



Agenda

Ordinary Meeting

Tuesday, 18 April 2023

Time: 9.15 am
Location: Council Chambers
82 Brisbane Street
BEAUDESERT QLD 4285

Scenic Rim Regional Council

Ordinary Meeting

Tuesday, 18 April 2023

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- 2 Attendance and requests for leave of absence**
- 3 Apologies**
- 4 Prayers**
- 5 Declarations of Prescribed or Declarable Conflict of Interest by Members**
- 6 Announcements / Mayoral Minutes**
- 7 Reception of Deputations by Appointment / Presentation of Petitions**
- 8 Confirmation of Minutes**
Ordinary Meeting - 4 April 2023
- 9 Business Arising from Previous Minutes**

10 Consideration of Business of Meeting


Executive

10.1 Council of Mayors South East Queensland - North America Mission 2023 Report

Executive Officer: Chief Executive Officer

Item Author: Senior Executive Assistant - Office of the Mayor and Chief Executive Officer

Attachments:

1. Council of Mayors South East Queensland North America Mission Post-Mission Report [↓](#) 

Executive Summary

Following Cr Christensen's participation in the Council of Mayors South East Queensland (COMSEQ) North America Mission in February 2023, a Post-Mission Report has been prepared and is attached.

Recommendation

That Council note the attached Post-Mission Report of the Council of Mayors South East Queensland's North America Mission undertaken from 2-11 February 2023.

Previous Council Considerations / Resolutions

At the Ordinary Meeting held on 24 January 2023, Council resolved:

That:

1. Council note the participation of the Mayor, Cr Greg Christensen, in The Council of Mayors (SEQ) North America Mission scheduled for 2 to 11 February 2023;
2. Council note that, including return travel, Cr Christensen will be absent from the region from Thursday, 2 February 2023 to Monday, 13 February 2023 inclusive;
3. Council grant Cr Christensen leave of absence from the Ordinary Meeting scheduled for Tuesday, 7 February 2023, should telecommunications connectivity not prove reliable enough to allow him to participate remotely in that meeting; and
4. Council grant Cr Christensen leave of absence from the Councillor and Executive Workshop scheduled for Wednesday, 8 February 2023.

Report / Background

The COMSEQ structured the North America Mission around the four themes of:

- Managing population growth – land-use planning, housing affordability and growth management;
- Regional connectivity – public transport and smart digital infrastructure;
- Sustainability and climate resilience – waste management, circular economy, and water security; and
- Grow global influence, reach and reputation – regional trade and investment promotion.

Details of the participants and the Mission observations, outcomes and actions are documented in the attached Post-Mission report.

Budget / Financial Implications

Provision is made in Council's annual budget for participation in activities of the COMSEQ.

Strategic Implications

Operational Plan

Theme: 3. Open and Responsive Government

Key Area of Focus: Advocacy for outcomes that are compatible with the clear and comprehensive vision for the region

Legal / Statutory Implications

Not applicable

Risks

Strategic Risks

The following Level 1 and Level 2 (strategic) risks are relevant to the matters considered in this report:

SR54 Ineffectively managing the political and government departmental relationships/partnerships, resulting in Council not achieving its major strategic objectives.

Risk Assessment

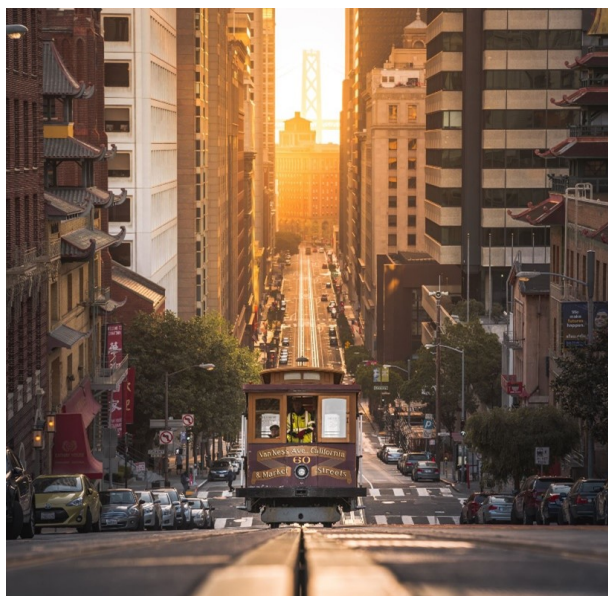
Category	Consequence	Likelihood	Inherent Risk Rating	Treatment of risks	Residual Risk Rating
Political Risk that Council appears disinterested in cooperation and collaboration with its peers.	3 Moderate	Almost certain	High	Participate in regional organisation of councils.	Low

Consultation

Nil

Conclusion

The COMSEQ Post Mission Report is provided for the information of Council and the community.



Council of Mayors

South East Queensland

NORTH AMERICA MISSION

- BNE-SFO-YVR-LAX -

POST- MISSION
REPORT



The Council of Mayors (SEQ) was established in 2005 to represent the interests of the fastest growing region in Australia. Representing residents across South East Queensland (SEQ), member Councils work together to tackle the region's biggest challenges and leverage opportunities to ensure the region is the best possible place to live, work and play. Over the past two decades we have built a reputation of being an action-based organisation, delivering innovative and strategic outcomes for the region. Using the collective influence of member Councils, we help shape positive government policy and funding outcomes for SEQ.

We work together to explore innovative ideas and deliver solutions which protect and enhance the prosperity of SEQ. Member Councils include Brisbane City Council, Ipswich City Council, Lockyer Valley Regional Council, Logan City Council, Moreton Bay Regional Council, Noosa Shire Council, Redlands City Council, Scenic Rim Regional Council, Somerset Regional Council, Sunshine Coast Council and Toowoomba Regional Council.

Member	Population	Mayor
Brisbane City Council	1,272,999	Adrian Schrinner
Ipswich City Council	229,845	Teresa Harding
Lockyer Regional Council	42,267	Tanya Milligan
Logan City Council	341,985	Darren Power
Moreton Bay Regional Council	479,639	Peter Flannery
Noosa Shire Council	56,587	Clare Stewart
Redland City Council	160,331	Karen Williams
Scenic Rim Regional Council	43,625	Greg Christensen
Somerset Regional Council	26,279	Graeme Lehmann
Sunshine Coast Council	336,482	Mark Jamieson
Toowoomba City Council	170,356	Paul Antonio

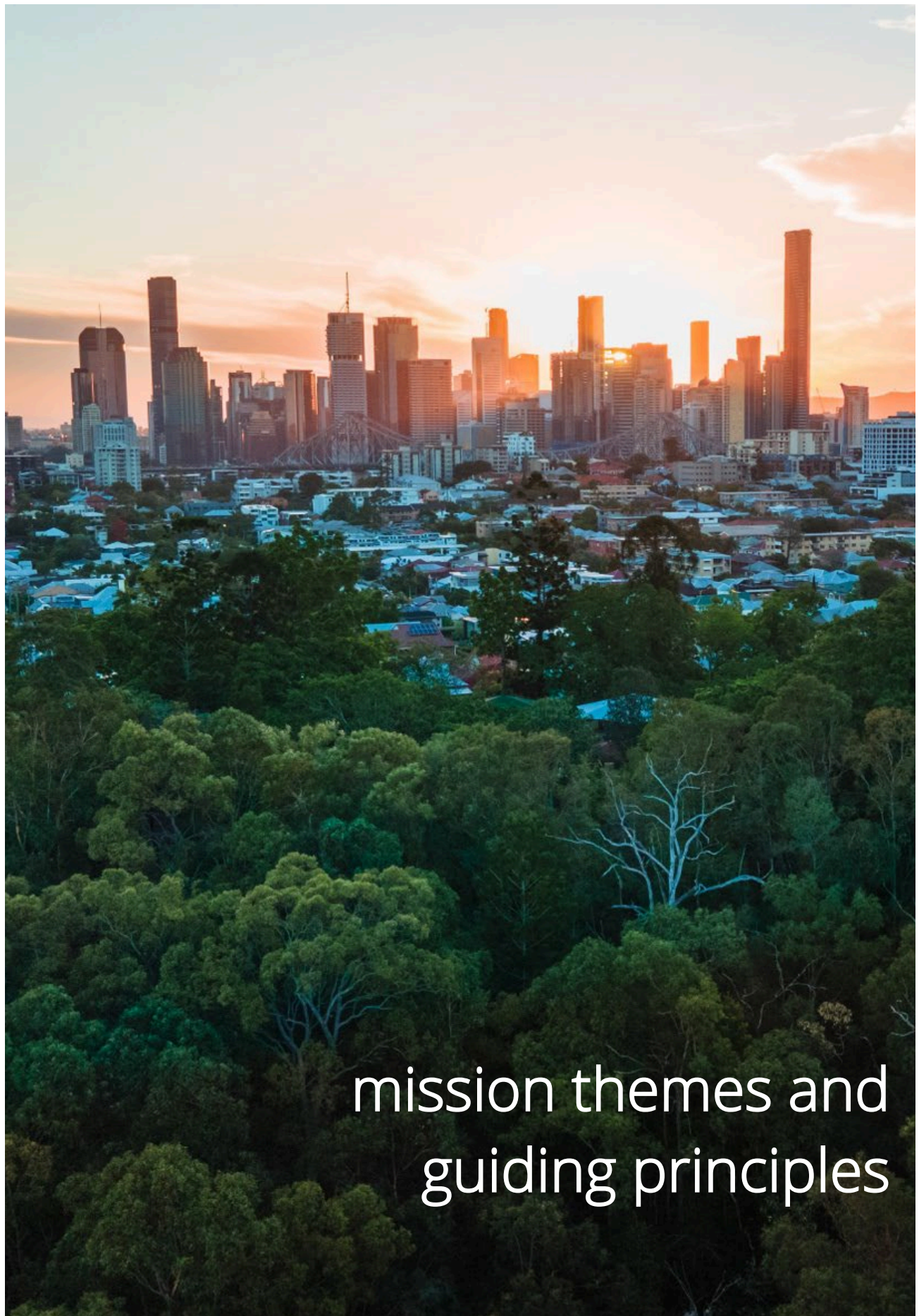
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Linked Appendices:

- o [Statement of Intent for ongoing collaboration between CoMSEQ and Metro Vancouver](#)
- o [COMSEQ Media Releases throughout mission period](#)
- o [Advanced Air Mobility Opportunities Paper \(WISK\)](#)
- o [Brisbane Regional Identity Brief](#)



mission themes and
guiding principles

Mission themes

Managing population growth –

land-use planning, housing affordability and growth management.

Regional connectivity –

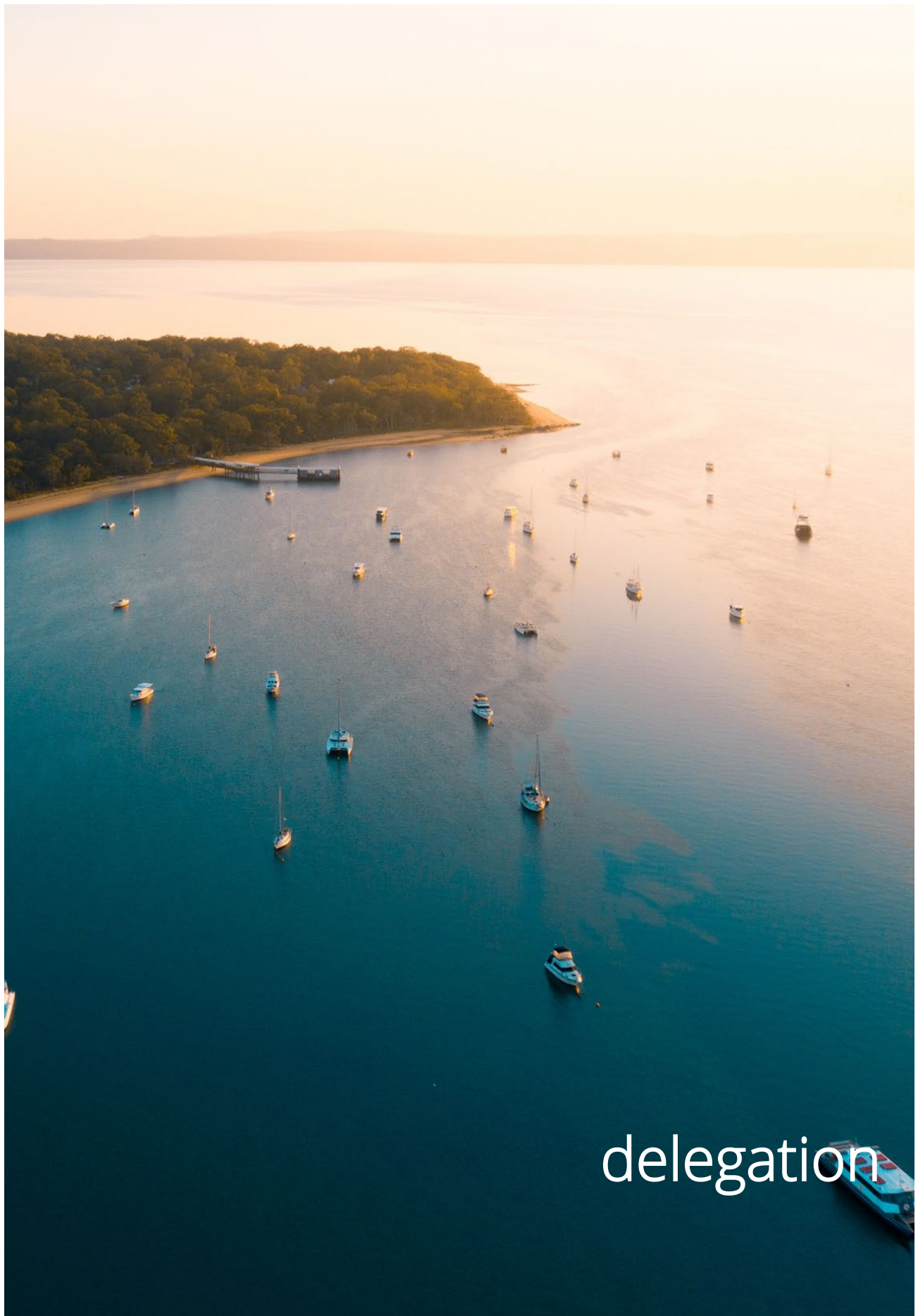
public transport and smart digital infrastructure.

Sustainability and climate resilience –

waste management, circular economy, and water security.

Grow global influence, reach and reputation –

regional trade and investment promotion.



NORTH AMERICA MISSION 2023

Board of Directors



**Lord Mayor
Adrian Schrinner**
Brisbane City Council



Mayor Paul Antonio
Toowoomba Regional
Council



Mayor Karen Williams
Redland City Council



Mayor Mark Jamieson
Sunshine Coast
Council



Mayor Peter Flannery
Moreton Bay
Regional Council



Mayor Darren Power
Logan City Council



Mayor Clare Stewart
Noosa Council



Mayor Greg Christensen
Scenic Rim Regional
Council



Mayor Tanya Milligan
Lockyer Valley
Regional Council

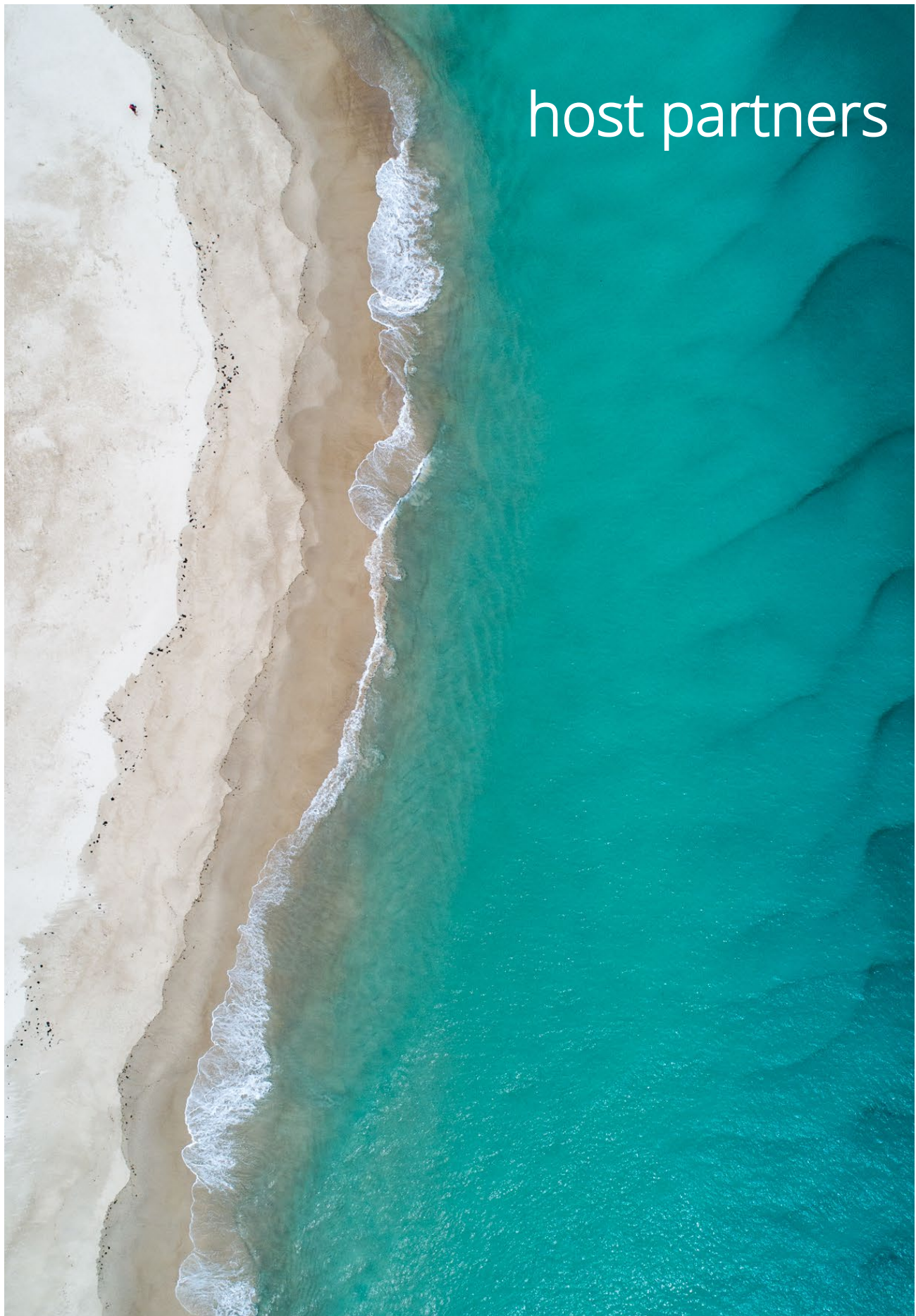


Cr Kylee Isidro
Somerset Regional
Council (proxy)



Scott Smith - CEO
Council of Mayors (SEQ)





Civic Host Partners

Council of Mayors (SEQ) acknowledges the following organisations for their support of the 2023 North American Mayoral Mission:

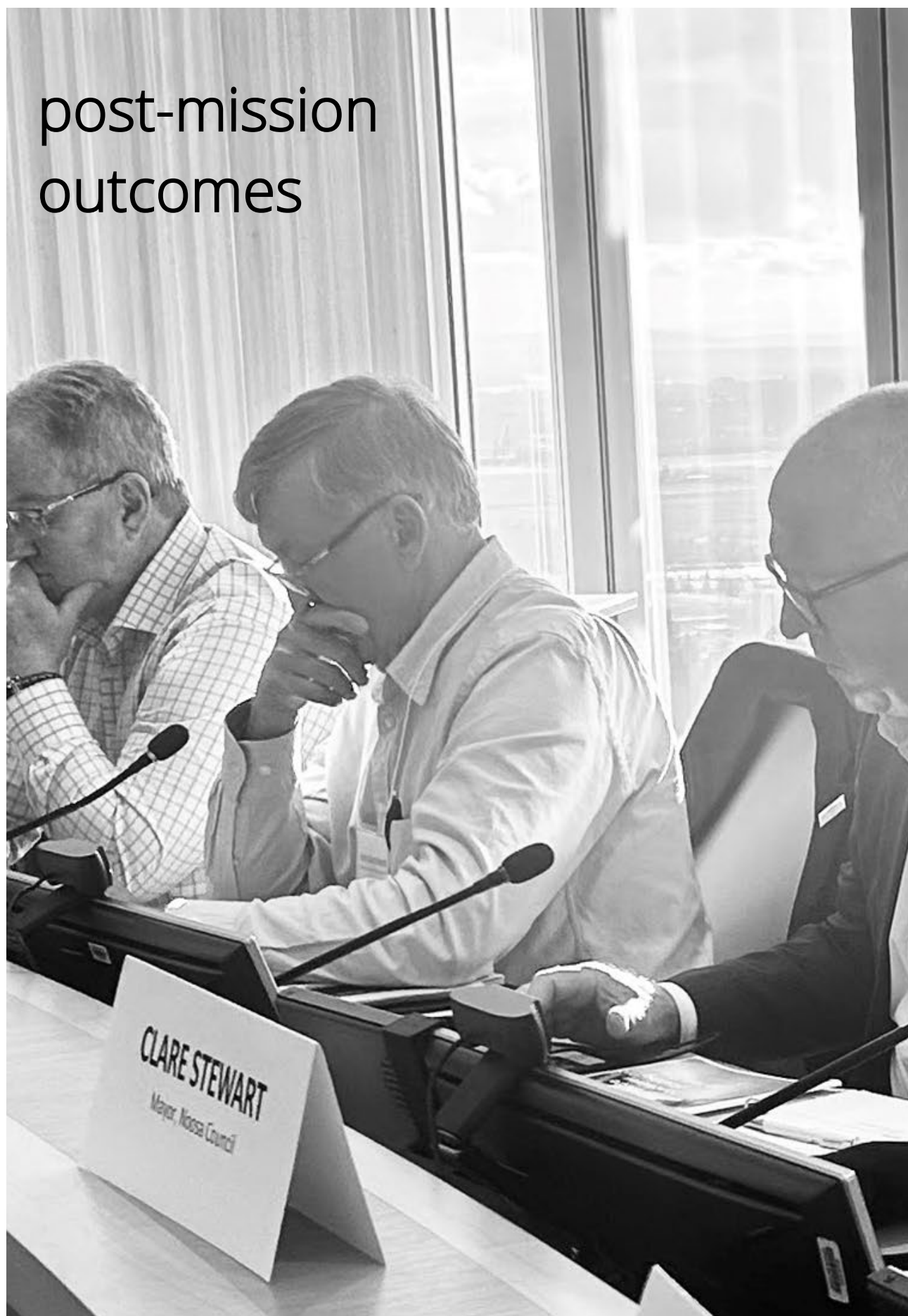


Industry Host Partners

Council of Mayors (SEQ) acknowledges the following organisations for their support of the 2023 North American Mayoral Mission:



post-mission outcomes



Mission observations, outcomes and actions

The Council of Mayors (SEQ) delegation to North America sought global insights, partnerships and solutions to tackle some of South East Queensland's biggest challenges, including population growth and housing affordability, regional connectivity, sustainability and enhancing the region's global reputation.

Key Mission Observations

Collaborative approach remains key to transforming a region.

- Collaboration and strategic coordination were identified as a key tool to create a more prosperous and sustainable region. The mission highlighted the strategic importance placed on local government collaborating including through shared and joint planning.
- Metro Vancouver is a federation that collaboratively plans for and delivers regional-scale services. Their regional planning function provides data, projections, policy research and acts as a planning resource to all member municipalities, Metro Vancouver utilities, TransLink – the regional transit provider and others using a strategic, long-range, cross-boundary, interdisciplinary approach. This allows coordination across municipalities on issues of common concern like climate change and affordable housing; direct growth to good transit-oriented locations; protect important lands like our agricultural, ecologically important, and industrial lands; and supports the efficient provision of infrastructure like water, sewer and transit.
- Local Government in the Vancouver metropolitan region comes together, develops integrated transport plans, a shared sustainability strategy, and develops long-term housing plans. On the surface, it appears this has helped to support a high degree of intergovernmental collaboration with the senior levels of government.
- Metro Vancouver is responsible for developing, implementing, and stewarding the regional growth strategy, Metro 2050, which aims to create a compact urban area, support a sustainable economy, protect the environment, address climate change, respond to natural hazards, provide diverse and affordable housing choices, and support sustainable transportation choices.
- Metro Vancouver rewards jurisdictions who collaborate, and who work together across boundaries towards a shared interest, bringing an independent voice, perspective, and rigour to debates and dialogue about their future – making each jurisdiction's choices about policy settings more transparent, increasing contestability, and creating an environment for greater policy certainty and stability.
- Accommodating growth within a land-constrained region implies greater density of development and strives to structure the growth by ensuring over two thirds of it goes to a network of urban centres and along transit corridors. This is also a key strategy for supporting affordability in the region.
- In particular, the delegation was impressed with Metro Vancouver's ability to undertake a long-term and coordinated approach to regional growth and transport investment, by uniting its local government partners, along with the Provincial and Federal Governments. Such collaboration was less evidenced in Los Angeles appearing to compound the region's connectivity and social challenges.

Mobility and growth need to be intrinsically linked.

- Metro Vancouver showed proven evidence of good growth outcomes, complimented with an efficient integrated public transport strategy and associated investments. There was sensitive, yet deliberate alignment supporting their growing communities while preserving a leading and enviable standard of liveability.
- Conversely, this has now become a key focus of governments in Los Angeles who are managing significant challenges of retrofitting public transport to address significant challenges with transport, economic and social connectivity.

Public transport is a universal challenge – but some do it better!

- LA suffers from a high car dependency, despite significant transit investment and a growing project pipeline to connect the region. 84% of all trips in LA are by private vehicle, with an average journey length of 15 plus km and operates in a multi-agency transportation context.
- Vancouver (who held World Expo 1986 as a transport focus) is a city transformed by the winter Olympics, despite their long, cold winters, illustrated the importance of investing in transport mobility and connectivity to leave a legacy. This saw a 50% increase in public transport usage following the 2010 Olympics. In contrast, average commuting trip length of both LA and Brisbane's is double that of Vancouver, yet both have significantly lower patronage than that Metro Vancouver. In comparison, active travel mode shares for commuters in Brisbane is less than half the amount as Vancouver (Brisbane less than 20% and Los Angeles less than 10%).
- Vancouver made significant investments in infrastructure, including the expansion of its rapid transit system and the introduction of new bike lanes and pedestrian paths. These improvements not only helped to alleviate congestion during the game time, but a lasting legacy that continues to benefit the community decades later. As a result of these investments, Vancouver has become a more connected and sustainable city, with more people using public transport, cycling, and walking to get around. This has not only reduced congestion and improved air quality, but also created new opportunities for development, business growth, and community engagement.

Connectivity is the anchor to a lasting Olympic Legacy

- The most significant legacy benefit an Olympic Games can offer is improved public transport and connectivity. In fact, it is the only investment that has a proven long-term impact on a region's social and economic performance – including many of the challenges our own region is increasingly facing with today such as housing supply and affordability.
- One of the big concerns, and key messages from both Vancouver and Los Angeles, is transport planning is critical to the success of the games. Highlighted how failing to plan for the Atlanta Games (1996) resulted in issues where athletes missed their competitive events. This simple, yet avoidable policy failure, was due to inadequate planning to connect games precincts with major host city hubs. As recently articulated, if we do a good job on transport, the 2032 Games will always be remembered. If we do a bad job they'll never be forgotten!
- While having significant public capital resources, Los Angeles appear to have run out of time to deliver a seamless public transport system before 2028. An example of this is multiple games precincts with limited turn-up and go services (and insufficient first/last mile solutions) and 10,000 car parking spaces available at the venue for Opening/Closing Ceremony.

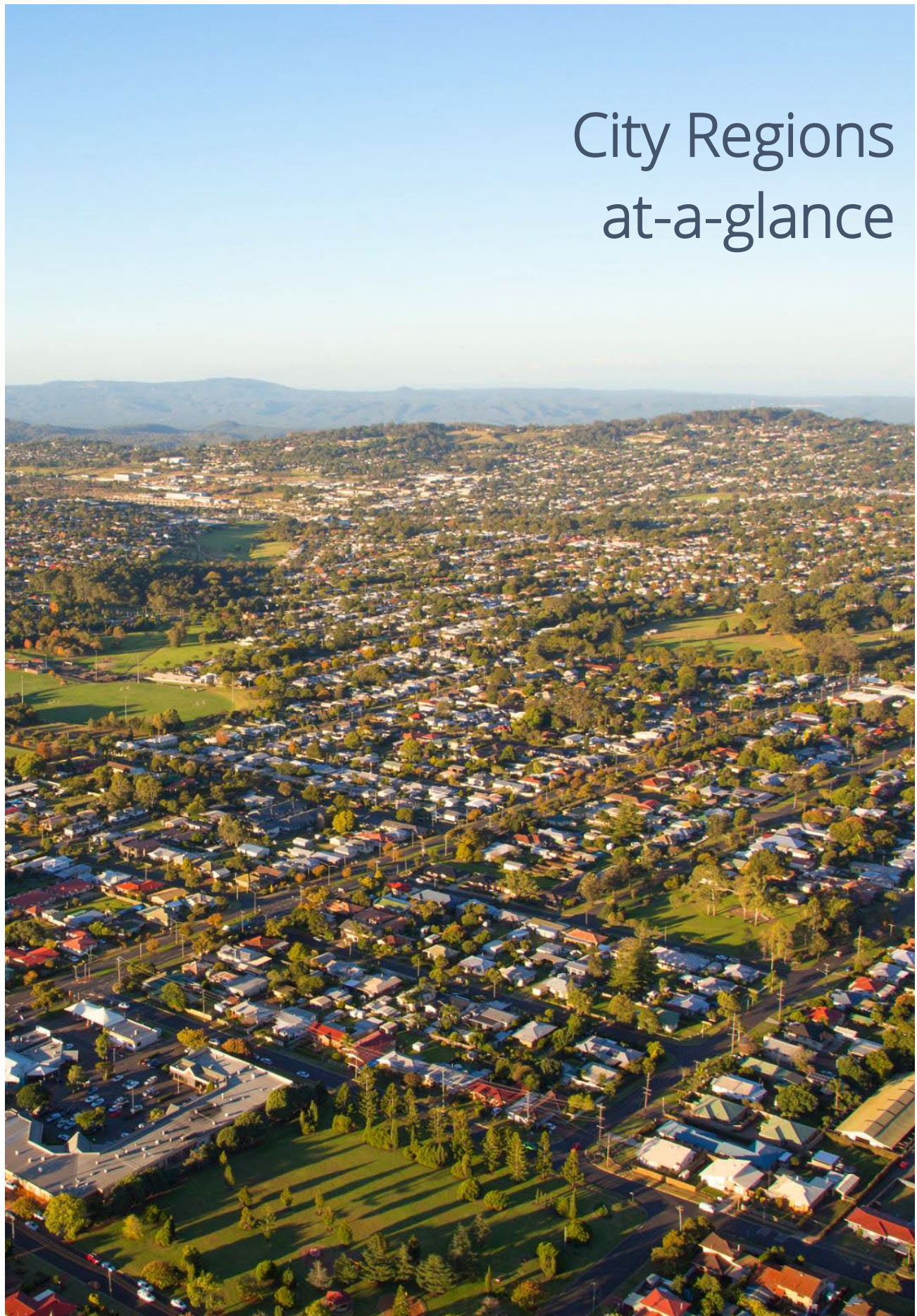
Sustainability and climate resilience.

- Managing and structuring growth is one of the most effective climate actions – by putting growth in the right places, there is reduction in the number and length of trips, and make the infrastructure more resilient.
- Reducing vehicle trips, and increasing public transport usage, remains one of the most effective measures for reducing emissions.
- Collaborative and coordinated approach, in particular for community education, is one of the more important things that can be done to improve waste management practices.
- Vancouver demonstrated significant collaboration on regional sustainability targets, with key initiatives driving these linked to building code and regulation amendments, as well as improved public transport connectivity.

Global influence, reach and reputation.

- Invest Vancouver promotes a collaborative and regional approach to advancing economic prosperity, one that complements the economic development work at the local level. This included transitioning from fragmented resourcing for promoting the region, lacking alignment on economic priorities between multiple organisations, all driving individual agendas with inconsistent regional marketing across stakeholders, with a single integrated strategic focus.
- To realise the potential of the Metro Vancouver region, this economic development service leverages and amplify the municipal economic development activities and identify opportunities to pool capabilities and resources as well as coordinate efforts among the various stakeholders.
- In 2015, it was found the absence of a regional approach contributed to Metro Vancouver's economic underperformance. Further research conducted by Vancouver indicated that for global investors, there needs to be a single point of contact operating under a regional brand with global resonance. Anything less, means the region was losing out on potentially important investment opportunities.
- In 2019, Metro Vancouver's 23 local government partners entered into a regional approach on attracting strategic investment into the region. This approach required a single point of contact, working under a regional brand with global resonance, to serve as the key point of contact for incoming investors while working closely with stakeholders across the region to identify priorities in attracting new investment, and compiling the data and analysis required to do so.
- This regional approach now sets Vancouver apart from other prominent and large metropolitan areas across North America.
- Hunting collectively as local government partners were key strategies adopted by both LA and Vancouver in terms of advancing a global regional brand as a way of attracting foreign direct investment. This included a consolidated regional front door service and dispersal strategies for regional investment.

Key Outcomes
<ul style="list-style-type: none"> • Examined regional and coordinated approaches to growth management, housing affordability, sustainability, waste management and resource recovery (including clean-technologies and circular economy). • Reviewed how local government is working to improve regional mass transport outcomes and connectivity by supporting the adoption of new smart mobility solutions, including zero emission vehicles and regional energy storage infrastructure to support regional mass movement of people and goods. • Investigated how city-regions leverage the Olympics and Paralympics to advance a compelling global identity and explore intergovernmental initiatives that promote trade and investment attraction, while balancing competing interests from other levels of government. • Engaged with political, civic and business leaders to develop meaningful strategic relationships focused on generating bilateral prosperity across the Pacific. • Formalised a strategic partnership between Metro Vancouver and Council of Mayors (SEQ) for areas of shared interests including but not limited to urban growth management, digital connectivity, environmental waste management / clean technologies and transport infrastructure. • Strengthened the recent partnership between Council of Mayors (SEQ) and Wisk, a market leader in Advance Air Mobility (AAM) and in a strategic partnership with Boeing to grow the AAM industry throughout the world. Launched a collaborative world-first Paper for SEQ outlining the key economic and social benefits of AAM for South East Queensland. • Visited WISK manufacturing and test facilities to review the latest advancements in AAM technology and aircraft to support the entry of AAM to SEQ. • Secured a delegation of North American Mayors and urban leaders to SEQ to participate in the Asia Pacific Cities Summit (APCS) & Mayors Summit (11-13 October 2023) and generated interest for North America host city bids for 2025APCS.
Key Follow-Up Actions
<ul style="list-style-type: none"> • Following signing of the Statement of Intent with Metro Vancouver, formalise program of engagement ahead of 2023APCS & Mayors' Forum. • Advance discussion with Los Angeles in relation to initiating an alliance with Council of Mayors (SEQ) that can create new economic, social and civic opportunities. • Following launch of the AAM opportunity paper, collaborate with Wisk on the next phase of this project which includes coordinated engagement with local government. • Support ongoing engagement with North American partners ahead of the Asia Pacific Cities Summit & Mayors Summit (11-13 October 2023) and support North America host city bids for future APCS. • Considering the success of frameworks used by Metro Vancouver, and lessons learnt during the Mission, explore strategic opportunities at a CoMSEQ level. This includes greater coordination and collaboration on key matters such as cross-council regional transport connectivity, as well as the opportunity to advance a regional identity and proposition which helps to maximise the Brisbane region's global foreign direct investment opportunity.



City-regions at-a-glance



Local authorities	12	23	88
Olympic host	2032	2010	1932 / 1984 / 2028
Temperature	21°C / 29°C (February average)	3°C / 8°C (February average)	10°C / 21°C (February average)
Days of sunshine	298	290	300
Elevation	32m (105ft) Brisbane	60m (200ft)	93m (305ft)
Area	35,248 km ²	2,879 km ²	10,570 km ²
Local market	3,820,000 (2021) 3 rd largest metro area in Australia	2,642,825 (2021) 3 rd largest metro area in Canada	9,861,224 (2022) Most populous county in USA
Local density	107.8 / km ²	918 / km ²	940 / km ²
Local growth	5,700,000 (2050) 800,000 new houses required.	3,800,000 (2050) 500,000 new houses required.	In decline
Residential dwellings	1.5 million	1.1 million	3.3 million
State population Residing in City-region	73% (2021)	51% (2019)	25% (2020)
Macro-regional market	5,296,098 State of Queensland (2022)	2,286,528 Province of British Columbia (2022)	39,185,605 State of California (2022)
National open market	26,141,369 Australia (2021)	38,232,593 Canada (2022)	337,341,954 USA (2022)
International airports	4	2	1
Annual air passengers	23.8m (BNE 2019)	26.5m (YVR 2019)	88.06m (LAX 2019)
Seaports	34 million tonnes Five sailing days closer to Asia than southern capitals. (2018-2019)	138 million tonnes Canada's largest, busiest, and most diversified port. (2019)	207 million tonnes World's 5 th busiest port, Port of LA / Long Beach (2019)
Submarine digital connectivity	1	1	25
International meetings	41 (2019)	74 (2019)	26 (2019)

City-regions at-a-glance



Universities	9	4	26
World university ranking	50 th University of Queensland	47 th University of British Columbia	6 th Caltech
QS best student city ranking	24 th	20 th	30 th
DEMOGRAPHICS			
Ancestry	English (38.2%) Australian (32.2%) Irish (11.2%) Scottish (10.4%) German (5.9%)	European (48.6%) Chinese (19%) South Asians (12%) Filipinos (5.1%) Indigenous (12.5%)	Hispanic or Latino (47.98%) White alone (25.6%) Asian alone (14.72%) African American (7.6%)
Indigenous population	2.9%	2.5%	1.5%
Foreign born population	26% (2021)	49% (2016)	34% (2020)
Language spoken at home other than english	18% (2021)	49.3% (2021)	56.1% (2020)
Languages	English, Mandarin, Vietnamese, Punjabi	English, Punjabi, Cantonese, Mandarin	English, Spanish, Chinese, Tagalog
% Population over 65 years	21.8% - over 60 (2021)	17% (2021)	14.6% (2020)
JOBS, SKILLS & ECONOMY			
Jobs	1.92 million (2020)	1.5 million (2019)	4.6 million (October 2022)
Unemployment	4.4% (June 2022)	4.4% (October 2022)	4.5% (September 2022)
Degree educated	25%	37.5%	33.5%
International students	59,964 (Queensland – 2022)	143,000 (British Columbia – 2022)	161,693 (California – 2019)
Key regional clusters	Agribusiness, Advanced Manufacturing, Life Sciences, International Education, Transport and Communications, Creative Industries, Tourism	Agritech, Digital Media and Entertainment, Green Economy, Life Sciences, Apparel, High-Tech Software, Trade & Transportation	Aerospace, Entertainment, Trade & Logistics, Tourism, Finance, Fashion & Bioscience

City-regions at-a-glance



Capital city Consumer price index	7.9% (September 2022)	6.5% (October 2022)	7.5% (October 2022)
Gross regional product	\$262.74 billion (2021 AUD)	\$160 billion (2022 CAD)	\$707 billion (2020 USD)
Real estate investment performance	47 th (JLL 2022)	50 th (JLL 2022)	4 th (JLL 2022)
Commercial attraction	88 th (JLL 2022)	76 th (JLL 2022)	7 th (JLL 2022)

Relative size/scale:



Nation in numbers

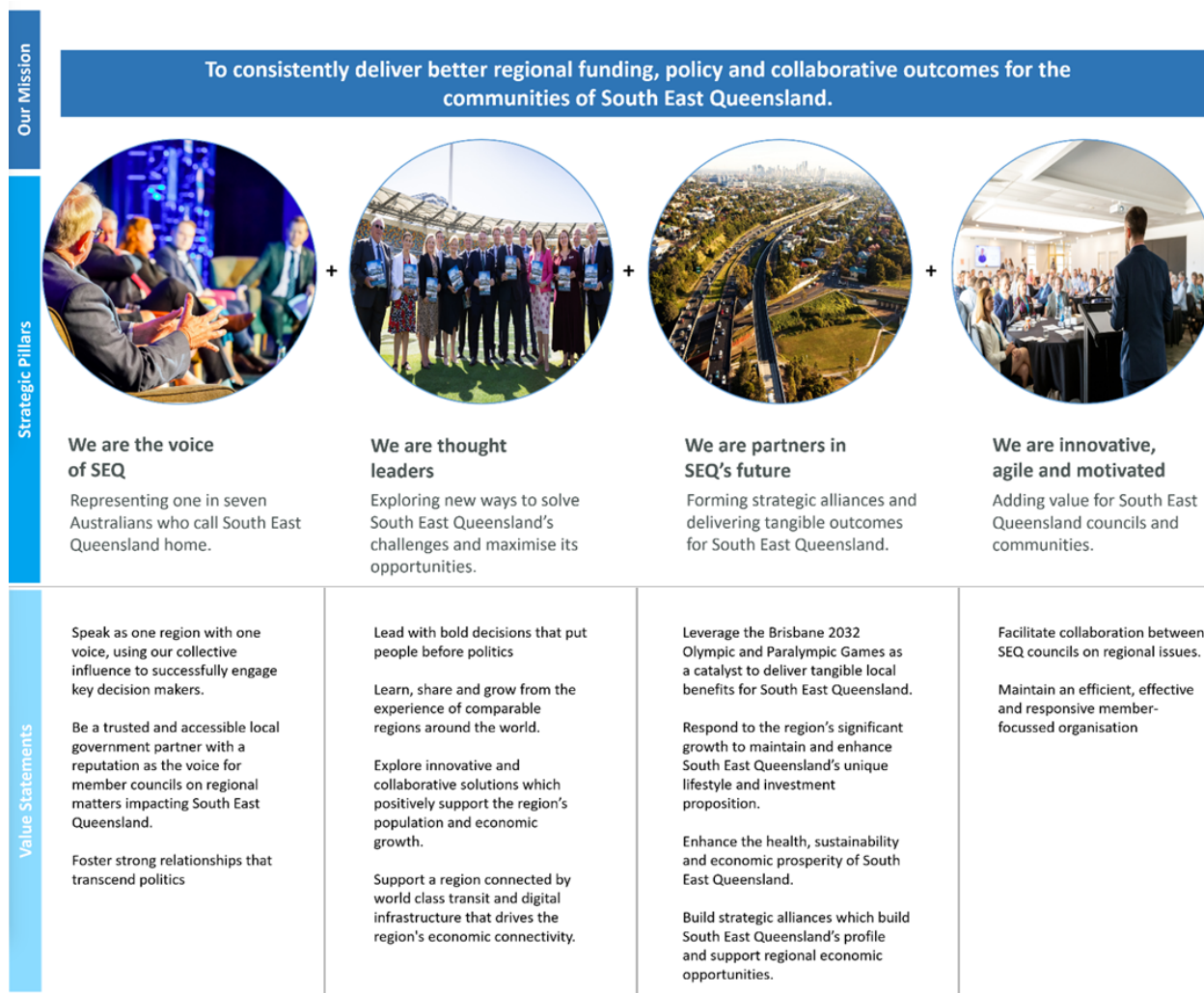


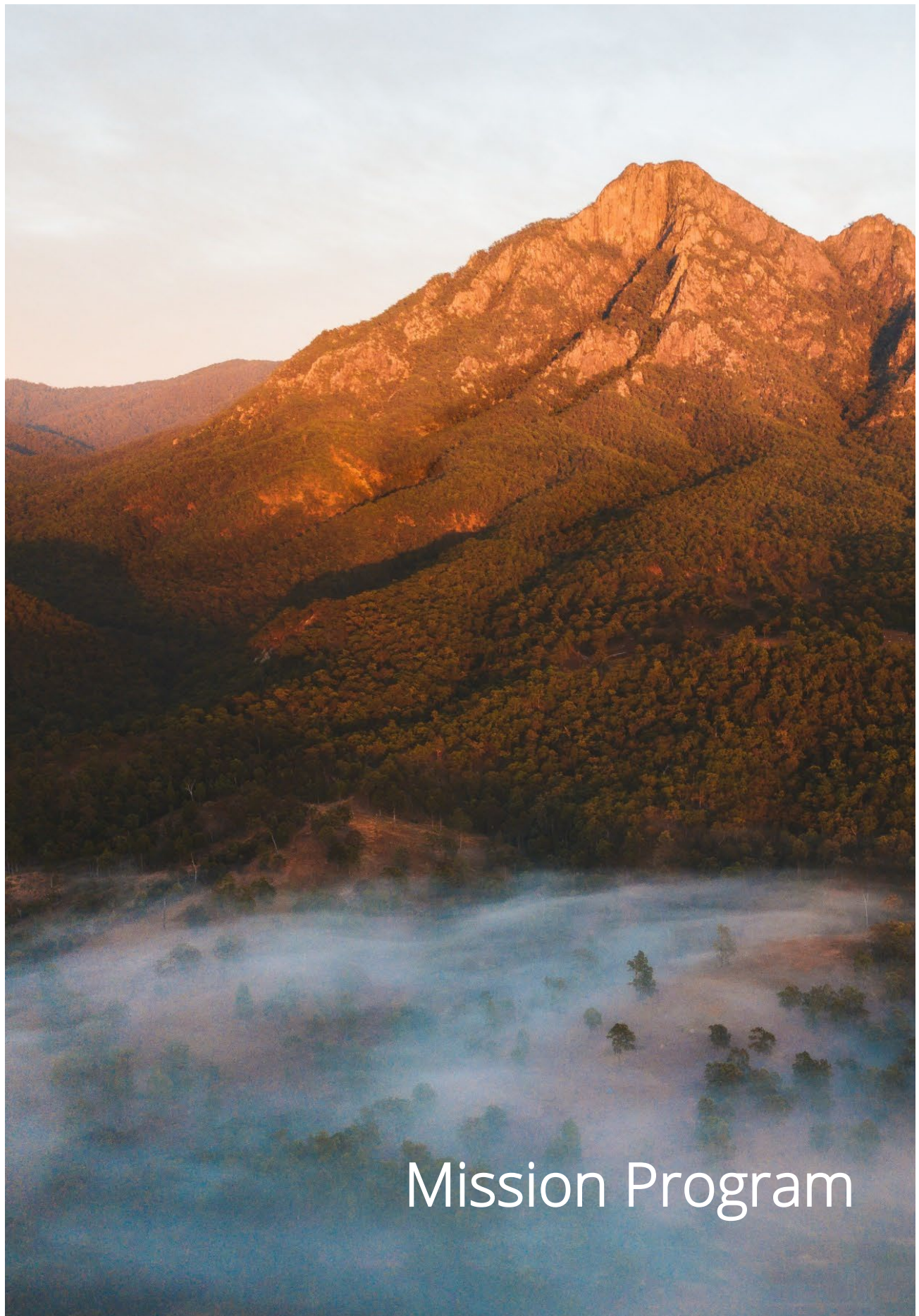
Population	26,141,369 (2022 est.)	38,232,593 (2022 est.)	337,341,954 (2022 est.)
Land area	7,682,300sq km	9,093,507 sq km	9,147,593 sq km
Governance	Federal parliamentary democracy under a constitutional monarchy; Federal and state authorities and responsibilities regulated in the constitution	Federal parliamentary democracy under a constitutional monarchy; Federal and state authorities and responsibilities regulated in the constitution	Federal parliamentary democracy under a constitutional monarchy; Federal and state authorities and responsibilities regulated in the constitution
Government type	Federation of States 6 states and 2 territories 500 local councils	Federation of States 10 provinces and 3 territories 3,600 municipalities	Federation of States 50 states and 1 district 20,000 municipal governments
Branches of government	Executive King Chares III represented by Governor General David Hurley Prime Minister and Ministers (Cabinet) appointed from the parliament	Executive King Chares III represented by Governor General Mary Simon Prime Minister and Ministers (Cabinet) appointed from the parliament.	Executive President Joseph Biden Cabinet appointed by the president, approved by the Senate
	Legislative Bicameral Parliament	Legislative Bicameral Parliament	Legislative Bicameral Congress
	Judicial High Court of Australia (7 justices, including chief justice)	Judicial Supreme Court of Canada (chief justice and 8 judges)	Judicial US Supreme Court (9 justices – the chief justice and 8 associate justices)
Term of government	3 years	Up to 4 years	4-6 years
Legal system	Common law system based on the English model	Common law system except in Quebec, where civil law based on the French civil code prevails	Common law system based on English common law except Louisiana, where state law is based on Napoleonic civil code

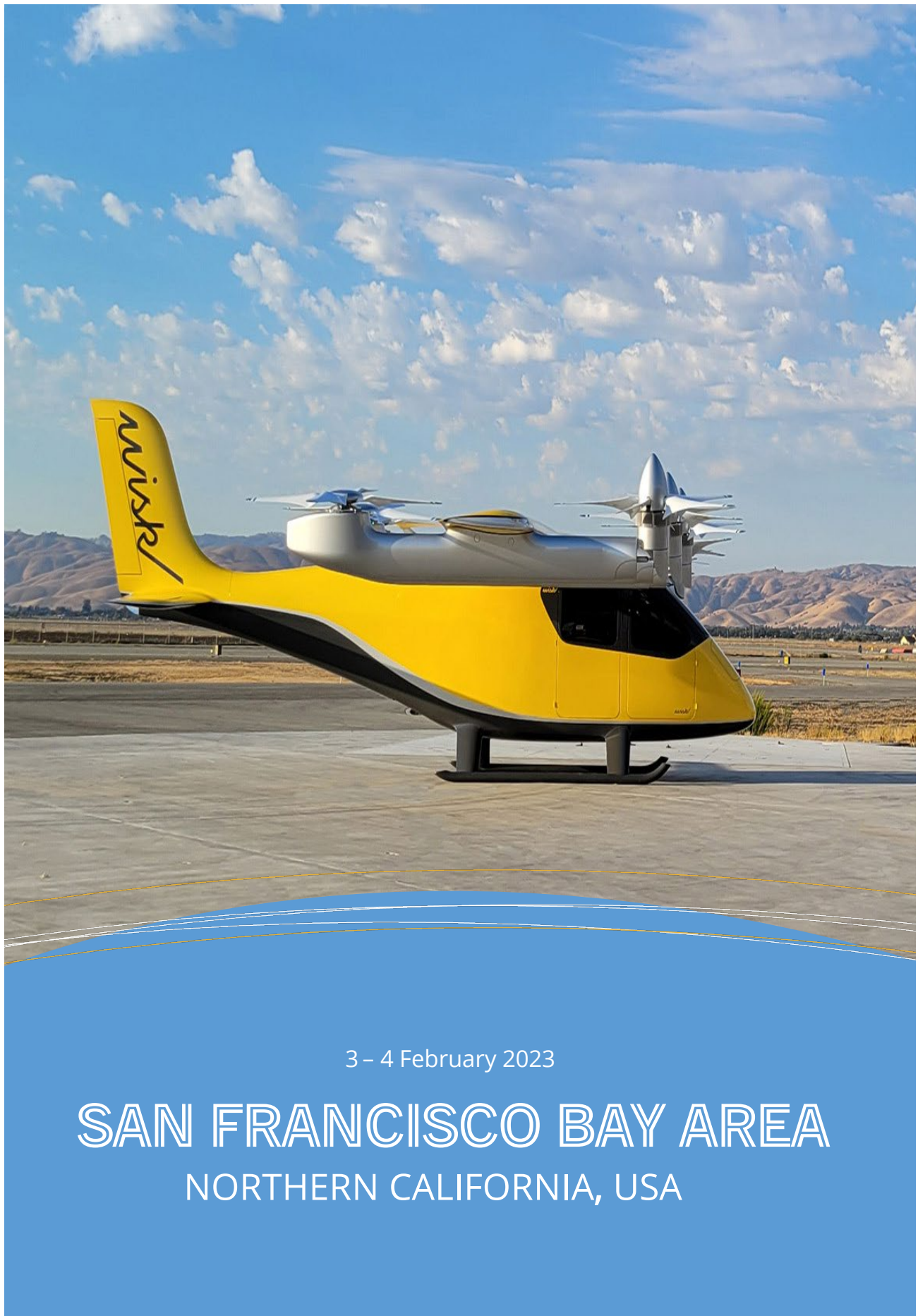
Comparative functions of Local Government

	AUSTRALIA	CANADA	USA
	POWERS OF MAYORS		
Jurisdiction	<ul style="list-style-type: none"> Local governments in Australia are created by state/territory legislation. State/territory legislation prescribes election process (including composition of councils and method of election) and the powers of local governments to make and enforce local laws. As councils derive their powers from state parliaments, council by-laws may be overruled by state laws. 	<ul style="list-style-type: none"> Municipal government falls under the jurisdiction of the provinces. Local government is highly varied across Canada, relying on legislation from each province for specific powers and areas of responsibility. 10 distinct systems of municipal government, as well as many variations within each system A municipality is governed by an elected council 	<ul style="list-style-type: none"> Local authorities derive powers through state legislatures. Local governments generally include two tiers: counties, and municipalities, or cities/towns, run by elected officials. Counties have organised county governments that operate independently from each other with powers expressly granted through the state
Powers / responsibility	<p>State governments prescribe the powers local Councils may exercise. Usually, Councils have responsibility for:</p> <ul style="list-style-type: none"> local roads, footpaths, cycleways, street signage and lighting waste management including rubbish collection and recycling parking recreational facilities such as parks, sports fields and swimming pools and cultural facilities, including libraries, art galleries and museums sewerage town planning building approvals and inspections land and coast care programs pet control. 	<p>Provincial governments prescribe the powers/responsibilities of local authorities. Usually, responsibilities include:</p> <ul style="list-style-type: none"> local water and sewage garbage and recycling and collection systems upkeep of facilities like fire departments, parks, libraries, and community centres Larger cities tend to have their own municipal police force 	<p>Local authorities exercise only those powers that are granted to them by the states. Powers vary between states. Local authorities usually take responsibility for:</p> <ul style="list-style-type: none"> parks and recreation services, police and fire departments, housing services, emergency medical services, municipal courts, transportation services (including public transportation), and public works (streets, sewers, snow removal, signage, and so forth).

Alignment to Council of Mayors (SEQ) corporate strategy:







3 – 4 February 2023











SAN FRANCISCO BAY AREA

NORTHERN CALIFORNIA, USA

SAN FRANCISCO BAY AREA

Friday, 3 February 2023

Meeting Information: WISK Aero – Hollister Airport Facility

Attendees:			
	Brian Yutko, Chief Executive Officer, Wisk Aero Brian Yutko was announced as the new CEO in January 2023, replacing Gary Gysin who retired effective 1 February 2023. Brian is the former Vice President and Chief Engineer of Sustainability & Future Mobility at Boeing, and has been instrumental in Wisk's success and partnership with Boeing. Brian sits on the Penn State Aerospace Engineering industrial advisory board, and on the executive board of AIAA Aviation (2019-2020), SciTech, ASCEND, and Amsterdam Drone Week.		
	Catherine MacGowan, Asia Pacific Director, Wisk Aero Catherine brings more than 23 years of experience to her role as Asia Pacific Region Director at Wisk. She is responsible for leading a multinational team focused on bringing Wisk's first self-flying eVTOL air taxi to market. Prior to joining Wisk, Catherine was a Group Captain in the Royal New Zealand Air Force and has held several leadership positions across the New Zealand Defence Force.		
			
Jim Tighe Chief Technical Officer	Becky Tanner Chief Marketing Officer	Leon Villegas, Vice President Production Systems	Dan Dalton Vice President Global Partnerships
			
Erick Corona Director of Product Management	Phil Swinsburg Director, Wisk Air Carrier	Jay Pankowski Flight Test (Hollister only)	

Meeting Information – continued:
WISK Aero – Hollister Airport Facility

Background:

A new chapter in aviation is on the horizon, with the combination of social dynamics, sustainability goals and breakthroughs in technology. Advanced Air Mobility (AAM) is poised to bring personal and accessible flight to more people. Advancements in technology, autonomy, and electric propulsion are creating a wave of inspiring inventions which have the potential to change transport forever — the likes of which haven't been seen since the invention of the car.

Wisk is an urban air mobility company dedicated to delivering safe, everyday flight for everyone. Wisk's self-flying, eVTOL (electric vertical take-off and landing) air taxi will make it possible for passengers to skip the traffic and get to their destination faster. Based in the San Francisco Bay Area and New Zealand, Wisk is an independent company backed by The Boeing Company and Kitty Hawk Corporation. With over a decade of experience and over 1500 test flights, Wisk is shaping the future of daily commutes and urban travel, safely and sustainably.

Wisk Aero WISK's entry into Australia is driven by a Memorandum of Understanding with the Council of Mayors (SEQ), to lead the acceleration and adoption of autonomous, all-electric Advance Air Mobility (AAM) and will see the two organisations working together to introduce safe, sustainable, and scalable, autonomous air taxi service within the region. The world's first self-flying, four-seat, all-electric air taxi, with over a decade of experience and more than 1600+ test flights, Wisk is shaping the future of daily commutes and urban travel, safely and sustainably.

Key learnings

- Provided insight into ground control operations, and local impact such as noise and scale of the technology. A safety brief of the aircraft was provided showcasing features of the aircraft design. The delegation toured the WISK flight testing facility in Hollister, viewing vertical flight testing of Generation 5 aircraft as well as the WISK Aero factory in Mountain View.
- Met with Brian Yutko the new CEO for WISK, who provided an overview of Wisk's strategic plans for South East Queensland, impact of the industry and opportunities to work closely with CoMSEQ.
- Community and Stakeholder Engagement is a key focus area and something Wisk will be working closely with CoMSEQ.
- Inspected the new Generation 6 aircraft, learning about the strict testing and safety programs WISK are following to ensure their AAM aircraft achieve certification and public confidence in the technology. This also included design features of the new aircraft and a focus on the accessible features of the aircraft which are designed to accommodate passengers with mobility issues.
- The use of electric vehicles across SEQ is increasing, as consumers attempt to curb the environmental impact of internal combustion engines. However, urban congestion continues to grow, increasing cost and inconvenience to businesses and the community. Likewise, as SEQ continues to be one of the fastest-growing regions in Australia, demand for transport services continues to grow.
- By 2031, demand for transport is projected to increase by 30%, which will place further pressure on existing infrastructure and services.

- AAM includes a range of predominantly electric aircraft types which will transport passengers and freight across and within the urban and regional areas of SEQ. It is envisaged AAM will complement existing infrastructure development, like the fully electric fleet from Brisbane Metro and Cross River Rail, and connect with existing modes of transport, such as bus and rail networks. In regional communities such as Scenic Rim, Somerset, Toowoomba and Lockyer Valley, AAM can enable shorter travel times from the city fringe and regional areas to major metropolitan centres and transport hubs. AAM can also provide regional, remote and island communities with enhanced mobility options at significantly lower infrastructure cost.
- Wisk's partnership with Council of Mayors (South East Queensland), combined with Wisk's broader global efforts and partnerships, is advancing the AAM industry in SEQ. Wisk provided an update to CoMSEQ on preliminary analysis of network design and opportunities for connections across SEQ.
- **A New Concept for South East Queensland** - Advanced Air Mobility (AAM) is a transformational concept of air transport that utilises electric, often highly autonomous, aircraft for the movement of passengers and freight. South East Queensland has a growing population and high transport demand. This challenge provides government and industry with an opportunity to consider innovative solutions to improve the connectivity of the region, while reducing environmental impact and travel times.
- **A Chance to Revolutionise Transport** - Although autonomous flight may sound ambitious, it leverages the same proven technology used in commercial aviation services today, such as the frequent use of autopilot. Safety is at the heart of AAM, and Wisk aircraft are designed to the highest possible safety standards. AAM will complement existing infrastructure development and connect with existing modes of transport, such as bus and rail networks. A successful AAM ecosystem will have many component parts and players — from vehicles and their operators to digital communication systems that will oversee and monitor flight paths and operations. This includes the development of infrastructure where aircraft can take off, land, be maintained, and charge.
- **A Great Place to Be** - The geographic distribution of urban and regional centres throughout SEQ presents significant opportunities for air taxi services, including bringing improved accessibility and resilience to remote and underserved communities. AAM also provides economic opportunities, job creation and environmental benefits for the region.
- **A Transformative Brisbane 2032** - As SEQ prepares to host the largest sporting event in the world, the Brisbane 2032 Olympic and Paralympic Games, the use of AAM services, supported by transformational technologies in energy storage, can provide a lasting legacy for the people of SEQ by delivering a region that is connected, diverse, innovative and sustainable.

Opportunities paper:

[Bringing Advanced Air Mobility \(AAM\) to Brisbane, South East Queensland \(SEQ\), Australia:
Identifying and Implementing the Opportunities AAM Presents for SEQ](#)

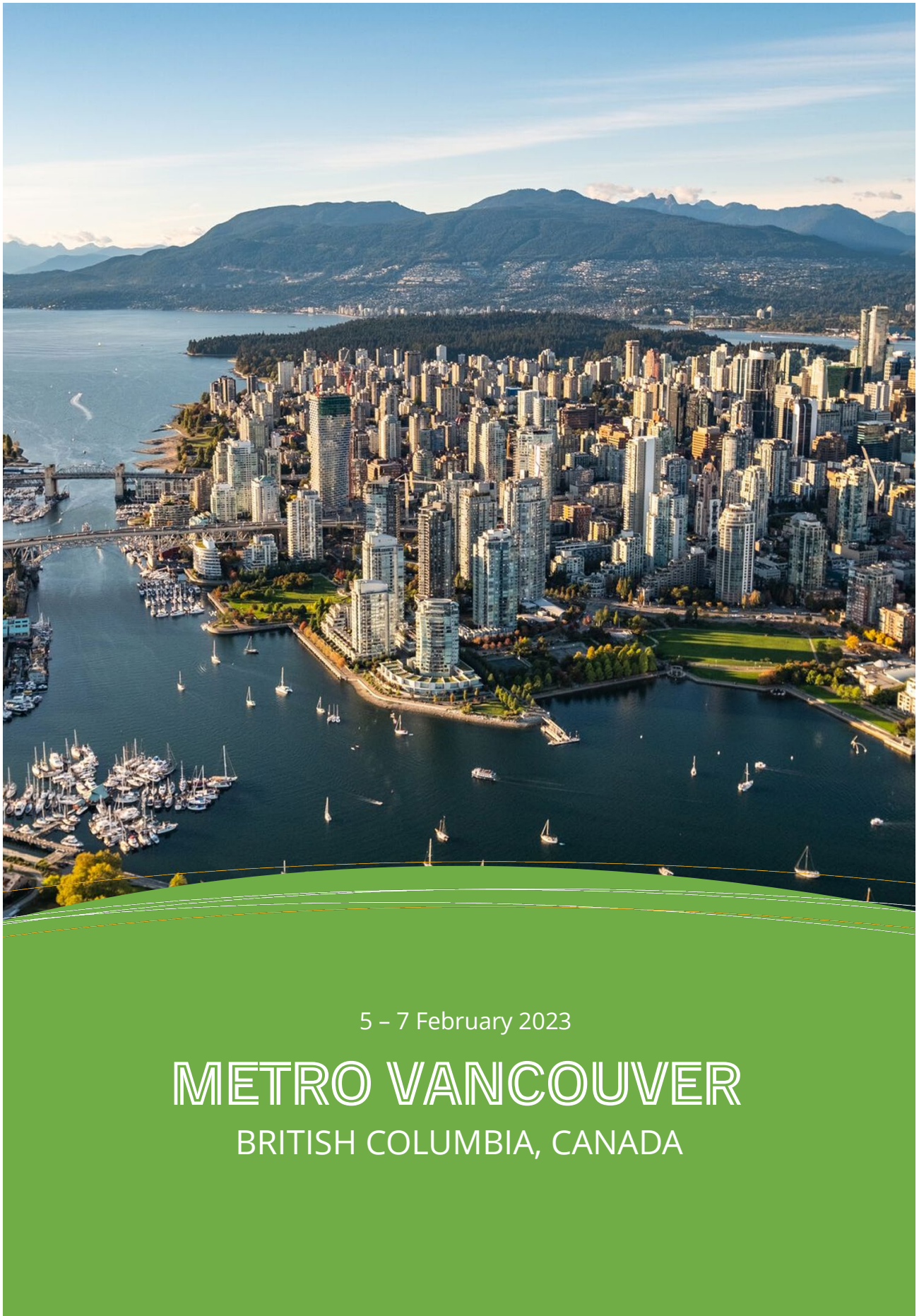
NORTH AMERICA MISSION 2023

Meeting Information – continued:
08:30 – WISK Aero – Hollister Airport Facility



CoMSEQ delegation with Wisk CEO, Brian Yutko in front of the sixth-generation aircraft





5 – 7 February 2023

METRO VANCOUVER

BRITISH COLUMBIA, CANADA

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Economic profile of Metro Vancouver

Metro Vancouver employment: levelling out.

Total employment in Metro Vancouver continues to surpass its pre-pandemic levels, a trend that started in summer 2021. However, in summer 2022 more than half of all Canadian metropolitan areas experienced a decrease in employment, including Metro Vancouver. Employment gains include education (+6,900), finance, insurance, real estate, rental and leasing (+2,600), with total employment in October 2022 jumping to 1,546,700 (+0.3% from September 2022).

Employment rebounding slowly: for males.

Job vacancies have reached a new high across Canada, especially in healthcare and social assistance. The job vacancy rate in British Columbia reached 6.8% in Q2 2022 – the second highest in Canada. During this period, there was less than one unemployed person for every job vacancy in BC (0.8). From Q1 2020 (when the global pandemic began) to Q2 2022, British Columbia saw the biggest job vacancy increases in accommodation and food services, and building construction. Unfortunately, difficulties in hiring new employees – a trend that arose during the pandemic – is likely to get worse. Male workers have recovered more slowly from the pandemic than females within Vancouver. Compared with other major Canadian metropolitan cities, this group's employment index (February 2020 = 100) reached only 103.0 in October 2022, with a decrease in part-time jobs across almost all ages. Conversely, female workers have surpassed their pre-pandemic levels since summer 2021. Although there's a decrease in parttime jobs, gains can be seen in all full-time jobs, and for young women in particular (+20.1% from February 2020 to October 2022).

Business numbers: active business increasing.

Metro Vancouver businesses continue to bounce back from COVID-19. Opening businesses increased by 24% and closing businesses increased by 6.2% from February 2020 to July 2022 (the most recent month of data available).¹ Active businesses increased by 4,515 during the same period. Wholesale trade, tourism and mining, quarrying, and oil and gas extraction continue to suffer, but in small terms relatively.

Tourism almost returns to near pre-pandemic levels:

The tourism industry's business index declined to a low of 80 in May 2020, but returned to 100 in July 2022. Significant improvements were seen in the food and beverage services industry, where the index increased by 24 during the same period. Indexes in tourism related transportation, such as water and bus transportation, taxi and limousine services, and vehicle rentals, were close to pre-pandemic levels and air transportation has surpassed its pre-pandemic levels. Business counts in rail, scenic and sightseeing transportation (see the graph on the right) are still far behind pre-pandemic baselines. However, the lifting of Canadian border restrictions and back-to-normal traffic should help these sub-sectors make much-anticipated recoveries this year. Air traffic at YVR is now at 91.5% of pre-pandemic levels.

GDP: set to decline due to economic pressures.

Metro Vancouver's real GDP surpassed pre-pandemic levels by the close of 2021 and is forecasted to hit \$159,895 million in 2022 (2.8% annual growth). However, the provincial real GDP is expected to downgrade with accumulated interest rate pressure. British Columbia's household debt is the highest in the country relative to disposable income, and we saw the steepest declines in household net worth arising from recent housing price declines.

Source(s): VEC Analysis; Labour Force Survey, Statistics Canada

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Demographic portrait of Metro Vancouver:

Twenty-one municipalities, one electoral area and one treaty First Nation working as a federation to provide the services and solutions that underlie the liveability and sustainability of Metro Vancouver region.

Member	Subdivision	Mayor	Population
Anmore	Village	John McEwen	2,356
Belcarra	Village	Jamie Ross	687
Bowen Island	Island	Andrew Leonard	4,256
Burnaby	City	Mike Hurley	249,125
Coquitlam	City	Richard Stewart	148,625
Delta	City	George Harvie	108,455
City of Langley	City	Nathan Pachal	28,963
Township of Langley	District	Eric Woodward	132,603
Lions Bay	Village	Ken Berry	1,390
Maple Ridge	City	Dan Ruimy	90,990
Metro Vancouver A	Regional district	Jen McCutcheon	18,612
New Westminster	City	Patrick Johnstone	78,916
City of North Vancouver	City	Linda Buchanan	58,120
District of N. Vancouver	District	Mike Little	88,168
Pitt Meadows	City	Nicole MacDonald	19,146
Port Coquitlam	City	Brad West	61,498
Port Moody	City	Meghan Lahti	33,535
Richmond	City	Malcolm Brodie	209,937
Surrey	City	Brenda Locke	568,322
Tsawwassen	First Nation	Laura Cassidy	2,256
Vancouver	City	Ken Sim	662,248
West Vancouver	District	Mark Sager	44,122
White Rock	City	Megan Knight	21,939

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About Metro Vancouver Regional District:

Metro Vancouver is a federation of 21 municipalities, one electoral area, and one treaty First Nation. Our members work collaboratively in planning and providing vital utility and local government services to 2.75 million people. Every day, we deliver wholesale regional utility services like drinking water, liquid waste treatment, and solid waste management. We also provide services like air quality regulation and monitoring, regional planning, parks, and affordable housing. Ensuring our infrastructure, ecosystems, and communities are resilient to the impacts of climate change and achieving a carbon neutral region by 2050 underlies Metro Vancouver's leadership and commitment to addressing climate change. Metro Vancouver's mission is framed around three broad roles:

Serve as a regional federation - Serve as the main political forum for discussion of significant community issues at the regional level and facilitate the collaboration of members in delivering the services best provided at the regional level.

Deliver core services - Provide utility services related to drinking water, liquid waste treatment, and solid waste to members. Provide regional services, including parks and affordable housing directly to residents and act as local government for Electoral Area A.

Plan for the region - Carry out planning and regulatory responsibilities related to three utility services as well as air quality, regional planning, regional parks, Electoral Area A, affordable housing, labour relations, regional economic prosperity, and emergency management.

Key priorities

Metro Vancouver's commitment to the highest quality standards has significantly contributed to making our region one of the most liveable in the world. We have key priorities that centre on mitigating climate change, increasing affordable housing, and delivering resilient infrastructure.

Leading the Fight Against Climate Change

As climate leaders, Metro Vancouver has been at the forefront of climate action for more than 20 years. They have guided the region in taking steps to mitigate unavoidable climate impacts while reducing regional greenhouse gas emissions, and incorporated climate change-related strategies into all utility and growth management plans.

In July 2019, Metro Vancouver amended its Climate 2050 Strategic Framework to commit to becoming a carbon neutral region by 2050. Increasing Affordable Housing Metro Vancouver Housing is one of the largest non-profit housing agencies in the province, providing affordable homes to nearly 9,500 people on a rent-geared-to-income or lowend-of-market rental basis. To address the ongoing affordable housing shortage, we have an ambitious goal to invest \$190 million over the next 10 years to build and redevelop 1,350 new affordable rental units and enhance, maintain, and develop new housing sites. With provincial and federal support, we have the potential to leverage this investment to develop over 2,000 new homes.

Delivering Resilient Infrastructure

Over the next five years, Metro Vancouver will make significant investments in sewer, water, and solid waste infrastructure, largely driven by the growing population and necessary upgrades to ensure our assets meet regulatory standards and are resilient to earthquakes and climate change.

From 2023 to 2027, Metro Vancouver projects capital expenditures of over \$7 billion to build, maintain, and upgrade our infrastructure. Five central themes guide the development of Metro Vancouver's long-term plans and budgets:

1. **Regional Growth** - The region's increasing population, projected to grow by about 35,000 per year, will require core utility services and regional services to expand and optimize to respond to new growth.
2. **Environmental Sustainability** - The region is dependent on healthy, functioning ecosystems and requires actions to reduce pollutants, including greenhouse gases, to prevent waste and to conserve our natural ecosystems.
3. **Financial Sustainability** - Financial sustainability requires that core utility and regional services are delivered with an adherence to sound fiscal policies that balance the organization's long-term financial health while maintaining affordability for regional ratepayers.
4. **System Stewardship** - Critical regional infrastructure must be maintained or replaced to meet current and future service needs and be resilient to impacts from seismic events, wildfires, power failures, flooding, and other natural disasters.
5. **Regulatory and Legislative Environment** - Core utility and regional services must anticipate, respond to, and meet changes to legislative or regulatory requirements.

Metro Vancouver Mayor's Committee

The Mayors Committee of Metro Vancouver is the standing committee of the Metro Vancouver Board that provides advice and recommendations on issues related to the governance and operations of the Metro Vancouver Regional District (MVRD), Metro Vancouver Housing Corporation (MVHC), Greater Vancouver Sewerage & Drainage District (GVS&DD) and Greater Vancouver Water District (GVWD), and Metro Vancouver's strategic relationships with other governments, agencies and communities.

Metro Vancouver Mayor's Committee Responsibilities:

Within the scope of the Board Strategic Plan, Board policies, and the Metro Vancouver Financial Plan, the Committee provides input, advice and recommendations to the Board on issues referred to the Committee by the Board, and development of strategies and positions to manage intergovernmental relations and address specific initiatives that are undertaken by other agencies. Metro Vancouver Mayor's Committee - specific responsibilities include:

- Providing, within its scope of responsibility, a regional forum for the discussion of pan municipal issues;
- Advancing advocacy efforts by presenting a unified, regional voice to other orders of government on regional issues;
- Reviewing senior government policy and legislative initiatives that affect, or that may affect, governance of the region;
- Overseeing the development and implementation of communications strategies, intergovernmental relations strategies, and other strategies to manage relations with other orders of governments, and with other agencies; and
- Considering issues related to the impact, response and recovery related to pandemic, emergency, health, climate and other events.

NORTH AMERICA MISSION 2023

METRO VANCOUVER

MEETING AGENDA

Sunday, 5 February 2023
Metro Vancouver Lunch: 'People, Place and Partnerships' hosted by Chair of Metro Vancouver, Mayor George Harvie (City of Delta) and Vice Chair, Mayor John McEwan (Village of Anmore)
Welcome Introduction and Mayoral Roundtable
Site Visit: United Boulevard Recycling & Waste Centre
Site Visit: Waste to Energy Facility
Welcome Dinner Reception hosted by Metro Vancouver

Meeting Information:

Metro Vancouver Lunch – ‘People, Place and Partnerships’

Attendees:

**George Harvie, Chair of Metro Vancouver and Mayor, City of Delta**

George V. Harvie was first elected Mayor of the City of Delta in 2018 and is currently serving his first term as Chair of the Metro Vancouver Board of Directors. Mayor Harvie, a long-time resident of South Delta, was appointed Chief Administrative Officer for the City of Delta in 2001. Before this appointment, he was employed with the City of Burnaby where he served over 30 years in a number of positions including Deputy City Manager, Director of Human Resources and Manager of the Environmental Health Department. For his outstanding community service, he was recognized with the Queen Elizabeth II Diamond Jubilee Medal.

**John McEwen, Vice Chair of Metro Vancouver and Mayor, Village of Anmore**

John McEwen was first elected to the Village of Anmore Council in 2008, and elected Mayor in 2014. During his tenure on Council, John has chaired various committees within his municipality and has been appointed to Regional Parks, Performance and Audit, and Regional Planning at Metro Vancouver. Over the past four years John has been appointed to the Mobility Pricing and Finance Committees at TransLink. John's business background has helped assist the Village of Anmore to eliminate its infrastructure deficit of close to 11 million dollars through strong fiscal management. As a former College Basketball player, John still plays recreationally and volunteers his time coaching youth in the Tri City Basketball League.

**Jerry Dobrovoly, Chief Administrative Officer, Metro Vancouver**

Reporting to the 40 elected officials that make up Metro Vancouver's Boards of Directors, Mr. Dobrovoly brings the necessary expertise and collaborative executive leadership skills to guide approximately 1,500 employees providing essential services to the region's 23 member jurisdictions that work as a federation to provide the services and solutions that underlie a liveable region. With more than 30 years of experience in local government, Mr. Dobrovoly served as a municipal councillor for 9 years in the City of New Westminster from 1996 – 2005, acting as an alternate Director to Metro Vancouver and a member of its Labour Relations Bureau. He joined Metro Vancouver in 2019 from his former role as City Engineer - General Manager, Engineering Services at the City of Vancouver where he is managing a team of over 2,100 staff, combined annual budgets of more than \$800 million, and overseeing more than 66 percent of the City's total capital assets valued at \$25 billion. He is also a current member of the Regional Engineers' Advisory Committee, convened by Metro Vancouver.

**Sandra Jansen, General Manager, External Relations, Metro Vancouver**

Appointed to Metro Vancouver in December 2022, a former television journalist, Jansen was first elected to Alberta's legislative assembly in the 2012 provincial election as a Progressive Conservative and served as minister of family and community safety. In 2017, Jansen became Alberta's first female Minister of Infrastructure. She was also a member of the Economic Development Policy Ministerial Committee and her most recent Legislative accomplishments include being responsible for creating Alberta's first disability advocate.

Meeting Information - continued:

Metro Vancouver Lunch – ‘People, Place and Partnerships’

Background:

Today's civic leaders are faced with complex and converging issues from housing constraints, rapidly rising cost of living (lingering effects of the COVID-19 pandemic) to protecting communities from increasing frequency of extreme weather events while maintaining effective levels of service delivery. These challenges for local governments are multifaceted and cannot be tackled in isolation.

Every day, Metro Vancouver delivers wholesale regional utility services like safe, high-quality drinking water, liquid waste treatment that protects public health and the environment, and solid waste management that reduces waste and encourages reuse and recycling. They also provide services like air quality regulation and monitoring, regional planning, regional parks, and affordable rental housing to over 2.7 million people. Making sure the region remains one of the best places to live, work, and play requires an ongoing commitment to addressing climate change is a key priority. Ensuring the infrastructure, ecosystems, and communities are resilient to the impacts of climate change and achieving a carbon neutral region by 2050 underlies Metro Vancouver's leadership priorities.

The 2023 Board consists of 41 Directors representing 21 Municipalities, one Electoral Area, one treaty First Nation. These Directors are members of Municipal or First Nation councils who have been appointed to the Board by their respective councils. The number of directors appointed to the Board depends on the population of the Municipality, Electoral Area, or First Nation. As well, directors are allowed one vote for every 20,000 people in their Municipality, Electoral Area, or First Nation, up to a total of five votes.

Key learnings/outcomes:

- This event brought together civic leaders from two of the fastest growing metropolitan regions within the Pacific, led by the Board of Directors from both Metro Vancouver and Council of Mayors (SEQ). The lunch created a forum for cooperation based on common regional challenges/opportunities, coupled with emerging innovative approaches and practices as drivers for a cooperative partnership between Metro Vancouver and Council of Mayors (SEQ).
- Discussion focussed on shared challenges and examined coordinated approaches to growing regions and discussed strategies and measures to enhance local governments' knowledge and skills around a series of shared areas of interest between the regions, including growth management, housing affordability, connectivity, waste management and resource recovery (including clean-technologies and the circular economy).
- This engagement improved the collective knowledge of shared challenges through inclusive open dialogue, which centred on sharing of lessons learned, emerging trends and the exchange of best practices and good policies.
- The delegation developed an understanding of Metro Vancouver's service delivery model, including its collaboration and governance structure, and the clear benefits of regional approach on key issues.

Meeting Information - continued:

Metro Vancouver Lunch – ‘People, Place and Partnerships’

Key learnings/outcomes - continued:

Presentation:

[Metro Vancouver Presentation by Chair of Metro Vancouver, Mayor George Harvie](#)

Additional reading:

- [Mayor George Harvie + Jerry W. Dobrowolny - Introduction presentation](#)
- [Metro Vancouver Handbook for Board & Committee Members](#)
- [Metro Vancouver Brand Book](#)
- [Metro Vancouver Mission + Priorities Overview](#)
- [Metro Vancouver Budget Overview](#)



CoMSEQ delegation with Metro Vancouver Board Chair, Mayor George Harvey and Metro Vancouver Board members.

Meeting Information:

Introduction to Solid Waste Services Committee + United Boulevard Recycling & Waste Centre Tour

Attendees:



Councillor Sarah Kirby-Yung, Chair Metro Vancouver Zero Waste and Vancouver City
Councillor Sarah Kirby-Yung is committed to a liveable and vibrant Vancouver and believes that arts and culture are a vital part of a great city. She is currently serving her first term on Vancouver City Council. Previously, she was elected to the Vancouver Park Board where she served as Chair. As a Commissioner, she was a strong advocate for the protection and expansion of parks and green space. During her tenure she brought forward public art projects, supported revitalization initiatives in Vancouver's Chinatown including renewal of the public courtyard adjoining the Vancouver Chinese Garden, and collaborated with the Vancouver Symphony at Sunset now slated to become an ongoing Vancouver favourite summer tradition. Her professional background is in marketing and communications, and she has held senior management roles in the tourism and hospitality sector.



Paul Henderson, General Manager, Solid Waste Department, Metro Vancouver
Paul Henderson is a Professional Engineer with more than 30 years' experience in the municipal sector. As the General Manager of the Metro Vancouver Solid Waste Services Department, Paul leads the team responsible for waste reduction and recycling as well as residuals management for Metro Vancouver's approximately 2.5 million people. He has a degree in Bio Resource Engineering, a Masters of Applied Science, Civil Engineering from the University of British Columbia and a Masters of Business Administration from Simon Fraser University.

Background:

Metro Vancouver is a North American leader in waste reduction and recycling success with a 64-per-cent recycling rate. It is responsible for managing solid waste and liquid waste generated in the region through waste management plans approved by the BC Government. Metro Vancouver works to divert materials from entering the solid waste systems and recover materials and energy from solid and liquid waste streams to minimize environmental impacts. Under authority delegated by the BC Government in the Environmental Management Act, Metro Vancouver is also responsible for managing and regulating air quality and greenhouse gases in the region, including emissions from waste management.

Innovative facilities like the new United Boulevard Recycling and Waste Centre will help the region reach even higher levels of waste diversion. This one-stop drop-off facility opened in March 2022 on the site of a former landfill in Coquitlam and is designed to grow and change with the community. Waste management facilities in the region handle the solid waste (i.e., garbage, recycling, etc.) and liquid waste (i.e., wastewater from toilets, sinks, etc.) of half the population of BC.

Key learnings/outcomes:

- The delegation learned about how the United Boulevard Recycling and Waste Centre was designed with commercial, municipal, and small vehicle customers in mind.
- Metro Vancouver is a North American leader in waste reduction with a 64% recycling rate. Innovative facilities like the new United Boulevard Recycling and Waste Centre will help the region reach even higher levels of waste diversion.

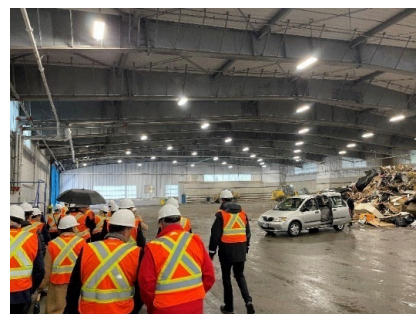
- Learned how this full-service recycling and waste centre was designed with commercial, municipal, and small-vehicle customers in mind, and see firsthand how the 200,000 customers who use the facility each year will benefit from enhanced safety and efficiency.
- Toured the new full-service recycling depot that accepts everything from motor oil and beverage containers to books and light fixtures.
- Viewed learned about the indoor landfill disposal facility which services a catchment of approximately 500,000 residents.
- Their mass-burn facility handles roughly one-quarter of the region's garbage, turning waste into electricity and recovering metal while producing extremely low levels of air emissions.
- Metro Vancouver will soon recover more of the heat generated at the Waste-toEnergy Facility by establishing a district energy system, reducing greenhouse gas emissions and reliance on natural gas at nearby residential and commercial developments.
- The delegation saw firsthand how the 200,000 customers who use the facility each year benefit from enhanced safety and efficiency.
- Provided insight into initiatives and approaches used to support a 64-per-cent recycling rate.

Presentation:

- [Metro Vancouver Solid Waste Services Overview](#)

Additional reading:

- [Metro Vancouver Behaviour Change Campaigns](#)
- [Waste Management: Discussion Paper to support Climate 2050 and the Clean Air Plan - Reducing emissions and increasing climate resilience for waste management systems in the Metro Vancouver region over the next 10 to 30 years](#)

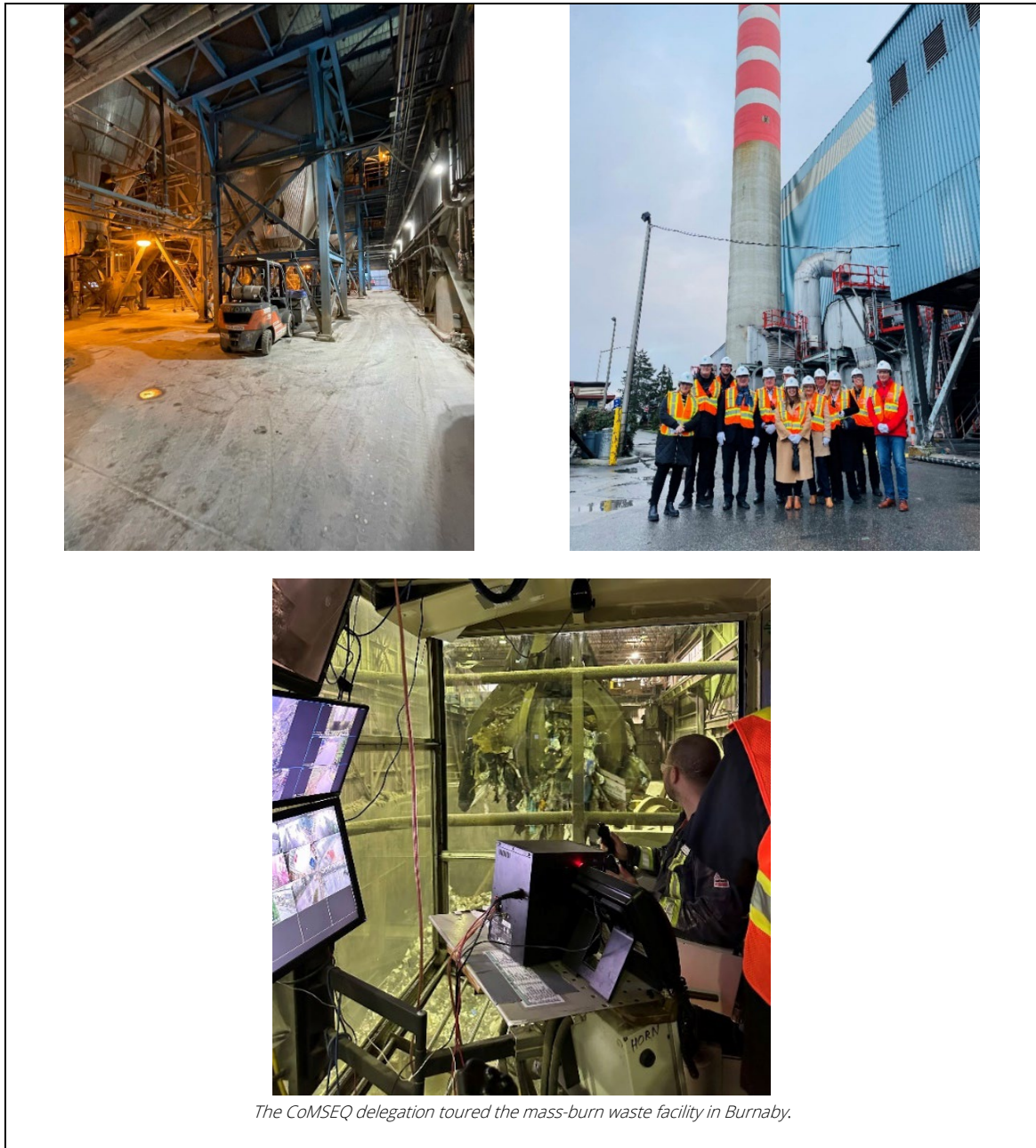


The delegation toured the United Boulevard Recycling and Waste Centre.

Meeting Information:**Site Visit: Waste to Energy Facility Tour**

Attendees:
Councillor Sarah Kirby-Yung, Chair Metro Vancouver Zero Waste and Vancouver City Council Paul Henderson, General Manager, Solid Waste Department, Metro Vancouver
Background:
The mass-burn facility in Burnaby handles roughly one-quarter of the region's garbage, turning waste into enough electricity to power 16,000 homes per year and recovering 7,000 tonnes of metal annually while producing extremely low levels of air emissions. Metro Vancouver annually earns about \$8 million from the sale of electricity and \$300,000 from the sale of recycled metal to a company that produces reinforcing steel. In 2018 Metro Vancouver introduced technological improvements to increase metal recovery at the Waste-to-Energy Facility by installing an eddy current separator to separate non-ferrous metals such as copper and aluminium from bottom ash. A second magnetic separator increased the recovery of ferrous metals.
Key learnings/outcomes:
<ul style="list-style-type: none"> • Metro Vancouver earns about \$8.3 million each year from electricity / recycled metal sales and will soon add waste-to-energy heat recovery to the ways they recover energy and materials. • The delegation learnt about the recent agreement that will see up to 10 megawatts of heat from the facility used to meet the space and water heating needs of Vancouver's River District community, reducing greenhouse gas emissions and reliance on natural gas. • Overview of measures undertaken to monitor air quality around the facility and ongoing results of testing. • Metro Vancouver hopes to expand this district energy system to other communities in the future. • Throughout its over 30 years in service, the facility has performed considerably better than the required regulatory emissions standards. • The facility undergoes continuous operational improvements and frequent upgrades and is equipped with state-of-the-art pollution control equipment, resulting in extremely low levels of air emissions. • Stack emissions and air quality around the facility have been monitored since the facility opened in 1988. Emission summaries are reported monthly to the BC Ministry of Environment, the City of Burnaby, and the Fraser Health Authority. • The facility was approved by the BC Minister of Environment through an Operational Certificate which sets requirements related to the facility's operation, including emissions limits, monitoring, reporting and publication.

