conforming submissions received. These trucks are utilised within the roads and drains section of Asset Maintenance, undertaking regional maintenance projects.

**2. Explanation of Item**

Council received seven conforming tender responses. The tenders were assessed by a selection panel in accordance with Council's Procurement Policy and the selection criteria set out in the tender documentation.

The conforming tenders and their final weighting scores are tabled below (ranked from highest to lowest):

RANK	TENDERER	EVALUATION SCORE
1	Sci Fleet Hino - Hino FG1628 - Custom Truck Bodies	100.00
2	Brisbane Isuzu - Isuzu FVR 165-300 - Big Rigs Aust.	99.76
3	Sci Fleet Hino - Hino FG1628 - MRF Bodies	98.86
4	Brisbane Isuzu - Isuzu FVR 165-300 - Custom Truck Bodies	98.03
5	James Frizelles Automotive Group - Isuzu FVR 165-300 - Custom Truck Bodies	96.55
6	Brisbane Isuzu - Isuzu FVR 165-300 - MRF Bodies	96.16
7	James Frizelles Automotive Group - Isuzu FVR 165-300 - MRF Bodies	95.41

**Sci Fleet Hino** submitted an offer for a Hino FG1628 cab chassis with body option from Custom Truck Bodies and MRF Bodies. The Hino FG1628 cab chassis meets all chassis requirements outlined in the tender specification; has sufficient power and torque to operate the tipping body; and comes with a warranty period of 5 years / 350,000kms. The Custom Truck Bodies body meets all requirements as per the tender specification and includes 24 months' warranty. The Hino FG1628 cab chassis fitted with the Custom Truck Bodies body was the lowest priced submission and received the highest evaluation score.

**Brisbane Isuzu** submitted an offer for an Isuzu FVR 165-300 cab chassis with body options from Big Rigs Australia, Custom Truck Bodies and MRF Bodies. The Isuzu FVR 165-300 cab chassis meets all chassis requirements outlined in the tender specification; has sufficient power and torque to operate the tipping body; and comes with a warranty period of 5 years / 350,000kms. The offered body options meet all requirements as per the tender specification and include a warranty period of up to 24 months' warranty.

**James Frizelles Automotive Group** submitted an offer for an Isuzu FVR 165-300 cab chassis with body options from Custom Truck Bodies and MRF Bodies. The Isuzu FVR 165-300 cab chassis meets all chassis requirements outlined in the tender specification; has sufficient power and torque to operate the tipping body; and comes with a warranty period of 5 years / 350,000kms. The offered body options meet all requirements as per the tender specification and include a warranty period of up to 24 months' warranty.

**3. Strategic Implications**

**3.1 Legislative/Legal Implications**

Due to the value of the purchase being greater than \$200,000, a competitive tender process was undertaken through a Local Buy Vendor Panel arrangement. The tender was called in accordance with the *Local Government Act 2009*.

*ITEM 4.10 SUPPLY AND DELIVERY OF TWO (2) 15T GVM SINGLE CAB TIPPER TRUCKS - REGIONAL - A16965829 (Cont.)*

3.2 Corporate Plan / Operational Plan

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

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

3.4 Risk Management Implications

No risk management implications arising as a direct result of this report.

3.5 Delegated Authority Implications

No delegated authority implications arising as a direct result of this report.

3.6 Financial Implications

The recommended tendered amount for two Hino FG1628 medium auto trucks with Custom Truck Bodies is \$313,936.36 (excl. GST) which is within budget allocation.

3.7 Economic Benefit

The purchase of the 15T GVM single cab tipper trucks will ensure programs are delivered in line with planned outcomes.

3.8 Environmental Implications

The recommended truck engine meets current environmental and Australian standards.

3.9 Social Implications

No social implications arising as a direct result of this report.

3.10 Consultation / Communication

Consultation for the supply and delivery of the two 15T GVM single cab tipper trucks was undertaken with Procurement and the Asset Maintenance department.

**SUPPORTING INFORMATION**

**Ref: A16907920**

The following list of supporting information is provided for:

**ITEM 4.10**

**SUPPLY AND DELIVERY OF TWO (2) 15T GVM SINGLE CAB TIPPER TRUCKS - REGIONAL**

***Confidential #1 Tender Evaluation - Supply and Delivery of 2 15T Single Cab Tipper Trucks***

**5 PARKS, RECREATION & SPORT SESSION**

**(Cr K Winchester)**

**ITEM 5.1**

**BURPENGARY - ROSSINI STREET PARK - PROPOSED PARK NAMING - DIVISION 2**

*Meeting / Session:* 5 PARKS, RECREATION & SPORT  
*Reference:* A16799405 : 13 June 2018  
*Responsible Officer:* BS, Technical Officer (ECM Infrastructure Planning)

---

**Executive Summary**

An application has been received requesting that an existing unnamed park located in Rossini Street, Burpengary, Lot 871 RP226071, be named in recognition of Ruth McDonald.

This report provides Council with background information relevant to the application and recommends that Lot 871 RP226071 be named "Ruth McDonald Park".

**OFFICER'S RECOMMENDATION**

1. That having regard to the information provided within this report and subject to the outcome of public advertising, the naming of Lot 871 RP226071 as "Ruth McDonald Park" be approved.
2. That the proposal to name the park in recognition of Ruth McDonald be advertised in local newspapers 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.

ITEM 5.1 BURPENGARY - ROSSINI STREET PARK - PROPOSED PARK NAMING - DIVISION 2 - A16799405  
(Cont.)

**REPORT DETAIL**

**1. Background**

An application has been received by Council requesting that Lot 871 RP226071 (refer Figure 1), located off Rossini Street, Burpengary, be named in recognition of Ruth McDonald.



**Figure 1: Lot 871 RP226071 - Rossini Street Park**

**2. Explanation of Item**

The application to name a park or recreation reserve under Council control was lodged by the President of the Burpengary Community Association in recognition of Ruth McDonald's volunteer work within the Burpengary community. The McDonald family lived in Burpengary from 1987 to 2016.

Information received with the application notes the following information in respect of Ruth McDonald:

- Joined the former Burpengary Community Progress Association in 1994
- Treasurer of the Burpengary Community Progress Association from 1996 until 2005 (9 years)
- President of the Burpengary Community Progress Association until 2014
- Acted as Booking Officer for the Burpengary Community Hall
- Instrumental, with the Association, in changing the name of the eastern side of Burpengary to Burpengary East.
- Commenced the Annual Christmas Fun Day (now Burpengary Christmas Spectacular)
- Volunteered with Burpengary Neighbourhood Watch, Meals On Wheels and Lifeline

*ITEM 5.1 BURPENGARY - ROSSINI STREET PARK - PROPOSED PARK NAMING - DIVISION 2 - A16799405  
(Cont.)*

Under Policy No: 11-2150-039, Naming of Council-Owned or Administered Buildings, Structures and other Assets (excluding roads), applicants are required to provide documentation to substantiate the good character of the person or persons being acknowledged. This application has been supported by a letter of recommendation from a past president of the Burpengary Community Association and is also supported by Division 2 Councillor, Peter Flannery.

The recommendation to name the area after Ruth McDonald complies with the Council's policy guideline as outlined below:

- Names of respected community members of considerable service who are, or were residents or working within the region.

Council policy requires that any proposal to name a park, reserve or place be advertised in local newspapers for a period of 28 days during which time submissions can be received. This process allows Council to assess any possible objections to the proposed naming.

A history board is proposed to be installed in conjunction with the new park name sign to explain the connection Ruth McDonald had with the area. The proposed wording is as follows:

*"This park is named after Ruth McDonald in recognition of the contribution she made to the Burpengary Community Association and the local community."*

### **3. Strategic Implications**

#### **3.1 Legislative/Legal Implications**

No legislative/legal implications arising as a direct result of this report.

#### **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**

No risk management implications arising as a direct result of this report.

#### **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.

#### **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**

No economic benefit implications arising as a direct result of this report.

#### **3.8 Environmental Implications**

No environmental implications arising as a direct result of this report.

*ITEM 5.1 BURPENGARY - ROSSINI STREET PARK - PROPOSED PARK NAMING - DIVISION 2 - A16799405  
(Cont.)*

3.9 Social Implications

Formal naming will provide improved awareness of, and the ability to recognise distinct locations within the region.

3.10 Consultation / Communication

The proposed naming is supported by the divisional Councillor. The proposed naming will be advertised in local newspapers for a period of 28 days during which time public submissions can be made and will be received. If adverse comments are received, then the matter will be reported back to Council for final consideration and direction. Where no adverse comments are received, the matter will be delegated to the Director Engineering Construction and Maintenance for implementation.

**6 LIFESTYLE & AMENITY SESSION**

**(Cr D Sims)**

**ITEM 6.1**

**DON PERRIN ENVIRONMENTAL BURSARY 2018 - DIVISION 6**

*Meeting / Session:* 6 LIFESTYLE & AMENITY  
*Reference:* A17040116 : 6 June 2018  
*Responsible Officer:* RM, Manager Environmental Services (CES Environmental Services)

---

**Executive Summary**

Moreton Bay Regional Council offers the *Don Perrin Environmental Bursary* (the Bursary) annually. The recipient of the Bursary receives \$2,000 to assist with expenses associated with their environmental-based university degree.

Applications for the 2018 Bursary opened in October 2017 and closed on 25 May 2018. The Manager, Environmental Services together with the Coordinator Environment and Conservation, and Environment Centres Coordinator recommend the submission received from Mr Mackenzie Smith, a resident of Cashmere.

**OFFICER'S RECOMMENDATION**

That Mr Mackenzie Smith receive the Don Perrin Environmental Bursary for 2018.



*ITEM 6.1 DON PERRIN ENVIRONMENTAL BURSARY 2018 - DIVISION 6 - A17040116 (Cont.)*

## **REPORT DETAIL**

### **1. Background**

Council offers the Bursary annually to assist a student who is undertaking an environmental-based university degree.

A person is eligible to apply if they:

1. Are a resident of the Moreton Bay Region;
2. Have graduated from Year 12 within the last two years; and
3. Have accepted an offer to study an environmental-based university degree commencing in 2018.

Examples of environmental-based university degrees include a Bachelor of Science, Bachelor of Environmental Science, Bachelor of Wildlife Science and Bachelor of Environmental Law.

### **2. Explanation of Item**

Applications for the *Don Perrin Environmental Bursary* opened in October 2017 and closed on 25 May 2018. The Bursary was promoted to:

1. All high schools within the region and 6 high schools outside the region.
2. All South-East Queensland Universities.
3. Residents via Council's events page, Councillor newsletters and social media posts.

The Manager, Environmental Services together with the Coordinator Environment and Conservation, and Environment Centres Coordinator recommend the submission by Mr Mackenzie Smith and have confirmed that the application meets the eligibility and selection criteria for the Bursary.

Mr Mackenzie Smith presented a strong application for the 2018 Bursary. He is a resident of Cashmere, attended St Pauls School at Bald Hills and is currently studying a Bachelor of Environmental Science at the University of the Sunshine Coast.

Mr Smith's community work includes involvement in National Tree Day and Clean Up Australia Day activities. In addition, Mackenzie will be volunteering at Council's Environment Centres.

Mr Smith's aspiration is to work in the areas of environmental conservation, with a focus on climate change adaptation and sustainability.

### **3. Strategic Implications**

#### **3.1 Legislative/Legal Implications**

No legislative/legal implications arising as a direct result of this report.

#### **3.2 Corporate Plan / Operational Plan**

Valuing Lifestyle: Healthy natural environment - a clean and healthy environment.

#### **3.3 Policy Implications**

The presentation of the Bursary is aligned with Council's Sustainability Policy 12-2150-044 which aims to improve performance in biodiversity protection and environmental enhancement in the wider community.

#### **3.4 Risk Management Implications**

If the bursar voluntarily leaves their elected environmental field of study during the first year of study, they may be required to repay the full amount of the Bursary.

#### **3.5 Delegated Authority Implications**

No delegated authority implications arising as a direct result of this report.

*ITEM 6.1 DON PERRIN ENVIRONMENTAL BURSARY 2018 - DIVISION 6 - A17040116 (Cont.)*

3.6 Financial Implications

Funds for the Bursary for 2018 are included in the Environmental Services budget allocation (20162.000).

3.7 Economic Benefit

The Bursary encourages a resident of the region to pursue tertiary education, which supports the bursar in obtaining qualifications for future employment.

3.8 Environmental Implications

It is expected that the bursar will apply the skills acquired during their study to the Moreton Bay Region by participating in environmental activities or events, such as National Tree Day.

3.9 Social Implications

No social implications arising as a direct result of this report.

3.10 Consultation / Communication.

Relevant Divisional Councillors  
Director Community and Environmental Services.

**ITEM 6.2**  
**DISABILITY ACCESS AND INCLUSION PLAN 2018-2022 - REGIONAL**

*Meeting / Session:* 6 LIFESTYLE & AMENITY  
*Reference:* A17026587 : 19 June 2018 - **Refer Supporting Information A17056407**  
*Responsible Officer:* AM, Access and Inclusion Officer (CES Community Services, Sport & Recreation)

---

**Executive Summary**

The purpose of this report is to present the *Disability Access and Inclusion Plan 2018-2022* to Council for adoption. This plan has been developed following extensive consultation with people who have a lived experience of disability, human service providers working in the disability sector, and the wider community.

The adoption of this plan will provide Council with a five-year strategy to progressively improve the accessibility and inclusiveness of Council's infrastructure, services and information for people with disabilities.

**OFFICER'S RECOMMENDATION**

That the *Disability Access and Inclusion Plan 2018-2022* as provided in the supporting information of this report, be adopted.

ITEM 6.2 DISABILITY ACCESS AND INCLUSION PLAN 2018-2022 - REGIONAL - A17026587 (Cont.)

**REPORT DETAIL**

**1. Background**

The proportion of people living with a disability in the Moreton Bay Region is comparatively higher than the other most-populous local government areas (LGA) in South East Queensland (SEQ) (See Table 1). The Moreton Bay LGA records the highest rate of 'unpaid assistance to persons with a disability' and of 'people with a profound or severe disability aged under 64 years'. Although the proportion of people with a profound or severe disability over the age of 65 is comparative with other LGAs, the incidence of disability is known to increase significantly with age, and therefore this rate is projected to further increase as the region's population continues to age.

Table 1: Comparative LGA rates of unpaid assistance and people living with a disability

Area	Unpaid assistance to persons with a disability (%)	People with a profound or severe disability (all ages) (%)	People with a profound or severe disability (0-64 years) (%)	People with a profound or severe disability (65 years+) (%)
Moreton Bay LGA	11.1	4.9	3.0	17.4
Brisbane LGA	9.6	3.6	1.8	17.6
Sunshine Coast LGA	10.9	5.0	2.6	14.7
Gold Coast LGA	9.4	4.2	2.2	15.3
Logan LGA	10.4	4.4	2.9	18.4
Queensland	10.2	4.5	2.6	17.2
Australia	10.9	4.6	2.5	17.8

Source: Public Health Information Development Unit (PHIDU), 2016

Council has received feedback in recent years from residents, community organisations and disability advocates in relation to some of the difficulties that people living with a disability, their families and carers can experience when accessing Council facilities and services.