NORTH AMERICA MISSION 2023



The CoMSEQ delegation toured the mass-burn waste facility in Burnaby.

Welcome Dinner hosted by Metro Vancouver

Attendees:

- CHAIR George Harvie, Mayor, City of Delta Chair, Metro Vancouver Board Chair, Financial Plan Task Force,
- VICE CHAIR John McEwen, Mayor, Village of Anmore Vice Chair, Metro Vancouver Board Chair, Regional Parks Committee, Metro Vancouver Vice Chair, Financial Plan Task Force
- Jamie Ross, Mayor, Village of Belcarra Director, Metro Vancouver Board Vice Chair, Electoral Area Committee
- Andrew Leonard, Mayor, Bowen Island Municipality Director, Metro Vancouver Board
- Mike Hurley, Mayor, City of Burnaby Director, Metro Vancouver Board Chair, Liquid Waste Committee Vice Chair, TransLink Mayors' Council
- Richard Stewart, Mayor, City of Coquitlam Alternate Director, Metro Vancouver Board
- Jen McCutcheon, Director, Electoral Area A Chair, Electoral Area Committee Director, Metro Vancouver Board
- Nathan Pachal, Mayor, City of Langley
- Eric Woodward, Mayor, Township of Langley Director, Metro Vancouver Board Chair, Regional Planning Committee, Metro Vancouver
- Dan Ruimy, Mayor, City of Maple Ridge Director, Metro Vancouver Board Vice Chair, Housing Committee, Metro Vancouver
- Linda Buchanan, Mayor, City of North Vancouver Director, Metro Vancouver Board Chair, Invest Vancouver Board
- Mike Little, Mayor, District of North Vancouver Alternate Director, Metro Vancouver Board
- Brad West, Mayor, City of Port Coquitlam Director, Metro Vancouver Board Member, Invest Vancouver Chair, Finance Committee, Metro Vancouver Vice Chair, Mayors Committee, Metro Vancouver Chair, TransLink Mayors' Council
- Malcom Brodie, Mayor, City of Richmond Director, Metro Vancouver Board Chair, George Massey Crossing Task Force, Metro Vancouver Chair, Water Committee, Metro Vancouver
- Brenda Locke, Mayor, City of Surrey Director, Metro Vancouver Board Chair, Housing Committee, Metro Vancouver Chair, Mayors Committee, Metro Vancouver

Link: [Metro Vancouver Mayors - Biographies](#)

NORTH AMERICA MISSION 2023



METRO VANCOUVER

MEETING AGENDA

Monday, 6 February 2023
Advancing the Regional Growth Strategy (Metro 2050): 'A housing affordability crisis in a growing region'
Metro Vancouver Mayors Council on Regional Transportation + Transport 2050: The Future of Regional Mass Transport'
Ten Year Housing Plan: A 10-year vision for the region'
Site Visit: Richmond Olympic Oval Municipal Corporation
Site Visit: Olympic Village by the Millennium Development Group, Falls Creek
'Once an Olympic Region, always one': <ul style="list-style-type: none"> o Transportation Planning for the 2010 Olympics. o Economic Development Strategies adopted during 2010 Games.
Invest Vancouver Business Reception 'A regional approach to advancing economic prosperity at a local-level'

Meeting Information:

Advancing the Regional Growth Strategy + Metro 2050: 'A housing affordability crisis in a growing region.'

Attendees:



Mayor Eric Woodward, Langley Township

Mayor Eric Woodward is currently serving his first term as Mayor of the Township of Langley after serving the previous 2018-2022 term as a Councillor. Growing up in Langley, Eric was part of the emerging internet industry at a young age, forming and selling several successful companies before committing himself to the community. While working on his degree at the University of British Columbia, Eric pursued a network management and software development career. He left UBC during his fourth year to co-found his first technology company, Internet Direct. He then co-founded Mail.com and DomainWorks, which he later sold to focus his efforts on the community. From 2005 to 2015, Eric acquired and renovated the facades of several buildings in Fort Langley and completed the LEED Gold Coulter Berry Building in 2016. Improvements for Fort Langley are now being pursued within the Eric Woodward Foundation with all financial benefits thereof for charitable purposes.



Mayor Nathan Pachal, City of Langley

Nathan was first elected to Council in a 2016 by-election and elected Mayor in 2022. Nathan has worked hard to bring forward awareness around intersecting components of affordable, sustainable, healthy, happy, safe and accessible community design. As a strong supporter of agricultural and green spaces, he authored a report on the Agricultural Land Reserve entitled "Decade of Exclusions? A Snapshot of the Agricultural Land Reserve from 2000-2009 in the South of Fraser." Mayor Pachal believes in the needs for a diverse transportation system that allows people to take transit, cycle, walk, or drive throughout the entire region. He co-authored a report - "Leap Ahead: A transit plan for Metro Vancouver"— to bring awareness to the importance of accessible transit networks. He worked with Council to put forward policies to protect and renew seniors' affordable housing. He will continue working to ensure Langley City is a place that working folks can call home. In 2010, He completed the SFU & City of Surrey Transportation Lecture Program and presented on "Complete Streets".



Jonathan Cote, Deputy General Manager, Regional Planning, Metro Vancouver

Jonathan is a former mayor of New Westminster and former director of Metro Vancouver and former chair of TransLink's Mayors' Council. First elected in 2005, Jonathan X. Côté served three terms on New Westminster City Council before being elected as Mayor in 2014. In 2018, he was elected for a second term as Mayor. Jonathan resides in the city with his wife Alix and their three daughters Renee, Leah and Violet. Jonathan earned a reputation as a strong leader around issues such as transportation, affordable housing and urban planning. He also represented New Westminster on several Metro Vancouver committees and served as chair of the Regional Planning Committee. Prior to being elected, Jonathan completed his Masters in Urban Studies / Planning at Simon Fraser University and worked as a litigation adjuster in the insurance industry.



Heather McNell, Deputy Chief Administrative Officer, Metro Vancouver

Heather is responsible for the implementation of the Metro Vancouver Regional Growth Strategy, helping to administer various aspects of Metro 2040.

Meeting Information – continued:

Advancing the Regional Growth Strategy / Metro 2050

Background:

Metro Vancouver is responsible for developing, implementing and stewarding the regional growth strategy, Metro 2050, which aims to create a compact urban area, support a sustainable economy, protect the environment, address climate change, respond to natural hazards, provide diverse and affordable housing choices, and support sustainable transportation choices. Metro Vancouver's regional planning function provides data, projections, policy research and acts as a planning resource to all member municipalities, Metro Vancouver utilities, TransLink – the regional transit provider and others using a strategic, long-range, cross-boundary, interdisciplinary approach. Metro Vancouver is a region of diverse and complete communities connected by sustainable transportation choices where residents take pride in vibrant neighbourhoods that offer a range of opportunities to live, work, play, and learn, and where natural, agricultural, and employment lands are protected and enhanced. Shaping long-term growth and development in the region is essential to meeting this vision in a way that protects the natural environment, fosters community well-being, fuels economic prosperity, provides local food security, improves social equity, provides diverse and affordable housing choices, ensures the efficient provision of utilities and transit, reduces greenhouse gasses, and contributes to resiliency to climate change impacts and natural hazards.

Key learnings/outcomes:

- An understanding of the key challenges and opportunities faced by Vancouver to accommodate population growth by leveraging investment in infrastructure, services and amenities.
- How Metro Vancouver is supporting this growth by distinguishing their strategic vision and leadership response to bring councils and the community together as a united region.
- Discussed Metro Vancouver's integrated approaches to growth management, including housing affordability, land-use planning and delivery of coordinated infrastructure, with consideration for balancing their anticipated regional population growth while maintaining the liveability of Metro Vancouver.
- Examined how the revised regional strategy (Metro 2050) will create a clear definition of housing affordability for use in the regional growth strategy, drawing greater attention to the importance of housing as a key component of growth management.
- Overview of challenges developing a regional growth and transport strategy, and how they were overcome
- Investigated Vancouver's plans to engage the public and other stakeholders in updating the regional growth strategy, by strengthening awareness with other levels of government on a range of initiatives regarding the role and value of land use planning at the regional scale and the objectives of the regional growth strategy (including collaboration to align plans for building and expanding transportation infrastructure).
- The alignment of planned locations for growth with transit investment through a new tool called 'Major Transit Growth Corridors' from Metro2050.
- An understanding of how regional planning can be repositioned to play a more proactive role in the transition to more sustainable futures drawing on the lessons and experience of COVID-19.
- Accommodating growth within a land-constrained region implies greater density of development, and Metro Vancouver strives to structure their growth by ensuring over two thirds of it goes to a network of urban centres and along transit corridors. A successful approach to regional planning integrates land use and transportation planning and infrastructure, protects important lands; increases the viability of local businesses; fosters the creation of vibrant and resilient cultural and community hubs; and maintains an attractive urban environment.
- Managing and structuring growth is one of the strongest climate actions – by putting growth in the right places, they reduce the number and length of trips, and make their infrastructure more resilient.

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Meeting Information – continued:

Advancing the Regional Growth Strategy / Metro 2050

Resources:

Presentation:

[Metro Vancouver: Metro 2050 Regional Growth Strategy – Managing and shaping growth through regional cooperation](#)

Additional reading:

- [Metro Vancouver: Metro 2050 – Regional Growth Strategy](#)
- [Metro Vancouver Policy Review Summary – Industrial and Mixed Employment](#)
- [Metro Vancouver Policy Review Summary – Urban Centres and Frequent Transit Development Areas](#)

Meeting Information:

Metro Vancouver Mayors Council on Regional Transportation / Transport 2050: “The Future of Regional Mass Transport”

Attendees:



Mayor Brad West, Chair of the Mayors Council on Regional Transportation

Brad West was first elected Mayor in 2018, receiving the most votes ever by a municipal candidate in the city's history. In 2022, Brad was the first Mayor in Port Coquitlam to be acclaimed to another term in office. Prior to his time as Mayor, Brad served three terms as a City Councillor. Under Brad's leadership, Port Coquitlam has been making significant improvements to the quality of life of its residents. With a focus on delivering the core responsibilities of the city, there has been tremendous progress on the community's priorities while carefully and responsibly managing taxpayer dollars. Port Coquitlam is being widely recognized as one of the best cities to live in the province.



Sarah Ross, Vice President of Planning, TransLink

Sarah Ross is Vice-President of Transportation Planning and Policy and is responsible for supporting senior leadership with the development of long-term policies, plans, solutions, guidelines, and analytics for the enterprise. Sarah is a seasoned professional with over 20 years of experience in planning and research. Since joining TransLink in 2004, she has served in a variety of planning roles, most recently as the Director of System Planning since 2016. Recently, Sarah has been influential in guiding the development of TransLink's strategic plans, including Transport 2050 and the 10-year Investment Plan. She has also led the important work of improving transit expansion strategies, advancing bus priority measures around the region, implementing RapidBus corridors, modernizing HandyDART, and improving accessibility of the conventional system. She is passionate about further developing sustainable transportation to ensure equitable access to the services and activities that are integral to our customer's daily lives. Sarah is a Registered Professional Planner and a member of the Canadian Institute of Planners and holds degrees from McGill University (BA Sociology), University of Toronto (MA Sociology) and University of British Columbia (MA Planning). Sarah loves the outdoors and coaches cross-country skiing.

Background:

The Mayors' Council on Regional Transportation is the collective voice of Metro Vancouver residents on transit and transportation. Members include representatives from each of the 21 municipalities in Translink's service area, as well as Electoral Area 'A' and the Tsawwassen First Nation. They are responsible for approving Translink's transportation plans, identifying local funding and negotiating with other levels of government to make those plans a reality. As part of TransLink's governance structure, they approve plans dealing with transit service levels, major capital projects, and regional funding and borrowing limits. Translink is Metro Vancouver's regional transportation authority, responsible for planning and managing the region's transportation system. This includes buses and RapidBus throughout the region, SkyTrain, SeaBus, West Coast Express, HandyDART, the Major Road Network, as well as regional cycling and pedestrian infrastructure. TransLink faces difficult decisions.

The new Regional Transportation Strategy is designed to improve transportation for the people who live, work, and play in Metro Vancouver. Designed to be flexible in an era of rapid change, Transport 2050 is Metro Vancouver's roadmap for the next 30 years. It identifies projects, services, and policies to make transportation better for everyone.

Meeting Information – continued:

Metro Vancouver Mayors Council on Regional Transportation / Transport 2050: “The Future of Regional Mass Transport”

Background - continued:

Officially recognised as the South Coast British Columbia Transportation Authority, most simply know us as TransLink. Created in 1999, they deliver services through contractors, and their operating companies and subsidiaries such as Coast Mountain Bus Company, British Columbia Rapid Transit Company Ltd. (SkyTrain), Metro Vancouver Transit Police and West Coast Express Ltd. On November 29, 2007, the province of British Columbia approved legislation changing the governance structure and official name of the organization.

On March 8, 2007, BC Minister of Transportation Kevin Falcon announced a restructuring of TransLink. Major changes include new revenue-generating measures, a restructuring of the executive of the body, and increases in the areas under TransLink's jurisdiction. The reorganisation of TransLink included replacing the old board by a Council of Mayors from the municipalities in the area served by TransLink, a board of non-political experts, and a regional transportation commissioner appointed by the Council of Mayors.

Key learnings/outcomes:

- An understanding of how local governments are working to improve regional mass transport outcomes (Transport 2050) and connectivity and adopting new smart mobility solutions, including zero emission vehicles and regional energy storage infrastructure to support regional mass movement of people and goods.
- Explored Vancouver's approach to achieve greater alignment between TransLink's Regional Transportation Strategy and the Regional Growth Strategy, while managing the competing priorities of other levels of government.
- Discussed sustainable sources of new revenues to implement the “growth pays for growth” principle, including the future of the gas tax.
- Sought understanding of transport tax and experience in its implementation since 2015. The tax was designed to generate annual revenue of \$250 million to help fund an \$8 billion, 10-year transit plan including the following projects:
 - Adding bus service and 11 new B-Line rapid bus routes
 - Increasing service on SkyTrain, SeaBus, and West Coast Express
 - Maintaining and upgrading of major roads
 - Building a new Pattullo Bridge
 - Building LRT connecting Surrey Centre with Guildford, Newton, and Langley
 - Extending the Millennium Line along Broadway in Vancouver
 - Extending cycling and pedestrian walkway networks
- Examined how Metro Vancouver is implementing a regional goods movement strategy in partnership with TransLink and how it collaborates with provincial and federal governments to support safe and efficient goods movement.
- Vancouver (who held World Expo 1986 as a transport focus) is a city transformed by the winter Olympics, despite their long, cold winters, illustrated the importance of investing in transport mobility and connectivity to leave a lasting legacy across the region.
- This saw a 50% increase in public transport usage following the 2010 Olympics. With similar demographical shifts from COVID-19 pandemic, transport systems of Brisbane and Vancouver reveals a number of relevant similarities between the two city regions, consistently ranked in The Economists Top 25 most liveable cities.

Meeting Information – continued:

Metro Vancouver Mayors Council on Regional Transportation / Transport 2050: “The Future of Regional Mass Transport”

Key learnings/outcomes – continued:

- While diverging in spatial coverage, density formation and climate, there remains many similarities between SEQ and Metro Vancouver, including the spread of population and public transport modes primarily comprising of bus, train and ferry. In contrast, average commuting trip length of both LA and Brisbane’s is double that of Vancouver, yet both have significantly lower patronage than that for TransLink (Metro Vancouver).
- In comparison, active travel mode shares for commuters in Brisbane is less than half the amount as Vancouver (Brisbane less than 20% and Los Angeles less than 10%). In Vancouver there was clear evidence of good growth outcomes, complimented with an integrated public transport strategy and associated investments. There was sensitive, yet deliberate alignment supporting their growing communities while preserving a leading and enviable standard of liveability.
- Vancouver made significant investments in infrastructure, including the expansion of its rapid transit system and the introduction of new bike lanes and pedestrian paths. These improvements not only helped to alleviate congestion during the games but a lasting legacy, that continues to benefit the community decades later. As a result of these investments, Vancouver has become a more connected and sustainable city, with more people using public transport, cycling, and walking to get around. This has not only reduced congestion and improved air quality, but also created new opportunities for development, business growth, and community engagement.
- Over the next ten years, Metro Vancouver has plans to deliver nine new rapid transit routes. So even though the 2010 games delivered a regional transport legacy, government and industry continue to strive ahead to make it even better, by investing in new rail lines and transit ways (served by fully electric vehicles). Government calculated building transit-ways based on using equivalent to Brisbane Metro vehicles, will be twenty-five times less expensive than extending the and in the existing rail line. They also estimated that a transit way can be planned and built in as little as three years. In contrast a rail line, (based on past experience) ordinarily takes close to a decade to plan and build. Mass transit shouldn’t and doesn’t need to take ten, fifteen or twenty years to plan and build for a growing region.
- The success of this transportation legacy serves as a powerful remainder of what is possible when investment in regional connectivity is delivered in a considered strategic, and collaborative way. By leveraging the opportunity presented by the Brisbane 2032 games to make similar investments, we have the potential to create a brighter and more sustainable future for the SEQ region that will benefit residents, businesses, and visitors alike.
- Investigated Metro Vancouver’s pathway to carbon neutral transportation (Climate 2050 Transportation Roadmap) including a commitment to reducing driving through active transport / public transit, accelerating the transit to electronic vehicles for the movement of people and goods across the region.
- Learnt how major events, like Vancouver Olympics, were instrumental in driving behaviour change with public transport; people had a positive experience in ‘ridership’ during events which drove usage post event. Expenditure on fast rail network was influenced by the Olympic Games – this project cost \$300M but is considered a good investment pre-Olympics and post-Olympics for the city of Vancouver delivering a transport spine for the region.
- TransLink stressed that the interconnectedness of their services — buses, cycling routes, SkyTrain, and others — is a core reason for the system’s success.
- Regionally, they recognise that land use and transportation planning must be highly coordinated. As such, Transport 2050 and Metro 2050, the regional growth strategy, were developed collaboratively and are wholly aligned.

Meeting Information – continued:

Metro Vancouver Mayors Council on Regional Transportation / Transport 2050: “The Future of Regional Mass Transport”

Key learnings/outcomes – continued:

- There are five goals for regional transportation: convenient, reliable, affordable, safe & comfortable, and carbon-free. The strategy also identifies over 100 actions to improve transportation across all modes. Some of the transformative actions include:
 - Quadrupling the size of the rapid transit network, from 100 to 400 kilometres
 - Building out an 850-kilometre traffic-protected Major Bikeway Network
 - Putting frequent transit within a short walk of most homes and jobs
 - Dedicating more streets to walking, biking, rolling, and transit
 - Promoting electrified and shared bikes, scooters, and cars
- An independent commissioner ensures that TransLink's 3 and 10-year transportation plans are consistent with the regional transportation vision set by the provincial government.
- TransLink is funded using an approximate ratio of 1/3 of revenue from fuel taxes, 1/3 of revenue from property taxes, and 1/3 of revenue from other non-government sources (e.g., fares, advertising, property development).
- TransLink will increase funding by raising property taxes, parking sales taxes, and other sources of revenue (e.g., fares, property development).
- TransLink will hold the power to increase funding from fuel tax from 12 cents per litre (55 cents per Imp gal or 45 cents per US gal) to 15 cents per litre (68 cents per Imp gal or 57 cents per US gal). In 2012, the rate was increased to 17 cents.
- The provincial government will continue to contribute toward rapid transit projects, but funding will be contingent on municipalities increasing population densities around planned rapid transit stations.
- The Mayors' Council for Regional Transportation is set to vote on work plan in support of 10-Year Transportation Priorities. The Mayors' Council and the TransLink board set the organisation's direction. One of the items on the agenda will be to endorse this year's work plan of the Mayors' Council. Getting the Mayors' Council's 10-Year Priorities Transportation Plan moved from paper to delivery is what the proposed 2023 work plan will focus on if approved by the region's mayors. Key priorities are:
 - Developing a sustainable funding strategy for TransLink
 - Expanding local, RapidBus, and Bus Rapid Transit services
 - Moving forward with North Shore Rapid Transit
 - Building the Burnaby Mountain Gondola
 - Start moving TransLink's operations to net zero, including replacing conventional diesel, diesel-hybrid, and compressed natural gas buses.
 - Completing a climate change risk assessment of crucial TransLink infrastructure
 - Working with Metro Vancouver to create policies that support a 65% reduction in GHG emissions
 - Creating a funding program for local governments to build out the Major Bikeway Network
 - Developing the express transit service plan covering the Sea to Sky region to the eastern Fraser Valley
 - Continuing to develop new technologies to support Mobility-as-a-Service.
 - Supporting the province's plan to extend SkyTrain to UBC

The TransLink Board of Directors is composed of seven individuals appointed by the Mayors' Council (from a candidate list presented by the Screening Panel), the Mayors' Council Chair and Vice-Chair (at their option), and up to two members appointed by the Province. The Mayors' Council is composed of the 21 mayors in Metro Vancouver, the Chief of the Tsawwassen First Nation, and the elected representative of Electoral Area "A".

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Meeting Information – continued:

Metro Vancouver Mayors Council on Regional Transportation / Transport 2050: “The Future of Regional Mass Transport”

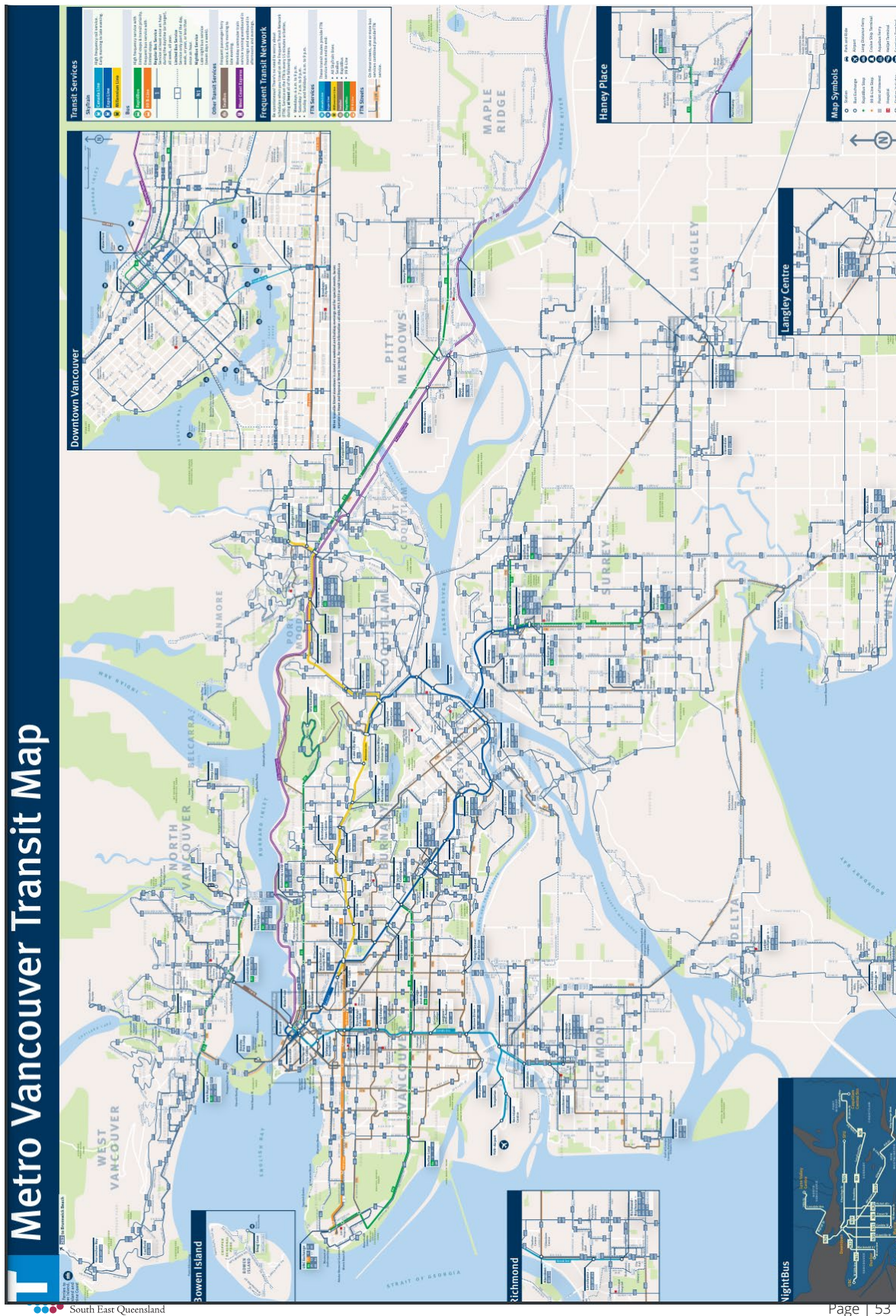
Resources:

Presentations:

[Metro Vancouver Mayors' Council for Regional Transportation](#)

Additional reading:

- [Metro Vancouver Transport 2050 - Draft Regional Transportation Strategy Summary Document](#)
- [Metro Vancouver Policy Review Summary – Transport](#)
- [Regional Transportation Strategy – Executive Summary](#)
- [TransLink 2022 Investment Plan](#)



Meeting Information

Metro Vancouver – Ten-Year Housing Plan: 'A 10-year vision for the region'

Attendees:



Mayor Brenda Locke, City of Surrey

Brenda Joy Locke is a Canadian politician, who served in the Legislative Assembly of British Columbia from 2001 to 2005 and is the current mayor of Surrey, British Columbia. She represented the electoral district of Surrey-Green Timbers as a member of the British Columbia Liberal Party. In 2022, Locke was elected as mayor of Surrey, defeating Doug McCallum. Before politics, Locke was executive director of the BC Liquor Licensee and Retailers Association, a position she held since 1985. From 1979 to 1983, she was the office manager for the Richmond Association for Children's Services which managed three group homes for troubled youth and an outreach program for youth under twelve.

Background:

The continuing crisis in housing affordability is a worldwide issue and threatens the strength of community connections, the foundations of local economies, the health of regions and is a significant ongoing concern for local governments. This session explored the critical housing issues facing Vancouver communities and pointed towards effective solutions. Vancouver's population is increasing and projected to grow by about 35,000 additional persons per year. Metro Vancouver's Regional Growth Strategy is the regional vision for accommodating anticipated future growth to the region with considerations for diverse and affordable housing, transit and mobility, resilient employment, protected ecological and agricultural lands, the impacts of a changing climate, and more. The 'Metro 2050 Strategy' forecasts indicate that over the next thirty years, Metro Vancouver will receive an additional one million residents for a total population of 3.8 million by the year 2050. This also means 500,000 additional housing units will be needed and almost 500,000 jobs will be created during that time.

The region is facing an affordable housing crisis. As one of the largest affordable housing providers in the region, Metro Vancouver Housing recognizes both the need and opportunity to increase their housing portfolio. At the same time, their existing housing is aging and requires ongoing investment. Balancing the renewal of existing housing with the creation of new affordable housing will require significant investment, innovation, and collaboration. The Metro Vancouver Housing 10-Year Plan provides a vision and framework to guide how Metro Vancouver Housing will provide, preserve, and expand affordable housing in the region. To support this Plan, Metro Vancouver Housing will invest \$190 million in affordable housing over the next 10 years and will also seek to partner with public, private, and non-profit sectors to leverage this investment and support even more affordable housing across the region.

Key learnings/outcomes:

- Discussed the challenges and opportunities facing Metro Vancouver to accommodate population growth by leveraging investment in infrastructure, services, and amenities.
- Investigated Metro Vancouver's strategic vision and leadership response to bring the community together as united region to tackle housing challenges.
- Considered the integrated approaches to growth management, including housing affordability, land-use planning, and delivery of coordinated infrastructure being utilised by Metro Vancouver, specifically how the region is balancing anticipated population growth with measures to maintain the liveability of Metro Vancouver.

Meeting Information - continued

Metro Vancouver – Ten-Year Housing Plan: ‘A 10-year vision for the region’

Key learnings/outcomes - continued:

- Examined how the revised regional strategy (Metro 2050) will create a clear definition of housing affordability for use in the regional growth strategy, drawing greater attention to the importance of housing as a key component of growth management.
- Investigated Vancouver's plans to engage the public and other stakeholders in updating the regional growth strategy, by strengthening awareness with other levels of government on a range of initiatives regarding the role and value of land use planning at the regional scale, and objectives of the regional growth strategy (including collaboration to align plans for building and expanding transportation infrastructure).
- Alignment of planned locations for growth with transit investment through a new tool called ‘Major Transit Growth Corridors’ from Metro2050.
- Metro Vancouver is one of the largest housing providers, with the program operated as a business which is funded by rental returns.
- Most housing was built in the 70s, which is now being upgraded and redeveloped to a higher density; Metro Vancouver is one of the few providers of affordable housing in the region:
 - Average home cost is \$1.8M
 - Average 1 bedroom apartment is \$600-\$700K and on average are 50m²

Resources:

Presentations:

[Metro Vancouver – Regional Housing Strategy](#)

Additional reading:

- [Metro Vancouver Policy Review Summary – Housing](#)
- [Metro Vancouver Housing Data Book – July 2022](#)

Site Visit:

Richmond Olympic Oval Municipal Corporation

Attendees:



Mayor Mark Brodie, The City of Richmond

Malcolm Brodie has been a member of Richmond City Council since 1996. He was sworn in as Mayor in 2001 and was re-elected in 2002, 2005, 2008, 2011, 2014, 2018 and 2022. Mayor Brodie has been appointed as First Director to the Board of Directors of Metro Vancouver since taking office in 2001. He is currently the Chair of Metro Vancouver's Zero Waste Committee and also serves on the Intergovernmental & Finance Committee, the Mayors' Committee, the Regional Parks Committee, and the Industrial Lands Strategy Task Force. He has represented Metro Vancouver on the Municipal Finance Authority as a Trustee since 2006, Vice Chair from 2009 to 2015, and Chair since March 2015. Mayor Brodie was appointed by UBCM to the Local Government RCMP Contract Management Committee from 2013 to 2017. He was also UBCM's appointee to the PRIMECorp Board of Directors from 2013 to 2014. The Mayor was a Director on the Board of the Greater Vancouver Transportation Authority (TransLink) from 2002 to 2007 and served as Chair in 2006 to 2007. Since then, he has been a member of the TransLink Council of Mayors. Before election to Council, Mayor Brodie was a practising lawyer and had a long record of service to Richmond in the volunteer community.



Gerry De Cicco, Managing Director, Richmond Olympic Oval

Gerry has have been with Richmond since 2006, becoming Richmond Olympic Oval's first employee. Leading up the 2010 Games, he was tasked with developing the Post-Games legacy plan, all the while being a part of the construction committee, and opening the Oval in late 2008 to the general public. Since 2008, Gerry has been part of the Oval's senior management team, and honoured to be a part of a great team that has built an incredibly successful legacy program. As Managing Director, he leads a management team that is responsible for the effective day to day operations of Richmond Olympic Oval. The organization consists of approximately 300 employees, of which 72 are full time. Richmond Olympic Oval Corp is a municipal corporation whereby the City of Richmond is the sole shareholder and report to a Board of Directors, approved by Mayor and Council. The CEO is George Duncan, the former Chief Administrative for the City of Richmond.



Andrew Clark, Director, Sport Business, Richmond Olympic Oval

Andrew has been working in the High-Performance Sport and Fitness Industry for more than 22 years. He joined the Richmond Olympic Oval in 2011 to execute on the high-performance business plan he created as a consultant. Current day, Andrew is as a member of the Oval's Senior Management Team responsible for the operations of the Oval's High-Performance Sport, Fitness and Longevity, Community Sport, Events and the Richmond Olympic Experience departments. Andrew's portfolio also includes overseeing the City of Richmond's Sport Hosting Office which works with facility operators, hotel and various Richmond based businesses to make it easy for event organizers to run world class events across the city.

Site Visit - continued:

Richmond Olympic Oval Municipal Corporation

Background:

The Richmond Olympic Oval is a major sports venue on the banks of the Fraser River and winner of the Institution of Structural Engineers top award for Sports or Leisure Structures. Home to long track speed skating during the 2010 Olympic Winter Games, the Oval has been transformed into the legacy vision first conceived by the City of Richmond in 2004 – an international centre of excellence for sports, health and wellness, culture and entertainment. To maximise entrepreneurial benefit and financial viability of the Oval, the Richmond Olympic Oval Corporation was incorporated in 2008 as a municipal corporation under the Business Corporations Act of British Columbia. Its purpose is to manage the business, operations and maintenance of the Oval.

Key learnings/outcomes:

- Legacy vision first conceived by the City of Richmond in 2004 – vision to develop a centre of excellence for sports, health and wellness, culture and entertainment.
- \$60M funding allocated: \$178M build, including \$16M for conversion after Games, sold adjoining properties for \$141M to fund.
- Home to long track speed skating during the 2010 Olympic Winter Games, the Oval has been transformed into the legacy vision first conceived by the City of Richmond in 2004 – an international centre of excellence for sports, health and wellness, culture and entertainment.
- Now used for community and regional activations – extremely good example of community legacy use and activation of spaces such as the athletics / climbing wall.
- In an effort to maximise the entrepreneurial benefit and financial viability of the Oval, the Richmond Olympic Oval Corporation was incorporated in 2008 as a municipal corporation under the Business Corporations Act of British Columbia.
- Its purpose is to manage the business, operations and maintenance of the Oval. The corporation has a single Shareholder, the City of Richmond, who has appointed a Board of Directors, consisting of a selection of community business leaders from Richmond and the Metro Vancouver area with a broad range of specialized expertise, to govern the Oval.
- The Corporation is fully accountable to its shareholder, who receives quarterly financial statements and regular operational updates on the performance of its corporation. The Board of Directors receive recommendations from two committees: The Audit & Finance Committee and the Business Planning Committee. The Board meets regularly to make governance and policy decisions, to provide direction to staff and to oversee the operations of this corporation.
- The 2010 Games Operating Trust was established to promote high performance amateur sport in Canada. The beneficiaries of the Trust are the owners of three legacy facilities developed for the 2010 Olympic and Paralympic Winter Games comprising the Richmond Olympic Oval located in Richmond, BC and the Whistler Olympic Park and Whistler Sliding Centre both located in the Resort Municipality of Whistler, BC.
- The Trustee of the Trust is the 2010 Games Operating Trust Society and is governed by a Board of Directors consisting of seven members appointed from each of Canada, British Columbia, the Canadian Olympic Committee, the Canadian Paralympic Committee, the Vancouver Organizing Committee for the 2010 Olympic and Paralympic Winter Games (VANOC), the City of Richmond, and the Resort Municipality of Whistler.

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Site Visit - continued:
Richmond Olympic Oval Municipal Corporation



Site Visit:

Olympic Village by the Millennium Development Group

Attendees:



Lon LaClaire, General Manager of Engineering Services, City of Vancouver

Lon comes to the role with extensive experience in transportation, having started with the City working on the Millennium line, the Downtown Transportation Plan, the Canada Line and transportation planning for the 2010 Olympics. Lon has connected the department's work to the transportation component of the Greenest City Action Plan, as well as the Transportation 2040 Plan. In 2015, as Director of Transportation, Lon led ground-breaking projects such as the Arbutus Greenway, Burrard Bridge upgrade and implementing new parking strategies. Experience with major projects like this puts Lon in a strong position as he begins his new role as GM. His cooperative approach and ability to make connections to how our work interacts internally as well as with major partners across the city and the region will be invaluable.

Background:

The Olympic Village, developed by the Millennium Development Group, is one of the greenest communities in the world, making Vancouver a leader in sustainable development. Located in southeast False Creek, the Olympic Village was built for the 2010 Winter Olympic Games to house athletes and officials coming from across the world. After the Olympics, the accommodation became residential housing. In keeping with Vancouver's Greenest City targets, the Olympic Village uses innovative energy efficiency and sustainability systems like solar heating and green roofs. The development aligns with the city's goals by addressing environmental, economic, and social issues. The Olympic Village is a mixed-use community, with approximately 1,100 residential units, parks, and a growing number of retail and service outlets.

Key learnings/outcomes:

Olympic Village:

- Located in Southeast False Creek, the Olympic Village was built for the 2010 Winter Olympic Games, to house athletes and Olympic officials coming from across the world.
- In keeping with the City of Vancouver's Greenest City targets, the Olympic Village uses innovative energy efficiency and sustainability systems like solar heating and green roofs.
- In 2014, The City of Vancouver has officially paid down the entire \$630 million debt of the Olympic Village development and recovered an additional \$70 million.
- The development aligns with the City's goals, addressing environmental, economic, and social issues. The False Creek Olympic Village provided additional housing stock following the Vancouver Olympic Games.
- Millennium's Olympic Village recognised with multiple awards for excellence in urban sustainability, energy and environmental design.
- Considered by many to be one of the finest communities in the world from an ecological and architectural perspective, Millennium's Olympic Village covers 25 acres and 8 city blocks, and encompasses 9 acres of parkland, 21 multi-storey buildings and 70,000 square feet of retail space.
- 252 affordable housing units in the first phase of the development, and 119 units of modest market housing aimed at middle-income singles and families, for a total of more than 370 units (approximately 33 per cent of Olympic Village phase housing).

Southeast False Creek:

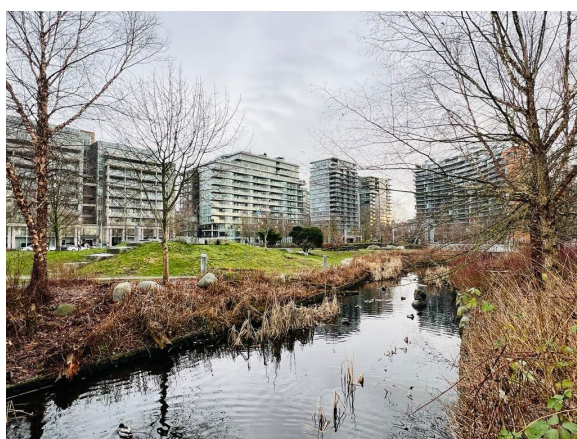
- 45,000 square foot new community centre along the waterfront (with LEED Platinum certification on the community centre – the highest level of green building design in North America), including a non-motorized boating centre with direct access to False Creek

Site Visit – continued:

Olympic Village by the Millennium Development Group

Key learnings/outcomes – continued:

- 6.5 million square feet of residential and supporting commercial space that will eventually be home to 16,000 residents (1.2 million square feet in the Olympic Village)
- Includes three child care centres plus family childcare facilities located within residential buildings
- 25.8 acres of open public space, including a new waterfront walkway, a public plaza in the Village, a new public art installation, and a community garden
- A contribution to the newly expanded Mount Pleasant branch library
- Public infrastructure improvements, including new sewer and water infrastructure, and reconstruction of West First Avenue
- Rehabilitated shoreline including a new habitat island, seawall, pedestrian bridge, and intertidal marine habitat.



The Olympic Village precinct tour

Meeting Information:

Once an Olympic Region, always.....

Attendees:



Bryan Buggey, Executive Vice President – Invest Vancouver

Bryan is a senior executive with more than three decades of experience as a business leader in entrepreneurship, sustainability, innovation, and economic development. Since 2006, Bryan has been interested and passionate about the economic opportunities afforded by the necessary transition to a low-carbon economy and has led teams in charge of projects and programs aimed at supporting those goals including the circular economy, decarbonization, innovation, investment, and equity & diversity. This includes concepts in economic transformation in the urban and regional context.



Brad Fryer, Senior Manager, Economic Development, City of New Westminster

Biography unavailable.

Background:

The Metro Vancouver region is recognised by global rankings to be a very attractive place for people to live and for companies to locate employees. Within the region, small to medium size enterprises are the prevalent characteristic of the economy, with few large corporate headquartered within Metro Vancouver Regional District. This means, foreign investment is primarily in real estate, instead of investing in initiatives that that generate broader economic benefits or grow productivity. In addition, within the region there are ongoing challenges attracting and retaining skilled and talented labour, along with the availability of well-paying and high-quality jobs for residents.

The 2010 Winter Olympics and Paralympics helped deliver the Metro Vancouver's ambition to shape the region into a network of transit-oriented, walkable, neighbourhoods with a world-renowned quality of life. Venues stretched over a 120-kilometre zone from Richmond, through downtown Vancouver and north to the mountain resort of Whistler. Drawing on both new and existing facilities, VANOC's goal was to create spectacular theatres for sport that provided top conditions for athletes and a welcomed place for spectators to experience the excitement of competition. The 2010 games set new benchmarks for educational, social inclusion and environmental legacies, including an early carbon offset program and offered ambitious demonstration projects. Seventy per cent of the heat for the Olympic Village, for example, came from waste heat recovery systems, including heat from sewage.

Vancouver 2010 accelerated significant improvements in terms of housing and transport infrastructure in the city and beyond. This helped Vancouver expanding investment in sustainable public transport infrastructure, including construction of a new train route – the Canada Line – which linked the suburbs of Richmond and Vancouver International Airport with the city centre. Since its opening in 2009, the number of passengers on the 19.2km rapid train route has been higher than anticipated – 112,000 people per day, or about 40 million per year. In addition, 180 diesel-electric hybrid buses were introduced helping the province to continually reduce its emissions. Other initiatives aimed at sustainable transport included an anti-idling policy for cars, a smart driver programme, vehicle maintenance programmes, and route planning procedures.

Meeting Information – continued:

Once an Olympic Region, always.....

Background - continued:

Invest Vancouver is an economic development leadership service for the Metro Vancouver region, created to advance equitable opportunity and more broadly shared prosperity for all residents of the region. They work to secure strategic investment, promote the region to a global audience, and advise decision-makers through forward-thinking economic policy analysis.

Key learnings:

- Explored how civic and elected leaders are responding to new global opportunities in partnership with industry and stewarding their local economies, including investment attraction, increasing access to export markets and initiatives to attract and retain skills through a period of dynamic change.
- Learnt how Invest Vancouver promotes a collaborative and regional approach to advancing economic prosperity, one that complements the economic development work at the local level (21 individual municipalities, one Electoral Area and one Treaty First Nation).
- Gained an understanding of the reform process Metro Vancouver undertook transitioning from fragmented resourcing for promoting the region, lacking alignment on economic priorities between multiple organisations, all driving individual agendas with inconsistent regional marketing across stakeholders, with a single integrated strategic focus.
- In 2019, it was determined by Metro Vancouver's 23 local government partners that the major gap is a focused approach on attracting strategic investment across the Metro Vancouver region. Addressing this gap would require a single point of contact, working under a regional brand with global resonance, to serve as the key point of contact for incoming investors while working closely with stakeholders across the region to identify priorities in attracting new investment, and compiling the data and analysis required to do so.
- Strategic investment specifies the type of investment that Metro Vancouver wanted to attract to the region. Strategic investments generate significant economic, employment, and community benefits that improve the long-term competitiveness of the region.
- Research conducted in 2015 by Vancouver indicated that for global investors, there needs to be a single point of contact operating under a regional brand with global resonance. Anything less, means the region as a whole is losing out on potentially important investment opportunities.
- The regional economic prosperity service would advance a shared prosperity in the region by providing a forum for collaboration on identifying target sectors, undertaking and disseminating key research, marketing and promoting the region, and developing proposals, strategies and other actions to attract new strategic investment.
- This was accomplished through a collaborative approach involving member jurisdictions and other stakeholders and partnerships with the federal and provincial ministries and agencies active in investment attraction.
- By providing one face for the Metro Vancouver region to potential investors, a new "prosperity cycle" could be jump-started, involving the attraction of new active strategic investment, including the location of headquarters and operations as well as new investment in existing businesses.
- To realize the potential of the Metro Vancouver region, this economic development service leverages and amplifies municipal economic development activities and identify opportunities to pool capabilities and resources as well as coordinate efforts among the various stakeholders.
- A 2019 study found for Metro Vancouver to realize long-term prosperity for the region, a concerted effort to attract new strategic investment needs to be mobilized.

Meeting Information – continued:

Once an Olympic Region, always.....

Key learnings – continued:

- A regional prosperity service mitigates the following challenges faced by external investors to the region:
 - Lack of alignment on regional priorities in terms of targeted economic sectors/clusters
 - Inconsistent marketing materials across all stakeholders and fragmented resourcing
 - Multiple organisations driving individual economic development agendas Complex business environment for investors to navigate,
- In 2015, it was found the absence of a regional approach contributed to Metro Vancouver's economic underperformance and the lack of a collaborative, regional approach sets our region apart from our competition – other prominent and large metropolitan areas across North America.
- Vancouver encourages Olympic host cities to address regional issues to increase resilience for the regional economy by provide a focused, sustainable regional economic development service.
- Regional approach to economic development works by sharing common goals and objectives among municipalities made it possible for partners hips to form. Invite key decision makers – only senior level executives – rather than facilitators or representatives.
- Establish structured networking and act as an enabler facilitating further conversations between local hosts and targeted investment opportunities.

Investigated how Metro Vancouver plan on leveraging the FIFA World Cup 2026 to advance the regions' global brand proposition and explore intergovernmental initiatives used to promote trade and investment attraction, while balancing competing interests from other levels of government.

Resources:

Presentations:

[Invest Vancouver: Opportunity. Amplified. In a region like no other.](#)

Meeting information:

Business Reception hosted by the Board of Management, Invest Vancouver

Attendees:

**Mayor Linda Buchanan, City of North Vancouver**

Mayor Buchanan was born and raised in North Vancouver, and through her professional work, volunteer efforts and service as an elected official, she has spent her life working to improve this community. After obtaining her degree in nursing from UBC, Mayor Buchanan worked as a public health nurse in the Squamish Nation and in North Shore schools and community clinics, providing preventative health services to people of all ages. In 2008, she was elected as a school trustee for the North Vancouver School District, where she worked to revitalize the City's schools and ensure the preservation and restoration of the historic Ridgeway Elementary School. In 2011, she was elected as a City Councillor, and over the course of her two terms she championed the creation of the Child, Youth and Family Municipal Strategy, the Dementia-Friendly Action Plan, and the North Shore Child and Family-Friendly Charter.

**Harry Bains, Vice Chair of Invest Vancouver Management Board, Councillor, City of Surrey**

As a corporate and real estate lawyer who has worked with developers in Surrey, Harry understands the costs and frustrations of waiting years to get shovels in the ground. He also knows that we need jobs and social activities in city of Surrey. Harry will advocate for efficiency at City Hall to improve the development process and affordability. He earned a Business degree at BCIT and a law degree at UBC. Harry has several priorities for his role on council including increased efficiencies at City Hall to shorten development timelines, attract employers to the City to increase the number of jobs for Surrey residents, create a smart zoning plan that includes an entertainment zone and a long term plan for Surrey's infrastructure and fire services.

**Jacquie Griffith, President, Invest Vancouver**

At the helm of Invest Vancouver, Jacquie leads the Metro Vancouver region's investment attraction and economic development leadership service. Her focus is on attracting strategic investment to Metro Vancouver, fostering region-wide collaboration and propelling the economic growth needed to compete and win on a global stage. She accepted the role of President in July 2022, with the motivation of bolstering the shared prosperity of our region through investment attraction, data, research, and policy development, as well as continuing strategic collaboration with key partners locally and internationally. She had previously served as Invest Vancouver's Executive Vice President and was a founding member of the team who took Invest Vancouver from a concept to reality. Jacquie brings over two decades of leadership experience in a wide-range of sectors including mining, banking, education and local government.

**Bridgitte Anderson, President and CEO at Greater Vancouver Board of Trade**

Bridgitte is the first woman to lead the Greater Vancouver Board of Trade in its 133-year history. Her focus is on building a more competitive and sustainable economy while evolving the Board's programs to foster a more diverse and inclusive region. She came to GVBOT from Edelman, a global public relations firm, where she led the Vancouver office, the city's largest communications agency. Bridgitte's expertise spans a broad spectrum of disciplines, including business, communications, government, and public policy. She served as Press Secretary to Premier Gordon Campbell, leading communications during the 2009 BC election and the 2010 Winter Olympics. Bridgitte holds the ICD.D designation from ICD-Rotman Directors Education Program and an IAP2 Certification in Public Participation.


Robin Silvester, President and Chief Executive Officer, Port of Vancouver

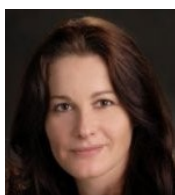
For more than a decade, Robin has led the Vancouver Fraser Port Authority, the federal agency responsible for enabling Canada's trade through the Port of Vancouver, which is Canada's largest port. During Robin's tenure, shared investments in the gateway have helped drive more than 40% growth in international trade through the Port of Vancouver. Under Robin's leadership, the port authority set and is actively advancing a vision to make the Port of Vancouver the world's most sustainable port - a port that is a global leader at delivering economic prosperity through trade, protecting the environment, and enabling thriving local communities. Prior to joining the port authority, Robin served as chief executive for Australian property and facilities management business United Group Ltd. and held senior roles in Vancouver, London, and Sydney with P&O Ports, including acquiring and operating Centerm Terminal in Vancouver. Robin has held business management and strategy roles in the U.K. steel and chemicals industries. Robin is a member of the Presidents Group, a network of business leaders in B.C. focused on helping increase employment opportunities for people with disabilities and is a past chair of the Greater Vancouver Board of Trade. He holds a master's degree in mechanical engineering from Cambridge University and has completed a corporate finance program at the London Business School.


Joanne Curry, Vice-President, External Relations, Simon Fraser University

Joanne Curry has made a career of advancing higher education locally, provincially, and nationally, and connecting the university with business and community. Her leadership in establishing SFU's Surrey campus in 2002 and helping to create SFU's new vision of the engaged university has improved the university's capacity to enhance the social and economic well-being of BC communities. As member of the University's senior leadership team, Joanne plays a strategic role in engaging with stakeholders and raising the profile of the University. She is the institutional lead for community engagement and accountable for government relations, communications and marketing, and ceremonies and events. She also has oversight for the Vancouver and Surrey campuses, SFU Art Galleries, SFU Woodward's Cultural Unit, SFU Public Square, and the Morris J. Wosk Centre for Dialogue. Joanne is currently a member of several boards and committees including the Downtown Surrey Business Improvement Association and the Burnaby Board of Trade (including its Business COVID-19 Recovery Task Force). She has served on the Board of Community Living BC, the Regional Prosperity Initiative Advisory Group, and Surrey Board of Trade. She has been a member of SFU's Aboriginal Reconciliation Council.


Anita Huberman, President & CEO, Surrey Board of Trade

Anita Huberman has been the President & CEO of the Surrey Board of Trade for 17 years for one of the top 10 Boards of Trade/Chambers of Commerce in Canada, and for one of the largest cities in Canada. She has been with the Surrey Board of Trade in a variety of roles for 30 years. Anita and her team serve more than 6,000 member contacts. In 2022, Anita won SFU's Distinguished Alumni Award. In 2021, she was announced as being 1 of 15 Outstanding Canadians for her work in the private sector and through the pandemic. She is an Honorary Captain of the Royal Canadian Navy (appointed by Canada's Minister of National Defence, just re-appointed for her third term till 2024), holds the Queen's Diamond Jubilee Medal, was a Business in Vancouver Top 40 Under 40 award winner, awarded the 2019 Surrey Community Builder of the Year and received a Canada 150 Community Medal.



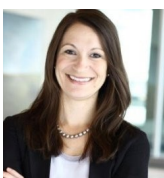
Olga Stachova, Chief Executive Officer, MOSAIC

Olga leads MOSAIC in serving immigrant, refugee, migrant, and mainstream communities in Metro Vancouver and the Fraser Valley, as well as throughout the province of BC. As the largest provider of employment services for newcomers in BC, MOSAIC partners with over 1,400 employers, assisting them in accessing qualified employees from diverse backgrounds. Olga has over 20 years of experience managing fast growing, distributed, non-profit organizations, as well as operational expertise in program design, delivery, and evaluation, and a proven track record of building strategic partnerships among diverse stakeholder groups. Prior to MOSAIC, Olga was Chief Operating Officer at Mitacs, a national non-profit organization delivering research and training programs to graduate and postgraduate students in Canada. Olga immigrated to Canada from Slovakia, where she was a successful Senior Project Manager at Management Partners, an HR consulting company, where she successfully recruited personnel for international organizations opening subsidiaries in Slovakia. Olga holds a Master's Degree in English and Philosophy from the University of Constantine the Philosopher in Slovakia. Olga is the recipient of the 2009 Business in Vancouver Top Forty Under 40 Award as well as the Queen Elizabeth II Diamond Jubilee Medal.



Andy Margolis, Vice President of Airport Capacity and Systems Design, YVR Airport

As Vice President, Airport Capacity and System Design, Andy is responsible for strategic leadership of his department including capacity planning, airside and baggage operations. Andy began his career in aviation at Heathrow Airport where he held several management positions culminating in a Head of Operations, Service Delivery, and Resilience role. He was responsible for transitioning operations to new baggage systems and developing new approaches to better manage the overall baggage system. After five years at Heathrow, Andy left to pursue a position as Service Development Director at Aviation Business Continuity. Finally, in 2019 Andy transitioned his life from London to Vancouver and began working at Vancouver Airport Authority. A fun fact about Andy - he is a Cordon Bleu chef.



Amy Lang, President, North Shore/Mammoth Studios

North Shore Studios is a full-service film production facility located in beautiful North Vancouver, British Columbia. North Shore Studios is owned by Bosa Development Corporation and managed by a team of professionals out of the Studios' offices. First opened in 1989 by Stephen J Cannell and Paul Bronfman, the Studios offer over 240,000 square feet of leasable area including 8 soundstages, turnkey offices with high-speed internet, construction space and support services. Shootable facades, including a brownstone commercial district, a landmark courthouse and a small town main street, add to the Studios' creative environment.



Jeanette Jackson, CEO, Foresight

Jeanette is currently the CEO of Foresight, a cleantech ecosystem accelerator that is empowering entrepreneurs and energizing a world-class cleantech industry across Canada. She is a multi-award winning sustainability champion, a sought-after public speaker, and a leading advisor to the cleantech industry. Since taking on the role of Foresight CEO, Jeanette has spearheaded the organization through a remarkable growth and vitalization pathway. Foresight's programs and advisory work have now helped over 900 entrepreneurial companies, generate over \$1.35 billion in funding, \$475 million in revenues and create over 7500 green jobs. Our innovation adoption platform with industry is trending to over 70 mT of reduced GHG emissions by 2033. Cleantech is her passion!

METRO VANCOUVER

MEETING AGENDA

Tuesday, 7 February 2023
Climate Adaption and Mitigations Strategies <ul style="list-style-type: none"> o Climate 2050 / Transportation Roadmap o Revenue generating resource recovery o Hydrothermal liquefaction o Heat recovery and renewable natural gas production (RNG) o Biosolids production o National Zero Waste Council (transitioning to a circular economy)
Building a Resilient Region <ul style="list-style-type: none"> o Investing in critical infrastructure o Collaborating with other orders of government
Roundtable Reflection and Forward Engagement (Statement of Intent)
Closing lunch and group photo Signing of the Statement of Intent
Whistler Resort Municipality Meeting
Transpod Briefing: Ultra-high-speed transportation technology and vehicles
Board Meeting of the Council of Mayors (SEQ)

Meeting Information

Climate Adaption and Mitigations Strategies

Attendees:

**Councillor Lisa Dominato, Chair, Climate Action Committee, Metro Vancouver**

Elected to Vancouver City Council in 2018, Lisa is passionate about making things better. A community advocate, driven by a lifelong commitment to volunteerism, Lisa's 20+ years in government administration, public policy, communications, and stakeholder relations. Her expertise is built on senior management roles in the BC Public Service focused on social policy, as well as serving as the former Chief of Staff to the Deputy Premier and Minister of Education, and as political advisor to the Minister of Management Services. Committed to improving the availability of affordable housing and mental health supports, Lisa served for six years as a Kettle Society board member and board chair. She's currently an honorary board director of the National Institute of Families for Child and Youth Mental Health ("FamilySmart").

**Roger Quan, Director of Air Quality and Environment at Metro Vancouver**

Roger Quan is the Director of Air Quality and Climate Change at Metro Vancouver. He leads a staff group that is responsible for managing air quality and greenhouse gases in the Metro Vancouver region, including planning, regulation development, intergovernmental coordination, environmental assessment, and monitoring. A key current focus is the implementation of the region's Climate 2050 strategy. Roger is a registered professional engineer, with over 30 years of experience in the environment field, both with government and consulting.

**Joanne Gauci, Senior Advisor, Metro Vancouver & the National Zero Waste Council**

Joanne is a sustainability professional with a Masters in Environmental Design (Planning) and 20 years of progressive policy, engagement and planning experience at the local, regional and federal government level both within Canada and abroad. As a Senior Policy Advisor at Metro Vancouver, I work as part of the Collaboration Initiatives Team advancing large scale collaborations and systems change to accelerate Canada's transition to zero waste and a circular economy. I provide Secretariat support to Canada's National Zero Waste Council and I am the Campaign Manager to Love Food Hate Waste Canada. In the last two years, I have supported the Council's participation in the Circular Economy Leadership Coalition and worked as part of collaborative teams to launch the Canada Plastics Pact and the Circular Cities and Regions Initiative.

**Neal Carley, General Manager, Parks, Planning & Environment, Metro Vancouver**

Meeting Information - continued
Climate Adaption and Mitigations Strategies

Background:
Ensuring Metro Vancouver's infrastructure, ecosystems, and communities are resilient to the impacts of climate change and achieving a carbon neutral region by 2050 underlie Metro Vancouver's leadership priorities. Metro Vancouver's Climate 2050 strategy will guide their climate change policy and action in the region for the next 30 years. The strategy outlines the greenhouse gas reductions and adaptation actions that need to be undertaken by Metro Vancouver and other partners and agencies to address climate change in our region. The National Zero Waste Council, an initiative of Metro Vancouver, is leading Canada's transition to a circular economy by bringing together governments, businesses, and NGOs to advance a waste prevention agenda that maximizes economic opportunities for the benefit of all Canadians.
Key learnings/outcomes:
<ul style="list-style-type: none"> • Explored Metro Vancouver's leadership on environmental stewardship, including the journey towards regional harmonization of food organics garden organics (FOGO) and single-use materials aligned with transitioning towards a circular economy. • Gained an understanding of the science behind Vancouver's positive behavioural change – how the region became the leader developing a culture of change (both in terms of managing populations growth and environmental sustainability) by encouraging new community behaviours to help move the region onto a more sustainable path. • Reduce emissions by directing growth to transit-orientated, complete communities to enable people to meet daily needs close to home • Explicitly consider social equity in region building (e.g. affordable housing, access to jobs, transportation, climate resilience). • Protect natural areas and agricultural land by focusing growth in Urban Centres and along transit corridors. • Align growth with transit and utility investments. • Accelerate the shift to zero emission vehicles and travel modes. • Build more resilient communities by identifying natural hazards and protecting sensitive ecological area.
Resources:
Presentation: Metro Vancouver's Climate 2050 Strategy – Transportation and Building Actions
Additional reading: <ul style="list-style-type: none"> • Metro Vancouver Climate 2050 Buildings Roadmap • Metro Vancouver: A Zero Waste Collaboration

Meeting Information:
Building a Resilient Region

Attendees:
Jerry Dobrovolsky, Chief Administrative Officer and Commissioner, Metro Vancouver
Background:
To support a more resilient, low carbon and connected future, the roundtable discussion considered the principal initiatives that have made Metro Vancouver one of the most environmentally friendly city regions in the world. Discussions considered how city regions are planning to address the challenges caused by increasing urbanisation and population growth such as improving food and water security, providing sanitation and waste collection and recycling, and supporting environmental sustainability initiatives. Resilience has always been central to the work of Metro Vancouver, focusing on issues such as the ability of regional infrastructure to withstand shocks and stresses and the reduction of impacts to protect the environment and public health. Metro Vancouver is now embracing a broader view of resilience that also integrates social and economic factors, alongside human health, environmental, and infrastructure drivers.
Key learnings/outcomes:
<ul style="list-style-type: none"> Discussed Vancouver's approach to ensuring alignment between the Regional Growth strategy and TransLink's Regional Transportation Strategy, including how critical regional infrastructure is prioritised to meet current and future service needs and helping to embed greater resilience to impacts from seismic events, wildfires, and natural disasters. Explored Metro Vancouver's leadership on environmental stewardship, including the journey towards regional harmonisation of food organics garden organics (FOGO) and single-use materials aligned with transitioning towards a circular economy. Gained an understanding of the science behind Vancouver's positive behavioural change – how the region became the leader for developing a culture of change (both in terms of managing populations growth and environmental sustainability) by encouraging new community behaviours to help move the region onto a more sustainable path.
Resources:
<p>Presentation: Metro Vancouver – Building a Resilient Region</p> <p>Additional reading:</p> <ul style="list-style-type: none"> Metro Vancouver Regional District Regional Economic Prosperity Service – Business Plan

Meeting Information:
Roundtable Discussion (Statement of Intent)

Attendees:
Chair and Vice Chair, Metro Vancouver Jerry Dobrovolsky, Chief Administrative Officer and Commissioner, Metro Vancouver
Background:
<p>Since 2017, Metro Vancouver and Council of Mayors (SEQ) have enjoyed a strategic relationship founded on their endeavours to promote urban and regional management within Asia Pacific. The opportunity exists to build on shared connections and further strengthen a bilateral relationship to create meaningful social and economic engagement for the two regions. Both organisations represent city-regions with similar characteristics; some of the most populous areas within their province/state, growing populations and becoming increasingly influential regionally and internationally, embarking on a transition towards a more specialised and diversified economy, and participation in global flows and exchanges enabled by a new international context. In this new cycle, both city-regions compete and compare as much with global peers, as with other domestic regions, with national long-term success requiring each region to become competitive at a global scale. The respective city-regions face ongoing challenges associated with climate change and population growth, at a time when the jobs that are driving our economy are changing, with new technologies, globalisation and demographic change transforming the future of work and the talent and skills of our workforce.</p> <p>Consistent alignment also exists between the organisations' respective strategic visions, as both seek to improve the vitality and resilience of their respective growing city-regions, including issues such as critical infrastructure to support growing communities; housing affordability; waste reduction and circular economy; climate action; and fostering regional collaboration. Meanwhile, civic leaders seek to prioritise strategic and long-term investments for greater regional connectivity, innovation and sustainability to facilitate the future success of respective city-regions. Organisations acknowledge each has a unique experience and knowledge base within their respective city- regions.</p>
Key learnings/outcomes:
<ul style="list-style-type: none"> The roundtable discussion reflected on what was experienced during the previous two days and provided Mayors the opportunity to pursue outstanding areas of interest. The following areas of shared interest were identified: <ul style="list-style-type: none"> Managing population growth (including land-use planning and housing affordability) Regional connectivity (public transport and smart digital infrastructure) Sustainability (including but not limited to waste and circular economy, water security, climate change and resilience) Economic development (including but not limited to regional and global brand, reputation influence, access export markets, trade and investment promotion) The session concluded with the delegation signing a Statement of Intent between Council of Mayors (SEQ) and Metro Vancouver Regional District to foster a strategic partnership based on shared interests, by exploring potential areas of cooperation and allow ongoing dialogue for mutually beneficial knowledge exchange.

Meeting Information – continued:
Roundtable Discussion (Statement of Intent)

Discussion on Statement of Intent with Metro Vancouver:
<p>Proposed actions from the statement of intent, collaboration may include the following actions:</p> <ul style="list-style-type: none"> o Cooperate and engage in exchanges in the areas of mutual interest, in order to develop the relationship between the two city-regions in a creative and practical manner that will benefit their respective residents. o Share their experiences for their respective city-regions and any knowledge, and information including associated policies, initiatives and programs that may support the collaboration or be useful for the other organisation. o Hold discussions to convene a forum of senior regional representatives (this may include officials, elected representatives and leaders of local First Nations) from each organisation to meet and support ongoing dialogue. o Hold discussions to further deepen friendly and cooperative relationship, including supporting initiatives such as delegations and/or staff exchanges. o Identify priority areas on which to collaborate and to regularly review the success of the collaboration and the outcomes the collaboration is achieving. o Support and foster cooperation and trust between CoMSEQ and MV; and act in the spirit of mutual respect and cooperation to foster a successful collaboration for the betterment of each other and their respective city-regions. <p>Ongoing Collaboration</p> <p>CoMSEQ and MV will discuss establishing a forum of representatives to meet regularly to support the collaboration, share information and introductions to support the collaboration and enhance knowledge and skills around a series of shared areas of interest.</p> <p>MV and CoMSEQ will discuss the opportunities for the leadership of each organisation to meet at least twice each calendar year to:</p> <ul style="list-style-type: none"> o Plan future events and opportunities (including representation and participation in Zero Waste Conference and the Asia Pacific Cities Summit & Mayors' Forum); o Review and identify shared areas of interest for the collaboration to focus on and promote. <p>Review the success of the collaboration and implement any changes and improvements to the collaboration, including the exploration of joint research initiatives.</p>
Resources:
<p>Metro Vancouver and Council of Mayors (SEQ): Statement of Intent for Ongoing Collaboration and Cooperation</p>

Meeting Information:
Whistler Resort Municipality Meeting

Attendees:



Roger Soane, President and CEO, Whistler Sport Legacies

Originally from London, England Roger Soane has almost 40 years of international operational experience, most recently with Fairmont Hotels and Resorts in Whistler, BC. In his role as general manager, Roger was immersed in the 2010 Olympic Winter Games and witnessed the pride and energy that sport created in his community. In 2013, Roger made the move to sport as President and Chief Executive Officer of Whistler Sport Legacies, a non-profit organization responsible for operating Whistler Olympic Park, the Whistler Sliding Centre, and the Whistler Athletes' Centre. Roger has a vision for Whistler and for BC to lead the country in sport hosting and spectator experience. In this role, and as a husband and father of three, sport is an integral part of Roger's life and has helped shape him as a person.



John Rae, Executive Director, Geopark Society

John has thirty-five years' experience leading the strategic planning and management for a wide range of initiatives; initially in Toronto in senior corporate roles and, since 2003, as a manager with the Resort Municipality of Whistler (RMOW). During the 2010 Olympic and Paralympic Winter Games in Whistler, John was the Executive Producer of Whistler Live! responsible for leading the team that delivered 450 concerts and performances across multiple genres at six integrated sites in Whistler during the 27 days and nights of the 2010 Winter Games. John formerly lead the strategic planning for Whistler's Festivals, Events & Animation (FE&A) program, as well as the RMOW's Learning & Education initiatives.

Background:

The Resort Municipality of Whistler (RMOW) was incorporated on September 6, 1975. At the time of incorporation, fewer than 1,000 people lived in Whistler. The newly elected mayor and council, along with municipal staff, local residents and the provincial government, started planning for the development of what would eventually become Whistler Village. As a result of this foundational work, Whistler Village, Blackcomb Mountain and the north side of Whistler Mountain opened for business in December 1980. On July 2, 2003, the International Olympic Committee selected Vancouver/Whistler to host the 2010 Olympic and Paralympic Winter Games. This was the first time in Olympic history that the International Olympic Committee bestowed the designation Host Mountain Resort upon a community. Whistler successfully co-hosted the 2010 Games, which left many lasting legacies for the community. Today, Whistler is home to almost 12,000 permanent residents and is visited by more than 3 million guests annually.

Key learnings/outcomes:

- The outcomes of adopting an integrated regional Vancouver brand for the 2010 Winter Games.
- Shared the lessons from the 2010 Games and how it was used to catalyse investment into public transport infrastructure, plus the views from host City of Vancouver and Resort Municipality of Whistler.
- How the Games consolidated regional efforts in global destination marketing as part of a joint tourism Olympic tourism strategy and the later established Sporting Hosting Vancouver to proactively identify a balanced portfolio of sports events that deliver significant economic and social benefits for the region (beyond the on-off 2010 games).

Resources:

Additional reading:

- [Best Practice: Business Program for Olympic & Paralympic Winter Games](#)

Meeting Information:

Transpod Briefing: Ultra-high-speed transportation technology and vehicles

Attendees:



Dr. Ryan Janzen, Chief Technology Officer, Transpod

Ryan co-founded TransPod and is the creator/inventor of the TransPod ultra-high-speed system. His concept gave TransPod key competitive advantages, including low infrastructure cost and fundamental safety. Ryan has been featured on the Discovery Channel, Wired Magazine, and Through the Wormhole, with his innovations featured in 110+ international lectures, media interviews, and scientific publications. As a global innovator, he is the founder of completely new fields of research, including veillance flux and swarm modulation. He introduced the world's first aircraft PLC. He has directed teams of 400+ people in realizing his innovations, in Silicon Valley, Europe, and Canada. Ryan holds a Ph.D. from the University of Toronto.



Zach Lamothe, Director of Corporate Development, Transpod

Zach leads corporate development at Transpod, a company developing the next generation of ultra-high-speed tube transportation. In this role he focuses primarily on developing infrastructure projects around the world, raising funds for TransPod's R&D and infrastructure needs, and managing partnerships. In parallel, he serves as a Board member and Vice President of The Hyperloop Association. He is an experienced entrepreneur (Mile1) and former management consultant (PwC) with a proven track record of building and operating businesses.

Background:

Transpod is looking at opportunities to invest in an Australian fast rail network, an on the back of the Brisbane 2032 announcement is keen to explore the feasibility of a SEQ network. TransPod Inc. is a Toronto-based company founded in 2015 with global operations in Canada, France, and the UAE TransPod creates and builds the most practical, economically feasible, and operationally robust ultra-high-speed tube transportation (exceeding 1,000 km/h) due to cutting-edge technology and innovations which drastically reduce infrastructure costs. The system is powered by environmentally-sustainable solar/electric energy in a system that is unaffected by weather conditions. Short and medium distance intercity transport faces several issues surrounding the speed, reliability, frequency, and environmental impact of options. All existing options are extremely carbon intensive. TransPod's implementation of the Fluxjet provides a compelling solution to the challenges of short and medium-haul transportation:

- ✓ High-speed passenger and cargo transportation with 100km – 1,000km traversed in 1 – 2 hours
- ✓ High-frequency departures optimized to serve the commuter, business traveler and freight markets
- ✓ Significantly more reliant and carbon efficient relative to existing modes of transportation.

Key learnings/outcomes:

- Transpod provided an update on initiatives being trialled in Canada and outlined opportunity for SEQ.
- CoMSEQ will continue to engage with Transpod and follow progress of its demonstration projects.



8 - 11 February 2023

LOS ANGELES COUNTY

SOUTHERN CALIFORNIA, USA

Economic profile of Los Angeles County

Los Angeles County's strong post-COVID-19 recovery is at risk of a slowdown over the next five years. Moving into the third quarter of 2022, roughly 91 percent of the 784,800 non-farm jobs lost over March and April of 2020 have been added to payrolls. However, national economic developments will significantly influence the county's economic performance in near future. The direct effects of inflation and the Federal Reserve's attempts to combat it pose the most significant risk. Historically, significant contractionary monetary policy and economic downturns tend to happen together. If a national recession occurs, it will slow Los Angeles County's local economy. Inflation, measured by the consumer price index (CPI), is influenced by a variety of factors including the lag at which past expansionary policy measures end up injecting money into the economic system, changes in monetary policy, and the speed at which these policy changes end up affecting the growth in the supply of money and credit. In addition, if global supply chain issues persist, their effects on production will influence the supply of several goods available to consumers and, therefore, prices.

CPI in Los Angeles County is expected to increase by 7.6 percent year-over-year from 2021 to 2022 and is expected to slow to 3.5 percent growth over the year in 2023, as the economy cools in response to the federal government's monetary and fiscal measures, tempering aggregate demand. Los Angeles County contributes 58.6 percent of the SCAG region's \$1.3 billion in gross regional product (GRP), making it the major economic driver of the six-county region. Even with a population 3 times the size of any other county in the region, Los Angeles County has the second largest GRP per capita, with \$82,700 in output per person. Moving forward, the GRP per capita of Los Angeles County is expected to continue growing, surpassing \$92,200 in 2030. One threat to this GRP growth is inflation and the contractionary monetary policy being implemented by the Federal Reserve to combat it: historically, significant contractionary monetary policy and economic downturns tend to happen together; if a national recession occurs, it will slow Los Angeles County's local economy. Real GRP growth in Los Angeles County is expected to slow to 2.9 percent in 2022 and 1.3 percent in 2023.

In 2022, the region saw significant growth in employment, income, tourism, home building, infrastructure and new development. The region's labor markets are booming, ending the year with unemployment at historical lows. However, the region, as much of the world, faces economic and political uncertainty and high inflation, with annual inflation at 7.9 percent in Southern California as of September 2022. Overall, economic growth was stellar in the region in 2022. The post-pandemic jobs recovery combined with new labor market opportunities, was unprecedented. Unemployment rates have fallen sharply, and unfilled jobs remain a major challenge for employers, which led to wage increases. Labor productivity, measured as per capita gross domestic product (GDP), increased by 7.6 percent in 2022 in the region, after a 6.5 percent growth in 2021.

Industry continued to grow in core sectors, including information, transportation and warehousing, and leisure. Investment dollars in commercial and industrial buildings are on pace to rival the record years of 2018 and 2019. The 2022 pace of multi-family unit permits in the region remains at a historical high. Development projects include the modernization of several LAX terminals, downtown Los Angeles high-rise construction, public transport infrastructure and housing projects. Despite these strengths, the regional economy is closely linked to the national and global economies. Historic inflation has impacted the region in several ways. Southern California home sales were down 32 percent on a year-over-year basis and trending toward the lowest annual sales since the Great Recession of 2008.

Taxable sales are decreasing, suggesting lower consumption. Although real wages increased during the pandemic, they have not been able to sustain this same level of purchasing power over the last year amid soaring inflation. The aggressive monetary policy aimed at cooling inflation has thus increased the risk of a recession. Warning signs of a weakening economy are beginning to emerge. For example, inbound container traffic through the Ports of Los Angeles and Long Beach decreased by 18 percent year-over-year. Nevertheless, the region could engineer its own soft landing by leveraging the region's strengths to offset the impact of a recession. (Source: Southern California Association of Governments)

Municipal composition of Los Angeles County

Los Angeles County has 88 municipalities within its boundaries, each governed by a city council and, in some, a mayor with executive powers (a "strong mayor"). Most of these city councils appoint a professional city manager to serve as the city's chief executive and supervise day-to-day municipal operations. Voters in 23 cities directly elect their mayor (in Avalon, Azusa, Baldwin Park, Carson, Compton, El Monte, Gardena, Hawthorne, Inglewood, La Verne, Lancaster, Lawndale, Long Beach, Los Angeles, Monrovia, Palmdale, Pasadena, Pomona, Redondo Beach, San Dimas, South El Monte, Torrance, and Whittier). Mayors of all other cities are members of city councils who, on an annual or otherwise periodic basis, rotate the role of mayor and vice mayor (or mayor pro tempore) among themselves. The powers of these rotational mayors are typically limited to chairing council meetings, signing official documents, and performing ceremonial functions. Executive management of the city is left to city managers hired by the councils. Most city councils in Los Angeles County seat five council members, with the exception of the cities of Los Angeles with 15 members, Long Beach with 9 members, Pasadena and Santa Monica each with 7 members, Pomona and Torrance each with 6 members, and Carson, Compton, Gardena, Inglewood, Lancaster, Palmdale, and Whittier each with 4 members. All these, except Santa Monica, have mayors who are elected-at-large. Almost all city governments in Los Angeles County also seat a City Clerk and City Treasurer, elected by each city's voters at-large. Voters in the largest of the county's municipalities, the City of Los Angeles, also elect a City Attorney and City Controller.

Agoura Hills	20,299	Hawaiian Gardens	14,149	Paramount	53,733
Alhambra	82,868	Hawthorne	88,083	Pasadena	138,699
Arcadia	56,681	Hermosa Beach	19,728	Pico Rivera	62,088
Artesia	16,395	Hidden Hills	1,725	Pomona	151,713
Avalon	3,460	Huntington Park	54,883	Rancho Palos Verdes	42,287
Azusa	50,000	Industry	264	Redondo Beach	71,576
Baldwin Park	72,176	Inglewood	107,762	Rolling Hills	1,739
Bell	33,559	Irwindale	1,472	Rolling Hills Estates	8,280
Bell Gardens	39,501	La Cañada Flintridge	20,573	Rosemead	51,185
Bellflower	79,190	La Habra Heights	5,682	San Dimas	34,924
Beverly Hills	32,701	La Mirada	48,008	San Fernando	23,946
Bradbury	921	La Puente	38,062	San Gabriel	39,568
Burbank	107,337	La Verne	31,334	San Marino	12,513
Calabasas	23,241	Lakewood	82,496	Santa Clarita	228,673
Carson	95,558	Lancaster	173,516	Santa Fe Springs	19,219
Cerritos	49,578	Lawndale	31,807	Santa Monica	93,076
Claremont	37,266	Lomita	20,921	Sierra Madre	11,268
Commerce	12,378	Long Beach	466,742	Signal Hill	11,848
Compton	95,740	Los Angeles	3,898,747	South El Monte	19,567
Covina	51,268	Lynwood	67,265	South Gate	92,726
Cudahy	22,811	Malibu	10,654	South Pasadena	26,943
Culver City	40,779	Manhattan Beach	35,506	Temple City	36,494
Diamond Bar	55,072	Maywood	25,138	Torrance	147,067
Downey	114,355	Monrovia	37,931	Vernon	222
Duarte	21,727	Montebello	62,640	Walnut	28,430
El Monte	109,450	Monterey Park	61,096	West Covina	109,501
El Segundo	17,272	Norwalk	102,773	West Hollywood	35,757
Gardena	61,027	Palmdale	169,450	Westlake Village	8,029
Glendale	196,543	Palos Verdes Estates	13,347	Whittier	87,306
Glendora	52,558				

LOS ANGELES COUNTY

MEETING AGENDA

Wednesday, 8 February 2023
Site-Visit: Virgin Orbit production factory
Long Beach Economic Partnership (LBEP) program: The future of Advanced Air Mobility (AAM) in Long Beach and SEQ'
Working lunch with Rex Richardson, Mayor of Long Beach , including a roundtable discussion on clean, green mobility innovation - land use and infrastructure implications
Continuation of Long Beach Economic Partnership (LBEP) program: The future of Advanced Air Mobility (AAM) in Long Beach and SEQ'
Reception at the Ambassador's Residence: Hosted by Ambassador Jane Duke, Australian Consul-General to Los Angeles

Long Beach, California

Long Beach, California's 7th largest city and Southern California's newest coastal destination, boasts amenities few other cities can offer. With a blend of big city convenience with the friendly, relaxed atmosphere of an ocean side community is unmatched. Home to approximately 470,000 people, the multiple award-winning and innovative City of Long Beach offers all the world-class amenities of a large metropolitan city while maintaining a strong sense of individual and diverse neighbourhoods nestled together along the California coast.

Multiple sports will be held in Long Beach during the 2028 Summer Olympics, including BMX racing, water polo, triathlon, open water swimming, sailing and handball. The city council is supported by a budget of \$2.3 billion and has more than 5,500 employees.

The economic base has changed over the years. Oil extraction created a boom and continues to fund portions of the city budget. Long Beach was a Navy town for many years before the base closed. The aerospace industry played an important role. Douglas Aircraft Company (later McDonnell Douglas and now part of Boeing) had plants at the Long Beach Airport where they built aircraft for World War II, and later built DC-8s, DC-9s, DC-10s, and MD-11s. Boeing built the Boeing 717 until 2006 and the C-17 Globemaster III strategic airlifter until 2015, the plants were leased by Mercedes-Benz and Relativity Space. Even after greatly reducing the number of local employees in recent years, Boeing is still the largest private employer in the city. Polar Air Cargo, an international cargo airline, was formerly based in Long Beach. TABC, Inc., a part of Toyota, makes a variety of car parts, including steering columns and catalytic converters, in Long Beach.

Epson America, Inc. the U.S. affiliate of Japan-based Seiko Epson Corporation, is headquartered in Long Beach. Pioneer Electronics, the U.S. affiliate of Japan-based Pioneer Corporation, is also headquartered in Long Beach. Long Beach Green Business Association is an organization working to create economic growth through the promotion of green business and promoting a buy local program for Long Beach. The Long Beach Accelerator was founded in 2019 as a public-private partnership between the city of Long Beach, Sunstone Management, and California State University, Long Beach, with the aim of growing the presence of diverse technology entrepreneurs in the city.

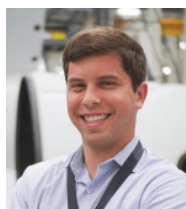
Meeting Information

Site-Visit: Virgin Orbit production factory

Attendees:

**Jim Simpson, Chief Strategy Officer (CSO), Virgin Orbit**

Jim has run satellite companies, pushed the envelope of what can be done with small satellites (SmallSats), charted out exciting paths for some of the nation's most successful aerospace businesses, and inked some of the biggest deals in commercial and government space history. His celebrated career in space gives him experience in both the launch and the satellite industries, working with governments, start-ups, and everything in between. He recently wrapped up his tenure as the CEO of Saturn Satellite Networks, where he led the evolution of the geostationary Earth Orbit (GEO) field by changing the economics for both emerging developing nations and established organizations in the sector. He has also served as CEO of ABS (formerly Asia Broadcast Satellite) and served as the head of strategy for Aerojet Rocketdyne and Boeing Network and Space Systems.

**Bret Perry, Business Development Principal, Virgin Orbit**

Bret works with established aerospace primes, satellite manufacturers, space entrepreneurs, international governments, and education institutions to help them develop optimal launch solutions to fulfill their mission requirements. Previously, Bret spent three years with Avascent, where he provided critical support in strategy development for clients in the aerospace and defense sectors. Bret's prior work at Avascent has focused on various space and defense systems and platforms across the industry value chain, including orbital/suborbital launch vehicles, spacecraft manufacturers, space habitats, tactical aircraft OEMs, and defense electronics. Prior to Avascent, Bret held internships with the McChrystal Group's Team Discovery and Department of Defense as an intelligence analyst. Bret graduated from the Edmund A. Walsh School of Foreign Service at Georgetown University, where he majored in International Politics and attained a certificate in International Business Diplomacy emphasizing non-market strategy. In addition, Bret studied Arabic and other Middle Eastern focused academics, at the University of Jordan. Further, he was part of the inaugural group to attend the Georgetown University sponsored Machiavelli Seminar in Fiesole, Italy.

Background:

Virgin Orbit builds and operates flexible and responsive satellite launcher invented: LauncherOne, a dedicated launch service for commercial and government-built small satellites. LauncherOne rockets are designed and manufactured in Long Beach, California, and will be air-launched from our modified 747-400 carrier aircraft – allowing to operate from locations all over the world in order to best serve each customer's needs. Toowoomba will become just the third location worldwide, a pilot orbital flight of Virgin Orbits Launcher One, as Wellcamp Airport becomes a national spaceport within 18 months for the orbital launch demonstration. Other sites include Cornwall in the UK and California in the United States, to host Richard Branson's Virgin Orbit, which uses a rocket fired from a 747 aircraft to launch satellites into space for climate monitoring, telecommunications services, asset tracking and other commercial activities. Australian infrastructure and property development company Wagner Corporation has signed a memorandum of understanding with Virgin Orbit for a 2024 launch demonstration with permanent horizontal launch site to follow within three years. Toowoomba Wellcamp Airport and its Aerospace and Defence Precinct will be home to world aviation giant Boeing, which announced in 2021 that it had selected the airport for an uncrewed-aircraft production facility – the first of its kind outside of North America.

Meeting Information – continued:

Site-Visit: Virgin Orbit production factory

Background - continued:

Queensland is already the home of Australia's vehicle and aviation manufacturing sectors. The State is well advanced in the overall development of a space industry that could potentially contribute up to \$6 billion to the state's economy by 2036 and 6,000 jobs. Toowoomba Wellcamp Airport and Business Park is on track to becoming one of the most sustainable carbon neutral destinations internationally with Virgin Orbit to join Boeing and other international companies as part of Wellcamp's new world class, Aerospace and Defence Precinct and Campus, with stage one due for completion by the end of 2024. Attracting global companies such as Virgin Orbit is recognition of the strategic advantages that Toowoomba Wellcamp Airport and the Aerospace & Defence Precinct offers. Research will also be undertaken by Wagner Corporation including environmental analysis and identification of associated infrastructure that can be sourced locally while Virgin will explore optimal flight paths from Toowoomba for the aircraft and satellites.

Key learnings/outcomes:

- The launch site at Toowoomba Wellcamp Airport was chosen by Virgin Orbit due to its ideal geo location for satellite launches and its ability to be a catalyst for growth in the Australian small satellite market as well as providing the Australian defence industry and government with a proven national launch capability.
- Inspected Virgin's manufacturing plan showcasing an example of leading advanced manufacturing.
- Secured understanding of Virgin Orbit's vision for SEQ, and opportunities for ancillary investment, partnerships and economic development.

Meeting Information – continued:

Site-Visit: Virgin Orbit production factory



CoMSEQ delegation touring the Virgin Orbit Production Facility in Long Beach, California.



Meeting Information:

The future of Advanced Air Mobility (AAM) in Long Beach and SEQ'

Attendees:

**Leah Goold-Haws, Chief Executive Officer, Long Beach Economic Partnership**

Leah Goold-Haws is currently the President/CEO of the Long Beach Economic Partnership (aka LBEP) a 501c3 non-profit advancing economic and workforce development on behalf of the City of Long Beach. Previously, Leah served on the City of Long Beach Economic Commission as the Commissioner for International Trade and has collaborated with the Port of Long Beach to relaunch the World Trade Center Long Beach under LBEP. Leah's career in international business spans over fifteen years, having most recently served as the State-wide Director for the California International Trade Center (CITC aka CITD) funded under the California Community Colleges Chancellor's Office, providing assistance to companies across the state in preparing for export readiness. Simultaneously, Leah served as the Sector Navigator for Global Trade, providing guidance and support on international trade programming to the 114 colleges in the California Community College system. Prior to that, Leah was a Regional Deputy Sector Navigator of Global Trade, serving rural and urban communities in Northern and Southern California, while under the community college system.

**Cynthia Guidry P.E., Director, Long Beach Airport**

Cynthia Guidry is the Director of the Long Beach Airport (LGB). Nicely nestled in Southern California as an award-winning airport with a unique open-air concourse, LGB is served by a handful of commercial carriers and is also one of the busiest general aviation airports in the country. LGB prides itself on providing fresh, new facilities and amenities, bringing the ease of travel to its customers. Ms. Guidry and her team will lead the next phase of improvements, adding to the respected legacy of LGB. Ms. Guidry is a Professional Engineer licensed from the State of California and has 28 years of planning, engineering, and professional experience working for the City of Los Angeles, 18 years with Los Angeles World Airports, with several years as Deputy Executive Director of Planning and Development Group. She also serves on the Board of Directors for the Los Angeles Chapter of Women's Transportation Seminar (WTS), and as Vice-Chair on the Airport Minority Advisory Council (AMAC) Airport Leadership Collective Committee. Ms. Guidry holds an MBA from Pepperdine University and a Bachelor of Science degree in Civil Engineering from the University of California at Irvine (UCI).

**Mark W. Taylor, Director of Government Operations, California, Boeing**

In this role, Taylor leads Boeing's state and local government relations activities and helps coordinate Boeing's investments throughout California. He joined Boeing in 2019 with extensive government affairs, strategic communications, political and campaign experience working for government agencies and clients throughout California. Prior to joining Boeing, Taylor served as Chief of Staff for Long Beach Mayor, Robert Garcia. He helped lead significant achievements including the creation of the first Public-Private-Partnership to build a new City Hall, Main Library, Port Headquarters, and downtown park, as well as passage of eight local ballot and tax measures producing more than \$500 million in new local funds. Previously, Taylor served as the Director of College Advancement, Public Affairs, and Governmental Relations at Long Beach City College where he led the effort to pass three pieces of legislation signed into law. He also helped lead the development of the Long Beach College Promise partnership and the Promise Pathways initiative, which significantly increased college access and success for local students and replicated nationally. Taylor is active in the community serving as a founding Board member of LB BLAST, a mentoring program. He is a member of the Executive Committee of the LBCC Foundation and Board Secretary for the Long Beach Opera. A Southern California native, Taylor graduated from Whitney High School. He earned a bachelor's degree in history and economics at Whittier College and a master's degree in the History of American Civilization at Brandeis University. He is the father of two grown sons and lives in downtown Long Beach with his wife Melissa.

**Emilien Marchand, Director Ecosystem Partnerships, Wisk**

Emilien leads Wisk's Ecosystem Partnerships efforts, including State and City Engagement. Previously, Emilien led the US Public Policy strategy for the Airbus Urban Mobility Division, after holding partnerships and scouting roles at Airbus A^3. He started his career as a rocket propulsion engineer after graduating with a Masters of Engineering in Aerospace from ISAE-Supaero and a Master of Science in Space Systems Engineering from TU Delft.

Meeting Information – continued:

‘The future of Advanced Air Mobility (AAM) in Long Beach and SEQ’

Background:

Long Beach is a model city for inclusive innovation and economic growth fuelled by diverse people, entrepreneurs, and businesses. Long Beach Economic Partnership (LBEP) believe in the power of collaboration, is an action-oriented organization that will sustain, grow business and expand citywide economic opportunities with a global vision that is locally focused through meaningful partnerships. LBEP firmly believe that a simple strategy, unwavering focus and deliberate actions will allow us to deliver on our vision for dependable growth.