In response to this feedback, Council resolved to develop a Disability Access and Inclusion Policy and Plan. The following appears on Minute Page 16/2063 of the General Meeting of Council held 4 October 2016:

Ex. Coordination Committee Meeting held 4 October 2016 (MP 16/2139)

**COMMITTEE RECOMMENDATION**

1. That Council approve the development of a Disability Access and Inclusion Policy and Plan for the Moreton Bay Region.
2. That Council approve the provision of project funding, totalling \$40,000, as part of Council's 2016/17 quarter one budget review.

In March of 2017, Council adopted its Disability Access and Inclusion Policy (No. 2150-094) and resolved to commence the development of a Disability Access and Inclusion Plan (MP 17/419). In developing this Plan, Council conducted community consultation activities between April and June of 2017, and internal consultation with relevant Council staff between July and October 2017. Feedback received through this consultation process was utilised to develop the draft *Disability Access and Inclusion Plan 2018-2022*.

**2. Explanation of Item**

Council's draft *Disability Access and Inclusion Plan 2018-2022* was released for public comment between 15 February and 29 March 2018. Through this consultation process, a total of 42 submissions were received from people with a disability, their family members and carers, disability sector advocates and other interested stakeholders. As a direct result of the feedback received, a series of plan amendments have been made.

*ITEM 6.2 DISABILITY ACCESS AND INCLUSION PLAN 2018-2022 - REGIONAL - A17026587 (Cont.)*

The final *Disability Access and Inclusion Plan 2018-2022* (as provided in the supporting information of this report) outlines a 5-year strategy to progressively improve the accessibility and inclusiveness of Council's infrastructure, services and information. It identifies current and future action items, which will improve access and inclusion outcomes for people with disabilities, across 5 key priority areas:

1. Pedestrian Mobility, Parking and Transport;
2. Buildings and Facilities;
3. Parks and Open Space;
4. Events and Programs; and
5. Council Services and Information.

### **3. Strategic Implications**

#### **3.1 Legislative/Legal Implications**

*Disability Discrimination Act 1992*  
*Anti-Discrimination Act 1991 (Qld)*  
*Guide, Hearing and Assistance Dogs Act 2009 (Qld)*

#### **3.2 Corporate Plan / Operational Plan**

Strengthening Communities: Healthy and supportive communities - a healthy and inclusive community.

#### **3.3 Policy Implications**

Council's Disability Access and Inclusion Policy (2150-094) outlines Council's commitment to developing and implementing a Disability Access and Inclusion Plan to guide its prioritisation of, and investment in, accessibility initiatives throughout the region.

#### **3.4 Risk Management Implications**

No risk management implications arising as a direct result of this report.

#### **3.5 Delegated Authority Implications**

No delegated authority implications associated with the recommendations of this report.

#### **3.6 Financial Implications**

Funding to support the implementation of strategies and initiatives outlined in the *Disability Access and Inclusion Plan 2018-2022* will be considered by Council as part of its annual budget process.

In its 2018/19 budget, Council has established an Accessibility Upgrades Program (\$250,000) and an Operational Projects Program (\$70,000). These additional programs complement Council's annual investment in capital and operational projects to improve accessibility outcomes for people with a disability in the Moreton Bay Region.

#### **3.7 Economic Benefit**

No economic benefit implications arising as a direct result of this report.

#### **3.8 Environmental Implications**

No environmental implications arising as a direct result of this report.

#### **3.9 Social Implications**

The implementation of the *Disability Access and Inclusion Plan 2018-2022* will enable people with disabilities to progressively experience reduced barriers when accessing Council infrastructure, services and information.

*ITEM 6.2 DISABILITY ACCESS AND INCLUSION PLAN 2018-2022 - REGIONAL - A17026587 (Cont.)*

3.10 Consultation / Communication

**Internal**

Director - Community and Environmental Services  
Manager - Community Services, Sport and Recreation  
Community Planning and Resources Manager  
All Councillors (Council Workshop 7 June 2018)

**External**

The development of Council's Disability Access and Inclusion Plan 2018-2022 involved extensive community consultation targeting people with a disability, their families and carers, community service providers and other interested stakeholders.

***SUPPORTING INFORMATION***

**Ref: [A17056407](#)**

The following list of supporting information is provided for:

**ITEM 6.2  
DISABILITY ACCESS AND INCLUSION PLAN 2018-2022 - REGIONAL**

***#1 Disability Access and Inclusion Plan 2018-2022***



ITEM 6.2 - DISABILITY ACCESS AND INCLUSION PLAN 2018-2022 - REGIONAL (Cont.)  
**#1 Disability Access and Inclusion Plan 2018 - 2022**



Moreton Bay Regional Council  
**Disability Access and Inclusion Plan**

2018-2022



# Moreton Bay Regional Council

COORDINATION COMMITTEE MEETING  
19 June 2018

PAGE 157  
Agenda

---

*ITEM 6.2 - DISABILITY ACCESS AND INCLUSION PLAN 2018-2022 - REGIONAL (Cont.)*

## Disclaimer

Information contained in this document is based on available information at the time of writing. All figures and diagrams are indicative only and should be referred to as such. This is a strategic document which deals with technical matters in a summary way only. Council or its officers accept no responsibility for any loss occasioned to any person acting or refraining from acting in reliance upon any material contained in this document

---

COORDINATION COMMITTEE MEETING  
19 June 2018

PAGE 157  
Agenda

# Moreton Bay Regional Council

---

*ITEM 6.2 - DISABILITY ACCESS AND INCLUSION PLAN 2018-2022 - REGIONAL (Cont.)*

## Table of Contents

Mayor’s Message .....	3
Our Moreton Bay Vision .....	4
Disability Access and Inclusion Policy .....	5
Role of Local Government .....	6
Guiding Concepts and Principles .....	7
Universal Design.....	8
Federal and State Policy Context .....	9
Our Region .....	12
Listening to Our Community.....	15
Priority Areas .....	19
<b>Pedestrian Mobility, Parking and Transport .....</b>	<b>20</b>
<b>Buildings and Facilities .....</b>	<b>25</b>
<b>Parks and Open Space .....</b>	<b>30</b>
<b>Events and Programs.....</b>	<b>34</b>
<b>Council Services and Information .....</b>	<b>38</b>
Implementation and Review.....	44

## Mayor's Message



Moreton Bay Regional Council is one of Australia's fastest growing regions; with our population to increase by more than 40 per cent to around 645 000 people by 2036.

Council is committed to achieving the community's vision for a thriving region of opportunity where our communities enjoy a vibrant lifestyle. This includes a safe, strong and inclusive community. That's why I am pleased to present The Disability Access and Inclusion Plan 2018-2022.

The plan outlines council's commitment to improving the accessibility and inclusiveness of information, services and facilities available in the Moreton Bay Region. It has been developed in consultation with our community.

It contains information about the work already under way to improve our infrastructure, services and information. It also outlines a number of proposed actions over the next five years to improve accessibility and inclusiveness across a number of priority areas.

These include pedestrian mobility, parking and transport; buildings and facilities; parks and open space; events and programs; and council services and information.

The Disability Access and Inclusion Plan 2018-2022 will help to support a fair and inclusive Moreton Bay Region, now and into the future.

**Mayor Allan Sutherland**  
Moreton Bay Regional Council

## Our Moreton Bay Vision

Council is committed to achieving the following vision for the Moreton Bay Region that was developed in partnership with the community.

*'A thriving region of opportunity where our communities enjoy a vibrant lifestyle.'*

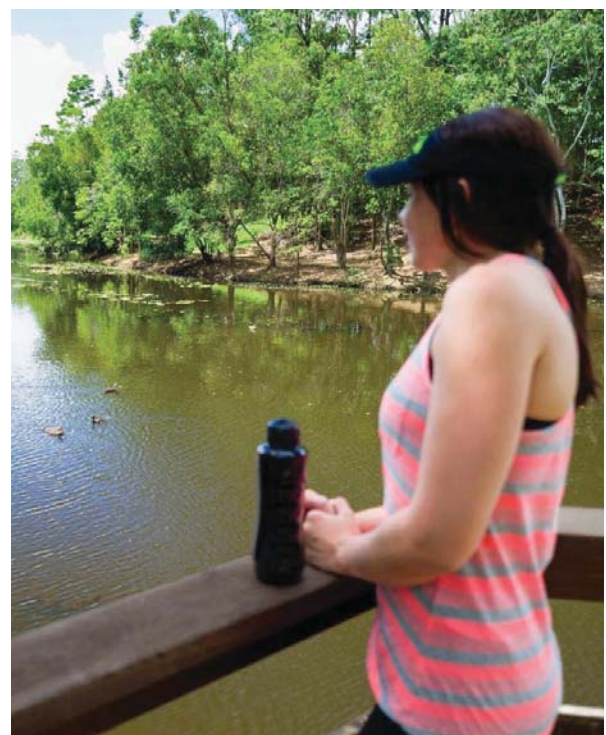
This vision is made up of the following three elements:

**Creating Opportunities:** A region of opportunity for all.

**Strengthening Communities:** A region with safe, strong and inclusive communities.

**Valuing Lifestyle:** A region that celebrates our vibrant lifestyle.

Council's Corporate Plan 2017-22 outlines the strategies it will focus on to achieve our community's vision. One of these strategies is to develop a strong and inclusive community.



ITEM 6.2 - DISABILITY ACCESS AND INCLUSION PLAN 2018-2022 - REGIONAL (Cont.)

## Disability Access and Inclusion Policy

As part of council’s commitment to develop a strong and inclusive community, it has adopted a Disability Access and Inclusion Policy.

Under this policy, council’s vision is for all residents and visitors to have full and equal access to the infrastructure, services and opportunities of the Moreton Bay Region. It acknowledges that in comparison to other members of the community, people with a disability may face additional challenges and barriers to participating in community life.

This policy also affirms council’s commitment to incorporating the principles of accessibility and anti-discrimination into all aspects of council’s functions, in addition to ensuring compliance with its legislative obligations.

Moreton Bay Regional Council’s Disability Access and Inclusion Plan 2018-2022 is a key initiative of the Disability Access and Inclusion Policy. This plan will guide council’s prioritisation of, and investment in, accessibility initiatives throughout the region.

*“If I lived in a society where being in a wheelchair was no more remarkable than wearing glasses, and if the community was completely accepting and accessible, my disability would be an inconvenience and not much more than that. It is a society which handicaps me, far more seriously and completely than the fact that I have Spina Bifida.”<sup>1</sup>*



<sup>1</sup> Commonwealth of Australia, 2009, 'SHUT OUT: The Experience of People with Disabilities and their Families in Australia', p. 12.



## Role of Local Government

As a key provider of community infrastructure, services and information, council acknowledges its important role in supporting the liveability of the Moreton Bay Region for people with disabilities.

The implementation of Council’s Disability Access and Inclusion Plan 2018-2022 focuses on the infrastructure and service delivery responsibilities of local government, distinct to those of the Federal Government, State Government, private enterprise and the community services sector.

This plan takes a practical and fiscally responsible approach to the development and implementation of strategic and operational priorities that improve the accessibility and inclusiveness of infrastructure, services and information over time.



## Guiding Concepts and Principles

Consistent with its Disability Access and Inclusion Policy, council will be guided by the following concepts and principles when implementing its Disability Access and Inclusion Plan 2018-2022.

### Access

Ensure that new infrastructure is built to the applicable accessibility standards and, where practical, progressively optimise the accessibility of existing infrastructure.

### Anti-discrimination

Ensure that all services are delivered free of discrimination based on an individual's level of ability.

### Inclusion

Ensure that services and information are designed and delivered to be inclusive of people with a disability.

### Participation

Foster an organisational culture that values the participation of people with a disability in services and programs.

### Engagement

Engage with the disability community to better understand key accessibility issues related to infrastructure, services and information.

### Respect

Promote greater awareness and understanding of disability and the barriers people with a disability face when participating in community life.

### Advocacy

Advocate to other levels of government to improve the accessibility of public infrastructure and services beyond council's control where appropriate.





## Universal Design

Universal Design can be defined as ‘the process of designing products and environments to be used by everyone, to the greatest extent possible, without the need for adaptation or specialised design. Universal design is a process, not an outcome. Universal Design assists everyone, not just people with a disability’.<sup>2</sup>

Moreton Bay Regional Council will apply, to the extent practicable, the seven principles of Universal Design to the planning, design and delivery of its infrastructure, services and information. These seven principles are:

- Equitable use;
- Flexibility in use;
- Simple and intuitive use;
- Perceptible information;
- Tolerance for error;
- Low physical effort; and
- Size and space for approach and use.<sup>3</sup>



<sup>2</sup> Sport and Recreation Victoria, 2017, 'Overview of Universal Design', p.1.

<sup>3</sup> Australian Local Government Association, 2012, 'Universal Design', p.1.



## Federal and State Policy Context

The strategic direction for disability planning and compliance in Australia is generally determined by the Federal and State Governments. Since the early 1990s, legislation, building standards, disability plans and strategies have guided the provision of accessible infrastructure, services and information at the local level. It is within this broader policy context that Moreton Bay Regional Council's Disability Access and Inclusion Plan 2018-2022 has been developed, and will be progressively implemented. An overview of this policy context is provided below:

### Federal Disability Discrimination Act 1992 (DDA)

The rights of people with a disability in Australia are enshrined in the Disability Discrimination Act (DDA) 1992. The DDA makes discrimination against people with a disability against the law in many areas of life, including through the provision of services typically provided by local governments.<sup>4</sup>

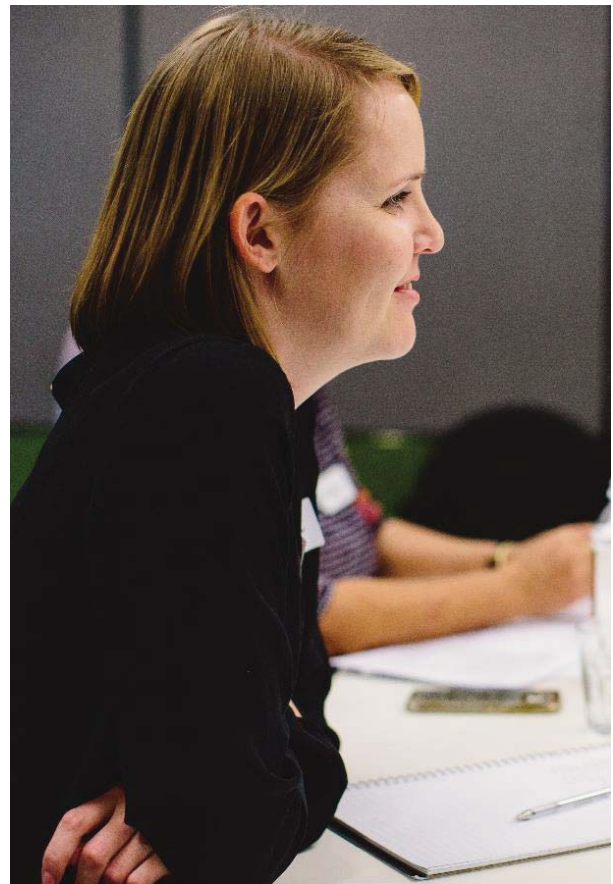


### Australian Standards for Access and Mobility

The Commonwealth Disability (Access to Premises - Buildings) Standards 2010 embody the principles of anti-discrimination within the DDA. Together with the Building Code of Australia (BCA), these standards set mandatory requirements which all local governments must comply with when undertaking any building works.<sup>5</sup>

### National Disability Strategy (NDS)

The National Disability Strategy (NDS) sets out a 10-year national plan for working towards an 'inclusive Australian society that enables people with a disability to fulfil their potential as equal citizens.'<sup>6</sup> Local governments have a strong role to play in the implementation of this strategy through developing policies and programs that impact on people with a disability, carers and families.



<sup>4</sup> Australian Human Rights Commission, 2017, 'D.D.A. guide: A responsible government'. p.1.

<sup>5</sup> Access Institute, 2017, 'The Why's of Access' - First Edition, p.4-5.

<sup>6</sup> Commonwealth of Australia, 2010, 'National Disability Strategy 2010-2020', p.8.

ITEM 6.2 - DISABILITY ACCESS AND INCLUSION PLAN 2018-2022 - REGIONAL (Cont.)

## National Disability Insurance Scheme (NDIS)

The National Disability Insurance Scheme (NDIS), scheduled to roll out in the Moreton Bay Region from 2019, will give people with a disability greater access to the resources and support they need to play a more active role as engaged citizens in their local community. Council is committed to playing its part to facilitate this outcome by ensuring that the infrastructure, services and information it delivers are accessible to everybody.

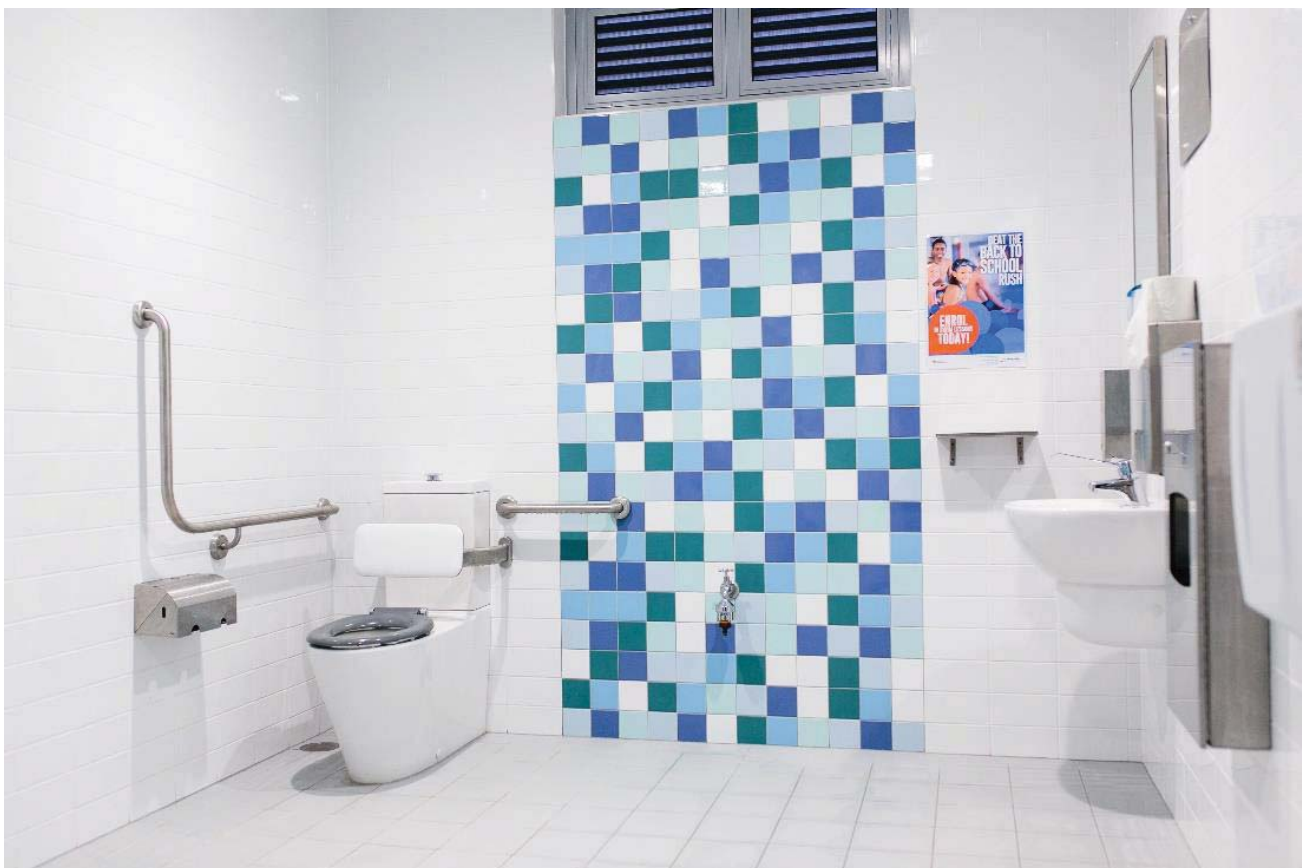
## Queensland Anti-Discrimination Act 1991

In Queensland, the Anti-Discrimination Act 1991 works in conjunction with the DDA to promote 'equality of opportunity for everyone by

protecting them from unfair discrimination.<sup>7</sup> This act safeguards the rights of people with a disability by making it unlawful to discriminate against a person on the grounds of an existing or previous impairment stemming from an illness, disease, injury or a condition at birth.<sup>8</sup>

## State Disability Plan

Queensland's State Disability Plan: 2017-2020 is closely aligned to the intent of the NDS. It outlines how the Queensland Government will work in partnership with its stakeholders, including local governments, to build a more inclusive Queensland where people with a disability, their families and carers can access opportunities on the same basis as everyone else.<sup>9</sup>



<sup>7</sup> Queensland Government, 'Queensland Anti-Discrimination Act 1991', p. 13.

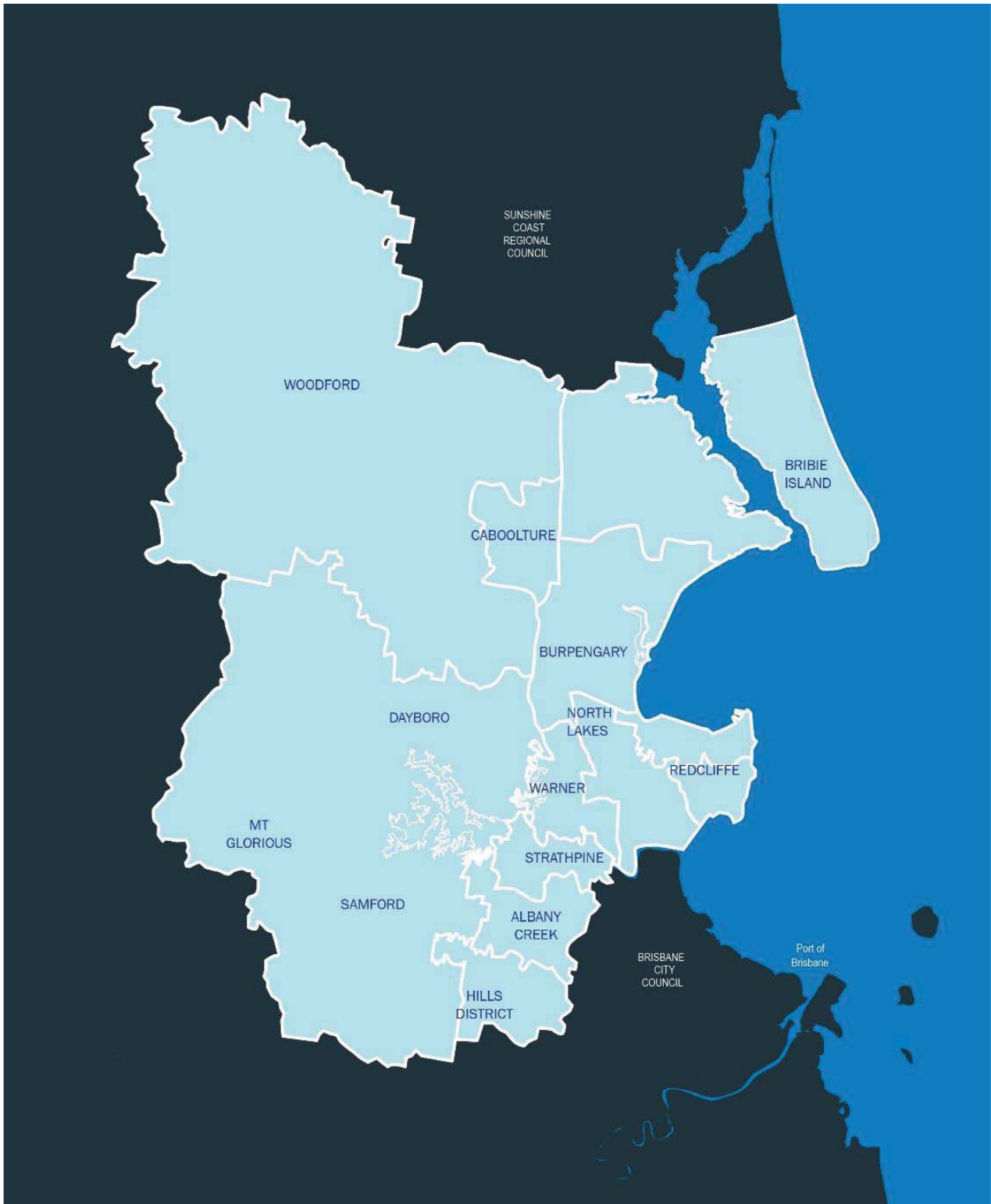
<sup>8</sup> Queensland Government (Department of Education and Training), 2017, 'Information Sheet 4: Anti-Discrimination Act 1991 (Qld)', p.1-2.

<sup>9</sup> Queensland Government, 2017, 'All Abilities Queensland: Opportunities For All', p.1.

## Our Region

### Population Growth and Change

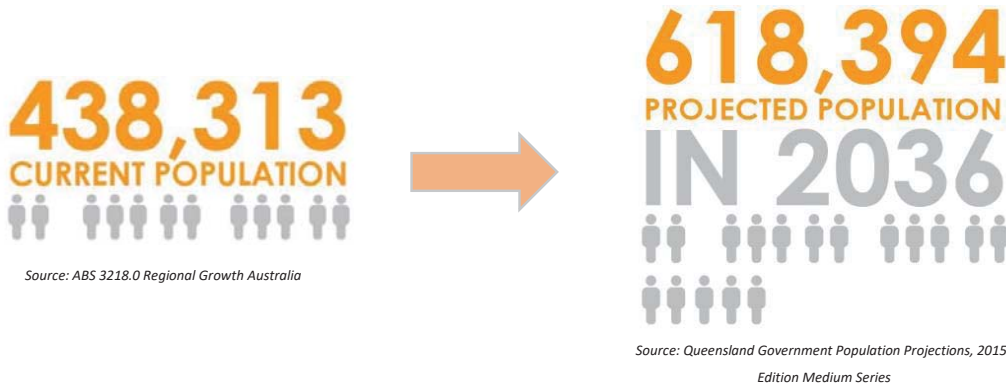
The Moreton Bay Region has the third largest population of any local government area in Australia.



ITEM 6.2 - DISABILITY ACCESS AND INCLUSION PLAN 2018-2022 - REGIONAL (Cont.)

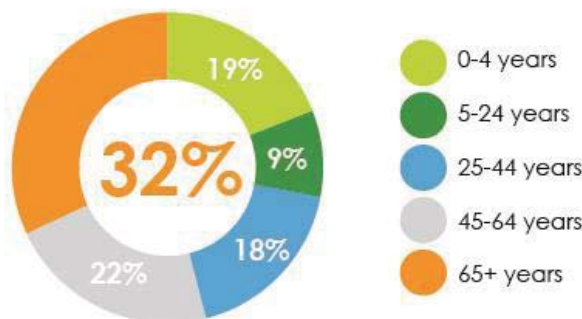
Population Growth in the Moreton Bay Region

In the five years to 2016, our population has grown at a faster rate than the Queensland average. By 2036 it is projected that an additional 180,000 people will call the Moreton Bay Region home.



People aged 65+ have accounted for the largest portion of this recent population growth; accounting for 32% of all growth. This trend will continue over the next two decades as the younger baby boomers and older members of Generation X approach and move into retirement age.

Population Growth Across All Age Groups 2016



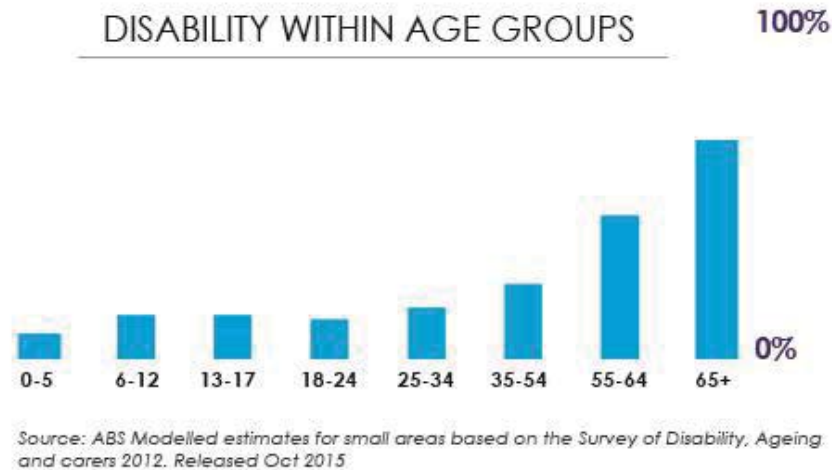
Source: ABS 3235.0 Population by Age and Sex, Regions of Australia, 2014, 3235.0



ITEM 6.2 - DISABILITY ACCESS AND INCLUSION PLAN 2018-2022 - REGIONAL (Cont.)

**Disability in the Moreton Bay Region**

As disability increases with age, our ageing population has significant implications for future rates of disability in the Moreton Bay Region. As illustrated below, rates of disability increase significantly above the age of 55. Current and projected growth in these demographics, together with a rise in the number of younger people being born with or acquiring a disability, will result in more people with a disability living in the Moreton Bay Region in the coming years.