Founded in 1923 as the first municipally owned airport in California, Long Beach Airport (LGB) completed a revitalization in 2012 to update its facilities. A new passenger concourse opened to the public and has since garnered extensive praise for its modern design and architecture, local eateries and easygoing travel experience. Recently, Sunset magazine awarded LGB with a Best of 2017 Travel Award. In addition, USA Today and 10Best.com recognized LGB for Best Airport Dining in their Readers Choice poll. LGB offers non-stop service to several U.S. cities while supporting a healthy general aviation community with over 260,000 annual operations. The airport is also a source of substantial economic activity and employment. Long Beach Airport and its tenants generate more than \$10 billion and 45,000 jobs in total economic activity to the Long Beach region with an additional \$1.1 billion in tax revenue at the federal, state, and local levels. Long Beach Airport prides itself in maintaining a safe, sustainable, and environmentally responsible operation.

In 2022, the City of Long Beach and South East Queensland formed partnerships with Wisk Aero to lead the acceleration and adoption of autonomous, all-electric Advance Air Mobility (AAM). Both regions have a history and expertise in aerospace innovation and are the early movers set to embrace the transformational opportunities that efficient zero-emission AAM can deliver by providing valuable social and economic benefits to their respective communities. However, a clear and coordinated government approach is required to enable the societal and economic benefits to be realised through AAM technology, while meaningful engagement is needed to understand community expectations to support a consistent approach to government regulation and planning.

Key learnings/outcomes:

- Shared insights between international jurisdictions and highlighted the successes and lessons learned from policy making efforts, including regulatory implications on land use planning and local infrastructure for both urban and regional landscapes.
- Gained an understanding of the strategic partnership between Wisk and LBEP including community acceptance and outreach, workforce development, integration of autonomous AAM into city transportation plans, and federal and state government funding opportunities.
- Investigated the economic impact assessment developed by the California State University Long Beach Office of Economic Research, to create an Advanced Air Mobility (AAM) sector, with a focus on autonomy in Southern California.
- Learned from the approach of the LBEP Advanced Air Mobility Task Force their approach to community engagement, the development of ground infrastructure, workforce development and multimodal integration into existing transport networks.

Meeting Information – continued:

The future of Advanced Air Mobility (AAM) in Long Beach and SEQ'



Long Beach Airport presentation and tour

Meeting Information

Working lunch with Rex Richardson, Mayor of Long Beach: Clean, green mobility innovation – land use and infrastructure implications'

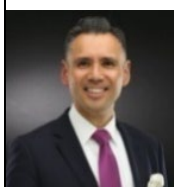
Attendees:

**Mayor Rex Richardson, Long Beach City Council**

In 2014, Richardson became the youngest person in history elected to the Long Beach City Council. In 2016, he was elected to a two-year term as Vice Mayor, also the youngest in city history. He was then re-elected to the Long Beach City Council in 2018 and re-elected as Vice Mayor in 2020. In November 2022, Richardson broke barriers once again as both the first Black person and first resident of North Long Beach in history elected to serve as Mayor. Mayor Richardson's history in Long Beach is grounded in empowering communities to have a seat at the table. He believes that everyone, no matter their circumstance, deserves the opportunity to thrive. He works to change the culture of city hall to be smarter, more inclusive, and more responsive to the needs of our neighbourhoods, businesses, and families while ensuring an equitable future for all. Mayor Richardson and his wife Dr. Nina Richardson are proudly raising their two young daughters, Alina and Mila, in the North Long Beach community.

**Bo Martinez, Director of Economic Development, The City of Long Beach**

Bo Martinez is the Director of Economic Development with the City of Long Beach. He oversees the operation of five bureaus: Business Development, Real Estate Development, Workforce Development, Business Operations, and Pier H. Prior to Long Beach, Bo served as the Deputy Town Manager with the Town of Parker where he managed economic development, culture, human resources, and the parks, recreation, and open space departments. He also served as the President/CEO of Adams County Regional Economic Partnership, a non-profit, public-private organization that guided inclusive economic growth, job creation, supported business and industry, and promoted Adams County, Colorado, and the metro north region as a leading global location for business. Bo also served as the Economic Development Director for the City of Miami Beach and City and County of Broomfield, Economic Development Administrator with the City and County of Denver's Office of Economic Development, and Economic Development Manager with the City of Phoenix. Bo has led community and economic development, corridor/downtown development, redevelopment, and light rail transit-oriented development ventures for these respective municipalities. Bo has worked extensively in establishing and leveraging existing networks, public-private sector partnerships, greater engagement with prospective and existing businesses, talent retention and recruitment, and private investment to sustain and grow local/regional economies. Bo has a master's degree in Urban and Regional Planning from the University of Colorado and was named one of North America's Top 50 Economic Developers in 2019 by Consultant Connect.

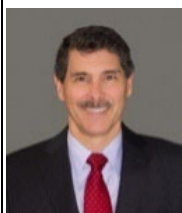
**Noel Hacegaba, Deputy Executive Director Port of Long Beach**

Dr. Noel Hacegaba is responsible for managing the day-to-day administration and operations of the Port of Long Beach, the nation's second busiest seaport. Previously, he served as Chief Commercial Officer and successfully managed the Port's commercial operations during a period of significant industry realignment, setting the path for record cargo volumes in 2017 and 2018. In recent years, he has led the Port's response to the supply chain crisis and also leads various high-profile initiatives, including the Supply Chain Information Highway. Dr. Hacegaba has more than 25 years of public and private sector experience spanning a variety of industries. Prior to joining the Port, he managed \$200 million in contracts for a Fortune 500 company. Dr. Hacegaba is a graduate of the University of Southern California, where he earned degrees in economics (BA and MA), business administration (BS) and planning (MPL). He also earned his doctorate degree in public administration from the University of La Verne. He currently serves on the Boards of various industry and non-profit organizations, including the Marine Exchange of Southern California and the Intermodal Association of North America (IANA), where he serves as Chairman of the Board. He also serves as Chairman of the Professional Development Board for the American Association of Port Authorities.

Meeting Information – continued:

Working lunch with Rex Richardson, Mayor of Long Beach: Clean, green mobility innovation – land use and infrastructure implications'

Attendees - continued:



Robert Kleinhenz, Economist California State University, Long Beach

Robert Kleinhenz, Ph.D. is the Director of the Cal State Long Beach Office of Economic Research. A leading voice on the economy, Dr. Kleinhenz has over 30 years of experience in urban and regional economics, with expertise in economic and workforce development and in transportation and land use. A frequent contributor to the media, he has appeared on radio and television, both national and local, and has been interviewed by numerous news outlets across the country including the Los Angeles Times, the Press Telegram and its sister organizations, and the San Francisco Chronicle. In addition to his role at the Office of Economic Research, Robert is on the Economics faculty at Cal State Long Beach. He is also Founder and Principal Economist of the firm Kleinhenz Economics. By virtue of his knowledge of the Southern California region and the state as a whole, he is also a Senior Research Fellow with the Inland Empire Economic Partnership and an Executive-in-Residence at Cal Poly Pomona's College of Business Administration. During the course of his career, he has worked in academia, the private sector, and the public sector.



Ryan Altoon, Chair Long Beach Economic Partnership

Ryan Altoon serves as Chief Executive Officer of Sustainable Cities and sets the development vision for the firm. He has over 20 years of experience in real estate development, finance and strategic planning, and has developed over \$500MM in new construction in CA. Projects include: "Shoreline Gateway", a 315 unit, 35-story luxury residential tower; "The Current", a 223 unit, 17- story luxury multifamily project; and "Hercules Bayfront", an 18-city block waterfront TOD with 1,500 units, 200,000 commercial and an intermodal transit center (ferry/train/bus) as one of the Nation's first LEED-ND Gold projects. Prior to forming Sustainable Cities, he served as Executive Vice President with AndersonPacific, LLC, a real estate development company focused on investment, entitlement and development of mixed-use infill projects in California. All projects were sustainable, transit-oriented and created walkable communities. His responsibilities included overseeing all entitlement and development projects for the firm, debt and equity capital raising, investor relations, and asset management. He entitled over 2,700 residential units, 150,000 sf of commercial office/retail, hotel, transit and civic uses, and over 20 acres of public open space in California, totaling over \$1 Billion in value. Mr. Altoon serves on the Management Committee and Advisory Board of the Urban Land Institute (ULI) Los Angeles District Council. He is the co-Chair of the ULI Membership Committee, former Co-Chair of the ULI Leadership Council, and former co-Chair of the Technical Assistance Panel Committee.



Randal Hernandez, Former Chair Long Beach Economic Partnership

Randal Hernandez is Executive Director, External Affairs for Southern California for Verizon. Randal is responsible for developing, coordinating and implementing government and community affairs initiatives that promote the company's wireless broadband networks and advanced technology strategies. Randal was instrumental in establishing the Long Beach Economic Partnership, a new economic development corporation. The "LBEP" is composed of cross-sector leaders whose mission is to advance economic opportunities, attract new investment and promote Long Beach as a great place for business. Randal is the past-chair and served as chair of the board for the past two years. He is former chairman of the city's Economic Development Commission, appointed by Long Beach Mayor Robert Garcia, where he led the development of a new citywide strategic plan adopted by the full city council in 2017. Randal served as a member of the senior staff to California Governor Arnold Schwarzenegger as his first Appointments Secretary responsible for recommending appointments to administration positions including cabinet secretaries, state commissions and other senior level positions.



Jannet Malig, Director, CA Community Colleges Advanced Transport & Logistics

Jannet Malig is a visionary leader and changemaker in the transportation industry. She is the Advanced Transportation and Logistics (ATL) Statewide Director for the California Community Colleges Workforce and Economic Development Division. In that role, she oversees efforts across the state to create relevant career pathways and foster a 21st-century workforce. She works with industry and professional associations, government organizations, and colleges to provide direction for curriculum development in emerging occupations; expand industry certificate programs, and determine short- and long-term industry training needs for high school and college career technical education programs.

Meeting Information – continued:

Working lunch with Rex Richardson, Mayor of Long Beach: Clean, green mobility innovation – land use and infrastructure implications'

Attendees - continued:



Matt Friedman, MRP, MAHL, DDiv (Hon), Chief, Office of Aviation Planning, CalTrans

Matt Friedman is the Chief of the Office of Aviation Planning in the Caltrans Division of Aeronautics. He is a native of Burlingame, CA. and has earned degrees from Macalester College (Biology, Anthropology) the University of North Carolina (Masters in Regional Planning) and Hebrew Union College (MAHL, rabbinic ordination and Honorary Doctor of Divinity.) As Office Chief, Friedman oversees statewide airport area land use planning that includes, providing guidance to airport land use commissions (ALUC) and local agencies, review of proposed legislation and policy, response to emerging technologies and trends such as Advanced Air Mobility. He also oversees Division of Aeronautics review and response to local notifications of intent to overrule ALUC determinations, school site proposals and draft proposals of airport land use compatibility plans. Current projects include revising the California Airport Land Use Planning Handbook (Handbook) and the California Aviation System Plan. He also participates in, and provides oversight for, research projects pertaining to assessing locations of potential vertiport sites and updating data, data analysis and topical gap identification for an update of the Handbook. Prior to joining the Division of Aeronautics, he was a Senior Transportation Planner in the Division of Traffic Operations where his duties included the roadway and roadside data collection and analysis program (Photolog), oversight of the Traffic Light Synchronization Program, traveler information services and designing the Traffic Operations plan for Active Transportation. He also served in the Division of Transportation Planning and the Planning group for Caltrans District 3 in Marysville.

Background:

In 2022, the City of Long Beach and South East Queensland formed partnerships with Wisk Aero to lead the acceleration and adoption of autonomous, all-electric Advance Air Mobility (AAM). Both regions have a history and expertise in aerospace innovation and are the early movers set to embrace the transformational opportunities that efficient zero-emission AAM can deliver by providing valuable social and economic benefits to their respective communities. However, a clear and coordinated government approach is required to enable the societal and economic benefits to be realised through AAM technology, while meaningful engagement is needed to understand community expectations to support a consistent approach to government regulation and planning.

Learning outcomes:

- Explored opportunities to share insights between international jurisdictions and publicly highlight the successes and lessons learned from policy making efforts, including regulatory implications on land use planning and local infrastructure for both urban and regional landscapes.
- Understanding of how the strategic partnership between Wisk and LBEP is progressing including community acceptance and outreach, workforce development, integration of autonomous AAM into city transportation plans, and federal and state government funding opportunities.
- Highlighted AAM was attractive proposition for the City due to inefficiencies of local public transport network.
- Investigated the economic impact assessment developed by the California State University Long Beach Office of Economic Research, to create an Advanced Air Mobility (AAM) sector, with a focus on autonomy in Southern California.

Meeting Information – continued:

Working lunch with Rex Richardson, Mayor of Long Beach: Clean, green mobility innovation – land use and infrastructure implications'



Meeting with Rex Richardson, Mayor of Long Beach.



Reception at Residence of the Consul-General:

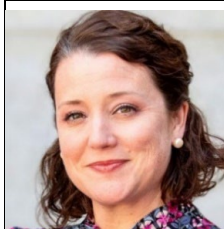
Hosted by Ambassador Jane Duke, Australian Consul-General to Los Angeles



Ambassador Jane Duke, Consul-General Los Angeles

Ms Duke was appointed Australian Consul-General Los Angeles in August 2020. Ms Duke is an experienced senior career officer with the Department of Foreign Affairs and Trade (DFAT). She was most recently Australia's Ambassador to the Association of Southeast Asian Nations (ASEAN) in Jakarta, Indonesia, and has served overseas as Deputy High Commissioner, Malaysia, and as Counsellor (Immigration) at Australia's Permanent Mission to the United Nations in Geneva. In Canberra, Ms Duke has served as Assistant Secretary, South East Asia Regional Branch, Canada and Latin America Branch, and Northern, Southern and Eastern Europe Branch. Ms Duke has also held senior positions in the immigration portfolio. Ms Duke holds a Bachelor of Arts (Asian Studies) degree and a Bachelor of Laws (Hons) from the Australian National University and a Graduate Diploma in Legal Practice from the University of Technology Sydney. Ms Duke is married, with two children.

Speaker Biographies



Erin Bromaghim, Deputy Mayor of International Affairs, City of Los Angeles

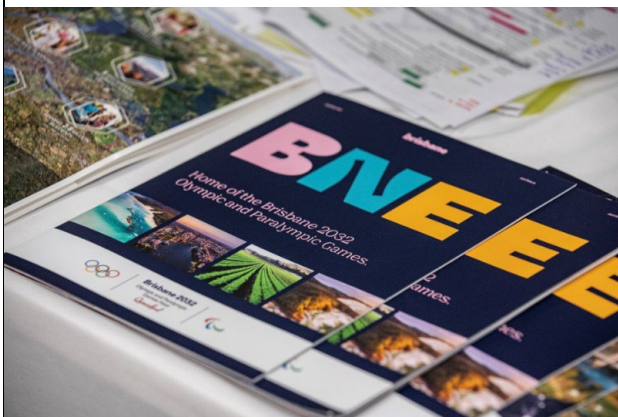
Erin previously served as the Director of Olympic and Paralympic Development in the Office of the Mayor of Los Angeles, Eric Garcetti. In this role, Erin is focused on realizing the City's plans to make Los Angeles more sustainable, inclusive, resilient, and innovative ahead of the Olympic and Paralympic Games in 2028 and through the enduring legacy the Games will leave for all Angelenos. This legacy includes her work as the Conrad N. Hilton Foundation Fellow, using the framework of the United Nations Agenda 2030 to align, measure, and track the City's progress toward the 17 Sustainable Development Goals. Erin previously spent 14 years as a senior civilian with the U.S. Department of Defense, where she managed interagency defense, intelligence, special operations, and security reform efforts. Ms. Bromaghim entered federal civil service as a Presidential Management Fellow with the U.S. Navy, later working for the U.S. Air Force, the Office of the Secretary of Defense, and NATO. She holds a B.A. from Wake Forest University and a M.A. from Georgetown University, as well as a certificate in advanced project management from Stanford University.



Michelle Schwartz, Chief External Affairs Officer, LA28

As Chief External Affairs Officer for the LA28 Olympic and Paralympic Games, Michelle Schwartz leads the organization's external engagement efforts with key stakeholders, overseeing government and community relations, impact and communications. Schwartz joined LA28 from Los Angeles World Airports, which owns and operates Los Angeles International (LAX) and Van Nuys general aviation airports. There, she served as Chief Corporate Strategy and Affairs Officer, managing policy development, stakeholder communications, social responsibility, guest experience and innovation. Previously, Schwartz served as Chief of Staff of the Federal Aviation Administration, Deputy Chief of Staff and Legislative Director to U.S. Senator Frank R. Lautenberg, Senior Director of Government Affairs for Charter Communications and Deputy Press Secretary for U.S. Senator Charles E. Schumer. A former litigation attorney, Schwartz received her J.D. from Yale Law School and her bachelor's degree from Duke University.

Reception at Residence of the Consul-General – continued:
Hosted by Ambassador Jane Duke, Australian Consul-General to Los Angeles



Reception with Consul-General, Ambassador Jane Duke

NORTH AMERICA MISSION 2023

LOS ANGELES COUNTY

MEETING AGENDA

Thursday, 9 February 2023
Precinct Tour of Los Angeles Clean Tech Incubator (LACI)
Roundtable briefing: 'Transportation Electrification Partnership (TEP)' <ul style="list-style-type: none"> o Matt Petersen, President, and CEO – LACI
Industry Lunch: 'Connecting Olympic mobility 2028-32' - accelerating transportation electrification in Olympic host regions, hosted by Tritium.
Courtesy call with Mayor of City of Inglewood, James T. Butts
International briefing from LA Rams on expansion into Australian market
Tour of Sofi Stadium and Hollywood Park development
Tour of LA Live Campus precinct (operational mode).

Site Visit: Precinct Tour of Los Angeles Clean Tech Incubator (LACI)
 Roundtable briefing: Transportation Electrification Partnership (TEP)

Attendees:

**Matt Petersen, Chief Executive Officer, LACI**

Prior to joining LACI, Matt Petersen was appointed by Mayor Eric Garcetti as the first ever Chief Sustainability Officer for the City of Los Angeles. Serving as CSO for four years, Petersen was the chief architect of the ground-breaking Sustainable City Plan, led efforts to make LA a global leader in EVs, and helped create the Climate Mayors. Matt co-founded Global Green USA and led the organization for 19 years as President and CEO. The organization was a pioneer in greening of affordable housing, schools, and cities as well as helping grow the solar sector. In the aftermath of Hurricane Katrina, Matt put forth a vision and mobilized resources to green the rebuilding of New Orleans, including schools, the Lower 9th Ward, and more. Matt is chair of the Climate Mayors board, as well as a board member of the Metropolitan Water District, the Center for Environmental Health, and the Sir Edmund Hilary Institute for International Leadership. Matt is a member of the Council on Foreign Relations and Pacific Council on International Policy.

**Michelle Kinman, Senior Vice President Market Transformation, LACI**

Michelle is responsible for managing the Transportation Electrification Partnership, an unprecedented public-private partnership focused on accelerating transportation electrification and zero emissions goods movement in the greater Los Angeles region in advance of the 2028 Olympic and Paralympic Games. Michelle came to LACI in 2018 with more than twenty years of experience—first internationally, then focusing on California—working to reduce our reliance on fossil fuels. Immediately prior to joining LACI, Michelle was the Clean Energy & Transportation Program Director for Environment California, working to advance an economy-wide shift to 100% renewable energy. In this role, she successfully helped to shape and pass numerous clean energy policies, including California's historic SB 100, and coordinated the Charge Ahead California campaign, a joint effort of environmental and environmental justice organizations to ensure that California expands access to electric vehicles in low-income communities of color. She was also a leader in the L.A. County Electric Bus Coalition, which secured commitments from LA Metro, the City of Los Angeles and City of Santa Monica to transition their bus fleets to electric by 2030. Michelle has a graduate certificate in Environmental Policy & Management from the University of Denver, and a BA in International Studies and Russian from Washington University in St. Louis. She was a finalist in the 2015 U.S. C3E Women in Energy Awards competition.

**Michael Swords, Vice President of Government Affairs, LACI**

In this role, he is responsible for managing the organizations relationships with policymakers at the local, regional, state and federal level. From 2006-2014, Swords served as the Executive Director of Strategic Research Initiatives and Global Partnerships at UCLA. Michael also served as Board President for CleanTech Los Angeles (CTLA) from 2011-2014. Michael currently serves as Board President of Climate Resolve, and has previously served on the Executive Advisory Committee for the UCLA Luskin Center for Innovation and the boards of the Los Angeles CleanTech Incubator (LACI) and the Los Angeles League of Conservation Voters (LALCV). Swords graduated with a BA in Political Science from Whittier College and the Executive Education program at the UCLA Anderson School of Management.

Site Visit – continued: Precinct Tour of Los Angeles Clean Tech Incubator (LACI)

Roundtable briefing: Transportation Electrification Partnership (TEP)

Background:

The Los Angeles Cleantech Incubator (LACI) manages the award-winning La Kretz Innovation Campus, 60,000 square foot campus sits on 3.2 acres and home to the Advanced Prototyping Center (APC). Located in the dynamic Downtown Arts District, LACI was established in 2011 by City of Los Angeles and LA Dept of Water and Power. The three priority areas for LACI include Zero Emissions Transportation, Clean Energy and Smart Sustainable Cities. Investing in a green economy makes greater Los Angeles more resilient to the ongoing pandemic and future economic downturns. Early movers in emerging green technologies are likely to have greater market success and will generate more jobs if they are backed by supportive public and institutional sectors.

Key learnings/outcomes:

- Los Angeles is a national leader in the green economy. Sustainability-focused enterprises have taken off in greater Los Angeles thanks to progressive environmental policy, climate-conscious consumers, a talented and diverse talent pool, and the successful pivoting of legacy industries.
- Today, Southern California is home to 43 percent of California's zero-emissions vehicle (ZEV) jobs and boasts the second most comprehensive EV charging network in the country.^{4 5} Los Angeles leads the nation with the most solar energy production of any U.S. city, making clean energy prominent.⁶ Green building codes have made California a leader in building decarbonization and energy efficiency, with local policies in Los Angeles setting the pace for upgrading existing buildings.
- Growing green industries, coupled with large public investments in green infrastructure like Measures M and W, are laying the foundation for a new economy centred on sustainability and climate resilience.
- The Transportation Electrification Partnership - multi-year partnership among local, regional, and state stakeholders to accelerate transportation electrification and zero emissions goods movement in the Greater Los Angeles region (LA) in advance of the 2028 Olympic and Paralympic Games.
- Established how California is working to open-up new markets by encouraging more local innovation, by Investing in vital infrastructure for sustainable growth, such as a network of public chargers for medium- and heavy-duty EVs.
- Understanding of how the I-710 will become the first zero emissions goods movement corridor in the nation and how they plan to achieve this.



LACI Site Visit

Function Information:

Industry Lunch hosted by Tritium in partnership with Evie Networks and St Baker Energy Innovation Fund

Attendees:**Mike Calise, President Americas, Tritium**

Mike is an executive leader with a successful history of accelerating early-stage energy efficiency businesses. Previously led Blink Charging \$BLNK to a successful NASDAQ listing as Chief Executive Officer, and Director, now President of the Americas at Tritium DCFC \$DCFC, a global powerhouse in DC Fast Charging solutions responsible for accelerating growth that led to a second career Nasdaq listing in Jan 22. Deep expertise in electric vehicle (EV) charging hardware, software, solutions and business models. Verse in clean transportation strategies and digital customer experience. Competency in all things EV and EV charging, micro grids, smart cities, eMobility, home and building energy management. Adept at creating innovative business models for B2B and B2C, and passionate about building diverse teams, empowering people and solving grand scale global challenges. Technical DNA rooted in semiconductor technology, computer processing, SaaS, battery charging, IoT, and HPC systems.

Seleta Reynolds, Chief Innovation Officer, LA Metro

Seleta Reynolds joins Metro from the Los Angeles Department of Transportation, where she has been General Manager since 2014. There, she has championed rider-serving innovations including the introduction of mobile ticketing and free transit for students, the development of the nation's largest electric vehicle carshare program, and the pilot of the nation's largest universal basic mobility plan. Previously, Ms. Reynolds served at the San Francisco Municipal Transportation Agency, leading the Livable Streets Unit. She has published four articles in Forbes magazine and a key article in the Eno Center for Transportation regarding the adaptation of Los Angeles for Urban Mobility in our Digital Age.

Pau Fox, Co-founder, CSO, Evie Networks

Paul Fox is an investor, strategist, business builder, and technologist. He is the Managing Director of Corran Toohill Capital, an investment and advisory firm, originally founded in Silicon Valley in 2006. The firm's focus is on high growth and deep-tech enabled companies. Companies include Blockchain Capital, Evie Networks, and the Enosi blockchain project. Now based in Sydney, Paul spent 14 years in Silicon Valley as an executive, start-up CEO and venture capitalist, building a huge network and reputation for customer focus, integrity and value. He is a regular speaker on business model and technology disruption, especially in regulated industries. Prior to Corran Toohill he held technology investment and new product-market development roles at AGL Energy Limited, Southern Cross Ventures, the California Clean Energy Fund and Flextronics. He has held multiple board and advisory roles at high growth and technology companies in Australia and the USA.

Jordan Ramer, CEO, EV Connect

Jordan Ramer is an accomplished technology executive and entrepreneur. He has helped raise tens of millions of dollars in financing for growth companies in the clean energy, transportation, and resource efficiency sectors. Prior to founding EV Connect, he led corporate development for NanoH2O, a venture-backed developer of energy-efficient water purification technology. Previously, he held executive positions in business development, product management, and marketing at AeroVironment, an electric vehicle infrastructure developer, where he spent seven years elevating AeroVironment into the industry leader, spearheading the company's global expansion and launching its fleet management software solution. He held roles in business development, finance, and strategy for several venture-backed technology start-ups. Ramer holds a Master of Business Administration from UCLA Anderson and graduated with a Bachelor of Science from Skidmore College.

Katherine Perez, Associate Principal, Los Angeles Office Leader

Katherine Aguilar Perez is the Los Angeles Cities Leader and Associate Principal with Arup. She is a seasoned professional in urban planning, transportation, and oversees the alternative procurement delivery team in Los Angeles. With her background in economic development, real estate development, transport and urban planning policy, she is recognized as a leader in the planning and development fields. Katherine leads the Advisory Services practice in Los Angeles, utilizing her 22 years of experience in planning and development to help public and private sector clients develop, optimize, and manage their assets. Katherine was a 2016 candidate for the California State Senate District 25, where she received over 31,000 votes, nearly 15% of the overall vote in a crowded field of six candidates. In 2011, she co-founded Estolano LeSar Perez (ELP) Advisors, a DBE/WBE minority woman owned company that provides integrated solutions to public agencies, foundations, business associations, and other stakeholders seeking to grow thriving, healthy, and vibrant communities. In this role, Katherine managed numerous transportation planning, development, and community engagement projects. Katherine has also served as the Executive Director of the Urban Land Institute, Los Angeles District Council (ULI LA) (2008-2011); Vice President at Forest City Development; Executive Director at Transportation & Land Use Collaborative (2000-2005); Deputy Mayor for the City of Pasadena (1998-2000); and Transportation Manager for the City of South Pasadena (1996-98).

Function Information – continued:

Industry Lunch hosted by Tritium in partnership with Evie Networks and St Baker Energy Innovation Fund

Attendees - continued:

Katherine has served on numerous boards and commissions throughout her career. She has been invited to serve on the National Board of Directors for EcoDistricts beginning in 2017. In 2013, Katherine was appointed by Governor Jerry Brown to the Board of Directors of the California High Speed Rail Authority (CHSRA) where she chaired the Land Use and Transit Subcommittee of the Board. She was a board member for New Economics for Women, a member of the California Public Infrastructure Advisory Commission, chaired the City of Pasadena Transportation Commission, was a Pasadena Heritage board member, and has been involved with several local and national industry and leadership organizations. Katherine is an adjunct professor at the Sol Price School of Public Policy at University of Southern California.

Michelle Kinman, Senior Vice President Market Transformation, LACI

Michelle is responsible for managing the Transportation Electrification Partnership, an unprecedented public-private partnership focused on accelerating transportation electrification and zero emissions goods movement in the greater Los Angeles region in advance of the 2028 Olympic and Paralympic Games. Michelle came to LACI in 2018 with more than twenty years of experience—first internationally, then focusing on California—working to reduce our reliance on fossil fuels. Immediately prior to joining LACI, Michelle was the Clean Energy & Transportation Program Director for Environment California, working to advance an economy-wide shift to 100% renewable energy. In this role, she successfully helped to shape and pass numerous clean energy policies, including California's historic SB 100, and coordinated the Charge Ahead California campaign, a joint effort of environmental and environmental justice organizations to ensure that California expands access to electric vehicles in low-income communities of color. She was also a leader in the L.A. County Electric Bus Coalition, which secured commitments from LA Metro, the City of Los Angeles and City of Santa Monica to transition their bus fleets to electric by 2030. Michelle has a graduate certificate in Environmental Policy & Management from the University of Denver, and a BA in International Studies and Russian from Washington University in St. Louis. She was a finalist in the 2015 U.S. C3E Women in Energy Awards competition.

Function Information – continued:

Industry Lunch hosted by Tritium in partnership with Evie Networks and St Baker Energy Innovation Fund

Key learnings/outcomes:

- Discussed importance of a clean energy future, specifically what barriers are standing in the way to lower emissions, cleaner air, more jobs, fewer blackouts, more energy and economic security, and healthier communities across the region?
- Established what challenges and opportunities the sector face between now and Paris 2024 (18 months from now) to increase the adoption of clean mobility options.
- Understand what policy reform and technological innovation we can expect to see by LA28, to accelerate transportation electrification and meeting the UN Sustainable Development Goals.
- Transportation electrification is a key focus for both Los Angeles and South East Queensland, the future host cities.
- Discussed opportunities for the network in SEQ.
- Cities need to prepare the infrastructure for the massive surge in people during the Olympics, while creating a lasting and sustainable transportation legacy for their cities – with regional collaboration and leadership essential.
- Leverage the Olympics as a once-in-a-generation opportunity to change the relationship of the community with transport.
- Leverage community grassroots activity and relationships to plan out the right moves, not just the easy ones.
- The largest complexities will come from ramping up thousands of temporary measures and. how transitioning them into sustainable outcomes (like thousands of temporary buses and routes). The challenge then is how to manage unexpected daily events.
- Build charging infrastructure that can scale now - put in more capacity than is immediately required.
- Plan now with the distribution network to have infrastructure well in advance.
- Establish multi-modal hubs and make them "Delightful" experience destinations.
- In general focus on decarbonization and not electrification only and how to make the whole experience delightful so that people change their habits sustainably.



Industry lunch hosted by Tritium

Meeting Information

Courtesy call with Mayor of City of Inglewood, James T. Butts

Attendees:

**James Butts Jr, Mayor of Inglewood**

On February 1, 2011, James T. Butts, Jr. was sworn in as Inglewood's 12th Mayor. James Butts has 50 years of public safety and municipal government experience. He holds a Bachelor of Science Degree in Business Administration from California State University and Master's Degree in Business Administration from California Polytechnic University. Mayor Butts has held the rank of CEO, general manager or assistant general manager of three large municipal organizations. He served 19 years in the Inglewood Police Department, rising to the rank of Deputy Chief, 15 years as the Chief of Police for the City of Santa Monica, and five years as an assistant general manager for Los Angeles World Airports in charge of Public Safety and Counterterrorism, taking LAX to a NUMBER 1 ranking nationwide by the TSA in 2009. He is a 7-year Board member and past Chairman of the Los Angeles METRO Board of Directors. In 2011, Mayor Butts negotiated with Madison Square Garden to renovate the Forum. In 2016, the Forum became the #1 concert venue in California. Mayor Butts secured the reinstatement of the then federally defunded Residential Sound Insulation Program by obtaining over \$100 million in grant funding. Inglewood now operates the #1 Residential Sound Insulation Program in the country. In 2016, 2017, 2018, 2019, 2020, and 2021, Mayor Butts was named one of the 500 most influential leaders in LA County by the Los Angeles Business Journal. His business expertise prevented bankruptcy in a city that Bond Rating agencies had ceased to rate for bond worthiness as late as 2010. On November 4, 2014, James T. Butts was re-elected Mayor of Inglewood with over 83% of the votes cast—the highest margin of victory in Inglewood electoral history. He was again re-elected in 2022.

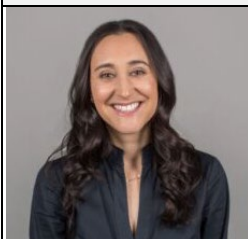
Key learnings/outcomes:

The City of Inglewood is the fastest growing in Los Angeles County, with 13 percent growth in the last year. The City's rapid economic revitalization and historic transformation, along with additional projected increases in population, housing, and employment density, is one reason the City and Metro are working to improve mobility in Inglewood. In 2017, Mayor Butts led the City to open negotiations with the Los Angeles Clippers with the mutual intent of relocating the Clippers to Inglewood into a cutting-edge NBA arena. The Girl Scouts of Greater Los Angeles relocated to Inglewood from Marina Del Rey in 2019. In 2021, the LA Philharmonic relocated its Youth Orchestra Program (YOLA) to Inglewood; YouTube opened a 6,000-seat theatre in Inglewood. The NFL Network relocated from Culver City to Inglewood; in 2022 Showtime opened 115,000 Square Feet Production Studio in the north end industrial area of the City. In February of 2022, Super Bowl LVI was held in Inglewood and the Rams were victorious; in 2023, the NCAA Championship Bowl game will take place in Inglewood and WrestleMania will be held here as well. By 2024, the Clippers will open a state-of-the-art NBA arena – The Intuit Dome – in Inglewood. Finally, in 2028, the Olympic Games will open in Inglewood, California and Olympic Basketball and Swimming competitions will occur in the resurrected City of Champions. The Inglewood Transit Connector (ITC) is one of regional significance and is a critical component of the City of Inglewood's incredible transformation. ITC is a 1.6-mile people mover connecting the Metro K Line to the region's newest sports and entertainment venues, including the Kia Forum, SoFi Stadium, Intuit Dome (the Clippers future home), as well as South Los Angeles' emerging housing and commercial centres. The project will allow trains to travel in both directions so that several trains could run at once, moving up to 11,000 passengers an hour. The project is expected to break ground in 2024, with completion expected in 2028.

Meeting Information

International briefing from LA Rams on expansion into Australian market

Attendees:

**Maria Luisa Camacho, Head of Government Relations, LA Rams**

in her capacity as Director of Government Affairs, Ms. Camacho establishes working relationships with public officials and public agencies throughout the Los Angeles region to identify opportunities for partnership and to solicit insight and feedback on current policy and civic topics. Given the development of SoFi Stadium and Hollywood Park by Los Angeles Rams ownership, she also works closely with the development team in policy engagement and public agency outreach and dialogue. Given the opportunity for use of SoFi Stadium and Hollywood Park entertainment venue, Camacho also supports efforts to bring the world's most prestigious events to the Los Angeles region. Prior to joining the Los Angeles Rams, Ms. Camacho was Director of External Affairs for River LA for three years, a nonprofit organization working to re-imagine all 51 miles of the Los Angeles River in partnership with renowned architect Frank Gehry. She utilized her six-year tenure within the Los Angeles public affairs consulting arena as Vice President at Consensus Inc. to initiate a strategic approach to interacting with the political stakeholders made up of 17 cities, the County of Los Angeles and US Army Corps of Engineers, alongside the numerous communities and stakeholders, to carry the river transformation momentum forward.

**Stephanie Cheng, Head of Special Projects (International), LA Rams**

Stephanie has over a decade of experience in the sports and entertainment industry, having previously worked as a Senior Vice President for Marketing Services at Premier Partnerships, a research manager at Lieberman Research Worldwide, and an Athletes' Services Coordinator for the Doha Asian Games Organizing Committee. Stephanie has also completed internships with the US Olympic Committee, X Games X, AEG/Chivas USA, and the LA Avengers (AFL). In addition to their work in the sports industry, Stephanie has also interned with Yum! Brands and Hang Lung Real Estate Group (HKG). Stephanie attended the WISE Executive Leadership Institute at Dartmouth's Tuck School of Business in 2018. Stephanie holds a Bachelor of Science in International Business from USC's Marshall School of Business, and they participated in an international exchange program at Università Bocconi in 2003.

Key learnings/outcomes:

The NFL is expanding globally with games to be played in London, Germany and Mexico next season. The NFL recently appointed marketing gun Charlotte Offord as its first ever general manager in Australia, and decided to open an office in Sydney. The LA Rams have spoken previously of their desire to grow their brand in Australia, and already have the necessary International Homes Marketing Area rights from the NFL. These rights, according to the NFL, grant franchises access to specific countries for 'marketing, fan engagement and commercialisation' that help to grow their brand in international markets.

Site-Visit:

Tour of Sofi Stadium and Hollywood Park development

Attendees:

**Otto Benedict, Senior Vice President, Campus Operations, LA Rams**

Otto is responsible for overseeing the day-to-day operations and management of SoFi Stadium, YouTube Theater and the entire 300-acre Hollywood Park campus. The Hollywood Park development project, a new mixed-use, master planned community on the site of the former Hollywood Park Racetrack and Equestrian Centre started construction in 2014 and is slated for completion by 2023. The Project will transform underutilized asphalt lots and the former racetrack into a vibrant mixed-use community.

Background:

An exciting transformation is underway as the City of Inglewood enhances its distinction as a world-class sports and entertainment hub within the greater Los Angeles region. Inglewood and its emergent population, housing, employment and entertainment centres is becoming one of the fastest growing municipalities in the County. Inglewood is proud to be home to The Forum, which hosts some of the largest acts in the nation, and to Hollywood Park and its 298 acres of redevelopment to include new residential, commercial, and recreational uses – the centrepiece of which is SoFi Stadium which will host large-scale sports events and year-round entertainment (including opening and closing ceremonies for 2028 Summer Olympic Games, FIFA World Cup). The privately built 70,240 seat stadium, costing in excess of \$5 billion, making it the world most expensive sports venue ever built.

Kroenke Sports & Entertainment (holding company of Arsenal F.C, LA Rams) vision for Hollywood Park is to bring a new level of sports, live entertainment, retail, office and residential to Inglewood. The stadium's footprint has over 35 programmable spaces, and we look to provide diverse programming representative of the local community and for visitors from abroad. There are three venues under one roof with SoFi Stadium, American Airlines Plaza, and YouTube Theatre, which is unique to L.A. and able to host an event of any size. Technology, sound and sightlines are unlike any other venue.

The open-air SoFi Stadium has a seating capacity of approximately 70,000, expandable up to 100,000. It features 260 luxury suites, more than 13,000 premium seats and approximately 3.1 million square feet of usable space. Adjacent to the stadium and under the same canopy are a 2.5-acre open-air American Airlines Plaza and the 6,000-seat YouTube Theatre.

Across the three spaces, SoFi Stadium has the flexibility to host anywhere from one cohesive event or three separate events concurrently. On the free-standing roof canopy each panel is covered in a special LED light system. The LED roof screen is 12 acres long or 6.5 city blocks. With over 216,000 LED's, the roof turns into a dynamic display for passengers flying into and out of LAX. The roof canopy features a single-layer of Ethylene Tetrafluoroethylene (ETFE), which creates a semi-clear cover that protects from weather elements. The ETFE has a 65 percent frit pattern, which reflects 40 percent of visible and solar rays and 42 percent of UV rays. As a result, the inside temperature is expected to be 4 degrees cooler.

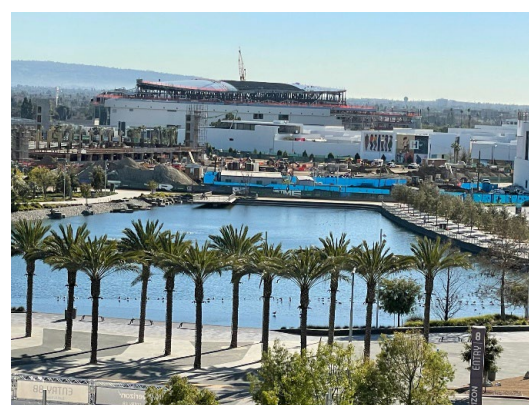
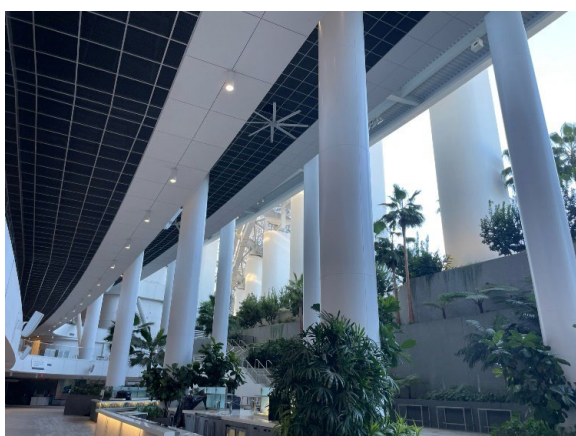
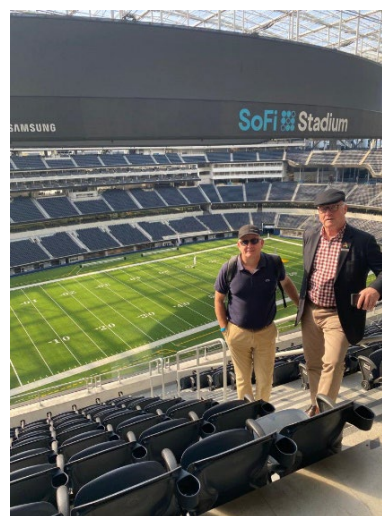
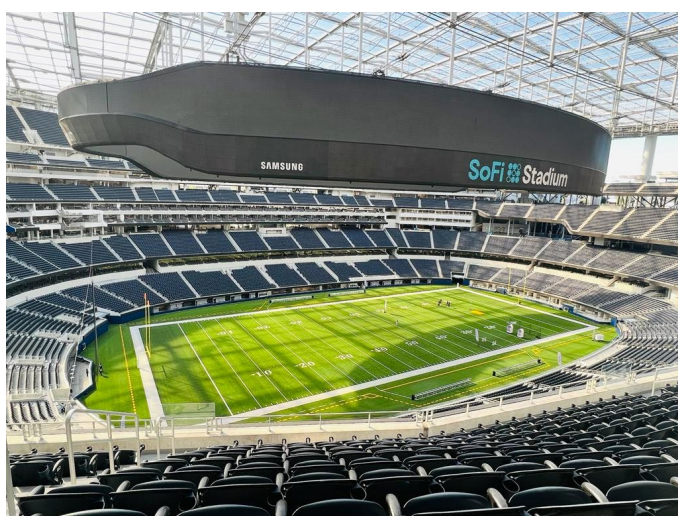
The oval-shaped 120-yard-long Infinity Screen by Samsung video board is the first HD video system ever built into a stadium. The Infinity Screen is the first-of-its-kind, and the only dual sided, center-hung 4k videoboard ever created. It is a 70,000 square foot, high-definition television that spans from one end of the field to the other, the biggest in sports. The Infinity Screen's oval display features approximately 8 million pixels, spaced 8 millimetres from centre to centre and can be uniquely or congruently programmed with statistics, live and/or animated content. In addition, SoFi Stadium features five levels of an additional 20,000 square feet plus ribbon board throughout the bowl. SoFi Stadium has 90,000 square feet of digital LED in its seating bowl alone.

Site-Visit - continued:

Tour of Sofi Stadium and Hollywood Park development

Key learnings/outcomes:

- Discussed the key benefits of the stadium on the surrounding region, and opportunities the venue provided for activation and major event attraction for the region.
- Outlined plans for the stadium for LA28 including ongoing and likely requirements for the venue to host activations.
- The design of the stadium and precinct, including technology within the stadium, provided broader activation and major event programming particularly for concerts.
- Discussed opportunities associated with the upcoming FIFA World Cup and how the precinct was supporting urban renewal of the local economy.
- Highlighted the ongoing challenges of activation without public transport connectivity, and this would be a major focus for the precinct moving forward to ensure it continued to be an accessible and attractive visitor experience.



Tour of SoFi Stadium and discussion with LA Rams.

Site Visit:

Tour of LA Live Campus precinct in operational mode, hosted by ASM Global

Attendees:

**Ronald Bension, President and CEO, ASM Global**

Ron Bension was named president and CEO of ASM Global in March 2021. ASM Global is the world's leading provider of innovative venue services and live experiences. The company's elite venue network spans five continents, with a portfolio of more than 325 of the world's most prestigious arenas, stadiums, convention and exhibition centers, and performing arts venues. Previously, he was president of the House of Blues Entertainment Clubs and Theater for Live Nation in 2010. There he oversaw the operation of 87 venues around the US, creating the largest portfolio and club platform in the world, with over 13,000 events and 12 million guest a year. Prior to this role, Bension was CEO of TicketsNow, working with the team at Ticketmaster to restructure the resale sites operations and business initiatives. During his more than 30-year career, he has led several major e-commerce, recreation, and entertainment companies to financial and strategic success. Bension held principal roles as CEO of Tickets.com, where he restructured the publicly traded online ticketing technology and service provider. He helped raise more than \$20 million in new capital, installed a marquee management team, integrated 11 acquired companies and implemented multiple leading-edge digital ticketing technologies, resulting in significant cost savings, exponential revenue growth and increased market share. He also managed the company's relationships with the 2002 Winter Olympics and the World Series. Then in 2005 he engineered the sale of Tickets.com's to Major League Baseball. After the sale, he took on the CEO role at WMG's Sportnet, the leading developer and operator of action sports websites in the country. Bension served as Chairman and CEO of Universal Studios Recreation Group from 1990-1996, where he oversaw the \$1 billion revenue global leisure recreation company through its \$4 Billion expansion program in Orlando and Osaka, Japan. After Universal, Bension moved to President and CEO of Sega GameWorks, a multi-unit, location-based entertainment company founded by Steven Spielberg. During his three years at the company's helm, he engineered a dramatic increase in the number of venues, revenue and profitability. He was honored for his achievements with the prestigious Ernst & Young Entrepreneur of the Year Award in 2001. He currently serves on the Board of Directors of Sea World Entertainment and is a Trustee at ArtCenter College of Design in Pasadena. He holds a BS in criminal justice from California State University, Los Angeles.

Background:

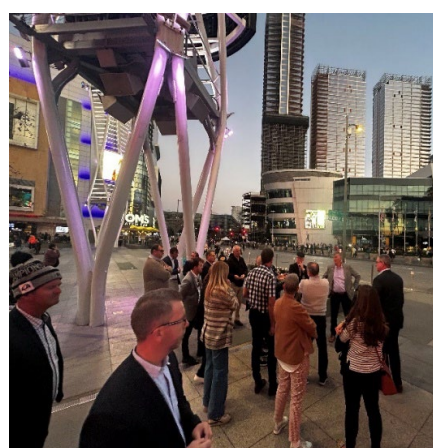
L.A. LIVE is the premier destination for live entertainment in Downtown Los Angeles and will be part of the "Downtown Sports Park" cluster for the 2028 Olympic Games along with adjoining LA Convention Center and Crypto.com Arena. Owned and operated by the Arturo L.A. Arena Company and Anschutz Entertainment Group (AEG), the world's largest owner of sports teams and live sports events and entertainment company. The 520,257 m2 LA Live precinct includes an Event Deck, Xbox Plaza, Microsoft Theatre and The Novo, ESPN broadcasting studios, Grammy Museum, hotels and cinemas. Beginning twenty-two years ago, more than 76 million guests have come to the AEG-owned and operated venue to attend a schedule of prestigious concerts, sporting events, award shows, family shows and other major attractions unmatched by any arena. Crypto.com Arena (previously Staples Centre) is home of four professional sports franchises, the NBA's Los Angeles Lakers and Los Angeles Clippers, the NHL's Los Angeles Kings, and the WNBA's Los Angeles Sparks.

Site Visit - continued:

Tour of LA Live Campus precinct, hosted by ASM Global

Key learnings/outcomes:

- Viewed the multi-venue precinct's integrated game-day experience including LA Live Microsoft Theatre and Crypto.com Convention Centre
- Overview of gameday operations by ASM Global including public transport access
- Overview of key leanings and experiences of the precinct by ASM Global and how the site will convert for activation during LA28.



Tour of LA Live LA Live Precinct tour, including event activation mode tour.

LOS ANGELES COUNTY

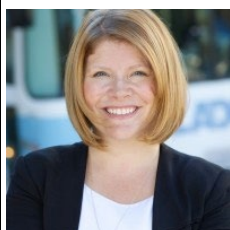
MEETING AGENDA

Friday, 10 February 2023
'Local coalition to influence transport policy and investment outcomes' <ul style="list-style-type: none"> Seleta Reynolds, Chief Innovation Officer Ernesto Chaves, Director, LA Metro Connie Llanos, Interim General Manager, Los Angeles Dept of Transport (LADOT)
CEO Roundtable with Los Angeles County Metropolitan Transportation Authority - <ul style="list-style-type: none"> Stephanie Wiggins and Chair/Vice Chair, plus Metro Board of Directors.
Industry Working Lunch – Olympic City Regions – ‘a legacy for connectivity, sustainability, and global influence’, with lessons learned (London 2012 to Rio 2016) and observations for LA28 and Brisbane 2032. <ul style="list-style-type: none"> Katherine Perez, Associate Principal, Los Angeles Office Leader, Arup Richard de Cani, Director and Global Cities, Arup (London) Lloyd Twomey – Principal - Queensland Geography Leader, Arup (Brisbane) Penny Hall, Principal, Host Cities Leader Australasia, Arup (Brisbane) Rob Fox, Marketing Manager, Arup (Queensland/New Zealand)
Partnering at a local level to compete as a united, globally competitive region: with leaders of, civic diplomacy, economic development, and global fluency facilitated by Erin Bromaghim, Deputy Mayor of International Affairs, City of Los Angeles; <ul style="list-style-type: none"> Stephen Cheung, Chief Operating Officer, LA County Economic Development Corp Jamie Lee, Co-Chair Advisory Board Adam Burke, President & CEO, Los Angeles Tourism & Convention Board Kevin Keller, Deputy Mayor of Economic Development
Courtesy call with Mayor Karen Bass
The Olympic transport vision and legacy for LA28' <ul style="list-style-type: none"> Sam Morrissey, Vice President, Transportation, LA28 Seleta Reynolds, Chief Innovation Officer, LA Metro Ernesto Chaves, Director, Highway Program, LA Metro

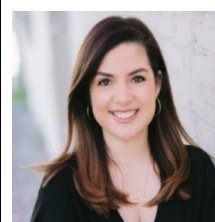
Meeting Information

'Local coalition to influence transport policy and investment outcomes'.

Attendees:

**Seleta Reynolds, Chief Innovation Officer, LA Metro**

Seleta Reynolds joins Metro from the Los Angeles Department of Transportation, where she has been General Manager since 2014. There, she has championed rider-serving innovations including the introduction of mobile ticketing and free transit for students, the development of the nation's largest electric vehicle carshare program, and the pilot of the nation's largest universal basic mobility plan. Previously, Ms. Reynolds served at the San Francisco Municipal Transportation Agency, leading the Livable Streets Unit. She has published four articles in Forbes magazine and a key article in the Eno Center for Transportation regarding the adaptation of Los Angeles for Urban Mobility in our Digital Age.

**Connie Llanos, Interim General Manager, LA Department of Transportation**

Connie has more than 15 years' experience managing policy, strategic engagement and public affairs in both the public and private sectors, where her work has consistently focused on creating opportunities for underrepresented communities. Currently serving as Interim General Manager for LADOT, she is the first Latina to lead the nation's second-largest municipal transportation agency, managing LADOT's more than 1,300 hardworking women and men, and 52 business lines. Raised in Los Angeles as the proud daughter of Colombian immigrants, Connie began her career as a journalist in Los Angeles and served as senior aide to several local officials including Los Angeles Mayor Eric Garcetti. She joined LADOT in 2019 as Assistant General Manager, External Affairs, overseeing community engagement, communications, government relations, and equity initiatives. She later served as Chief of Staff and Strategy for LADOT, where her responsibilities expanded to include acting as proxy to the General Manager on day-to-day operations.

Background:

Los Angeles is a city known as the car capital of the world and is investing more in transit infrastructure than any other American city in history. More people than ever are walking, biking, using scooters, rideshare, and other modes of transportation to get to and from home and the office. LA streets today are testing grounds for new technology, first/last mile solutions, and major innovations in mobility. In 2028, residents and visitors will be able to get to every Olympic event on public transportation. From light rail to subway to new bus projects, LA Metro are building a comprehensive and integrated transit network. And they will not stop this progress in its tracks: by 2035, half of all trips will happen somewhere other than a single occupancy vehicle. The California City Transportation Initiative (CaCTI) is a coalition of seven of California's largest cities dedicated to safe, sustainable, and equitable transportation outcomes.

Key learnings/outcomes:

- California's cities are the state's engines of innovation and economic growth as well as sites of major transportation challenges and success stories.
- When California's big city departments of transportation realised their voice was missing from key state policy debates, they acted.
- Inspired by the National Association of City Transportation Officials (NACTO) model, the state's eight largest Departments of Transport's joined forces to educate state legislators and shape policies that impact city streets.
- The partnership has enabled local transportation officials to work together and achieve landmark policy change in Washington.

Meeting Information

Los Angeles County Metropolitan Transportation Authority: Roundtable with Stephanie Wiggins, Chief Executive Officer, LA Metro

Attendees:

**Stephanie Wiggins Chief Executive Officer, LA Metro**

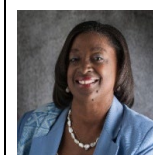
Ms Wiggins was elected at LA Metro's CEO on April 8, 2021, becoming the first woman – and first African American woman – to lead Metro in the agency's history, which dates to 1993. The appointment as CEO is a homecoming for Ms. Wiggins who served as Deputy CEO of Metro until December 2018. Before re-joining LA Metro as CEO in June 2021, Ms. Wiggins served for two and a half years as CEO of Metrolink. Metrolink is the nation's third largest passenger rail system covering 538 route-miles throughout Southern California. At Metrolink, Ms. Wiggins managed an annual budget of \$793 million at an agency that employs 282 fulltime employees. At Metrolink, Ms. Wiggins adeptly navigated the disruption caused by COVID-19 with a customer-first approach while upholding its foundational value of safety. Ms. Wiggins led the development of a Recovery Plan to reimagine the delivery of Metrolink service in a post-COVID-19 environment, driven by insights gathered from surveys with customers and employees. As Deputy CEO of Metro, she assisted the CEO in providing leadership and formulating and achieving strategic public transportation objectives, including the passage of Measure M, a half-cent sales tax approved by 71 percent of voters in LA County. During her tenure at Metro, Ms. Wiggins also served as the Executive Director of Vendor/Contract Management, where she implemented procurement streamlining initiatives and greatly expanded Metro's utilization of small and historically underutilized businesses.

**Ara J. Najarian Chair of the Board, LA Metro**

Ara J. Najarian has served on the Glendale City Council for 12 years and was recently re-elected to his fourth term with the highest number of votes of all candidates. He has served three terms as Mayor of Glendale. Ara is a regional leader in transportation, holding a seat on the Los Angeles MTA since 2006 and previously serving as MTA Chairman. Ara also is 2nd Vice Chairman of Metrolink and has served on the Board of Directors since 2007. Ara sits on the Board of Directors of the San Fernando Valley Council of Governments, and held the position of Chairman. Ara received a B.A in Economics from Occidental College, and his J.D. degree from the University of Southern California Law School. In his private life, Ara is a practicing attorney in Glendale. He is married to Palmira Perez, and has two boys.

**Fernando Dutra, Board Member of LA Metro**

Fernando Dutra was elected in April 2018 to represent District 4 for four years after being elected citywide in April 2014 to a four-year term. Fernando was initially appointed by the City Council in August 2012 to fill the remaining term of the Council seat vacated by Greg Nordbak. Fernando and his wife, Mary, have three children—Sara, Megan, and Eric. The Dutras have lived in Whittier since 1987. Fernando is President of Allwest Development Company and holds licenses for general building contractor and general engineering. Fernando served as a Member of the Planning Commission for six years from 2006 to 2012 and has served as Chairman of the Commission. Prior to his term on the Planning Commission, he served for six years on the Design Review Board. He has chaired the Metro Light Rail Extension Project Washington Boulevard Coalition; sits on the Whittier YMCA Board of Directors; and has served on the St. Gregory Parish Board. Fernando serves on the League of California Cities' Housing, Community & Economic Development Policy Committee. On March 8, 2021, Fernando was appointed to the Los Angeles County Metro Board and serves on the Finance, Budget and Audit Committee and MTA Construction Committee.

**Jacquelyn Dupont-Walker, Board Member of LA Metro**

Jacquelyn Dupont-Walker is the founding president of the Ward Economic Development Corporation (WEDC) and for 29 years has led the corporation in developing over 280 units of affordable housing, one major shopping mall, encouraging indigenous leadership, creating neighbourhood networks, facilitating job creation, conducting asset mapping, and spearheading an intergenerational community building effort. She also chairs the USC Master Plan Advisory Committee where she represents the residents of the West Adams district. Mrs. Dupont-Walker also chairs the Exposition Park Strategic Plan and is Vice-Chair of the Baldwin Hills Conservancy. In addition to WEDC, Mrs. Dupont-Walker serves as the AME Church International Social Action Officer and on a host of other civic organizations. As a lifelong member of the AME Church, Mrs. Dupont-Walker created AME V-Alert (voter mobilization plan). She is an officer of Ward AME Church in Los Angeles where she serves on the Board of Stewards, and also the Lay and Missionary ministries and chairs the Social Action Commission.

Meeting Information – continued:

Los Angeles County Metropolitan Transportation Authority:

Roundtable with Stephanie Wiggins, Chief Executive Officer, LA Metro

Background:

Los Angeles Metropolitan Transport Authority (LA Metro) is at the heart of a generational transformation that will mean more jobs for local workers, more economic growth, and more ways for Angelenos to move around. As LA Metro's CEO, Wiggins manages a budget of nearly \$7 billion, oversees up to \$20 billion in capital construction projects, and oversees an agency with 11,000 employees that transports more than a half-million boarding passengers daily on a fleet of 2,200 buses and six rail lines. Appointed to the role by Mayor Eric Garcetti and LA Metro Board in 2021. In this roundtable discussion, Stephanie may share her insight of the following focus areas:

- **Metro Vision 2028 Plan** – agency-wide strategic plan that creates the foundation for transforming mobility in LA County through to the year 2028. It sets the mission, vision, performance outcomes and goals for LA Metro and puts in motion specific initiatives and performance outcomes towards which Metro and its partners will strive, in pursuit of a better transportation future.
- **Long Range Transportation Plan** – The 2020 Long Range Transportation Plan (LRTP) provides a detailed roadmap for how LA Metro will plan, build, operate, maintain, and partner for improved mobility in the next 30 years. The LRTP will guide future funding plans and policies needed to move LA County forward for a more mobile, resilient, accessible and sustainable future.

Key learnings/outcomes:

- Explored Los Angeles' approach to innovative funding mechanisms, such as land value capture, to apportion a fair part of the economic value generated by the increase in land value where public transport is developed, such as subway and light rail network expansion, including Regional Connector, Crenshaw /LAX, Airport Metro Connector, Purple Line Extension and projects to enhance mobility through the San Fernando transit corridors.
- The challenges and complexities of delivering efficient and effective mobility to the people of Los Angeles County and how local government is working with other levels of government and industry partners to achieve this.
- Discussed the relationship between public transport and housing affordability and understand the measures and initiatives introduced to tackle the issue.
- Examined how LA Metro works with municipalities to implement holistic strategies for advancing mobility goals, by building trust with partners and stakeholders for transparent and an inclusive decision-making.
- Investigated the interoperability and connectivity of mass transit systems under development for LA 2028 including three bus rapid transit projects and the NextGen Bus Plan (a reimagined bus system focusing on providing fast, frequent, reliable and accessible service to meet the needs of today's riders).
- Following dialogue with the transport planners responsible for delivering LA28, their goals and vision for mobility involve making it easy and impactful, centred around the development of partnership and ensuring co-benefit. Strategically, this incorporates co-design for implementing a plan for priority projects, establishing a fit for purpose organisational structure and inter-jurisdictional arrangements required for successful delivery. LA are focussed on developing intergovernmental engagement strategies to galvanise partnerships and synchronise co-investment, while identifying opportunities to pilot transportation strategies during major events leading up to 2028.
- Despite the Los Angeles innovative tax approach for fund transport projects, they began with a list of 300, then down to 50 projects and then further prioritising to 28 (28 transport project by 2028 Games). Even with their depth of resources (both public/private), after the significant reduction of project prioritisation, planners conceded they lost precious time (not the money) and agreed the pipeline of projects was not focussed enough nor agreed to within sufficient time to design and build significant reform.

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Meeting Information – continued:

Los Angeles County Metropolitan Transportation Authority:

Roundtable with Stephanie Wiggins, Chief Executive Officer, LA Metro

Key learnings/outcomes - continued:

- Mayors learned LA has the money, but no longer the time to deliver a seamless transport experience for 2028, but they are at least starting the journey that may end post 2028, but will still deliver on a lasting legacy.

Resources:**Presentations:**[LA Metro Transport Roundtable presentation](#)[LA Metro Long Range Transportation & Mobility Planning](#)[LA Metro NextGen Speed & Reliability Tactical Transit Infrastructure](#)

Meeting Information – continued:

Los Angeles County Metropolitan Transportation Authority:

Roundtable with Stephanie Wiggins, Chief Executive Officer, LA Metro



*CoMSEQ delegation with Stephanie Wiggins, CEO, LA Metro
and Jacquelyn Dupont-Walker, LA Metro Board Members*



Meeting Information

Industry Working Lunch: Olympic City Regions - 'a legacy for connectivity, sustainability, and global influence', with lessons learned (London 2012 to Rio 2016) and observations for LA28 and Brisbane 2032.

Attendees:

**Katherine Perez, Associate Principal, Los Angeles Office Leader**

Katherine Aguilar Perez is the Los Angeles Cities Leader and Associate Principal with Arup. She is a seasoned professional in urban planning, transportation, and oversees the alternative procurement delivery team in Los Angeles. With her background in economic development, real estate development, transport and urban planning policy, she is recognized as a leader in the planning and development fields. Katherine leads the Advisory Services practice in Los Angeles, utilizing her 22 years of experience in planning and development to help public and private sector clients develop, optimize, and manage their assets.

Katherine was a 2016 candidate for the California State Senate District 25, where she received over 31,000 votes, nearly 15% of the overall vote in a crowded field of six candidates. In 2011, she co-founded Estolano LeSar Perez (ELP) Advisors, a DBE/WBE minority woman owned company that provides integrated solutions to public agencies, foundations, business associations, and other stakeholders seeking to grow thriving, healthy, and vibrant communities. In this role, Katherine managed numerous transportation planning, development, and community engagement projects. Katherine has also served as the Executive Director of the Urban Land Institute, Los Angeles District Council (ULI LA) (2008-2011); Vice President at Forest City Development; Executive Director at Transportation & Land Use Collaborative (2000-2005); Deputy Mayor for the City of Pasadena (1998-2000); and Transportation Manager for the City of South Pasadena (1996-98).

Katherine has served on numerous boards and commissions throughout her career. She has been invited to serve on the National Board of Directors for EcoDistricts beginning in 2017. In 2013, Katherine was appointed by Governor Jerry Brown to the Board of Directors of the California High Speed Rail Authority (CHSRA) where she chaired the Land Use and Transit Subcommittee of the Board. She was a board member for New Economics for Women, a member of the California Public Infrastructure Advisory Commission, chaired the City of Pasadena Transportation Commission, was a Pasadena Heritage board member, and has been involved with several local and national industry and leadership organizations. Katherine is an adjunct professor at the Sol Price School of Public Policy at University of Southern California.

**Lloyd Twomey – Principal - Queensland Geography Leader (Brisbane)**

Lloyd has over 25 years experience across Australia and Europe, and is skilled in leading major transport planning and design projects. While maintaining and building on Arup's traditional areas of infrastructure and property, he is also focused on developing our teams and client's reach into developing markets and sectors including cities, energy and water, and throughout the whole project life cycle. With extensive management experience in delivering large, complex infrastructure projects in Australia and Europe, he leads teams to deliver optimal outcomes for our diverse clients, from government agencies to construction companies. Specialising in the delivery, design and project management of major rail, maritime and highway projects, some select projects include the detailed design of the Brisbane International Cruise Terminal, Melbourne-to-Brisbane Inland Rail: Gowrie to Kagaru phase 1 assessment, Cross River Rail Technical Advisor, Port of Brisbane rail route corridor assessment, and Western Distributor tender design (Vic).

Meeting Information – continued:

Industry Working Lunch: Olympic City Regions - 'a legacy for connectivity, sustainability, and global influence', with lessons learned (London 2012 to Rio 2016) and observations for LA28 and Brisbane 2032.

Attendees - continued:



Penny Hall, Principal , Host Cities Leader Australasia (Brisbane)

As the Design Manager on the London 2012 Olympic and Paralympic Games, Penny was also one of five Arup representatives from around the globe to participate in the International Paralympic Observers and Games Experience Programmes in Rio De Janeiro 2016. She also played a key role in project managing the engineering and design for the Carrara Precinct for the 2018 Gold Coast Commonwealth Games, and in coordinating the landscape masterplan for King Abdullah Sports City, Saudi Arabia. Penny provides strategic advice and leadership during planning, delivery and legacy phases of major events, ensuring open communication is had with all stakeholders. Penny is currently playing a key role as the Design Director for City and Place on the Brisbane Metro, a city shaping project delivering a new era of connected transport. Penny is also the Markets and Clients leader across the 5 offices in Queensland, working closely with our clients and collaborators to pursue and deliver excellent projects, thinking and outcomes for people, places and future generations across Queensland.



Rob Fox, Marketing Manager, Arup (Queensland/New Zealand)

Rob is a marketing and business development professional with 30 years' experience across the IT, electronics and infrastructure sectors. Having previously worked for international brands such as IBM, Toshiba, AECOM and Cardno across the UK, Europe and Australia, Rob is someone who enjoys bringing people together to create great outcomes for all. A big team player, Rob enjoys meeting new challenges with a frank and honest approach, finding practical solutions to clients' problems.

Background:

Working Lunch – 'A legacy for connectivity, sustainability, and global influence', learned lessons from London 2012 to Rio 2016 and observations for LA28 and Brisbane 2032.

New and improved infrastructure dominates the spotlight when it comes to talking about Brisbane 2032, and with good reason. But the shiny new stadiums, rail lines and bus stations will be only one part of the enduring changed landscape of our city post the Olympics and Paralympics. Mobility should be a central anchor of Games legacy. Unplanned global interruptions and disruptions are becoming the new norm. How do we future-proof our cities, our regions and the wider Queensland for the 2032 Games and more importantly beyond 2032 so that we are a globally attractive and locally desirable place to live, work and play? A resilient, integrated mobility system is vital if we are to respond to unforeseen incidents and the pressures of major events. Los Angeles which had the longest lead in time of any modern Olympics lost over two years of planning, preparation and delivery due to the impact of COVID-19.

Enhanced mobility can be the catalyst to delivering a broad set of city-region outcomes and a major enabling opportunity across all factors of social, economic and environmental life. By applying a holistic network approach to transport infrastructure and operation from planning through to delivery, the city and region can drive positive change around growth, housing, education and jobs in a collaborative way. Government that think of transport and mobility in this way – as an enabler of much wider economic and societal change – are more successful in delivering sustainable, long-lasting urban transformation. Global city-regions with successful urban economies and high quality of life such as, Copenhagen Singapore and Vancouver all benefit from having highly integrated transport networks, showing the strong connection between mobility and successful urban life. Nine years out from Brisbane 2032, legacy and catalytic change are on many minds at all levels of government and industry.

Meeting Information – continued:

Industry Working Lunch: Olympic City Regions - 'a legacy for connectivity, sustainability, and global influence', with lessons learned (London 2012 to Rio 2016) and observations for LA28 and Brisbane 2032.

Background - continued:

Those Olympic host cities with the most successful legacy effects have used the opportunity of the Games to transform mobility and connectivity with long-lasting legacy benefits.

London 2012 was the first public transport only games, building off new rail infrastructure and creating a network of venues that were all integrated into the public transport system. Each venue (including the Olympic Park) with its own sustainable transport plan formed part of a much wider legacy strategy for transport in London. This included investment in new lines and services and the approach was a major catalyst for the transformation of the road network to unlock more cycling across the city (since 2012 London has had one of the fastest growth rates in cycling for any European city). Changes in data sharing, governance and city operations have all contributed to a more integrated and resilient transport network in the 10 years after the 2012 Games. Team LA28 are looking back to ensure what is created next via the 2028 event learns from the 1984 host city experience. Next to world-class facilities and an athlete focus, LA is looking at how the Games can support the positive transformation of urban communities across the region and address some of the societal challenges the city faces. As a highly complex, vast urban region with very high levels of car dependency, there is a significant opportunity with LA to use the Games to start the process of transforming mobility across the region. Through the introduction of new travel choices, more integrated and joined up planning the Games is an opportunity to start the transition towards a new model of mobility across the LA region.

Paris 2024 is on a journey of transforming its streets and boulevards into car-free corridors where the emphasis is on active travel, micro and shared mobility, and creating a car lite urban district covering vast parts of the central city. This includes transformation of the Champs Elysees and surrounding squares into a major urban park in time for the 2024 Games.

Meeting Information – continued:

Industry Working Lunch: Olympic City Regions - 'a legacy for connectivity, sustainability, and global influence', with lessons learned (London 2012 to Rio 2016) and observations for LA28 and Brisbane 2032.

Key learnings/outcomes:

- Five key takeaways from major events around the globe and North American experience. These focus areas span the latest in innovative advancements through to grass roots, community-level behavioural change and all should be at the forefront of our planning for Brisbane 2032:
- Mass transit as a holistic network not as a solo system or provider – leverage collaboration across the public and private sector now to provide more choice, more convenience to boost user behaviour. This isn't a new idea, however, if we don't define the model of collaboration, we run the risk of repeating the mistakes of other host cities and missing the once-in-a-generation opportunity to create and catalyse change from Olympic and Paralympic Games.
- Legacy – Plan Plan Plan. We need to define the Legacy Plan in line with the Games Plans now. We need to understand what the Legacy of 2032 is now and be clear on this. There will be disruption across our region and cities for the next decade and beyond, however this needs to be viewed as positive disruption aligned with clear Legacy benefits. We need to define our plan for the 'day after' the Games, and how are we curating space and mobility the 'day after' the Games now.
- Supply chain and infrastructure – how are we aligning these to enable advancements? We have big targets and aspirations for Brisbane 2032 and our infrastructure and supply chain will make or break these. We need alignment with enabling targeted outcomes across a connected SEQ, resource capacity to deliver, innovation to create supply and the utilities to cater for the electric transport modes.
- Change in behaviour and education – can't solely rely on physical intervention. We need changes in mentality about how we move, change our choice of mobility, travel patterns, travel times, choice of housing, jobs and education transport demands, change in understanding of ownership. We move differently now than 10 years ago, and more change is to come in the next 10 years. Advancements in technology and the shift in mindset around mobile working post the pandemic has seen a shift in mobility in peak periods, a shift in mode share and an evolution of new mobility. We need to look ahead to what's next and how are we defining that together rather than inheriting it.
- Advancements and innovations that will improve mobility – we know about innovations around electric, air, water, digital and zero carbon – but what's next? We need to develop private / public partnerships, collaborate with incubators and entrepreneurs, focus on economic development to make the future possibilities a reality. This is how we as SEQ will lead the charge in mobility innovation for Australia and the globe. If we do not disrupt and challenge ourselves now, we will be disrupted by others – possibly from outside the transport industry.

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Meeting Information – continued:

Industry Working Lunch: Olympic City Regions - 'a legacy for connectivity, sustainability, and global influence', with lessons learned (London 2012 to Rio 2016) and observations for LA28 and Brisbane 2032.



Meeting Information

Partnering at a local level to compete as a united, globally competitive region'.

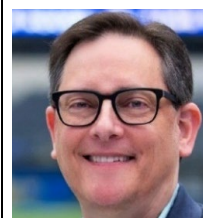
Attendees:

**Stephen Cheung, President & CEO, LA County Economic Development Corp.**

Stephen Cheung is the Chief Operating Officer (COO) of LAEDC and the President of World Trade Center Los Angeles (WTCLA). In his role as COO, he brings together the capabilities of LAEDC's mission-delivery department areas, including: Business Assistance and Industry Cluster Development; LAEDC's Institute for Applied Economics; Communications & Marketing; and Public Policy, into a single team that delivers the LAEDC's critically important, public-benefit mission. Cheung also leads investment attraction to the LA County region on behalf of both LAEDC and WTCLA, and facilitates successful location of new businesses, projects, and deals from both international and U.S. investors into the region. He also leads the team that supports international trade and international connections for organizations based in LA County. Prior to that, Cheung was the Secretary General of International Trade and Foreign Affairs for Los Angeles Mayor Eric Garcetti and was responsible for managing policies and programs related to the Port of Los Angeles, Los Angeles World Airports, International Affairs and Global Trade. In this role, he was the lead organizer for Mayor Garcetti's previous international trade missions to Mexico, China, Korea, and Japan. Furthermore, Cheung implemented the city's strategic plan to make Los Angeles a global capital of clean technology by building the infrastructure to support research, development, and manufacturing with key partners. Cheung currently sits on the Board of Advisors of UCLA's Luskin School of Public Affairs and Sister Cities of Los Angeles, while also serving on LA Metro's Sustainability Council and Biz-Fed's International Trade Committee. He has previously served on the Board of Directors of the Los Angeles Regional Export Council and the Los Angeles Business Council. Stephen was born in Hong Kong and grew up in Los Angeles where he received both his Bachelor of Arts in Psychobiology and Master of Arts in Social Welfare from UCLA. He is fluent in both Mandarin and Cantonese.

**Jaime Lee, Co-Chair Advisory Board**

Jaime L. Lee was appointed to the Los Angeles Board of Harbor Commissioners by Mayor Eric Garcetti and confirmed by the Los Angeles City Council on April 13, 2018. She was elected president of the Los Angeles Harbor Commission on April 19, 2018. Commissioner Lee served as board president and commissioner on the Los Angeles City Employees' Retirement System (LACERS) Board of Administration from 2014 to 2018. Previously, she was a commissioner on the Los Angeles City Industrial Development Authority, Los Angeles City Quality and Productivity Commission, and State of California's Speech-Language Pathology, Audiology & Hearing Aid Dispensers Board. She was appointed to the California Film Commission by Speaker Anthony Rendon in April 2018.

**Adam Burke, President & CEO, Los Angeles Tourism & Convention Board**

Adam Burke serves as President & CEO of Los Angeles Tourism & Convention Board (Los Angeles Tourism), overseeing global brand marketing and sales strategy for one of the world's most diverse, unique and innovative destinations – Los Angeles. Burke joined the organization as Chief Operating Officer in 2016. Burke is responsible for ensuring the achievement of the organization's mission as the official destination sales & marketing organization for the City of Los Angeles, which is to "improve the quality of life for all Angelenos through the economic power of tourism." In 2019, the travel & tourism industry was L.A. County's third largest employer, supporting over 544,000 jobs, driving \$37.8 billion in economic output and generating \$3.0 billion in state and local tax revenues. Burke's current industry affiliations include the U.S. Travel & Tourism Advisory Board, the Global Leadership Committee of Destinations International, the Los Angeles Sports & Entertainment Commission Advisory Board and the Simpleview Advisory Board. As the official tourism marketing & sales organization for Los Angeles, our global promotional efforts have helped to establish the City of Angels as a premier destination for leisure and corporate travel, as well as professional meetings, conventions and tradeshows. Representing one of the world's most diverse, welcoming and inclusive communities, the organization maintains offices in Los Angeles, London, Sydney, Beijing, Shanghai, Guangzhou, Chengdu and Mumbai, as well as promoting L.A. through marketing representatives in Japan, Germany, France, South Korea, Scandinavia and the Middle East.

Meeting Information - continued

Partnering at a local level to compete as a united, globally competitive region'.

Attendees - continued:**Kevin Keller, Deputy Mayor of Economic Development, City of Los Angeles**

As the leader of the Mayor's Office of Economic Development, Keller oversees the city's planning, building services, tourism, convention, airport and port departments. He will also serve as a chief advisor to the Mayor on land use, development and economic policy, and will work closely with general managers to help promote economic growth, equitable development and continued investment in Los Angeles. Prior to becoming Deputy Mayor, Keller served as executive officer for the Los Angeles Department of City Planning.

Background:

City regions must establish an appealing global identity and relevance in international markets not only to attract investment, visitors and skills but also to shape and build the region around a common purpose. The changing global dynamics have created an imperative for the world's city-regions to engage globally like never before. Increasingly, civic leaders are revisiting the opportunity to partner much more effectively with the surrounding local government areas to achieve scale, create spaces for specialisation, and foster housing and labour markets that provide attractive choices for everyone. This session explored how civic and elected leaders are responding to new global opportunities in partnership with industry and stewarding their local economies through a period of dynamic change, by attracting international investment to grow jobs and a resilient economy.

Key learnings/outcomes:

- Understanding of how local governments are collaborating in the greater Los Angeles region, as the host of the 2028 Olympic and Paralympic Games, to achieve visibility and distinguish itself in the international marketplace to advance LA's global brand proposition.
- Understanding of how this is used to advance foreign direct investment in the region through a regional approach and discussed opportunities for a similar approach for SEQ ahead of Brisbane 2032.
- Investigated how the greater Los Angeles region will leverage LA28 and explore intergovernmental initiatives used to promote trade and investment attraction, while balancing competing interests from other levels of government.
- LA County Economic Development Corporation is complementing the economic development work at the local level (serving a county made up of 88 municipalities), to promote a regional approach to advancing economic prosperity. Mayors took key insights into the opportunities and challenges of this approach.
- Global LA is a public-private partnership established by the Office of the Mayor of Los Angeles and supported by L.A.'s most dynamic businesses, dedicated civic leaders, and economic development organizations
- The mission of Global LA is to attract international businesses, entrepreneurs, students, and non-profits to fortify Greater L.A.'s communities, create jobs, and contribute to a resilient economy.
- Together with partners and members, Global LA will enable a more equitable, vibrant, generative economy that grows and thrives as a result of an increasingly international and diverse population.
- As the host of the 2028 Olympic and Paralympic Games, LA28, Global LA, and a broad network of partners are ready to support new businesses that will help deliver the games and secure LA's Olympic legacy for the 21st Century.

Meeting Information - continued

Partnering at a local level to compete as a united, globally competitive region'.



Meeting Information

The Olympic transport vision and legacy for LA28'

Attendees:

**Sam Morrissey, Vice President, Transportation, LA28**

Sam was previously Executive Director Urban Movement Labs, launched in Fall 2019 by Los Angeles Mayor Eric Garcetti. Urban Movement Labs (UML) is a first-of-its-kind collaboration between local government and innovators to make Los Angeles the transportation innovation capital of the world. This public-private partnership is where new transportation technologies are tested, proven, and brought to life, with and for L.A.'s diverse communities. UML continues to expand efforts across several disruptive and impactful platforms, including mobility data, safety technologies, zero-emissions delivery, advanced air mobility, and accessible and affordable transportation services. Since joining Urban Movement Labs in March 2021, Morrissey led the organization as it transitioned from a rapidly scaling start-up to a fully staffed operation, growing the portfolio of partners and pilot projects across multiple modes of transportation. Over the past year, Urban Movement Labs has partnered with the City of L.A.'s largest transportation departments, more than two dozen industry leaders, and community organizations and advocates to facilitate policy development for new technology, expand mobility solutions in disadvantaged communities, establish new data collection practices to digitize curbs, and establish best practices for the equitable and safe integration of sustainable electric aviation in cities.

Agenda/overview:

The LA region faces numerous mobility challenges that often seem insurmountable. Even so, government must work together with regional partners to deliver a transport network that facilitates the efficient movement for people and goods. Many Olympic events will be clustered in a few areas around the LA region, with three major "sports parks" adjacent to rail or bus rapid transit lines in Downtown (Los Angeles), the Sepulveda Basin (San Fernando Valley) and the Long Beach waterfront. Other venues are also near transit lines (Santa Monica Beach, the Rose Bowl, the new football stadium in Inglewood, StubHub Center, etc). A Metro transport taskforce identified more than 200 projects that could help support the Games, including an extension of the C Line (formerly the Green line) a rail line through the East San Fernando Valley, a cybersecurity update on LA Metro's system, new protected bike lanes across the region and more bike-sharing programs. Many of the projects were already committed, but not funded or years from realization.

Key learnings/outcomes:

- LA Metro works with municipalities, to implement holistic strategies for advancing mobility goals, by building trust with partners and stakeholders for transparent, inclusive decision-making.
- Overview of progress and work completed, with coordinated monthly meetings with LA28 and City of LA Mayor's Office.
- The Games Mobility Plan will describe and prioritise mobility projects that serve the 2028 Games
- Discussed key learnings or missed opportunities from the 1984 Games, a key one of which was lack of public transport legacy, and how LA aims to reverse this in 2028.
- Sought understanding of the technological innovations changing mobility landscape ahead of LA28, including its preparation for Autonomous Vehicles (AV) and a car-free games experience.
- During the Games, LA28 will work in close partnership with LA Department of Transportation, Metro and Caltrans, leveraging their abundance of infrastructure and world-class traffic demand management systems to effectively and efficiently transport people to Games events, while keeping the rest of LA moving.
- Separate from the Games, the City of Los Angeles has invested in the largest mass transit construction program in the nation, expanding subway, light rail, rapid bus transit and express lane projects better connecting every corner of LA.
- LA 28 games will be the largest transportation event in united states history. All spectators will need to arrive to the venue using public transportation. Multi-modal approach; Provide spectators with connection points to either rail or supplemental shuttles.

Meeting Information – continued:

The Olympic transport vision and legacy for LA28'

Key learnings/outcomes - continued:

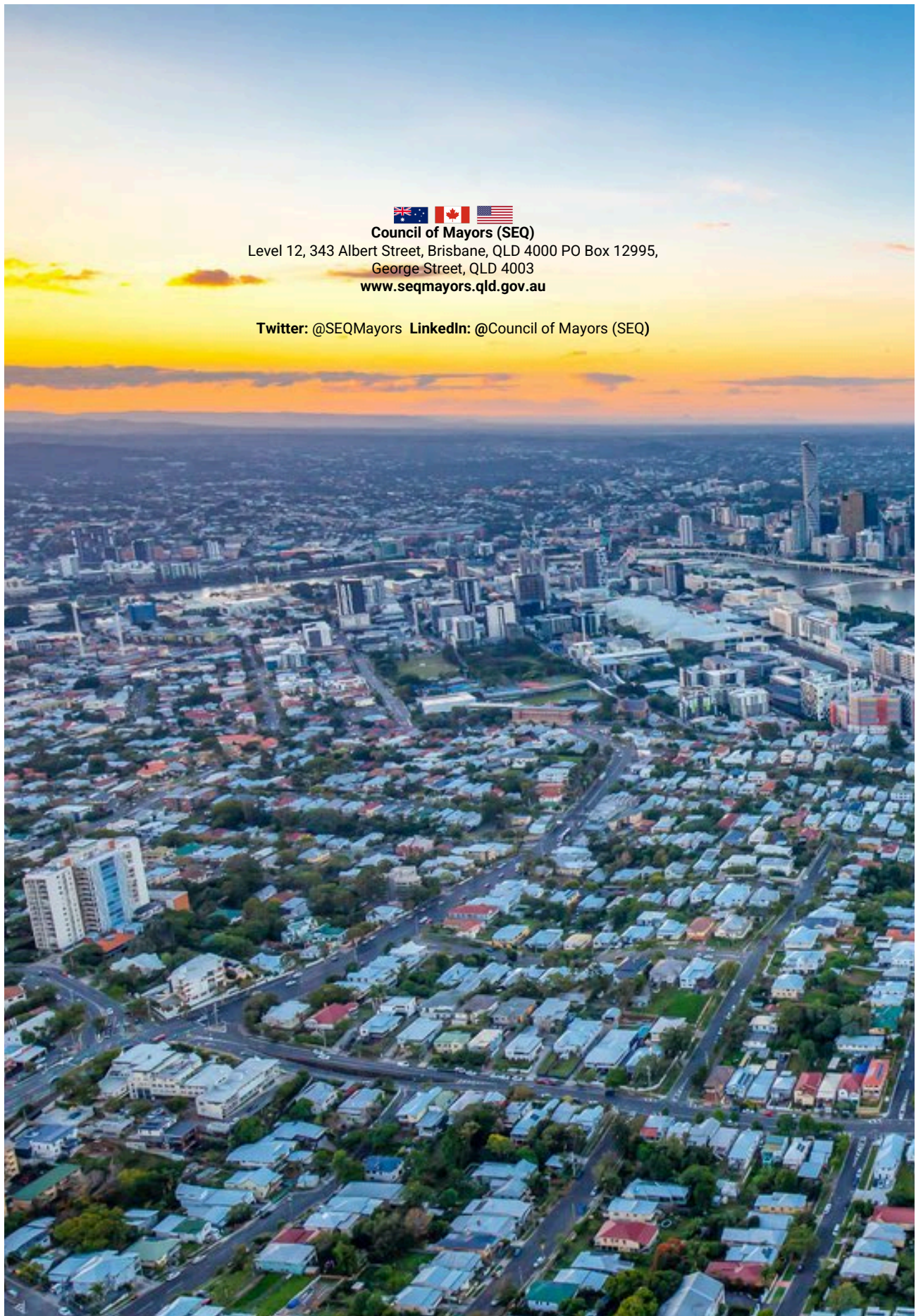
- First mile modes may include personal vehicle, bus, bicycle, rideshare services, etc. Demand will far exceed the planned capacity of the region's public transit.
- Like previous US Games, LA will require a temporary bus system to meet the extraordinary needs, Dedicated lanes for Games vehicles to travel between venues.

Resources:

Presentations:

[LA Metro Olympic Mobility Plans](#)

[LA Metro Zero Emission Buses](#)



10.2 Australian Local Government Association 29th National General Assembly

Executive Officer: Chief Executive Officer

Item Author: Executive and Councillor Support Officer

Attachments:

1. Australian Local Government Association 2023 NGA Program [↓](#) 

Executive Summary

The Australian Local Government Association (ALGA) 29th National General Assembly (NGA) will be held from 13-16 June 2023 in Canberra. Cr Jeff McConnell has expressed interest in attending.

Recommendation

That:

1. Council authorise Cr Jeff McConnell to attend the Australian Local Government Association's 29th National General Assembly, to be held from 13 to 16 June 2023; and
2. Council consent to Cr Jeff McConnell exercising voting rights that reflect Council's adopted policies and strategies.

Previous Council Considerations / Resolutions

Not applicable.

Report / Background

The 2023 NGA of Local Government, incorporating the 2023 Regional Forum and the 2023 Australian Council of Local Government (ACLG), will be held from 13-16 June 2023 in Canberra.

The theme for the 2023 NGA will be "Our Communities, Our Future", with a focus on ideas for new federal programs and policies that would support councils to build stronger communities in the future. A copy of the provisional program is attached (refer Attachment 1).

Budget / Financial Implications

Expenses of this kind are funded through the Mayor and Councillor Expenses - Ordinary Business provision in Council's 2022-2023 Budget.

An estimate of the expenses that would incurred is provided below.

Estimated Expenses Per Person Attending Onsite	
Early Bird Conference Registration	\$895.00
Conference Dinner	\$175.00
Accommodation - Three Nights	\$777.00
Travel and Incidentals	\$500.00
Subtotal	\$2,747.00
<u>Optional</u> : Regional Forum	\$425.00
TOTAL	\$3,172.00

Strategic Implications

Operational Plan

Theme: 2. Sustainable and Prosperous Economy

Key Area of Focus: Strengthened relationships with other levels of government and statutory organisations to secure their commitment to a shared community vision

Legal / Statutory Implications

Not applicable.

Risks

Strategic Risks

The following Level 1 and Level 2 (strategic) risks are relevant to the matters considered in this report:

SR54 Ineffectively managing the political and government departmental relationships/partnerships, resulting in Council not achieving its major strategic objectives.

Risk Assessment

Category	Consequence	Likelihood	Inherent Risk Rating	Treatment of risks	Residual Risk Rating
Political Missed opportunity to progress Council's interests	2 Minor	Likely	Medium	Represent Council's interests by attending and participating in local government conferences and summits.	Low

Consultation

Nil.

Conclusion

Endorsement is sought for Cr Jeff McConnell to attend the ALGA's 29th NGA to be held from 13-16 June 2023 in Canberra, including participation in the 2023 Regional Forum and the 2023 ACLG.



2023 NGA

OUR COMMUNITIES
OUR FUTURE ▶ ▶ ▶

REGISTRATION INFORMATION

13 – 16 JUNE 2023

NATIONAL CONVENTION CENTRE
CANBERRA



2023 Sponsors

Foundation Sponsor



Platinum Sponsors



Australian Government

Department of Infrastructure, Transport,
Regional Development and Communications



President Welcome



Dear colleagues,

I am pleased to invite you to attend the 29th National General Assembly (NGA) of Local Government in Canberra.

Since we last met in June 2022, we have a new Federal Government. As a result, local government has been restored to National Cabinet when required, and to a wide range of Government Ministerial councils.

This year's Conference is set to be the biggest yet, especially with the return of the Australian Council of Local Government (ACLG) for the first time in more than a decade.