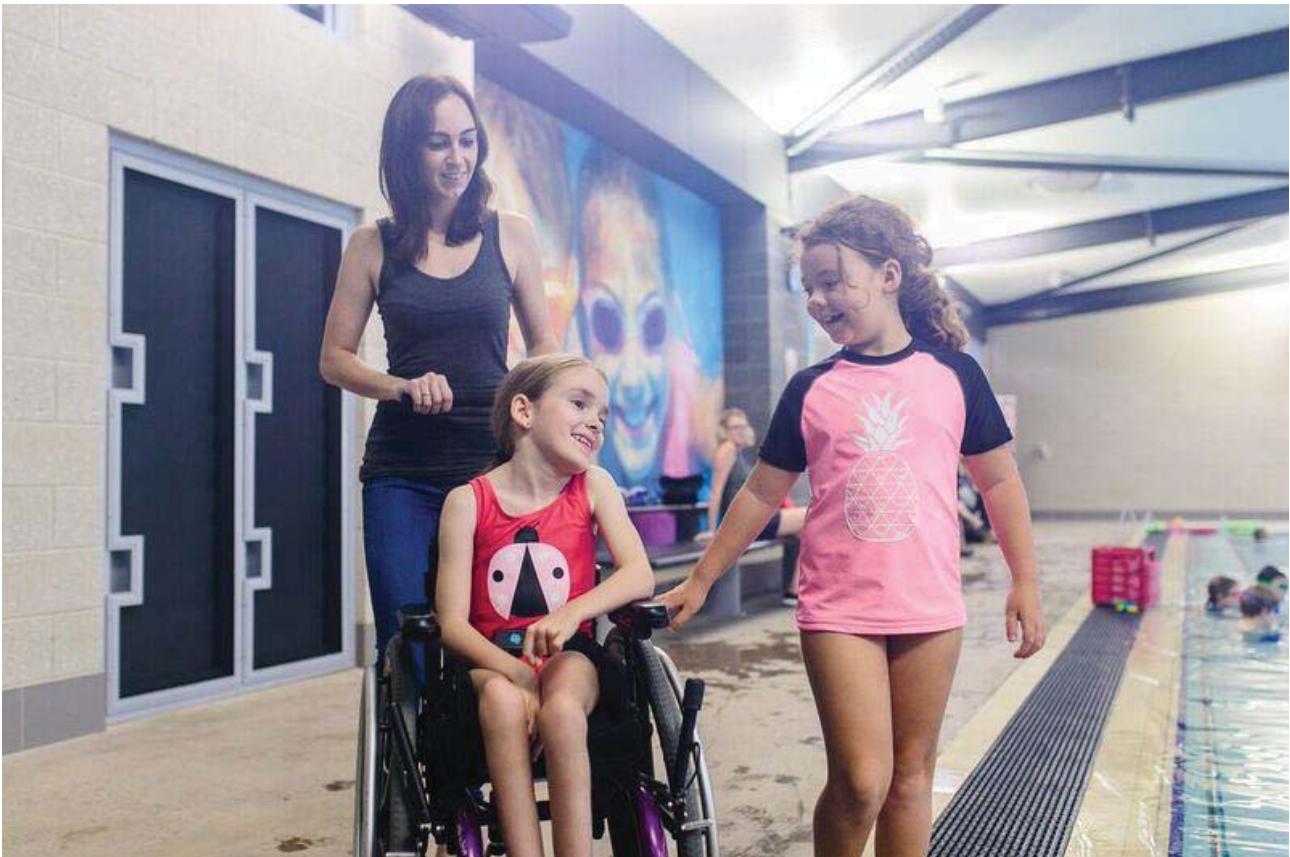
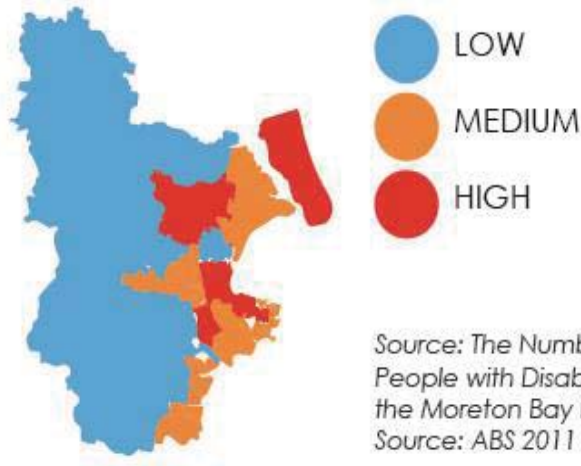
The Moreton Bay Region has a higher incidence of disability than the Queensland average, with 1 in every 17 people having a severe or profound disability requiring assistance. Since 2011, this cohort has grown at twice the general population growth rate (2.4%) of the Moreton Bay Region..



ITEM 6.2 - DISABILITY ACCESS AND INCLUSION PLAN 2018-2022 - REGIONAL (Cont.)

While the incidence of people living with a disability is spread right across the region, the highest concentrations are found in Caboolture, Deception Bay, Morayfield, Kallangur and on Bribie Island.

NUMBER OF PEOPLE  
WITH NEED FOR ASSISTANCE





ITEM 6.2 - DISABILITY ACCESS AND INCLUSION PLAN 2018-2022 - REGIONAL (Cont.)

## Listening to Our Community

Council's Disability Access and Inclusion Plan 2018-2022 has been developed in partnership with the local community through various community consultation activities.

These activities were designed to ensure that they were inclusive and accessible to people with a disability.

A community survey was first undertaken to understand how people with a disability access council infrastructure, services and information, and to identify any barriers to increasing their involvement in community life.

Following the survey, seven focus groups were held throughout the region to give residents the opportunity to provide a greater level of feedback and input into the development of the Disability Access and Inclusion Plan 2018-2022.



*ITEM 6.2 - DISABILITY ACCESS AND INCLUSION PLAN 2018-2022 - REGIONAL (Cont.)*

Over 190 people participated in the community consultation activities. Of those participants, approximately 55% identified as people with a disability and 30% were carers, family members, or friends. The remaining participants comprised service providers and interested residents.

The age groups that were most represented in the community consultation activities were 45-64 years, followed by 25-44 years and 65+ years.

Women accounted for two-thirds of all participants. While only a small number of children and young people with a disability participated, their experiences and opinions were heard via the involvement of carers, family members and friends.

People from all over the region participated in the community consultation activities. The areas most represented included; Bribie Island, Caboolture and Redcliffe. Participants discussed a variety of issues relating to the inclusion of all people throughout the region.





ITEM 6.2 - DISABILITY ACCESS AND INCLUSION PLAN 2018-2022 - REGIONAL (Cont.)

The tables below provide a summary of the key outcomes from the community consultation.

Pedestrian Mobility, Parking and Transport
<ul style="list-style-type: none"> <li>• <b>Footpaths</b> - Participants raised concerns about footpath gradients being too steep, too narrow, uneven, damaged or ending abruptly. Maintenance works without an accessible detour route and vehicles parking across footpaths were also identified as accessibility barriers.</li> <li>• <b>Kerb Ramps and Crossings</b> - Participants, particularly those who use a wheelchair or other mobility device, identified instances where kerb ramps were too steep or led to a drop on to the road reserve. Crossings sometimes don't line up directly with kerb ramps and signalised pedestrian crossings often don't provide sufficient time to cross a road safely.</li> <li>• <b>Tactile Ground Surface Indicators (TGSIs)</b> - Damaged TGSIs are a hazard to all pedestrians but particularly to people with a vision impairment who rely on them to navigate safely. TGSIs on kerb ramps can be a slip hazard for all users, particularly when wet.</li> <li>• <b>Signage and Wayfinding</b> - Consistent, accessible signage is required to identify the location of accessible features such as public amenities, ramps and car parking. Participants recommended that council develop a region-wide accessibility map.</li> <li>• <b>Parking</b> - People utilising accessible car parks without a valid permit was a source of great frustration to participants who rely on access to these spots. Accessible car parks can sometimes be too narrow, too steep or are located too far away from the entrance to a building, facility or park.</li> <li>• <b>Transport</b> - Transport can be a major barrier for people with a disability having access to their community. Often people rely on public transport as their main mode of transport.</li> </ul>

Buildings and Facilities
<ul style="list-style-type: none"> <li>• <b>Community Halls and Meeting Rooms</b> - Older halls have significant accessibility barriers and require upgrades.</li> <li>• <b>Pools and Aquatic Centres</b> - Access to council pools is particularly important for people with a disability because they are often used for exercise, therapy and rehabilitation. Changing facilities need to be accessible and within close proximity to the pool's entrance/exit point.</li> <li>• <b>Public Amenities</b> - All elements in public amenities need to be accessible. Doors need to be easy to open and close. Furthermore, taps and other accessories should require minimal effort to operate. 'Changing Places' public amenities mean that people with high care needs can go out into the community with the confidence that their needs will be met in a dignified manner.</li> </ul>

Parks and Open Space
<ul style="list-style-type: none"> <li>• <b>Park Benches, Tables and Exercise Equipment</b> - The design of park benches, tables and exercise equipment needs to consider how people with a disability will use them.</li> <li>• <b>Playgrounds</b> - Playgrounds need to be inclusive of children with a disability and facilitate interaction and play with children of all abilities.</li> <li>• <b>Beaches</b> - People with a disability, particularly those who rely on wheelchairs and other mobility devices, want the same basic right to enjoy a day at the beach as any resident or visitor to our region.</li> <li>• <b>Paths and Walking Tracks</b> - While participants recognised that not all walking tracks in the region could be made accessible, they wanted some level of access to paths and tracks in areas of high scenic and environmental value.</li> </ul>

*ITEM 6.2 - DISABILITY ACCESS AND INCLUSION PLAN 2018-2022 - REGIONAL (Cont.)*

## Events and Programs

- **Non-Visual Sensory Elements** - Art and museum exhibitions which incorporate elements that are receptive to non-visual senses such as sound, touch and smell, are more accessible to people with a vision impairment.
- **Low Sensory Events and Programs** - Children and adults with a low tolerance to sensory stimulation require low sensory elements built into events and programs or quiet zones where they can retreat if they become overwhelmed.
- **Registration** - People want the ability to be able to indicate if they have a disability which requires additional assistance as part of the registration process for council events and programs.
- **Large Scale Events** - Large scale events need to have sufficient accessible parking, amenities and information about the accessibility of the event available in advance.

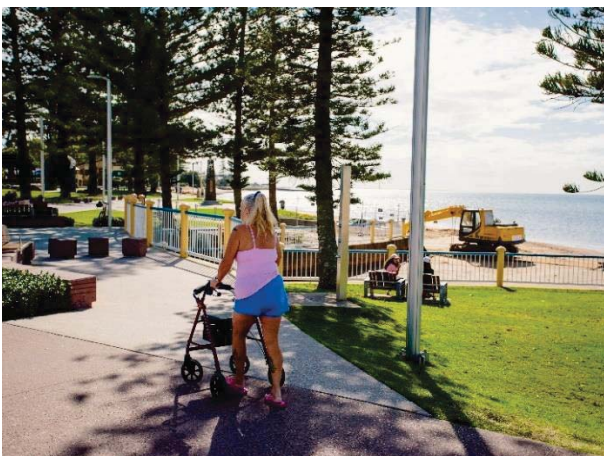
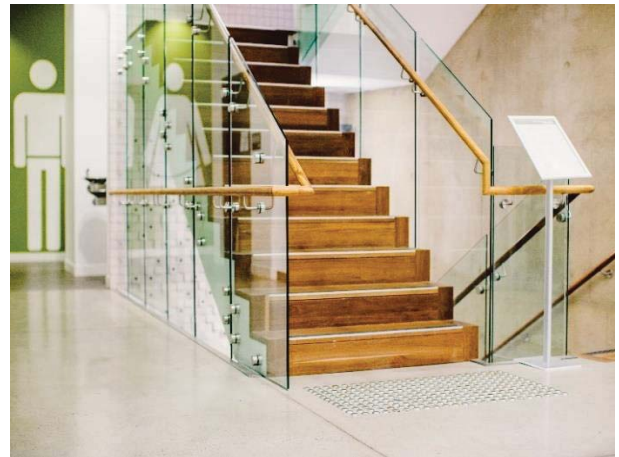
## Council Services and Information

- **Training and Awareness** - Access and inclusion training and awareness-raising would help council's frontline staff to understand and meet the needs and expectations of customers with a disability.
- **Waste Management** - People with a disability may have a reduced capacity to dispose of their household waste.
- **Disaster Management** - People with a disability are particularly vulnerable during disaster events.
- **Inclusive Marketing and Communication** - Council's marketing and communication material needs to be accessible to people with a disability and reflect the diverse abilities of residents.
- **Website Accessibility** - People with a disability are often more reliant on internet access to perform important functions such as payment of council rates. Recent technological advances enable people with a vision impairment to access the internet.
- **Employment** - Employment rates for people with a disability are below the remainder of the population. This impacts on their ability to participate in community life and achieve full economic and social participation.
- **Community Consultation and Engagement** - Consulting with people with a lived experience of disability can identify greater opportunities to make new developments, programs and council initiatives more accessible and inclusive.

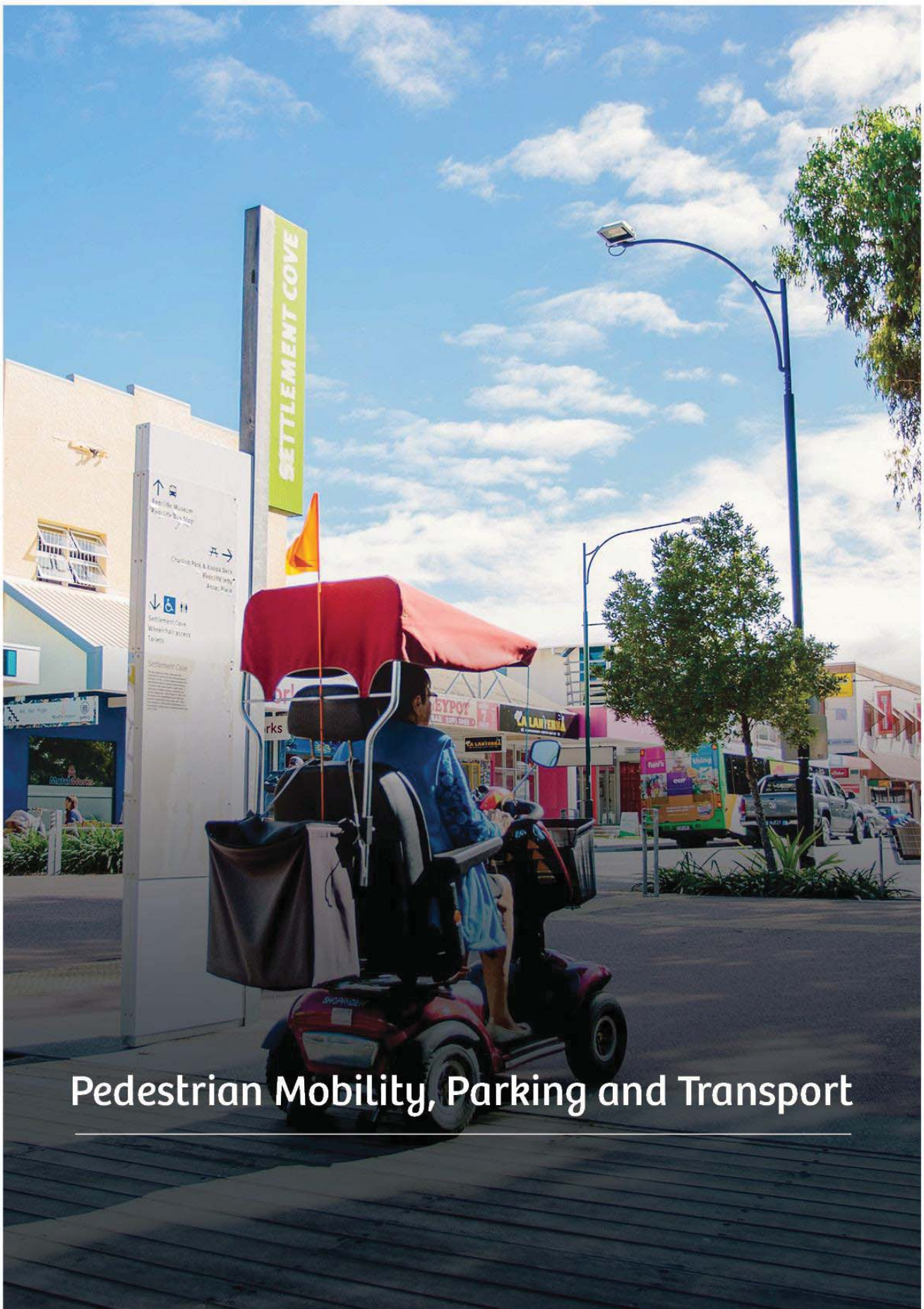
## Priority Areas

Based on feedback from community consultation activities, council's Disability Access and Inclusion Plan 2018-2022 lists current and future actions to improve the accessibility and inclusiveness of its infrastructure, services and information under five priority areas:

1. Pedestrian Mobility, Parking and Transport;
2. Buildings and Facilities;
3. Parks and Open Space;
4. Events and Programs; and
5. Council Services and Information.