Local government is finally back at the table and, on behalf of our sector, I couldn't be more excited about this event that will follow, and be informed by, the discussions at this year's NGA.

The ACLG will allow you to share your community's key priorities, challenges and aspirations directly with the Prime Minister and Federal Ministers.

Re-establishing the ACLG was an Australian Government commitment, secured by ALGA on your behalf, and we're looking forward to helping deliver this historic event.

As a nation, we have experienced further unprecedented natural disasters that continue to devastate our local communities.

Collectively, we are working hard to rebuild our cities, towns and regions, in the face of skyrocketing inflation and serious jobs and skills shortages.

As a level of government, we are always looking to the future, and this year's NGA will consider the policies – and funding partnerships we need – to deliver for our communities.

Importantly, we need up-front investment from all levels of government to help councils build back better, saving all governments money in the long-term.

Post COVID, the Federal Government is experiencing record funding pressures, and that's why we're advocating for smarter, targeted investments that capitalise on our strengths and assets to bolster our long-term national prosperity, stimulate growth and increase Australia's productivity.

Research shows local government directly impacts broader economic productivity, including urban infrastructure, mitigating externalities in urban development, placemaking and the visitor economy, land for housing, better local labour markets and providing land for business, innovation and the circular economy.

Without question, investing in local government is an investment in increasing our nation's productivity and prosperity, and I look forward to hearing your ideas on the support we need to make good on this promise.

I look forward to welcoming you to Canberra this June.

Cr Linda Scott
ALGA President

Provisional Program

TUESDAY 13 JUNE

9.00am	Registrations Open
9.30am – 5.00pm	Regional Forum (Additional registration required)
5.00pm – 7.00pm	Welcome Reception & Exhibition Opening

WEDNESDAY 14 JUNE

8.00am	Registrations Open
9.00am	Opening Ceremony Welcome to Country
9.40am	Minister Address The Hon Catherine King MP, Minister for Infrastructure, Transport, Regional Development and Local Government (invited)
10.00am	ALGA President's Address Cr Linda Scott, ALGA President
10.30am	MORNING TEA
11.00am	Panel: Building a Stronger Workforce Panelists TBC
11.45am	Keynote Address TBA
12.30pm	LUNCH
1.30pm	Panel: The Future of Local Government Dr Jonathan Carr-West, CEO, Local Government Information Unit, UK Tahlia Azaria, Director, Young Mayors Program, Foundation for Young Australians
2.15pm	Panel: Local Solutions to Global Problems – Councils Addressing Climate Change Panelists TBC
3.00pm	AFTERNOON TEA
3.30pm	Debate on Motions Concurrent Session TBC
7.00pm – 11.00pm	General Assembly Dinner QT Hotel, Canberra

THURSDAY 15 JUNE

9.00am	Panel: Indigenous Affairs Panelists TBC
9.45am	Keynote: Leading Communities Through Change Jennifer Michelmore, Chief Executive, Studio THI
10.30am	MORNING TEA
11.00am	Panel: Cyclones, Fires and Floods Brendan Moon, Coordinator-General, National Emergency Management Agency Other Panelists TBC
11.45am	Minister Address The Hon Peter Dutton MP, Leader of the Opposition (invited)
12.30pm	LUNCH
1.30pm	Panel: Australia's Affordable Housing Crisis Nathan Dal Bon, CEO, National Housing Finance and Investment Corporation Wendy Hayhurst, CEO, Community Housing Industry Association
2.15pm	Panel: Cyber Security and Local Government Clive Reeves, Deputy Chief Information Security Officer, Telstra Other Panelists TBC
3.00pm	AFTERNOON TEA
3.30pm	Debate on Motions Concurrent Session TBC

FRIDAY 16 JUNE

7.30am	Registrations Open
8.00am – 3.00pm	Australian Council of Local Government (ACLG)

Key Dates

FRIDAY 24 MARCH 2023

Call for Motions Close

FRIDAY 19 MAY 2023

Close of Early Bird Registrations

TUESDAY 13 JUNE 2023

Regional Cooperation & Development Forum

WEDNESDAY 14 – THURSDAY 15 JUNE 2023

National General Assembly

FRIDAY 16 JUNE 2023

Australian Council of Local Government (ACLG)



REGIONAL FORUM

2023

TUESDAY
13 JUNE 2023

GENERAL INFORMATION

REGISTRATION FEES

Forum Only Registration
\$425

**NGA Delegate Discount
Registration**
\$225

Register Online Now:
regionalforum.com.au

Dress Code: Smart Casual

PROVISIONAL PROGRAM

9.00AM	Registrations Open
9.30AM	Welcome to Country
9.40AM	ALGA President Opening Cr Linda Scott, ALGA President
9.50AM	Minister Address The Hon Kristy McBain MP, Minister for Regional Development, Local Government and Territories
10.30AM	Shadow Minister Address The Hon Darren Chester MP, Shadow Minister for Regional Development, Local Government and Territories
11.00AM	MORNING TEA
11.30AM	Panel: Recovering from Cyclones, Fires and Flood
12.15PM	Panel: Skills Shortages in Regional and Rural Australia Susl Tegen, CEO, National Rural Health Alliance David Williams, Former CEO, Planning Institute of Australia
1.00PM	LUNCH
2.00PM	Panel: Regional Housing Challenges
2.45PM	Panel: Connecting Our Communities
3.30PM	AFTERNOON TEA
4.00PM	Regional update from the Department for Infrastructure, Transport, Regional Development, Communications and the Arts
4.45PM	Closing Remarks Cr Linda Scott, President, ALGA

2023 MC

**DANIELA RITORTO**

Daniela Ritorto is a journalist, MC and communications professional with two decades of national and international experience, including presenting BBC World News from London, SBS Chief Political Correspondent in Canberra and managing communications for an ASX top 30 company.

Speakers



THE HON CATHERINE KING MP (INVITED)

Minister for Infrastructure, Transport, Regional Development and Local Government

Catherine King was born in Melbourne. She holds a Degree in Social Work and a Masters in Public Policy from the Australian National University and has recently completed a law degree from Deakin University.

First elected to Federal Parliament in 2001 to represent the electorate of Ballarat, Catherine has been re-elected as member at each subsequent Federal Election.

Following the 2019 election, Catherine was appointed to the role of Shadow Minister for Infrastructure, Transport and Regional Development in the Shadow Cabinet led by the Hon. Anthony Albanese.

Prior to entering Parliament, Catherine worked in the social welfare sector in Ballarat and later in the public sector in Canberra, as a director for the Commonwealth Department of Health and Aged Care and as a senior manager at KPMG's Health Consulting Practice.



THE HON KRISTY MCBAIN MP

Minister for Regional Development, Local Government and Territories

Kristy McBain proudly grew up on the NSW Far South Coast, and she is the first woman to represent Eden-Monaro.

Since being elected in 2020, Kristy has built a formidable reputation as a plain spoken, hard-working local member who advocates with all levels of Government and all sides of politics to get results for her constituents.

A former Mayor of the Bega Shire Council, Kristy advocated day and night for people through the darkest days of the Black Summer Bushfires in 2019-20.

Kristy studied law at the University of Canberra and as the first person in her family to go to university, she is passionate that all kids get the chance to go to university or TAFE and have the opportunity to build their careers and lives in the regions as she has done.



THE HON PETER DUTTON MP (INVITED)

Leader of the Opposition

Peter Dutton is the Federal Member for Dickson and Leader of the Liberal Party.

For nine years, Peter served his community as a Police Officer. He worked in the National Crime Authority and Drug and Sex Offenders' Squads, with a focus on protecting women and children.

First elected to Parliament in November 2001, Peter was appointed to the Ministry in 2004. In January 2006, he became Peter Costello's Assistant Treasurer.

Peter is married to Kirilly and is the proud father of Rebecca, Harry and Tom and lives in Dayboro in the Dickson electorate.

2023 Speakers



THE HON DARREN CHESTER MP

Shadow Minister for Regional Development, Local Government and Territories

Darren Chester was born and educated in Sale.

He was elected to Federal Parliament as the Member for Gippsland on June 26, 2008, in a by-election following the retirement of the Hon Peter McGauran.

During his time in Parliament, Darren has served in multiple executive positions across both Government and Opposition such as Minister for Infrastructure and Transport, Minister for Veterans' Affairs and Defence Personnel, Assistant Minister for Defence and Shadow Parliamentary Secretary for Roads and Regional Transport.

Prior to entering Parliament, Darren worked as a newspaper and television journalist before becoming Chief of Staff to the Leader of The Nationals in Victoria.

Darren is a keen sportsman who enjoys boating, camping and running marathons. He lives in Lakes Entrance with his wife Julie and their four children.



SUSI TEGEN

CEO, National Rural Health Alliance
Susi Tegen came to Australia from her native Austria as a teenager and as an immigrant and carer, she understands the confusion that arises for patients in a new country and a complex medical system.

Susi has lived and worked in, as well as advocated for, rural Australia for most of her working life, while living in rural SA, NT, NSW and Victoria. Until recently, she was a partner of a sheep meat and wool, cattle trading and grain property in the Limestone Coast for 30 years. Her passion is in farm safety, mental health services, remote monitoring and telehealth to support medical and health service access to rural and remote communities. She recognises the value in rural medical training and placements as well as government and private approaches to serving communities sustainably.



DAVID WILLIAMS

Former CEO, Planning Institute of Australia

David Williams was CEO of the Planning Institute of Australia (PIA) from December 2016 until March 2023, and for five years prior was the PIA's Chief Operating Officer.

Prior to joining PIA, David held general management and leadership roles for nearly 20 years, including four years as Chief Executive Officer for Greening Australia, Australia's largest environmental not-for-profit.

David's view is that the key strategic challenges facing the built and natural environments are largely the same. Sustainability, liveability and resilience in the context of a growing population are issues that David has been focused on throughout his career. Enthusiasm, educating and empowering members to take action at the personal, professional and community levels has always been David's favoured tactic to address these key challenges.



2023 Speakers



DR JONATHAN CARR-WEST

CEO, Local Government Information Unit UK

Dr Jonathan Carr-West has been Chief Executive of LGIU (Local Government Information Unit) since February 2013, where he leads on all aspects of the think tank's policy, membership and influencing work.

Some of his particular interests are in participative democracy, the evolving nature of public services and devolution. With extensive media profile and sector credibility, he has published on topics as diverse as localism and public service transformation, cognitive and behavioural science, and the politics of cultural memory.

Prior to being appointed as Chief Executive, Jonathan was Director of Policy at the LGIU where he led on research and consultancy, policy development and piloting, best practice dissemination, learning and development.



TAHLIA AZARIA

Director, Young Mayors

Tahlia Azaria is the Director of the Young Mayors program at the Foundation for Young Australians (FYA). Tahlia has a Bachelor of Communication (Journalism) from RMIT University and an MBA from Melbourne Business School, and has worked in the youth, media, arts and not-for-profit sectors for 15 years in senior leadership roles at institutions including SYN Media, Circus Oz and the Community Broadcasting Association of Australia. Tahlia is also Chair of the Board of Outer Urban Projects, a performing arts company in Melbourne's outer north.



JENNIFER MICHELMORE

Chief Executive, Studio THI

Jennifer is an accomplished urbanist and designer, and has been part of the THI family for over 15 years. Having established her career with the organisation in community development, she's also worked across strategy and change, and is now at the helm of the organisation.

Jennifer completed her study in Industrial Design at the Queensland University of Technology (QUT), where she's also been a guest lecturer.

Her strong design and conceptual capabilities drive her aspirations for achieving bold and innovative outcomes that can shape urban places and practice.

She's a big believer in power of co-creation and collaboration, and has played a central role in securing THI's position as an independent platform for urban professionals and communities to come together.

2023 Speakers



BRENDAN MOON AM

Coordinator-General, National Emergency Management Authority
Brendan Moon AM commenced as the first Coordinator-General of the National Emergency Management Agency in October 2022.

Brendan brings with him extensive expertise and experience in disaster response, recovery, preparedness and risk reduction.

He spent 10 years with the Queensland Reconstruction Authority (QRA), starting as the General Manager, Operations in 2011 until his appointment as Chief Executive Officer in 2016.

Brendan is a regular contributor to national and international dialogue on disaster risk and resilience and has addressed the United Nations Office of Disaster Risk Reduction's Asian Ministerial Conferences on multiple occasions. He is a passionate advocate for cooperation and collaboration across international, national, state and local agencies for disaster preparedness, response and recovery.



NATHAN DAL BON

CEO, National Housing Finance and Investment Corporation

Nathan has been Chief Executive Officer of NHFIC since its inception in 2018. He has more than 25 years' experience in economic policy development and advising across government. In his previous role as a senior Commonwealth Treasury official, he led the team that worked extensively on the establishment of NHFIC. As CEO, Nathan is focused on building an organisation that improves housing outcomes, particularly in affordable housing.

Prior to joining NHFIC, Nathan held senior executive roles in the Commonwealth Treasury, and the departments of Industry, Innovation and Science; Foreign Affairs and Trade; and Prime Minister and Cabinet. He has served as a non-executive director of the Australian Housing and Urban Research Institute (AHURI).

In 2014, Nathan was Australia's representative to the United Nations for the Report of the Intergovernmental Committee of Experts on Sustainable Development Financing.

Nathan holds a Masters in Public Administration from Harvard University and a Bachelor of Economic (Hons) degree from the University of Newcastle.



WENDY HAYHURST

CEO, Community Housing Industry Association

Wendy was appointed in March 2019 as CEO of the Community Housing Industry Association (CHIA), the peak body representing not for profit community housing organisations across Australia.

Previously she led CHIA NSW – the state peak – for four years. Wendy has spent almost her entire career in social and affordable housing – working her way from the front line to a non-executive directorship and senior managerial roles in a wide range of housing provider organisations, regulatory bodies, specialist consultancies and performance benchmarking organisations.

She has in-depth knowledge and experience of the NSW, national and international community housing sector through her work with the NSW Regulator, in shaping and administering the National Regulatory System and her work in the United Kingdom.



RoadsCongress.com.au



Registration Information

Registration form available at nga23.com.au

GENERAL ASSEMBLY REGISTRATION FEES		INCLUSIONS
Registration Fees — Early Bird Payment received by Friday 19 May 2023	\$895.00	— Attendance at all General Assembly sessions — Morning tea, lunch and afternoon tea as per the General Assembly program
Registration Fees — Late Payment received after Friday 19 May 2023	\$995.00	— One ticket to the Welcome Drinks, Tuesday — General Assembly satchel and materials

VIRTUAL REGISTRATION FEES		INCLUSIONS
Full Virtual Registration	\$689.00	— Virtual access to all General Assembly sessions for day(s) selected
Virtual Day Registration (Wednesday or Thursday)	\$489.00	— Meeting hub to connect with other virtual attendees

DAY REGISTRATION FEES		INCLUSIONS
Wednesday 14 June 2023	\$489.00	— Attendance at all General Assembly sessions on the day of registration
Thursday 15 June 2023	\$489.00	— Morning tea, lunch and afternoon tea as per the General Assembly program on that day — General Assembly satchel and materials

TUESDAY REGIONAL FORUM REGISTRATION FEES	
Forum Only Tuesday 13 June 2023	\$425.00
NGA Delegate Delegates attending the Regional Forum and the NGA are entitled to this discount	\$225.00

ACCOMPANYING PARTNERS REGISTRATION FEES		INCLUSIONS
Accompanying Partners Registration Fee	\$280.00	— 1 ticket to the Welcome Reception, Tuesday 13 June — Day tour Wednesday 14 June — Day tour Thursday 15 June

All amounts include GST¹³

Cancellation Policy

All alterations or cancellations to your registration **must be made in writing** and will be acknowledged by email. Notification should be sent to: E-mail: nga@confco.com.au

STANDARD REGISTRATION TERMS

An administration charge of \$110.00 will be made to any participant cancelling before Friday 19 May 2023. Cancellations received after Friday 19 May 2023 will be required to pay full registration fees. However, if you are unable to attend, substitutes are welcome at no additional cost

By submitting your registration you agree to the terms of the cancellation policy.

Substitutions

As with all ALGA events, substitutions are allowed for delegates. Please notify the conference organisers in writing if substitutions are required.

No refund will be available to no shows.

ACCOMMODATION TERMS

All cancellations or amendments must be made in writing to Conference Co-ordinators and will be acknowledged by email.

All rooms cancelled 30 day prior to check-in will be charged the full amount unless the room can be resold.

You are required to pay for your full accommodation account and any incidental expenses incurred during your stay when checking in to the hotel.

No refund will be available to no shows.



General Information

Privacy Disclosure

ALGA collects your personal contact information in its role as a peak body for local government. ALGA may disclose your personal contact information to the sponsors of the event for the purposes of commercial business opportunities.

If you do not consent to ALGA using and disclosing your personal contact information in this way, please tick the appropriate box on the registration form.

Importantly, your name can also be included in the General Assembly List of Participants. You must tick the appropriate box on the registration form if you wish your name to appear in this list.

Photographs

During the General Assembly there will be a contracted photographer taking photographs during the sessions and social functions. If you have your picture taken it is assumed that you are giving consent for ALGA to use the image. Images may be used for print and electronic publications.

Car Parking

Parking for delegates is available underneath the National Convention Centre for a cost of approximately \$19.50 per day. Alternatively, voucher public parking is available 300m from the Centre at a cost of approximately \$15.70 per day. The voucher machines accept either cash or cards (Visa or MasterCard).

Coach Transfers

Welcome Reception and Exhibition Opening – Tuesday 13 June 2023
National Convention Centre

Coaches will collect delegates from all General Assembly hotels (except Crowne Plaza Canberra) at approximately 4:45pm. The return coaches will depart at 7:00pm.

Daily Shuttles to and from the National Convention Centre

A shuttle service between all General Assembly hotels (except Crowne Plaza Canberra) and the National Convention Centre will operate between 8:00am and 8:30am. Return shuttles will depart the National Convention Centre at 5:30pm.

General Assembly Dinner – Wednesday 14 June 2023
Qt Hotel Canberra

Coaches will collect delegates from all General Assembly hotels (except for Qt Hotel and Peppers Gallery) at approximately 6:50pm. A return shuttle service will operate between 10:30pm and 11:45pm.

Payment Procedures

Payment can be made by:

Credit card

MasterCard and Visa

Cheque

Made payable to ALGA

Electronic Funds Transfer

Bank: Commonwealth Bank

Branch: Woden

BSB No: 062905

Account No: 10097760

ALGA ABN

31 008 613 876

Contact Details

Conference Co-ordinators

PO Box 905

Woden ACT 2606

Phone: 02 6292 9000

Email: nga@confco.com.au

All amounts include GST. Invoices are sent once a registration has been completed.

Canberra Weather in June

Winter days in Canberra are characterised by clear sunny skies but the days are cool at around 12–15C and temperatures do drop to 1C on average in the evenings, so be sure to bring a warm jacket.

Mornings can be foggy so keep this in mind when booking flights. It is best to avoid early arrivals or departures in case of delays due to fog.

Social Functions

Welcome Reception and Exhibition Opening

Tuesday 13 June 2023

Venue: National Convention Centre Canberra

The Welcome Reception will be held in the exhibition hall and foyer.

5:00pm – 7:00pm

\$50.00 per person for day delegates and guests. No charge for full registered delegates. No charge for registered accompanying partners.

Dress Code: Smart casual

General Assembly Dinner

Wednesday 14 June 2023

Venue: QT Hotel Canberra

The dinner is being held in The Grand Ballroom.

7:00pm – 11:00pm

\$175.00 per person

Dress Code: Formal/Cocktail

Numbers to this dinner are limited. Tickets are allocated on a first in basis.

General Assembly Business Sessions

Wednesday 14 June 2023 – Thursday 15 June 2023

Venue: National Convention Centre Canberra

All plenary sessions will be held in the Royal Theatre at the National Convention Centre.

Dress Code: Smart casual

Exhibition

Wednesday 14 June 2023 – Friday 16 June 2023

Venue: National Convention Centre

The exhibition is being held in the Exhibition Hall at the National Convention Centre.

Partner Tours

The partners meet at the National Convention Centre Canberra each morning to join the tour guide for their specialised trip around Canberra.

Gallery & Taste of Braddon Tour Wednesday 14 June – 10.30am

We will start the morning exploring the Canberra exclusive Portrait23: Identity Exhibition at the Portrait Gallery, with some spare time to view the other open exhibitions within the gallery.

We will then get to enjoy the taste of Braddon tour – Where you will go on a foodie adventure to discover some of the top venues and hidden gems in this hip and popular shopping and foodie precinct. Your guide will share local knowledge with you and provide an insight into Canberra's food scene.

Pialligo Truffles and Wine Thursday 15 June – 10.00am

Today we get to explore Pialligo, a rural suburb of Canberra. The tour will start with a Truffle hunt, then on to lunch at Rodney's Garden Café. The café location is also home to a beautiful garden and giftware shop and the Pialligo Food Emporium that stocks a large variety of locally owned and hard to come by international food products.

We will then finish the day with a wine tasting at the Mount Majura Winery with a full array of cool climate wines paired with cheeses.



Accommodation

A by Adina

1 Constitution Avenue, Canberra

A by Adina Canberra is the newest hotel to Canberra which is located on Constitution Avenue only a 5-minute walk from the National Convention Centre.

The hotel combines spacious apartment living with 24-hour reception, room service, service provided by knowledgeable concierges and a well-equipped gym.

A new dining district is also newly constructed in the immediate area.

All rooms have a king bed and the studios offer a twin option of two singles beds.

Studio Rooms: \$209 per night
— Single/twin/double

1 Bedroom Apartments: \$239 per night
— Single/double

Avenue Hotel

80 Northbourne Avenue, Canberra

The Avenue Hotel is one of the only 5 star options in the Canberra city and offers guests both studio and apartment style rooms. The hotel is a 15-20 minute walk from the Convention Centre.

The apartments have a fully functioning kitchen. Twin option at the hotel consists of two king singles.

Superior King Rooms \$285 per night
— Single/twin/double

1 Bedroom Apartments \$335 per night
— Single/double

Crowne Plaza

1 Binara Street, Canberra

The Crowne Plaza is adjacent to the Convention Centre and only a short walk from restaurants, bars and the main shopping district.

Twin option at the hotel consists of two double beds.

Superior Room \$345 per night
— Single/twin/double

Deluxe Room \$390 per night
— Single/twin/double

Mantra on Northbourne

84 Northbourne Avenue, Canberra

Mantra on Northbourne is centrally located within the CBD and approximately a 15-20 minute walk from the National Convention Centre. The hotel features underground parking (for a fee), a 24 hour reception, a heated indoor pool, sauna and a fully-equipped gymnasium.

All apartments offer one king bed, individually controlled air-conditioning, WiFi (for a fee), pay per view movies, mini bar, tea/coffee making facilities, a separate lounge and dining area, kitchen and a fully equipped laundry.

Nesuto Apartments

2 Akuna Street, Canberra

Located in the heart of Canberra's CBD, the Nesuto Apartments is only a five-minute walk from the National Convention Centre. The one-bedroom apartments also offer a separate lounge/dining area.

Twin option at the hotel consists of two single beds. Additional costs will apply if more than 2 guests are within the one room.

Studio Apartment \$219 per night
— Single/twin/double

1 Bedroom Apartments \$239 per night
— Single/twin/double

Peppers Gallery

15 Edinburgh Avenue, Acton

Located in the New Action Hub, Peppers Gallery Hotel offers boutique accommodation options, complimentary WiFi access, an Italian restaurant, onsite car parking and a 24 hour reception. Walking distance to the Convention Centre is approximately 20 minutes.

Peppers rooms all have unique décor and contain a coffee machine, walk in showers and a large work desk.

Queen Room \$249 per night
— Single/double

King Room \$269 per night
— Single/double

Qt Hotel

1 London Circuit, Canberra

The Qt Hotel is a modern hotel with boutique style furnishings, central to the city and a 10-minute walk to the National Convention Centre.

Twin option at the hotel consists of two single beds.

Standard Room \$229 per night
— Single/twin/double

The Sebel Canberra Civic

197 London Circuit, Canberra

The Sebel Canberra Civic is one of Canberra's newest hotels which opened in June 2019 and is just a 7-minute walk from the National Convention Centre.

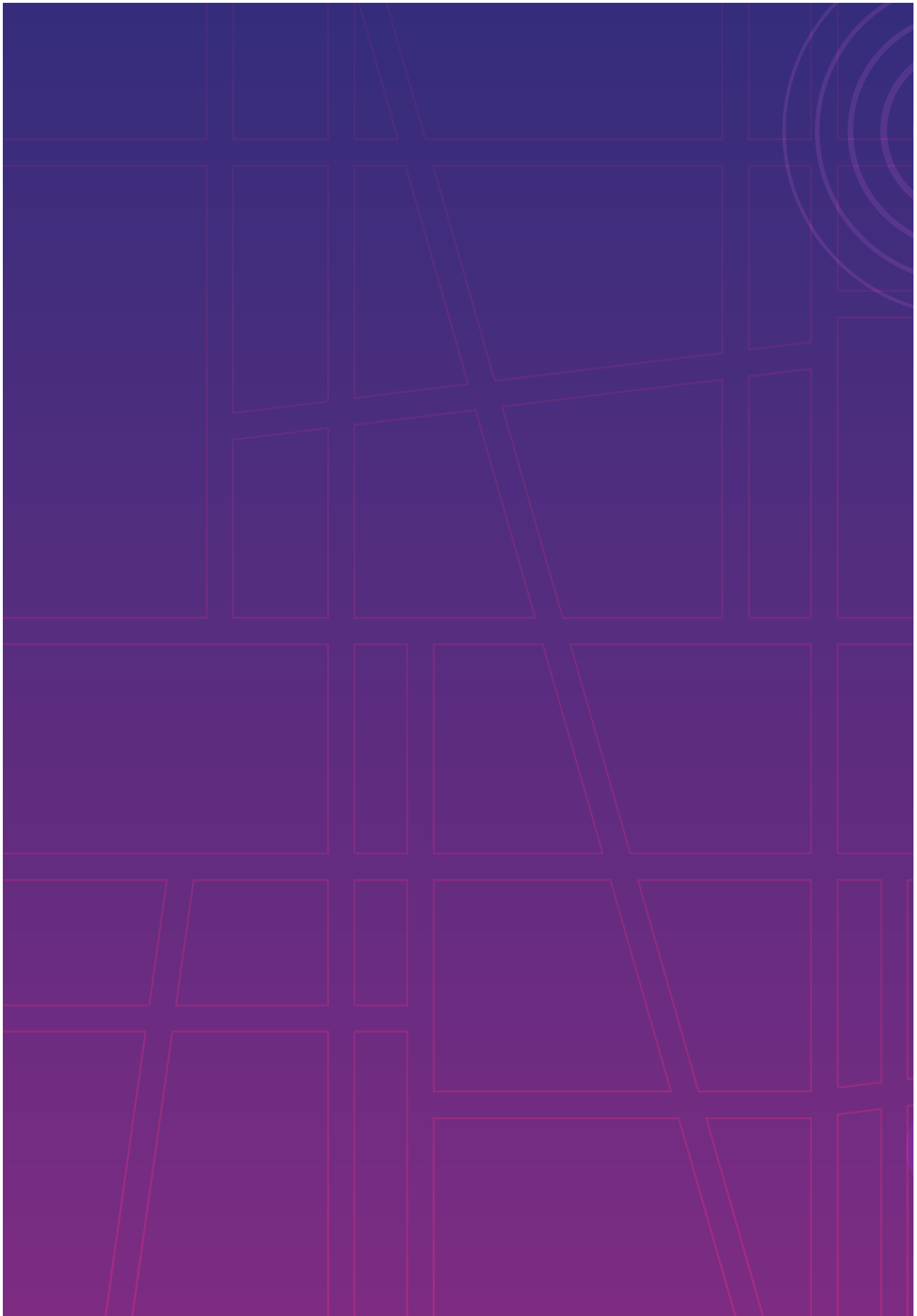
This property offers free WiFi throughout the hotel, a fully equipped gym, and an onsite restaurant and bar lounge.

All rooms come with a fully equipped kitchenette with Nespresso machine and dining table. Every bathroom is accessibility friendly with walk in showers.

Superior rooms come with a queen bed, Executives are fitted with king beds.

Superior Room \$190 per night
— Single/double

Executive Room \$240 per night
— Single/double



10.3 Annual Review of Deputy Mayor 2023-2024

Executive Officer: Chief Executive Officer

Item Author: Business Support Officer - Office of the Mayor and Chief Executive Officer

Attachments: Nil

Executive Summary

Council is requested to conduct the annual review of the position of Deputy Mayor and appoint a Councillor to the position, effective on and from 23 May 2023.

Recommendation

That:

1. Council review the appointment of the Deputy Mayor of Scenic Rim Regional Council; and
2. As required by section 175 of the *Local Government Act 2009*, Council appoint a Deputy Mayor, effective on and from 23 May 2023.

Previous Council Considerations / Resolutions

At the Ordinary Meeting held on 24 May 2022, Council resolved to:

- Appoint Cr Jeff McConnell to the role of Deputy Mayor for the period May 2022 to May 2023; and
- Continue to review the appointment annually.

At the Ordinary Meeting held on 25 May 2021, Council resolved to appoint Cr Michael Enright to the role of Deputy Mayor, to be reviewed annually.

At the Post Election Meeting held on 23 April 2020, Council resolved to appoint Cr Duncan McInnes as Deputy Mayor and conduct an annual assessment of the appointment of the Deputy Mayor.

Report / Background

In accordance with the *Local Government Act 2009* (LGA), the Deputy Mayor acts for the Mayor during periods of absence, incapacity or in the event of a vacancy in the office of Mayor.

At the Post Election Meeting held on 23 April 2020, Council resolved to conduct an annual assessment of the appointment of a Deputy Mayor. Review of the appointment is now due to be undertaken.

Budget / Financial Implications

Each year the Local Government Remuneration Commission (the Commission) conducts an annual review of the categories of local governments, and the assignment of local governments to categories. The Commission also determines the levels of remuneration for Mayors, Deputy Mayors and Councillors of Queensland local governments as required by section 177(c) of the *Local Government Act 2009* (Act) and Chapter 8, Division 1 of the *Local Government Regulation 2012* (Regulation).

At the Ordinary Meetings held on 21 June 2022 (Item 10.10) and 7 March 2023 (Item 10.5), Council resolved to adopt the Commission's Remuneration Schedules effective from 1 July 2022 and 1 July 2023 (respectively) for the Mayor, Deputy Mayor and Councillors.

Strategic Implications*Operational Plan*

Theme: 3. Open and Responsive Government

Key Area of Focus: Ongoing integrity of Council's practice and processes

Legal / Statutory Implications

Section 165 of the LGA provides that the Deputy Mayor acts for the Mayor during:

- (a) the absence or temporary incapacity of the Mayor; or
- (b) a vacancy in the office of Mayor.

Section 175 of the LGA provides:

- "(1) A local government must hold a meeting within 14 days after -
 - (a) the conclusion of each quadrennial election; and
 - (b) the conclusion of a fresh election of its councillors.
- (2) The local government must, by resolution, appoint a deputy mayor from its councillors (other than the mayor) -
 - (a) at that meeting; and
 - (b) at the first meeting after the office of the councillor who is the deputy mayor becomes vacant."

RisksStrategic Risks

The following Level 1 and Level 2 (strategic) risks are relevant to the matters considered in this report:

SR46 Inadequate or lack of Governance (including procurement) Framework (systems, policies, procedures, delegations and controls) in place to ensure compliance by Council's Councillors and Officers with all relevant State and Federal legislation and regulations.

Risk Assessment

Category	Consequence	Likelihood	Inherent Risk Rating	Treatment of risks	Residual Risk Rating
Governance, Risk & Compliance Appointment of a Deputy Mayor is a requirement of the LGA	3 Moderate	Possible	Medium	Compliance with legislative requirement to appoint a Deputy Mayor	Low
Reputation, Community & Civic Leadership The Deputy Mayor acts for the Mayor, if the Mayor is absent or the position of Mayor is vacant.	3 Moderate	Possible	Medium	Compliance with legislative requirement to appoint a Deputy Mayor	Low

Consultation

Chief Executive Officer

Conclusion

It is recommended that Council conduct an annual assessment of the appointment of the Deputy Mayor to provide opportunities for other Councillors to fulfil the role, and Council should, by resolution, appoint a Deputy Mayor from its Councillors (other than the Mayor).

Customer & Regional Prosperity

10.4 Scenic Rim Nature-based Tourism Strategy 2023-2032

Executive Officer: General Manager Customer and Regional Prosperity

Item Author: Principal Specialist Regional Prosperity

Attachments:

1. Scenic Rim Nature-based Tourism Strategy 2023-2032 [↓](#) 

Executive Summary

Council has developed a Scenic Rim Nature-based Tourism Strategy 2023-2032 (the Strategy) to establish the Scenic Rim as the pre-eminent destination for nature-based tourism in Queensland by 2032, and ensure that the Scenic Rim's natural places are shared and protected for the enjoyment, appreciation and benefit of locals and visitors.

Aligned to the Scenic Rim Regional Prosperity Strategy 2020-2025, Tourism and Events Queensland's Nature-based Tourism Strategy 2021-2024 and Brisbane Economic Development Agency's Visitor Economy Plan 2031, the goal of the Strategy will be achieved by:

- Creating transformational nature-based visitor experiences,
- Building a sustainable tourism industry and businesses, and
- Attracting and enriching the lives of our visitors.

Council successfully secured funding through the Building Better Regions Fund, Community Investments Stream, Round 3, to deliver a strategy and capability study focussing on opportunities in adventure tourism and nature-based tourism for the Scenic Rim.

Recommendation

That:

1. Council adopt the Scenic Rim Nature-Based Tourism Strategy 2022-2032 and approve its publication on Council's website;
2. Council produce a limited number of A4 hard copies to be distributed to key stakeholders involved in its development;
3. Council delegate authority to the Chief Executive Officer to make minor grammatical and formatting changes to the Scenic Rim Nature-based Tourism Strategy 2022-2032, if required, after its adoption, and prior to publishing on Council's website for public access, noting any such changes will be advised to Councillors prior to publishing;
4. Council acknowledge and thank the Australian Government for providing funding under Round 3 of the Building Better Regions Fund - Community Investments Stream to develop the Strategy; and
5. Council acknowledge and thank all the businesses, key stakeholders, and relevant government agencies for their contributions, which have resulted in the development of the Scenic Rim's first Nature-based Tourism Strategy.

Previous Council Considerations / Resolutions

Councillors have had several briefings relating to the development of the Strategy, including:

- In September 2019, regarding the appointment of content specialist to deliver the strategy (the successful company from RFQ process). Extra Mile Tourism and Leisure Management (Extra Mile) commenced work on the project in early July 2019.

At this presentation, Extra Mile presented outcomes from the situation analysis including a desktop review of current Scenic Rim, regional, state and national strategies, a review of current adventure tourism operators and a gap analysis.

Extra Mile also undertook a workshop with the Scenic Rim Adventure Tourism Reference Group.

- In October 2019, which summarised the consultation process undertaken with the tourism industry in the Scenic Rim and key stakeholders including local, state and national tourism bodies and involved a workshop with Councillors and the Executive Leadership Team to deliver findings and progress the development of the resource.
- In December 2019, which included a presentation of the draft Strategy that would then inform the development of Stage Two of the project, the Action Plan.
- In April 2021, which included a presentation by Lucid Economics of a revised strategy with clearer objectives, economic modelling and an Action Plan, prior to its release for public consultation in June 2021.
- In September 2022, when the updated draft Strategy was presented to Council for review.

Report / Background

The Strategy provides a strong foundation for the development and extension of nature-based activities and product in the Scenic Rim region. It supports the growth of the region's nature-based tourism businesses, as well as accommodation and other businesses servicing their visitors across the region, contributing to the sustainable management of the region's economy and local lifestyle.

The Strategy focuses on achieving a higher commercial yield from visitors rather than merely attracting more visitors. This will be achieved by improving opportunities for visitors to stay longer and participate in guided and supported experiences, and by encouraging the dispersal of visitors across the region and across the seasons.

The Strategy capitalises on the region's strengths in providing immersive and enriching experiences in nature in easy proximity to the growing urban centres of Brisbane, Ipswich and the Gold Coast.

Sustainable tourism creates better places for locals to live and for visitors to visit. Recognising the detrimental impacts that over tourism can have on our local communities and on our protected natural areas, this strategy focuses on unlocking greater value for our regional economy by increasing the commercial yield from our visitors, rather than on increasing visitor numbers. This will be achieved by improving opportunities for our visitors to stay longer and participate in guided and supported experiences, and by encouraging the dispersal of visitors across the region and across the seasons.

Visitors are actively seeking experiences that enrich and transform them by consciously connecting with, and appreciating, our extraordinary planet, its people and cultures. By meeting our visitors' needs with transformational experiences, the Scenic Rim has the opportunity to build a stronger, more resilient, sustainable tourism industry and exceed the expectations of our visitors.

Overnight visitors spend more than day-trip visitors, providing a larger economic benefit. At the year ending March 2020, when COVID-19 began to impact travel behaviours, domestic overnight visitors to the Scenic Rim spent \$299 per visitor, compared to day-trip visitors, who spent an average of \$79.

With 74% of all Scenic Rim visitors at this time undertaking day visits, rather than overnight stays, there is significant potential in converting these day-trippers to overnight visits.

Through delivery of this Strategy, by 30 June 2031, economic modelling shows that the region could attract 285,000 visitors to participate in nature-based experiences, generating an additional 221,000 visitor nights and \$40 million in visitor expenditure and creating over 160 new jobs.

The Strategy was developed following a comprehensive review of the region's nature-based tourism operators, a gap assessment for nature-based tourism in the Scenic Rim and a workshop with the Scenic Rim Adventure Tourism Reference Group conducted in 2019, followed by an analysis of visitor data, a further stakeholder workshop conducted in December 2020 and community consultation conducted in June 2021.

Scenic Rim's visitor economy relies heavily on the domestic drive markets from Brisbane and the Gold Coast and on the Visiting Friends and Relatives market from these major centres. With the increased desire of visitors seeking nature-based experiences due to COVID-19, there also has been a subsequent increase in the number of domestic overnight leisure visitors to Queensland taking part in nature-based activities.

International visitors are a small and valuable market for the Scenic Rim, with one international trip worth seven domestic trips. Activation of this strategy will target these important markets and increase Scenic Rim's regional prosperity and our operators' commercial yield by increasing visitor participation in paid nature-based tourism activities and overnight stays.

Budget / Financial Implications

Council secured \$47,500 in funding through the Australian Government's Building Better Regions Fund - Community Investment Stream - Round 3 to deliver the Strategy. This was required to be matched by an equivalent amount of Council funding from the Regional Prosperity 2020-2021 operational budget.

The Strategy was allocated \$75,000 in the 2022-2023 Council budget to commence implementation of the actions, once adopted.

Strategic Implications

Operational Plan

Theme: 2. Sustainable and Prosperous Economy

Key Area of Focus: Sustainable value captured from tourism in the region with regional capability to drive prosperity

Legal / Statutory Implications

Council was obligated to meet the terms and conditions of the Building Better Regions - Community Investment Stream Grant - Round 3 Funding Agreement and acquit the funding accordingly.

Risks

Strategic Risks

The following Level 1 and Level 2 (strategic) risks are relevant to the matters considered in this report:

SR53 Inadequate sustainable economic growth plans in place to appropriately maximise opportunities, resulting in increased pressures on Council and State infrastructure and social environmental cohesiveness.

Risk Assessment

Category	Consequence	Likelihood	Inherent Risk Rating	Treatment of risks	Residual Risk Rating
Financial/Economic Setting bold and achievable targets to grow the region's economy.	3 Moderate	Unlikely	Low	Ensuring all initiatives highlights in the strategy are delivered and optimised; and all requirements of the grant funding are met.	Low

Consultation

Consultation has occurred with Mayor and Councillors, Executive Team, Council Officers in business units including:

- Planning and Development;
- Asset and Environmental Sustainability;
- Regional Prosperity and Communications; and
- Biodiversity and Climate Change.

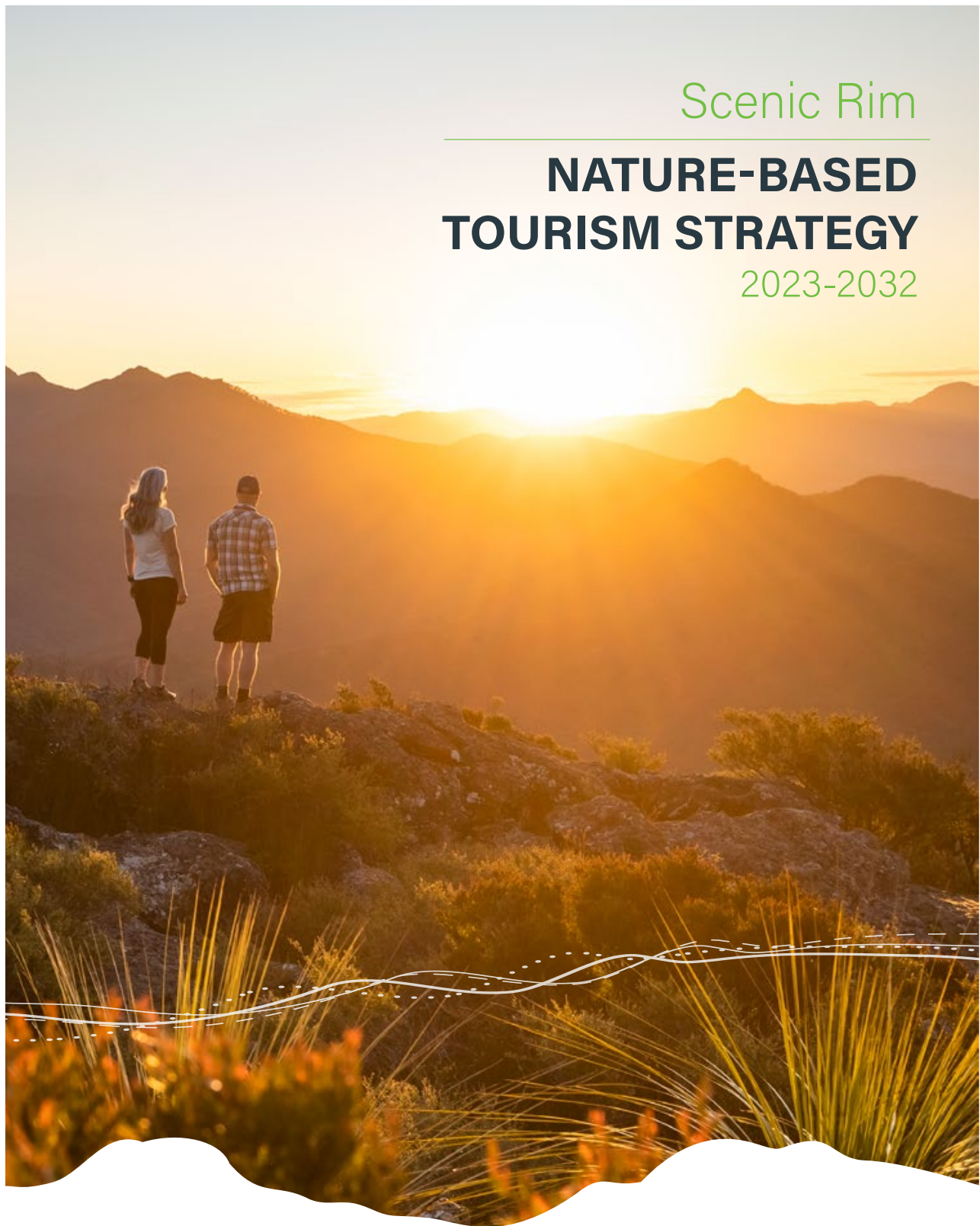
Also consulted - Local Tourism Organisation, Chambers of Commerce, local industry leaders, representatives from the region's key economic sectors, Scenic Rim Tourism Advisory Committee, Brisbane Economic Development Agency, Tourism and Events Queensland, Ecotourism Australia, Department of Environment and Science, Department of Tourism, Innovation and Sport, Seqwater, and Scenic Rim Adventure Tourism Reference Group.

Conclusion

The Strategy provides a strong foundation for the development and extension of nature-based activities and product in the Scenic Rim region.

The Strategy supports the growth of the region's nature-based tourism businesses, as well as accommodation and other businesses servicing their visitors across the region, contributing to the sustainable management of the region's economy and local lifestyle.

The Strategy focuses on achieving a higher commercial yield from visitors rather than merely attracting more visitors. This will be achieved by improving opportunities for visitors to stay longer and participate in guided and supported experiences, and by encouraging the dispersal of visitors across the region and across the seasons. The Strategy is recommended to Council for adoption.



SCENIC RIM

REGIONAL COUNCIL



ACKNOWLEDGEMENTS

Acknowledgement of Country

Scenic Rim Regional Council acknowledges the traditional country of the Mununjali, Wanggerriburra and Ugarapul Peoples of the Scenic Rim. We recognise that the Scenic Rim continues to have connections to cultural, spiritual, environmental, and economic importance and respect connection to Country. We pay our respects to Elders past, present and emerging, acknowledging the important role Aboriginal and Torres Strait Islander peoples play in shaping the future of our Region.

To our government partner



Australian Government

This project received funding from the Australian Government.

To our local tourism operators and industry organisations

Scenic Rim Regional Council would like to thank the following businesses and organisations for their valuable time and feedback, which has helped inform the development of this strategy:

Mt Barney Lodge	QLD MotoPark
Tree Top Challenge	O'Reilly's Rainforest Retreat
Hot Air Scenic Rim	Round Mountain
On The Edge Events	Maibin Jahyilah-Yahgilah
ParkTours	Ecotourism Australia
Camp Moogerah	Brisbane Economic Development
Canungra Sky Sports	Agency (BEDA)
Binna Burra Lodge	Tourism and Events Queensland (TEQ)
Camp Kokoda	Department of Environment and
Scenic Rim Adventure Park	Science (DES)
Lost World Trail Festival	Department of Tourism, Innovation
Cedar Creek Lodges	and Sport (DTIS)
Elite Helicopters	Seqwater
Horizon Guides	Destination Scenic Rim (DSR)

To our strategic advisors

This strategy has been informed by research papers and content developed by Extra-Mile Tourism Management, and Lucid Economics.

On the cover

Looking towards Mount Barney National Park from the top of Mount Maroon. Image by Lachlan Gardiner.

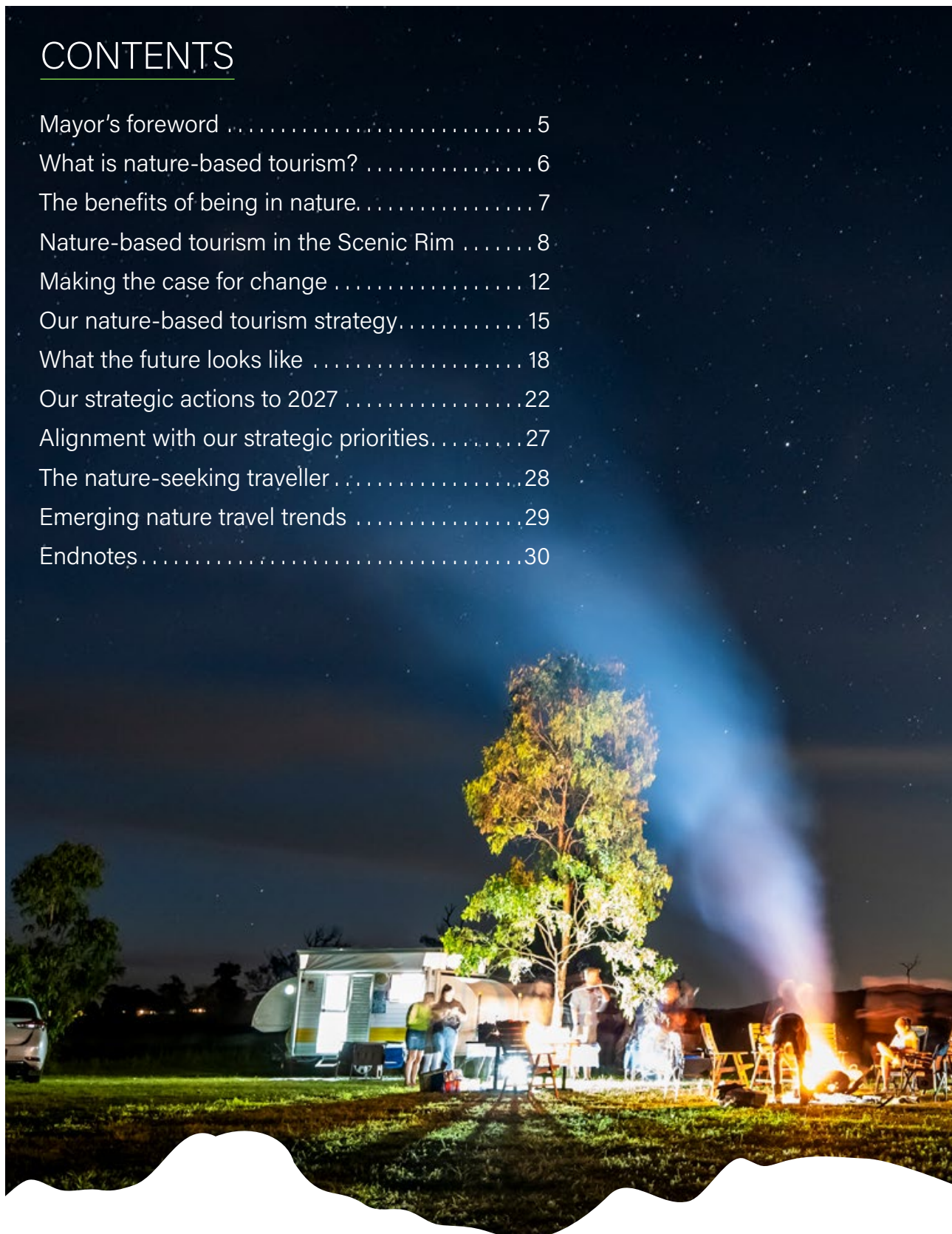
For further information

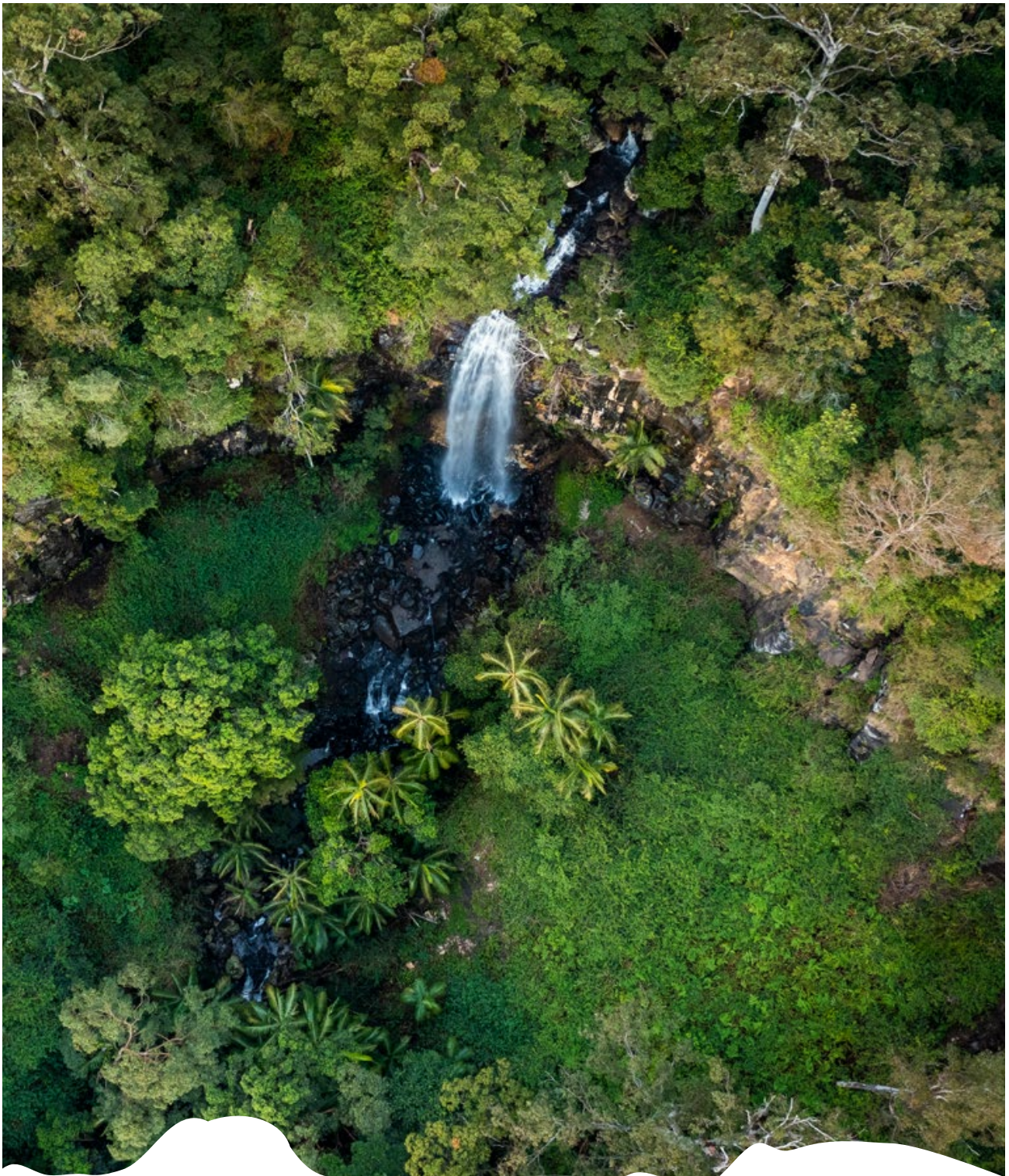
Regional Prosperity	www.scenicrim.qld.gov.au
Scenic Rim Regional Council	mail@scenicrim.qld.gov.au
PO Box 25 82 Brisbane Street	07 5540 5111
Beaudesert QLD 4285	

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MAYOR'S FOREWORD

Listed in Lonely Planet's Best in Travel as one of the world's Top Ten 'must-visit' regions for 2022, the Scenic Rim is an area of spectacular beauty. Just one hour from both Brisbane and the Gold Coast, it is renowned for its friendly, relaxed country lifestyle, award-winning local produce and scenic natural landscapes.

Nature-based tourism is one of Queensland's and the Scenic Rim's greatest competitive advantages. Seeking more active and adventurous experiences, and more enriching and connected moments in nature, our visitors are showing an increased interest in nature-based activities.¹

Tourism is an important industry in the Scenic Rim, attracting 1.7 million visitors and bringing in more than \$215 million in visitor expenditure in 2019, prior to COVID-19. Tourism is a major export industry for the region.

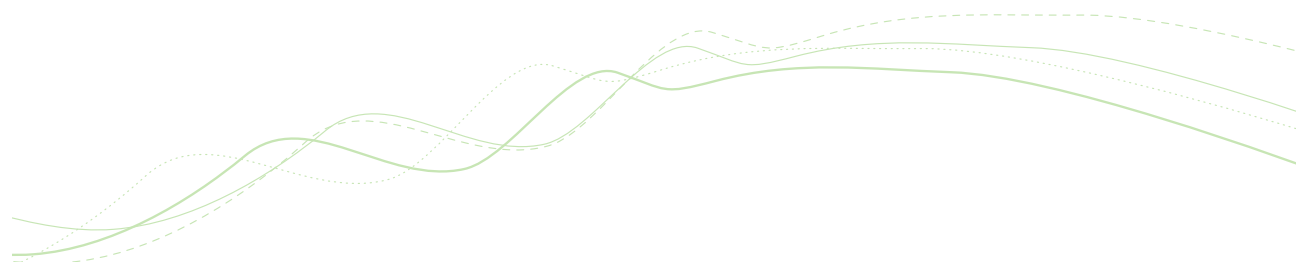
This strategy supports our region's broader regional prosperity and tourism objectives to increase the value of tourism to the regional economy by creating local jobs and building our region's brand equity. This will be achieved by building our market share of this key market segment and increasing commercial yield and visitation in all seasons. And importantly, by increasing the dispersal of visitors across the region and away from existing hotspot areas; being sensitive to the unique characteristics and requirements of the different localities and communities across the region.

With six magnificent national parks, and the Scenic Rim's spectacular UNESCO World Heritage listed Gondwana Rainforest in easy proximity to three large and growing urban centres, our region is well placed to support demand for nature-based experiences. We will do this by delivering and promoting transformative experiences that meet the nature traveller's needs and build awareness, protection and advocacy for our region's natural and cultural wonders.

Through this strategy, our nature-loving visitors will be spoilt for choice with opportunities to do more throughout the year in the Scenic Rim's natural areas, stay longer and spend more while they visit, and to share their love for our spectacular region with their friends and family.

Cr Greg Christensen

Mayor, Scenic Rim Regional Council



WHAT IS NATURE-BASED TOURISM?

NATURE-BASED TOURISM

Nature-based tourism is leisure travel undertaken largely or solely for the purpose of enjoying natural attractions and engaging in nature-based experiences. This can range from simple natural encounters to more immersive ecotourism experiences, where being in nature is the key driver for the experience. ²

ECOTOURISM

Ecotourism is ecologically sustainable tourism with a primary focus on experiencing natural areas that fosters environmental and cultural understanding, appreciation and conservation. ³

ADVENTURE TOURISM

A niche of nature-based tourism, adventure tourism involves exploration or travel and connection with nature with a certain degree of risk, and which may require special skills and physical exertion. ⁴





THE BENEFITS OF BEING IN NATURE

Spending time in nature is essential for our physical, mental, social and spiritual health and wellbeing. Indigenous peoples have lived this fundamental connection for tens of thousands of years. More recently, a large and growing body of both scientific evidence and cultural knowledge has shown that spending time in nature leads to a range of benefits, including reducing stress, increasing self-esteem and improving creativity, concentration and productivity.

Being in nature is restorative. Breathing fresh air and immersing ourselves in forests and wide-open spaces helps us to strengthen our connection with others, to learn more about ourselves and what we are capable of. It brings us out of ourselves and our narrow concerns and connects us to a larger world.

Contact with nature not only makes us feel better emotionally, it can also play an important role in reducing the alarming global increase in non-communicable diseases such as heart disease, chronic respiratory disease and diabetes, as well as help prevent and treat mental health issues such as depression and anxiety.⁵

NATURE-BASED TOURISM IN THE SCENIC RIM

THE SCENIC RIM'S NATURAL AND CULTURAL WONDERS

Rainforest once covered most of the southern supercontinent, Gondwana, and it remains the most ancient type of vegetation in Australia. Few places on earth contain so many plants and animals which remain relatively unchanged from their ancestors in the fossil record.

Four national parks in the Scenic Rim are part of the Gondwana Rainforest of Australia and are UNESCO World Heritage listed in recognition of their outstanding universal significance in terms of their natural heritage. Lamington National Park, Main Range National Park, Mount Chinghee National Park, and Mt Barney National Park help to protect a diverse range of forests and woodlands, heaths and rocky outcrop communities including the most extensive areas of subtropical rainforest in the world, large areas of warm temperate rainforest and nearly all of the Antarctic beech cool temperate rainforest.⁶

Along with Tamborine National Park and Moogerah Peaks National Park, these areas are exceptional for their biological diversity, abundant natural beauty and steep and rugged mountain ranges. Within the National Parks, many species of plant found on the mountain summits grow nowhere else on earth. The region's cool subtropical rainforests and wet eucalyptus forests are a refuge for a treasure trove of unique plants, animals and distinctive vegetation types. The forests provide significant habitat and ecological connectivity for plants and animals and a sheltered and cooler place where diversity can potentially find respite from the changing climate. The mountains preserve living links to Australia's ancient past, and are home to numerous threatened species including Albert's Lyrebird, the Spotted-tailed Quoll and the Eastern Bristlebird.

The stories, rituals and traditions of the region's indigenous inhabitants are woven around the natural environment and highlight their connection to a living landscape.

EXPERIENCES CELEBRATING NATURE IN THE SCENIC RIM

There are many different ways that visitors to the Scenic Rim can engage and connect with nature.

The region is home to hundreds of kilometres of short walks in nature and overnight hiking trails. To the east, the popular Tamborine and Lamington National Parks provide access to magnificent high-altitude, moss-covered, beech forests. To the west, the Mount Barney and Main Range National Parks offer a more tranquil, rugged and rural setting.

For outdoor adventurers, many other natural areas outside the national parks provide the perfect challenge for rock climbers, hang gliders and abseilers, horse riders, mountain bikers and four-wheel drivers.

The area's two large lakes at Moogerah and Maroon are popular destinations for lovers of water sports and fishing, while Lake Wyaralong and many local waterways offer a more peaceful experience.

The region's national parks and diverse natural environments, from rainforests and waterfalls to lakes and rugged mountains, are strong drawcards for visitors seeking the following existing nature activities in the region.



SCENIC RIM'S NATURE-BASED EXPERIENCES ⁷

EXPERIENCE TYPE	ACTIVITY
Passive natural encounters	Sightseeing Short bush-walks Fishing Swimming Camping Glamping Caravanning Horse and camel rides Hot air ballooning Helitours
Exhilarating adventure	Mountain biking Ziplining Hang gliding Mountain road cycling
Ecotourism	Guided wildlife and ecology tours Environmental conservation activities Environmental education Citizen science Bird watching
Challenging Adventure	Overnight hiking Guided multi-day walks Rock climbing Via Ferrata

EXPERIENCE TYPE	ACTIVITY
Active adventure	Boating Jet skiing Water skiing Kayaking Day hiking Trail cycling Trail running 4WDing Trail bike riding
Outdoor education camps	Abseiling Canoeing Bush walking High ropes Mountain biking Orienteering Climbing Kayaking Flying fox Hiking



Nature-based Tourism Strategy 2023-2032

9

Visitors to the Scenic Rim benefit from a range of nature-based tourism operators already active in the region, including the following that show a strong commitment to sustainable tourism with Ecotourism certification from Ecotourism Australia: ⁸

- Araucaria Ecotours
- Binna Burra Mountain Lodge
- Country Charm Discovery Tours (Leisure Solutions)
- Horizon Guides
- JPT Tour Group
- Mt Barney Lodge
- O'Reilly's Rainforest Retreat
- ParkTours
- Pterodactyl Helicopters
- Southern Cross Tours
- Spicers Scenic Rim Trail
- Tamborine Mountain Glow Worm Caves
- TreeTop Challenge

However, in 2019, 46% of recreational activities in the region⁹ had no guided or supported offering available to assist visitors who are inexperienced, do not own the necessary equipment, or seek more specialised, 'money can't buy' experiences; particularly for hiking and water sports such as fishing, kayaking, water-skiing and jet skiing.

SCENIC RIM'S NATURE-SEEKING VISITOR TRENDS

Established as a new Local Government Area in only 2008, awareness of the Scenic Rim as a destination is still relatively low across Australia. Those who are familiar with the region associate it with having distinctive nature and picturesque beauty, offering them both peace and quiet and a lot to do. They visit the region to get away to somewhere that's close and affordable and to satisfy their curiosity by experiencing new and different places with natural beauty, authentic locals and laid-back charm. For those who are not familiar with it, discovering new places is also important to satisfy their curiosity and desire to visit unique places. ¹⁰

In 2019, prior to the COVID-19 pandemic, an estimated 1.1 million visitors to the Scenic Rim region engaged in nature-based activities during their visit, ¹¹ worth approximately \$27.5 million in visitor expenditure. ¹²

The region experienced solid growth in nature-seeking visitors over the previous five years, growing at an average annual rate of over 15%. This is well above the state and national average annual growth rates of 7.4% and 9% respectively for this market during the same time. ¹³

In 2019, key features of the Scenic Rim's nature-seeking visitors were:

70%
Day-trip visitors

70% visited from the Brisbane region

17% from the Gold Coast

3% from other interstate markets

1% from overseas



VISITORS ENGAGING IN OUTDOOR - NATURE ACTIVITIES ¹⁴

Of all visitors to the Scenic Rim, prior to the COVID-19 pandemic, 47% engaged in an outdoor nature activity during their visit. Destinations where a greater percentage of their visitors engaged in nature activities during their visit were the Whitsundays, the Sunshine Coast and the Gold Coast. ¹⁵

TOURISM REGION	DAY VISITORS	DOMESTIC OVERNIGHT	INTERNATIONAL	% OF TOTAL ANNUAL VISITORS TO THE REGION	TOTAL NO. ANNUAL VISITORS TO REGION ('000)
Whitsundays	48%	69%	99%	66%	1,367
Sunshine Coast	43%	65%	95%	52%	12,275
Gold Coast	40%	57%	93%	49%	14,162
Scenic Rim	45%	53%	91%	47%	1,784
Fraser Coast	25%	53%	99%	42%	1,833
Tropical North Queensland	22%	50%	96%	41%	6,298
Gladstone	26%	42%	96%	38%	1,100
Bundaberg	24%	39%	96%	32%	1,734
Townsville	24%	29%	96%	29%	2,981
Mackay	30%	20%	93%	26%	1,954
Capricorn	22%	22%	94%	24%	2,739
Brisbane	16%	22%	83%	21%	31,058
Southern Queensland Country	13%	24%	81%	17%	6,266
Outback Queensland	14%	11%	80%	13%	1,827

VISITORS ENGAGING IN ACTIVE OUTDOOR - SPORT ACTIVITIES ¹⁶

Of all Scenic Rim visitors, prior to the COVID-19 pandemic, 29% engaged in outdoor sporting activities during their visit. Only in the Whitsundays did a greater percentage of visitors engage in sporting activities than in the Scenic Rim. ¹⁷

TOURISM REGION	DAY	DOMESTIC OVERNIGHT	INTERNATIONAL	% OF TOTAL ANNUAL VISITORS TO THE REGION	TOTAL NO. ANNUAL VISITORS TO REGION ('000)
Whitsundays	19%	48%	86%	43%	1,367
Scenic Rim	21%	53%	49%	29%	1,784
Gladstone	23%	28%	80%	29%	1,100
Tropical North Queensland	11%	37%	65%	27%	6,298
Fraser Coast	11%	37%	81%	27%	1,833
Townsville	20%	23%	77%	24%	2,981
Sunshine Coast	18%	31%	57%	23%	12,275
Gold Coast	16%	26%	38%	21%	14,162
Mackay	14%	20%	68%	19%	1,954
Bundaberg	9%	27%	60%	18%	1,734
Outback Queensland	10%	15%	48%	13%	1,827
Capricorn	9%	15%	67%	13%	2,739
Brisbane	9%	15%	34%	12%	31,058
Southern Queensland Country	8%	12%	40%	9%	6,266

MAKING THE CASE FOR CHANGE

CREATING TRANSFORMATIONAL VISITOR EXPERIENCES



Challenges

Activities are not commercial

Excluding educational experiences, around 46% of the region's surveyed activities are currently not commercial, due to:

- The viability of a commercial operation
- The activity is not permitted at a location
- Private land zoning/ council approvals.

Resources and capacity of land managers

Key government bodies often require additional staffing, funding and resourcing if they are to support large new transformative projects.

Accommodation demand

During peak seasons, demand for accommodation may outstrip availability. As well as a loss of revenue for local businesses, this can impact negatively on the region's friendly and welcoming brand positioning.



Opportunities

Identify potential activities

Review trends and demand for day walks, multi-day walks, mountain-biking, rail, horse and cycling trails, rock climbing, 4WD and trail bike riding, water sports, and other recreational activities, and analyse opportunities to increase commercial yield without compromising the natural environment and water quality.

Unlock existing potential

Focus on joining up, stabilising, upgrading and clearly marking existing tracks on old logging and fire trails, improving capacity and facilities at hot spots and developing placemaking at new sites away from hotspots.

Identify potential accommodation needs

Review camping/caravanning trends and demand for public and private sites and undertake an assessment of all existing accommodation and bed-stock to identify potential sites and styles for new accommodation offers.



BUILDING A SUSTAINABLE INDUSTRY AND BUSINESSES



Challenges

Navigating the maze

Navigating the competing responsibilities, priorities and processes of land and water managers to meet planning and permitting requirements and to build and maintain the facilities and infrastructure needed for the creation and delivery of major transformative experiences can require dedicated assistance and long-term collaboration and managerial and financial support from multiple government bodies and private land owners.

Inconsistent delivery of experiences

A number of the experiences in the region are only available on weekends, or on-demand. This can present challenges for:

- operators in attracting and retaining skilled staff and building viable businesses,
- the ability to package an experience with others that are open all week, and for
- consumers to add activities once they are in the region.

Community resistance to tourism

Sustainable tourism activities, with the need to 'touch the earth lightly', can sometimes seem at odd with the agricultural practices of rural communities.



Opportunities

Industry collaboration

Forming a regional nature-based tourism committee of government agencies, tourism operators and land owners to meet regularly and collaborate on:

- the implementation of the strategy,
- the sustainable creation and management of visitor facilities, infrastructure and practices, and
- managing the impact of visitors on the local community, economy and environment.

Increasing viability

Provide opportunities for local tourism operators to learn how to improve the management of their business, the marketing of the experiences they offer, their partnerships and packaging with other businesses and about the nature destinations and experiences in our region.

Demonstrate the value of tourism

Along with environmental outcomes, sustainable tourism delivers positive social and economic outcomes for local communities and a region's wellbeing. Securing ECO Destination certification and supporting tourism businesses to achieve ECO Certification will strengthen local understanding of the synergies and benefits from tourism.



Nature-based Tourism Strategy 2023-2032

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ATTRACTING AND ENRICHING OUR VISITORS



Challenges



Opportunities

Seasonality

Visitation peaks during school holidays and in winter. Accommodation providers and tourism operators cannot always meet demand during these times and are under-occupied at others and mid-week, causing difficulties in keeping businesses viable and providing year-round employment.

Grow year-round visitation

Strengthen the availability of always-on nature-based experience opportunities with more frequent booking capabilities.

Undertake year-round marketing aligned to each forthcoming season. Turn negatives into positives by positioning Summer as the season to 'head for the hills' where it's cooler, and 'get wet in the green' for rainforest and waterfall guided walks and experiences, and positioning Winter as sunny days to explore and nights for warmth by the fire.

Visitor overcrowding

Some areas of the region, are being 'loved to death', with visitor overcrowding at Tamborine Mountain frustrating local communities and western areas experiencing overcrowding on trails from popular social media organised activities. The development of additional accommodation, facilities and activities in these hotspot areas may further compromise the locals' treasured peaceful way of life and diminish wildlife corridors.

Strengthen regional dispersal

Focus on promoting and developing experiences and placemaking at new sites away from hotspot areas to spread visitors more evenly across the region.

Engage with and educate event organisers, tour operators and visitors to raise awareness of the potential impacts of their activities.

Explore providing alternative experiences and suitable infrastructure to meet the visitor demands at overcrowded sites.

Low awareness of the Scenic Rim

As a relatively new LGA, awareness of the Scenic Rim region is low. It is often referred to as the Gold Coast hinterland or 'the green behind the gold', rather than as a distinct and desirable region to visit.

Raise awareness of region's name and offer

Position and promote the region as the leading, stay and play, year-round destination for enriching recreational activities in nature for residents and their visitors from Brisbane, Ipswich and the Gold Coast, and position the Scenic Rim's Gondwana rainforests as a bucket-list destination for interstate and international visitors to the Gold Coast and Brisbane.

Perceptions about the region

Visitors have misconceptions about the region's size, the range and difficulty of activities, travel routes and travel times within the region.

Provide packages and itineraries

Increase nature-based day tours from Brisbane and the Gold Coast for domestic and international markets by collaborating with connector and transfer tour companies.

Develop and promote trade-ready product and packages for domestic and international markets that provide ready-made itineraries and travel solutions.

Deliver campaigns that are focused on converting customer interest into operator and accommodation bookings.

Events

Events staged during peak visitation periods can compete for resources and accommodation and diminish the region's friendly and welcoming brand if overcrowding occurs and accommodation is not available.

Events

Events attract newcomers and special interest markets to the region. They are a catalyst for visitors to stay longer and return for the event each year.

Events staged during shoulder or off peak periods provide a welcome boost for local accommodation and businesses.

Packaging event tickets with accommodation, tours and other experiences encourages longer stays and introduces visitors to other regional attractions.

OUR NATURE-BASED TOURISM STRATEGY



PLAYING TO OUR STRENGTHS

The name, Scenic Rim, says it all. Just one hour from both Brisbane and the Gold Coast, the Scenic Rim is a region of spectacular natural beauty in South East Queensland.

Everywhere you turn, you will see sweeping valleys surrounded by volcanic mountain ranges. They are our region's greatest asset and are highly valued by visitors, residents and local businesses.

Tourism in nature and protected areas leads to increased knowledge, awareness and advocacy for a destination and the environment. Seeking new experiences in nature has always been a key driver for travel and demand continues to grow internationally from travellers looking to connect with nature and to travel ethically and sustainably.¹⁸

The Scenic Rim region boasts six National Parks and ancient UNESCO World Heritage listed Gondwana rainforests. With scenic mountain ranges, native forests, epic waterfalls and waterways, lakes and rural farmland, it is a haven for nature-lovers looking to relax and reconnect, or to challenge themselves with bushwalks, trail rides and water sports.

These natural assets are fundamental to the region's prosperity, attractiveness as a place to live and visit, and the wellbeing of its communities.

The area is renowned for its relaxed country lifestyle and its artisan food, wine and beverage producers. The main townships of Tamborine Mountain, Beaudesert, Boonah and charming villages such as Canungra, Rathdowney, Kalbar and Mount Alford provide visitors with an array of opportunities to replenish and recover from their nature activities with fresh seasonal produce, award-winning wines and local brews as well as a stroll through their unique local shops, galleries, cultural and historical delights.

The region boasts well-known nature resorts such as Binna Burra Lodge, Mt Barney Lodge and O'Reilly's Rainforest Retreat, along with a range of secluded glamping and ecotourism accommodation, intimate bed and breakfasts and camping and caravan sites on public and private land.

Visitors to the Scenic Rim also benefit from the services of several tourism operators who are ECO Certified, along with many others who demonstrate a strong commitment to ecotourism values and to the operating standards of sustainable tourism management.





UNLOCKING OUR POTENTIAL

This strategy capitalises on the region's strengths in providing immersive and enriching experiences in nature in easy proximity to the growing urban centres of Brisbane, Ipswich and the Gold Coast.

Sustainable tourism creates better places for locals to live and for visitors to visit. Recognising the detrimental impacts that overtourism can have on our local communities and on our protected natural areas, this strategy focuses on unlocking greater value for our regional economy by increasing the commercial yield from our visitors, rather than on increasing visitor numbers. This will be achieved by improving opportunities for our visitors to stay longer and participate in guided and supported experiences, and by encouraging the dispersal of visitors across the region and across the seasons.

Visitors are actively seeking experiences that enrich and transform them by consciously connecting with, and appreciating, our extraordinary planet, its people and cultures. By meeting our visitors' needs with transformational experiences, the Scenic Rim has the opportunity to build a stronger, more resilient, sustainable tourism industry and exceed the expectations of our visitors.¹⁹ Overnight visitors spend more than day-trip visitors, providing a larger economic benefit. At the year ending March 2020, when COVID-19 began to impact travel behaviours, domestic overnight visitors to the Scenic Rim spent \$299 per visitor, compared to day-trip visitors, who spent an average of \$79.²⁰ With 74% of all Scenic Rim visitors at this time undertaking day visits, rather than overnight stays, there is significant potential in converting these daytrippers to overnight visits.

Through delivery of this strategy, by 30 June 2031, economic modelling shows that the region could attract 285,000 visitors to participate in nature-based experiences, generating an additional 221,000 visitor nights and \$40 million in visitor expenditure and creating over 160 new jobs.²¹

The strategy was developed following a comprehensive review of the region's nature-based tourism operators, a gap assessment for nature-based tourism in the Scenic Rim and a workshop with the Scenic Rim Adventure Tourism Reference Group conducted in 2019, followed by an analysis of visitor data, a further stakeholder workshop conducted in December 2020 and community consultation conducted in June 2021.

Scenic Rim's visitor economy relies heavily on the domestic drive markets from Brisbane and the Gold Coast and on the Visiting Friends and Relatives market from these major centres. With the increased desire of visitors seeking nature-based experiences due to COVID-19, there also has been a subsequent increase in the number of domestic overnight leisure visitors to Queensland taking part in nature-based activities.²² International visitors are a small and valuable market for the Scenic Rim, with one international trip worth seven domestic trips.²³

Activation of this strategy will target these important markets and increase Scenic Rim's regional prosperity and our operators' commercial yield by increasing visitor participation in paid nature-based tourism activities and overnight stays.

WHAT THE FUTURE LOOKS LIKE

OUR PURPOSE

To share and protect the Scenic Rim's natural places for the enjoyment, appreciation and benefit of our locals and visitors.



OUR GOAL

To establish the Scenic Rim as the preeminent destination for nature-based tourism in Queensland by 2032.



OUR 2032 VISION

The Scenic Rim's nature-based tourism experiences drive year-round, overnight visitation and stable employment in sustainable businesses for our local tourism industry. Even with its easy proximity to Brisbane and the Gold Coast, the region is renowned as a mini-break destination for enriching adventures and experiences in nature.

By 2032, when the Olympic rowing will be hosted in the Scenic Rim, the region will be the go-to destination for an immersive and enriching nature experience, for residents and their visitors from Brisbane, Ipswich and the Gold Coast.

Extended families will create lasting memories, relaxing and reconnecting with each other at holiday houses, camping and caravanning sites. Couples will step out from their luxurious eco-cabins to join a guided forest walk to a waterfall, with a cheeky side visit to a local winery or two. And younger friends who've arrived for rock-climbing or an adventurous sunrise mountain climb will stop afterwards at the nearest town to celebrate and replenish over a sumptuous late breakfast.

Experiencing the world-famous Gondwana rainforest will be a bucket-list experience for every international and interstate visitor to Brisbane and the Gold Coast.

Our visitors will know there's so many great nature-based experiences and other attractions in the region, that it's worth staying on for a few nights.

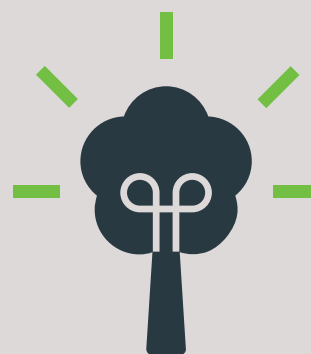
While here, they will also eat out, enjoy the local produce (and take some back home), and visit the local towns and villages for their unique shops, galleries and cultural and historical delights.

The region's business environment will be one where ecotourism thrives. Our local tourism operators, businesses and community will be inspired to positively support and contribute to the conservation and sustainability of Scenic Rim's cultural and natural environment and the destination will be respected by visitors and the local community for its sustainable management practices.

By spending time in nature, our visitors will deepen their understanding of themselves and their place in the world; of what they are capable of, of what they need in their life, or what life needs of them.

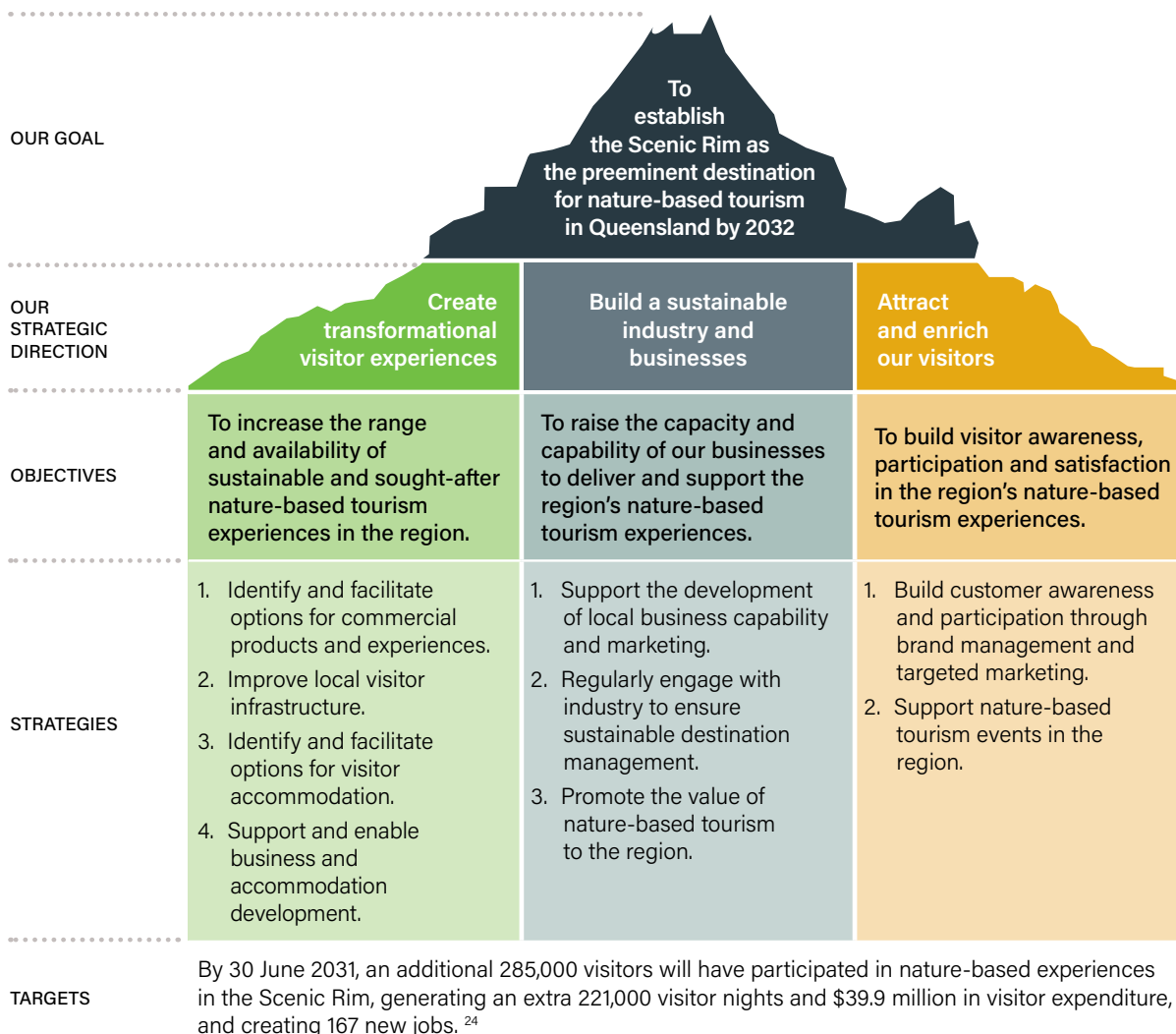
They will leave with an increased knowledge, a deeper appreciation and respect for the region's natural places and a heightened sense of responsibility for their own role in protecting this extraordinary and ancient landscape.

They will return home a different person. More connected and enriched. And excitedly anticipating their next visit to the Scenic Rim.

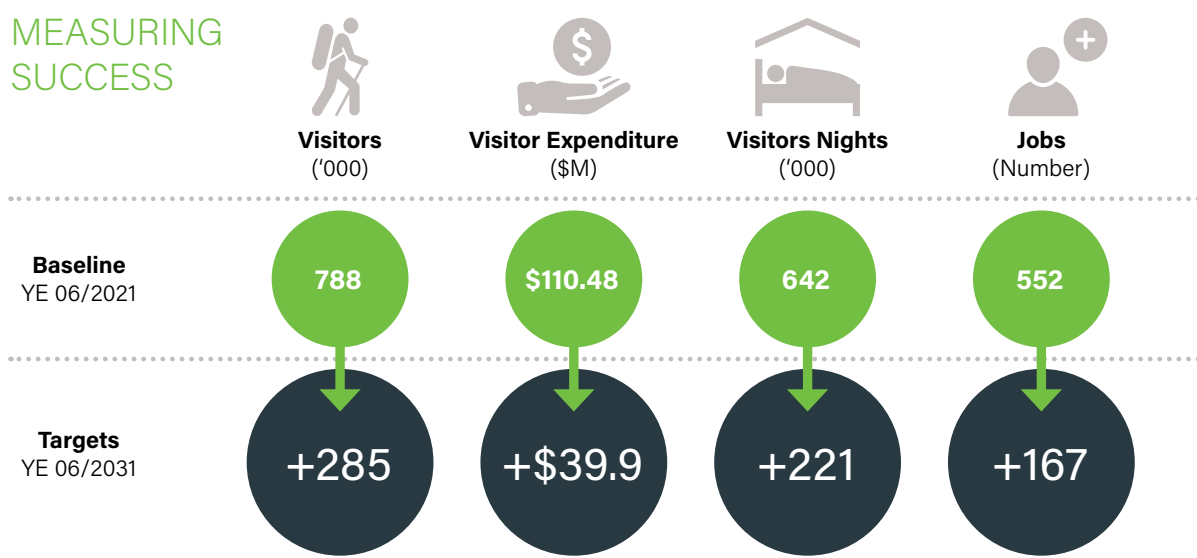




HOW WE WILL GET THERE



MEASURING SUCCESS



TO ACHIEVE THESE OUTCOMES WE WILL:



OUR STRATEGIC ACTIONS TO 2027



1. CREATE TRANSFORMATIONAL VISITOR EXPERIENCES

Increase the range and availability of sustainable and sought-after nature-based visitor experiences

1.1 Identify and facilitate options for commercial products and experiences

ACTION	LEAD	STAKEHOLDERS	MEASURE	INDICATIVE TIMING
1.1.1 Conduct a Tourism Impact Assessment for the region to create a comprehensive overview of ecotourism-oriented assets and attractions, ²⁵ and review needs and priorities for nature-based visitor infrastructure and signage.	Council	DES Seqwater Operators Land owners	Baseline assessment completed	Year 1
1.1.2 Review day-walk and overnight hiking trends and demand, infrastructure and facilities needed to enable greater regional and seasonal dispersal and appropriate commercial yield from walkers.	Council	DES DTIS Bushwalking Queensland Land owners	Identification and/or improvement of commercial experiences. Number of experiences listed on Visit Scenic Rim and Queensland.com. Number of operators in the Best of Queensland Experiences Program ²⁶	Years 2-3
1.1.3 Review mountain-biking trends and demand to potentially facilitate additional trails for increased commercial yield.	Council	DES Council Land owners		Years 3-5
1.1.4 Evaluate the potential for rail trail development and/or trails for walking, cycling and horse riding to potentially facilitate opportunities for increased commercial yield.	Council	Land managers Land owners		Years 2-5
1.1.5 Review trends and demand for rock-climbing and slacklining , and access issues, traditional owner spiritual significances to potentially facilitate access, community support and increased commercial yield.	Council	DES Land managers Land owners		Years 2-5
1.1.6 Review 4WD and trail bike riding trends and demand to potentially facilitate access, community support and increased commercial yield.	Council	Land managers Land owners		Years 3-5
1.1.7 Review trends and demand for water sports to potentially facilitate business opportunities for increased commercial yield.	Council	Seqwater		Years 3-5
1.1.8 Review trends and demand for ecotourism and indigenous tourism experiences to potentially facilitate business opportunities for increased commercial yield and visitor participation in activities that foster understanding, appreciation and conservation of the natural and cultural environment.	Council	Operators Ecotourism Australia BEDA		Years 2-5
1.1.9 Develop and provide education, interpretation and engagement for visitors about sustainability, biodiversity, biosecurity, cultural heritage and visitor safety.	Council	DES Seqwater Land managers Land owners		Years 3-5

1.2 Improve local tourism infrastructure

ACTION	LEAD	STAKEHOLDERS	MEASURE	INDICATIVE TIMING
1.2.1 Explore the development of a signage program to create and deploy wayfinding, interpretive, safety and access information signage across the region and for gazetted roads.	Council	Industry TMR DES	New signs Positive sentiment	Years 2 and 3
1.2.2 Assess and improve facilities such as parking, toilet facilities, camping, interpretation at prioritised walking/cycling trail heads, rock-climbing nodes, scenic lookouts and road reserves. ²⁷	Council	DES Seqwater Land managers and owners	Identification and/or improvement of visitor infrastructure	Ongoing

1.3 Identify and facilitate options for visitor accommodation

1.3.1 Undertake an assessment of existing accommodation and bed-stock as well as current levels of demand to determine where and what style of additional accommodation is appropriate. ²⁸	Council	Land owners BEDA	Assessment completed	Year 1
1.3.2 Identify and promote potential sites to host new accommodation opportunities.	Council	Land owners	Prospectus developed	Year 2
1.3.3 Review camping/caravanning trends and demands to potentially facilitate increased capacity, equity of facilities required at public and private sites, and including additional overnight experiences in, or adjacent to, National Parks. ²⁹	Council	DES DTIS Seqwater Land owners	Review completed	Year 1

1.4 Support and enable business and accommodation development

1.4.1 Provide a Council case manager to support the potential expansion or new development of accommodation, events or business investments.	Council	Proponents	Number of projects supported	Ongoing
1.4.2 Support local businesses to sustainably update, improve, expand and/or create new accommodation, events, school camps or tourism experiences, and to cooperatively package their offer with other providers (i.e. accommodation, food & wine).	Council	Operators DES Seqwater	Year-round accommodation occupancy Visitors participating. Repeat visitation. Seasonal and regional dispersal	Ongoing
1.4.3 Support local businesses to expand and create new jobs for locals through facilitation services and support	TBA	TBA	Jobs created	Ongoing
1.4.4 Ensure local planning processes and information are equitable and accessible for all proponents.	Council	Proponents	Information available Positive sentiment from operators	Ongoing

2. BUILD A SUSTAINABLE INDUSTRY AND BUSINESSES

Raise the capacity and capability of our businesses to deliver and support the region's nature-based tourism experiences

2.1 Support the development of local business capability and marketing

ACTION	LEAD	STAKEHOLDERS	MEASURE	INDICATIVE TIMING
2.1.1 Provide opportunities for local tourism operators to learn to improve the management of their business and their marketing of the experiences they offer.	Council	DSR Industry	Number of operators participating. Operators reporting increased skills, self-efficacy and business results	Ongoing
2.1.2 Work with operators to enhance existing, or create additional, commissionable trade-ready tourism product.	Council	DSR BEDA Industry	Number of commissionable products.	Years 2-5
2.1.3 Develop suitable job development and training opportunities to upskill and grow the region's nature-based tourism workforce ³⁰	Council	BEDA Industry training providers	Number of program participants	Years 3-5

2.2 Regularly engage with industry to ensure sustainable destination management

2.2.1 Form a nature-based tourism committee to collaborate on: <ul style="list-style-type: none"> the implementation of this strategy, the sustainable management of the destination and the creation and management of visitor services and infrastructure, and managing the impact of visitors on the local community, economy and environment 	Council	DES DSR Industry	Half-yearly meetings	Years 1 - 5
2.2.2 Conduct a nature-based tourism forum to educate local operators and guides about the nature destinations and experiences in our region.	Council	DSR Industry	Forum completed	Years 4
2.2.3 Review Strategic Actions to June 2026 and set new Strategic Actions to June 2031.	Council	DSR Industry	New actions agreed	Year 5 (late 2026)

2.3 Promote the value of nature-based tourism in the region

2.3.1 Identify and promote the value of nature-based tourism to the local community and local decision makers and provide opportunities for them to experience the local nature-based tourism places.	Council	Industry TRA	Value of tourism promoted	Annual
2.3.2 Strengthen the region's nature-based tourism profile by supporting businesses to secure ECO Certification.	Council	Ecotourism Australia Industry	Number of operators with Ecotourism certification	Ongoing
2.3.3 Acquire and maintain ECO Destination certification for the region.	TBA Council	Ecotourism Australia Industry	ECO Destination certification	Year 1-2

3. ATTRACT AND ENRICH OUR VISITORS

Build visitor awareness, participation and satisfaction in the region's nature-based tourism experiences

3.1 Build customer awareness and participation

ACTION	LEAD	STAKEHOLDERS	MEASURE	INDICATIVE TIMING
3.1.1 Conduct market research using local operator data and quantitative surveying, to create a market segmentation map and segment profiles for our nature-seeking target customers. ³¹	Council	DSR Industry BEDA TEQ	Segments identified Baseline measures set.	Year 1
3.1.2 Create annual brand strategies and set targets to raise awareness of the Scenic Rim with residents and their visitors in Brisbane, Ipswich and the Gold Coast, and with interstate and international visitors to the Gold Coast and Brisbane. ³²	Council	Industry , DSR, BEDA, Destination Gold Coast, TEQ, Tourism Australia, Adventure Queensland, DTIS, DES, Tweed Shire	Unprompted awareness ³³ Positive sentiment ³⁴ Visitor numbers	Years 2-5
3.1.3 Create annual marketing plans and set targets to undertake targeted marketing activities that convert customer interest into bookings with local operators and guides, accommodation providers and services supporting the region's tourism industry.	Council	Industry BEDA TEQ DSR	Leads to operators Operator bookings % of all visitors participating Overnight stays ³⁵	Ongoing
3.1.4 Explore the promotion of nature-based tourism products and cooperative packaging with online travel agencies, trade distributors and trade events.		Industry Adventure Queensland	Number of inclusions	Years 2-3
3.1.5 Provide an engaging and frictionless experience to support visitors at all stages of the customer journey. ³⁶	Council	DSR ATDW	Customer satisfaction and positive sentiment ³⁷	Ongoing
3.1.6 Develop multi-day 'stay and play' itineraries (3 day, 5 day, 7 day) including maps, experiences, tours, hidden secrets and accommodation in digital and print.	Council DSR	Industry	Overnight stays ³⁸	Years 2-3

3.2 Support nature-based tourism events in the region

3.2.1 Support and market the sustainable delivery of nature-based tourism, citizen science, and adventure-related sporting events in the region.	Council	Industry DES Seqwater Land managers and owners	Number of event participants. Overnight stays for event.	Ongoing
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ALIGNMENT WITH OUR STRATEGIC PRIORITIES

Creating a 'Sustainable and Prosperous Future' for the Scenic Rim region is a key strategic pillar for the Scenic Rim Regional Council,³⁹ with the intention that, by 2023,

"an enhanced regional brand underpins sustainable economic growth for businesses, strong local employment opportunities and high-performing primary production and tourism industries".⁴⁰

In recognition of the strong competitive advantage provided by the region's abundant and spectacular natural environment, the development and implementation of a Nature-based Tourism Strategy for the region is a key action in the *Scenic Rim Regional Prosperity Strategy 2020 - 2025*.⁴¹

The preservation of the region's biodiversity and natural environment is crucial for a sustainable tourism industry. Working together, protecting our biodiversity, and enhancing our environment are key pillars of the *Scenic Rim Biodiversity Strategy 2015 - 2025*.

Tourism and Events Queensland has identified the Scenic Rim's World Heritage-listed Gondwana Rainforests as a 'jewel in the crown' of Queensland's natural assets,⁴² and 'Natural Encounters'; and

'Adventure and Discovery' are two of Tourism and Events Queensland's five key experience pillars.⁴³

Proximity and access from Brisbane to the Scenic Rim's 'majestic mountain peaks, fertile valleys and rainforests', is also identified by the Brisbane Economic Development Board⁴⁴ as a competitive strength and one of four key experience pillars for the city.

Experiencing nature and wildlife is identified by Tourism Australia as the primary driver of destination choice for High Value Travellers who generate a disproportionate share of overnight expenditure while engaging in domestic leisure travel.⁴⁵

Through their *Nature-based Tourism Strategy 2021 - 2024*, Tourism and Events Queensland aims to target this High Value Traveller and support the revitalisation and growth of, "a vibrant and sustainable nature-based tourism industry that delivers transformative experiences and supports the conservation of Queensland's natural and cultural assets".⁴⁶

Creating transformational experiences is central to growing consumer demand in line with their expectations and a key commitment of Tourism and Events Queensland through their *Ultimate Transformational Experiences Guide 2020* and mentoring and training programs.

This strategy aligns strongly with these national, state and regional tourism strategies and supports the sustainable growth of nature-based tourism in the Scenic Rim.



Nature-based Tourism Strategy 2023-2032

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THE NATURE-SEEKING TRAVELLER

Representing approximately 1.1 million Queenslanders and 4 million Australians living interstate, High Value Travellers engage in domestic leisure travel for holidays or to visit friends and relatives.

They spend more than the average traveller (>\$2,000 per trip or \$300 per night for shorter trips) and are attracted to the experiences found in the Scenic Rim.

They are segmented into three main categories:

- Travelling with children
- 18-49 travelling without children
- 50+ travelling without children. ⁴⁷

Nature travellers love being in nature and the great outdoors. The following information displays some of their characteristics. ⁴⁸

Overview

Couples and families who love being in nature and the great outdoors

They care about making a difference when they travel

Travelling and being in nature is an antidote to routine

Household type



30%

Family with pre-school and school aged children

21%

Single or peer group flatting together

33%

Couple with no children

16%

Family with adult children



Travel

40%

Travel with just their partner

11%

Travel by themselves

28%

Travel as a family



11.1 weeks

Average booking lead time

5.6 nights

Average length of stay

55%

Have travelled overseas in the past **12 months**



65%

Highly educated with **undergraduate** or higher degree



\$2,873.40

Nature traveller average spend



\$2,815.60

Average HVT spend



EMERGING NATURE TRAVEL TRENDS

Experiences in nature have always been a key driver for global travel and as the world emerged from the COVID-19 pandemic, research and expert opinion suggests that 'tuning into nature' is seen as an antidote for Coronavirus lockdowns.

This is expected to result in increased demand for experiences in open spaces and wild places as travellers look to escape crowds, regenerate and re-connect with themselves, family, friends, the environment and the world around them.

Global travellers are looking for:

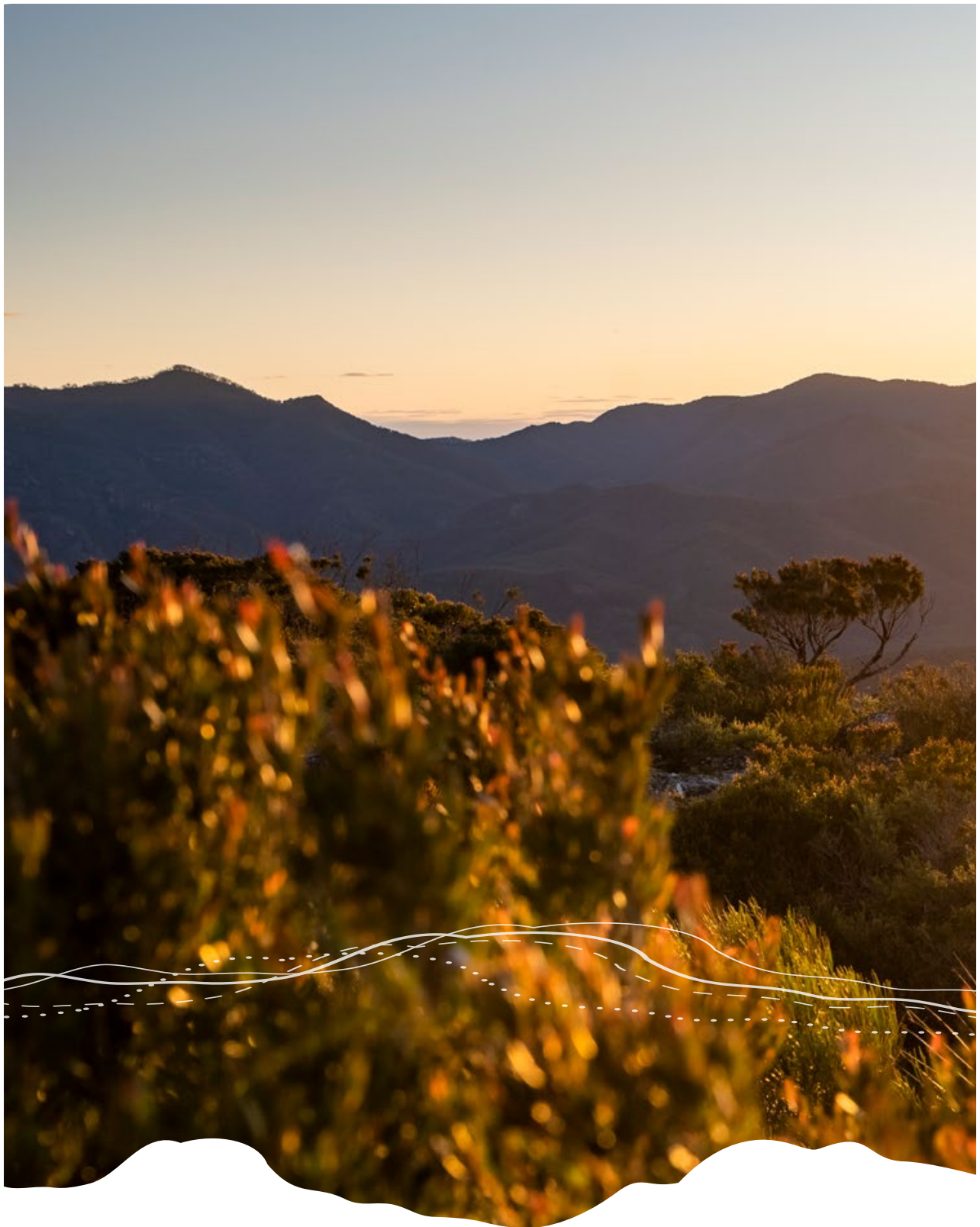
- Active participation: with the ability to make a positive difference
- Reconnection: with self, nature and others
- A transformational experience: with moments of connection
- Travel that benefits or at minimum does no harm to the natural environment
- Mental health/wellbeing, rest or physical stimulation
- Hygienic and safe operational practices
- World-class natural settings with strong visual aesthetics
- Deeper understanding of Indigenous culture
- Experiences that broaden minds and offer the ability to learn something new.⁴⁹

Discerning travellers are looking for 'guilt free experiences' as a counter-balance to the negative impacts of human consumption.⁵⁰ They are shifting away from experiences that have a detrimental impact on the environment and the local community and avoiding over-strained areas and unsuitable or uncertified practices.⁵¹

ENDNOTES

- 1 Tourism Research Australia, Local Government Area Profile 2019 - Scenic Rim
- 2 Tourism and Events Queensland
- 3 Ecotourism Australia.
- 4 Adventure Travel Trade Association
- 5 Facilitating nature-based solutions, Health and Well-being Specialist Group, International Union for the Conservation of Nature's (IUCN) World Commission on Protected Areas (WCPA)
- 6 Gondwana Rainforests of Australia, UNESCO World Heritage Convention, <https://whc.unesco.org/en/list/368/> World Heritage Places - Gondwana Rainforests of Australia, Australian Government, <https://www.dcceew.gov.au/parks-heritage/heritage/places/world/gondwana#resources>
- 7 Developed by Extra-Mile Tourism Management in 2019 on behalf of, and with contributions from, the Scenic Rim Regional Council
- 8 Ecotourism Australia.
- 9 Extra Mile Tourism, 2019
- 10 Consumer Brand Awareness Research, Brother & Co/Roy Morgan Research, July/August 2019
- 11 Using Tourism Research Australia's (TRA) Outdoor / Nature activity and Active Outdoor / Sport activity definitions, with data sourced in 2020 from the National and International Visitor Surveys
- 12 Extra Mile Tourism, 2019
- 13 Lucid Economics, Tourism Research Australia 2020
- 14 Tourism Research Australia.
- 15 Lucid Economics, Tourism Research Australia 2020. Due to small sample sizes, data is for calendar years with three-year averages. TRA defines Nature Activities as "going to the beach, visiting national parks or state parks, visiting botanical or other public gardens, going whale or dolphin watching, visiting farms, bushwalking and rainforest walks, visiting the reef and birdwatching."
- 16 Tourism Research Australia.
- 17 Lucid Economics, Tourism Research Australia 2020. Due to small sample sizes, data is for calendar years with three-year averages. TRA defines Sporting activities as "fishing, golf, scuba diving, snorkelling, water activities / sports, surfing, snow skiing, cycling, exercise, gym or swimming, play other sports, other outdoor activities nfd"
- 18 Tourism and Events Queensland's Nature-based Tourism Strategy 2021-2024, page 2
- 19 The Ultimate Transformational Experience Guide, Tourism and Events Queensland, October 2020
- 20 Lucid Economics, Tourism Research Australia data YE March 2020
- 21 Lucid Economics, 2020
- 22 Tourism and Events Queensland's Nature-based Tourism Strategy 2021-2024, page 7
- 23 Adele Labine-Romain, National Travel, Hospitality and Services Lead, Deloitte, VTIC conference 2022
- 24 Lucid Economics, 2022
- 25 Including natural and cultural sites and experiences, such as natural and scenic qualities, ecology, cultural sites, key tourism infrastructure and facilities and assets and sites that are currently not open to tourism due to conservation and potential vulnerability to visitor use
- 26 Participating in the 'Best of natural encounters' category
- 27 Ensuring environmental impacts are monitored and measured, in accordance with the Scenic Rim Regional Council's Biodiversity Strategy 2015-2025 and Action 9.2a of the Biodiversity Strategy Implementation Plan 2020-2025, to, 'Seek resources and deliver on-ground improvements for Council-owned natural areas that are impacted by increased use from Council's tourism marketing and promotion
- 28 By comparing capacity versus occupancy (demand) throughout the year and across the region
- 29 And in line with recommendations from Council's Camping Facilities Strategy Review
- 30 In line with the Educational and Workforce Development pillar of the Scenic Rim Regional Prosperity Strategy 2020-2025
- 31 To clarify the life stages, behaviours and attitudes, size and value for each segment, to establish our positioning and competition for each segment, and to set baseline measures for each segment's awareness, sentiment and spend. Source operator data for qualitative research on their customer's demographics, expenditure, length of stay, activities undertaken and repeat visitation patterns, before validating findings with quantitative research
- 32 Firstly by positioning the region as the leading, stay and play, year-round destination for enriching recreational activities in nature for residents and their visitors in Brisbane, Ipswich and the Gold Coast, and to be known as a distinct region, rather than as the Gold Coast hinterland. And secondly, positioning the Gondwana rainforests as a bucket-list destination for interstate and international visitors to the Gold Coast and Brisbane, with promotions focused on the appreciation and conservation of this unique natural environment
- 33 In market research, survey participants are able to say where the region is, and they describe the Scenic Rim as providing 'the region with the best and easiest access to nature.' 'Scenic Rim' is included as a distinct region by stakeholders like Adventure Queensland, rather than parcelled into Brisbane or the Gold Coast
- 34 In market research, survey participants use the words 'scenic' and 'nature', when describing the region (unprompted).
- 35 As measured by Tourism Research Australia
- 36 Key stages are inspiration, organising, experiencing - from discovering an experience that's right for them and dreaming about their visit to planning and booking, experiencing and sharing stories of their adventures afterwards with friends
- 37 Expressed in brand performance market research surveys
- 38 As measured by Tourism Research Australia
- 39 Scenic Rim Community Plan 2011- 2026, page 15
- 40 Scenic Rim Regional Council Corporate Plan 2018 - 2023, page 10
- 41 Scenic Rim Regional Prosperity Strategy 2020 - 2025, page 38
- 42 Tourism and Events Queensland's Nature-based Tourism Strategy 2021-2024, Practical advice on how you can re-imagine your visitor experience to better meet the needs of an ever-evolving nature-based tourism market. July 2021
- 43 Tourism and Events Queensland's Marketing Strategy 2025 Executive Summary page 5
- 44 Visitor Economy 2031, Vision for the Brisbane Region, Brisbane Marketing, Brisbane Economic Development Board, September 2019, page 13
- 45 Tourism Australia's Consumer Demand Project July 2018. Australian Bureau of Statistics, Overseas Arrivals and Departures, December 2018. Tourism Research Australia, International Visitor Survey, December 2018. Department of Infrastructure and Regional Development, December 2018.
- 46 Tourism and Events Queensland's Nature-based Tourism Strategy 2021-2024, page 23
- 47 High Value Traveller research commissioned with BDA Marketing Planning, 2017, Tourism and Events Queensland, Marketing Strategy 2025, page 4
- 48 D&M Research on Queensland High Value Travellers in 2019, Tourism and Events Queensland's Nature-based Tourism Strategy 2021-2024, page 25
- 49 Tourism and Events Queensland's Nature-based Tourism Strategy 2021-2024, Practical advice on how you can re-imagine your visitor experience to better meet the needs of an ever-evolving nature-based tourism market. July 2021
- 50 Trendwatching 2019, Tourism and Events Queensland's Nature-based Tourism Strategy 2021-2024, page 6
- 51 Landor 2019, Tourism and Events Queensland's Nature-based Tourism Strategy 2021-2024, page 6.





SCENIC RIM

REGIONAL COUNCIL



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10.5 MCU21/058 - Development Permit for Material Change of Use for a Food Establishment / Reception Centre, Industry - Low Impact/Service at 5 Roxborough Street, Canungra

Executive Officer: General Manager Customer and Regional Prosperity

Item Author: Team Leader Development Assessment

Attachments:

1. Proposal Plans  

Executive Summary

Council is in receipt of application for a Development Permit for Material Change of Use for a Food Establishment / Reception Centre, Industry - Low Impact/Service, at 5 Roxborough Street, Canungra described as Lot 293 on SP272564.

Pursuant to the Beaudesert Shire Planning Scheme 2007, an Impact Assessable application is required as the site is located in the Canungra Township Zone (Residential Precinct) and involving uses in the relevant Assessment Table (Table 3.6.4) which the Table of Assessment confirms as Impact Assessable.

Despite the provision of supporting documentation from the applicant, the subject application for Food Establishment / Reception Centre, Industry - Low Impact/Service is not considered to comply with the relevant provisions of the Beaudesert Shire Planning Scheme 2007 and the *Planning Act 2016*.

In particular:

- a) The proposed use would result in development that is not consistent with the scale, form and intensity of development which is intended for the Residential Precinct of the Canungra Township Zone and would not accord with the reasonable community expectations for the Zone.
- b) The proposed uses are inconsistent with the zone and the applicant has not sufficiently demonstrated an overwhelming planning need for the out of centre development.
- c) The overall impact of such a development, including, visual, noise and traffic impacts in a residential area would far exceed what would be reasonably expected in the Residential Precinct of the Canungra Township Zone.
- d) The proximity to a sewage treatment plant risks reverse amenity issues and the safety and amenity of visitors and employees of the proposed development. The submitted material has not adequately demonstrated these matters have been addressed.
- e) Insufficient parking provision on-site is proposed for the development (100 proposed, 138 required) where the applicant has not justified this lack of provision. Therefore, there is a potential risk of on-street parking in the local area on narrow residential streets.

The assessment concludes the application is not supported based on the conflicts with the relevant planning provisions and there are no relevant matters that would warrant approval despite the conflicts.

Recommendation

That:

1. Council note the report and assessment of MCU21/058 - Development Permit for Material Change of Use for a Food Establishment / Reception Centre, Industry - Low Impact/Service, at 5 Roxborough Street, Canungra;
2. Council resolve to refuse development application MCU21/058 for the following reasons:
 - (a) The proposed development conflicts with the following provisions of the relevant local planning instrument being the Beaudesert Shire Planning Scheme 2007:
 - (i) Section 2.1.3 Desired Environmental Outcomes (2)(i), 2(p)(viii), 3(c);
 - (ii) Strategic Framework 2.2.12(1), 2.2.12(4);
 - (iii) Canungra Township Zone Code - Table 3.8.11 Specific Outcomes SO1, SO3, SO5, SO7, SO21, SO22, SO30, SO32, SO34, SO40 and SO45;
 - (iv) Canungra Township Zone Code - Table 3.8.13 (Specific Outcomes and Prescribed Solutions for the Residential Precinct) Specific Outcomes SO1 and SO8;
 - (v) Canungra Township Zone Code - Table 3.8.10 Overall Outcomes OO1, OO2, OO3, OO6, OO8, OO20, OO25, OO27, OO29, OO37, OO47 and OO58;
 - (vi) Parking and Servicing Code - Table 5.3.16 Specific Outcome SO1;
 - (vii) Development Constraints Overlay Specific Outcome SO39;
 - (b) The applicant has not sufficiently demonstrated any relevant matters warranting approval despite the abovementioned conflicts; and
 - (c) The proposed development could not otherwise be conditioned to achieve compliance with the abovementioned conflicts.

Previous Council Considerations / Resolutions

Not applicable.

Report / Background

Applicable Planning Scheme	Beaudesert Shire Planning Scheme 2007
Applicant	Elbina Pty Ltd
Owner(s)	Elbina Pty Ltd
Site Address	5 Roxborough Street, Canungra
Real Property Description	Lot 293 SP272564
Site Area	11902 m ²
Relevant Zone and Precinct	Canungra Township Zone (Residential Precinct)
Proposal	Food Establishment / Reception Centre, Industry - Low Impact/Service, Shop
Assessment Level	Impact
Approval Type	Material Change Of Use
Public Notification	15 days (6-27 October 2022)
Submissions Received	79 properly made
Date Application Deemed Accepted	25 May 2021

Development History

The subject site was historically zoned Emerging Community, and was rezoned to Canungra Township (residential precinct - CT RSDTL) in 2015. The re-zoning occurred after the staged Canungra Rise estate subdivision was approved by Judgement of the Planning and Environmental Court (vide: Appeal no.BD2151 2006 and SRRC reference 400679), but prior to the lots of the estate being sealed / registered.

Subsequent applications include:

- McBd16/085 MCU Food Establishment/Reception Centre, Market, Public Worship, Shop, Community Use and Temporary Estate Sale Office - refused 1 December 2017.
- RAL19/012 Subdivision (one into 12 plus common property) - Combined Application with MCU19/024, submitted: 15/03/2019 - withdrawn 02/09/2019.
- RAL19/013, Subdivision (one into three), submitted: 19/03/2019 - refused 12 July 2019.

On 12 November 2020, a request to the assess subject development application under a superseded planning scheme, being the Beaudesert Shire Planning Scheme 2007 was granted.

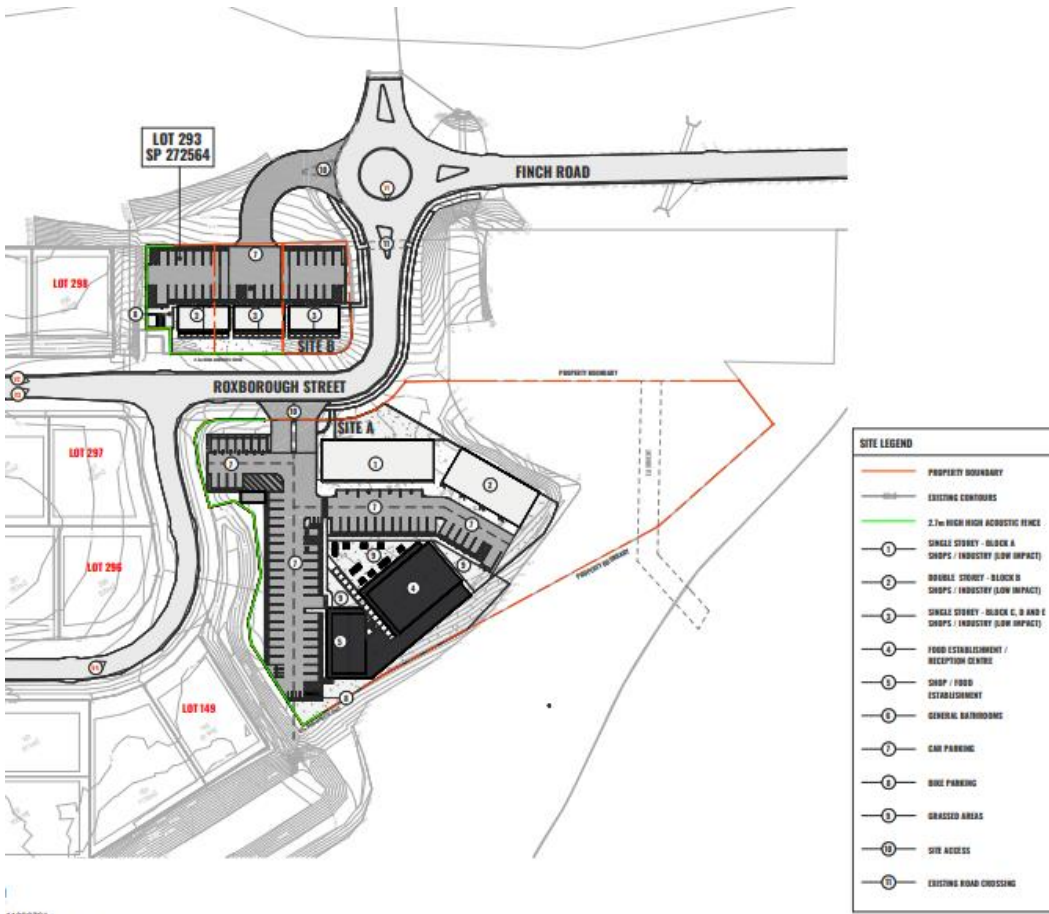
Proposal

The applicant seeks to establish a mixed commercial, low impact/service industry centre (refer Figure 1), in particular:

- A restaurant/function/showroom;
- Carparking (including motorcycle parking);
- Eleven single-story mixed-use tenancies (ie. shop or industry - low impact);
- Four double story mixed use tenancies (ie. shop or industry - low impact);
- Retail tenancies (ie. shop or food establishment) and restrooms; and
- A secondary car park located on the northern side of Finch Road with single storey mixed use.

The total proposed GFA of the overall development is 2,049.7m² with 100 total on-site parking spaces.

Figure 1: Site Plan



The proposed development straddles Roxborough Street, with the proposed development on the northern side (Site B) being six commercial/industrial tenancies totalling 409.5m² GFA (refer Figure 3) with 33 parking spaces. Access to these being from a driveway directly accessing the Finch Road roundabout (Refer Figure 2).

Figure 2: Development North of Roxborough Street (Site B)

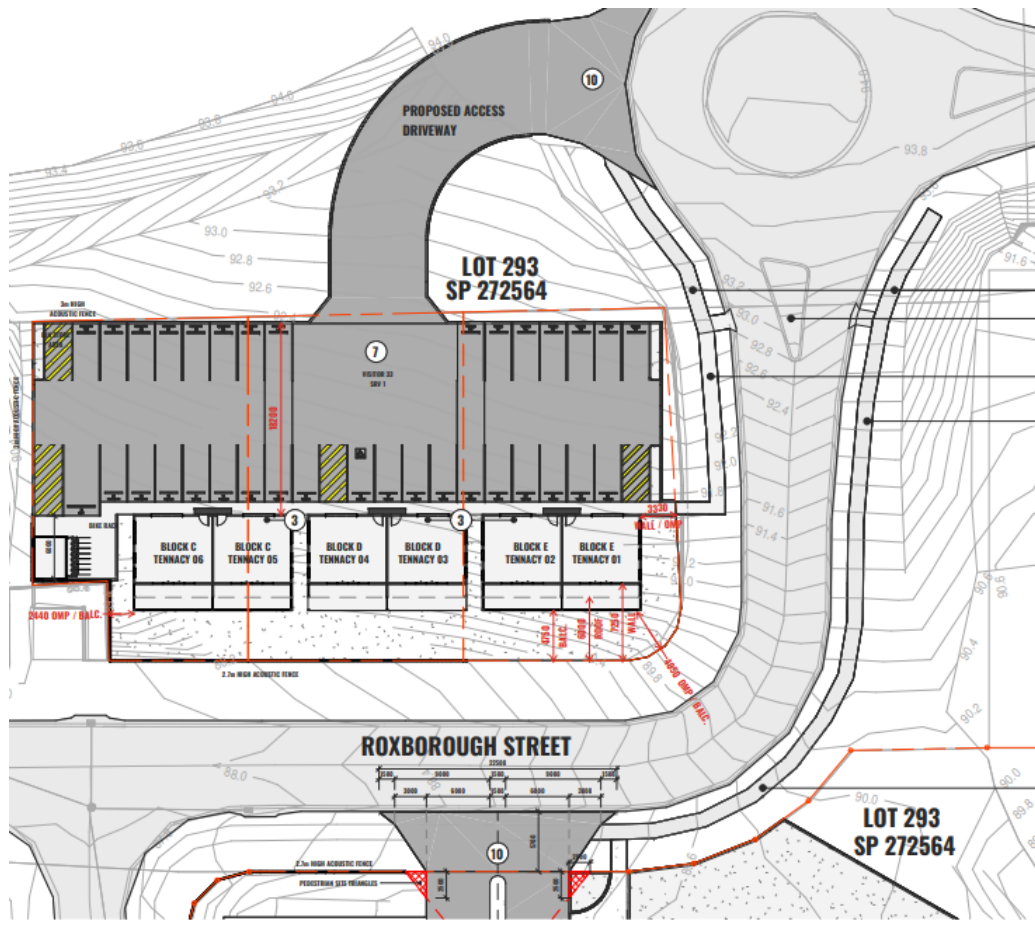


Figure 3: Artist Impression commercial/industrial tenancies (Site B)



The development on the southern side of Roxborough Street (Site A) includes nine proposed commercial/industrial tenancies (one and two storey - refer Figure 4), abutting the sewage treatment plant to the north east. A restaurant/function/showroom is proposed for the centre of the site (refer Figure 5) and four retail tenancies/food establishments on the southern side (refer Figure 6).

The total GFA of Site A being 1640.2m² with 67 parking spaces, accessed off Roxborough Street (refer Figure 7).

Figure 4: Artist Impression commercial/industrial tenancies (Site A)



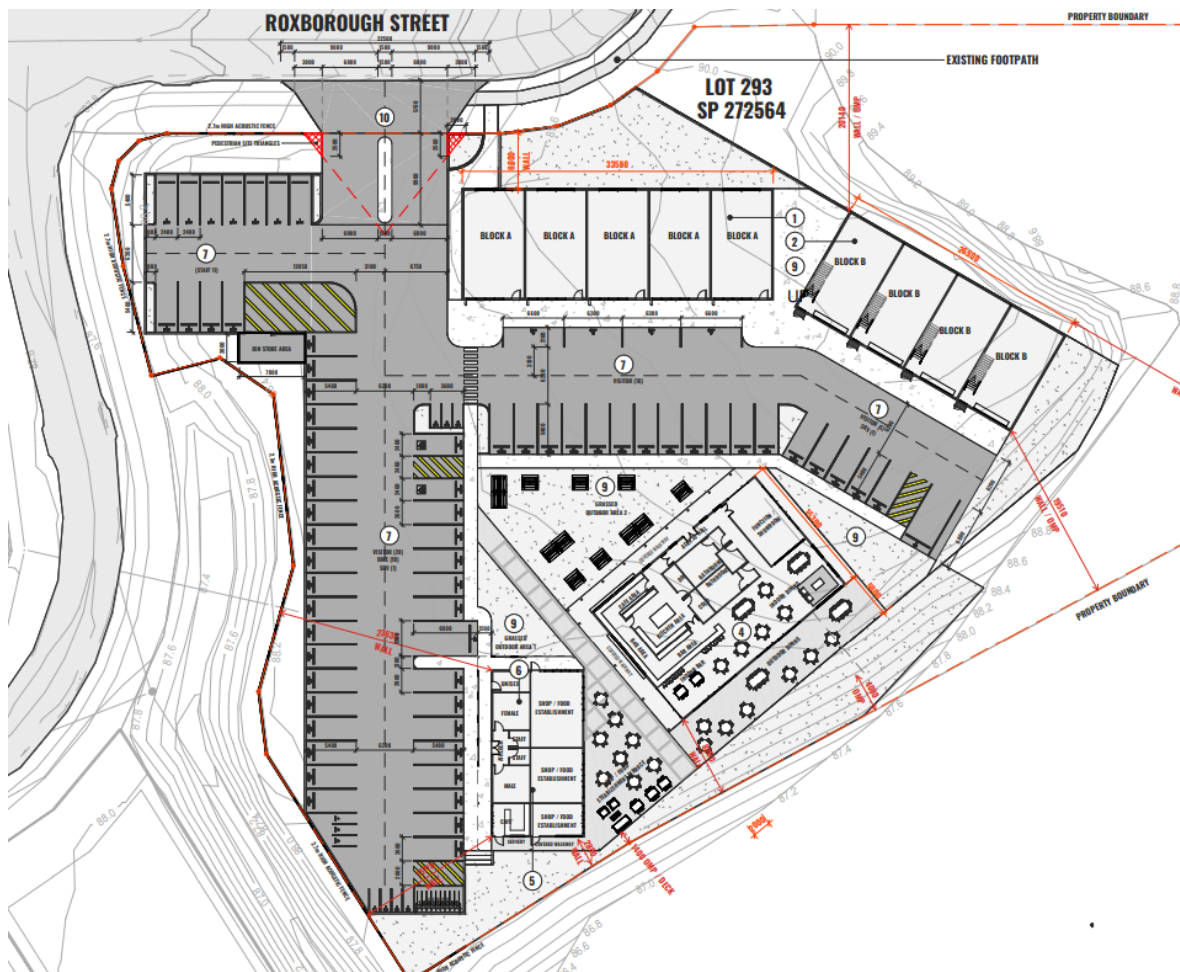
Figure 5: Artist Impression restaurant/function/showroom (Site A)



Figure 6: Artist Impression retail tenancies/food establishments (Site A)



Figure 7: Development South of Roxborough Street (Site A)



Site Visit Evaluation

A site assessment was conducted on 29 March 2023. Presently the site is two open grassed parcels (Site A and B) separated by Roxborough Street (refer figure 8).

Site A directly abuts the Canungra Sewage treatment Plant and Site B is directly across Roxborough Street from the plant.

Directly to the west of both sites is existing dwelling houses, separated by Beasley Street or by narrow drainage lines.

Access the sites is via Finch Road with site B proposed to access via the roundabout on Finch Road, whereas Site A will access off Roxborough Street.

Site A is generally flat (refer Figure 9) whereas Site B gently slopes to the south (refer figure 10).

Figure 8: Aerial Photo of Site



Figure 9: Site A



Figure 10: Site B



Framework for Assessment

Categorising Instruments for Statutory Assessment

For the *Planning Act 2016*, the following Categorising Instruments may contain Assessment Benchmarks applicable to development applications:

- the *Planning Regulation 2017*;
- the Planning Scheme for the local government area;
- any Temporary Local Planning Instrument; and
- any Variation Approval.

Of these, the planning instruments relevant to this application are discussed in this report.

Assessment Benchmarks Pertaining to the *Planning Regulation 2017*

The following Assessment Benchmarks from the *Planning Regulation 2017* are applicable to this application:

PLANNING REGULATION 2017 DETAILS	
Assessment Benchmarks:	Nil.
Shaping SEQ South East Queensland Regional Plan 2017 Designation:	Urban Footprint

State Planning Policy (SPP)

The Beaudesert Planning Scheme 2027 does not integrate SPP State Interest Policies, therefore an assessment against Part E of the SPP is required.

Specific comments against the relevant parts of the SPP are discussed in the table below.

State Interest: - Liveable Communities		
Policy	Applicant comments	Officer comments
Vibrant places and spaces, and diverse communities that meet lifestyle needs are facilitated by: (a) good neighbourhood planning and centre design ...	No response	<p>The applicant is proposing a significant commercial/industrial development within a property within the Residential precinct of the Canungra Township zone.</p> <p>This is an area envisaged for low density residential uses, not commercial/industrial. Therefore the proposed use is clearly contrary to the character of the precinct.</p> <p>This proposed use would either be directly abutting or be separated from residential areas by a local street.</p> <p>The design attempts to mitigate the impact on the local residential area via a generally low rise built form , building setbacks and landscaping. However, matters related to additional visitation/traffic and the nature and scope of activities will result in impacts on the local amenity that would likely only be partially ameliorated. As demonstrated by the large number of local submissions, this use is not consistent with the expectations of the local community.</p>
State Interest: - Development and Construction		
Policy	Applicant comments	Officer comments
(1) A sufficient supply of suitable land for residential, retail, commercial, industrial and mixed use development is identified that considers: (c) surrounding land uses	No response	<p>The proposal is out of centre development in a residential area</p> <p>The applicant has not submitted material to demonstrate why such uses are required on the subject site as opposed to areas within Canungra already zoned to accommodate such uses.</p> <p>In addition it has not demonstrated that the proposed development will not negatively impact the future viability of the existing Canungra business centre.</p>
(6) Land uses are consistent with the purpose of the zone.	No response	<p>The applicant is proposing a significant commercial/industrial development within a property within the Residential precinct of the Canungra Township zone.</p>

		This is an area envisaged for low density residential uses, not commercial/industrial. Therefore the proposed use is clearly contrary to the character of the precinct.
State Interest: - Infrastructure Integration		
Policy	Applicant comments	Officer comments
(4) Existing and planned infrastructure is protected from development that would compromise the ability of infrastructure and associated services to operate safely and efficiently.	No response	<p>The proposed development encroaches within 30m of the Canungra Sewage Treatment Plant, hence lacking a buffer of any significance.</p> <p>Therefore, it is likely to impact the current lawful use of the Canungra Sewage Treatment Plant, and any future expansion of the plant required to meet community needs. In addition risking the health and amenity of users of the proposed development.</p> <p>The applicant has submitted an odour impact report, including a response to a peer review of that report.</p> <p>However, the applicant has not successfully demonstrated the above mentioned matters have been addressed.</p> <p>For example, the applicant does not provide any mechanism for mitigating or avoiding impacts arising from the operation of the Treatment Plant. Nor does it take into account future expansions to the plant.</p>

Shaping SEQ South East Queensland Regional Plan 2017

The subject site is located within the Urban Footprint of the South East Queensland Regional Plan 2017. The proposed development does not trigger the regulatory provisions.

Whilst the Beaudesert Shire Planning Scheme 2007 predates the commencement of the current regional plan, given the nature of the development and Urban Footprint designation, a detailed assessment is not deemed necessary.

Assessment Benchmarks Pertaining to the Planning Scheme

As Council resolved to assess development under a superseded planning scheme, the applicable planning scheme for the application is Beaudesert Shire Planning Scheme 2007. The following sections relate to the provisions of the Planning Scheme.

Planning Scheme:	Beaudesert Shire Planning Scheme 2007
Strategic Framework Land Use Category	Urban Footprint
Local Plan Area:	N/A
Zone:	Canungra Township Zone
Zone Precinct:	Residential Precinct
Consistent/Inconsistent Use:	Inconsistent
Assessment Benchmarks:	<u>Strategic Framework, including DEOs</u> <u>Zone Code</u> <ul style="list-style-type: none"> • Canungra Township Zone Code <u>Development/Use Codes</u> <ul style="list-style-type: none"> • Retailing and Commercial Activity Code • Industry Code • Food Premises Code <u>Works Codes</u> <ul style="list-style-type: none"> • Advertising Devices Code • Construction and Infrastructure Code • Landscape Code • Parking and Servicing Code <u>Overlay Codes</u> <ul style="list-style-type: none"> • Infrastructure Overlay Code • Development Constraints Code • Catchment Management, Waterways & Wetlands Overlay Code

Strategic Framework

Section 2.2.2 of the Planning Scheme confirms that the Strategic Framework does not have a direct role in the assessment of development under the Planning Scheme; however, Strategic Framework does identify that the Shire is to be developed in accordance with the Desired Environmental Outcomes (DEOs). The DEOs considers the following matters:

- Environment
- Economic
- Social

The application has been assessed against each of the matters above. The pertinent issues arising out of assessment against the Strategic Framework and DEOs are discussed below.

Normally, proposed development that is not consistent with the intended uses and scale of development in a zone would need to clearly demonstrate other relevant matters favouring an approval, including a *planning need* for the development and demonstrate that it provides an overall community benefit.

In this case, the applicant has not successfully demonstrated a planning need (eg. need for a commercial, retail or industrial activity at that particular location, need for local jobs, etc.) that delivers an overall community benefit.

It is considered that the proposed Food Establishment / Reception Centre, Industry - Low Impact/Service would result in development that is not consistent with the scale, form and intensity of development which is intended for the Residential Precinct of the Canungra Township Zone and would not accord with the reasonable expectations for the Zone. This is further evident by the large number of submissions from nearby residents.

Additionally, the overall impact of such a development, including, visual, noise and traffic impacts in a residential area would far exceed the expectation for development and built form that would be reasonably expected in the subject zone and precinct.

Specific comments against the Strategic Framework and DEOs are outlined in the table below.

Strategic Framework Provision	Applicant's comments	Officer's comments
Section 2.1.3 Desired Environmental Outcomes (2)(l) which states: (l) is of a scale, form and intensity appropriate for the locality and is only developed at a greater scale, form or intensity where it can be demonstrated that there is both an overwhelming community need and an overwhelming economic need for the development; and	No response from applicant provided	<p>The applicant is proposing a significant commercial/industrial development within a property within the Residential precinct of the Canungra Township zone.</p> <p>The applicant has submitted an Economic Needs Assessment (ENA) to demonstrate a need for this proposed development within Canungra.</p> <p>The ENA was flawed in that it limited its conclusion on existing future demand for commercial/retail/industrial space within Canungra. However this assessment provided no analysis as to why the areas within Canungra already appropriately zoned such uses cannot provide sufficient opportunities for these uses.</p> <p>The ENA engages the concept of the 15 minute city. While some of the nearby residential area would be greater than 15 minutes walk from the centre of Canungra, it does not justify a development of this scale nor why such a development should occur on this site. If this logic were to be pursued it would be more appropriate for a small commercial centre to be located further to west to cater for further more remote residential development in the future.</p> <p>Therefore overall economic need has not been demonstrated.</p>
Section 2.1.3 Desired Environmental Outcomes (2)(p)(viii) which state: (p) development in the Beaudesert Township Zone and the Canungra Township Zone: (viii) where involving business activities does not locate in an out-of-centre location unless an overwhelming community need is demonstrated and the role, function and viability of other centres is maintained; and	No response from applicant provided	Refer response to Section 2.1.3 Desired Environmental Outcomes (2)(l)

Strategic Framework Provision	Applicant's comments	Officer's comments
<p>Section 2.1.3 Desired Environmental Outcomes (3)(c) which states:</p> <p>(3) Social—Development provides that—</p> <p>(c) land use and interface conflict between incompatible uses such as industry, agriculture and residential uses are avoided; and</p>	<p>The Barnyard' is proposed to support and serve the Canungra Rise Estate residents. With a mix of low impact uses, the proposed development has been located and designed to ensure provides maximum opportunity and convenience to surrounding residential whilst minimising the impacts to residential amenity. As such, it is considered that the proposed development does not cause a land use conflict.</p>	<p>The applicant is proposing a significant commercial/industrial development within a property within the Residential precinct of the Canungra Township zone.</p> <p>This is an area envisaged for low density residential uses, not commercial/industrial. Therefore the proposed use is clearly contrary to the character of the precinct.</p> <p>This proposed use would either be directly abutting or be separated from residential areas by a local street.</p> <p>The design attempts to mitigate the impact on the local residential area via a generally low rise built form, building setbacks and landscaping. However, matters related to additional visitation/traffic and the nature and scope of activities will result in impacts on the local amenity that would likely only be partially ameliorated.</p>
<p>Strategic Framework 2.2.12 (1) which states:</p> <p>Development is appropriately located in the Canungra Township Zone to ensure appropriate access to infrastructure and to protect the amenity and character of the surrounding area.</p>	No response from applicant provided	Refer response to Section 2.1.3 Desired Environmental Outcomes (3)(c)
<p>Strategic Framework 2.2.12 (4) which states:</p> <p>The existing character of Canungra is protected by consolidating Retail, Commercial and Tourism Uses in the existing business area and master planning is undertaken for development at the eastern side of Finch Road to accommodate any further expansion of commercial activity in the Mixed Use Precinct.</p>	No response from applicant provided	This proposed development is contrary to this DEO by positioning a commercial/industrial use outside the existing business area, hence fragmenting such uses in Canungra

a) Compliance with the Canungra Township Zone Code

The proposal represents a number of conflicts with the Canungra Township Zone Code. The pertinent issues are summarised below.

Canungra Township Zone Code - Table 3.8.11			
Specific Outcomes	Probable Solutions	Applicant's comments	Officer's comments
Consistent Development			
<p>SO1 (b) Development -</p> <p>Is limited to development which is 'Consistent Development' as identified in Table 3.8.7 Consistent Development in the Canungra Township Zone</p>	<p>S1.1 No</p> <p>Solution is prescribed</p>	<p>Partially Complies</p> <p>The uses of 'Food Establishment / Reception Centre', 'Industry - Low Impact/Service' and 'Shop' are not considered to be 'Consistent Development' as identified in Table 3.8.7.</p>	<p>No – The proposed uses:</p> <ul style="list-style-type: none"> • Food Establishment • Reception Centre • Industry - Low Impact/Service <p>are not listed as consistent development in Table 3.8.7.</p>

Canungra Township Zone Code - Table 3.8.11			
Specific Outcomes	Probable Solutions	Applicant's comments	Officer's comments
		Notwithstanding the above, the proposed uses are considered appropriate as they are an amalgamation of uses that will form a primarily community-based development of a village centre. These uses are not considered to have a detrimental impact on the Residential Precinct and will op	<p>The applicant has provided specialist consultants reporting that addresses the various contextual constraints associated with the site and proposed development to achieve a suitable development outcome in the context of the zone.</p> <p>Despite this, the applicant has not sufficiently demonstrated an overwhelming need for such a development on this site.</p>
Amenity, Environmental Management and Greenspace			
<p>SO3 Development—</p> <p>(a) protects and enhances residential amenity, residential character and a pleasant and safe living and working environment; and</p> <p>(b) has a built form which is consistent with the intended scale and form of development in the Zone generally; and</p> <p>(c) provides buffering between non-residential uses and residential uses; and</p> <p>(d) provides buffering between residential uses and major transport routes.</p>	S3.1 No Solution is prescribed.	<p>Complies.</p> <p>The proposed development will complement existing residential development within the locality of the site. The proposed built form is consistent with the scale and form of development within the locality, and the proposed land uses will aid in the provision of a pleasant and safe living environment.</p>	<p>No</p> <p>The applicant is proposing a significant commercial/industrial development within a property within the Residential precinct of the Canungra Township zone.</p> <p>This is an area envisaged for low density residential uses, not commercial/industrial. Therefore, the proposed use is clearly contrary to the character of the precinct.</p> <p>This proposed use would either be directly abutting or be separated from residential areas by a local street. Hence no buffer is provided.</p> <p>The design attempts to mitigate the impact on the local residential area via a generally low rise built form, building setbacks and landscaping. However, matters related to additional visitation/traffic and the nature and scope of activities will result in impacts on the local amenity that would likely only be partially ameliorated.</p>
<p>SO5 Development—</p> <p>(c) avoids encroachment upon areas identified as buffers for other development</p>	S5.1 No Solution is prescribed.	<p>Complies.</p> <p>The visual presentation of the proposed buildings are anticipated to add value and interest to high quality development within the locality. The proposal maintains the scenic amenity of the site through an architectural design that complements a "Queensland" style development through materials, colours and articulation commonplace within the locality of the site. Stage 5 of Canungra Rise is not constrained by environmental conditions.</p>	<p>No</p> <p>The proposed development encroaches within 30m of the Canungra Sewage Treatment Plant, hence lacking a buffer of any significance.</p> <p>Therefore, it is likely to impact the current lawful use of the Canungra Sewage Treatment Plant, and any future expansion of the plant required to meet community needs. In addition risking the health and amenity of users of the proposed development.</p> <p>The applicant has submitted an odour impact report, including a response to a peer review of that report.</p>

Canungra Township Zone Code - Table 3.8.11			
Specific Outcomes	Probable Solutions	Applicant's comments	Officer's comments
			<p>However, the applicant has not successfully demonstrated the above mentioned matters have been addressed.</p> <p>For example, the applicant does not provide any mechanism for mitigating or avoiding impacts arising from the operation of the Treatment Plant. Nor does it acknowledged the increased impacts due to increase capacity and demand over time as the local community served by the plant grows in the future. Hence the need for the nominated buffer area, which the proposed development encroaches into.</p>
Community Identity, Urban Design Principles and Image			
SO7 Development for urban residential purposes protects and enhances the amenity and character of the Zone and Precincts by providing that— (a) traffic within urban residential areas is managed effectively; and (b) development complements and enhances the existing or desired streetscape; and (c) landscaping and other treatments are provided to adequately buffer or screen non-residential from residential uses; and (d) development along a major road achieves a high standard of visual amenity and landscaping treatment; and (e) the safe and efficient use of an existing or planned community services use is not compromised.	S7.1 No Solution is prescribed.	Complies. The layout and design effectively manages traffic ingress and egress to the site. Moreover, the built form is considered to present the most efficient use of the site. This is demonstrated through the provision of large open space areas, whilst presenting a high standard of visual quality and lower scale built form from a streetscape perspective. The proposal maintains high visual permeation which strengthens casual surveillance of the site. This will mitigate opportunity for crime.	No Refer response to SO3
Economic Development			
SO21 Development provides a range of employment opportunities for residents of the Canungra Township Zone.	S21.1 No Solution is prescribed	Complies. The proposal is considered to create jobs for local contractors and some local job opportunities will exist for the land uses proposed. Local business will benefit through sales and services of goods during construction, whilst the local community will benefit from the development post-construction.	No While the proposed development will create Jobs, the applicant has not submitted material to demonstrate why such an employment generator is required on the subject site as opposed to areas within Canungra already zoned to accommodate such uses.

Canungra Township Zone Code - Table 3.8.11			
Specific Outcomes	Probable Solutions	Applicant's comments	Officer's comments
SO22 Development does not compromise areas allocated for business, commercial and industrial uses by the establishment of incompatible uses.	S22.1 No Solution is prescribed	Complies. The proposed development is not considered to compromise areas of commercial or business activities as it is predominantly a community based use rather than a large-scale industrial or commercial development.	No The economic impact on nearby centres was not specifically addressed by the applicant
Infrastructure Efficiency			
SO30 Development - (a) does not adversely impact upon the efficiency or effectiveness of any existing or planned infrastructure; and (b) does not place an adverse loading on any existing or planning infrastructure; and (c) does not result in out of sequence, unplanned or inefficient infrastructure provision.	S30.1 No Solution is prescribed	Complies. The proposed development can be appropriately serviced by existing infrastructure.	No Refer Response to S05
SO32 Development is sited such that the safe and efficient operation of electricity and other infrastructure is maintained.	S32.1 No Solution is prescribed	Complies. The proposal will not compromise the electricity infrastructure servicing the site and township.	No Refer Response to S05
Noise, Air and Light Emissions			
SO34 Development protects and enhances the amenity and character of the Zone and Precincts by avoiding, minimising or mitigating the adverse emission of noise, vibration, light, glare, odour, dust and other pollutants.	S34.1 No Solution is prescribed.	Complies. The proposed uses will not impact on the town by way of adverse emissions. There is no odour or dust likely to be generated as a result of the proposal. During construction, dust will be mitigated through the application of water spray mechanisms when required.	No Refer response to SO3
Transport and Access			
SO40 Development protects and enhances existing and planned road transport infrastructure and rail transport infrastructure. In particular, development is designed and sited to - (a) maintain residential amenity; and .	S40.1 No Solution is prescribed.	Complies. The vehicle access and crossover proposed will not impact existing transport infrastructure adjoining the frontage of the subject site.	No The applicant claims that the proposed development is designed to only service the local community i.e north side of Canungra, and hence not significantly increase local traffic. However, the scale of the development is beyond that anticipated for a local centre and will generate additional local traffic movement from elsewhere in Canungra and its catchment which will result in a greater impact to amenity for the local area than if the development did not occur.

Canungra Township Zone Code - Table 3.8.11			
Specific Outcomes	Probable Solutions	Applicant's comments	Officer's comments
Growth Management			
Intensity of Development			
SO45 Development being— (a) a Material Change of Use is consistent with the scale, form and intensity of development in the Zone;	S45.1 No Solution is prescribed.		No Refer response to SO3

Canungra Township Zone Code - Table 3.8.13			
Specific Outcomes and Prescribed Solutions for the Residential Precinct			
Specific Outcomes	Probable Solutions	Applicant's comments	Officer's comments
SO1 Development provides for predominantly low-density, sewerage, urban residential development characterised by— (a) a high level of amenity; and (b) typically single dwellings on urban lots.	S1.1 No Solution is prescribed	Does not Comply. The proposal is for non-residential uses. Notwithstanding the above, the development is a low-intensity, community-based development that would be of a benefit to Canungra and will not impact upon the residential amenity of the immediate area	No Refer response to SO3
SO8 Development being a non-residential use (except a Home Based Business)— (a) reflects the type, form, scale and density of development elsewhere in the Precinct; and (b) provides a building setback and landscaping which are consistent with the existing and planned development in the Precinct; and (c) provides a parking area on the premises that addresses the road – but does not adversely impact upon adjacent residential uses; and (d) provides a solid fence along any boundary to a residential use.	S8.1 No Solution is prescribed	Complies. The proposed development is of a scale and form similar to the predominantly residential development in the precinct and is unlikely to impact on the residential amenity of the area. The development provides for adequate setbacks, landscaping and parking areas in accordance with requirements.	No Refer response to SO3

Officer's Comments:

Where compliance is not achieved through the probable solutions or specific outcomes, consideration is made in relation to the Overall Outcomes of the Code.

An assessment of the proposed development has shown that it is not consistent with the overall outcomes of the Canungra Township Zone Code, as summarised below:

Table 3.8.10 Overall Outcomes for the Canungra Township Zone		
Overall Outcomes	Applicant's comments	Officer's comments
OO1 Development provides for the creation and maintenance of a pleasant and safe living and working environment.	<p><u>From Economic Needs and Land Suitability Assessment</u></p> <p>The proposal is a low rise, well landscape and pedestrianised village centre which will provide a pleasant and safe working environment for surrounding residents.</p> <p><u>From Social Impact Assessment</u></p> <p>Located within Stage 4 of Canungra Rise, the proposed development will provide important employment and social opportunities for future residents.</p>	<p>No</p> <p>The proposed development encroaches within 30m of the Canungra Sewage Treatment Plant, hence lacking a buffer of any significance.</p> <p>Therefore, it is likely to impact the current lawful use of the Canungra Sewage Treatment Plant, and any future expansion of the plant required to meet community needs. In addition risking the health and amenity of users of the proposed development.</p> <p>The applicant has submitted an odour impact report, including a response to a peer review of that report.</p> <p>However, the applicant has not successfully demonstrated the abovementioned matters have been addressed.</p> <p>For example, the applicant does not provide any mechanism for mitigating or avoiding impacts arising from the operation of the Treatment Plant. Nor does it take into account future expansions to the plant.</p>
OO2 Development in a residential area promotes a high standard of amenity and is compatible with the existing residential character.	<p><u>From Economic Needs and Land Suitability Assessment</u></p> <p>Residential amenity is protected through proposed hours of operation, landscaping, and acoustic measures</p> <p><u>From Social Impact Assessment</u></p> <p>The proposed development is an extension of the Canungra Rise residential estate and as such, has been designed to complement the emerging character of the area. With a neutral material and colour palate, single storey-built form and extensive landscaping, the proposed development is considered to promote and uphold a high standard of amenity</p>	<p>No</p> <p>The applicant is proposing a significant commercial/industrial development within a property within the Residential precinct of the Canungra Township zone.</p> <p>This is an area envisaged for low density residential uses, not commercial/industrial. Therefore, the proposed use is clearly contrary to the character of the precinct.</p> <p>This proposed use would either be directly abutting or be separated from residential areas by a local street. Hence no buffer is provided.</p> <p>The design attempts to mitigate the impact on the local residential area via a generally low rise built form, building setbacks and landscaping. However, matters related to additional visitation/traffic and the nature and scope of activities will result in impacts on the local amenity that would likely only be partially ameliorated.</p>

Table 3.8.10 Overall Outcomes for the Canungra Township Zone		
Overall Outcomes	Applicant's comments	Officer's comments
OO3 Development through location and design minimises risks and nuisance to people and property.	<u>From Economic Needs and Land Suitability Assessment</u> The location is located at the edge of residential uses and further screens the existing wastewater treatment plant from residents. <u>From Social Impact Assessment</u> The proposed development has been appropriately located and designed to ensure any potential risks or nuisance caused to people or property have been appropriately mitigated. Refer to attached Acoustic and Odour Reports for further detail.	Refer Response to OO2
OO6 Development for urban type uses is located, designed and managed to— (d) be compatible with other existing or proposed development; and	No response from applicant	No The applicant is proposing a significant commercial/industrial development within a property within the Residential precinct of the Canungra Township zone. This is an area envisaged for low density residential uses, not commercial/industrial. Therefore, the proposed use is clearly contrary to the character of the precinct.
OO8 Development provides for the establishment, conservation and enhancement of local character and the promotion of a distinctive local identity and sense of place.	<u>From Economic Needs and Land Suitability Assessment</u> The proposal has been designed as a low impact and low rise village centre with small tenancies and no major anchor tenants. <u>From Social Impact Assessment</u> Low scale in appearance in scale and nature, Barnyard has been designed to retain the village feel and reflect its rural surrounds. From the extensive landscaping which buffers the site and breaks up expanses of hardstand to the gable roofed structures, Barnyard reflects and enhance the village character of the existing and emerging community.	Refer response to OO6
OO20 Development provides for the growth of Canungra as a thriving rural village that protects and enhances Canungra's Heritage and Rural Village Lifestyle.	<u>From Economic Needs and Land Suitability Assessment</u> As stated throughout this report, the development both supports the growth of the township, but also respect its rural village lifestyle and character through a sympathetic design	Refer response to OO6

Table 3.8.10 Overall Outcomes for the Canungra Township Zone		
Overall Outcomes	Applicant's comments	Officer's comments
OO25 Development maximises the use and safe operation of existing and proposed infrastructure and provides for the efficient provision of future infrastructure.	No response from applicant	Refer Response to OO1
OO27 Development makes provision for required separation distances and/or appropriate barriers or landscape/vegetative buffers from existing, proposed or future infrastructure facilities	No response from applicant	Refer Response to OO1
OO29 Development ensures that only compatible land use activity occurs in proximity to existing, proposed and future infrastructure facilities.	No response from applicant	Refer Response to OO1
OO37 Development is located and designed to avoid land subject to contamination.	No response from applicant	Refer Response to OO1
OO47 Development within the Residential Precinct creates a distinctive urban environment characterised by a high level of amenity and primarily caters for low density, sewerage, urban residential development and ancillary/associated uses. The precinct also provides for dual occupancy and a small proportion of attached houses in the form of townhouses. Cottage Tourist Facilities in the Residential Precinct are encouraged where shown on the Canungra Land Use Plan in Figure 3.8.22.	<p><u>From Economic Needs and Land Suitability Assessment</u></p> <p>As per above analysis, it is common growth area practice to also allow walkable village hubs within residential areas.</p> <p><u>From Social Impact Assessment</u></p> <p>Proposed within Stage 4 of the Canungra Rise residential estate, Barnyard has been designed to service the needs of the existing and future residents and further emphasis and encourage village type living. Low scale in nature and design, Barnyard provides a number of high-level services in a village feel environment which encourages a sense of place and community. Potential impacts on surrounding residents have been appropriately mitigated through the use of design choices like landscaped buffers to ensure they are afforded a high level of amenity.</p>	Refer response to OO2
OO58 Development is at a scale, form and intensity which is intended for development in the Zone and is consistent with the reasonable expectations of residents of the Zone.	<p><u>From Economic Needs and Land Suitability Assessment</u></p> <p>The proposal is a low-rise village centre.</p> <p><u>From Social Impact Assessment</u></p> <p>The 'Barnyard' is a low impact use which provides important social, economic and employment opportunities to the surrounding residents.</p>	Refer response to OO2

Table 3.8.10 Overall Outcomes for the Canungra Township Zone		
Overall Outcomes	Applicant's comments	Officer's comments
	Featuring a low profile but compact built form, extensive landscape buffers and low impact land uses, the proposed development is considered appropriate for the Zone and consistent with the reasonable expectation of residents	

As previously outlined, it is considered that the proposed development result in development that:

1. Is not consistent with the scale, form and intensity of development which is intended for the Residential Precinct of the Canungra Township Zone;
2. Would not accord with the reasonable community expectations of the Zone;
3. Would undermine the Future function of the Canungra sewage treatment plant due to reverse amenity issues; and
4. Will introduce potentially sensitive land uses into areas subject to odour emissions from the Canungra sewage treatment plant.

b) Retailing and Commercial Activity Code

The proposal complies with all of the Retailing & Commercial Activity Code's Specific Outcomes and Probable Solutions, or could otherwise be conditioned to comply.

c) Food Premises Code

The proposal complies with all of the Food Premises Code's Specific Outcomes and Probable Solutions, or could otherwise be conditioned to comply.

d) Industry Code

The proposal complies with all of the Industry Code's Specific Outcomes and Probable Solutions, or could otherwise be conditioned to comply.

e) Advertising Devices Code

The proposal complies with all of the Advertising Devices Code's Specific Outcomes and Probable Solutions, or could otherwise be conditioned to comply.

f) Landscaping Code

The proposal complies with all of the Landscaping Code's Specific Outcomes and Probable Solutions, or could otherwise be conditioned to comply.

g) Compliance with the Construction and Infrastructure Code

The proposal complies with all of the Construction and Infrastructure Code's Specific Outcomes and Probable Solutions, or could otherwise be conditioned to comply.

h) Compliance with the Parking and Servicing Code

The proposal complies with all of the Parking and Servicing Code's Specific Outcomes and Probable Solutions, except as follows:

Parking and Servicing Code- Table 5.3.16			
Specific Outcomes	Probable Solutions	Applicant's comments	Officer's comments
Parking Provision Rates			
SO1 Development provides for sufficient vehicle parking on-site to meet the demand likely to be generated by the development having regard to— (a) any existing parking facilities on the site and the premises they service; and (b) the feasibility of physically providing parking on-site; and (c) the hours of operation of the proposed use and the opportunity for sharing parking spaces with other uses; and (d) the availability of public parking in the surrounding area; and (e) existing and future traffic conditions in the surrounding area.	S1.1 Development provides for onsite vehicle parking spaces in accordance with Table 5.3.15A (Car and Service Vehicle Parking). S1.2 Development provides that all off-street parking areas are constructed and available for use before the use commences.	S1.1 – No – 32 car parking spaces are provided where 42 spaces are required based on the parking rate of 1 space per 5m ² of customer floor space for Convenience Restaurant under the Beaudesert Planning Scheme. S1.2 – Yes – car parks will be constructed before use	No The applicant proposes 100 parking whereas the required parking provisions under the Superseded planning scheme is 138. (note the present planning scheme requirement is 142). The applicant justifies this shortfall by proposing a 20% discount based on NSW standards which are not supported or considered relevant for this development in QLD. Especially due to the isolated location of the site and lack of public transport. The applicant also attempted to justify the reduced provisions in provision based on temporal separation between peak parking demand for the shops and the restaurants. That is, the parking demand for the shops peaks during the day and the restaurants in the evening. Council does not support this assumption, as the lunch time peak to the restaurant appears close to evening peak (based on the applicant's figures).

Compliance with the Development Constraints Overlay Code

The proposal complies with all of the Development Constraints Overlay Code's Specific Outcomes and Probable Solutions, except as follows:

Buffer Area			
Specific Outcomes	Probable Solutions	Applicant's comments	Officer's comments
SO39 Development provides that adequate separation distances, amenity improvement devices or a combination of same are provided between uses to ensure that the respective uses can operate in a standard <i>manner</i> .	S39.1 Sensitive uses are not located within a Buffer Area. S39.2 Impact generating uses are not located within a Buffer Area.	The applicant submitted an odour assessment	No The proposed development encroaches within 30m of the Canungra Sewage Treatment Plant, hence lacking a buffer of any significance. Therefore, it is likely to impact the current lawful use of the Canungra Sewage Treatment Plant, and any future expansion of the plant required to meet community needs. In addition risking the health and amenity of users of the proposed development. The applicant has submitted an odour impact report, including a response to a peer review of that report. However, the applicant has not successfully demonstrated the above mentioned matters have been addressed. For example, the applicant does not provide any mechanism for mitigating or avoiding impacts arising from the operation of the Treatment Plant. Nor does it take into account future expansions to the plant.

Assessment Benchmarks Pertaining to a Variation Approval

Not Applicable.

Assessment Benchmarks Pertaining to a Temporary Local Planning Instrument

Not Applicable.

Advertising

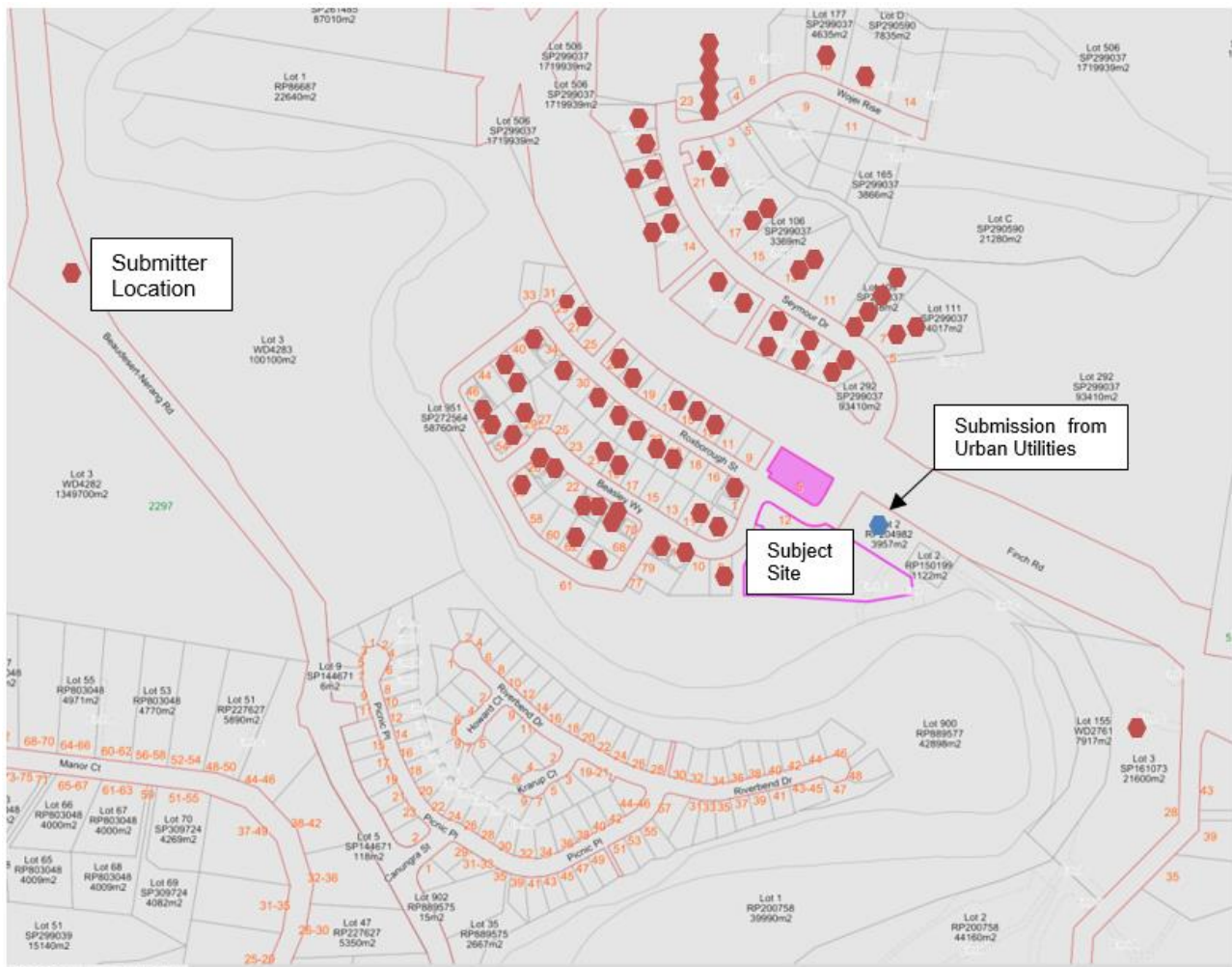
The applicant has submitted a written notice stating that public notification of the proposal has been completed in accordance with the requirements of the *Planning Act 2016*.

Submissions

A total of 79 properly made submissions were made.

Approximately 70 submissions were from addresses within 500m of the proposed development (refer Figure 11).

Figure 11: Map of Nearby Submitters



Matters raised through the submissions have been categorised and summarised into common issues below, with response.

Issues	Applicant's Response	Officer's comments
Noise – Increased noise from traffic and business disturbing residential amenity.	Concerns were raised by submitters regarding the increased noise disturbance caused by the establishment of the proposed development at the site and in particular the food/drink establishment and function centre.	The proposed development is in an area where there has never been a community expectation that there would be any development. According to many submitters, the area was represented in marketing as open space.

Issues	Applicant's Response	Officer's comments
	<p>Provided as part of the RFI response was an Acoustic Assessment undertaken by ATP Consulting Engineers which determined that the proposed development would not provide adjoining residents with an unreasonable level of amenity provided their recommendations were implemented in full.</p> <p>In submitting this assessment as part of the RFI response, the client has provided Council the opportunity to condition this Acoustic Report and its recommendations.</p> <ul style="list-style-type: none"> • Recommendation included but were not limited to 2.7m high acoustic timber fences have been proposed along the boundaries which adjoin residential development. • Limited operating hours and patron capacities for the food establishment/ • reception centre Amplified music speakers to be located inside the boundary only. • Acoustic treatments to be used for walls, roof/ceilings, windows, and doors. 	<p>Therefore, while acknowledging design, construction methods and limiting hours of operation as proposed can partially mitigate acoustic, lighting and visual impact. It is still inconsistent with the expectations of the local community and the intent of residential precinct of the Canungra Village Zone.</p>
<p>Lighting – Spillage outside property boundaries causing nuisance to adjoining properties.</p>	<p>Submissions raised concerns regarding light nuisance as an impact from the proposed development.</p> <p>Featuring a low set built form and generous boundary setbacks, it is considered unlikely that the proposed development will result in light spillage outside the property boundaries. Further containing light within the property boundaries is the 2.7m high acoustic fence and landscaping buffer which runs the length of the boundary where the subject site adjoins residential development.</p> <p>Given the operation of hours and the design and siting of the proposed development, it is contested that the concerns regarding light nuisance caused by the development are unfounded.</p>	

Issues	Applicant's Response	Officer's comments
<p>Visual Impact – Preservation of the surrounding rural setting and protection of ambience.</p>	<p>Several submitters advised that they were opposed to the development as it is not consistent with the character of the area and is in direct conflict with the rural setting of the land.</p> <p>Whilst it is acknowledged that the subject site has rural origins, it must also be noted that the land forms part of a 231-lot residential estate of which includes the adjoining residential development.</p> <p>Paying homage to its rural roots yet reflective of the emerging residential setting, the proposed development features low scale, built form and extensive landscaping which includes several local species. As demonstrated by the renders provided in the RFI response Architectural Plan set, the proposed development is in keeping with the character of the surrounding development and positively contributes to the streetscape amenity of the area.</p>	
<p>Safety – Promotes/Introduces antisocial behaviours (ie., loitering, crime, vandalism) and increase in transient people in the area.</p>	<p>Many of the submitters raised concern about the proposed development increasing anti-social behaviour and the number of transient people in the area.</p> <p>Designed utilising CPTED principle, the proposed development is sited and orientated to ensure dead space is kept to a minimum and causal surveillance opportunities are maximised. With car parking located at the front of the development adjoining the access roads (Finch/ Roxborough), full viability over this area is provided which in turn should reduce loitering within this area.</p>	<p>The development generally is consistent with CPTED principles.</p> <p>Given the nature of the proposed use, significant antisocial issues are not anticipated.</p>
<p>Inappropriateness of locating development close to sewage treatment plant</p>	<p>A common concern raised by submitters was the proposed developments locality within the 200m Buffer Zone of the Canungra Sewerage Treatment Plant and the consequent odour impacts arising from its proximity.</p>	<p>The proposed development encroaches within 30m of the Canungra Sewage Treatment Plant buffer zone.</p>

Issues	Applicant's Response	Officer's comments
	<p>Throughout the application process, the applicant has undertaken numerous Odour Assessments and proposed a range of mitigation measures to address the impacts of the development's proximity to the Sewerage Plant. To-date these assessments suggest that whilst odour may at times be present within the development site, it is unlikely to have significant impact on the proposed development.</p> <p>A known constraint, the development has been designed and orientated to ensure impacts from odour are minimised and where required appropriately mitigated. Measures such as the siting of the food establishments in the south-western corner, the preservation and bolstering of the vegetative buffer on the shared boundary and the orientation of the built form away from the plant will all contribute to reducing the impacts of any odour by increasing mix and dispersion.</p> <p>Whilst it is acknowledged that the most recent odour assessment did not include extensive testing, it must also be noted that this report was to supplement the odour report submitted with the application on lodgement and address Council's peer review.</p>	<p>Therefore, it is likely to impact the current lawful use of the Canungra Sewage Treatment Plant, and any future expansion of the plant required to meet community needs.</p> <p>In addition risking the health and amenity of users of the proposed development.</p> <p>The applicant has submitted an odour impact report, including a response to a peer review of that report. However, the applicant has not successfully demonstrated the abovementioned matters have been addressed.</p> <p>For example, the applicant does not provide any mechanism for mitigating or avoiding impacts arising from the operation of the Treatment Plant. Nor does it take into account future expansions to the plant.</p>
<p>Loss of open space in the area – expectation that site was to remain open space</p>	<p>nil</p>	<p>How the site was mentioned in marketing material is not a relevant matter for the assessment of the application.</p> <p>However, given the zoning of the site under the superseded Beaudesert Planning scheme (residential precinct of the Canungra Village Zone) and the current zoning (Limited Development), a development of this type and scale would not have been reasonably anticipated by the local community.</p>

Issues	Applicant's Response	Officer's comments
<p>Concern about use generating additional traffic on quiet residential streets, noise impact, congestion as well as safety for pedestrians</p>	<p>A common concern raised by submitters is the impact of the proposed development on the surrounding road network and in particular the Finch Road/ Pine Street intersection and Finch Rd/ Seymour Drive/ Roxborough Street round-about.</p> <p>Within the Traffic Impact Assessment, Bitzios have undertaken an analysis of the development's traffic impacts based on traffic generation and trip distribution. Based on this analysis, it was concluded that the proposed development will result in one (1) additional trip every 30 seconds (Site A) and one (1) additional trip every 1.2 minutes (Site B) which is considered to be a low level of traffic generation and thus will have negligible impact on the external road network.</p> <p>Further, the assertions that the existing roundabout and Finch Road/ Pine Street intersection are already at a capacity which cannot support the proposed development are considered to be unfounded. With the construction of an additional 231 dwellings approved as part of the Canungra Rise Residential Estate, the Finch Rd/ Pine Street Intersection and the Finch/ Roxborough/ Seymour Drive roundabout will become one of the primary access points to the estate and thus has been designed to cater for this level of demand. With large portions of this residential estate yet to come online, the notion that these key points are at capacity and cannot accommodate the demand of the proposed development, which has been assessed as having a negligible impact, is unfounded.</p>	<p>The provided traffic impact assessment, incorrectly identifies Finch Road as remaining a road single in/out, when Finch Road has approved to be a through road in the future (and the approval significantly commenced).</p> <p>Council notes that this construction work is also being undertaken by the same developers, so it is considered reasonable to have been discussed in the Traffic Impact Assessment.</p> <p>There will be significantly more traffic along Finch Road in the future after it is extended beyond the roundabout and the local are develops in the future.</p> <p>However, Roxborough street is within a small residential enclave with community expectation that traffic in to their limited to local residents. This is particularly relevant to Site A which utilises access via Roxborough St whereas Site B accesses the roundabout on Finch Road.</p> <p>The applicant has indicated that Site A will receive an additional traffic movement every 30 seconds which is a huge increase compared to local traffic generation and major implications on local amenity.</p>
<p>Concern regarding insufficient onsite parking provision – therefore parking pressure on surrounding streets</p>	<p>The proposed development provides car spaces for 100 vehicles across Site A and Site B. Submissions received over the notification period conflicted in their concerns with some raising that too much car parking was supplied whilst others are concerned that not</p>	<p>The applicant proposes 100 parking whereas the required parking provisions under the Superseded planning scheme is 138. (note the present planning scheme provision is 142).</p>

Issues	Applicant's Response	Officer's comments
	<p>enough is supplied and thus would result in on-street parking.</p> <p>In the Traffic Impact Assessment, Bitzios undertook a carparking assessment which evaluated the car parking demand vs. supply of the proposed development. Whilst the development provides slightly less carparking than required under the applicable planning scheme, a temporal demand parking analysis determined that supplied car parking exceeds the peak time-of-day parking demand.</p> <p>Based on this analysis, it is concluded that the sufficient car parking is provided.</p>	<p>The applicant justifies this shortfall by proposing a 20% discount based on NSW standards which are not supported or considered relevant for this development in QLD. Especially due to the isolated location of the site and lack of public transport.</p> <p>The applicant also attempted to justify the reduced provisions in provision based on temporal separation between peak parking demand for the shops and the restaurants. That is, the parking demand for the shops peaks during the day and the restaurants in the evening.</p> <p>Council does not support this assumption, as the lunch time peak to the restaurant appears close to evening peak (based on the applicant's figures).</p>
Development will undermine businesses on Canungra's main street	nil	<p>The proposed development is outside of the commercial centre of Canungra within a residential area.</p> <p>The application has no demonstrated this out of centre development will not undermine the viability of the main commercial centre of Canungra</p>
Impact on local wildlife and water quality in Canungra Creek	<p>Whilst it is acknowledged that the subject site is greenfield development, it should also be noted that the proposed development does not involve the clearing of vegetation, destruction of native habitat or infringe upon a recognised wildlife corridor.</p> <p>Further, stormwater management is to be undertaken in accordance with the approved management plan approved as part of the original subdivision application whereby stormwater is required to be discharged via a legal point of discharge within the road network and to bio basins. Consequently, it so considered that appropriate management and mitigation processes have been employed to avoid contamination of the creek or any other environmental impact.</p>	<p>The proposed development is in a cleared area with hardstand areas generally well separated from Canungra Creek.</p> <p>Given the cleared nature of the site and current standard stormwater management practices, the impact on the creek and local wildlife would likely be minimal</p>

'Relevant matters' for consideration

The decision-maker under s60(3) of the Act is required to carry out an assessment against the assessment benchmarks in the relevant planning scheme and can take into account any other relevant matter under s45(5)(b). Compliance with the planning scheme is accorded the weight that is appropriate in the particular circumstances by virtue of it being the reflection of the public interest (and the extent of any non-compliance is also weighted according to the circumstances), in order to be considered and balanced by the decision-maker with any other relevant factors.

The decision-maker may balance a number of factors to which consideration is permitted under s45(5) of the Act in making the decision under s60(3) of the Act where the factors in favour of approval have to be balanced with the factors in favour of refusal of the application. The weight given to each of the factors is a matter for the decision-maker in the circumstances.

Under s60(3) of the Act, the assessment manager is required to carry out the impact assessment against the assessment benchmarks in the relevant planning scheme and can take into account any other relevant matter under s45(5)(b). An example of another relevant matter is a *planning need*.

The applicant contends through their submitted material that there is a demonstrable planning need that warrants approval despite the proposal representing an inconsistent development for the zone. This assertion of a planning need is not accepted by Council officers. The availability of underdeveloped land present in Canungra aligned to a more appropriate zoning exists, and the relevance of recent planning approvals for like uses along Finch Road in proximity to the development has occurred since this application had been lodged.

Whilst being a superseded assessment against the former Beaudesert Shire Planning Scheme, the current Scenic Rim Planning Scheme 2020 is also a relevant matter for consideration in relation to the appropriateness of this development. Most importantly, the current zoning of the premises is Limited development zone, which does not envision this form of development. This zoning designation is primarily in response to the presence of the Wastewater treatment buffer area, which almost entirely covers the subject premises (refer to Figure 12).

Figure 12: Wastewater treatment buffer area



As previously stated, the applicant's material has not satisfactorily responded to how the proposed development is likely to impact the current and future expansion of the Canungra Sewage Treatment Plant. Furthermore, the material has not satisfactorily addressed how and the risk towards the health and amenity of users of the proposed development will be mitigated.

Budget / Financial Implications

Should the applicant appeal Council's decision, any legal costs incurred would not be captured under the application fee.

In the event of an approval, infrastructure charges are payable in accordance with Council's Infrastructure Charges Resolution.

Strategic Implications

Operational Plan

Theme: 4. Relaxed Living and Rural Lifestyle

Key Area of Focus: Advocacy for outcomes that are compatible with the clear and comprehensive vision for the region

Legal / Statutory Implications

The applicant may exercise their right to appeal Council's decision with the Planning and Environment Court.

Risks

Strategic Risks

The following Level 1 and Level 2 (strategic) risks are relevant to the matters considered in this report:

SR50 Failure to manage Environmental Sustainability (including climate change) through inappropriate and/or inadequate planning and operational considerations of impacts to the natural environment.

Risk Assessment

Category	Consequence	Likelihood	Inherent Risk Rating	Treatment of risks	Residual Risk Rating
Environmental Impacts on environment as a result of development activity	Moderate	Unlikely	Medium	Environmental impacts considered and documented during assessment	Low

Category	Consequence	Likelihood	Inherent Risk Rating	Treatment of risks	Residual Risk Rating
Legal Compliance and Liability Failure to ensure application is assessed in accordance with IDAS process	Minor	Possible	Medium	Documented assessment process	Low
Legal Compliance and Liability Opportunity for applicant or third party appeal against Council decision	Minor	Possible	Medium	Ensure reasonable and relevant test applicable to assessment processes Model Litigant processes followed in court cases Minimise opportunities for appeals	Low
Reputation Negative perception from community or development proponents	Minor	Unlikely	Low	Transparent reporting of assessment Communications	Low

Consultation

Internal Consultation

The application was referred to and/or discussed with relevant internal Council specialists and their assessment forms part of this report.

Peer review - Odour Assessment

Council obtained a peer review assessment of the applicant's odour report. The findings of the peer review report have been summarised as part of the officer's assessment contained in this report.

Community Engagement

The application was publicly notified in accordance with the *Planning Act 2016*. The application received a significant level of public interest. A summary of the properly made submissions, together with a statement of how those matters were dealt with in reaching a decision for this application are included in the report.

Third Party Advice - Urban Utilities

The application was referred to Urban Utilities due to their interest as a water and wastewater service provider and responsible authority for the Canungra Sewage Treatment Plant in proximity to the development. Urban Utilities provided Third Party Advice under Part 7, Section 34 of the Development Assessment Rules on 16 June 2021, objecting to the development. A further properly made submission was made by Urban Utilities in objection to the development during public notification.

Conclusion

Despite the provision of supporting documentation from the applicant, the subject application for Food Establishment / Reception Centre, Industry - Low Impact/Service is not considered to comply with the relevant provisions of the Beaudesert Shire Planning Scheme 2007 and the *Planning Act 2016*.

In particular:

- a) The proposed use would result in development that is not consistent with the scale, form and intensity of development which is intended for the Residential Precinct of the Canungra Township Zone and would not accord with the reasonable community expectations for the Zone.
- b) The proposed uses are inconsistent with the zone and the applicant has not sufficiently demonstrated an overwhelming planning need for the out of centre development.
- c) The overall impact of such a development, including, visual, noise and traffic impacts in a residential area would far exceed what would be reasonably expected in the Residential Precinct of the Canungra Township Zone.
- d) The proximity to a sewage treatment plant risks reverse amenity issues and the safety and amenity of visitors and employees of the proposed development. The submitted material has not adequately demonstrated these matters have been addressed.
- e) Insufficient parking provision on-site is proposed for the development (100 proposed, 138 required) where the applicant has not justified this lack of provision. Therefore, there is a potential risk of on-street parking in the local area on narrow residential streets.

The officer's assessment concludes the application cannot be supported based on the conflicts with the relevant planning provisions and there are no relevant matters accepted by the officer that would warrant approval despite the conflicts.