## Pedestrian Mobility, Parking and Transport



## Pedestrian Mobility, Parking and Transport

The provision of footpaths, kerb ramps, road crossings, parking bays and bus stops enable residents and visitors to move around our region. This infrastructure connects people to employment, support services, social networks and opportunities to participate in community life.

However, people with a disability may experience unique challenges at any point along these networks. These challenges can make it difficult for people with a disability to move around the region, and may also exclude them from their local community.

Improved accessibility to footpaths, kerb ramps and road crossings was the number one priority for residents who participated in the community consultation activities for this plan.

Moreton Bay Regional Council’s Active Transport Strategy 2012-2031 guides the provision of council’s active travel network and includes actions to improve the accessibility of footpaths and bikeways throughout the region.

The actions under this priority area complement this strategy by identifying further opportunities to enhance the accessibility of the region’s pedestrian network as well as parking and public transport infrastructure.

Council makes a significant investment each year in improving the condition and connectivity of its pedestrian, parking and public transport networks. The tables below outline actions council will undertake to further improve accessibility.

*“Having a footpath in front of my house would make the world of difference in my quality of life and allow me to participate in our local community.”*  
- Sarah, Deception Bay



ITEM 6.2 - DISABILITY ACCESS AND INCLUSION PLAN 2018-2022 - REGIONAL (Cont.)

**Current Actions**

Council is currently undertaking the following actions to improve accessibility in relation to pedestrian mobility, parking and transport.

<b>Footpath and Shared Pathway Networks</b>	
<b>Current actions</b>	<b>Outcomes</b>
A region-wide inspection of the footpath network is undertaken annually. The scope of this inspection incorporates elements of footpath accessibility.	Footpath network inspection outcomes and customer request information enables council to prioritise works to improve accessibility.
Information from customer requests about footpaths, kerb ramps and road crossings is utilised to identify the need for works to improve access.	
Funds are allocated in council's annual budget for works that improve its footpath network. These funds are used to improve the accessibility of this infrastructure as required.	Council has an ongoing works program to improve the accessibility of its footpath network as required.
Footpaths are designed to fit site topography and meet accessibility standards.	When planning routes for footpaths, steep gradients are minimised to the extent practicable.
Review and prioritise the need for a new pedestrian crossings improvement works program to improve the condition and accessibility of existing pedestrian crossings	Pedestrian crossings are designed to provide ease of movement, especially for people with disabilities.
The following standard drawings are used in the design of footpaths, kerb ramps and road crossings. <ul style="list-style-type: none"> <li>• Installation of TGSi on Ramped Kerb Crossings;</li> <li>• Directional TGSi/Wayfinding Trails Permanent Clearances;</li> <li>• Typical Kerb Ramp and Traffic Signal Pedestal Location;</li> <li>• Pedestrian Facilities at Traffic Island Cut Through;</li> <li>• Pedestrian Refuge Offset Provision with Or Without Zebra Crossing;</li> <li>• Staged Pedestrian Crossing Refuge; and</li> <li>• Pedestrian Crossovers Tactiled.</li> </ul>	Accessibility is considered in the design of new and upgraded footpaths, kerb ramps and road crossings.
Standard drawings are used in the design of residential driveways.	New and upgraded driveways are designed to meet the road surface at level.
Stopping or parking across footpaths and shared pathways is regulated.	The instances where people may inadvertently restrict the use of footpaths and parking facilities by people with a disability are minimised.
The use and placement of A-frame signs on footpaths in retail precincts is regulated.	People with vision impairments, and people using wheelchairs and mobility devices can use council's footpaths in retail precincts more safely.

## Moreton Bay Regional Council

### ITEM 6.2 - DISABILITY ACCESS AND INCLUSION PLAN 2018-2022 - REGIONAL (Cont.)

Footpath and Shared Pathway Networks	
Current Actions	Outcomes
Additional shared pathways are being provided throughout the region.	Council's growing shared pathway network enables people who use wheelchairs and other mobility devices to have access to safer and more direct routes of travel.
Chicane barriers that have been installed along shared pathways are being removed.	People with vision impairments, and people using wheelchairs and other mobility devices can use council's shared pathways more safely.
Road safety audits are undertaken to identify high priority locations where pedestrian safety improvements are required.	Road safety audit outcomes enable council to prioritise works to improve safety for pedestrians of all abilities.
Projects are undertaken in partnership with the State Government to improve the accessibility of the region's pedestrian network.	Council can access funding from the State Government to assist with improving the accessibility of the region's pedestrian network.

Accessible Parking Facilities	
Current Actions	Outcomes
Council provides and upgrades accessible car parking bays at on-street and off-street locations throughout the region.	People with a valid disability parking permit can access reserved parking on council controlled land throughout the region.
The use of accessible parking bays is regulated on council owned or controlled land.	A reduction in the use of accessible parking bays by people without a permit.
Accessible parking bays are positioned to enable ease of access to council buildings and facilities, parks and open space.	People requiring accessible parking are given priority access to council buildings, facilities, parks and open space.

Bus Stops	
Current Actions	Outcomes
Council is auditing 1,300 bus stops throughout the region for accessibility. Those which do not meet the required standard are being upgraded.	Council has an ongoing commitment to improving the accessibility of bus stops. Council is on track to complete this work by December 2022.
New bus shelters provided by council include a number of features designed to increase accessibility to public transport. Examples include: a designated wheelchair waiting bay; and directional and warning TGSIs	Accessibility is considered in the design of new and upgraded bus stops.

Wayfinding and Signage	
Current Actions	Outcomes
A wayfinding and signage style guide is being finalised for key commercial and retail precincts in the Moreton Bay Region.	The region's commercial and retail precincts will have a standard approach to the design and installation of signage and other wayfinding solutions that improves accessibility.
Council is working with higher education providers to explore the future role that technology will play in improving wayfinding for all users of council's parks and open space.	The Mill at Moreton Bay, council's university project is likely to be one of the first locations to trial these new technologies.



ITEM 6.2 - DISABILITY ACCESS AND INCLUSION PLAN 2018-2022 - REGIONAL (Cont.)

**Future Actions**

Council will undertake the following actions to improve accessibility in relation to pedestrian mobility, parking and transport.

<b>Footpath and Shared Pathway Networks</b>	
<b>Future Actions</b>	<b>Outcomes</b>
Ensure that accessible, alternative access is provided, to the extent practicable, when council works are being undertaken on a footpath which restricts pedestrian movement.	People who use wheelchairs and other mobility devices will be able to travel independently even when works restrict pedestrian access along a section of footpath.

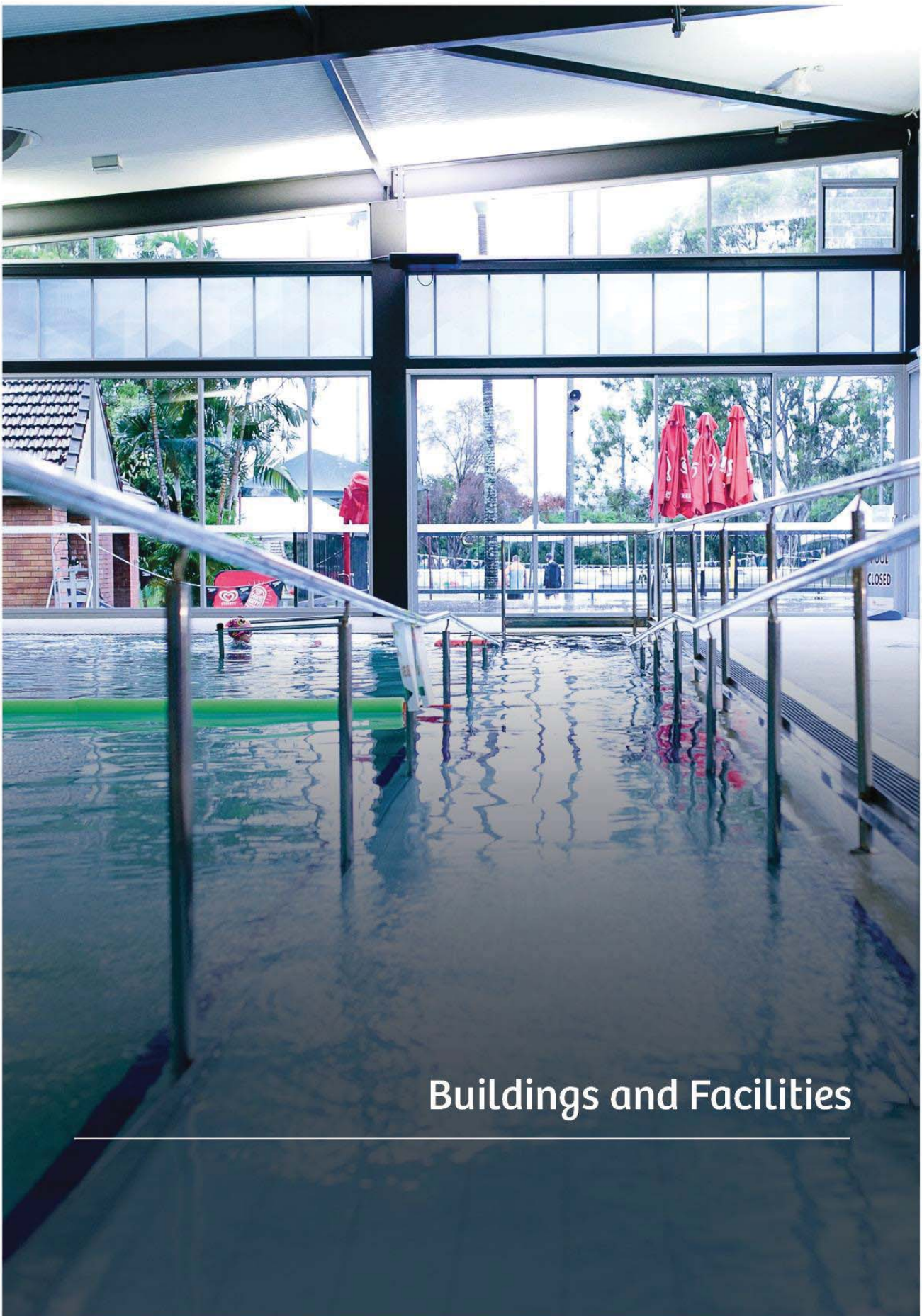
<b>Accessible Parking Facilities</b>	
<b>Future Actions</b>	<b>Outcomes</b>
Undertake an audit of the number, ratio, location, and associated directional signage for accessible parking bays on council owned and controlled land.	Enables council to prioritise works to improve the provision of accessible parking bays.
Investigate the option to expand council's parking enforcement operations to include accessible car parking bays in major private shopping and commercial centres.	Enables council to assess the viability of expanding parking enforcement operations to major private shopping and commercial centres.

<b>Wayfinding and Signage</b>	
<b>Future Actions</b>	<b>Outcomes</b>
Investigate the potential future role of technology in providing wayfinding solutions.	People with a disability will be able to more effectively use apps on their smart phone to assist with accessible travel in the Moreton Bay Region.

<b>Community Education</b>	
<b>Future Actions</b>	<b>Outcomes</b>
Promote the 'MBRC Request' app to people with a disability so that information about faults and accessibility issues across the region can be provided to council.	Enables council to collect additional information that assists in prioritising works to repair faults and improve accessibility.

<b>Recharge Scheme</b>	
<b>Future Actions</b>	<b>Outcomes</b>
Investigate opportunities to partner with Recharge Scheme Australia Ltd to trial recharge points for electric mobility vehicles at appropriate council facilities.	Provides information that will assist council in assessing the benefit of this scheme to the Moreton Bay Region.

ITEM 6.2 - DISABILITY ACCESS AND INCLUSION PLAN 2018-2022 - REGIONAL (Cont.)



Buildings and Facilities



ITEM 6.2 - DISABILITY ACCESS AND INCLUSION PLAN 2018-2022 - REGIONAL (Cont.)

## Buildings and Facilities

Council’s buildings and facilities are places where people can meet to participate in community, cultural, sporting and environmental activities in the Moreton Bay Region. They are also a vital link in connecting people with a disability to their local community. Barriers which restrict full access to buildings and facilities can exclude people with a disability from accessing opportunities, experiences and social networks.

Improved access to council’s buildings and facilities, particularly its aquatic centres, was a key priority for a number of residents who participated in community consultation activities for this plan.

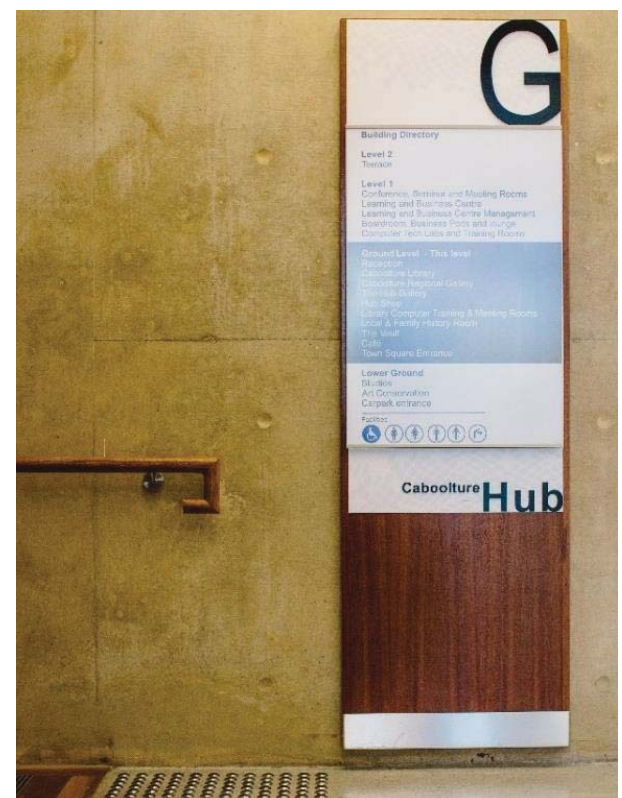
Moreton Bay Regional Council’s Community Infrastructure Strategy 2012-2031 and its Interim Community Facilities Plan 2012-2031, guide the provision of community infrastructure in the region by identifying existing and future community facilities to support population growth.