THE BARNYARD CANUNGRA

LOT 293, ROXBOROUGH STREET, CANUNGRA, QLD, 4275



HOLMES
LUKE HOLMES DESIGN

THE BARNYARD CANUNGRA

LOT 293, ROXBOROUGH STREET, CANUNGRA, QLD, 4275

WINTEN PROPERTY GROUP

HOLMES

LUKE HOLMES DESIGN

IN ASSOCIATION WITH AUSPACIFIC ENGINEERS PTY LTD

B.ARCH.DSN

E. lukeholmesdesign@gmail.com

W

WINTEN

PROPERTY

GROUP

THE BARNYARD

CANUNGRA



PRELIMINARY ISSUE NOT FOR CONSTRUCTION

COORDINATES

S 28°00'43"

E 153°09'46"

ISSUE	DATE	DESCRIPTION
D	18/11/20	PRELIMINARY ISSUE FOR SRRC
E	6/05/21	REVISED PRELIM. ISSUE FOR SRRC
F	20/06/22	RFI RESPONSE
G	12/08/22	REVISED ISSUE

DESIGNER

L.HOLMES

DATE

SEPT 2022

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CLIENT NAME

WINTEN PROPERTY GROUP

PROJECT NAME

THE BARNYARD CANUNGRA

SITE LOCATION

LOT 293, ROXBOROUGH STREET,
CANUNGRA, QLD, 4275

SHEET TITLE

TITLE SHEET

SHEET NUMBER

A0.1

DRAWING NUMBER

052 - 01 - A0.1

ISSUE

G

SITE INFORMATION			
DWG NO.	SHEET TITLES	REVISION	DATE
0.0 - PROJECT INFORMATION			
A0.0	COVER SHEET	D	12/08/22
A0.1	TITLE SHEET	G	12/08/22
A0.2	DRAWING REGISTER AND NOTES	M	21/09/22
A0.3	LOCALITY PLAN	D	20/06/22
A0.4	AERIAL PLAN	A	20/06/22
1.0 - SITE INFORMATION			
A1.1	MASTER PLAN	L	21/09/22
A1.2	SITE PLAN - A	L	21/09/22
A1.3	SITE PLAN - B	K	21/09/22
A1.4	SITE AREA PLAN	G	21/09/22
A1.5	GFA AND TUA	C	25/08/22
A1.6	PARKING LAYOUTS - SHEET 1	B	25/08/22
A1.7	PARKING LAYOUTS - SHEET 2	C	21/09/22
A1.8	PARKING LAYOUTS - SHEET 3	C	21/09/22
A1.9	PARKING LAYOUTS - SHEET 4	C	21/09/22
A1.10	PARKING LAYOUTS - SHEET 5	C	21/09/22
A1.11	PARKING LAYOUTS - SHEET 6	C	21/09/22
A1.12	TURNING CIRCLE - SITE A	C	21/09/22
A1.13	TURNING CIRCLE - SITE B	C	21/09/22
A1.14	PEDESTRIAN FLOW PATH	J	25/08/22
2.0 - FLOOR PLANS			
A2.1	FLOOR PLAN - FOOD ESTABLISHMENT/ RECEPTION CENTRE	G	12/08/22
A2.2	FLOOR PLAN - SHOPS / FOOD ESTABLISHMENT	G	12/08/22
A2.3	FLOOR PLAN - BLOCK A - SINGLE STOREY - SHOP / INDUSTRY (LOW IMPACT)	G	12/08/22
A2.4	FLOOR PLAN - BLOCK B - DOUBLE STOREY - SHOP / INDUSTRY (LOW IMPACT)	H	25/08/22
A2.5	FLOOR PLAN - BLOCK C, D AND E - SHOP / INDUSTRY (LOW IMPACT)	H	25/08/22
A2.10	ROOF PLAN - FOOD ESTABLISHMENT/ RECEPTION CENTRE	G	12/08/22
A2.11	ROOF PLAN - BLOCK A, B, C, D & E	H	25/08/22
3.0 - ELEVATIONS			
A3.1	ELEVATIONS - FOOD ESTABLISHMENT/ RECEPTION CENTRE - NORTH AND EAST	G	12/08/22
A3.2	ELEVATIONS - FOOD ESTABLISHMENT/ RECEPTION CENTRE - SOUTH AND WEST	G	12/08/22
A3.3	ELEVATIONS - SHOPS / FOOD ESTABLISHMENT - NORTH AND EAST	G	12/08/22
A3.4	ELEVATIONS - SHOPS / FOOD ESTABLISHMENT - SOUTH AND WEST	G	12/08/22
A3.5	ELEVATIONS - BLOCK A	G	12/08/22
A3.6	ELEVATIONS - BLOCK B	G	12/08/22
A3.7	ELEVATIONS - BLOCK C, D, E	H	25/08/22
A3.8	ELEVATION - BLOCK C, D, E	G	25/08/22
4.0 - SECTIONS			
A4.1	SECTIONS A & B - FOOD ESTABLISHMENT/ RECEPTION CENTRE	B	12/08/22
A4.2	SECTIONS C & D - SHOPS / FOOD ESTABLISHMENT	B	12/08/22
A4.3	SECTIONS E & F - BLOCK A	B	12/08/22
A4.4	SECTIONS G & H - BLOCK B	C	25/08/22
A4.5	SECTIONS I & J - BLOCK C, D, E	C	25/08/22
5.0 - PERSPECTIVES			
A5.1	PERSPECTIVE VIEWS - SHEET 1	C	21/09/22
A5.2	PERSPECTIVE VIEWS - SHEET 2	C	21/09/22
A5.3	PERSPECTIVE VIEWS - SHEET 3	C	21/09/22
A5.4	PERSPECTIVE VIEWS - SHEET 4	C	21/09/22
6.0 - ARTIST IMPRESSIONS			
A6.1	ARTIST IMPRESSIONS - SHEET 1	H	21/09/22
A6.2	ARTIST IMPRESSIONS - SHEET 2	H	21/09/22
A6.3	ARTIST IMPRESSIONS - SHEET 3	H	21/09/22
A6.4	ARTIST IMPRESSIONS - SHEET 4	J	21/09/22

SITE INFORMATION	
RPD	- LOT 293 ON SP261484
LOCATION	- LOT 293, ROXBOROUGH STREET, CANUNGRA, QLD, 4275
LOCAL AUTH AREA	- SCENIC RIM REGIONAL COUNCIL - 1.1902 ha
GENERAL NOTES	
THESE DRAWINGS ARE TO NOT BE SCALED FROM AND ARE TO BE READ IN CONJUNCTION WITH ASSOCIATED CONSULTANT DRAWINGS.	
ALL WORKS SHALL COMPLY WITH THE BUILDING CODE OF AUSTRALIA, AUSTRALIAN STANDARDS, BUILDING REGULATIONS AND TOWN PLANNING REQUIREMENTS.	
BUILDER / CONTRACTOR IS TO CHECK AND VERIFY ALL DIMENSIONS, LEVELS, SETBACKS AND SPECIFICATIONS PRIOR TO ANY COMMENCEMENT OF WORK AND TO REPORT ANY DISCREPANCIES TO THE PROPRIETORS REPRESENTATIVE.	
BUILDER / CONTRACTOR TO TAKE ALL STEPS NECESSARY TO ENSURE STABILITY OF EXISTING AND NEW STRUCTURES THROUGHOUT CONSTRUCTION.	
ALL BUILDING WORK TO BE TERMITE PROTECTED IN ACCORDANCE WITH AS 3660.1. DURABILITY NOTICE TO BE PLACED IN METER BOX INDICATING TYPE OF BARRIER AND REQUIRED PERIODICAL INSPECTIONS AND MAINTENANCE.	
SPECIFICATIONS	
<u>MATERIALS</u> ALL MATERIALS SHALL BE NEW UNLESS SPECIFIED OTHERWISE.	
<u>PLUMBING AND DRAINAGE:</u> ALL PLUMBING WORKS TO BE CONCEALED. ALL PLUMBING WORKS TO COMPLY WITH RELEVANT WATER SAVING TARGETS	
<u>FOOTINGS AND SLAB</u> FOOTINGS AND SLAB SHALL BE CONSTRUCTED IN ACCORDANCE WITH ENGINEERS DETAILS, REFER ENGINEERS DETAILS FOR SOIL CLASSIFICATION.	
<u>BRICK VENEER</u> BRICK VENEER WALLS SHALL BE CONSTRUCTED WITH LIGHT DUTY WALLS TIES. N2 - 450mm CTS HORIZONTALLY AND 514mm CTS VERTICALLY. N3 - 450mm CTS HORIZONTALLY AND 429mm CTS VERTICALLY.	
<u>FRAMING</u> FOR ALL CAVITY SLIDING DOORS PROVIDE 90mm TIMBER WALL FRAMES. NOGGINS AT 1350mm CTS MAXIMUM VERTICALLY.	
<u>WALL LININGS</u> EXTERIOR LININGS AS NOTED ON DRAWINGS. INTERIOR LININGS, 10mm FLUSH PLASTER BOARD LININGS TO WALLS AND CEILINGS, WET AREAS TO BE 6mm VILLABOARD. (UNO)	
<u>WINDOWS AND GLAZING</u> ALL WINDOWS AND GLAZED DOORS TO BE POWDER COATED ALUMINUM UNLESS NOTED OTHERWISE AND FIXED TO MANUFACTURES DETAILS AND SPECIFICATIONS. SAFETY GLAZING TO BE USED IN THE FOLLOWING CASES <ul style="list-style-type: none">- ALL ROOMS - WITHIN 500mm VERTICAL OF THE FLOOR- BATHROOMS - WITHIN 1500mm VERTICAL OF THE BATH BASE- FULLY GLAZED DOORS- SHOWER SCREENS- WITHIN 300mm OF A DOOR AND MORE THAN 1200mm ABOVE FLOOR	
<u>ROOF FRAMING</u> ROOF PITCH AS INDICATED ON DRAWINGS. PREFABRICATED TIMBER ROOF TRUSSES SUPPLIED AND FIXED TO MANUFACTURES DETAILS AT 900mm CTS CEILING BINDERS EVENLY SPACED THROUGH OUT CEILING SPACE ROOF BATTENS AT 330mm CTS IN ACCORDANCE WITH MANUFACTURERS RECOMMENDATIONS	
<u>ROOF CLADDING</u> SELECTED COLORBOND ROOF SHEETS FIXED TO MANUFACTURERS SPECIFICATIONS. COLORBOND FASCIA AND GUTTER SYSTEMS, COLORBOND DOWNPIPES. (UNO)	

BCA COMPLIANCE NOTES
<i>NATIONAL CONSTRUCTION CODE NCC (CLASS 1 AND CLASS 10 BUILDINGS BCA VOLUME TWO)</i>
<u>LOCATION OF BOUNDARIES, SERVICES</u> BUILDER TO VERIFY LOCATION OF ALL BOUNDARY LINES, PEGS, BOUNDARY RETAINING WALLS AND UNDERGROUND SERVICES ON SITE PRIOR TO EXCAVATION / CONSTRUCTION
<u>EROSION AND SEDIMENT CONTROL</u> PROVIDE EROSION AND SEDIMENT CONTROL STRUCTURES TO PERIMETER OF WORK AREA AND MAINTAIN A FUNCTIONAL CONDITION AS REQUIRED BY LOCAL AUTHORITY
<u>STORMWATER DRAINAGE</u> ROOF WATER DOWNPIPES TO DRAIN TO KERB AND GUTTER TO APPROVED DISCHARGE POINT SURFACE WATER TO BE DIVERTED AWAY FROM BUILDINGS AND ADJOINING PROPERTY
<u>SITE PREPARATION IN ACCORDANCE WITH BCA PART 3.1</u> TERMITE RISK MANAGEMENT IN ACCORDANCE WITH BCA PART 3.1.3 & AS 3660.1 DRAINAGE - BCA 3.1.2 & AS 3500
<u>ENERGY EFFICIENCY GENERALLY IN ACCORDANCE WITH BCA PART 3.12</u> REFER ENERGY ASSESSMENT REPORT WHERE APPLICABLE
<u>FOOTINGS AND SLABS IN GENERALLY IN ACCORDANCE WITH BCA PART 3.2</u> CONCRETE IN ACCORDANCE WITH AS 3600 SITE CLASSIFICATION AND SLAB IN ACCORDANCE WITH AS 2870 CERTIFICATION BY STRUCTURAL ENGINEER
<u>MASONRY GENERALLY IN ACCORDANCE WITH BCA PART 3.3</u> AUSTRALIAN STANDARDS AS 3700 & AS 4773
<u>FRAMING GENERALLY IN ACCORDANCE WITH BCA PART 3.4</u> SUBFLOOR VENTILATION BCA 3.4.1 - MINIMUM 400MM CLEARANCE TO UNDERSIDE FRAMING STEEL FRAMING BCA 3.4.2 - TIMBER FRAMING BCA 3.4.3 & AS 1684
<u>ROOF AND WALL CLADDING GENERALLY IN ACCORDANCE WITH BCA PART 3.5</u> ROOF CLADDING BCA3.5.1 - GUTTERS AND DOWNPIPES 3.5.2 - WALL CLADDING 3.5.3
<u>GLAZING GENERALLY IN ACCORDANCE WITH BCA PART 3.6</u> AUSTRALIAN STANDARDS AS2047 & AS 1288
<u>FIRE SAFETY GENERALLY IN ACCORDANCE WITH BCA PART 3.7</u> FIRE SEPARATION BCA 3.7.1 SMOKE ALARMS BCA 3.7.2 & AS 3786 - MUST BE INSTALLED IN ACCORDANCE WITH NCC PART 3.4.2.3 DESIGN OF SMOKE ALARMS AND MUST COMPLY WITH AS3786. SMOKE ALARMS TO BE CONNECTED TO MAINS POWER WHERE MAINS POWER IS SUPPLIED TO THE BUILDING & INTERCONNECTED WHERE THERE IS MORE THAN ONE ALARM. A CERTIFICATE OF INSTALLATION FROM A LICENSED ELECTRICAL CONTRACTOR IS REQUIRED AT FINAL INSPECTION. HEATING APPLIANCES BCA 3.7.3 BUSHFIRE AREAS BCA 3.7.4 & AS 3959
<u>HEALTH AND AMENITY GENERALLY IN ACCORDANCE WITH BCA PART 3.8</u> WET AREAS AND EXTERNAL WATERPROOFING BCA 3.8.1 & AS 3740 WATERPROOFING CERTIFIED BY COMPETENT PERSON IN ACCORDANCE WITH MANUFACTURERS SPEC. ROOM HEIGHTS BCA 3.8.2 FACILITIES BCA 3.8.3 WC AND BATHROOM DOORS BCA 3.8.3.3 LIGHT BCA 3.8.4 VENTILATION BCA 3.8.5 SOUND INSULATION BCA 3.8.6
<u>SAFE MOVEMENT AND ACCESS GENERALLY IN ACCORDANCE WITH BCA PART 3.9</u> STAIR CONSTRUCTION BCA 3.9.1.2 SLIP RESISTANCE OF TREADS AND LANDINGS 3.9.1.4 LANDINGS IN ACCORDANCE WITH 3.9.1.5 BARRIERS TO PREVENT FALLS BCA 3.9.2.2 and 3.9.2.3 HANDRAILS BCA 3.9.4 - CONTINUOUS HANDRAIL TO ONE SIDE OF STAIR
<u>PROTECTION OF OPENABLE WINDOWS BCA 3.9.2.5</u> BEDROOM WINDOW WHERE SURFACE IS 2000mm BELOW FLOOR LEVEL AND LOWEST PART OF OPENING IS LESS THAN 1700mm ABOVE FLOOR . PROTECT OPENING BY RESTRICTED WINDOW OPENING or SECURED SCREEN. OTHER WINDOW (NOT BEDROOM) WHERE SURFACE IS 4000mm BELOW FLOOR LEVEL. PROTECT OPENING BY 865mm HIGH COMPLIANT BARRIER

HOLMES

LUKE HOLMES DESIGN

IN ASSOCIATION WITH AUSPACIFIC ENGINEERS PTY LTD

B.ARCH.DSN

E. lukeholmesdesign@gmail.com

W

WINTEN

PROPERTY GROUP

COORDINATES

\$ 28°00'43"

E 153°09'46"

ISSUE	DATE	DESCRIPTION
J	06/07/22	DISCUSSION ISSUE
K	12/08/22	REVISED ISSUE
L	25/08/22	REVISED DISCUSSION ISSUE
M	21/09/22	REVISED ACOUSTIC REVISION

DESIGNER	DATE
L.HOLMES	SEPT 2022

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CLIENT NAME

WINTEN PROPERTY GROUP

PROJECT NAME

THE BARNYARD CANUNGRA

SITE LOCATION

LOT 293, ROXBOROUGH STREET,
CANUNGRA, QLD, 4275

SHEET TITLE

DRAWING REGISTER AND NOTES

SHEET NUMBER

A0.2

DRAWING NUMBER

052 - 01 - A0.2

ISSUE

M

Item 10.5 - Attachment 1


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PRELIMINARY ISSUE NOT FOR CONSTRUCTION

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E. lukeholmesdesign@gmail.com



WINTEN
PROPERTY
GROUP

NO SCALE

COORDINATES

S 28°00'43"
E 153°09'46"

NORTH POINT



ISSUE	DATE	DESCRIPTION
A	18/11/20	PRELIMINARY ISSUE FOR SRRC
B	6/05/21	REVISED PRELIM. ISSUE FOR SRRC
C	27/10/21	EASEMENT SHOWN
D	20/06/22	RFI RESPONSE

DESIGNER

L.HOLMES

DATE

SEPT 2022

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CLIENT NAME

WINTEN PROPERTY GROUP

PROJECT NAME

THE BARNYARD CANUNGRA

SITE LOCATION

**LOT 293, ROXBOROUGH STREET,
CANUNGRA, QLD, 4275**

SHEET TITLE

LOCALITY PLAN

SHEET NUMBER

A0.3

DRAWING NUMBER

052 - 01 - A0.3

ISSUE

D



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B.ARCH.DSN
E. lukeholmesdesign@gmail.com



WINTEN
PROPERTY
GROUP

COORDINATES

S 28°00'43"

E 153°09'46"

NORTH POINT



ISSUE

DATE

DESCRIPTION

A

20/06/22

RFI RESPONSE

DESIGNER

L.HOLMES

DATE

SEPT 2022

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CLIENT NAME

WINTEN PROPERTY GROUP

PROJECT NAME

THE BARNYARD CANUNGRA

SITE LOCATION

LOT 293, ROXBOROUGH STREET,
CANUNGRA, QLD, 4275

SHEET TITLE

AERIAL PLAN

SHEET NUMBER

A0.4

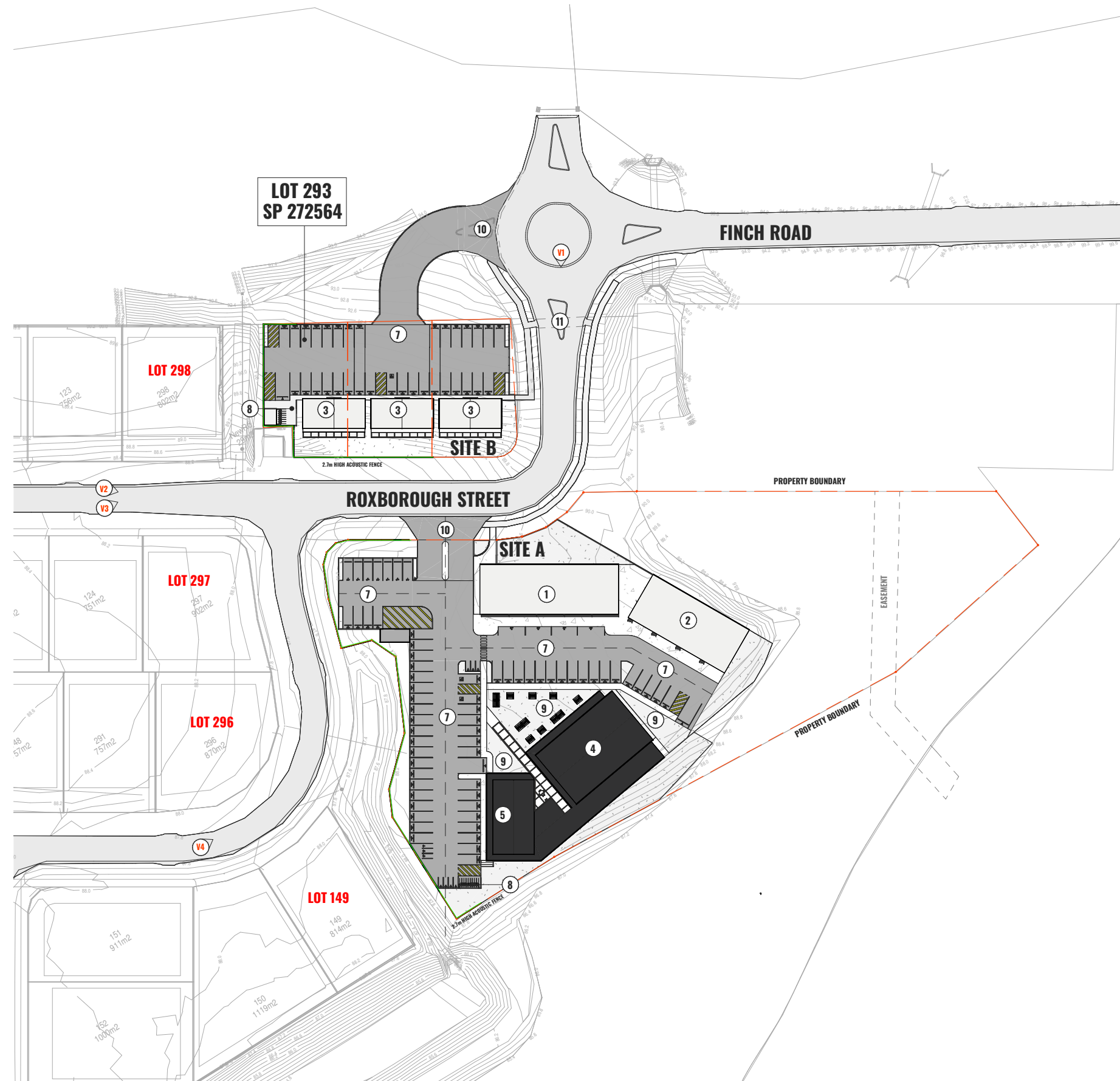
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052 - 01 - A0.4

ISSUE

A

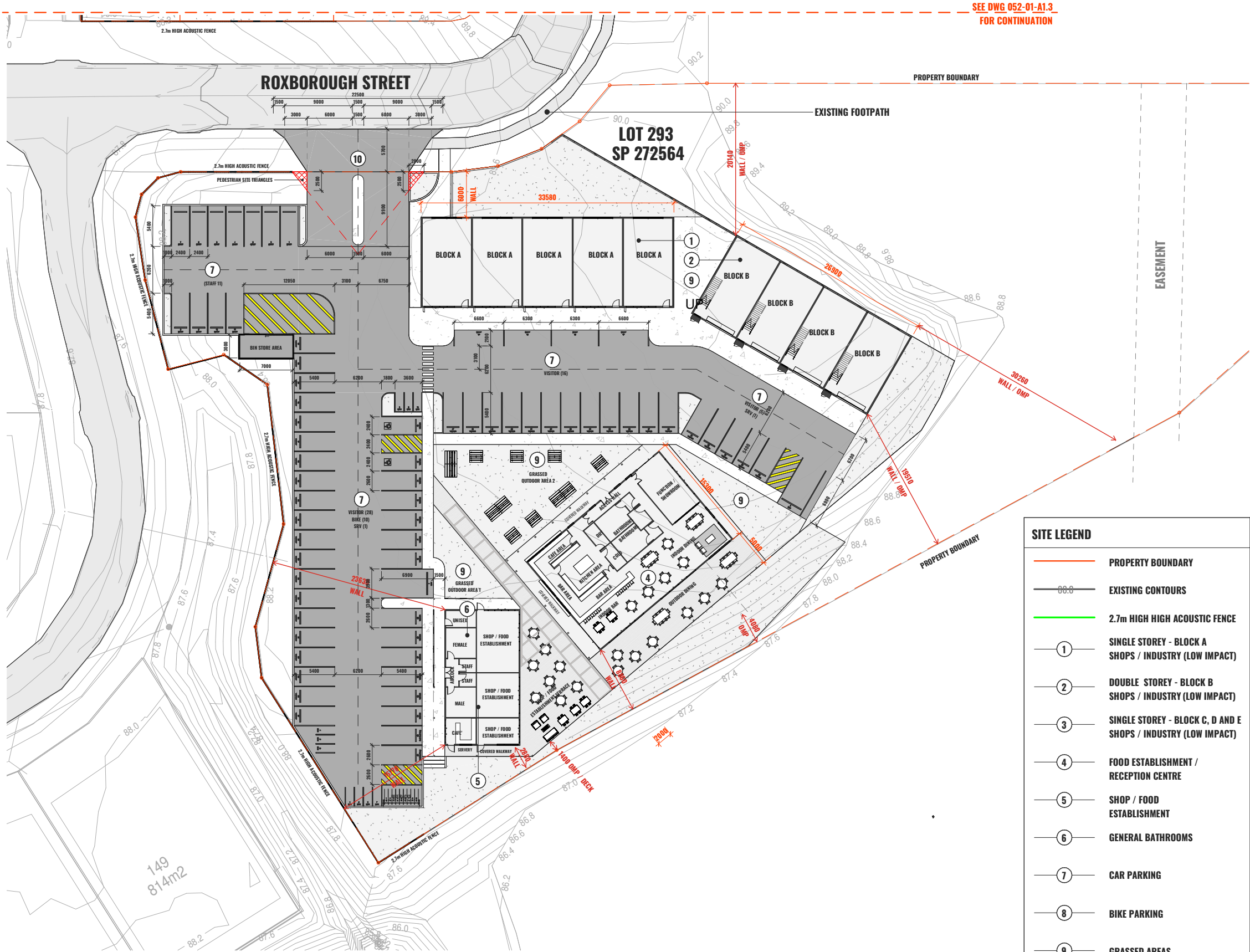
PRELIMINARY ISSUE NOT FOR CONSTRUCTION



SCALE 1:1000

DRAWING NUMBER	ISSUE
052 - 01 - A1.1	L

PRELIMINARY ISSUE NOT FOR CONSTRUCTION



E PLAN - A
1:500

SITE LEGEND	
	PROPERTY BOUNDARY
	EXISTING CONTOURS
	2.7m HIGH HIGH ACOUSTIC FENCE
	SINGLE STOREY - BLOCK A SHOPS / INDUSTRY (LOW IMPACT)
	DOUBLE STOREY - BLOCK B SHOPS / INDUSTRY (LOW IMPACT)
	SINGLE STOREY - BLOCK C, D AND E SHOPS / INDUSTRY (LOW IMPACT)
	FOOD ESTABLISHMENT / RECEPTION CENTRE
	SHOP / FOOD ESTABLISHMENT
	GENERAL BATHROOMS
	CAR PARKING
	BIKE PARKING
	GRASSED AREAS
	SITE ACCESS
	EXISTING ROAD CROSSING

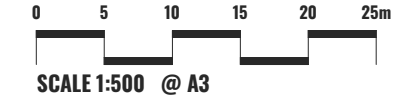
PRELIMINARY ISSUE NOT FOR CONSTRUCTION

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B.ARCH.DSN
E. lukeholmesdesign@gmail.com



SITE INFORMATION	
RPD	- LOT 293 ON SP261484
LOCATION	- LOT 293, ROXBOROUGH STREET, CANUNGRA, QLD, 4275
LOCAL AUTH	- SCENIC RIM REGIONAL COUNCIL
AREA	- 1.1902 ha



COORDINATES
S 28°00'43"
E 153°09'46"

ISSUE	DATE	DESCRIPTION
H	20/06/22	RFI RESPONSE
J	12/08/22	REVISED ISSUE
K	25/08/22	REVISED DISCUSSION ISSUE
L	21/09/22	REVISED ACOUSTIC REVISION

DESIGNER	DATE
L.HOLMES	SEPT 2022

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CLIENT NAME
WINTEN PROPERTY GROUP

PROJECT NAME
THE BARNYARD CANUNGRA

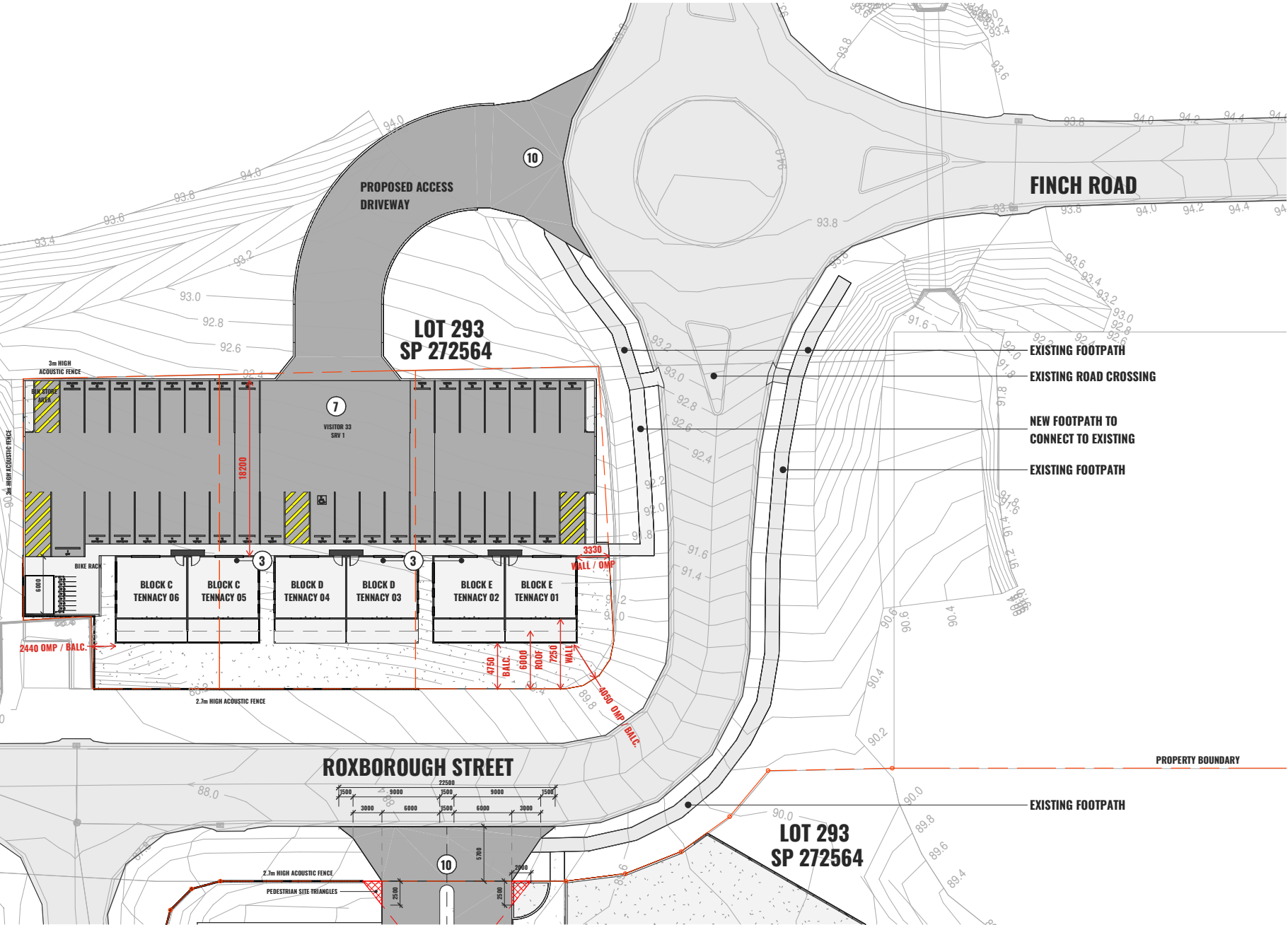
SITE LOCATION
LOT 293, ROXBOROUGH STREET, CANUNGRA, QLD, 4275

SHEET TITLE
SITE PLAN - A

SHEET NUMBER

A1.2

DRAWING NUMBER	ISSUE
052 - 01 - A1.2	L



SITE PLAN - B
SCALE 1 : 500

SITE LEGEND	
	PROPERTY BOUNDARY
	EXISTING CONTOURS
	2.7m HIGH HIGH ACOUSTIC FENCE
	SINGLE STOREY - BLOCK A SHOPS / INDUSTRY (LOW IMPACT)
	DOUBLE STOREY - BLOCK B SHOPS / INDUSTRY (LOW IMPACT)
	SINGLE STOREY - BLOCK C, D AND E SHOPS / INDUSTRY (LOW IMPACT)
	FOOD ESTABLISHMENT / RECEPTION CENTRE
	SHOP / FOOD ESTABLISHMENT
	GENERAL BATHROOMS
	CAR PARKING
	BIKE PARKING
	GRASSED AREAS
	SITE ACCESS
	EXISTING ROAD CROSSING

PRELIMINARY ISSUE NOT FOR CONSTRUCTION

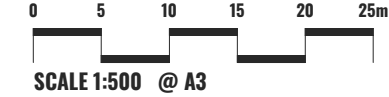
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WINTEN
PROPERTY
GROUP

SITE INFORMATION

RPD	- LOT 293 ON SP261484
LOCATION	- LOT 293, ROXBOROUGH STREET, CANUNGRA, QLD, 4275
LOCAL AUTH	- SCENIC RIM REGIONAL COUNCIL
AREA	- 1.1902 ha



COORDINATES
S 28°00'43"
E 153°09'46"

ISSUE	DATE	DESCRIPTION
G	20/06/22	RFI RESPONSE
H	12/08/22	REVISED ISSUE
J	25/08/22	REVISED DISCUSSION ISSUE
K	21/09/22	REVISED ACOUSTIC REVISION

DESIGNER	DATE
L.HOLMES	SEPT 2022

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CLIENT NAME
WINTEN PROPERTY GROUP

PROJECT NAME
THE BARNYARD CANUNGRA

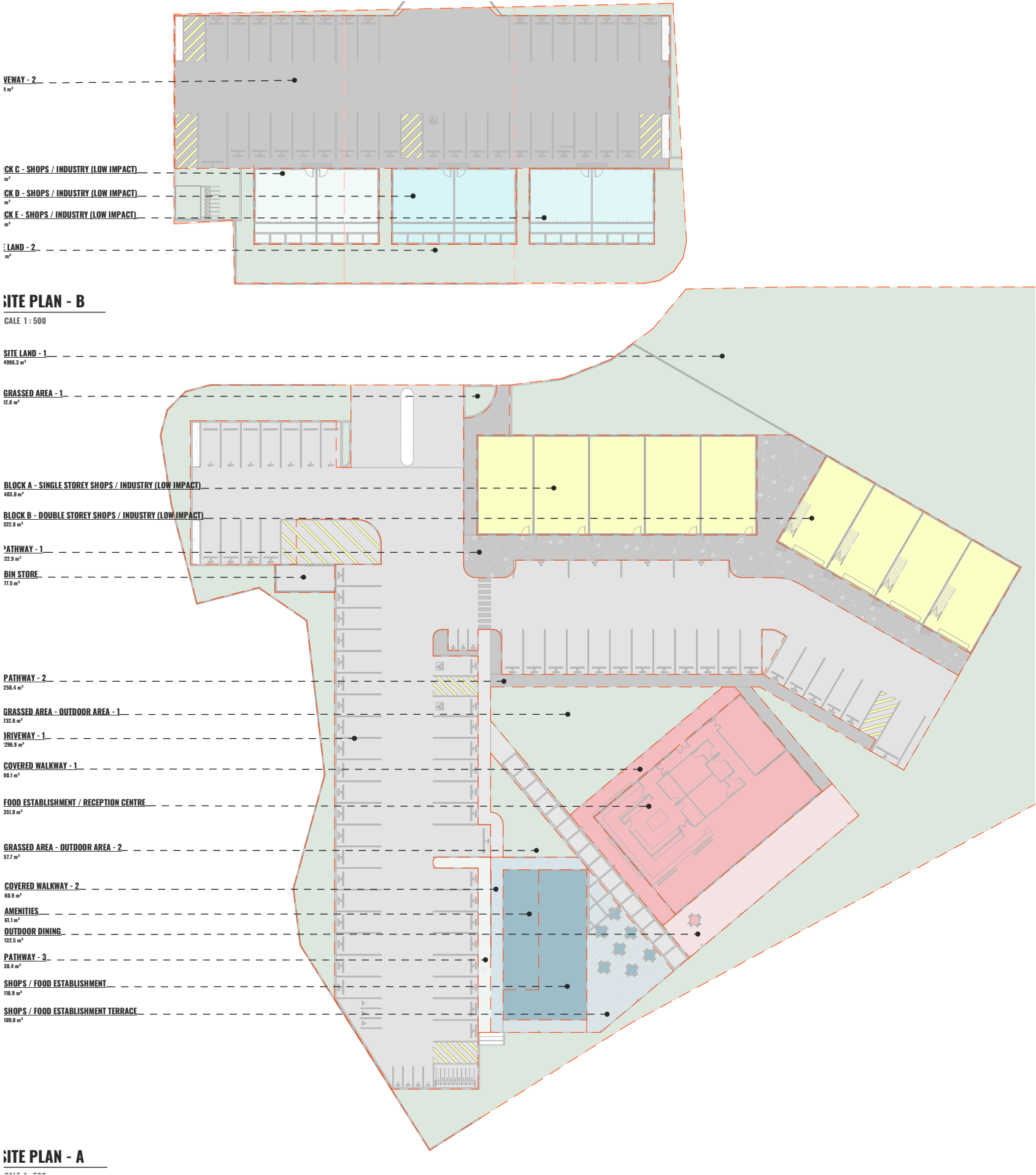
SITE LOCATION
**LOT 293, ROXBOROUGH STREET,
CANUNGRA, QLD, 4275**

SHEET TITLE
SITE PLAN - B

SHEET NUMBER

A1.3

DRAWING NUMBER	ISSUE
052 - 01 - A1.3	K




SITE AREAS	
SITE A - GFA	
FOOD ESTABLISHMENT / RECEPTION CENTRE	351.9 m ²
OUTDOOR DINING	132.5 m ²
COVERED WALKWAY - 1	80.1 m ²
SHOPS / FOOD ESTABLISHMENT	118.9 m ²
SHOPS / FOOD ESTABLISHMENT TERRACE	109.0 m ²
AMENITIES	61.1 m ²
COVERED WALKWAY - 2	60.9 m ²
BLOCK A - SINGLE STOREY SHOPS / INDUSTRY (LOW IMPACT)	403.0 m ²
BLOCK B - DOUBLE STOREY SHOPS / INDUSTRY (LOW IMPACT)	322.8 m ²
	1640.2 m ²
DRIVEWAY - 1	2296.9 m ²
BIN STORE	77.5 m ²
PATHWAY - 1	322.9 m ²
PATHWAY - 2	250.4 m ²
SITE LAND - 1	4996.3 m ²
GRASSED AREA - 1	12.8 m ²
PATHWAY - 3	38.4 m ²
GRASSED AREA - OUTDOOR AREA - 2	57.7 m ²
GRASSED AREA - OUTDOOR AREA - 1	232.6 m ²
	8285.3 m ²
SITE B - GFA	
BLOCK C - SHOPS / INDUSTRY (LOW IMPACT)	136.5 m ²
BLOCK D - SHOPS / INDUSTRY (LOW IMPACT)	136.5 m ²
BLOCK E - SHOPS / INDUSTRY (LOW IMPACT)	136.5 m ²
	409.5 m ²
DRIVEWAY - 2	1094.4 m ²
SITE LAND - 2	435.5 m ²
	1529.9 m ²
TOTAL AREA	11864.8 m ²
IMPERVIOUS AREAS	
SITE A	
BLOCK A - SINGLE STOREY SHOPS / INDUSTRY (LOW IMPACT)	403.0 m ²
BLOCK B - DOUBLE STOREY SHOPS / INDUSTRY (LOW IMPACT)	322.8 m ²
FOOD ESTABLISHMENT / RECEPTION CENTRE	351.9 m ²
SHOPS / FOOD ESTABLISHMENT	118.9 m ²
SHOPS / FOOD ESTABLISHMENT TERRACE	109.0 m ²
OUTDOOR DINING	132.5 m ²
AMENITIES	61.1 m ²
DRIVEWAY - 1	2296.9 m ²
PATHWAY - 1	322.9 m ²
PATHWAY - 2	250.4 m ²
COVERED WALKWAY - 1	80.1 m ²
COVERED WALKWAY - 2	60.9 m ²
BIN STORE	77.5 m ²
SITE A TOATL IMPERVIOUS AREAS	4587.7 m ²
SITE B	
BLOCK C - SHOPS / INDUSTRY (LOW IMPACT)	136.5 m ²
BLOCK D - SHOPS / INDUSTRY (LOW IMPACT)	136.5 m ²
BLOCK E - SHOPS / INDUSTRY (LOW IMPACT)	136.5 m ²
DRIVEWAY - 2	1094.4 m ²
SITE A TOATL IMPERVIOUS AREAS	1503.9 m ²
COMBINED TOTAL IMPERVIOUS AREAS	6091.6 m ²
TOTAL IMPERVIOUS AREAS	45%

PRELIMINARY ISSUE NOT FOR CONSTRUCTION

HOLMES

LUKE HOLMES DESIGN

IN ASSOCIATION WITH AUSPACIFIC ENGINEERS PTY LTD
B.ARCH.DSN
E. lukeholmesdesign@gmail.com



WINTEN
PROPERTY
GROUP

SITE COVERAGE SITE A = 1640.2 ÷ 9925.5 = 16.5%

SITE COVERAGE SITE B = 450 ÷ 1939.4 = 23%

0 5 10 15 20 25m

SCALE 1:500 @ A3

COORDINATES NORTH POINT

S 28°00'43"
E 153°09'46"

ISSUE	DATE	DESCRIPTION
D	06/07/22	DISCUSSION ISSUE
E	12/08/22	REVISED ISSUE
F	25/08/22	REVISED DISCUSSION ISSUE
G	21/09/22	REVISED ACOUSTIC REVISION

DESIGNER	DATE
L.HOLMES	SEPT 2022

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CLIENT NAME

WINTEN PROPERTY GROUP

PROJECT NAME

THE BARNYARD CANUNGRA

SITE LOCATION

**LOT 293, ROXBOROUGH STREET,
CANUNGRA, QLD, 4275**

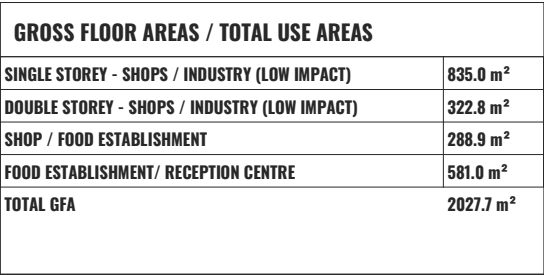
SHEET TITLE

SITE AREA PLAN

SHEET NUMBER

A1.4

DRAWING NUMBER	ISSUE
052 - 01 - A1.4	G



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E. lukehholmesdesign@gmail.com



WINTEN
PROPERTY
GROUP

SCALE 1 : 500



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E. lukeholmesdesign@gmail.com



WINTEN
PROPERTY
GROUP

PARKING NUMBERS

TYPE	SITE A	SITE B	TOTAL
VISITOR PARKING	52	22	74
STAFF PARKING	11	10	21
CAFE PARKING	2	-	2
PWD PARKING	2	1	3
TOTAL PARKING SPACES			100
SRV PARKING	2	1	3
MOTORBIKE PARKING	10	-	10
BICYCLE PARKING	9	7	16



SCALE 1:200 @ A3

COORDINATES

S 28°00'43"
E 153°09'46"

NORTH POINT



ISSUE	DATE	DESCRIPTION
A	12/08/22	REVISED ISSUE
B	25/08/22	REVISED DISCUSSION ISSUE

DESIGNER	DATE
L.HOLMES	SEPT 2022

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CLIENT NAME
WINTEN PROPERTY GROUP

PROJECT NAME
THE BARNYARD CANUNGRA

SITE LOCATION
LOT 293, ROXBOROUGH STREET,
CANUNGRA, QLD, 4275

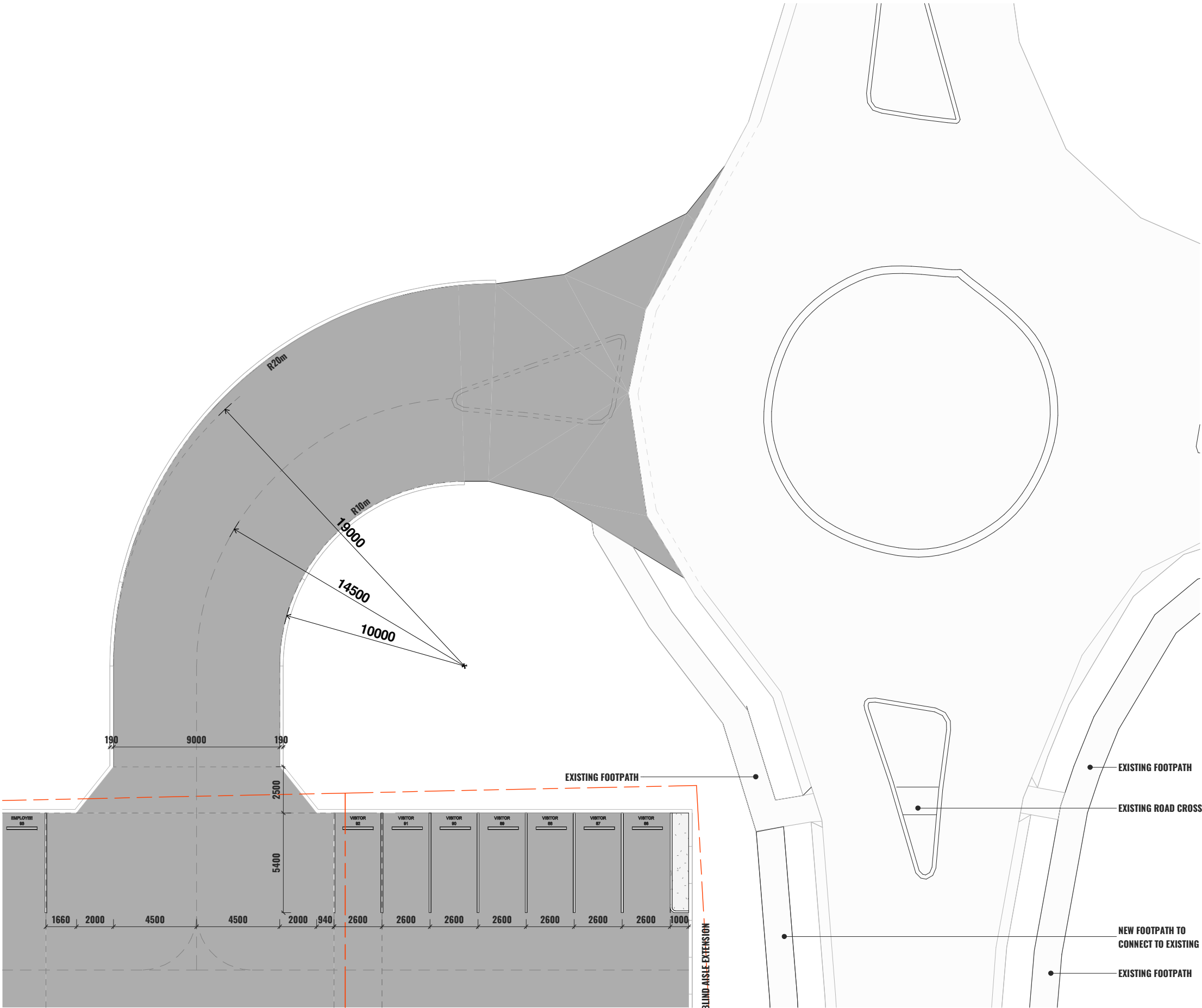
SHEET TITLE
PARKING LAYOUTS - SHEET 1

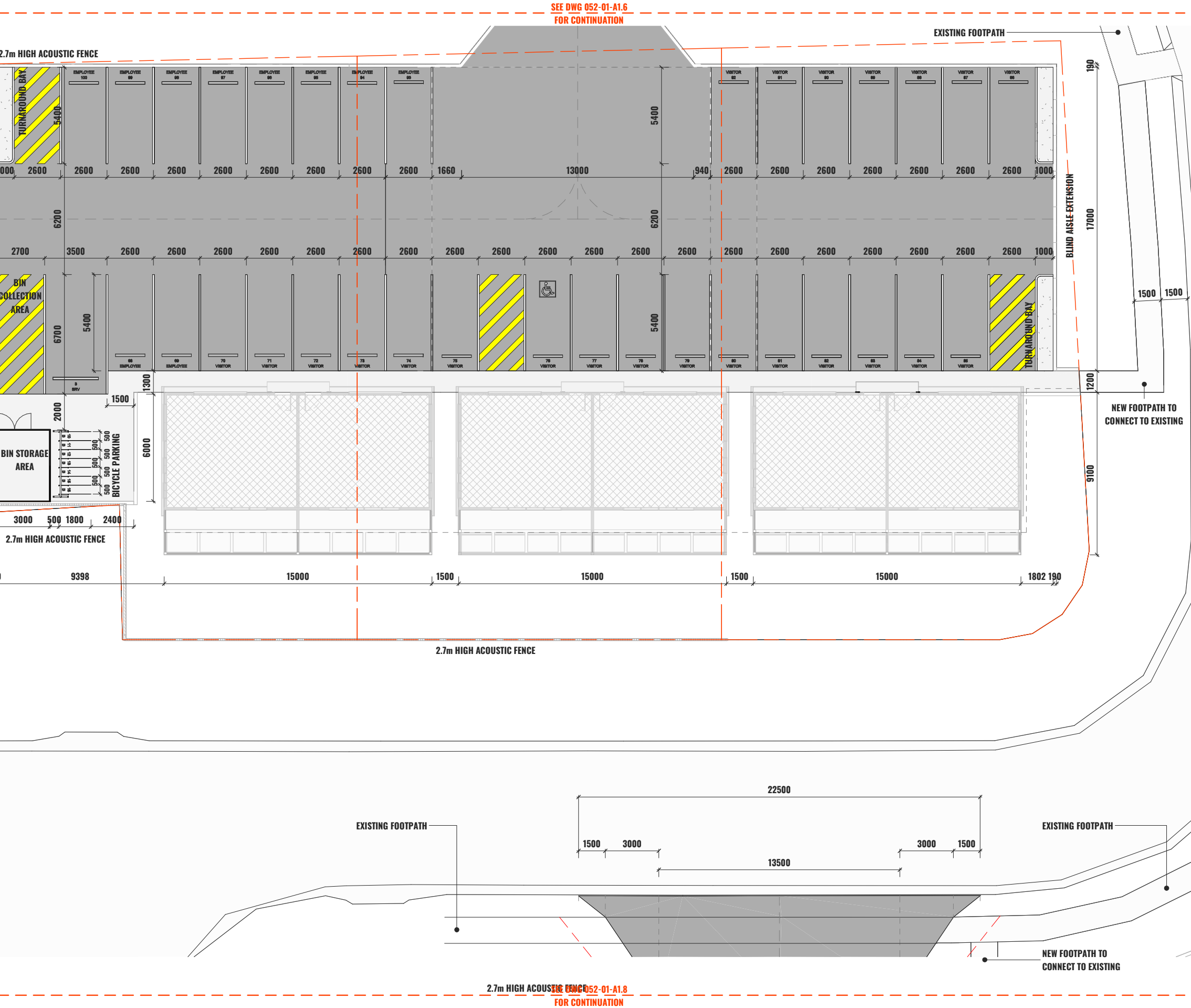
SHEET NUMBER
A1.6

DRAWING NUMBER
052 - 01 - A1.6

ISSUE
B

PRELIMINARY ISSUE NOT FOR CONSTRUCTION



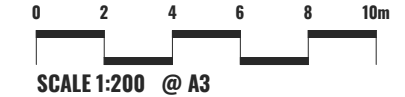


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PARKING NUMBERS			
TYPE	SITE A	SITE B	TOTAL
VISITOR PARKING	52	22	74
STAFF PARKING	11	10	21
CAFE PARKING	2	-	2
PWD PARKING	2	1	3
TOTAL PARKING SPACES			100
SRV PARKING	2	1	3
MOTORBIKE PARKING	10	-	10
BICYCLE PARKING	9	7	16



COORDINATES NORTH POINT
S 28°00'43"
E 153°09'46"

ISSUE	DATE	DESCRIPTION
A	12/08/22	REVISED ISSUE
B	25/08/22	REVISED DISCUSSION ISSUE
C	21/09/22	REVISED ACOUSTIC REVISION

DESIGNER DATE
L.HOLMES SEPT 2022

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CLIENT NAME
WINTEN PROPERTY GROUP

PROJECT NAME
THE BARNYARD CANUNGRA

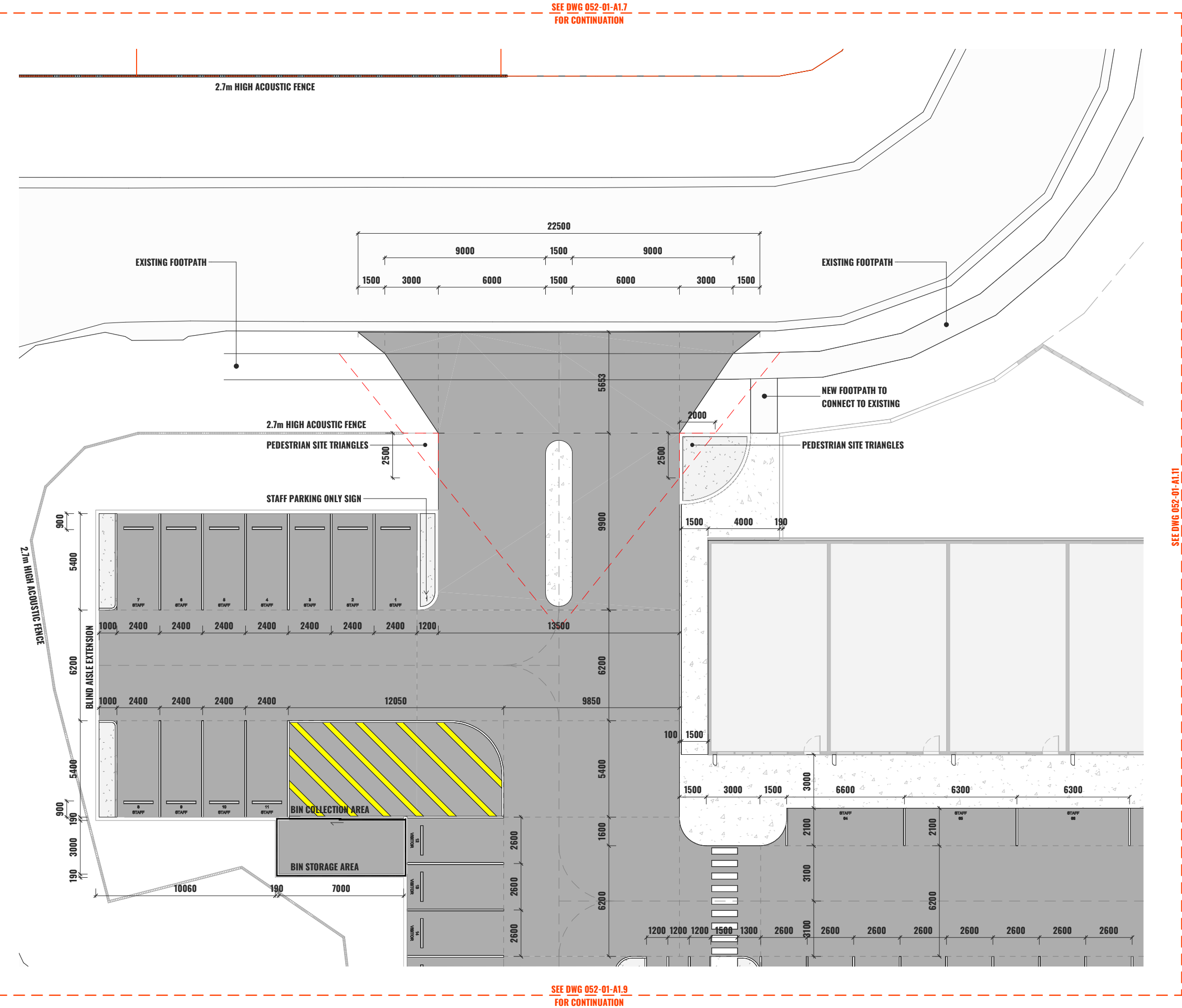
SITE LOCATION
LOT 293, ROXBOROUGH STREET,
CANUNGRA, QLD, 4275

SHEET TITLE
PARKING LAYOUTS - SHEET 2

SHEET NUMBER
A1.7

DRAWING NUMBER ISSUE
052 - 01 - A1.7 C

PRELIMINARY ISSUE NOT FOR CONSTRUCTION



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E. lukeholmesdesign@gmail.com



WINTEN
PROPERTY
GROUP

PARKING NUMBERS			
TYPE	SITE A	SITE B	TOTAL
VISITOR PARKING	52	22	74
STAFF PARKING	11	10	21
CAFE PARKING	2	-	2
PWD PARKING	2	1	3
TOTAL PARKING SPACES			100
SRV PARKING	2	1	3
MOTORBIKE PARKING	10	-	10
BICYCLE PARKING	9	7	16



SCALE 1:200 @ A3

COORDINATES NORTH POINT

S 28°00'43"
E 153°09'46"



ISSUE	DATE	DESCRIPTION
A	12/08/22	REVISED ISSUE
B	25/08/22	REVISED DISCUSSION ISSUE
C	21/09/22	REVISED ACOUSTIC REVISION

DESIGNER	DATE
L.HOLMES	SEPT 2022

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CLIENT NAME
WINTEN PROPERTY GROUP

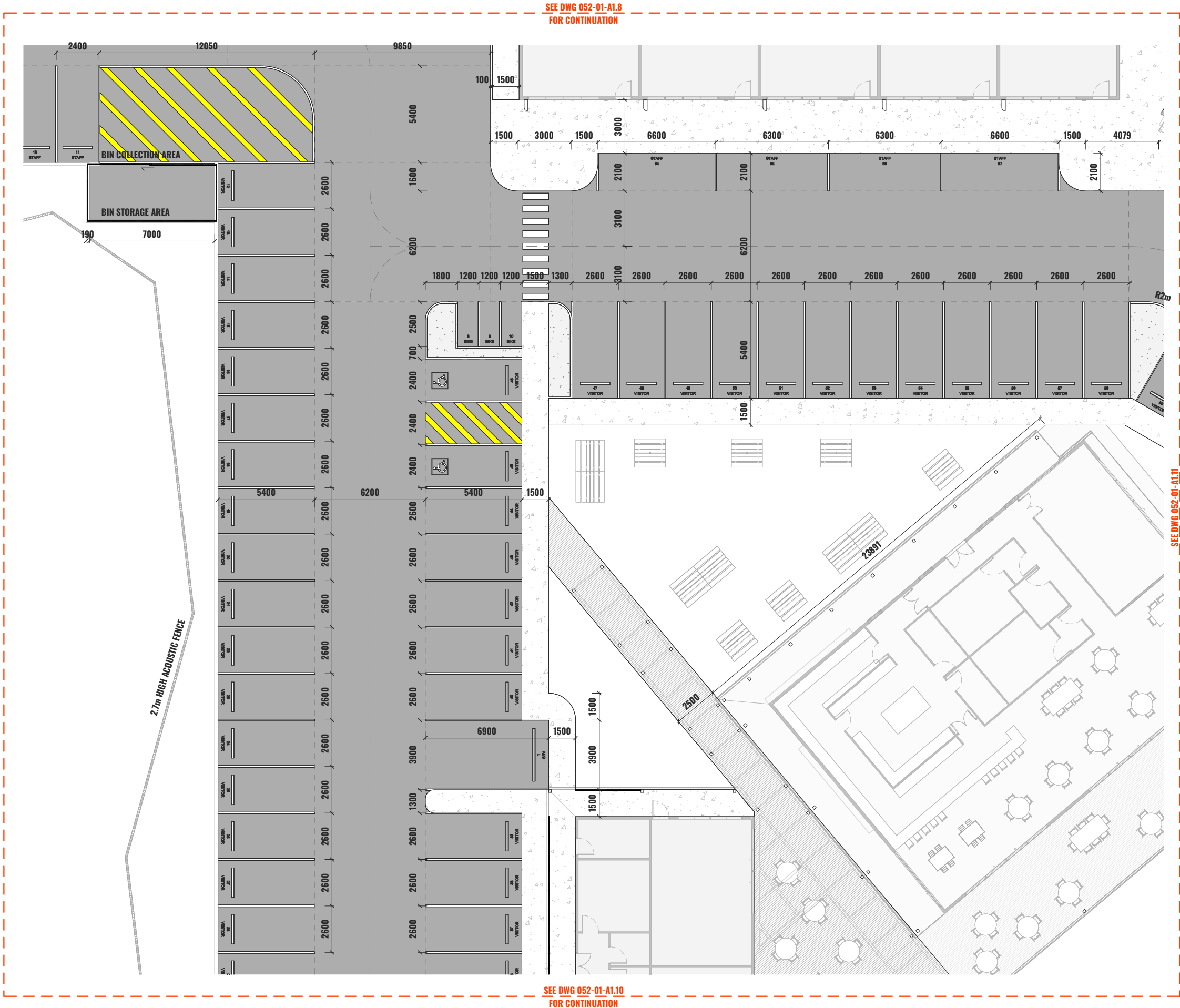
PROJECT NAME
THE BARNYARD CANUNGRA

SITE LOCATION
LOT 293, ROXBOROUGH STREET, CANUNGRA, QLD, 4275

SHEET TITLE
PARKING LAYOUTS - SHEET 3

SHEET NUMBER
A1.8

DRAWING NUMBER	ISSUE
052 - 01 - A1.8	C



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E.lukeholmesdesign@gmail.com

W

WINTEN
PROPERTY
GROUP

PARKING NUMBERS			
TYPE	SITE A	SITE B	TOTAL
VISITOR PARKING	52	22	74
STAFF PARKING	11	10	21
CAFE PARKING	2	-	2
PWD PARKING	2	1	3
TOTAL PARKING SPACES			100
SRV PARKING	2	1	3
MOTORBIKE PARKING	10	-	10
BICYCLE PARKING	9	7	16

01020304050m

SCALE 1:1000 @ A3

COORDINATES

NORTH POINT

S 28°00'43"

E 153°09'46"

ISSUE	DATE	DESCRIPTION
A	12/08/22	REVISED ISSUE
B	25/08/22	REVISED DISCUSSION ISSUE
C	21/09/22	REVISED ACOUSTIC REVISION

DESIGNER

DATE

L.HOLMES

SEPT 2022

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CLIENT NAME

WINTEN PROPERTY GROUP

PROJECT NAME

THE BARNYARD CANUNGRA

SITE LOCATION

LOT 293, ROXBOROUGH STREET,
CANUNGRA, QLD, 4275

SHEET TITLE

PARKING LAYOUTS - SHEET 4

SHEET NUMBER

A1.9

DRAWING NUMBER

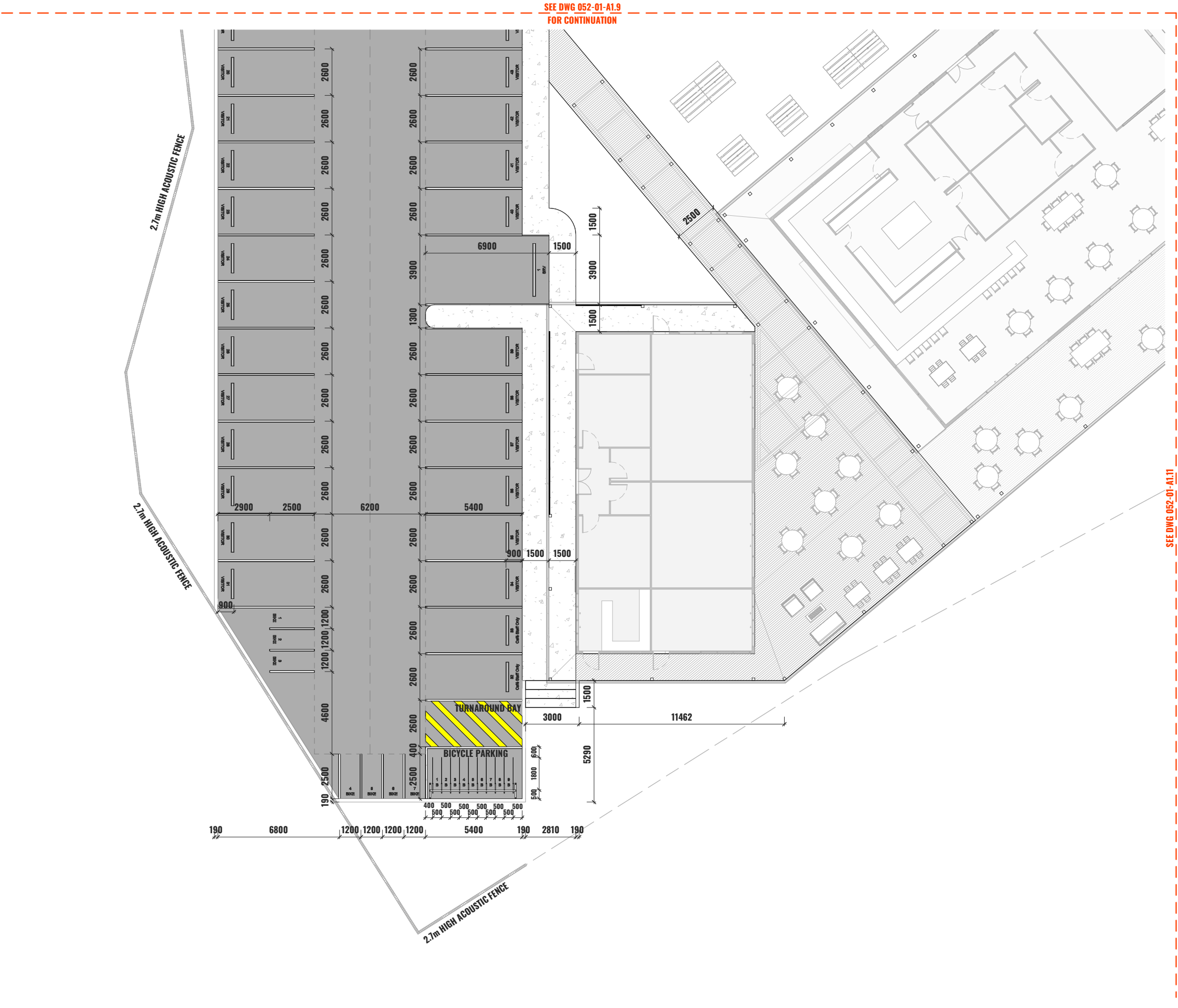
ISSUE

052 - 01 - A1.9

C

Item 10.5 - Attachment 1


Page 239



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WINTEN
PROPERTY
GROUP

PARKING NUMBERS			
TYPE	SITE A	SITE B	TOTAL
VISITOR PARKING	52	22	74
STAFF PARKING	11	10	21
CAFE PARKING	2	-	2
PWD PARKING	2	1	3
TOTAL PARKING SPACES			100
SRV PARKING	2	1	3
MOTORBIKE PARKING	10	-	10
BICYCLE PARKING	9	7	16

01020304050m


SCALE 1:1000 @ A3

COORDINATES

NORTH POINT

\$ 28°00'43"

E 153°09'46"



ISSUE	DATE	DESCRIPTION
A	12/08/22	REVISED ISSUE
B	25/08/22	REVISED DISCUSSION ISSUE
C	21/09/22	REVISED ACOUSTIC REVISION

DESIGNER

DATE

L.HOLMES

SEPT 2022

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CLIENT NAME

WINTEN PROPERTY GROUP

PROJECT NAME

THE BARNYARD CANUNGRA

SITE LOCATION

LOT 293, ROXBOROUGH STREET,
CANUNGRA, QLD, 4275

SHEET TITLE

PARKING LAYOUTS - SHEET 5

SHEET NUMBER

A1.10

DRAWING NUMBER

ISSUE

052 - 01 - A1.10

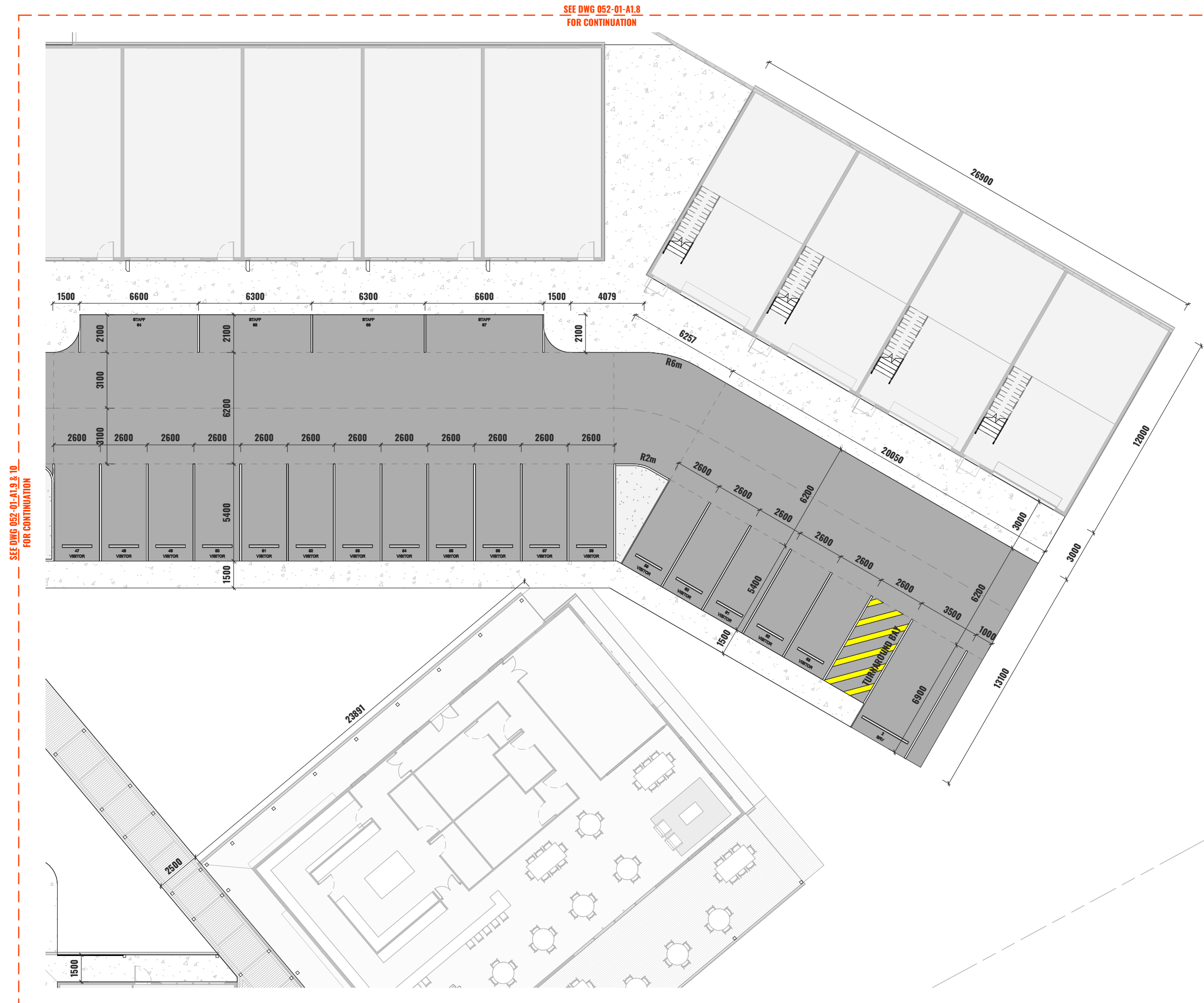
C

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SEE DWG 052-01-A1.11 FOR CONTINUATION

Item 10.5 - Attachment 1

Page 240



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B.ARCH.DSN
E.lukeholmesdesign@gmail.com

WINTEN
PROPERTY
GROUP

PARKING NUMBERS

TYPE	SITE A	SITE B	TOTAL
VISITOR PARKING	52	22	74
STAFF PARKING	11	10	21
CAFE PARKING	2	-	2
PWD PARKING	2	1	3
TOTAL PARKING SPACES			100
SRV PARKING	2	1	3
MOTORBIKE PARKING	10	-	10
BICYCLE PARKING	9	7	16

01020304050m

SCALE 1:1000 @ A3

COORDINATES

NORTH POINT

\$ 28°00'43"
E 153°09'46"

ISSUE	DATE	DESCRIPTION
A	12/08/22	REVISED ISSUE
B	25/08/22	REVISED DISCUSSION ISSUE
C	21/09/22	REVISED ACOUSTIC REVISION

DESIGNER

DATE

L.HOLMES

SEPT 2022

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CLIENT NAME

WINTEN PROPERTY GROUP

PROJECT NAME

THE BARNYARD CANUNGRA

SITE LOCATION

LOT 293, ROXBOROUGH STREET,
CANUNGRA, QLD, 4275

SHEET TITLE

PARKING LAYOUTS - SHEET 6

SHEET NUMBER

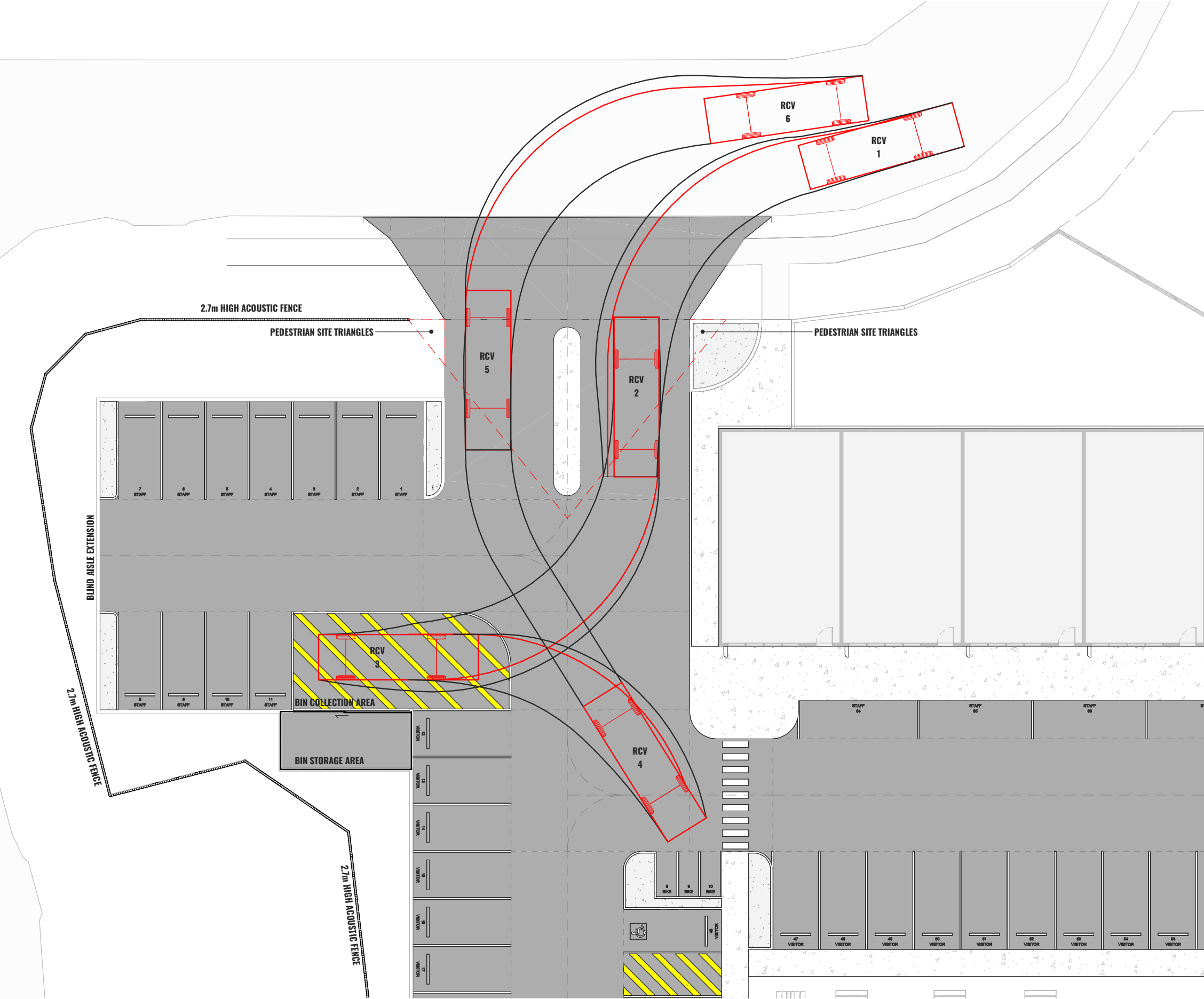
A1.11

DRAWING NUMBER

ISSUE

052 · 01 · A1.11

C



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E.lukeholmesdesign@gmail.com

W

WINTEN

PROPERTY

GROUP

01020304050m

SCALE 1:1000 @ A3

COORDINATES

NORTH POINT

S 28°00'43"

E 153°09'46"

ISSUE

DATE

DESCRIPTION

A12/08/22REVISED ISSUE

B25/08/22REVISED DISCUSSION ISSUE

C21/09/22REVISED ACOUSTIC REVISION

DESIGNER

DATE

L.HOLMES

SEPT 2022

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CLIENT NAME

WINTEN PROPERTY GROUP

PROJECT NAME

THE BARNYARD CANUNGRA

SITE LOCATION

LOT 293, ROXBOROUGH STREET,

CANUNGRA, QLD, 4275

SHEET TITLE

TURNING CIRCLE - SITE A

SHEET NUMBER

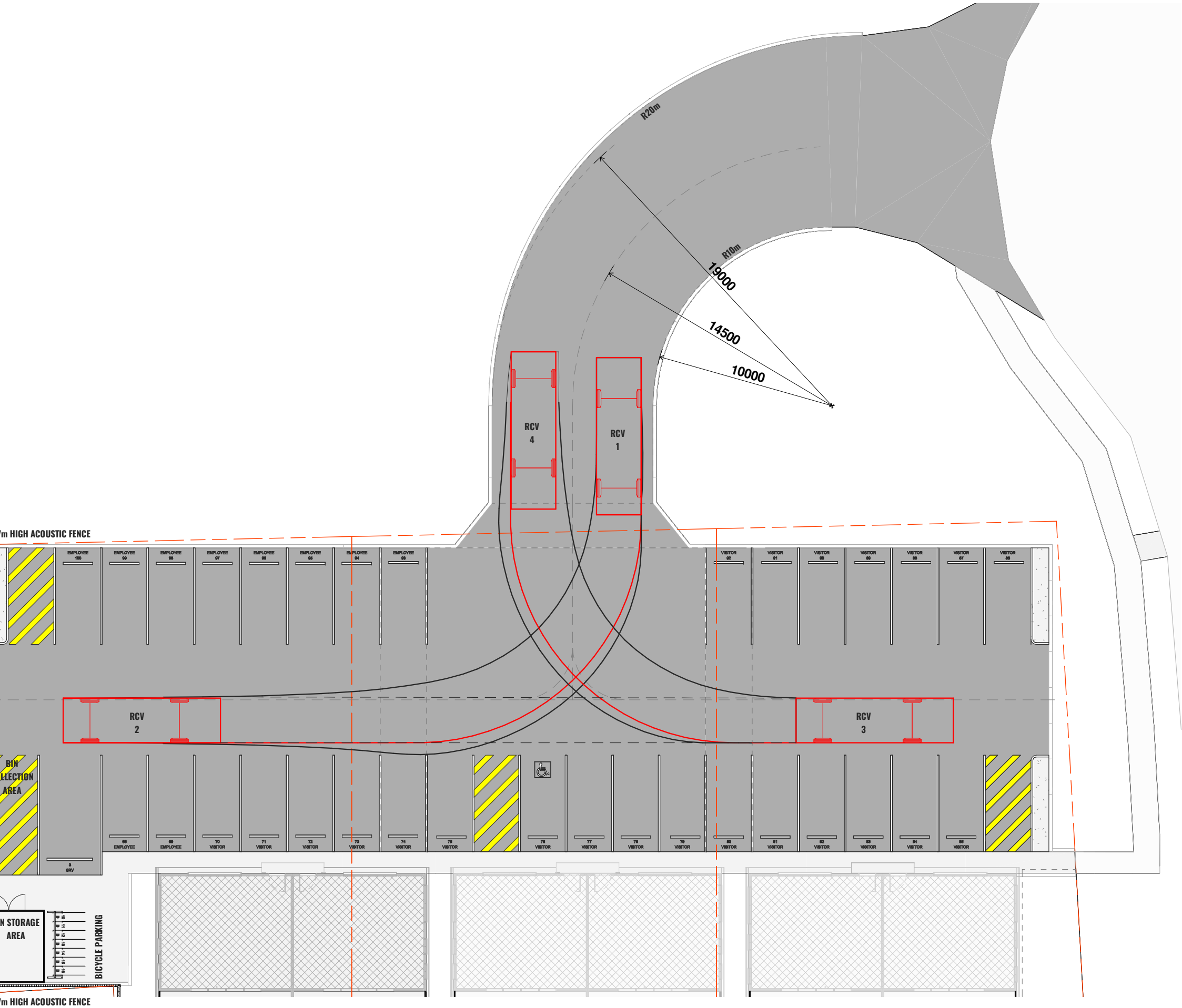
A1.12

DRAWING NUMBER

ISSUE

052 - 01 - A1.12

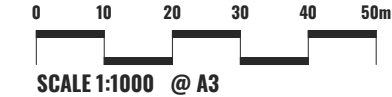
C



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B.ARCH.DSN
E. lukeholmesdesign@gmail.com

W WINTEN
PROPERTY
GROUP



COORDINATES NORTH POINT
S 28°00'43"
E 153°09'46"

ISSUE	DATE	DESCRIPTION
A	12/08/22	REVISED ISSUE
B	25/08/22	REVISED DISCUSSION ISSUE
C	21/09/22	REVISED ACOUSTIC REVISION

DESIGNER DATE
L.HOLMES SEPT 2022

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CLIENT NAME
WINTEN PROPERTY GROUP

PROJECT NAME
THE BARNYARD CANUNGRA

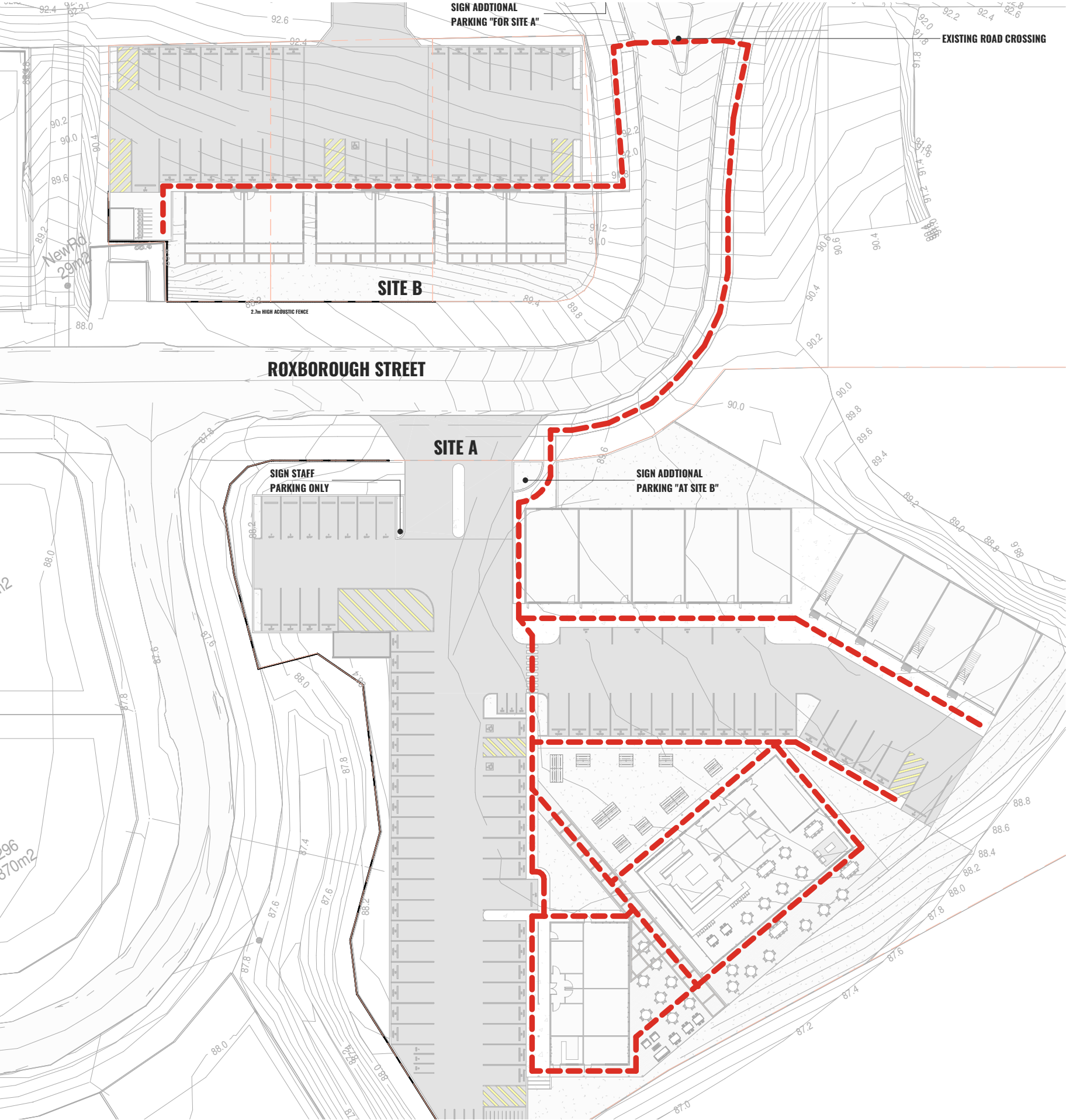
SITE LOCATION
LOT 293, ROXBOROUGH STREET,
CANUNGRA, QLD, 4275

SHEET TITLE
TURNING CIRCLE - SITE B

SHEET NUMBER
A1.13

DRAWING NUMBER ISSUE
052 - 01 - A1.13 C

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E.lukeholmesdesign@gmail.com

W

WINTEN

PROPERTY

GROUP

05

10

15

20

25m

SCALE 1:500 @ A3

COORDINATES

S 28°00'43"

E 153°09'46"

NORTH POINT

ISSUE	DATE	DESCRIPTION
F	6/05/21	REVISED PRELIM. ISSUE FOR SRRC
G	20/06/22	RFI RESPONSE
H	12/08/22	REVISED ISSUE
J	25/08/22	REVISED DISCUSSION ISSUE

DESIGNER	DATE
L.HOLMES	SEPT 2022

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CLIENT NAME

WINTEN PROPERTY GROUP

PROJECT NAME

THE BARNYARD CANUNGRA

SITE LOCATION

LOT 293, ROXBOROUGH STREET,
CANUNGRA, QLD, 4275

SHEET TITLE

PEDESTRIAN FLOW PATH

SHEET NUMBER

A1.14

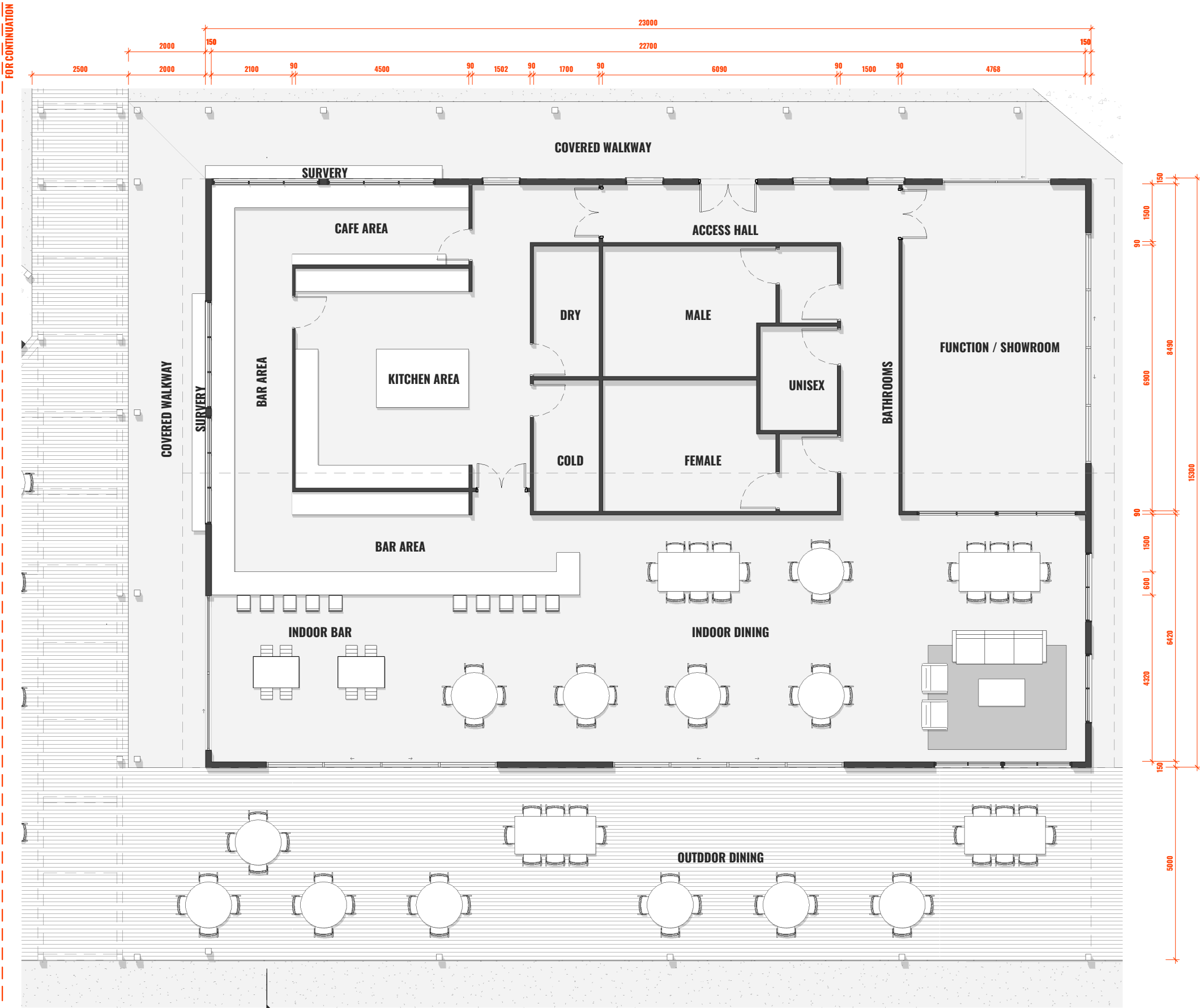
DRAWING NUMBER

052 - 01 - A1.14

ISSUE

J

PRELIMINARY ISSUE NOT FOR CONSTRUCTION



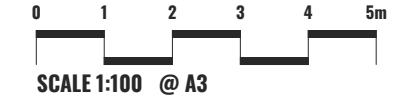
FLOOR PLAN - FOOD ESTABLISHMENT/ RECEPTION CENTRE

SCALE 1:100

HOLMES
LUKE HOLMES DESIGN

IN ASSOCIATION WITH AUSPACIFIC ENGINEERS PTY LTD
B.ARCH.DSN
E. lukeholmesdesign@gmail.com

WINTEN
PROPERTY
GROUP



COORDINATES NORTH POINT
S 28°00'43"
E 153°09'46"

ISSUE	DATE	DESCRIPTION
D	18/11/20	PRELIMINARY ISSUE FOR SRRC
E	6/05/21	REVISED PRELIM. ISSUE FOR SRRC
F	20/06/22	RFI RESPONSE
G	12/08/22	REVISED ISSUE

DESIGNER DATE
L.HOLMES SEPT 2022

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CLIENT NAME
WINTEN PROPERTY GROUP

PROJECT NAME
THE BARNYARD CANUNGRA

SITE LOCATION
LOT 293, ROXBOROUGH STREET,
CANUNGRA, QLD, 4275

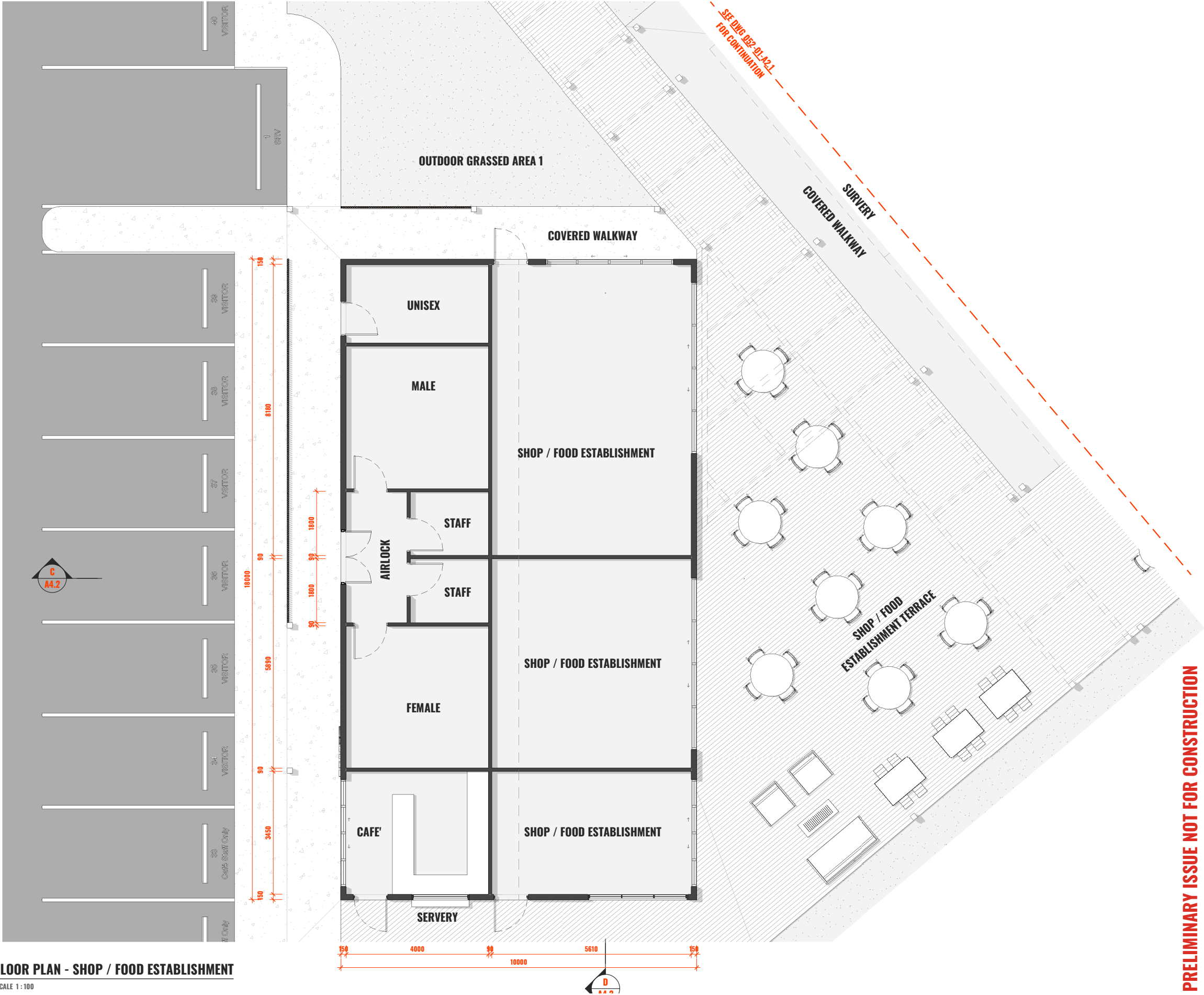
SHEET TITLE
FLOOR PLAN - FOOD ESTABLISHMENT/
RECEPTION CENTRE

SHEET NUMBER

A2.1

DRAWING NUMBER ISSUE
052 - 01 - A2.1 G

PRELIMINARY ISSUE NOT FOR CONSTRUCTION



FLOOR PLAN - SHOP / FOOD ESTABLISHMENT
SCALE 1:100

HOLMES
LUKE HOLMES DESIGN

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B.ARCH.DSN
E. lukeholmesdesign@gmail.com



WINTEN
PROPERTY
GROUP

0 1 2 3 4 5m

SCALE 1:100 @ A3

COORDINATES

NORTH POINT

S 28°00'43"
E 153°09'46"



ISSUE	DATE	DESCRIPTION
D	18/11/20	PRELIMINARY ISSUE FOR SRRC
E	6/05/21	REVISED PRELIM. ISSUE FOR SRRC
F	20/06/22	RFI RESPONSE
G	12/08/22	REVISED ISSUE

DESIGNER

DATE

L.HOLMES

SEPT 2022

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CLIENT NAME

WINTEN PROPERTY GROUP

PROJECT NAME

THE BARNYARD CANUNGRA

SITE LOCATION

LOT 293, ROXBOROUGH STREET,
CANUNGRA, QLD, 4275

SHEET TITLE

FLOOR PLAN - SHOPS / FOOD
ESTABLISHMENT

SHEET NUMBER

A2.2

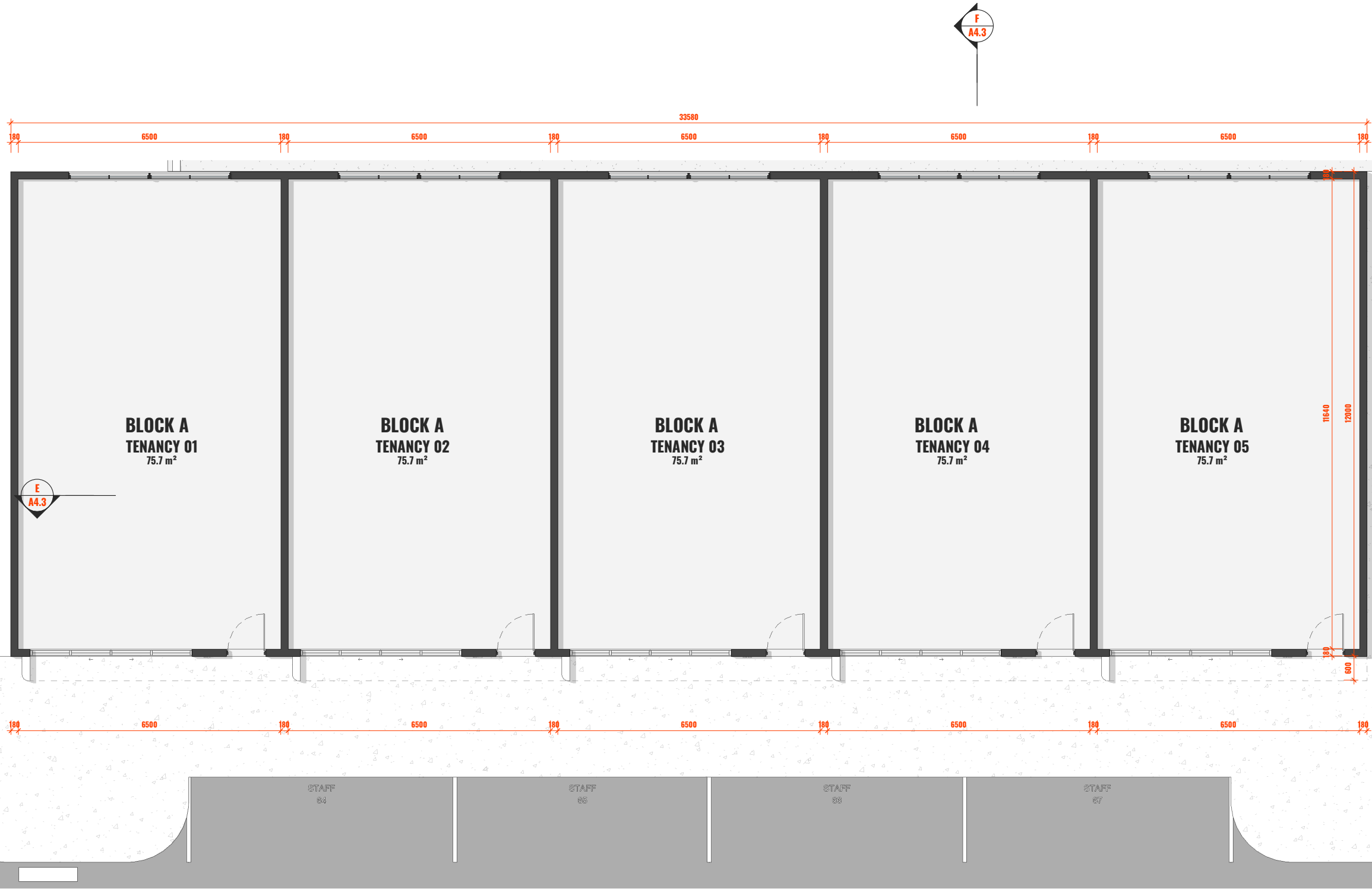
DRAWING NUMBER

ISSUE

052 - 01 - A2.2

G

PRELIMINARY ISSUE NOT FOR CONSTRUCTION



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B.ARCH.DSN
E. lukeholmesdesign@gmail.com



WINTEN
PROPERTY
GROUP

012345m

SCALE 1:100 @ A3

COORDINATES

S 28°00'43"

E 153°09'46"

NORTH POINT



ISSUE	DATE	DESCRIPTION
D	18/11/20	PRELIMINARY ISSUE FOR SRRC
E	6/05/21	REVISED PRELIM. ISSUE FOR SRRC
F	20/06/22	RFI RESPONSE
G	12/08/22	REVISED ISSUE

DESIGNER	DATE
L.HOLMES	SEPT 2022

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CLIENT NAME

WINTEN PROPERTY GROUP

PROJECT NAME

THE BARNYARD CANUNGRA

SITE LOCATION

LOT 293, ROXBOROUGH STREET,
CANUNGRA, QLD, 4275

SHEET TITLE

FLOOR PLAN - BLOCK A - SINGLE
STOREY - SHOP / INDUSTRY (LOW
IMPACT)

SHEET NUMBER

A2.3

DRAWING NUMBER	ISSUE
052 - 01 - A2.3	G

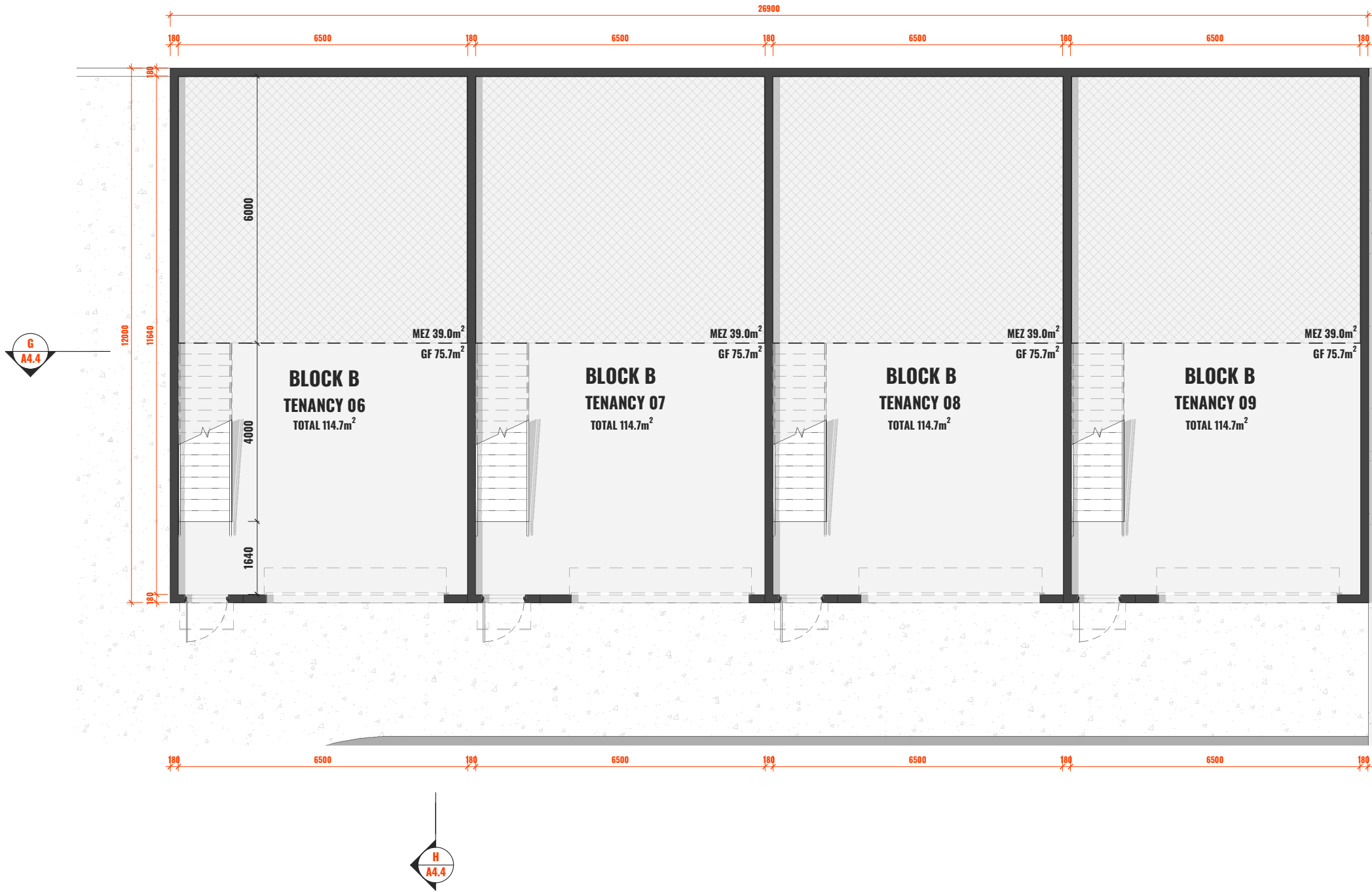
PLAN - BLOCK A

HOLMES
LUKE **HOLMES** DESIGN

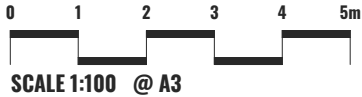
IN ASSOCIATION WITH AUSPACIFIC ENGINEERS PTY LTD
B.ARCH.DSN
E. lukeholmesdesign@gmail.com



WINTEN
PROPERTY
GROUP



FLOOR PLAN - BLOCK B
SCALE 1:100



COORDINATES
S 28°00'43"
E 153°09'46"

ISSUE	DATE	DESCRIPTION
E	6/05/21	REVISED PRELIM. ISSUE FOR SRRC
F	20/06/22	RFI RESPONSE
G	12/08/22	REVISED ISSUE
H	25/08/22	REVISED DISCUSSION ISSUE

DESIGNER	DATE
L.HOLMES	SEPT 2022

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CLIENT NAME
WINTEN PROPERTY GROUP

PROJECT NAME
THE BARNYARD CANUNGRA

SITE LOCATION
LOT 293, ROXBOROUGH STREET,
CANUNGRA, QLD, 4275

SHEET TITLE
FLOOR PLAN - BLOCK B - DOUBLE
STOREY - SHOP / INDUSTRY (LOW
IMPACT)

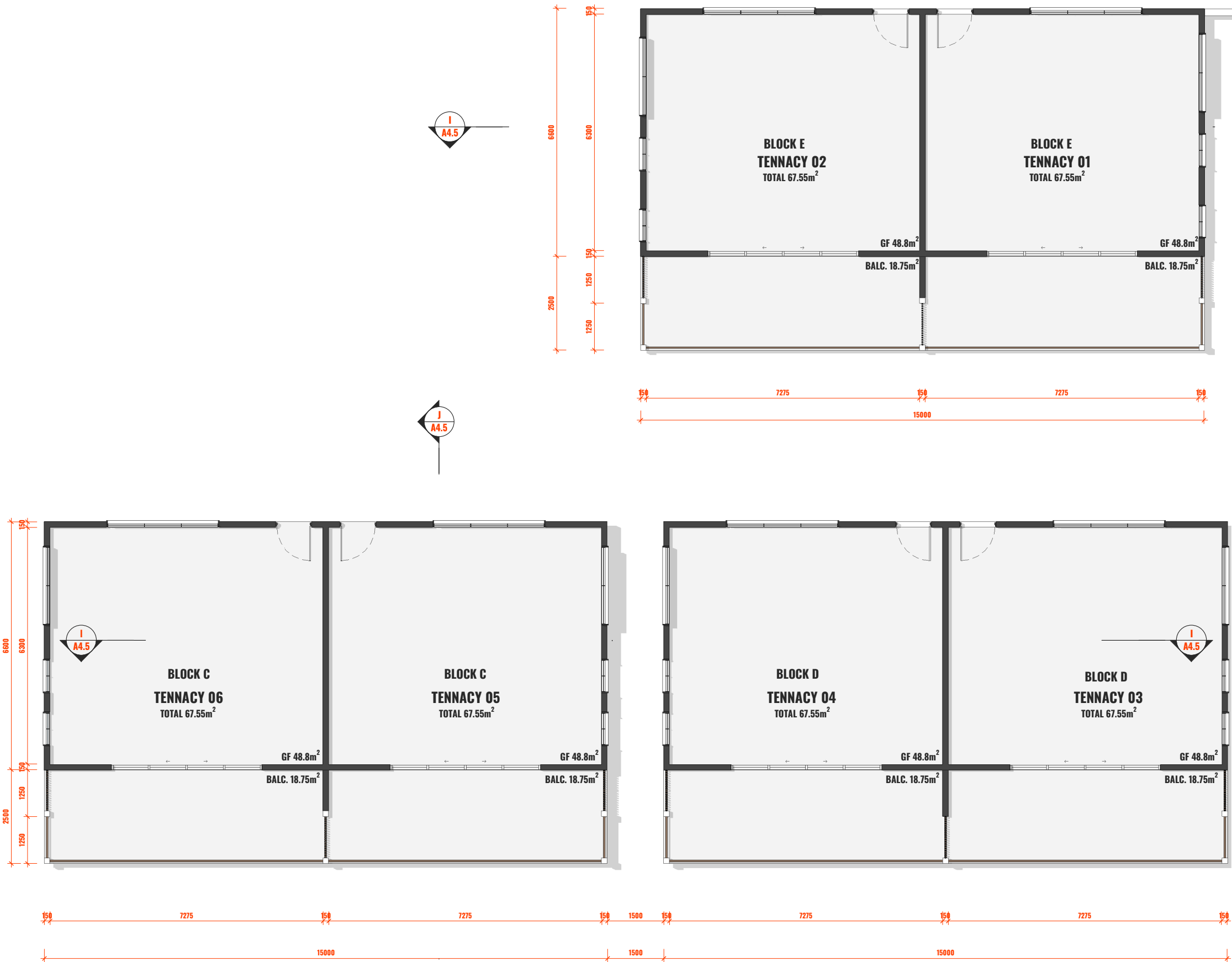
SHEET NUMBER

A2.4

DRAWING NUMBER
052 - 01 - A2.4

ISSUE
H

PRELIMINARY ISSUE NOT FOR CONSTRUCTION



FLOOR PLAN - BLOCK C, D AND E - TYPICAL

HOLMES

LUKE HOLMES DESIGN

IN ASSOCIATION WITH AUSPACIFIC ENGINEERS PTY LTD

B.ARCH.DSN

E.lukeholmesdesign@gmail.com

W

WINTEN

PROPERTY

GROUP

0 1 2 3 4 5m

SCALE 1:100 @ A3

COORDINATES

NORTH POINT

S 28°00'43"

E 153°09'46"

ISSUE

DATE

DESCRIPTION

E 6/05/21 REVISED PRELIM. ISSUE FOR SRRC

F 20/06/22 RFI RESPONSE

G 12/08/22 REVISED ISSUE

H 25/08/22 REVISED DISCUSSION ISSUE

DESIGNER

DATE

L.HOLMES

SEPT 2022

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CLIENT NAME

WINTEN PROPERTY GROUP

PROJECT NAME

THE BARNYARD CANUNGRA

SITE LOCATION

LOT 293, ROXBOROUGH STREET, CANUNGRA, QLD, 4275

SHEET TITLE

FLOOR PLAN - BLOCK C, D AND E - SHOP / INDUSTRY (LOW IMPACT)

SHEET NUMBER

A2.5

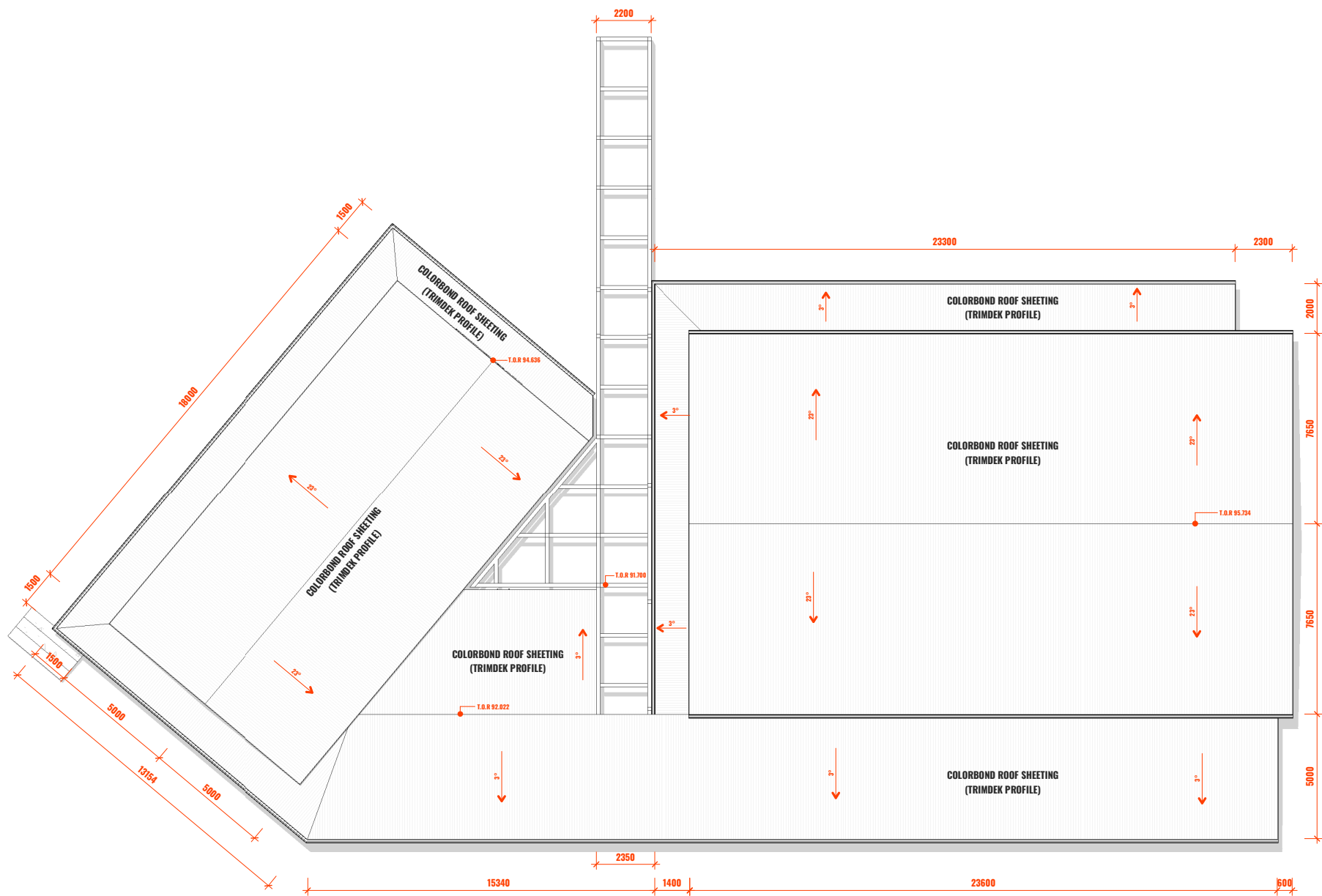
DRAWING NUMBER

052 - 01 - A2.5

ISSUE

H

PRELIMINARY ISSUE NOT FOR CONSTRUCTION



1 OF PLAN - SHOPS / FOOD ESTABLISHMENT/ RECEPTION CENTRE

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E. lukeholmesdesign@gmail.com



WINTEN
PROPERTY
GROUP

012345m

SCALE 1:100 @ A3

COORDINATES

S 28°00'43"

E 153°09'46"

NORTH POINT



ISSUE	DATE	DESCRIPTION
D	18/11/20	PRELIMINARY ISSUE FOR SRRC
E	6/05/21	REVISED PRELIM. ISSUE FOR SRRC
F	20/06/22	RFI RESPONSE
G	12/08/22	REVISED ISSUE

DESIGNER

L.HOLMES

DATE

SEPT 2022

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CLIENT NAME

WINTEN PROPERTY GROUP

PROJECT NAME

THE BARNYARD CANUNGRA

SITE LOCATION

LOT 293, ROXBOROUGH STREET,
CANUNGRA, QLD, 4275

SHEET TITLE

ROOF PLAN - FOOD ESTABLISHMENT/
RECEPTION CENTRE

SHEET NUMBER

A2.10

DRAWING NUMBER

052 - 01 - A2.10

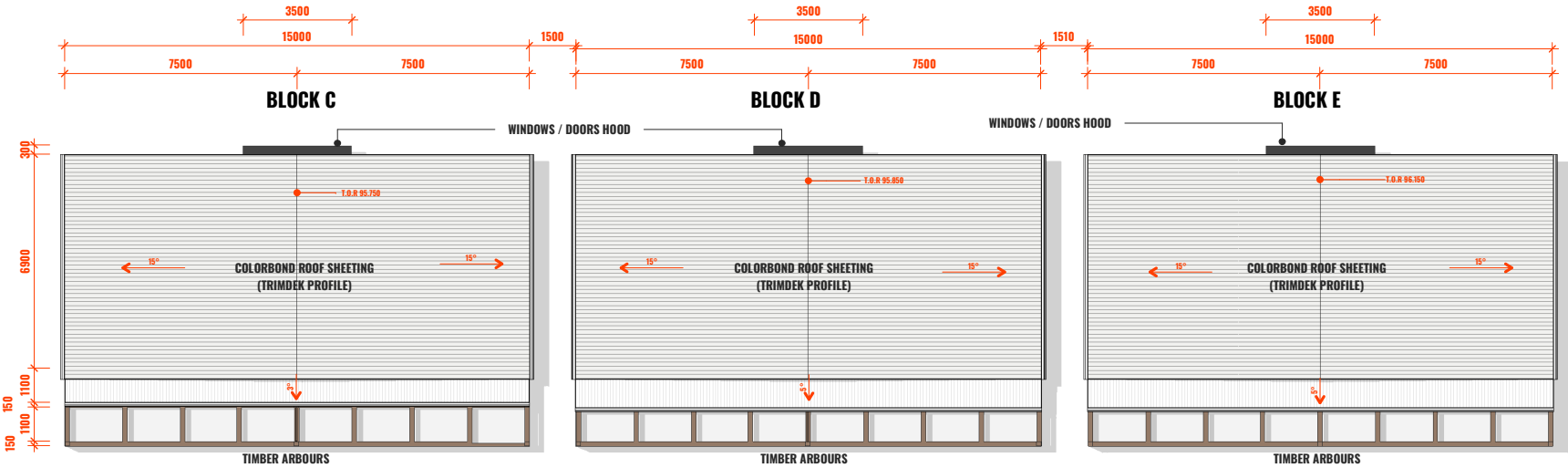
ISSUE

G

PRELIMINARY ISSUE NOT FOR CONSTRUCTION

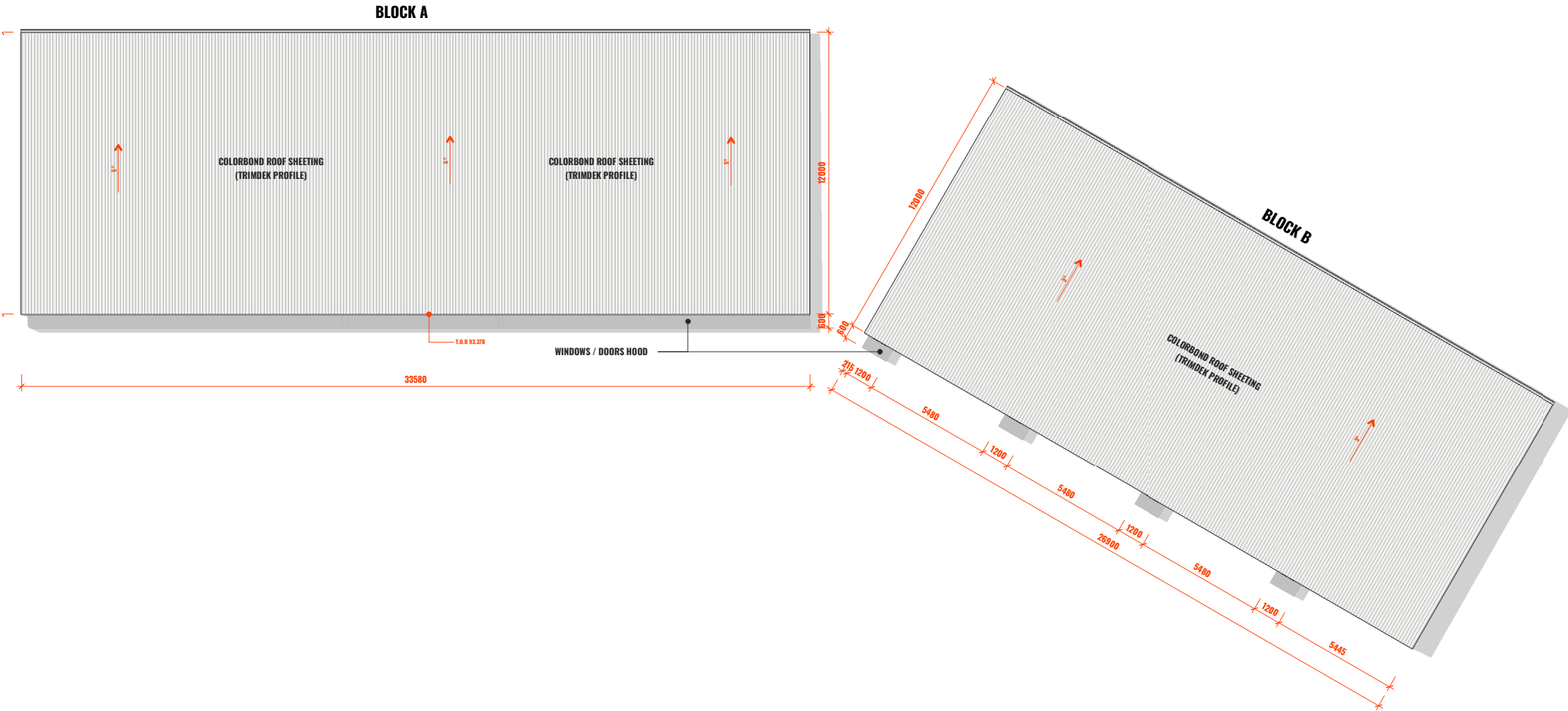
Item 10.5 - Attachment 1

Page 250



ROOF PLAN - BLOCK C, D, E

SCALE 1 : 200



OF PLAN - BLOCK A & B

E 1 : 200

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WINTEN
PROPERTY
GROUP

012345m

SCALE 1:100 @ A3

COORDINATES

NORTH POINT

S 28°00'43"

E 153°09'46"



ISSUE	DATE	DESCRIPTION
E	6/05/21	REVISED PRELIM. ISSUE FOR SRRC
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DESIGNER

DATE

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SEPT 2022

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CLIENT NAME

WINTEN PROPERTY GROUP

PROJECT NAME

THE BARNYARD CANUNGRA

SITE LOCATION

LOT 293, ROXBOROUGH STREET,
CANUNGRA, QLD, 4275

SHEET TITLE

ROOF PLAN - BLOCK A, B, C, D & E

SHEET NUMBER

A2.11

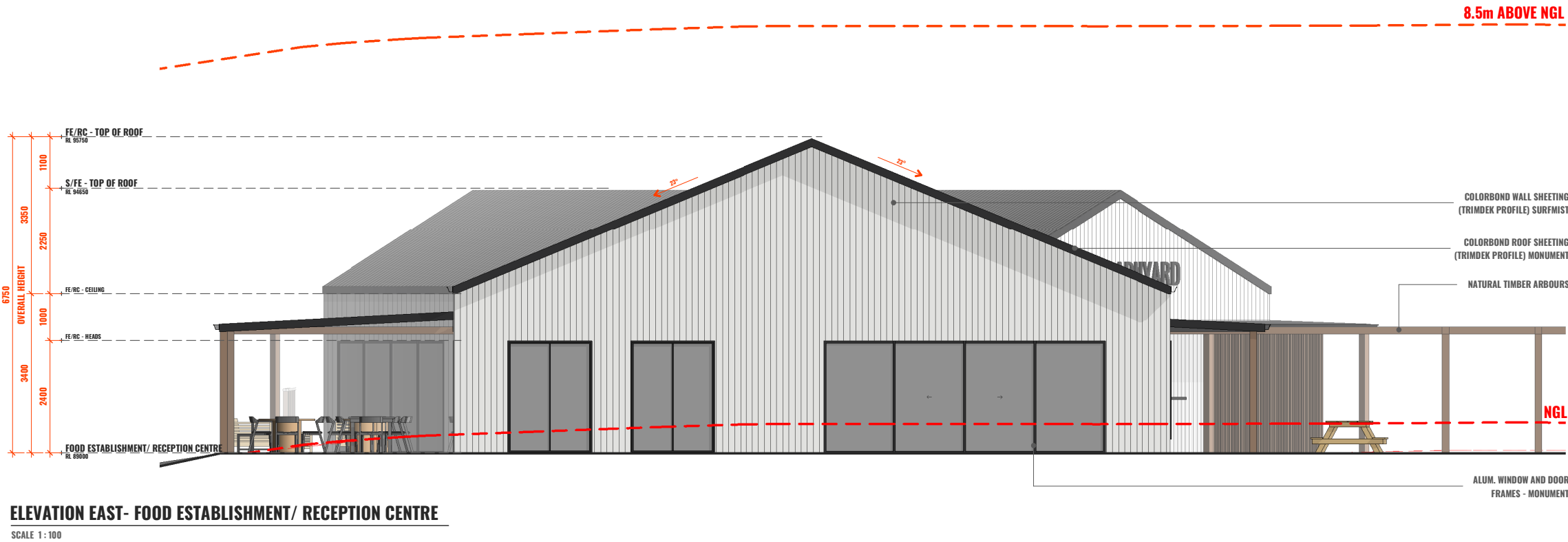
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052 - 01 - A2.11

ISSUE

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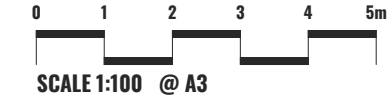
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WINTEN
PROPERTY GROUP



COORDINATES
S 28°00'43"
E 153°09'46"

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L.HOLMES	SEPT 2022

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CLIENT NAME
WINTEN PROPERTY GROUP

PROJECT NAME
THE BARNYARD CANUNGRA

SITE LOCATION
**LOT 293, ROXBOROUGH STREET,
CANUNGRA, QLD, 4275**

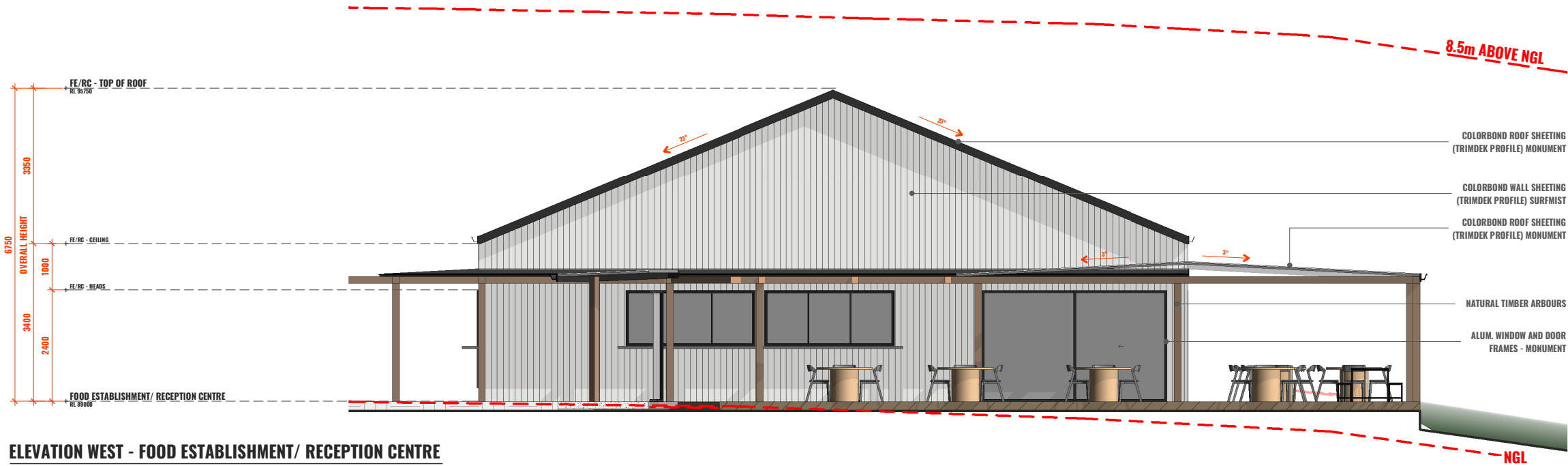
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**ELEVATIONS - FOOD ESTABLISHMENT/
RECEPTION CENTRE - NORTH AND EAST**

SHEET NUMBER

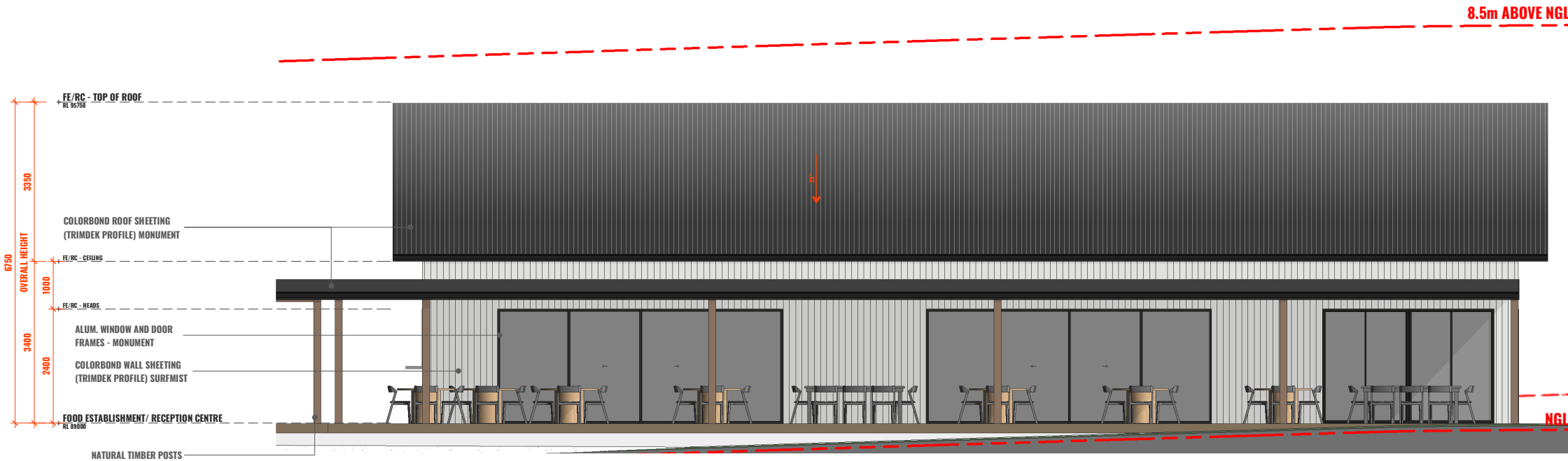
A3.1

DRAWING NUMBER
052 - 01 - A3.1

ISSUE
G



ELEVATION WEST - FOOD ESTABLISHMENT/ RECEPTION CENTRE
SCALE 1:100

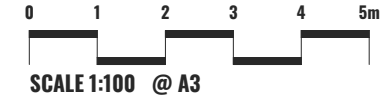


ELEVATION SOUTH - FOOD ESTABLISHMENT/ RECEPTION CENTRE
SCALE 1:100

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PROPERTY
GROUP



COORDINATES
S 28°00'43"
E 153°09'46"

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CLIENT NAME
WINTEN PROPERTY GROUP

PROJECT NAME
THE BARNYARD CANUNGRA

SITE LOCATION
**LOT 293, ROXBOROUGH STREET,
CANUNGRA, QLD, 4275**

SHEET TITLE
**ELEVATIONS - FOOD ESTABLISHMENT/
RECEPTION CENTRE - SOUTH AND WEST**

SHEET NUMBER

A3.2

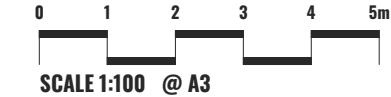
DRAWING NUMBER
052 - 01 - A3.2

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COORDINATES
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E 153°09'46"

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CLIENT NAME
WINTEN PROPERTY GROUP

PROJECT NAME
THE BARNYARD CANUNGRA

SITE LOCATION
**LOT 293, ROXBOROUGH STREET,
CANUNGRA, QLD, 4275**

SHEET TITLE
**ELEVATIONS - SHOPS / FOOD
ESTABLISHMENT - NORTH AND EAST**

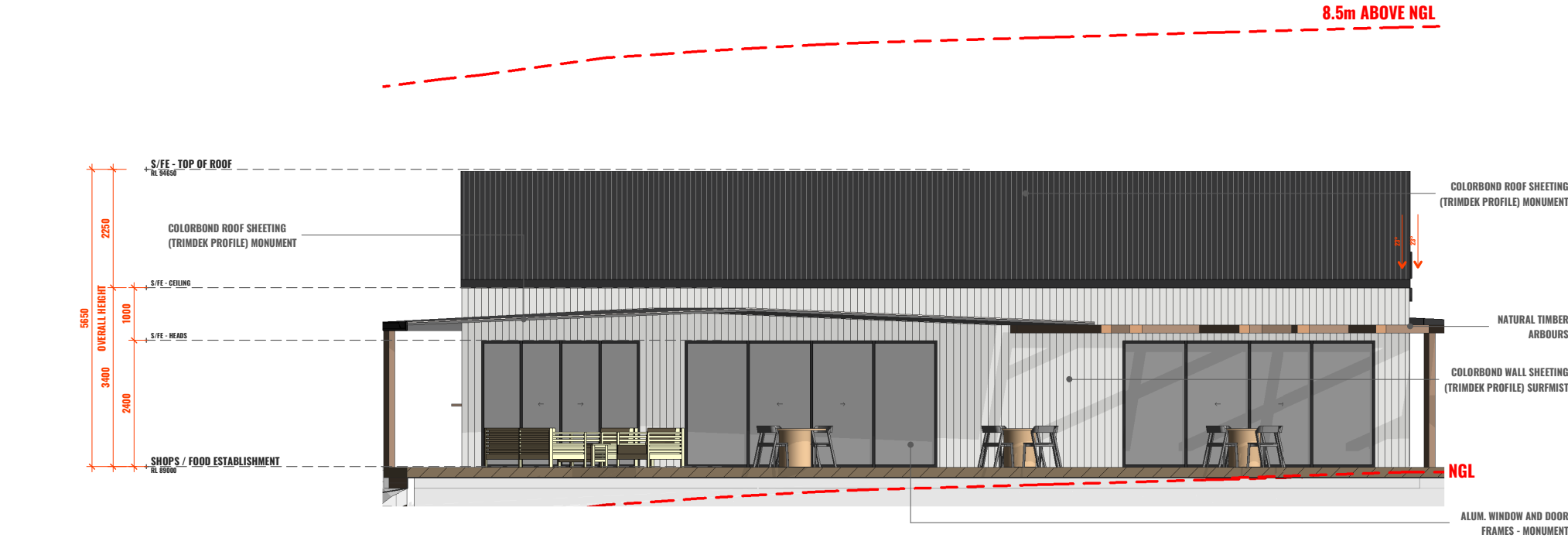
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A3.3

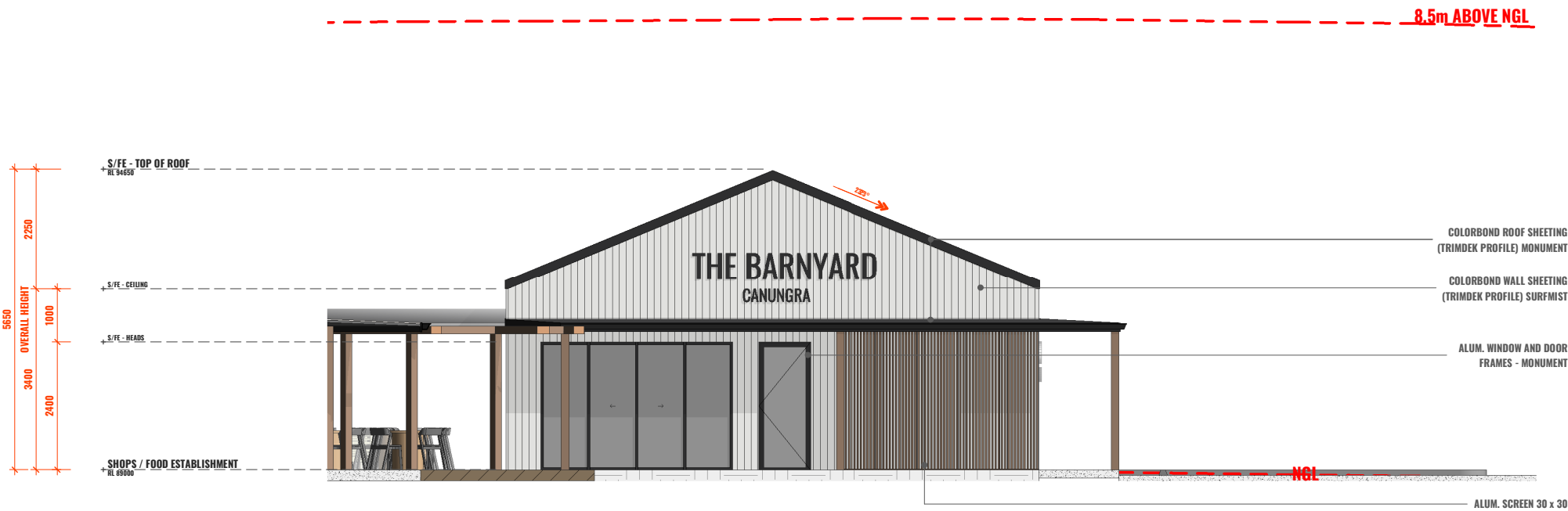
DRAWING NUMBER
052 - 01 - A3.3

ISSUE
G

PRELIMINARY ISSUE NOT FOR CONSTRUCTION



ELEVATION EAST- SHOPS / FOOD ESTABLISHMENT
SCALE 1 : 100

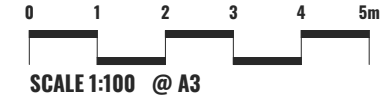
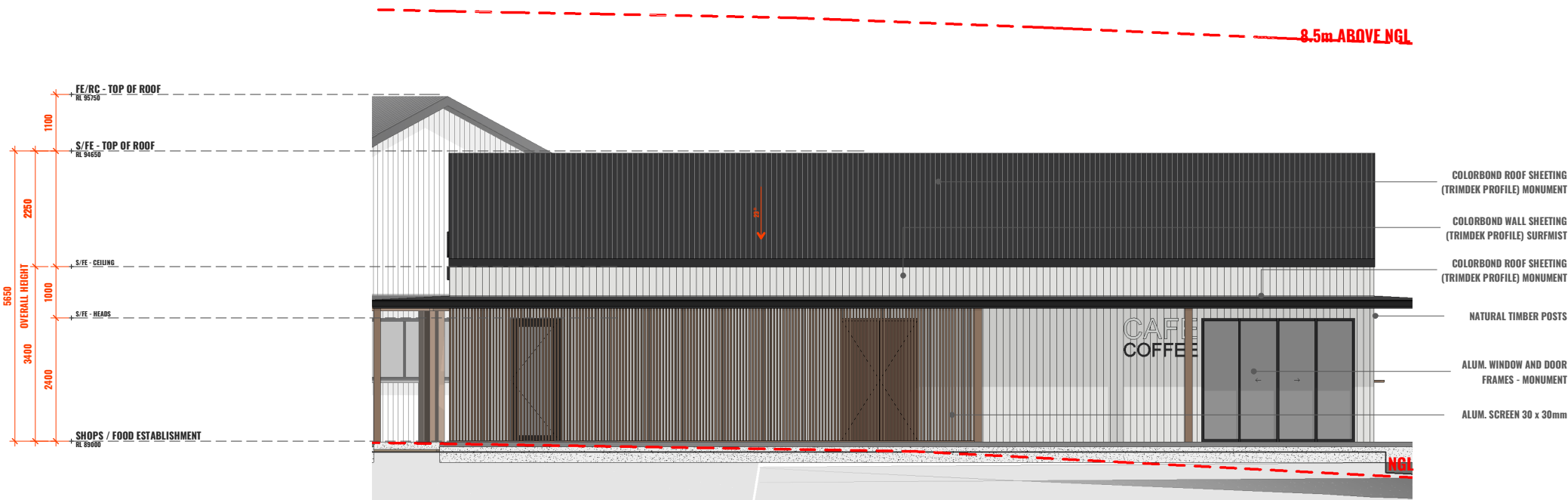


ELEVATION NORTH - SHOPS / FOOD ESTABLISHMENT
SCALE 1 : 100

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COORDINATES
S 28°00'43"
E 153°09'46"

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CLIENT NAME
WINTEN PROPERTY GROUP

PROJECT NAME
THE BARNYARD CANUNGRA

SITE LOCATION
LOT 293, ROXBOROUGH STREET,
CANUNGRA, QLD, 4275

SHEET TITLE
ELEVATIONS - SHOPS / FOOD
ESTABLISHMENT - SOUTH AND WEST

SHEET NUMBER

A3.4

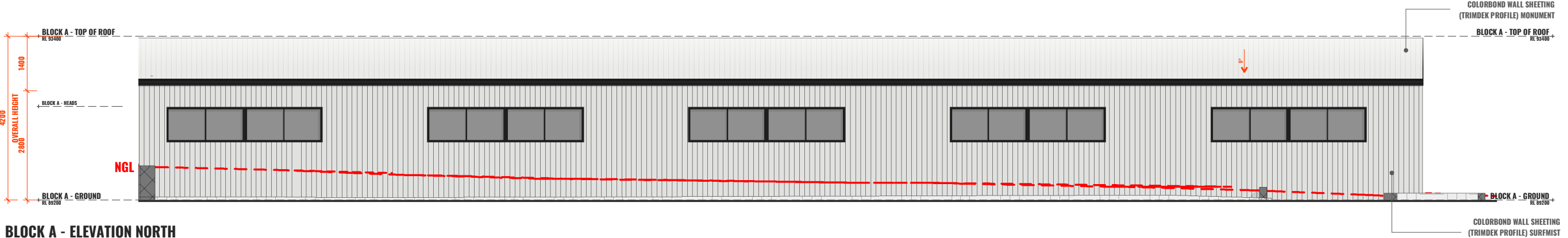
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052 - 01 - A3.4

ISSUE
G

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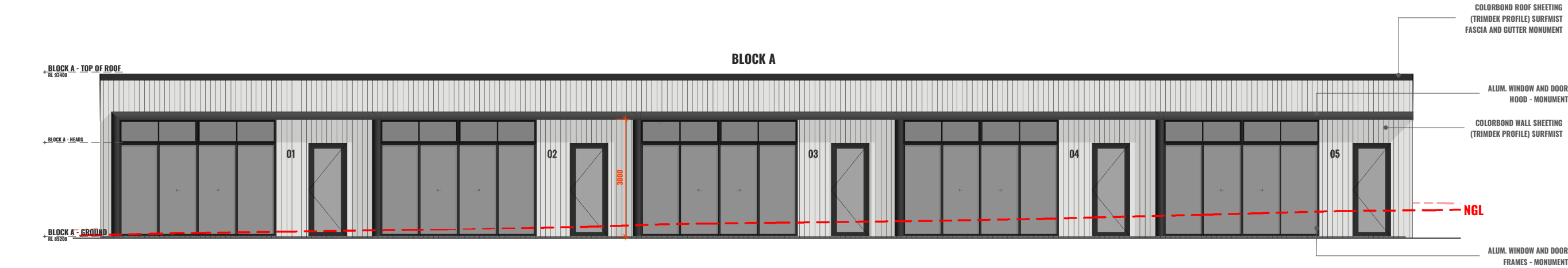


SHOPS / FOOD ESTABLISHMENT



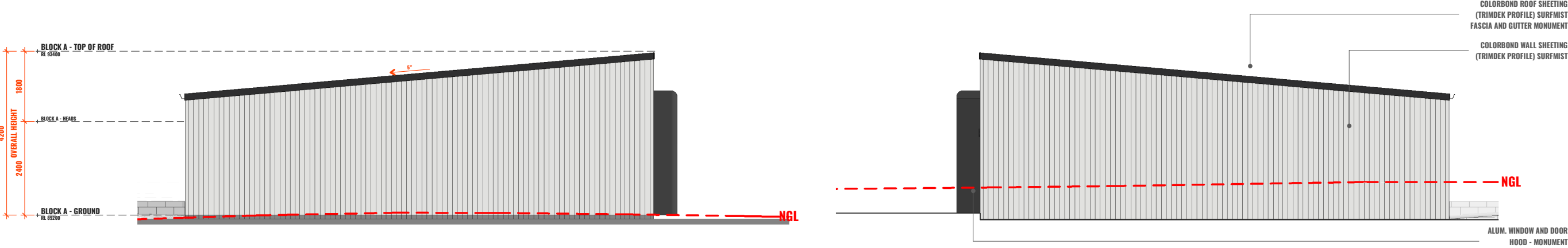
BLOCK A - ELEVATION NORTH

SCALE 1:100



BLOCK A - ELEVATION SOUTH

SCALE 1:100

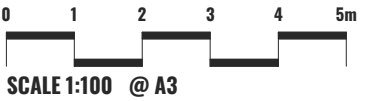


BLOCK A - ELEVATION WEST

SCALE 1:100

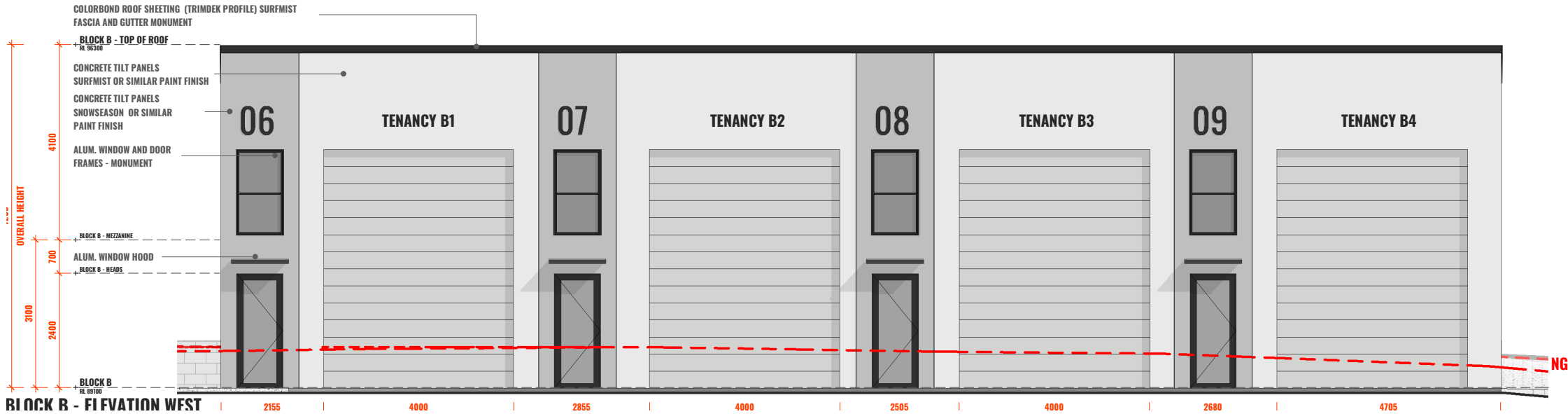
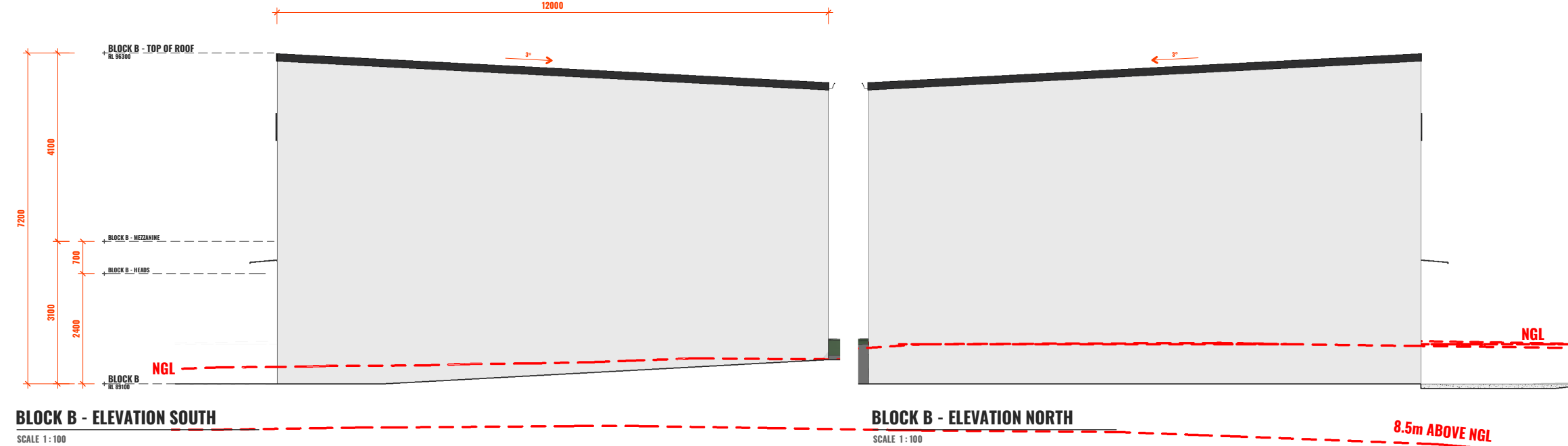
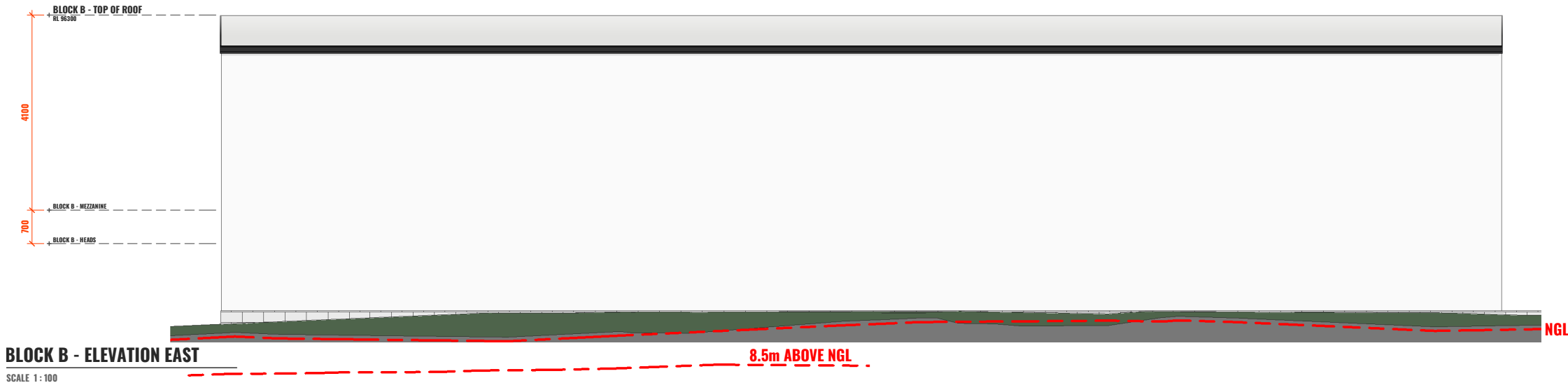
BLOCK A - ELEVATION EAST

SCALE 1:100



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<div><div><div>HOLMES</div><div>LUKE HOLMES DESIGN</div></div><div><div>IN ASSOCIATION WITH AUSPACIFIC ENGINEERS PTY LTD</div><div>B.ARCH.DSN</div><div>E. lukeholmesdesign@gmail.com</div></div></div> <div><div><div><div></div><div>WV</div></div><div>WINTEN PROPERTY GROUP</div></div></div>		<table><tr><th>ISSUE</th><th>DATE</th><th>DESCRIPTION</th></tr><tr><td>B</td><td>27/08/20</td><td>PRELIMINARY REVISED ISSUE</td></tr><tr><td>C</td><td>16/08/20</td><td>PRELIMINARY ISSUE</td></tr><tr><td>D</td><td>18/11/20</td><td>PRELIMINARY ISSUE FOR SRRC</td></tr><tr><td>E</td><td>6/05/21</td><td>REVISED PRELIM. ISSUE FOR SRRC</td></tr><tr><td>F</td><td>20/06/22</td><td>RFI RESPONSE</td></tr><tr><td>G</td><td>12/08/22</td><td>REVISED ISSUE</td></tr></table> <div>THIS DRAWING MAY NOT BE REPRODUCED OR TRANSMITTED IN ANY FORM OR BY ANY MEANS IN PART OR IN WHOLE, WITHOUT THE PRIOR WRITTEN PERMISSION OF LUKE HOLMES DESIGN.</div>	ISSUE	DATE	DESCRIPTION	B	27/08/20	PRELIMINARY REVISED ISSUE	C	16/08/20	PRELIMINARY ISSUE	D	18/11/20	PRELIMINARY ISSUE FOR SRRC	E	6/05/21	REVISED PRELIM. ISSUE FOR SRRC	F	20/06/22	RFI RESPONSE	G	12/08/22	REVISED ISSUE	<table><tr><td colspan="2">COORDINATES</td></tr><tr><td colspan="2">S 28°00'43" E 153°09'46"</td></tr><tr><td>DESIGNER</td><td>DATE</td></tr><tr><td>L.HOLMES</td><td>SEPT 2022</td></tr></table>	COORDINATES		S 28°00'43" E 153°09'46"		DESIGNER	DATE	L.HOLMES	SEPT 2022	<table><tr><td colspan="2">PROJECT NAME</td></tr><tr><td colspan="2">THE BARNYARD CANUNGRA</td></tr><tr><td colspan="2">CLIENT NAME</td></tr><tr><td colspan="2">WINTEN PROPERTY GROUP</td></tr></table>	PROJECT NAME		THE BARNYARD CANUNGRA		CLIENT NAME		WINTEN PROPERTY GROUP		<table><tr><td colspan="2">SHEET TITLE</td></tr><tr><td colspan="2">ELEVATIONS - BLOCK A</td></tr><tr><td colspan="2">SITE LOCATION</td></tr><tr><td colspan="2">LOT 293, ROXBOROUGH STREET, CANUNGRA, QLD, 4275</td></tr></table>	SHEET TITLE		ELEVATIONS - BLOCK A		SITE LOCATION		LOT 293, ROXBOROUGH STREET, CANUNGRA, QLD, 4275		<table><tr><td colspan="2">SHEET NUMBER</td></tr><tr><td colspan="2">A3.5</td></tr><tr><td>DRAWING NUMBER</td><td>ISSUE</td></tr><tr><td>052 · 01 · A3.5</td><td>G</td></tr></table>	SHEET NUMBER		A3.5		DRAWING NUMBER	ISSUE	052 · 01 · A3.5	G
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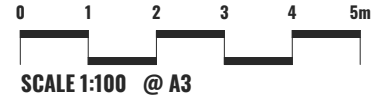


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ISSUE	DATE	DESCRIPTION
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L.HOLMES	SEPT 2022

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CLIENT NAME
WINTEN PROPERTY GROUP

PROJECT NAME
THE BARNYARD CANUNGRA

SITE LOCATION
**LOT 293, ROXBOROUGH STREET,
CANUNGRA, QLD, 4275**

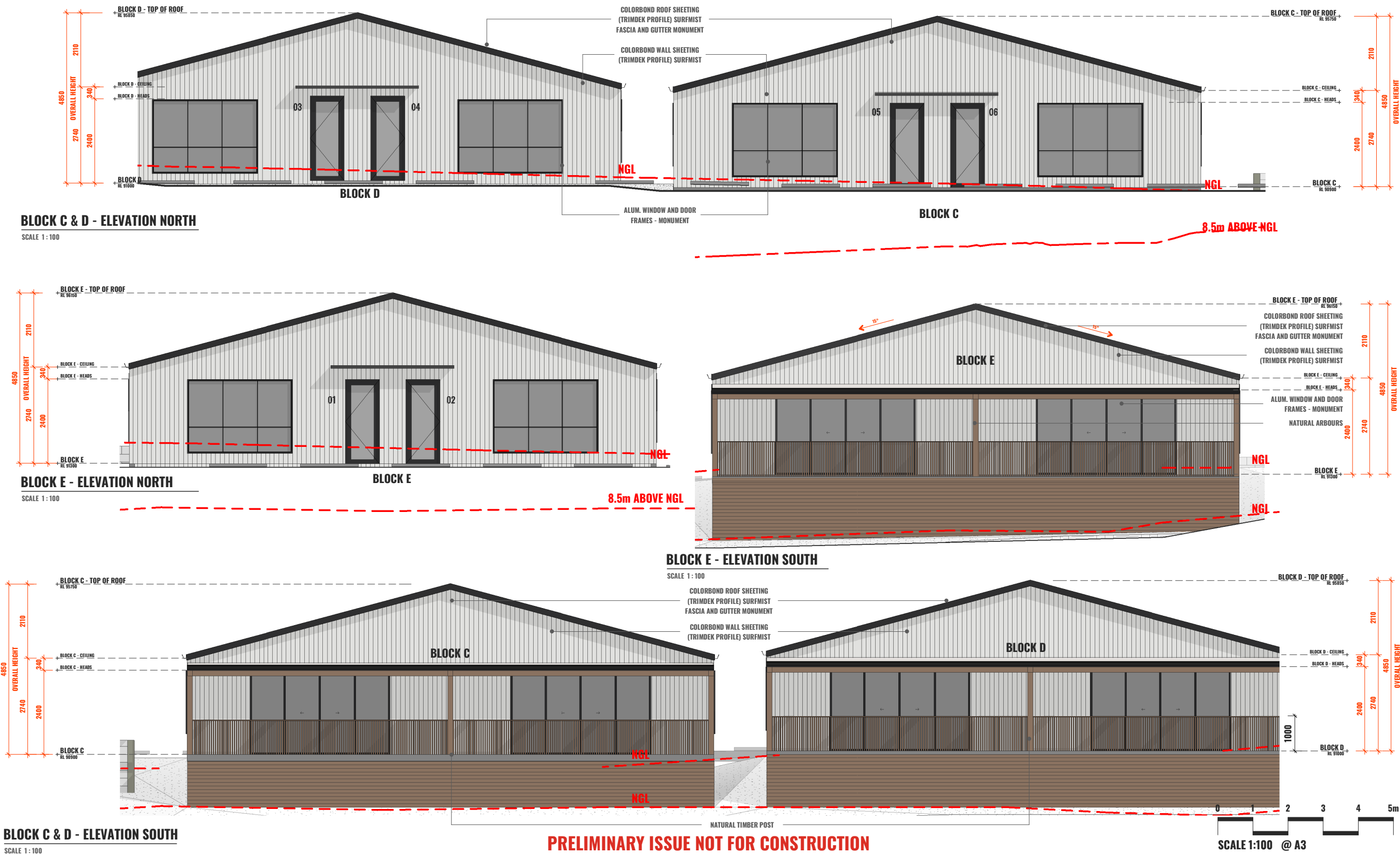
SHEET TITLE
ELEVATIONS - BLOCK B

SHEET NUMBER
A3.6

DRAWING NUMBER
052 - 01 - A3.6

ISSUE
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ISSUE	DATE	DESCRIPTION
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COORDINATES	DESIGNER	DATE
S 28°00'43" E 153°09'46"	L.HOLMES	SEPT 2022

PROJECT NAME	CLIENT NAME
THE BARNYARD CANUNGRA	WINTEN PROPERTY GROUP

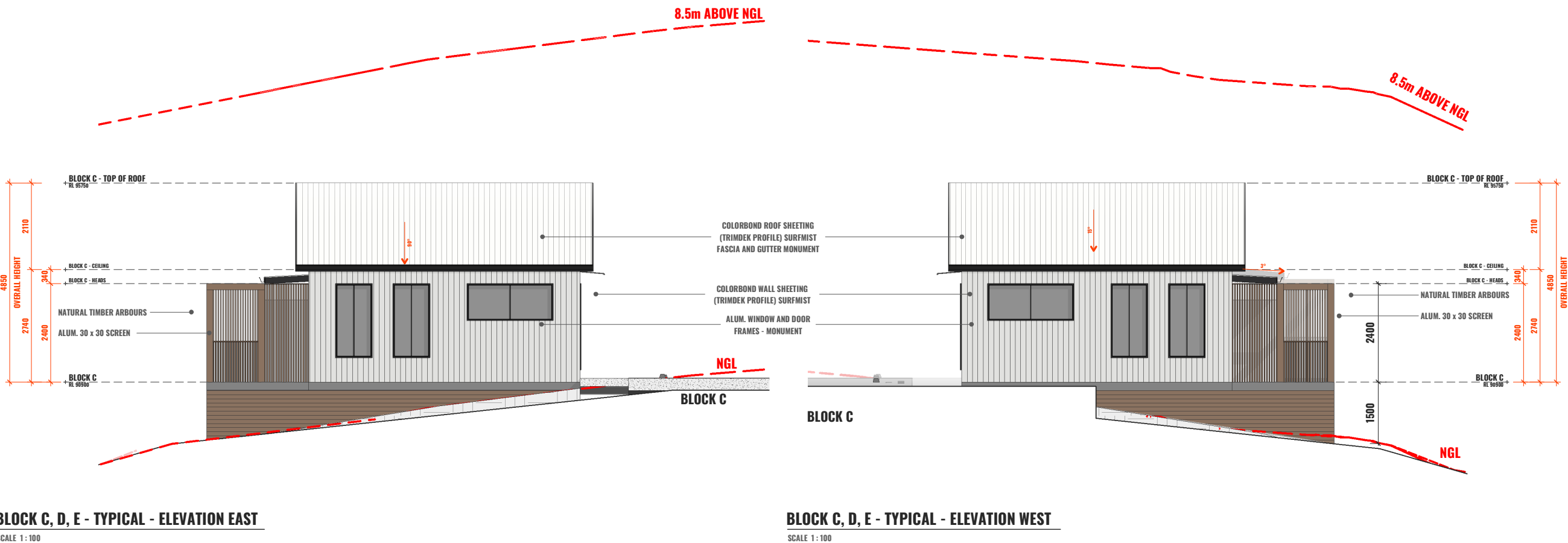
SHEET TITLE	SITE LOCATION
ELEVATIONS - BLOCK C, D, E	LOT 293, ROXBOROUGH STREET, CANUNGRA, QLD, 4275

SHEET NUMBER

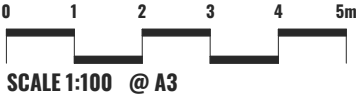
A3.7

DRAWING NUMBER
052 - 01 - A3.7

ISSUE
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E.lukeholmesdesign@gmail.com

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WINTEN
PROPERTY
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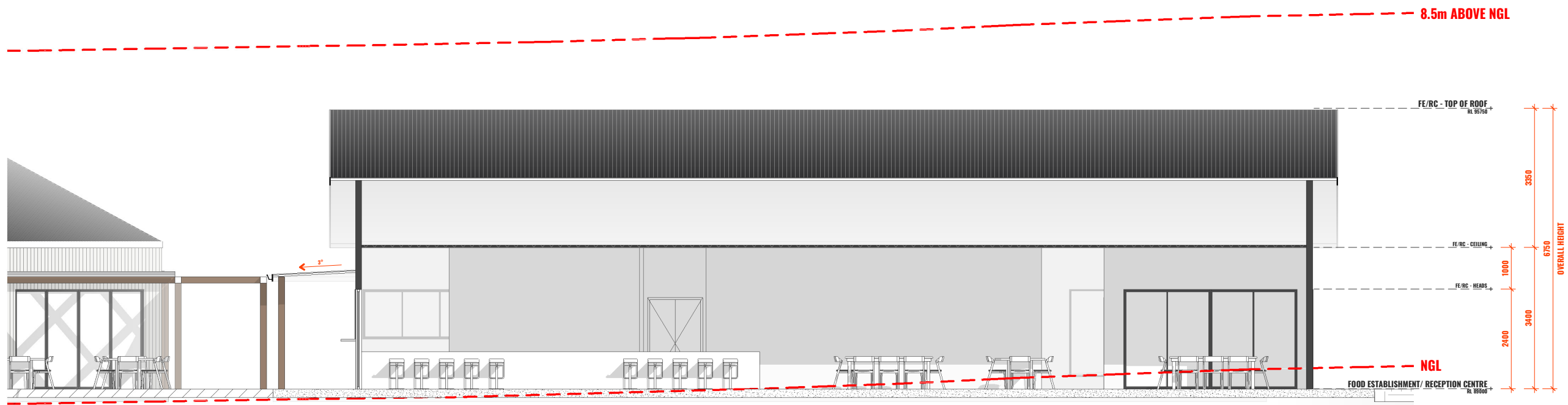
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E 153°09'46"	
DESIGNER	DATE
L.HOLMES	SEPT 2022

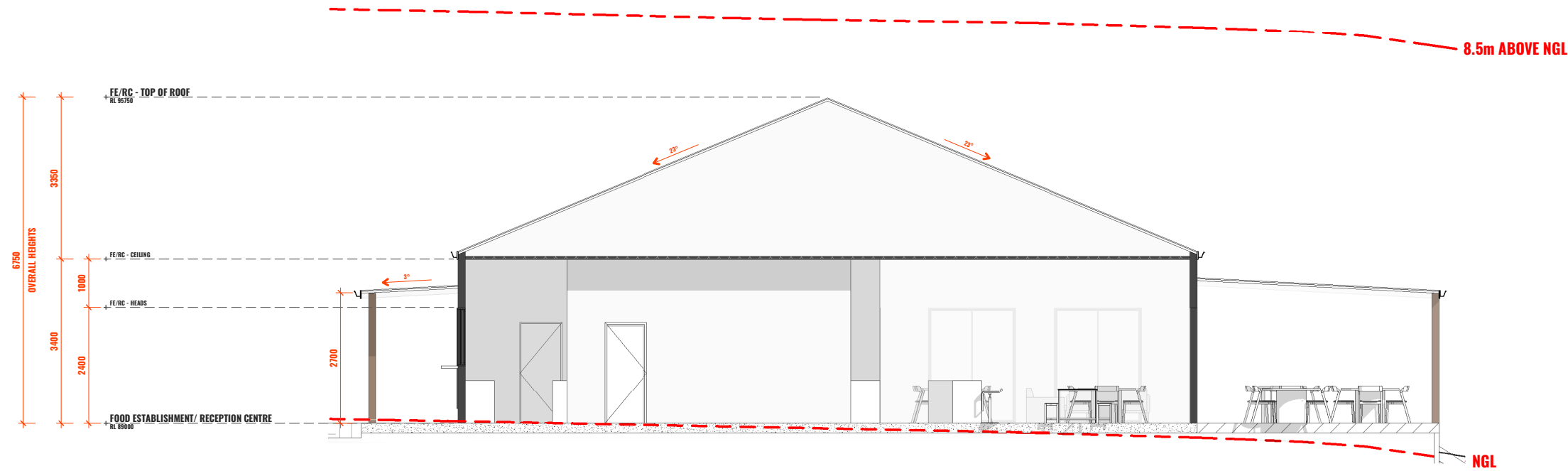
PROJECT NAME
THE BARNYARD CANUNGRA
CLIENT NAME
WINTEN PROPERTY GROUP

SHEET TITLE
ELEVATION - BLOCK C, D, E
SITE LOCATION
LOT 293, ROXBOROUGH STREET, CANUNGRA, QLD, 4275

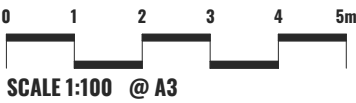
SHEET NUMBER
A3.8
DRAWING NUMBER
052 - 01 - A3.8
ISSUE
G



SECTION A - FOOD ESTABLISHMENT/ RECEPTION CENTRE
SCALE 1:100

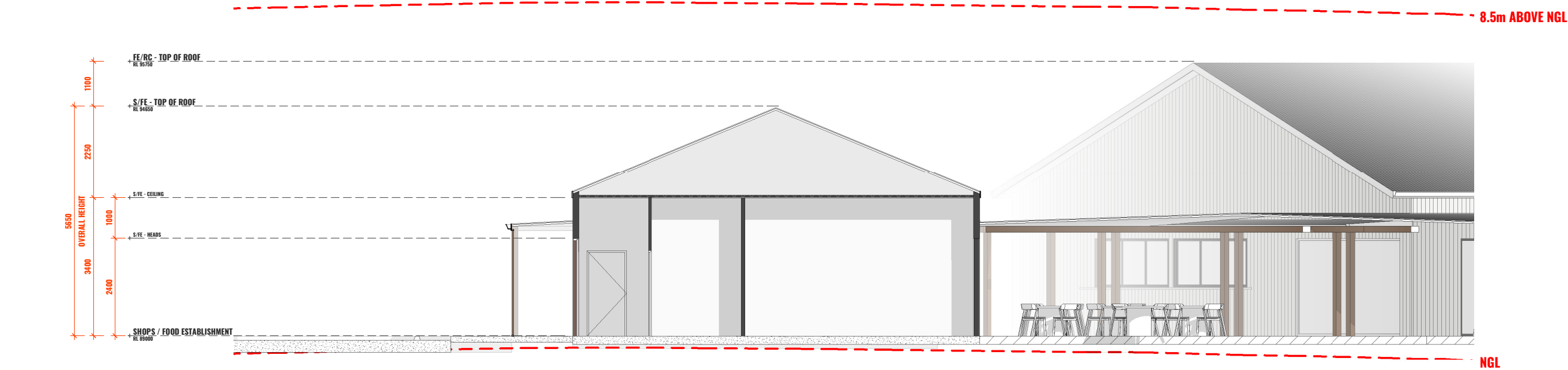


SECTION B - FOOD ESTABLISHMENT/ RECEPTION CENTRE
SCALE 1:100

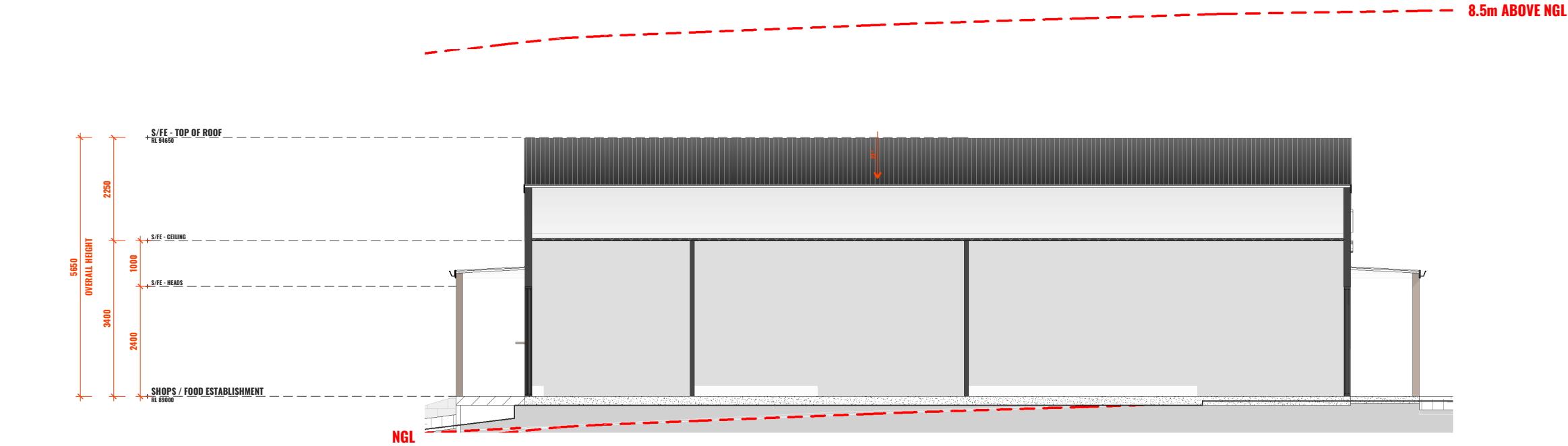


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SECTION C - SHOPS / FOOD ESTABLISHMENT
SCALE 1 : 100



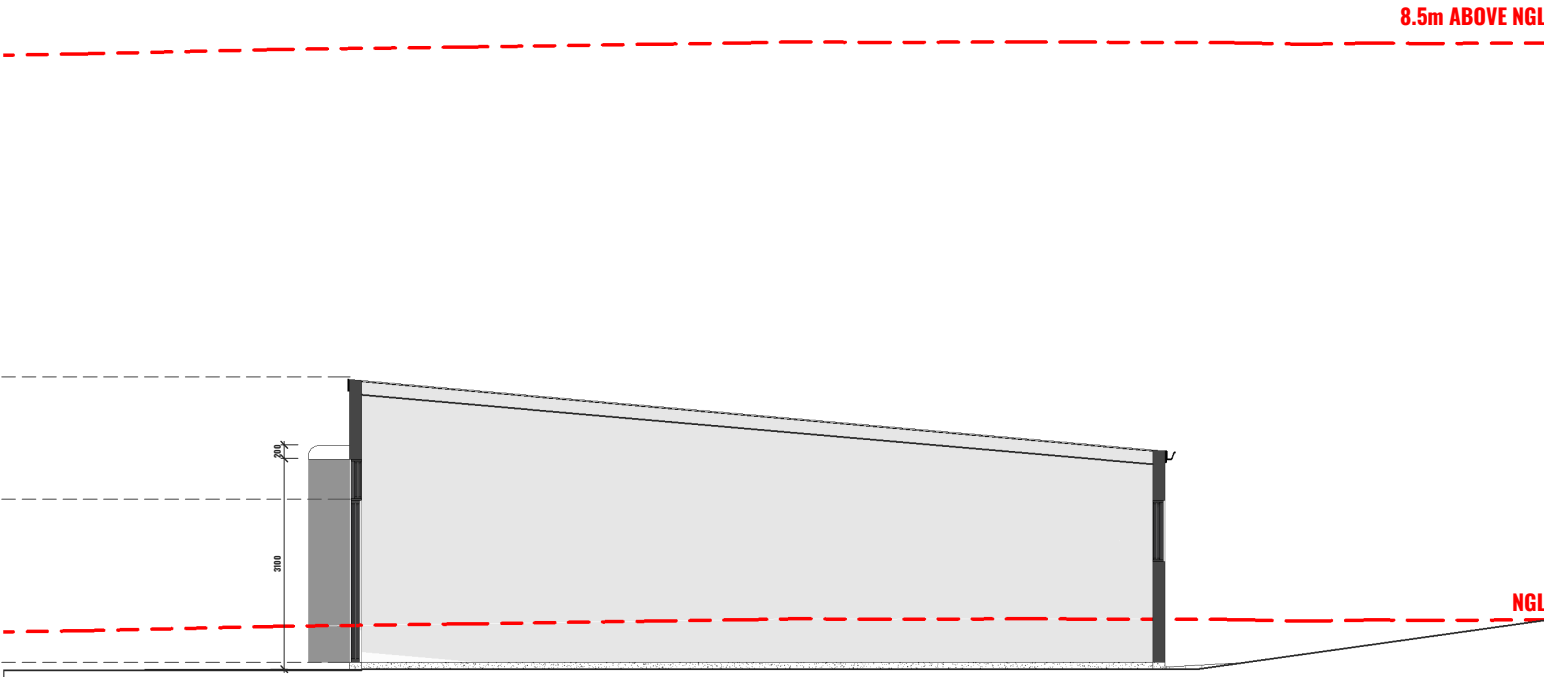
SECTION D - SHOPS / FOOD ESTABLISHMENT
SCALE 1 : 100

PRELIMINARY ISSUE NOT FOR CONSTRUCTION

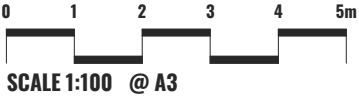
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SECTION E - BLOCK A
SCALE 1:100



SECTION F - BLOCK A
SCALE 1:100



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WINTEN
PROPERTY
GROUP

ISSUE	DATE	DESCRIPTION
A	20/06/22	RFI RESPONSE
B	12/08/22	REVISED ISSUE

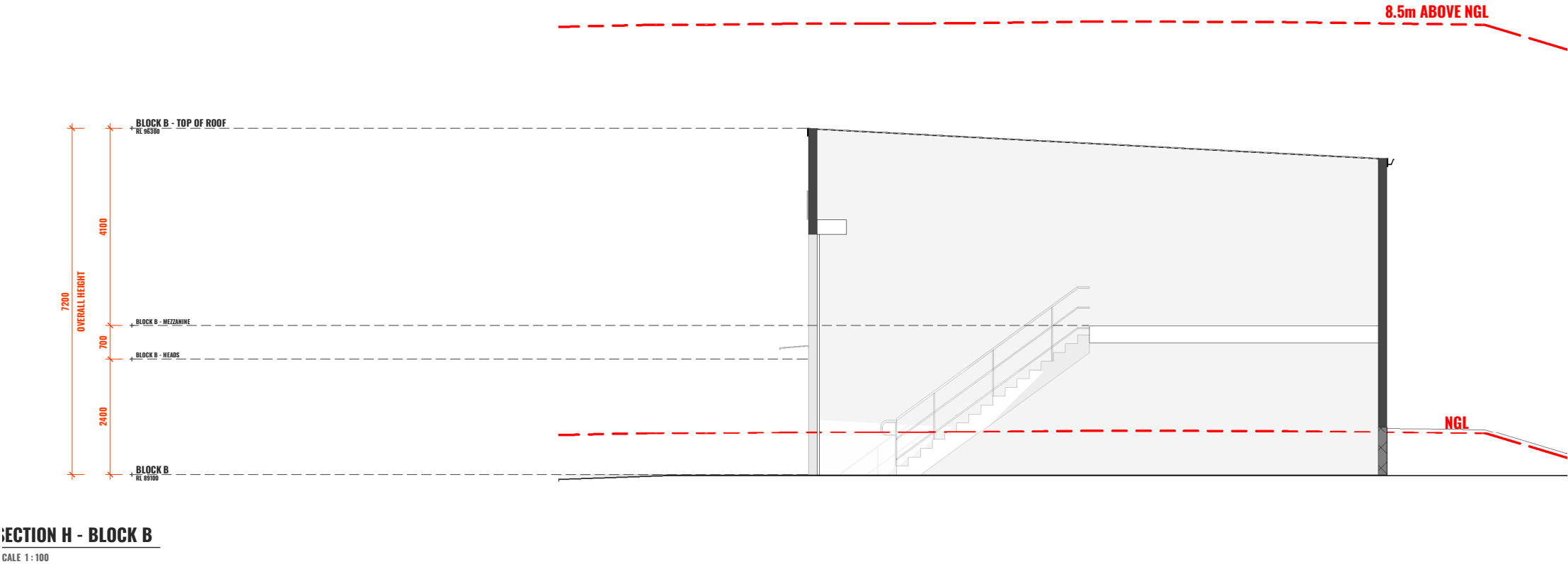
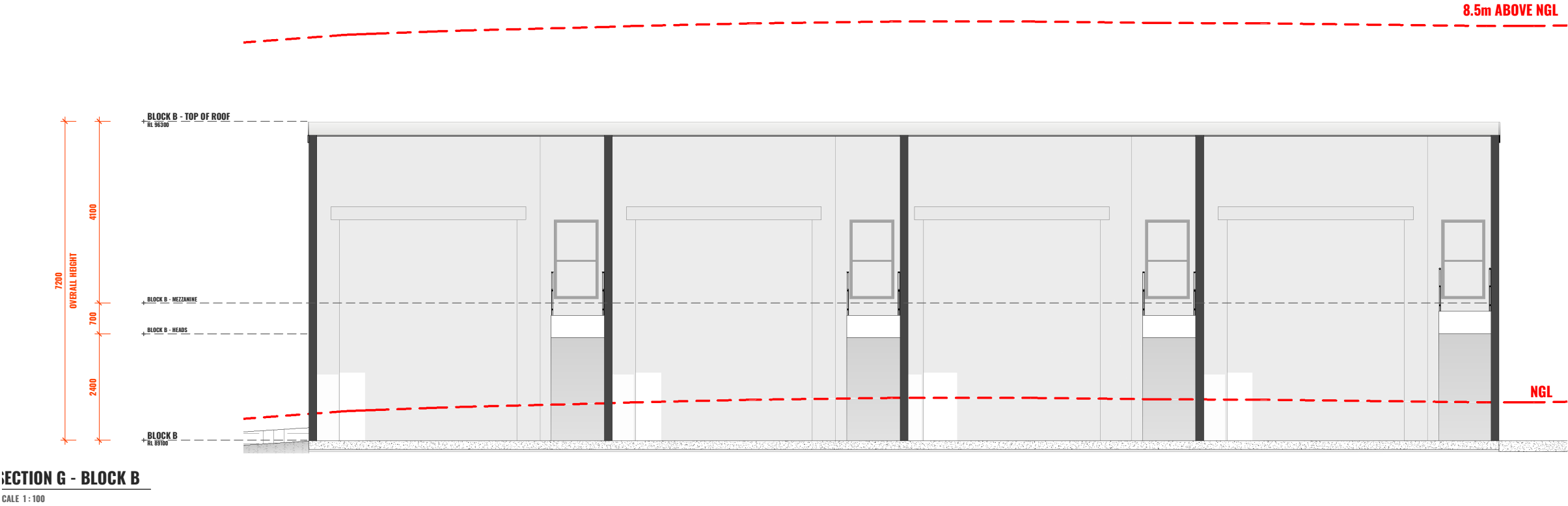
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COORDINATES
S 28°00'43" E 153°09'46"
DESIGNER
L.HOLMES
DATE
SEPT 2022

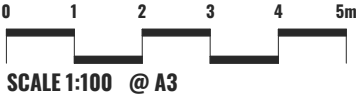
PROJECT NAME
THE BARNYARD CANUNGRA
CLIENT NAME
WINTEN PROPERTY GROUP

SHEET TITLE
SECTIONS E & F - BLOCK A
SITE LOCATION
LOT 293, ROXBOROUGH STREET, CANUNGRA, QLD, 4275

SHEET NUMBER
A4.3
DRAWING NUMBER
052 - 01 - A4.3
ISSUE
B

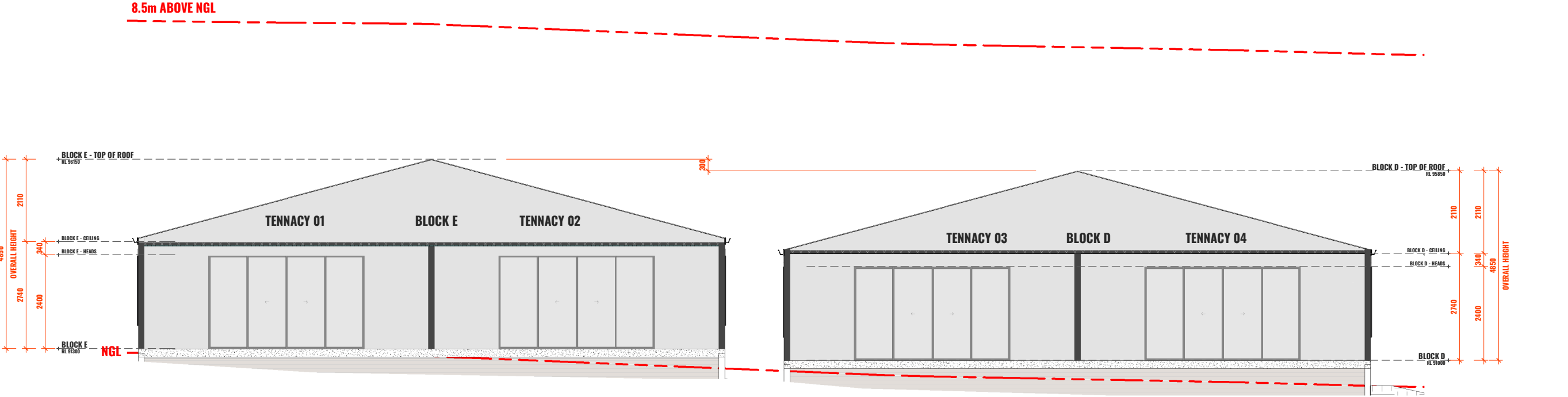


SECTION H - BLOCK B
SCALE 1:100

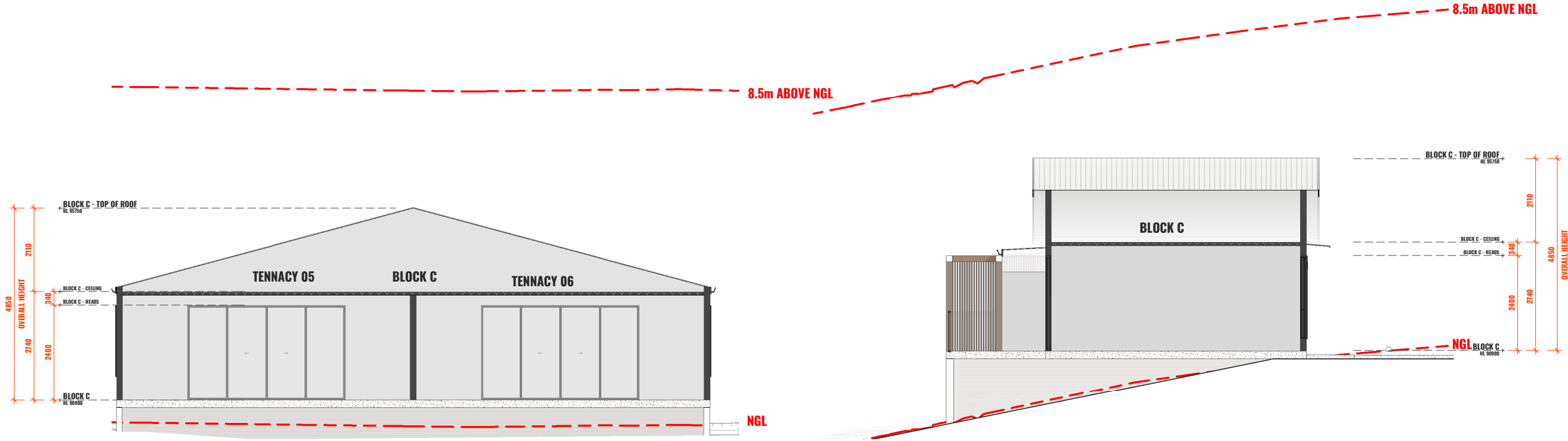


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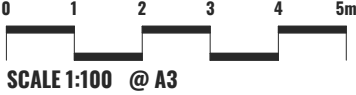


SECTION I - BLOCK E AND D
SCALE 1:100



SECTION I - BLOCK C
SCALE 1:100

SECTION J - BLOCK C, D, E - TYPICAL SECTION
SCALE 1:100



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VI VIEW 1 - REFER DWG A1.1 FOR EXACT LOCATION

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V2 VIEW 2 - REFER DWG A1.1 FOR EXACT LOCATION

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V3 VIEW 3 - REFER DWG A1.1 FOR EXACT LOCATION

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B.ARCH.DSN

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E	6/05/21	REVISED PRELIM. ISSUE FOR SRRC
F	20/06/22	RFI RESPONSE
G	12/08/22	REVISED ISSUE
H	25/08/22	REVISED DISCUSSION ISSUE
J	21/09/22	REVISED ACOUSTIC REVISION

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ARTIST IMPRESSIONS - SHEET 4	

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DESIGNER	DATE
L.HOLMES	SEPT 2022

CLIENT NAME
WINTEN PROPERTY GROUP

SITE LOCATION
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DRAWING NUMBER
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Asset & Environmental Sustainability**10.6 Waste Asset Development, Operations and Services Expression of Interest - Progress Update**

Executive Officer: General Manager Asset and Environmental Sustainability

Item Author: Manager Resources and Sustainability

Attachments: Nil

Executive Summary

In progressing implementation of the Waste Management and Resource Recovery Strategy 2021-2026, Waste Services engaged MRA Consulting Group to prepare documentation for the release of an Expression of Interest for waste asset development, operations and services. The public release of the Expression of Interest is scheduled to commence on 19 April 2023 and to close on 26 May 2023.