The actions included under this priority area complement the Community Infrastructure Strategy 2012-2031 and its Interim Community Facilities Plan 2012-2031 by identifying opportunities to enhance the accessibility of council’s buildings and facilities.

Council is responsible for over 1,500 buildings and facilities throughout the region. These facilities range from modern, accessible buildings, through to those built before current accessibility standards were introduced. Each year council designs and constructs new buildings and facilities, as well as undertakes upgrades on existing buildings, to better meet the needs of its growing population.

The tables on the following pages outline actions council will undertake to further improve the accessibility of its buildings and facilities.

*“In twenty years, men may be able to live on the moon. In forty years we may get to Mars. In the next 200 years we may leave the solar system and head for the stars. But meanwhile, we would like to get to the supermarket, the cinema, restaurants”<sup>10</sup>*  
- Stephen Hawking, Author



<sup>10</sup> New South Wales Government, 2015, Disability Inclusion Action Planning Guidelines, p.6.

## Moreton Bay Regional Council

*ITEM 6.2 - DISABILITY ACCESS AND INCLUSION PLAN 2018-2022 - REGIONAL (Cont.)*

### Current Actions

Council is currently undertaking the following actions to improve accessibility in relation to buildings and facilities.

Building and Facility Improvements	
Current actions	Outcomes
Building inspections are undertaken on all council buildings and facilities each year.	Building inspection outcomes enables council to prioritise works to improve accessibility.
Scheduled upgrades are undertaken on existing facilities to improve accessibility (e.g. the installation of a hearing loop at Redcliffe Museum).	Buildings and facilities constructed before the introduction of current accessibility standards are progressively upgraded to improve their accessibility.
Partner with community organisations in the planning and delivery of accessibility upgrades to community leased buildings and facilities through council's Community Grants Program.	Financial support is provided to community lessees seeking to improve the accessibility of leased buildings and facilities.

Public Amenities	
Current actions	Outcomes
Accessible public amenities are being installed in buildings, parks and open space throughout the region to increase public access, inclusion and safety for all users.	New public amenities in the Moreton Bay Region are accessible, inclusive and safe.

Aquatic and Fitness Centres	
Current actions	Outcomes
Council aquatic centres have accessible entry into one or more of the pools via either a ramp or hoist.	People with a disability are able to access and enjoy council pools.
All new aquatic centres designed and constructed by council include the provision of ramp access into the pool.	
Gym equipment that is accessible to people in a wheelchair has been installed at the Caboolture Pool and Fitness Centre.	People in a wheelchair can access sport and recreation opportunities at the Caboolture Pool and Fitness Centre.

Assistance Animals	
Current actions	Outcomes
Trained and certified assistance animals are welcome in council buildings and facilities when accompanying their handler.	People who depend on assistance animals such as dog guides are not restricted from accessing council buildings and facilities.

ITEM 6.2 - DISABILITY ACCESS AND INCLUSION PLAN 2018-2022 - REGIONAL (Cont.)

**Future Actions**

Council will undertake the following actions to improve accessibility in relation to buildings and facilities.

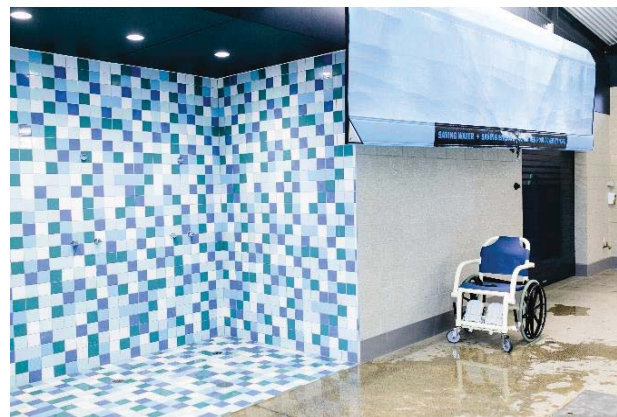
<b>Building and Facility Improvements</b>	
<b>Future Actions</b>	<b>Outcomes</b>
Modify existing building inspection programs to include the identification of accessibility barriers and upgrade opportunities.	Building inspection outcomes enable council to identify accessibility issues associated with its buildings and facilities, inclusive of those not directly managed by council (e.g. leased buildings and facilities).
Develop and implement a prioritised schedule of accessibility audits for all council-managed community buildings and facilities.	Barriers for people with a disability in accessing council managed buildings and facilities are proactively identified.  This will enable council to prioritise and schedule works that achieve greater levels of accessibility for all residents over time.
Develop and implement a prioritised schedule of accessibility upgrades to council's buildings and facilities.	Existing accessibility barriers will be progressively resolved through the delivery of planned and prioritised upgrades to council's buildings and facilities.
Undertake a review of evacuation and emergency procedures for council-owned community facilities to ensure that they meet the needs of people of all abilities.	Evacuation and emergency procedures will ensure that people of all abilities, including those with visual and hearing impairments, remain safe at all times when accessing council-managed buildings and facilities.
Investigate the installation of Assistive Listening Devices (ALDs) at key council managed community buildings and facilities.	Provides information that will assist council in assessing the benefit of these devices for people with a hearing impairment.

# Moreton Bay Regional Council

*ITEM 6.2 - DISABILITY ACCESS AND INCLUSION PLAN 2018-2022 - REGIONAL (Cont.)*

Public Amenities	
Future Actions	Outcomes
Undertake accessibility audits for all public amenities throughout the region	Enables council to proactively identify accessibility issues associated with existing public amenities across the region.
Investigate the delivery of 'Changing Places' (or equivalent) public amenities in key locations throughout the region.	Provides information that will assist council to identify the need for these facilities and the location(s) where they would be most utilised.
Undertake progressive upgrades of public amenities that do not meet current accessibility standards.	Planned and prioritised upgrades to public amenities will be undertaken to progressively improve accessibility for people of all abilities.

Accessibility Through Facility Planning and Design	
Future Actions	Outcomes
Develop a set of guidelines and resources that assist proponents to incorporate accessibility considerations and universal design principles into facility planning and design processes.	Proponents (whether council, commercial or community organisations) will be better informed regarding how to make their facilities accessible to all.
Ensure that a qualified access consultant is engaged throughout the concept design phase of all major council managed community infrastructure projects.	Major community infrastructure projects delivered by council will incorporate best practice accessibility provisions and exceed minimum standards where appropriate.







Parks and Open Space



ITEM 6.2 - DISABILITY ACCESS AND INCLUSION PLAN 2018-2022 - REGIONAL (Cont.)

## Parks and Open Space

Parks and open space provide residents with a place to meet, play and relax. They are a key component of the vibrant lifestyle enjoyed by residents and visitors of the Moreton Bay Region. Council is committed to ensuring that all people, regardless of ability, can access and enjoy council's parks and open space.

Being able to access parks and open space was a key priority for a number of residents who participated in community consultation activities for this plan. Participants wished for access to the same recreational opportunities to connect with nature and their community. Parents of children with a disability were particularly eager for their children to have the same access to playgrounds and sensory play experiences as all other children.

Moreton Bay Regional Council's Open Space Strategy 2012-2031 and the Urban Recreation Park Plan 2012-2031 guide the planning and delivery of recreation parks and open space throughout the region.

The actions included under this priority area complement these publications by identifying further opportunities to enhance the accessibility of council's parks and open space.

Council makes a significant investment each year in the design, construction and maintenance of parks and open space. The tables below outline actions council will undertake to improve accessibility.

*"I love that there is a park that [my son] is actually excited to go back to and that is tailored to his abilities. I can't wait to see what else is coming in the next stage"*  
- Kerry, Rothwell



ITEM 6.2 - DISABILITY ACCESS AND INCLUSION PLAN 2018-2022 - REGIONAL (Cont.)

**Current Actions**

Council is currently undertaking the following actions to improve accessibility in relation to parks and open space.

<b>Park Infrastructure</b>	
<b>Current actions</b>	<b>Outcomes</b>
<p>All-abilities playgrounds and accessible playground features are being introduced into parks and community spaces throughout the region where appropriate. Examples include:</p> <ul style="list-style-type: none"> <li>• Caboolture Regional Environmental Education Centre (CREEC), Burpengary; and</li> <li>• Lesley Patrick Park, Arana Hills.</li> <li>•</li> </ul>	<p>People with a disability, their families and carers have access to playgrounds and facilities that are inclusive and accessible to everyone.</p>
<p>Playgrounds throughout the region incorporate accessible features where practical.</p>	
<p>Sensory play elements are being incorporated into parks and playgrounds throughout the region.</p>	<p>Parks and playgrounds incorporate play elements which stimulate non-visual senses (e.g. smell, touch and sound). These elements contribute to them being more inclusive of people with vision impairments, and people who may have difficulty processing sensory information.</p>
<p>Provide a sensory garden at the Caboolture Regional Environmental Education Centre (CREEC).</p>	<p>People can experience a community garden consisting of elements that stimulate non-visual senses.</p>
<p>The standard drawings Park Furniture Setout are used in the design of park benches and tables for wheelchair access to the extent practicable.</p>	<p>People who use a wheelchair or other mobility device can access park benches/tables in council parks.</p>

ITEM 6.2 - DISABILITY ACCESS AND INCLUSION PLAN 2018-2022 - REGIONAL (Cont.)

**Future Actions**

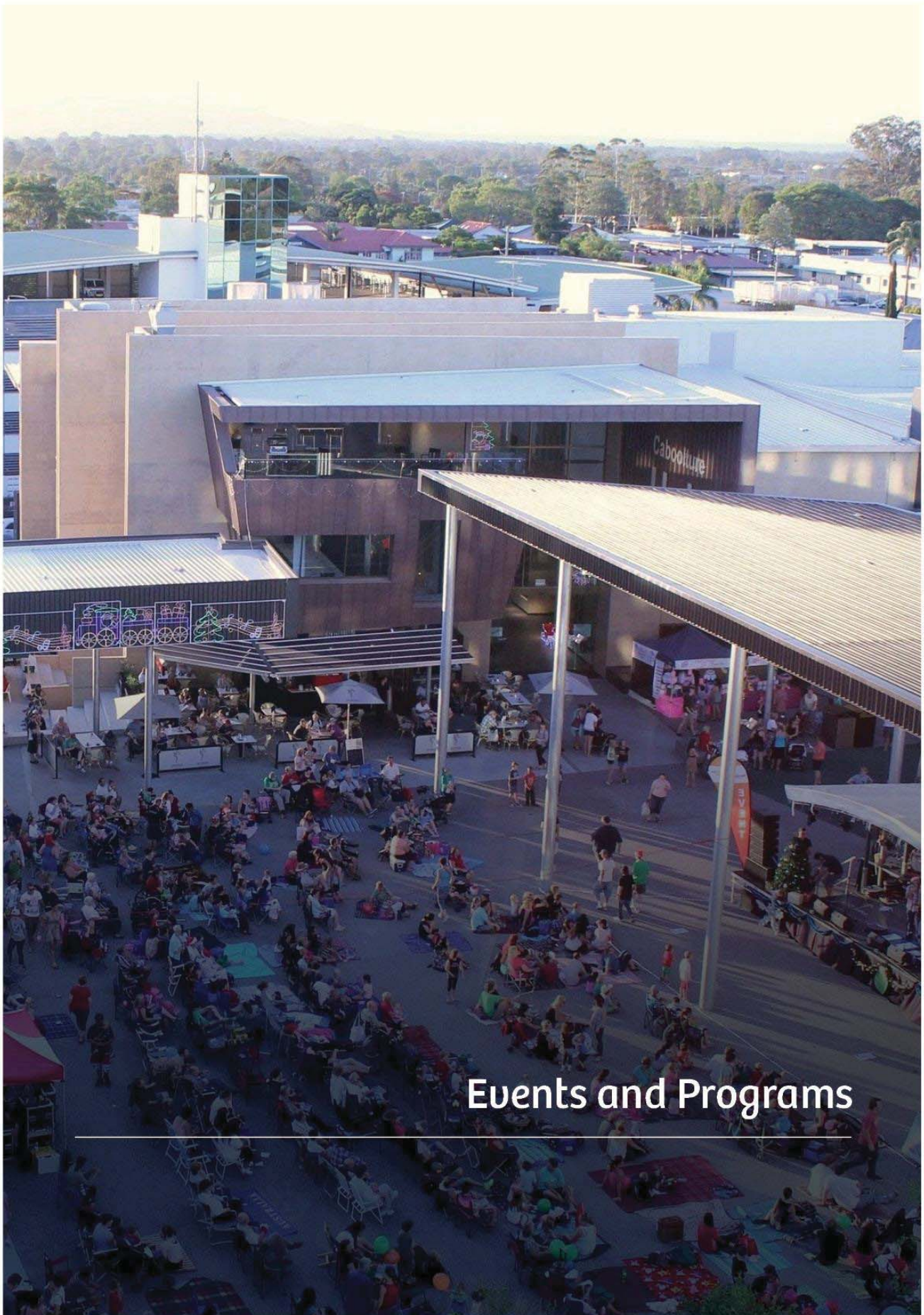
Council will undertake the following actions to improve accessibility in relation to parks and open space.

<b>Park Infrastructure</b>	
<b>Future Actions</b>	<b>Outcomes</b>
<p>Progressively incorporate accessible and inclusive elements into new and existing playgrounds to the extent practicable.</p> <p>Accessible play equipment will incorporate evidence-based accessibility features that reflect the following principles:</p> <ul style="list-style-type: none"> <li>• Not be separated from other forms of play equipment;</li> <li>• Be just as accessible and appealing to children without a disability as those with a disability; and</li> <li>• Encourage interaction between children with different levels of ability.</li> </ul>	<p>Playgrounds in parks will be accessible to, and inclusive of children with a disability and their families to the extent practicable. Accessibility features for playgrounds may include:</p> <ul style="list-style-type: none"> <li>• Ground cover providing a firm surface which can be wheeled and walked across</li> <li>• Play equipment that can be reached from a seated position;</li> <li>• Specific play equipment for people who use a wheelchair (e.g. swings, merry go rounds, see-saws)</li> <li>• Play equipment that provides additional support (e.g. swings with back support and harnesses)</li> <li>• Additional shading</li> <li>• Play equipment that encourages sensory play (e.g. sounds, textures, water play)</li> </ul>
<p>Provide accessible exercise equipment in parks where appropriate.</p>	<p>People of all abilities can access council's public exercise stations.</p>
<p>Incorporate accessibility audits into the inspections undertaken of facilities and equipment in parks and open space throughout the region.</p>	<p>Enables council to prioritise works to improve the provision of accessible infrastructure in parks and open space. This may include the concentration of accessibility features in the one location rather than these facilities being dispersed across multiple locations.</p>

<b>Walking and recreation trails</b>	
<b>Future Actions</b>	<b>Outcomes</b>
<p>Identify and promote appropriate, accessible trails in natural areas throughout the region.</p>	<p>Increased community awareness of accessible trails that provide opportunities for people who use wheelchairs or other mobility devices to enjoy the region's natural areas.</p>

<b>Accessible beach access</b>	
<b>Future Actions</b>	<b>Outcomes</b>
<p>Engage with Surf Life Saving Queensland to discuss the potential provision of accessible beach chairs and matting at Suttons Beach, Redcliffe and Woorim Beach, Bribie Island.</p>	<p>People who use wheelchairs or other mobility devices will be able to access the beach area.</p>





Events and Programs



ITEM 6.2 - DISABILITY ACCESS AND INCLUSION PLAN 2018-2022 - REGIONAL (Cont.)

## Events and Programs

The Moreton Bay Region hosts a wide variety of events and programs that bring our community together to celebrate our vibrant lifestyle. Events range from region-wide spectacles such as the Redcliffe Kite Festival and local events such as Christmas carols. Programs range from sport and recreation programs (e.g. Healthy and Active Moreton) to community and cultural programs (e.g. Animating Moreton).

Council is committed to ensuring that its events and programs are accessible to everybody. People with a disability may experience comparatively higher rates of social exclusion and isolation.

Therefore, their involvement in local events and programs is especially important.

Participants in the community consultation activities for this plan expressed their interest in becoming more involved in community events and programs. While council has already made changes to improve accessibility, more can be done.

The tables below outline actions council will undertake to further improve the accessibility of its events and programs.



ITEM 6.2 - DISABILITY ACCESS AND INCLUSION PLAN 2018-2022 - REGIONAL (Cont.)

**Current Actions**

Council is currently undertaking the following actions to improve accessibility in relation to events and programs.

<b>Library Programs</b>	
<b>Current Actions</b>	<b>Outcomes</b>
Council's library programs are designed to be inclusive of all participants.	Participants in council's library programs can indicate if they require additional assistance when they register online.  Library programs can be tailored to meet the requirements of participants of all abilities to the extent practicable.
Libraries are developing and hosting programs which appeal to people with Autism Spectrum Disorder and other forms of sensory disorders. Reasonable adjustments have been made to facilitate their involvement in programs including: <ul style="list-style-type: none"> <li>• Minecraft</li> <li>• Code Club</li> <li>• Chess</li> </ul>	Library programs and facilities are accessible to people who may have difficulty processing sensory information.

<b>Sport and Recreation</b>	
<b>Current actions</b>	<b>Outcomes</b>
Council's sport and recreation programs are designed to be inclusive of all participants.	Participants in council's sport and recreation programs can indicate if they require additional assistance when they register to attend.  Sport and recreation programs can then be tailored to meet the requirements of participants to the extent practicable.
Council accepts companion cards at various sport and recreation programs/facilities throughout the region (e.g. aquatic centres and the Redcliffe Cultural Centre).	Participants in various sport and recreation activities who have a companion card can participate with a nominated carer who attends for free.

<b>Events and Programs</b>	
<b>Current Actions</b>	<b>Outcomes</b>
Council events are held at accessible public venues and locations to the extent practicable.	Council events are accessible to people of all abilities.
Reasonable adjustments are made to facilitate the involvement of people with a disability in council events.	
Accessible parking and designated drop-off zones are provided at council events.	
Accessible shuttle buses are provided to transport people between major public transport hubs and the event venue.	



ITEM 6.2 - DISABILITY ACCESS AND INCLUSION PLAN 2018-2022 - REGIONAL (Cont.)

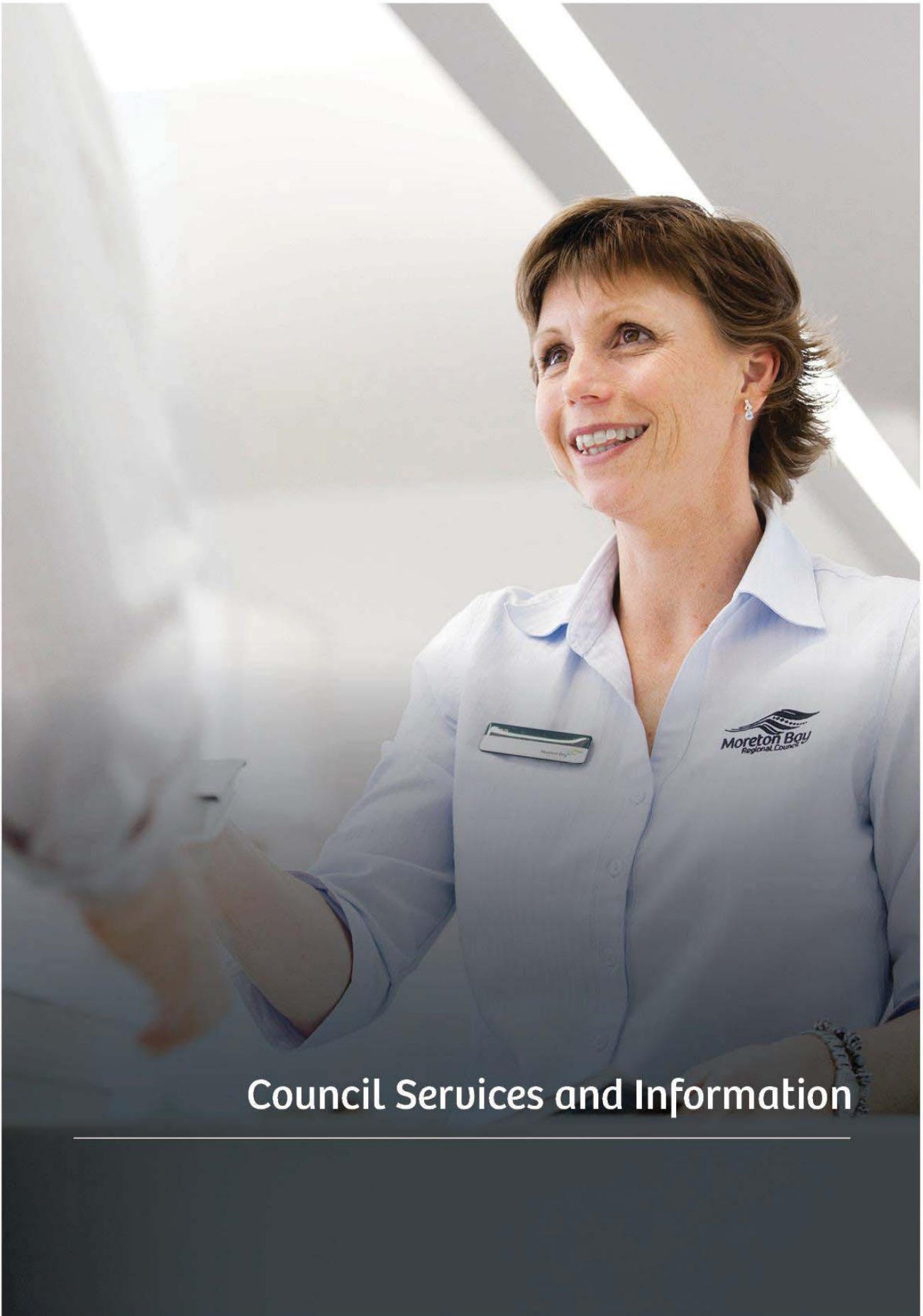
**Future Actions**

Council will undertake the following actions to improve accessibility in relation to events and programs.

<b>Sport and Recreation</b>	
<b>Future Actions</b>	<b>Outcomes</b>
Provide support to encourage sport and recreation program providers and local clubs to tailor specific programs to be inclusive of all abilities.	Sport and recreation program providers and local clubs will provide additional opportunities for people with a range of disabilities to participate in sport and recreation activities.

<b>Events and Programs</b>	
<b>Future Actions</b>	<b>Outcomes</b>
Ensure that the promotion and delivery of council's various programs are accessible to, and inclusive of, people with a range of disabilities in accordance with legislative requirements. This includes the programs delivered by the following council units: Sport and Recreation, Library Services, Community and Cultural Programs, Waste Services, Environmental Services, and Galleries and Museums.	Council programs are delivered in a consistent, accessible and inclusive way.
Incorporate sensory-friendly elements into regular events, programs and exhibitions hosted by council where appropriate.	People who have difficulty processing sensory information will be able to participate in community events, programs and exhibitions.
Develop an 'inclusive event guidelines' to provide guidance to organisers of council and community events on how to make their events inclusive of all participants.	Event organisers are encouraged and supported to make their events accessible.
Provide AUSLAN interpretation as part of selected council events and programs.	Council events are more accessible to people with a hearing impairment.
Incorporate audio descriptions into displays and exhibitions delivered by council where appropriate.	
Seek to attract major sporting events involving athletes with a disability into the region (e.g. wheelchair rugby or basketball).	Increased community awareness about sporting opportunities and achievements of people with a disability.
Progressively undertake accessibility audits of various major events hosted by council and Moreton Bay Region Industry and Tourism (MBRIT).	Event audit outcomes will provide accessibility information about events and will identify any barriers to participation by people with a disability.

<b>Companion Cards</b>	
<b>Future Actions</b>	<b>Outcomes</b>
Provide free admission to all council events and programs for the companion of any person holding a valid Companion Card.	Companions of people with a disability will have free access to council events and programs where an admission fee is usually charged.



## Council Services and Information

ITEM 6.2 - DISABILITY ACCESS AND INCLUSION PLAN 2018-2022 - REGIONAL (Cont.)

## Council Services and Information

Council provides a range of services that enable residents to live safe, vibrant and connected lives. People with a disability can sometimes experience barriers to accessing these services. For example, the essential service of domestic bin collection can present unique challenges for people with a disability who live independently. In these instances, it is important that council provides appropriate assistance for people of all abilities to access essential services.

Furthermore, council is aware of the challenges faced by people with a disability when transacting with council. Our customer services and call centres need to be easily accessible so everyone can make enquiries, pay rates and access other council services.

Residents and visitors also access community information from council. For example, its publications and website promote upcoming events and programs to encourage residents and visitors to be actively engaged in our local community.

In addition, during disaster events, council is responsible for disseminating relevant information to assist people in a timely manner.

Council also makes spatial and other types of data freely available via its open data portal to further improve public access to information.

Council recognises the importance of ensuring that its services and information are accessible to people with a disability. The tables below outline actions council will undertake to increase the accessibility of its services and information.

*“The greatest barrier facing people with Down Syndrome is not their intellectual disability but confronting negative attitudes, overcoming outdated stereotypes and challenging the limitations placed on them by others.”<sup>11</sup>*



<sup>11</sup> Commonwealth of Australia, 2009, SHUT OUT: The Experience of People with Disabilities and Their Families in Australia, p.13.

*ITEM 6.2 - DISABILITY ACCESS AND INCLUSION PLAN 2018-2022 - REGIONAL (Cont.)*

## Current Actions

Council is currently undertaking the following actions to improve accessibility in relation to council services and information.

Information and Communications Technology	
Current actions	Outcomes
Council's website is compliant with the Web Content Accessibility Guidelines (WCAG) 2.0.	Council's website and other digital resources are accessible to people of all abilities.
All videos uploaded on council's You Tube Channel include closed captions.	
Council's online portal (embarc) provides residents with flexible online payment and notification options.	People with a disability can transact with council online.

Customer Service	
Current actions	Outcomes
Council's call centre can receive calls through the National Relay Service	People with a hearing impairment are able to contact council's call centre.

Community and Cultural Services	
Current actions	Outcomes
Council offers community grants to support celebrations during Disability Action Week.	These grants support local community organisations to develop initiatives, events and programs that involve people with a disability in their local community.

Library Services	
Current actions	Outcomes
Library collections are provided in a range of formats including large print, audio and digital.	Library collections are accessible to people of all abilities.
Shelving heights and width between shelves have been designed to maximise accessibility to the extent practicable.	
Council has a wheelchair accessible mobile library with an inbuilt lift.	
Council's home library service delivers books and other items directly to people who are unable to visit a library.	
New shelving technology to facilitate the returns of books and other items has been installed at Bribie Island Library and will be progressively installed at other libraries.	Books and other items can be returned more easily by people of all abilities.
A training session for staff has been conducted on how to support and interact with library users that have Autism Spectrum Disorder and other forms of sensory impairment.	Staff are more aware and confident to be able to meet the needs of customers with ASD and other sensory impairments.

## Moreton Bay Regional Council

COORDINATION COMMITTEE MEETING  
19 June 2018

PAGE 197  
Agenda

### ITEM 6.2 - DISABILITY ACCESS AND INCLUSION PLAN 2018-2022 - REGIONAL (Cont.)

Waste Services	
Current actions	Outcomes
A bin collection service is available for residents who are unable to move bins to and from the kerb as authorised by their doctor.	Council's bin collection service is accessible to people of all abilities.

Organisation Development	
Current actions	Outcomes
Council subscribes to professional memberships through organisations (e.g. The Australian Network on Disability) who provide council with specialist advice in relation to access and inclusion.	Council has access to current information, resources and networks within the disability sector.
Deliver disability access and inclusion awareness-raising sessions to relevant council staff.	Council staff have access to specialised training in relation to the unique needs of people with a disability.
Council's recruitment processes are accessible for people with a disability in accordance with legislative requirements.	People with a disability have equal access to employment opportunities with council.

Disaster Management	
Current actions	Outcomes
Council's 'Moreton Alert' service is a free SMS, email and voice notifications system that provides severe weather warnings to residents in real time.	Enables council to provide information that is accessible to people of all abilities about severe weather events.
Council's 'Know Your Neighbour' program encourages greater connections and support within local communities.	Enables people with a disability who may experience social isolation to establish networks that result in increased resilience before, during and after a disaster event.
A community services mapping project being undertaken by council and the Red Cross identifies key service providers who will act as a first point of contact between council and people who require a higher level of assistance during a disaster event.	People with a disability who may experience social isolation will have access to support from key service providers before, during and after a disaster event.



ITEM 6.2 - DISABILITY ACCESS AND INCLUSION PLAN 2018-2022 - REGIONAL (Cont.)

**Future Actions**

Council will undertake the following actions to improve accessibility in relation to council services and information.

<b>Information and Communications Technology</b>	
<b>Future Actions</b>	<b>Outcomes</b>
Improve the accessibility of council’s website so that it is user friendly for people of all abilities.	Council’s website will produce and host content that: <ul style="list-style-type: none"> <li>• Is easy to read;</li> <li>• Works on different devices;</li> <li>• Is easy to navigate;</li> <li>• Has appropriate design and colour contrast;</li> <li>• Has images and graphs that are well described;</li> <li>• Has video captions or transcriptions; and</li> <li>• Has documents and attachments in a format that can be used by everyone, everywhere.</li> </ul>
Investigate the use of accessibility software solutions to improve the user experience of council’s website by people with a disability.	Provides information that will assist council in assessing the benefits of accessibility software solutions.
Publish an accessibility webpage on council’s website. This page will act as a ‘one stop shop’ for anyone seeking accessibility information about council’s buildings, facilities, events, programs and services.	People can easily obtain accessibility information through council’s website.

<b>Marketing and Communications</b>	
<b>Future Actions</b>	<b>Outcomes</b>
Review the representation of the region’s diverse population in council’s marketing material and activities.	Provides information that will assist council in identifying how its marketing materials and activities can be more inclusive of people with a disability.
Ensure that events, programs and facilities that are inclusive of people with a disability are effectively promoted as being accessible.	People with a disability will be aware of all relevant accessibility information prior to attending council events and programs, or visiting council facilities.
Educate the broader community about disability and raise awareness and understanding of barriers which inhibit people with a disability from fully participating in community life.	Increased understanding in the wider community about the diverse nature of disability, and barriers faced by people with a disability in the community.



# Moreton Bay Regional Council

*ITEM 6.2 - DISABILITY ACCESS AND INCLUSION PLAN 2018-2022 - REGIONAL (Cont.)*

Community and Cultural Services	
Future Actions	Outcomes
Migrate council's existing and new heritage and public art trails to a digital platform which can incorporate non-visual elements.	Audio narrations in council's digital heritage and public art trails improve the user experience for people with a vision impairment.
Investigate the recognition of community organisations and local businesses that are removing access and inclusion barriers, and are making a positive difference in the lives of people with a disability.	Recognising the efforts of community organisations and local businesses to improve accessibility will promote inclusive practices throughout the Moreton Bay Region.
Promote the services of social enterprises operating within the Moreton Bay Region that employ people with a disability.	Social enterprises that employ people with a disability will continue to grow and become more sustainable. This will increase local employment opportunities for people of all abilities.

Library Services	
Future Actions	Outcomes
Investigate the introduction of height-adjustable customer service desks in council's libraries.	Provides information that will assist council in assessing the benefit of height-adjustable and/or multi-level customer service desks in council's libraries.

Waste Service	
Future Actions	Outcomes
Promote council's bin collection service for residents who are unable to move bins to and from the kerb.	Increased community awareness of council's bin collection service.

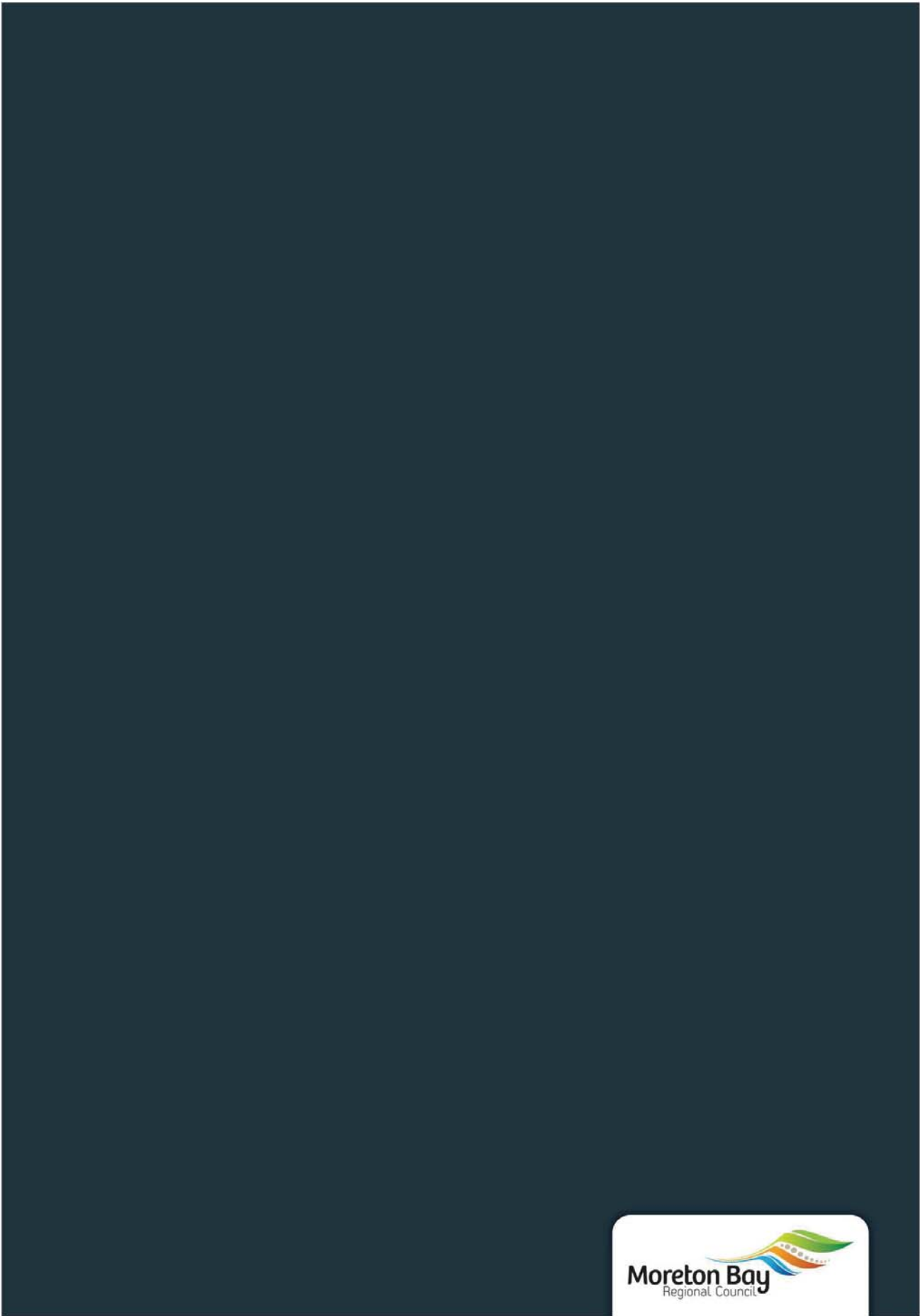
Access to Council Information	
Future Actions	Outcomes
Provide accessibility information to the community via a mobility map, council's website, online mapping and open data portal.	People with a disability will be able to obtain relevant accessibility information in relation to their travel throughout the region, and council facilities

## Implementation and Review

Each year council will review the implementation of the Disability Access and Inclusion Plan 2018-2022, when preparing the annual budget and operational plan. This will ensure that this plan continues to inform council's decision making in relation to the prioritisation of, and investment in, accessibility initiatives throughout the region. Council will engage with the community each year to provide an update on the delivery of this plan.



*ITEM 6.2 - DISABILITY ACCESS AND INCLUSION PLAN 2018-2022 - REGIONAL (Cont.)*



**7 ECONOMIC DEVELOPMENT, EVENTS & TOURISM SESSION (Cr P Flannery)**

**ITEM 7.1**

**PREFERRED SUPPLIER ARRANGEMENT - RE-IMAGINING THE ROLE OF REGIONAL ECONOMIC CLUSTERS - REGIONAL**

*Meeting / Session:* 7 ECONOMIC DEVELOPMENT, TOURISM AND EVENTS  
*Reference:* A17059935: 11 June 2018  
*Responsible Officer:* SH, Divisional Project Coordinator (PED Directorate)

**Executive Summary**

The Moreton Bay Regional Council Planning Scheme commenced 1 February 2016. Part of the Planning Scheme's vision is the delivery of a land use plan coupled with economic strategies that would drive the aspirational target of 70% self-containment. Put simply, it is around more people living **and** working within the region.

To support this target, the Planning and Economic Development Division is undertaking a project titled "Positioning Moreton Bay 2050 - Re-Imagining the Role of our Regional Economic Clusters (RECs)". The project will focus initially on a body of work that will investigate the role of these RECs together with our Principal and Major Activity Centres which are also identified within the State Government's Shaping SEQ Regional Plan which commenced in mid-2017.

In early 2018, recognising the research credibility, international knowledge and intellectual depth, Council engaged with the Massachusetts Institute of Technology, Norman B. Leventhal Center for Advanced Urbanism (MIT) to instigate and help inform the Council's policy on its RECs through emerging smart technologies and specialised spatial planning.

It is recommended Council contract with MIT through a formal membership to the Norman B. Leventhal Center for Advanced Urbanism. MIT is recognised as a world leader in urban planning and with such specialised experience and knowledge cannot be easily and practically duplicated by other consultancies.

**OFFICER'S RECOMMENDATION**

1. That in accordance with section 235(b) of the *Local Government Regulation 2012*, Council is satisfied that because of the specialised nature of the services to be provided it would be impractical or disadvantageous for the Council to seek quotes for the services.
2. That the Chief Executive Officer be authorised to formalise the membership with Massachusetts Institute of Technology, Norman B. Leventhal Center for Advanced Urbanism (MIT) on behalf of the Council.

*ITEM 7.1 PREFERRED SUPPLIER ARRANGEMENT - RE-IMAGINING THE ROLE OF REGIONAL ECONOMIC CLUSTERS - REGIONAL - A17059935 (Cont.)*

## **REPORT DETAIL**

### **1. Background**

The Planning and Economic Development Division is undertaking a project “*Positioning Moreton Bay 2050 - Re-Imagining the Role of our Regional Economic Clusters*”. The project aims to assist the Council in adopting the aspirational target of 70% self-containment by specialisation and improvement of our RECs via land use planning and economic analysis, coupled with emerging smart city technologies. Whilst the division would ordinarily undertake the body of work through internal resources and locally sourced contracts, the division intends to engage and work collaboratively with the Massachusetts Institute of Technology, Norman B. Leventhal Center for Advanced Urbanism (MIT) to develop the research given their role as thought leaders and world class reputation and credibility within urban planning.

MIT has already provided preliminary services to the division including an initial scoping exercise, a draft letter of support, research paper and numerous teleconferences. To continue the work with MIT, the division is requested to formalise a membership with MIT which attracts a membership fee of \$150,000. It is important to note, that once having secured the MIT membership, the division intends to apply and gain grant funding under two (2) separate State and Federal grants discussed below to further leverage and value add to the MIT membership.

### **2. Explanation of Item**

In early 2018, recognising the research credibility, international knowledge and intellectual depth, Council engaged with the MIT to instigate and help inform the Council's development of policy on its RECs through emerging smart technologies and specialised spatial planning and economic analysis. MIT has provided some preliminary work to the Council to assist in the Council's development of submissions to upcoming State and Federal grant applications.

The project, *Positioning Moreton Bay 2050 - Re-Imagining the Role of our Regional Economic Clusters (RECs)*, will focus initially on a body of work that will investigate the role of MBRCs RECs together with our Principal and Major Activity Centres which are also identified within the State Government's Shaping SEQ Regional Plan which commenced in mid-2017.

This project is intended to assist Moreton Bay attain its goal of 70% self-containment while also addressing concerns such as resource depletion, climate change, congestion, and housing unaffordability. It also includes the incorporation of several smart technologies, including emergent autonomous vehicles (AD), smart grids, meshed information networks, and connected homes, parks, and streets. If successfully implemented, these could allow the Moreton Bay region and its neighbouring communities to increase environmental and economic self-sufficiency.

The project aims to deliver on multiple plans and policies of the Council including:

- **MBRC Community Plan 2011-2021:** one aspect of the plan, Creating Opportunities, identifies target 2 specifically stating: “*increase the number of Moreton Bay Region residents working in the region*” with the measure being the self-containment rate.
- **MBRC Planning Scheme 2016:** the strategic intent of the Strategic Framework identifies “*our Region by 2031 is a network of, safe, more self-contained, well connected communities each with a unique identity and sustainable lifestyle within a healthy and resilient natural environment.*”
- **MBRC Corporate Plan 2017-2022:** the theme, Creating Opportunities, identifies a strategic priority as “*local jobs for residents*” through developing a sustainable, innovative and thriving economy.
- **Economic Development Action Plan 2017-2022:** one core principle of the plan is “*in order to achieve a self-containment rate of 70 per cent, approximately 193 000 from this labour force will need to work within the region.*”

The division is also lodging two (2) separate grant applications with the State and Federal Government to further supplement the funding available to undertake the body of work. The grants include:

*ITEM 7.1 PREFERRED SUPPLIER ARRANGEMENT - RE-IMAGINING THE ROLE OF REGIONAL ECONOMIC CLUSTERS - REGIONAL - A17059935 (Cont.)*

- **Innovation and Improvement Fund - Department of State Development, Manufacturing, Infrastructure and Planning (DSDMIP, QLD Government):** the fund aims to promote planning improvement and innovation across Queensland. It provides local governments with opportunities to explore and deliver planning innovation and improvement projects that will contribute to creating a better planning system for the community.
  - The division has submitted an optional pre-application and is awaiting feedback.
  - Formal submissions close 27 July 2018 and the division is currently preparing this submission, in consultation with MIT.
  
- **Smart Cities and Suburbs Program (Australian Government):** provides local government agencies with grants of \$250,000 to \$5 million to support projects that apply innovative technology-based solutions to urban challenges to improve the liveability, productivity and sustainability of Australian cities, suburbs and towns. A partner organisation is required.
  - Formal submissions close on 2 July 2018 and the division is currently preparing this submission, in consultation with MIT.

It is Council officer's view that with a project partner such as MIT working with the Council to formulate the grant applications, significantly enhances the chances of receiving additional funding through the State and Federal governments.

The recommendation to contract with MIT through a formal membership is considered to be the most practical and efficient way to ensure the additional works is completed within a timely manner and to ensure other grant funding deadlines can be met. Further, MIT is recognised as a world leader in urban planning and with such specialised experience and knowledge cannot be easily and practically duplicated by other consultancies within the timeframes required to suit the numerous ongoing deadlines.

At this point in the project and nearing the various submission deadlines it would be difficult for another consultancy to acquire the specialised knowledge and experience necessary to ensure the work is completed within the timeframe required for the project schedule.

Accordingly, it is considered that it would be impractical or disadvantageous to seek quotes for the additional work.

### **3. Strategic Implications**

#### **3.1 Legislative/Legal Implications**

Under the Local Government Regulation 2012, the Council must seek quotes prior to entering into a contract for services expected to be worth between \$15,000 and \$200,000. This general requirement is subject to a number of limited exceptions.

Section 235(b) of the Local Government Regulation 2012 provides that Council can enter into a contractual arrangement without firstly seeking quotes if it resolves that, because of the specialised or confidential nature of the services sought, it would be impractical or disadvantageous to invite quotes or tenders.

#### **3.2 Corporate Plan / Operational Plan**

- **Creating Opportunities:** Local jobs for residents - an innovative and thriving economy.
- **Creating Opportunities:** Land use and infrastructure planning - a sustainable planning and design framework to manage growth.

#### **3.3 Policy Implications**

Given the work already undertaken and the extensive experience and knowledge acquired conducting this work it would not be advantageous for MBRC to go to the market to complete this work.



*ITEM 7.1 PREFERRED SUPPLIER ARRANGEMENT - RE-IMAGINING THE ROLE OF REGIONAL ECONOMIC CLUSTERS - REGIONAL - A17059935 (Cont.)*

3.4 Risk Management Implications

There is a risk the Council will not secure grant funding through DSDMIP and the Australian Government for work that the Council is otherwise budgeting to undertake. This risk is likely to be reduced by partnering with MIT through a formal membership. If grant funding is not obtained, the division intends to continue to undertake the project.

3.5 Delegated Authority Implications

There are no delegated authority implications arising from this report.

3.6 Financial Implications

The membership is in the amount of \$150,000 and is covered through the existing Planning and Economic Development budget.

3.7 Economic Benefit

The wider body of work being undertaken will give rise to improved local and regional economic benefits through seeking to reach the aspirational self-containment rate.

3.8 Environmental Implications

There are no environmental implications arising from this report.

3.9 Social Implications

There are no social implications arising from this report.

3.10 Consultation / Communication

The Finance Department has been consulted in relation to this matter.

**8 REGIONAL INNOVATION**

**(Cr D Grimwade)**

No items for consideration.

**9 GENERAL BUSINESS**

**ANY OTHER BUSINESS AS PERMITTED BY THE MEETING CHAIRPERSON.**