Recommendation

That Council note the progress of the Expression of Interest for waste asset development, operations and services, particularly that it is scheduled to be released to the public on 19 April 2023 and to close on 26 May 2023.

Previous Council Considerations / Resolutions

At the Ordinary Meeting held on 6 September 2022 (Item 10.5), it was resolved that:

1. It is in the public interest to invite Expressions of Interest for waste facilities operations, resource recovery and advanced waste management technology and services in accordance with the Local Government Regulation 2012, section 228(3); and
2. To endorse an Expression of Interest process for waste facilities development, operations, resource recovery and advanced waste management technology and services in accordance with the Local Government Regulation 2021, section 228(5).

At the Ordinary Meeting held on 22 June 2021 (Item 10.3), it was resolved that Council adopt the Waste Management and Resource Recovery Strategy 2021-2026.

At the Ordinary Meeting held on 13 April 2021 (Item 11.1), it was resolved that Council endorse the draft South East Queensland Waste Management Plan.

Report / Background

Following Council's endorsement of the Expression of Interest for waste asset development, operations and services (EOI) process, Waste Services has engaged MRA Consulting Group (MRA) to assist Council in developing and implementing an appropriate consultation and engagement process and associated EOI tender documentation.

The EOI will invite responses from the business and community sector in relation to:

- Operation and development of, including the construction of assets at, the Bromelton Waste Facility and waste transfer stations;
- Processing food organics and garden organics, including management within the Bromelton Waste Facility or acceptance for management within other external processes; and
- Advanced residuals management technologies to be incorporated in development of the Bromelton Waste Facility.

The EOI process does not bind Council to any provider or specific outcome. Rather, it builds knowledge and understanding of the current landfill and resource recovery market, innovative solutions and possible pathways to meet waste management and resource recovery objectives. The EOI process will position Council to progress with a comprehensive procurement process, including provisions to invite successful shortlisted respondents from the EOI process to submit detailed tenders for Council's consideration.

The EOI will be publicly released for a period of approximately five weeks between 19 April and 26 May 2023. Interested parties can access information from Council's website.

Budget / Financial Implications

\$250,000 has been allocated in the current operational budget 2022-2023 to complete the EOI process.

Strategic Implications

Operational Plan

Theme: 2. Sustainable and Prosperous Economy

Key Area of Focus: The current and future economic prosperity of the region

Legal / Statutory Implications

Local Government Act and Regulation.

Risks

Strategic Risks

The following Level 1 and Level 2 (strategic) risks are relevant to the matters considered in this report:

- SR52 Ineffective and/or unrealistic strategic plans which are not appropriately scoped or resourced, resulting in missed opportunities, re-work, failure to deliver objectives and loss of confidence by community.
- SR53 Inadequate sustainable economic growth plans in place to appropriately maximise opportunities, resulting in increased pressures on Council and State infrastructure and social environmental cohesiveness.

Risk Assessment

Category	Consequence	Likelihood	Inherent Risk Rating	Treatment of risks	Residual Risk Rating
Infrastructure, Assets & Service Delivery Broad consultation and engagement to ensure EOI documentation is appropriately scope	2 Minor	Possible	Medium	Broad consultation and engagement to ensure EOI documentation is appropriately scope	Low
Governance, Risk & Compliance Governance process around development of EOI and subsequent phases does not comply with Local Government Act requirements	3 Moderate	Possible	Medium	Appoint a suitably qualified probity auditor to advise on appropriate governance processes	Low
Reputation, Community & Civic Leadership Adverse reputational impact due to inability to provide services in accordance with changing service level requirements and expectations	3 Moderate	Possible	Medium	Implement Waste Management and Resource Recovery Strategy with a focus on Broad consultation and engagement to ensure EOI documentation is appropriately scoped	Low
Reputation, Community & Civic Leadership Community opposition to development of Council waste assets	3 Moderate	Possible	Medium	Community consultation and engagement through asset development process	Medium
Environmental Inadequate scoping of EOI to reflect the need for solutions that meet Councils requirements with respect to environmental management	2 Minor	Unlikely	Low	Broad consultation and engagement to ensure EOI documentation is appropriately scoped.	Low
Workforce Reduced employee engagement or industrial action due to perceived or actual changes to work environment	3 Moderate	Possible	Medium	Consultation with employees, unions	Low

Consultation

The following internal business units were consulted in relation to the proposal of an EOI process: Maintenance and Operations; Regional Prosperity; Planning and Development; Communications and Marketing; and Human Resources.

Additional consultation with Council officers and a range of external stakeholders will occur in order to progress the EOI process.

Conclusion



The EOI process for the development of waste facilities, operations, resource recovery and advanced waste management technology and associated services is currently progressing and interested parties will have the opportunity to access relevant information and express interest from 19 April 2023.

10.7 Road Naming - Unnamed roads at Bromelton and Wyaralong

Executive Officer: General Manager Asset and Environmental Sustainability

Item Author: Manager Maintenance and Operations

Attachments:

1. Proposed Section of Road to be named Bulugen Road [!\[\]\(7a8011739ec4e250e2f89a547d75fb0a_img.jpg\)](#) 
2. Proposed Section of Road to be named Crows Creek Road [!\[\]\(44ee86b940d3a0ca166486da8985875e_img.jpg\)](#) 

Executive Summary

Council has received applications to name unnamed roads off Upper Allan Creek Road, Bromelton, and Beaudesert-Boonah Road, Wyaralong.

Recommendation

That:

1. Council name the unnamed road off Upper Allan Creek Road, Bromelton, which commences approximately 5 kilometres along Upper Allan Creek Road from its intersection with Beaudesert Boonah Road, Bulugen Road; and
2. Council name the unnamed road off Beaudesert-Boonah Road, Wyaralong, which commences approximately 2.5 kilometres north-west of the intersection of Wyaralong Dam access road and Beaudesert-Boonah Road, Crows Creek Road.

Previous Council Considerations / Resolutions

Not applicable.

Report / Background

Council is to consider two separate requests for road naming. The first request is for an unnamed road off Upper Allan Creek Road, at Bromelton; the second an unnamed road off Beaudesert-Boonah Road, at Wyaralong.

Unnamed road off Upper Allan Creek Road

Council has received an application from a property owner at Bromelton, to name an unnamed road off Upper Allan Creek Road, which commences approximately 5 kilometres along Upper Allan Creek Road from its intersection with Beaudesert-Boonah Road (refer Attachment 1).

The applicant owns property along the unnamed road and seeks to have the road named Bulugen Road, to provide a unique identification to assist emergency services, government agencies and the public in correctly locating properties along this road. The road is currently classified as a 5f rural formed road, with access maintained by Council on an as-required basis. Currently, the unnamed road is colloquially referred to as Upper Allan Creek Road part 2, resulting in confusion.

Located at the end of the road reserve, the applicant's property was named Bulugen at the time of purchase, named by the Everdell family, which took up the original land selection.

The proposed name is not currently utilised within the Scenic Rim region or adjacent local government areas, and meets the objectives of Council's Naming of Roads and Places Policy RF04.03CP.

Unnamed road off Beaudesert-Boonah Road

Council has further received an application from a property owner at Wyaralong, to name an unnamed road off Beaudesert-Boonah Road, Wyaralong, approximately 2.5 kilometres north-west of its intersection with the Wyaralong Dam access road (refer Attachment 2).

The applicant owns property along the unnamed road and seeks to have the road named Crows Creek Road, to provide a unique identification to assist emergency services, government agencies and the public in correctly locating properties along this road. The road is currently classified as a 5g rural unformed road, being an earthen track within an unconstructed road reserve.

Crows Creek is a tributary of Wyaralong Dam and its name is used colloquially by property owners to identify the area.

The proposed name is not currently utilised within the Scenic Rim region or adjacent local government areas and meets the objectives of Council's Naming of Roads and Places Policy RF04.03CP.

In both instances, the road type 'road' is defined in AS/NZS 4819:2011 as an 'Open way or public passage primarily for vehicles' and is appropriate to both locations.

Budget / Financial Implications

Council's Road Maintenance section would fund the cost of low order signage, sufficient to identify each road, with a low-level estimate of \$300 per sign to install.

Strategic Implications

Operational Plan

Theme: 6. Accessible and Serviced Region

Key Area of Focus: A sustainable program of local, higher order infrastructure delivery necessary to support population and economic growth

Legal / Statutory Implications

Not applicable.

Risks

Strategic Risks

The following Level 1 and Level 2 (strategic) risks are relevant to the matters considered in this report:

SR43 Inadequate or ineffective planning, delivery and maintenance of infrastructure resulting in risk to public and staff safety and potential financial implications.

Risk Assessment

Category	Consequence	Likelihood	Inherent Risk Rating	Treatment of risks	Residual Risk Rating
Infrastructure, Assets & Service Delivery Adverse impacts to the community due to inadequate or ineffective planning, delivery or maintenance of infrastructure resulting in risk to public safety and potential financial implications.	2 Minor	Possible	Medium	Maintenance and inspection schedule; Core asset management plans	Low

Consultation

Internal consultation

Level of maintenance information sought from Road Maintenance team; confirmation of name availability sought from the Information Services and Technology team.

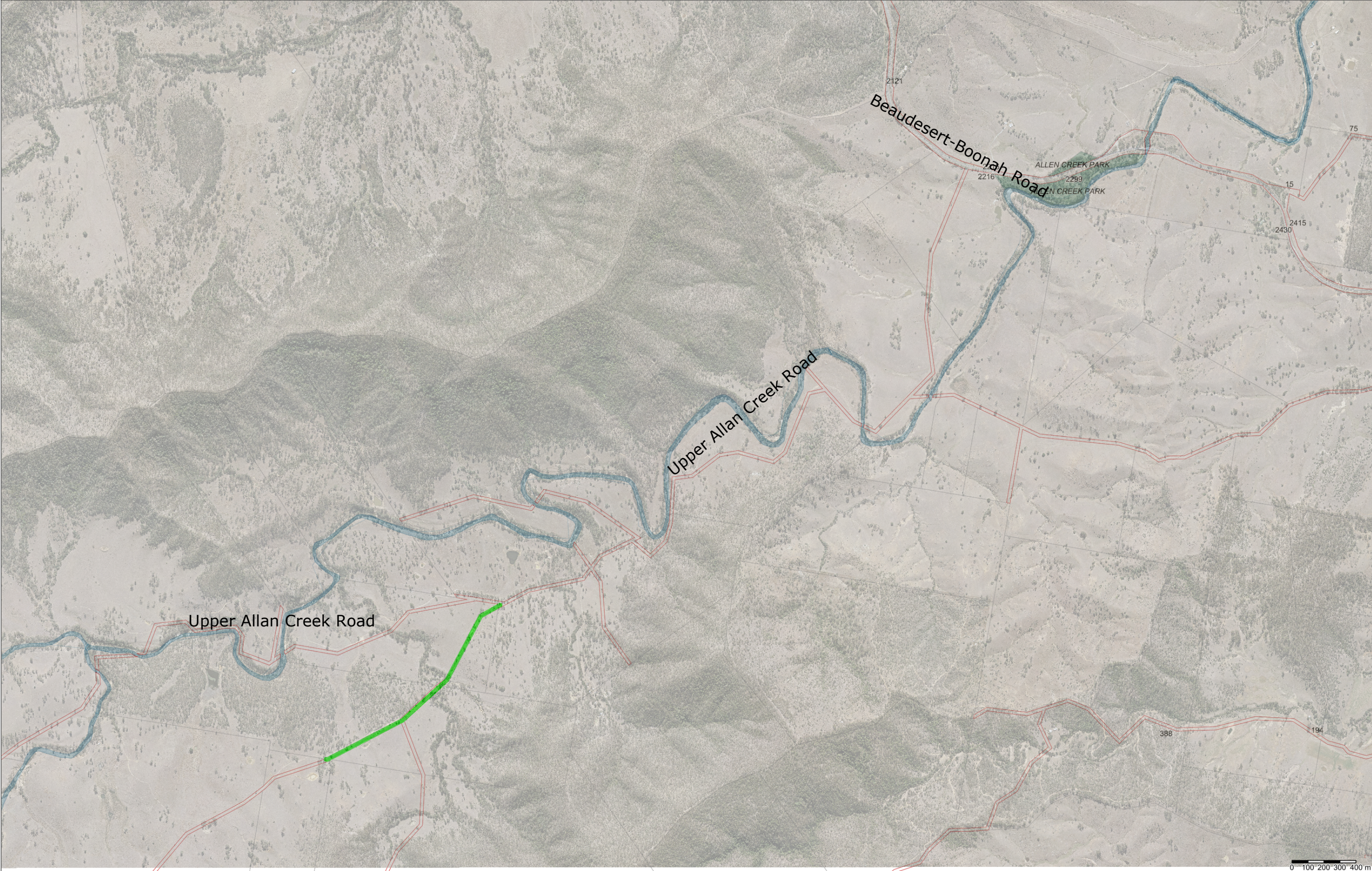
External consultation

In accordance with Council's Naming of Roads and Places Policy RF04.03CP, the proposals to name Bulugen Road and Crows Creek Road have been advertised in local newspapers and Council's electronic media from 23 November 2022; with advice forwarded to affect landowners on 1 December 2022. No objections or other feedback was received within the required consultation period.

The applicants, adjoining landowners and all parties who provided comment (if applicable) will be advised of Council's decision in writing. Relevant Government departments will be notified of the new names. A notice will be placed in the local newspaper announcing the approved name.

Conclusion

Applications received, seeking to name currently unnamed roads at Bromelton and Wyaralong have been assessed. Both names are unique and appropriate with reference to Council's Naming of Roads and Places Policy and it will be recommended that both names - Crows Creek Road and Bulugen Road, be adopted.



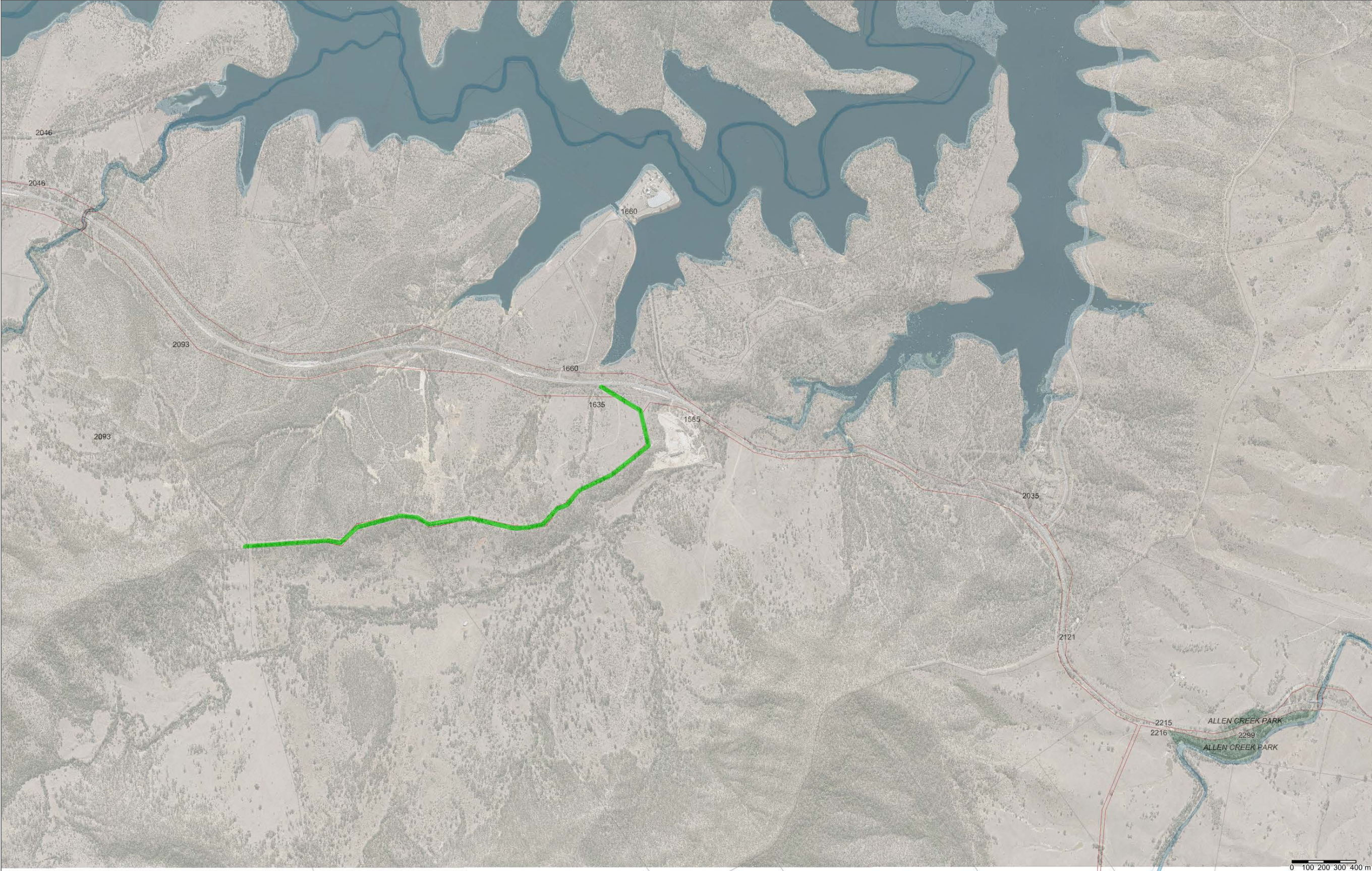
Based on Data provided with the permission of the Department of Resources : Cadastral Data (2021).
While every care is taken to ensure the accuracy of this data, Scenic Rim Regional Council and the Department of Resources makes no representations or warranties about its accuracy, reliability, completeness or suitability for any particular purpose and disclaims all responsibility and liability (including without limitation, liability in negligence) for all expenses, losses, damages (including indirect or consequential damage) and costs which might be incurred as a result of the data being inaccurate or incomplete in any way. ©2021 Scenic Rim Regional Council

Proposed section of road to be named Bulugen Road

13/02/2023

1:17500





Based on Data provided with the permission of the Department of Resources : Cadastral Data (2021).
While every care is taken to ensure the accuracy of this data, Scenic Rim Regional Council and the Department of Resources makes no representations or warranties about its accuracy, reliability, completeness or suitability for any particular purpose and disclaims all responsibility and liability (including without limitation, liability in negligence) for all expenses, losses, damages (including indirect or consequential damage) and costs which might be incurred as a result of the data being inaccurate or incomplete in any way. ©2021 Scenic Rim Regional Council

Proposed section of road to be named Crows Creek Road

13/02/2023

1:17500





10.8 Revision of Local Government Infrastructure Plan regarding Public Parks and Land for Community Facilities

Executive Officer: General Manager Asset and Environmental Sustainability

Item Author: Manager Maintenance and Operations

Attachments:

1. Lupton Road Sports precinct - Aerial Photo, real property descriptions and draft concept options [↓](#) 
2. Location of Lupton Road Sports Precinct and LGIP sporting park infrastructure items NS2, NS3, NS4 and NS5 [↓](#) 

Executive Summary

Council's Local Government Infrastructure Plan (LGIP) requires review having regard to changed circumstances since the original studies supporting the LGIP were undertaken. Since the development of the LGIP, Council has made a strategic purchase of land for a Premier Sporting Facility at Lupton Road, Beaudesert (Lupton Road Sporting Precinct). The proposed site is in the order of 31.52 ha. The Lupton Road Sporting Precinct was not identified in the LGIP but will deliver a significantly enhanced level of service for sporting facilities in Beaudesert and the wider region. The acquisition of this property warrants a review of proposed sports parks in the LGIP within the Beaudesert catchment area.

The resultant changes would be incorporated in the forthcoming review of the LGIP.

Recommendation

That:

1. Council acknowledge:
 - (a) the current Local Government Infrastructure Plan (LGIP), included as Part 4 of the Scenic Rim Planning Scheme 2020, requires revision in light of changed circumstances, since the Local Government Infrastructure Plan was prepared, affecting the Local Government Area;
 - (b) the Local Government Infrastructure Plan, currently identifies new sports parks for Beaudesert being Local Government Infrastructure Plan Items NS2, NS3 (Spring Creek Precinct), NS4 (Gleneagle) and NS5 (Veresdale);
 - (c) since the development of the Local Government Infrastructure Plan, a strategic purchase of land for the delivery of the Lupton Road Sporting Precinct has been made. The standard of service delivered by this facility will be a superior outcome to that anticipated by the Local Government Infrastructure Plan. There are also financial and operational advantages that will arise from the delivery of this facility;
 - (d) Council has undertaken the Spring Creek Precinct Masterplan, which identifies that the area will be developed largely for recreational and informal sporting activities, superseding the Local Government Infrastructure Plan intent to provide new sports parks NS2 and NS3 in this locality; and

- (e) the provisions governing the preparation and implementation of Local Government Infrastructure Plan recognise that alternative infrastructure, to that identified in a Local Government Infrastructure Plan, may be provided where it provides a similar level of service.
- 2. Council resolve to deliver the Premier Sporting Facility located at Lupton Road/Mt Lindesay Highway, Beaudesert in lieu of the delivery of the Local Government Infrastructure Plan Items NS2, NS3 and NS4; and
- 3. As part of the forthcoming review of the Local Government Infrastructure Plan, the Plan for Trunk Infrastructure in respect of Public Parks and Land for Community Facilities be revised accordingly.

Previous Council Considerations / Resolutions

At the Ordinary Meeting held on 20 January 2020 (Item 13.3) it was recommended that that:

- 1. Council commence negotiations to acquire Lots 48, 49, 50, 55 and 56 on RP7501; Lots 1 and 2 on RP7505; and Lot 6 on SP304539 from the Department of Transport and Main Roads for future strategic purposes; and
- 2. Council delegate power to the Chief Executive Officer to settle negotiations and finalise acquisition as considered necessary; and
- 3. A budget allocation for this acquisition be included within the 2020-2021 Budget.

The recommendations were adopted.

At the Ordinary Meeting held on 23 April 2019 it was recommended that:

- 1. Council adopt the Spring Creek Precinct Master Plan and Implementation Plan 2019 and acknowledge that the priorities outlined in the Plan need to be considered against others in the 10 Year Capital Works Plan; and
- 2. The Spring Creek Precinct Master Plan and Implementation Plan 2019 be submitted to the Department of Housing and Public Works as part of the Final Acquittal Report.

The recommendations were adopted.

At the Ordinary Meeting held on 26 March 2018 (Item 7.1) it was recommended that:

- 1. Council resolve to endorse the proposed response to the matters raised in the submission received during the community consultation of the draft Local Government Infrastructure Plan; and
- 2. Council resolve to endorse the draft Local Government Infrastructure Plan (and supporting documentation) the permit the draft Local Government Infrastructure Plan to proceed to the Second Compliance Check and subsequently, to the Minister for consideration for adoption under Chapter 5, Part 8 and 9 of the *Minister's Guidelines and Rules* made under Section 17 of the *Planning Act 2016*.

The recommendations were adopted.

Report / Background

On 20 March 2020, the Scenic Rim Planning Scheme 2020 (the planning scheme) commenced operation. Part 4 of planning scheme contains the Local Government Infrastructure Plan (LGIP). The LGIP identifies the local infrastructure necessary to support planned urban development in the Scenic Rim Regional Council area over the 2016-2031 period. The LGIP provides a rationale to support local government infrastructure expenditure over time and Plans for Trunk Infrastructure for the following infrastructure Networks:

- Public Parks and Land for Community Facilities;
- Transport Infrastructure; and
- Stormwater.

The key standards of performance for a trunk infrastructure network, known as desired standards of service, are set out in part 4.4 of the LGIP and have been used to develop Plans for Trunk Infrastructure for each of these networks, also forming part of the LGIP.

Since the planning supporting the development of the LGIP was completed, there have been a number of circumstances that have changed within the Scenic Rim Regional Council area which are likely to require a review of the LGIP.

With respect to the LGIP planning undertaken to develop the Public Parks and Land for Community Facilities Plans for Trunk Infrastructure, two key matters have arisen, namely the advent of the Lupton Road Sports Precinct and the completion of the Spring Creek Precinct Masterplan (2019). These matters require Council to reconsider the way in which new sporting facilities will be delivered to service Beaudesert and have a direct and material influence on the LGIP.

Lupton Road Sports Precinct

At its meeting of 20 January 2020, Council approved a strategic purchase of 31.52 ha of land at Lupton Road/Mt Lindesay Highway, Beaudesert to provide for the development of a Premier Sporting Facility. The land was subsequently purchased in 2020 at a cost of \$1.25M (excluding transaction fees). The site, now referred to as the Lupton Road Sports Precinct, is currently undergoing a detailed design (earthworks) due to be completed by 30 November 2023.

Preliminary master planning for the site has also been undertaken. The Lupton Road Sports Precinct is included with Council's 10 year Capital Works program at this stage for 2026/27 and 2027/28 delivery, estimated at \$10 million at this stage. Images of the site, real property description details and draft concept plan options are shown in Attachment 1.

The Lupton Road Sporting Precinct's scale also has a number of advantages including:

- economies of scale with respect to facility provision, operation and maintenance;
- the ability to host large sporting and other events of regional significance, not just serving Beaudesert; and
- the ability to deliver a premier facility which could be attractive as a 2032 Olympic training venue.

This Lupton Road Sports Precinct was not identified in the LGIP however it will be of a scale and nature that it should be considered as trunk infrastructure for the purposes of delivery of the Council's public parks and community facilities. As such, it is appropriate that as part of the forthcoming review of the LGIP, this item of infrastructure is included in the Plan for Trunk Infrastructure relating to public parks and land for community purposes.

Spring Creek Precinct Masterplan (2019)

In 2019, Council adopted the Spring Creek Precinct Masterplan. The Precinct includes Jubilee Park, Lions Park and adjoining land to the south (approximately 18 Hectares).

The aim of the Master Plan is to deliver strategies and priorities for the development of a well-designed and integrated recreational space that meets the needs of the Scenic Rim community for the next 10 - 20 years. This planning is not only about current community needs and expectations, but also a much longer-term view to envisage what might be needed as the region continues to grow.

Reflecting initial community feedback, the master plan was developed, incorporating best practice design elements. It serves as a blueprint for the future development of Spring Creek and provides a vision for a long term action plan to create a recreational precinct.

The Spring Creek Master Plan focuses on active recreation rather than structured sports, which reflects the initial community feedback. This outcome supersedes the LGIP intent to provide new sports parks NS2 and NS3 in this locality.

Beaudesert sporting park provision

A further consideration is whether the addition of the Lupton Road Sports Precinct as an LGIP infrastructure item negates or replaces the need for other planned sporting infrastructure identified in the LGIP. The current LGIP identifies four proposed new Sporting Parks in the vicinity of Beaudesert, as shown in Attachment 2 and further identified below:

LGIP Item	Description	Location	Timing	Area (Ha)	Establishment Cost
NS2	new sports park Spring Creek	Beaudesert	2021	7.88	\$4,110,671
NS3	new sports park Spring Creek 2	Beaudesert	2028	5.79	\$3,066,980
NS4	new sports park Prelate	Gleneagle	2026	7.19	\$3,748,023
NS5	new sports park	Veresdale	2029	5.83	\$3,139,276

In terms of the provision of sporting facilities, it is noted that the northern areas of Beaudesert are already serviced by the existing Everdell Park (9.34Ha) with an additional sporting park (LGIP item NS4) proposed on land on land immediately to the South. A further new sporting park (LGIP Item NS5) is proposed on Fields Road, Veresdale. LGIP items NS4 and NS5 are currently not in Council's ownership and with the significant recent price increases in land costs, delivery of these items is likely to significantly exceed the establishment costs identified in the LGIP.

With the Gleneagle area's formal sporting area demands already partly served by Everdell Park and planning for the Lupton Road Sports Precinct well advanced, the provision of LGIP Item NS4, so close to Everdell Park, is called into question. The development of NS4 is likely to require a high standard access to the Mt Lindesay Highway which will further drive up delivery costs.

With regard to proposed LGIP item NS5, this site is more distant from Everdell Park and will still serve a demand for local sporting facilities for the broader Gleneagle and Veresdale area. Consequently, it is appropriate to retain LGIP item NS5 as a future sporting park.

Centrally Beaudesert is served by existing sporting facilities at Willis Park, Mavor Park and Selwyn Park. The new Lupton Road Sports Precinct will further boost the supply of sporting facilities.

The LGIP identifies proposed new sports parks, LGIP Items NS2 and NS3, located in the Spring Creek Precinct Masterplan (2019) area. Land for LGIP items NS2 and NS3 is currently in Council's ownership. The masterplan identifies that the areas are to be developed with a recreational focus and some informal sporting areas. The masterplan supersedes the LGIP intent to provide new sports parks NS2 and NS3 in this locality, placing further emphasis on the need to deliver the Lupton Road Sports Precinct to serve Beaudesert's growing demand for formal sporting facilities.

The advantages of size (31.52 ha), central location and the ability to concentrate a number of sporting facilities, means that the Lupton Road Sport Precinct will meet and exceed the levels of service for sporting facilities regarding rate of land provision, accessibility and minimum size that have been identified in the LGIP. As such it is appropriate to consider substituting this facility in lieu of the sporting parks identified as LGIP item NS2, NS3 and NS4.

Substitution of proposed LGIP infrastructure items

Specialist advice has been sought with respect to the ability to substitute items of infrastructure identified in the LGIP, with other items of infrastructure that serve the same level of service. Importantly the *Planning Act 2016* promotes a performance based approach to both land use and infrastructure planning whereby alternative proposals that deliver similar outcomes to those sought by the planning scheme, can be considered.

This allows both planning authorities, infrastructure suppliers/managers and applicants the ability to consider matters and circumstances which may have changed since planning schemes have been prepared. This approach also allows parties to put forward alternative solutions that will also deliver on envisaged planning scheme outcomes.

Based on this approach, the provisions concerning the preparation of LGIPs, recognise that circumstances regarding the planning for and delivery of infrastructure change over time. Further the provisions provide for a performance based approach to LGIP implementation, whereby alternative infrastructure to that identified in the LGIP may be delivered, where it performs a similar function.

Having regard to the distribution of existing and proposed sporting facilities and the level of service that the LGIP envisages for Public Parks and Land for Community Infrastructure, it is evident that the proposed Lupton Road Sports Precinct, at some 31.52 Ha, will provide a significant increase to supply and a superior level of service.

With the outcomes for LGIP items NS2 and NS3 set out in the Spring Creek Precinct Masterplan being targeted at recreation and informal sporting outcomes, the Lupton Road Sporting Precinct provides a more than comparable substitute for these proposed facilities.

To remove a level of duplication, the utility provided by proposed LGIP item NS4 can also be considered to be more than adequately provided for by the level of service that will be provided by the Lupton Road Sports Precinct.

Taking a performance based approach and having regard to changed circumstances since the LGIP was prepared, the proposal to substitute the Lupton Road Sports Precinct in lieu of the sporting park facilities provided LGIP items NS2, NS3 and NS4 is a rational and superior outcome consistent with LGIP preparation and implementation principles.

These proposed changes will be a key consideration as part of the imminent review of Council's LGIP.

Budget / Financial Implications

The proposed changes will be undertaken as part of the forthcoming LGIP review project to be undertaken by Council's Asset Management team.

Removal of NS4 from the LGIP will allow the development of additional lots which will result in additional infrastructure charges being received by Council.

The development of the Lupton Road Sports Complex is identified within Council's 10 year Capital Works program. The development of the Spring Creek recreational area is included with Council identified strategic projects. Both projects will be required to be included in future capital works budgets for delivery.

Strategic Implications

Operational Plan

Theme: 7. Healthy, Engaged and Resourceful Communities

Key Area of Focus: Provision of vibrant and dynamic parks and open spaces

Legal / Statutory Implications

Sustainable Planning Act 2009

Risks

Strategic Risks

The following Level 1 and Level 2 (strategic) risks are relevant to the matters considered in this report:

- SR43 Inadequate or ineffective planning, delivery and maintenance of infrastructure resulting in risk to public and staff safety and potential financial implications.
- SR52 Ineffective and/or unrealistic strategic plans which are not appropriately scoped or resourced, resulting in missed opportunities, re-work, failure to deliver objectives and loss of confidence by community.

Risk Assessment

Category	Consequence	Likelihood	Inherent Risk Rating	Treatment of risks	Residual Risk Rating
Infrastructure, Assets & Service Delivery Adverse impacts to the community due to inadequate or ineffective planning, delivery and maintenance of infrastructure resulting in risk to public and staff safety and potential financial implications.	4 Major	Possible	High	Asset Management Framework; Core Asset Management Plans.	High
Financial/Economic Adverse impacts to the community due to Ineffective and/or unrealistic strategic plans which are not appropriately scoped or resourced, resulting in missed opportunities, re-work, failure to deliver objectives and loss of confidence by community.	4 Major	Likely	High	Process for asset and financial management alignment and integration.	Low

Consultation

Council officers from the Maintenance and Operations business unit and Regional Development, Health and Biodiversity business unit have been consulted in relation to the substitution of the Lupton Road Sports Precinct, instead of the sporting parkland outcomes provided by LGIP items NS2, NS3 and NS4, to deliver a superior infrastructure outcome. All are in agreement with the proposal.

Kerry Doss Consulting (KDC), a consultancy specialising in infrastructure planning, was consulted with respect to the proposal. KDC agree that the proposal is consistent with the policy and guidance material on LGIP preparation and implementation and represents a superior outcome in terms of provision of sporting facilities for the Scenic Rim Regional Council area.

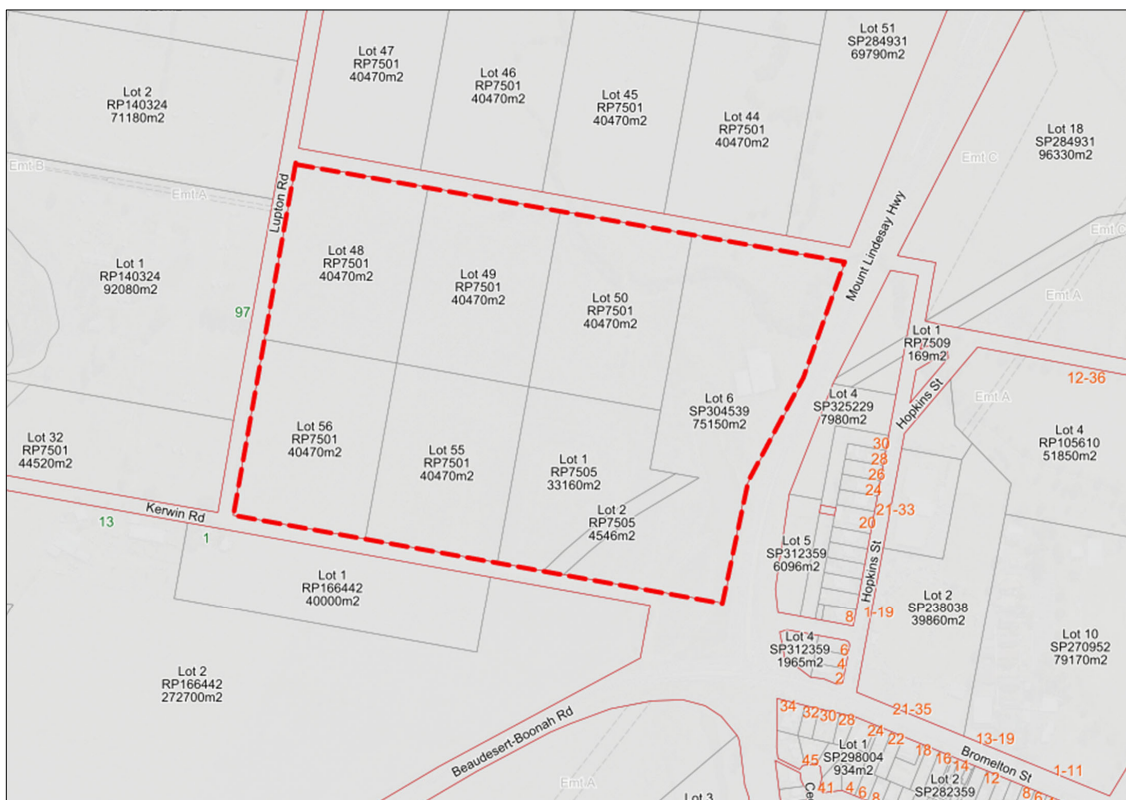
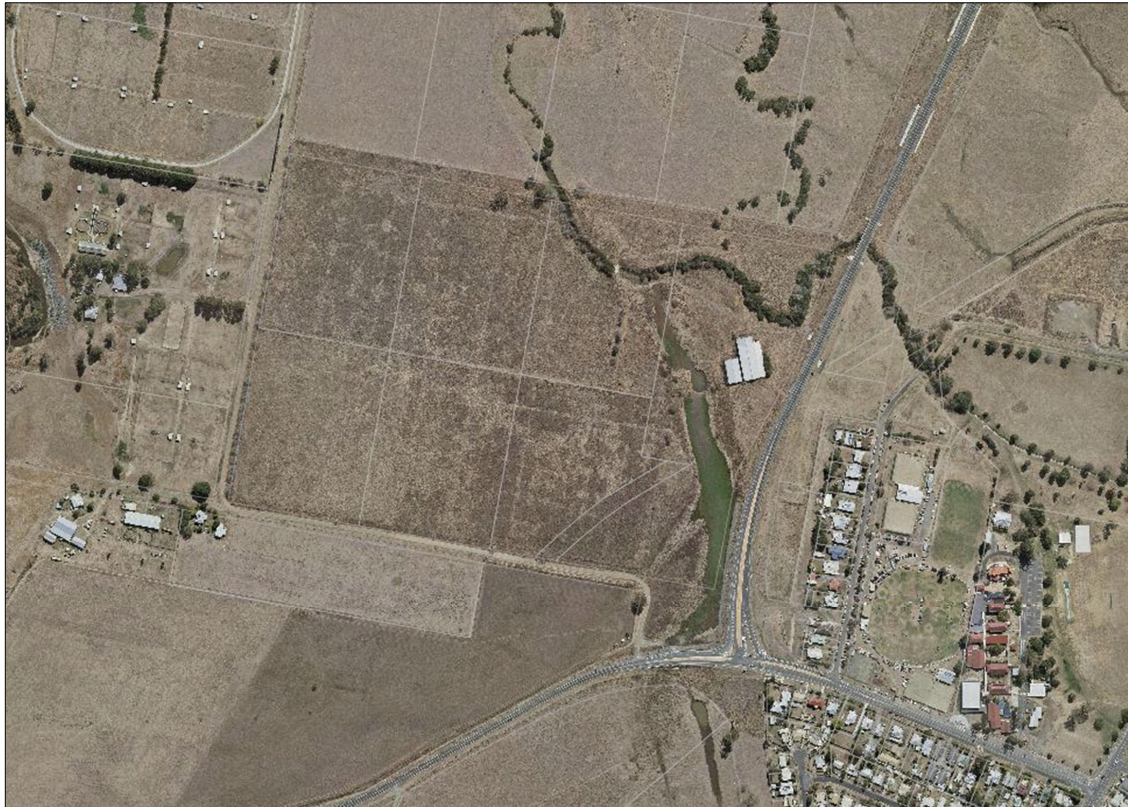
Conclusion

Council's current Local Government Infrastructure Plan is likely to require revision to take into account the changing circumstances that have arisen since the studies supporting the Local Government Infrastructure Plan were completed.

Planning for the Spring Creek Precinct and the advent of the Lupton Road Sports Precinct, represent significant changes requiring Council to consider alternative approaches to the delivery of Local Government Infrastructure Plan outcomes concerning sporting park facilities.

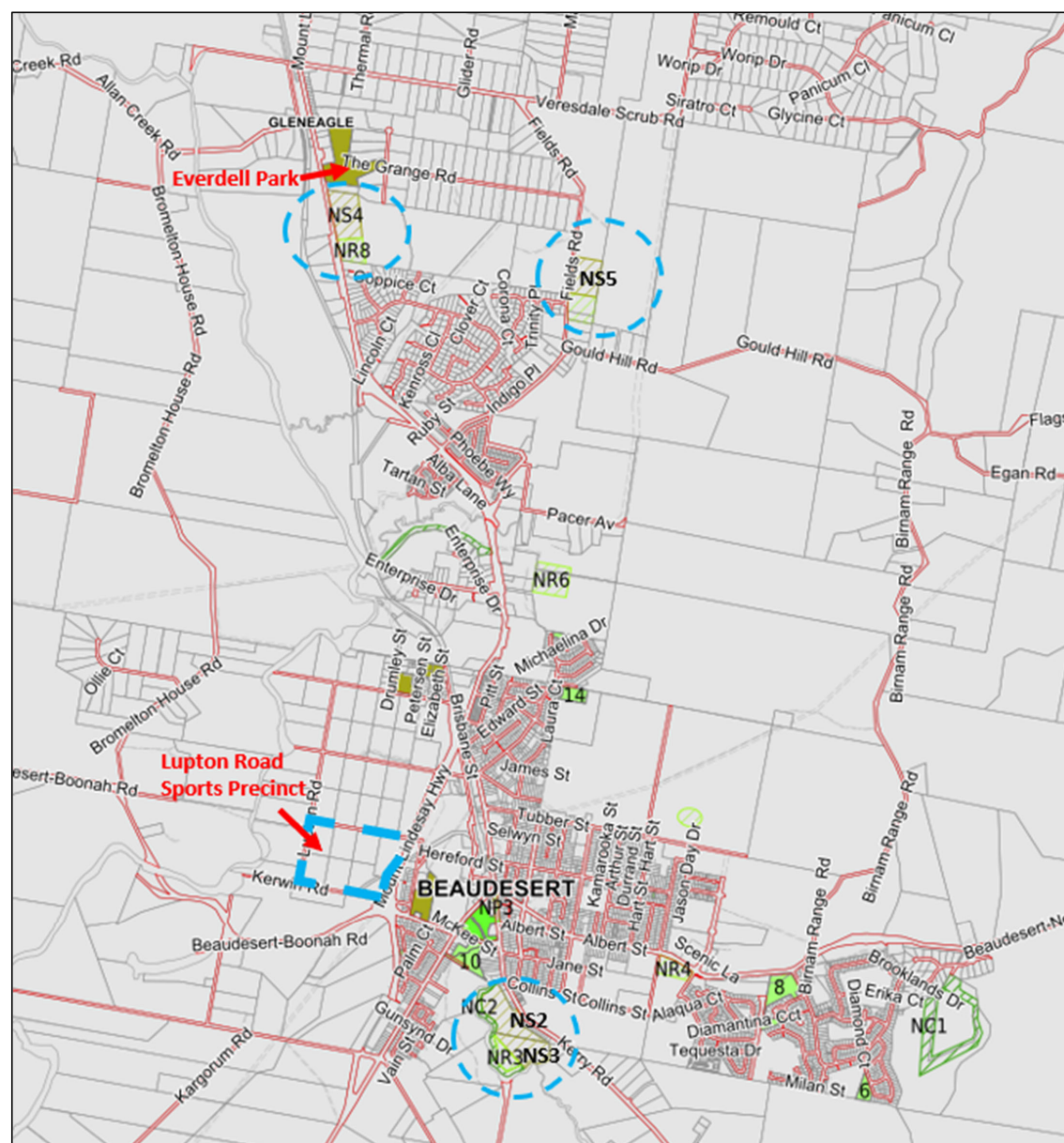
Council is able to take a performance based approach to the delivery of outcomes identified in the Local Government Infrastructure Plan. The substitution of the Lupton Road Sporting Precinct in lieu of LGIP items NS2, NS3 and NS4, represents an approach that will meet park planning principles outlined in the Local Government Infrastructure Plan as well as resulting in a superior outcome for, not only the Beaudesert community, but the broader Scenic Rim Regional Council area.

Lupton Road Sports precinct - Aerial Photo, real property descriptions and draft concept options





Location of Lupton Road Sports Precinct and LGIP sporting park infrastructure items NS2, NS3, NS4 and NS5







Council Sustainability

10.9 Council Policy: Common Seal

Executive Officer: General Manager Council Sustainability

Item Author: Principal Specialist Governance and Assurance

Attachments:

1. Council Policy: Common Seal, as adopted 24 May 2016 [↓](#) 

Executive Summary

The Council Policy - Common Seal is no longer required, as the use of such can be managed at an operational level by the Chief Executive Officer.

Recommendation

That Council rescind Council Policy: Common Seal, which was adopted on 24 May 2016.

Previous Council Considerations / Resolutions

The recommendation of the Corporate and Community Services Committee from the meeting held on 17 May 2016 (Item 3.1), to adopt the amended Council Policy: Common Seal, was adopted at the Ordinary Meeting held on 24 May 2016.

The recommendation of the Corporate and Community Services Committee from the meeting held on 19 March 2013 (Item 1.5), to adopt the draft Council Policy: Common Seal, was adopted at the Ordinary Meeting held on 26 March 2013.

Report / Background

The Common Seal Policy was last reviewed on 24 May 2016 and has been reviewed as part of the ongoing Policy Review Project. The Policy is to regulate the form, custody and use of Council's Common Seal established under Section 11(b) of the *Local Government Act 2009* in the public interest.

Following review of the Policy which is not legislatively required, it is excessive to the Policy Register and the storage and management of the utilisation of the Common Seal can be managed at an operational level without a Council Policy statement. As a result, it will be recommended that Council rescind this Policy.

Budget / Financial Implications

Not applicable.

Strategic Implications

Operational Plan

Theme: 3. Open and Responsive Government

Key Area of Focus: Ongoing integrity of Council's practice and processes

Legal / Statutory Implications

Section 11 of the *Local Government Act 2009*:

- 11 Local governments are bodies corporate etc.
- A local government -
- Is a body corporate with perpetual succession; and
 - Has a common seal; and
 - May sue and be sued in its name.

Risks

Strategic Risks

The following Level 1 and Level 2 (strategic) risks are relevant to the matters considered in this report:

SR46 Inadequate or lack of Governance (including procurement) Framework (systems, policies, procedures, delegations and controls) in place to ensure compliance by Council's Councillors and Officers with all relevant State and Federal legislation and regulations.

Risk Assessment

Category	Consequence	Likelihood	Inherent Risk Rating	Treatment of risks	Residual Risk Rating
Governance, Risk & Compliance Council as a body corporate fails to use the common seal in accordance with the Corporations Act	1 Insignificant	Rare	Low	Council holds a current policy position on the use of the common seal.	Low

Consultation

Nil.

Conclusion

The Council Policy - Common Seal has been reviewed and is considered excessive to the Policy needs of Council and as a result it will be recommended for rescission.

CORPORATE MANAGEMENT**CORPORATE**

Policy Number: CM02.05CP

**COUNCIL POLICY: COMMON SEAL**

Date Adopted:	26 March 2013
Committee Reference:	Corporate & Community Services; 19 March 2013; (Item 1.5)
Amended Date:	24 May 2016
Contact Officer:	Coordinator Governance and Corporate Policy
Next review date:	30 June 2019
File Reference:	13/05/001; 04/15/004
Related Policies/Local Laws/Legislation:	<i>Local Government Act 2009</i>
Related Documents:	Nil

OBJECTIVES

The objective of this policy is to regulate the form, custody and use of Council's common seal (established under Section 11(b) of the *Local Government Act 2009*) in the public interest.

Corporate Plan:

Priority Area	Organisational Sustainability Council strives to be a high performing and financially sustainable organisation with robust governance structures based on the principles of risk management and continuous improvement. We offer a safe, positive work environment, value and reward our staff and are committed to providing ongoing development and training
Strategy	Provide corporate business systems to drive effective and efficient delivery of services and infrastructure

POLICY STATEMENT

The Chief Executive Officer will have custody of the common seal and must keep a register of the use of the seal showing Date of Use and the Description of Document to which it has been affixed.

The seal may be used for emblematic purposes to enhance documents such as awards and certificates issued by Council at a high level.

Authority to witness the affixing of the seal is limited to the Mayor and/or Chief Executive Officer (and to persons acting in those capacities).

The impression of the common seal of Scenic Rim Regional Council shall be in the following form:



SCOPE

This policy applies to the whole of Council.

DEFINITIONS

Nil

RESPONSIBILITIES

Policy Author	Coordinator Governance and Corporate Policy
Policy Owner	Coordinator Governance and Corporate Policy
Guidelines and procedures	Coordinator Governance and Corporate Policy

Adopted By:

SCENIC RIM REGIONAL COUNCIL

26 March 2013

10.10 Council Monthly Financial Report for March 2023

Executive Officer: General Manager Council Sustainability

Item Author: Coordinator Financial Management

Attachments:

1. Monthly Financial Report March 2023 [↓](#) 

Executive Summary

This report seeks Council's endorsement of the monthly financial report for March 2023.

Recommendation

That Council receive the unaudited financial statements for the period ended 31 March 2023 for the Financial Year 2022-2023.

Previous Council Considerations / Resolutions

Financial reports are presented to Council on a monthly basis.

Report / Background

The Council monthly financial report provides information on Council's actual to budget performance. The graphical representation of key performance indicators provides key summary financial information.

Council begins each financial year with a budget with timings for projects built in. In balancing the needs of Council's delivery against weather impacts and further grant funded projects, the program - both capital and operating, may need to be altered. For instance, each successful grant funded project may alter the delivery of other projects and may be funded this year but delivered over a number of years, or in a future year. Flexibility is required.

Budget / Financial Implications

The budget/financial implications are reflected within Attachment 1.

Strategic Implications*Operational Plan*

Theme: 3. Open and Responsive Government

Key Area of Focus: Ongoing integrity of Council's practice and processes

Legal / Statutory Implications

Section 204 of the *Local Government Regulation 2012* requires the Chief Executive Officer to present a financial report to Council on a monthly basis.

RisksStrategic Risks

The following Level 1 and Level 2 (strategic) risks are relevant to the matters considered in this report:

SR47 Inadequate or lack of an appropriate Financial Management Framework (including systems, policies, procedures and controls) in place to adequately minimise risk of fraudulent action and to maximise financial sustainability.

Risk Assessment

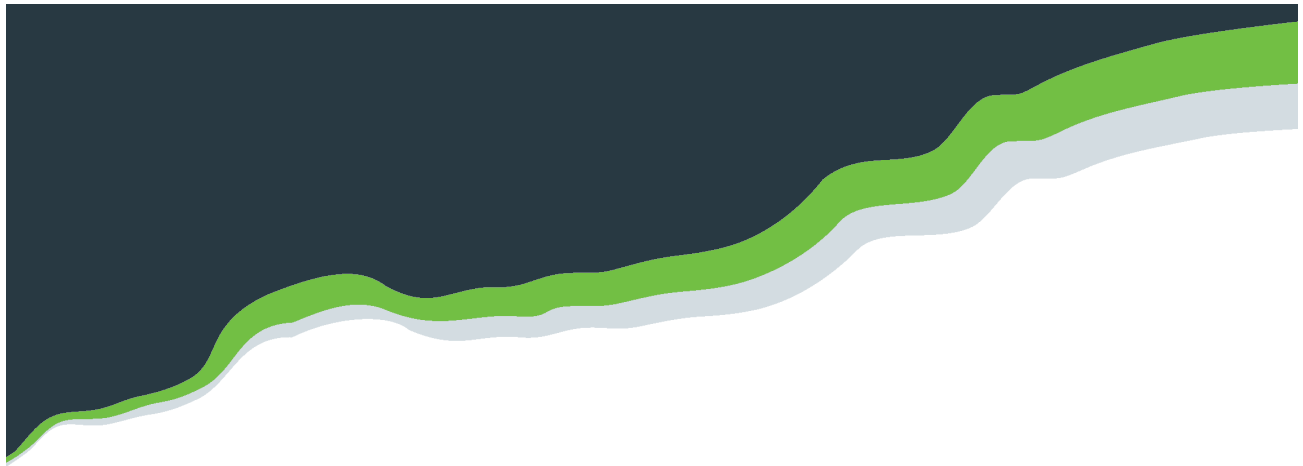
Category	Consequence	Likelihood	Inherent Risk Rating	Treatment of risks	Residual Risk Rating
Financial and Economic Inaccurate or untimely management reporting	Major	Likely	High	Actual performance is reported against budget on a monthly basis to the Executive Team and Council	Low
Financial and Economic Failure to develop and implement procedures to manage cash and investments	Catastrophic	Almost certain	Extreme	Monthly investment report is provided to the Executive Team and Council that reports actual performance against investment limits	Low
Financial and Economic Failure to manage outstanding debtors	Moderate	Almost certain	High	Monthly debtors report is provided to the Executive Leadership Team and Council including chart showing total outstanding debtors and debtors greater than 90 days overdue	Low

Consultation

The Chief Executive Officer, General Managers and Managers have reviewed the actual to budget performance for their relevant portfolios.

Conclusion

The monthly financial report provides information on the actual to budget position at financial statement level.



FINANCIAL PERFORMANCE AND POSITION PROGRESS REPORT MARCH 2023

Executive Summary

Net operating surplus: **\$2.623 million above budgeted expectations**

- Operating revenue \$2.065 million higher than budgeted levels
- Operating expenditure \$0.558 million lower than budgeted forecast

Operating revenue: **\$2.065 million 2.6% above budgeted expectations**

- Fees and Charges are \$0.675 million 13% higher than budgeted expectations. Development assessment, other building and property related revenue, plumbing certification and refuse tipping fees are currently trending above forecast.
- Recoverable works are \$0.907 million 24% higher than forecast due largely to a variation to the RMPC contract. This is offset by higher expenditure.
- Interest received is \$0.352 million 23% higher than anticipated due to higher investment interest rates and cash levels.

Operating expenditure: **\$0.558 million 0.9% lower than budgeted expectations**

- Employee expenses are \$1.206 million 4.1% less than budgeted levels due largely to:
 - \$0.209 million timing differences with respect to external costs (workers compensation insurance and training costs)
 - Net vacancies
- Employee expenses allocated to capital are \$0.776 million 17% less than the forecasted budget.
- Materials and services are \$0.190 million less than budget expectations. Variances where actuals are lower than budget include expenditure for grant funded programs, economic development and other materials and services. This is offset by higher than budgeted maintenance and operations expenses and recoverable works (offset by increased revenue). Refer Note 4 (Page 6 of 11) for more detail.

Capital expenditure: **\$10.593 million 22% lower than budgeted expectations**

Capital expenditure is lower than budgeted for:

- Capital Works \$1.019 million lower than the budgeted forecast (Kerry Road projects \$0.360 million and Church Street footpath \$0.300 million).
- Reseals \$1.017 million lower than budgeted forecast.
- Vibrant and Active Towns and Villages \$1.002 million lower than the budgeted forecast (Beaudesert Enterprise Precinct \$0.851 million).
- Grant Funded Programs are \$5.454 million lower than the budgeted forecast.
- Refer Note 5 (Page 7 of 11) for details.

Proceeds from sale of assets: **\$0.511 million 65% lower than budgeted expectations**

- Refer Note 6 (Page 7 of 11) for more detail.

Capital revenue: **\$10.872 million 91% higher than budgeted expectations**

- Refer Note 7 (Page 8 of 11) for details.

Statement of Financial Position

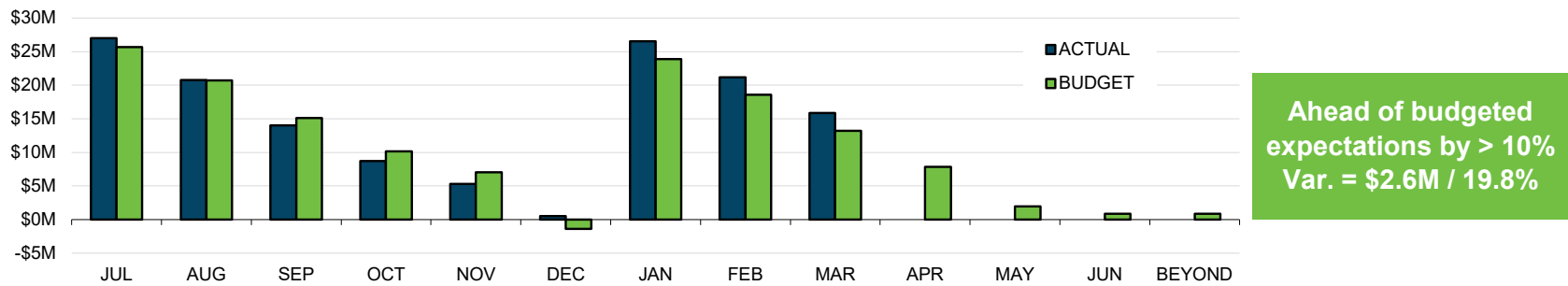
- Cash and investments: \$24.010 million higher than budgeted expectations largely due to favourable cash positions in operating surplus, capital expenditure, capital revenue and movement in receivables and payables.

Financial performance and position

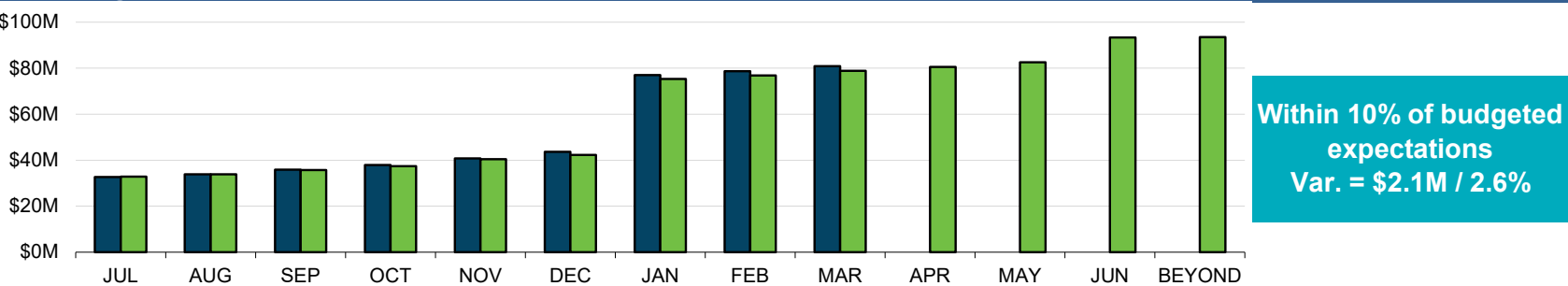


1. KEY PERFORMANCE INDICATORS

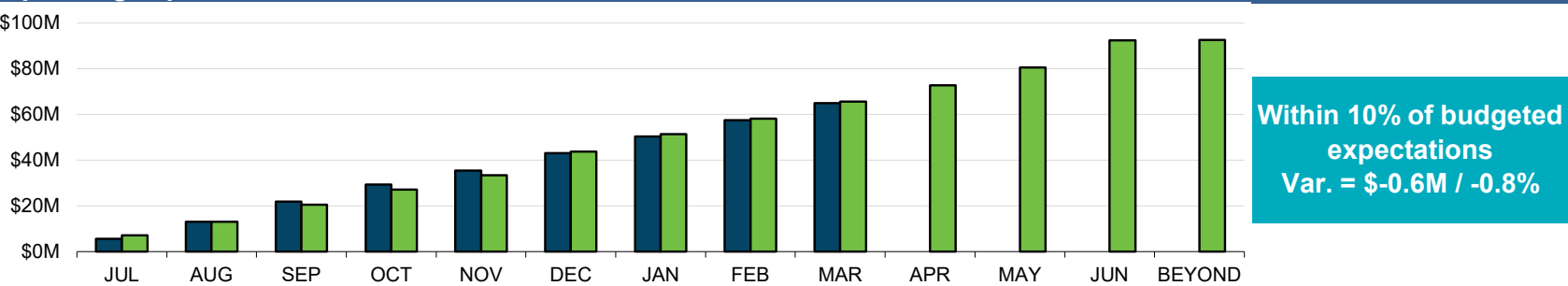
Net operating surplus / (deficit)



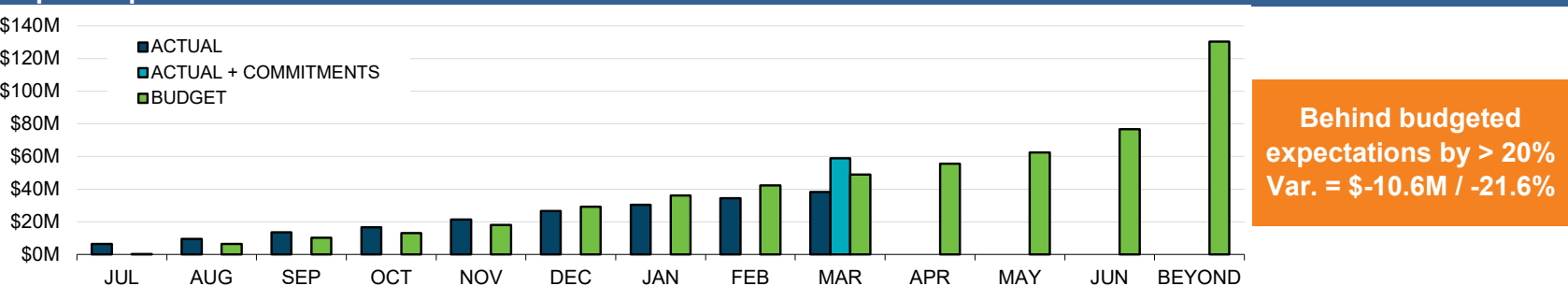
Operating revenue



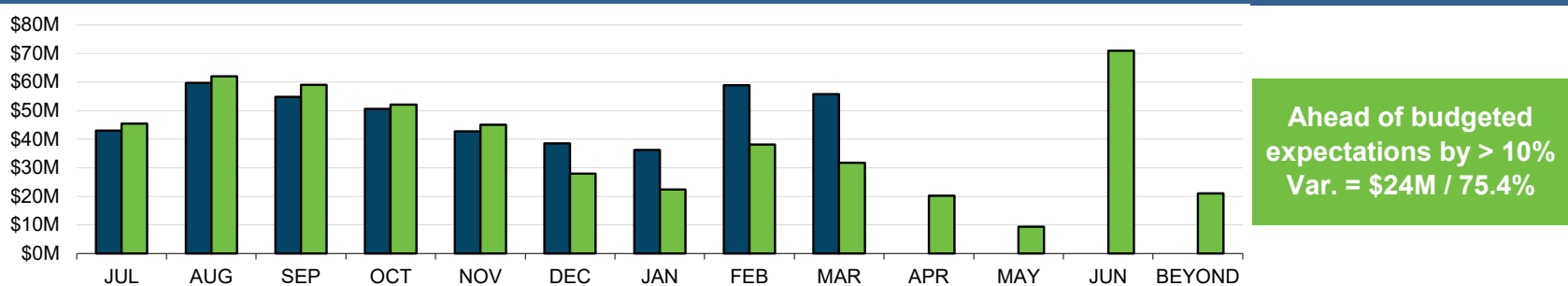
Operating expenditure



Capital expenditure



Cash



Financial performance and position



2. STATEMENT OF COMPREHENSIVE INCOME

STATEMENT OF COMPREHENSIVE INCOME For the Period Ending 31-Mar-2023

		Annual Original Budget \$000	Annual Revised Budget \$000	YTD Revised Budget \$000	YTD Actual \$000	YTD Variance \$000
Operating revenue						
Rates and utility charges	Note 1	\$63,566	\$63,566	\$63,496	\$63,407	(\$89)
Discounts and pensioner remissions		(\$1,863)	(\$1,863)	(\$1,863)	(\$1,931)	(\$68)
Fees and charges	Note 2	\$6,269	\$6,878	\$5,214	\$5,889	\$675
Interest received		\$1,593	\$2,049	\$1,548	\$1,900	\$352
Recoverable works		\$5,942	\$6,020	\$3,803	\$4,710	\$907
Grants, subsidies, contributions and donations		\$4,895	\$9,571	\$3,249	\$3,457	\$208
Share of profit from associates		\$2,490	\$2,490	\$0	\$0	\$0
Other revenues	Note 3	\$4,646	\$4,724	\$3,380	\$3,460	\$79
Total Operating revenue		\$87,536	\$93,434	\$78,827	\$80,892	\$2,065
Operating expenditure						
Employee expenses		\$41,650	\$41,656	\$29,682	\$28,476	\$1,206
Employee expenses allocated to capital		(\$6,289)	(\$6,653)	(\$4,561)	(\$3,785)	(\$776)
Net operating employee expenses		\$35,361	\$35,003	\$25,122	\$24,692	\$430
Materials and services	Note 4	\$32,673	\$38,333	\$26,037	\$25,848	\$190
Finance costs		\$1,171	\$1,174	\$887	\$899	(\$12)
Depreciation		\$18,046	\$18,046	\$13,559	\$13,609	(\$50)
Total Operating expenditure		\$87,251	\$92,557	\$65,605	\$65,047	\$558
NET OPERATING SURPLUS / (DEFICIT)		\$285	\$877	\$13,222	\$15,844	\$2,623
Capital revenue						
Capital grants and subsidies		\$9,316	\$75,300	\$10,286	\$19,502	\$9,216
Infrastructure charges		\$2,305	\$2,305	\$1,710	\$3,366	\$1,656
Total capital revenue		\$11,621	\$77,605	\$11,996	\$22,868	\$10,872
NET SURPLUS / (DEFICIT)		\$11,906	\$78,482	\$25,217	\$38,712	\$13,495

Financial performance and position



3. STATEMENT OF FINANCIAL POSITION

STATEMENT OF FINANCIAL POSITION

As at 31-Mar-2023

	Annual Original Budget \$000	Annual Revised Budget \$000	YTD Revised Budget \$000	YTD Actual \$000	YTD Variance \$000
Current assets					
Cash and Investments	\$19,967	\$21,115	\$31,833	\$55,843	\$24,010
Receivables	\$8,100	\$8,100	\$9,676	\$9,457	(\$219)
Inventories	\$900	\$900	\$900	\$1,263	\$363
Other Current Assets	\$0	\$670	\$0	\$13	\$13
Total current assets	\$28,967	\$30,785	\$42,408	\$66,576	\$24,168
Non-current assets					
Receivables	\$14,676	\$14,676	\$14,676	\$14,676	\$0
Other Financial Assets	\$39,441	\$39,292	\$37,480	\$37,480	\$0
Property, Plant and Equipment and Intangibles	\$1,028,414	\$1,041,187	\$948,310	\$937,470	(\$10,840)
Total non-current assets	\$1,082,531	\$1,095,155	\$1,000,466	\$989,626	(\$10,840)
TOTAL ASSETS	\$1,111,498	\$1,125,940	\$1,042,874	\$1,056,203	\$13,329
Current liability					
Trade and Other Payables	\$7,000	\$7,000	\$2,000	\$2,268	(\$268)
Borrowings	\$4,171	\$4,171	\$0	\$0	\$0
Provisions	\$10,400	\$10,400	\$10,521	\$10,483	\$38
Other Current Liabilities	\$0	\$1,718	\$3,218	\$3,456	(\$238)
Total current liability	\$21,571	\$23,289	\$15,739	\$16,207	\$468
Non-current liability					
Borrowings	\$43,263	\$43,265	\$42,994	\$43,006	(\$12)
Provisions	\$4,219	\$4,219	\$2,124	\$2,124	\$0
Other Non-Current Liabilities	\$0	\$3,190	\$3,190	\$3,190	\$0
Total non-current liability	\$47,482	\$50,674	\$48,308	\$48,321	\$13
TOTAL LIABILITIES	\$69,053	\$73,963	\$64,047	\$64,527	\$480
NET ASSETS	\$1,042,445	\$1,051,977	\$978,826	\$991,675	\$12,849

Financial performance and position



4. NOTES TO FINANCIAL STATEMENTS

NOTE 1 - RATES AND UTILITY CHARGES ANALYSIS

For the Period Ending 31-Mar-2023

	Annual Original Budget \$000	Annual Revised Budget \$000	YTD Revised Budget \$000	YTD Actual \$000	YTD Variance \$000
Rates and utility charges					
General Rates	\$45,547	\$45,547	\$45,477	\$45,439	(\$38)
Separate Charge Community Infrastructure	\$9,746	\$9,746	\$9,746	\$9,673	(\$73)
Waste Disposal Charge	\$554	\$554	\$554	\$543	(\$10)
Waste Collection Charge	\$7,719	\$7,719	\$7,719	\$7,752	\$33
Total rates and utility charges	\$63,566	\$63,566	\$63,496	\$63,407	(\$89)

NOTE 2 - FEES AND CHARGES ANALYSIS

For the Period Ending 31-Mar-2023

	Annual Original Budget \$000	Annual Revised Budget \$000	YTD Revised Budget \$000	YTD Actual \$000	YTD Variance \$000
Fees and charges					
Development Assessment	\$925	\$1,225	\$898	\$1,055	\$157
Plumbing Certification	\$1,011	\$1,011	\$758	\$841	\$83
Building Certification	\$469	\$469	\$284	\$307	\$24
Other Building and Property Related Revenue	\$789	\$889	\$658	\$800	\$142
Refuse Tipping Fees	\$1,439	\$1,576	\$1,323	\$1,409	\$85
Animal Management Licences	\$240	\$240	\$230	\$246	\$15
Food Licences	\$194	\$194	\$187	\$214	\$27
Cemetery Fees	\$328	\$400	\$345	\$389	\$45
Moogerah Caravan Park Fees	\$734	\$734	\$435	\$487	\$52
Other Fees and Charges	\$140	\$140	\$97	\$142	\$45
Total fees and charges	\$6,269	\$6,878	\$5,214	\$5,889	\$675

NOTE 3 - OTHER REVENUES ANALYSIS

For the Period Ending 31-Mar-2023

	Annual Original Budget \$000	Annual Revised Budget \$000	YTD Revised Budget \$000	YTD Actual \$000	YTD Variance \$000
Other revenues					
Waste Charges for LCC Dumping at Central Landfill	\$2,403	\$2,553	\$1,943	\$2,044	\$101
Domestic Waste Levy - State Reimbursement	\$0	\$0	\$0	\$0	\$0
Tax Equivalents - Urban Utilities	\$1,067	\$1,067	\$632	\$622	(\$10)
Other	\$1,175	\$1,103	\$805	\$794	(\$11)
Total other revenues	\$4,646	\$4,724	\$3,380	\$3,460	\$79

Financial performance and position



4. NOTES TO FINANCIAL STATEMENTS CONTINUED

NOTE 4 - MATERIALS AND SERVICES ANALYSIS

For the Period Ending 31-Mar-2023

	Annual Original Budget \$000	Annual Revised Budget \$000	YTD Revised Budget \$000	YTD Actual \$000	YTD Variance \$000
Materials and services					
Subscriptions	\$325	\$360	\$320	\$296	(\$24)
IT Systems Maintenance	\$3,047	\$3,288	\$2,366	\$2,318	(\$49)
Office Expenditure	\$537	\$599	\$433	\$319	(\$114)
Recoverable Works	\$2,729	\$2,729	\$1,647	\$3,080	\$1,433
Disaster Event Emergent Works & CDO	\$0	\$779	\$779	\$779	\$0
Fleet IPH Recoveries	(\$10,464)	(\$10,464)	(\$7,834)	(\$7,659)	\$175
Grants	\$470	\$504	\$315	\$314	(\$0)
Legal Expenses	\$1,058	\$1,044	\$708	\$717	\$9
Waste Collection Contract	\$2,725	\$2,725	\$1,739	\$1,646	(\$93)
Insurance	\$566	\$609	\$600	\$611	\$11
Economic Development	\$1,411	\$1,676	\$1,330	\$577	(\$754)
Maintenance and Operations	\$20,172	\$20,168	\$14,268	\$15,654	\$1,386
721600 - Road Maintenance	\$4,298	\$4,398	\$3,779	\$4,130	\$351
721601 - Bridge Maintenance	\$444	\$444	\$326	\$230	(\$96)
721611 - Urban Approaches and Town Centres Maintenance	\$440	\$640	\$388	\$545	\$157
721612 - Road Furniture Projects	\$73	\$73	\$25	\$11	(\$15)
721613 - Resheeting	\$1,349	\$849	\$420	\$458	\$38
721614 - Shoulder Resheeting	\$413	\$413	\$286	\$486	\$200
729283 - Weed Treatment Council Roadsides	\$8	\$8	\$8	\$4	(\$4)
729316 - Road Corridor Management	\$81	\$81	\$75	\$85	\$10
EXP20112-M&O-Parks,Gardens,Cemeteries	\$1,958	\$1,997	\$1,432	\$1,524	\$93
EXP20113-M&O-Fleet	\$3,553	\$3,578	\$2,778	\$2,982	\$204
EXP20114-M&O-Waste Disposal	\$2,654	\$2,778	\$1,342	\$1,631	\$289
EXP20125-M&O-Facility Operations	\$3,590	\$3,596	\$2,456	\$2,534	\$78
EXP20126-M&O-Facility Maintenance	\$1,143	\$1,143	\$869	\$914	\$46
EXP20127-M&O-Facility Maintenance Scheduled	\$169	\$169	\$86	\$121	\$36
721537 - Scheduled Maintenance of Council Facilities	\$169	\$169	\$86	\$121	\$36
Transfer Station Operations	\$788	\$788	\$559	\$416	(\$143)
Grant Funded Expenditure	\$422	\$2,677	\$1,427	\$750	(\$676)
EXP20134-Grant Exp-Drought Communities Programms	\$0	\$231	\$231	\$42	(\$189)
EXP20137-Grant Exp-Qld Bushfires Local Economic Recovery	\$0	\$113	\$50	\$88	\$38
EXP20139-Grant Exp-Resilient Rivers	\$240	\$794	\$650	\$120	(\$531)
EXP20140-Grant Exp-Other Programs	\$182	\$1,462	\$495	\$466	(\$29)
Other Material and Services	\$8,887	\$10,853	\$7,382	\$6,031	(\$1,351)
Total materials and services	\$32,673	\$38,333	\$26,037	\$25,848	(\$190)

Financial performance and position



5. CAPITAL EXPENDITURE

For the Period Ending 31-Mar-2023

	Commitments \$000	Annual Original Budget \$000	Annual Revised Budget \$000	YTD Revised Budget \$000	YTD Actual \$000	YTD Variance \$000	Beyond June 2023 Revised Budget \$000
Council Wide Transactions	\$0	\$0	\$12,093	\$0	\$0	\$0	\$12,093
Library Services	\$113	\$269	\$269	\$199	\$141	(\$58)	\$0
Cultural Services	\$23	\$108	\$252	\$81	\$62	(\$19)	\$0
Facilities Maintenance	\$270	\$947	\$833	\$199	\$144	(\$55)	\$0
Parks and Landscape Maintenance	\$58	\$273	\$567	\$301	\$215	(\$86)	\$0
Waste Services	\$0	\$102	\$114	\$0	\$1	\$1	\$0
Waste Landfill - Central	\$69	\$510	\$1,356	\$469	\$369	(\$100)	\$0
Property Management	\$97	\$4,205	\$7,664	\$6,591	\$6,019	(\$572)	\$0
Waste Transfer Stations	\$55	\$221	\$316	\$116	\$3	(\$113)	\$0
Vibrant and Active Towns and Villages	\$1,139	\$649	\$5,898	\$4,813	\$3,811	(\$1,002)	\$386
Asset Management	\$0	\$493	\$0	\$0	\$0	\$0	\$0
Road Maintenance	\$7	\$562	\$596	\$335	\$330	(\$5)	\$0
Workshop	\$11	\$205	\$205	\$0	\$6	\$6	\$0
Capital Works	\$499	\$6,578	\$5,941	\$4,786	\$3,767	(\$1,019)	\$0
Structures and Drainage	\$121	\$2,752	\$3,845	\$1,354	\$877	(\$477)	\$515
Fleet Management	\$3,515	\$3,980	\$7,929	\$1,265	\$642	(\$623)	\$0
Reseals	\$1,521	\$2,692	\$3,222	\$2,750	\$1,733	(\$1,017)	\$0
Grant Funded Programs							
Grant-Bushfire Recovery Exceptional Assistance Pa	\$34	\$0	\$20	\$0	\$43	\$43	\$0
Declared Event - SEQ Coastal Trough 12-15 Dec 20	\$0	\$0	\$272	\$272	\$287	\$14	\$0
Declared Event - Southern Qld Severe Weather 20-3	\$3,094	\$0	\$3,068	\$2,106	\$1,707	(\$399)	\$0
Declared Event - November 2021	\$1	\$0	\$799	\$356	\$393	\$37	\$270
REPA - SEQ Rainfall and Flooding, 22-28 Feb 2022	\$1,426	\$0	\$34,180	\$5,731	\$5,560	(\$171)	\$25,820
REPA - 13 May 2022 Heavy Rainfall Event	\$2,076	\$0	\$5,234	\$455	\$437	(\$18)	\$3,931
DRFA-Immediate Reconstruction Works-Q Bushfires	\$1,677	\$0	\$1,540	\$400	\$106	(\$294)	\$0
Grant Funded-Beaudesert Town Centre Redevlopme	\$1,092	\$0	\$7,162	\$4,356	\$3,498	(\$858)	\$1,706
Grant Funded-Bridge Renewal Program	\$335	\$7,263	\$8,090	\$1,001	\$937	(\$64)	\$5,856
Grant Funded-Black Spot Program	\$1,992	\$0	\$4,341	\$3,082	\$1,048	(\$2,033)	\$673
Grant Funded-Drought Communities Programme DC	\$0	\$0	\$64	\$64	\$19	(\$45)	\$0
Grant Funded-Local Govt Grants and Subsidies Prog	\$46	\$0	\$2,005	\$160	\$84	(\$76)	\$1,725
Grant Funded-Local Roads and Community Infrastru	\$277	\$2,178	\$4,280	\$2,981	\$1,927	(\$1,055)	\$0
Grant Funded-Mass Action Rest Area Upgrade Prog	\$6	\$0	\$45	\$13	\$13	\$0	\$0
Grant Funded-Principal Cycle Network Program	\$0	\$0	\$270	\$270	\$264	(\$6)	\$0
Grant Funded-Qld Bushfires Local Economic Recov	\$860	\$0	\$3,053	\$2,250	\$1,570	(\$680)	\$0
Grant Funded-SEQ Community Stimulus Program	\$190	\$0	\$3,775	\$1,164	\$1,244	\$80	\$550
Grant Funded-Unite and Recover Community Stimul	\$4	\$0	\$30	\$30	\$31	\$1	\$0
Grant Funded-Unite and Recover Community Stimul	\$67	\$0	\$950	\$950	\$1,021	\$72	\$0
Grant Funded-COVID W4Q Works For Queensland	\$0	\$0	\$48	\$30	\$30	\$0	\$0
Total capital expenditure	\$20,677	\$33,988	\$130,322	\$48,930	\$38,338	(\$10,593)	\$53,526

* Beyond June 2023 : Budgeted transactions not expected to be incurred until post 30 June 2023. These may include potential carry forward projects due to either being multi-year staged projects, deferred projects or where funds were planned to be received this financial year for a project to be commenced next financial year.

6. PROCEEDS FROM ASSET SALES

For the Period Ending 31-Mar-2023

	Original Budget \$000	Annual Revised Budget \$000	YTD Revised Budget \$000	YTD Actual \$000	YTD Variance \$000	Beyond June 2023 Revised Budget \$000
Fleet Trade-Ins	\$875	\$1,400	\$160	\$279	\$119	\$0
Property Disposals	\$843	\$3,304	\$630	\$0	(\$630)	\$2,529
Total proceeds from asset sales	\$1,718	\$4,704	\$790	\$279	(\$511)	\$2,529

Financial performance and position



7. CAPITAL REVENUE - CAPITAL GRANTS, SUBSIDIES, CONTRIBUTIONS AND DONATIONS

For the Period Ending 31-Mar-2023

	Annual Original Budget \$000	Annual Revised Budget \$000	YTD Revised Budget \$000	YTD Actual \$000	YTD Variance \$000
621003 - State Library Grant	\$201	\$201	\$151	\$151	(\$0)
621005 - Transport Infrastructure Development Scheme (TIDS)	\$744	\$744	\$744	\$255	(\$489)
621006 - Roads to Recovery	\$1,089	\$1,089	\$1,089	\$394	(\$695)
621032 - Grant-Blackspot Funding	\$0	\$3,973	\$1,335	\$1,852	\$517
621038 - Bridge Renewal Program	\$3,104	\$4,527	\$2,214	\$954	(\$1,260)
621041 - Building Better Regions Grant Funding	\$0	\$3,839	\$0	\$737	\$737
621044 - Building Our Regions	\$0	\$2,875	\$0	\$200	\$200
621045 - DRFA - REPA Bushfire Subsidy 2019	\$0	\$1,235	\$0	\$11	\$11
621047 - Flood Damage Subsidies 2020 REPA	\$0	\$74	\$74	\$74	\$0
621048 - Works for Queensland COVID Grant - Capital Portion	\$0	\$144	\$0	\$173	\$173
621049 - Local Roads and Community Infrastructure Program Funding	\$2,178	\$3,217	\$0	\$1,089	\$1,089
621050 - Unite and Recover Community Stimulus Package-Lake	\$0	\$203	\$0	\$203	\$203
621051 - Unite and Recover Community Stimulus Package-Foot	\$0	\$200	\$200	\$200	\$0
621052 - Grant-QRRRF-Mahoney Road Floodway Upgrade SRR	\$0	\$42	\$0	\$42	\$42
621054 - Grant-Drought Communities Programme DCP000598	\$0	\$385	\$385	\$0	(\$385)
621055 - Heavy Vehicle Safety and Productivity Program (HVSP)	\$2,000	\$2,400	\$0	\$800	\$800
621056 - Grant-Qld Bushfires LER - Vonda Youngman Communi	\$0	\$327	\$224	\$224	\$0
621057 - Grant-Qld Bushfires LER-Refurbish Tamborine Mounta	\$0	\$1,499	\$0	\$0	\$0
621058 - Grant-2021-2024 SEQ Community Stimulus Program	\$0	\$1,995	\$0	\$0	\$0
621059 - DRFA - REPA Southern Qld Severe Weather, 20-31 Ma	\$0	\$2,231	\$0	\$691	\$691
621060 - DRFA - REPA SEQ Coastal Trough 12-15 December 2	\$0	\$207	\$0	\$116	\$116
621061 - DRFA - REPA Subsidy November 2021	\$0	\$784	\$0	\$211	\$211
621062 - TMR-Mass Action Rest Area Upgrade Program	\$0	\$67	\$0	\$0	\$0
621063 - DRFA - REPA SEQ Rainfall and Flooding, 22-28 Febru	\$0	\$33,166	\$0	\$3,029	\$3,029
621064 - DRFA - REPA Southern Qld Flooding Event, 6-20 May	\$0	\$3,791	\$0	\$4,178	\$4,178
621065 - LGGSP-Safety Upgrades on Tarome Road	\$0	\$1,203	\$361	\$361	(\$0)
621098 - Capital Grants AASB1058 Accrual Adjustment	\$0	\$3,368	\$3,368	\$3,368	(\$0)
621099 - Other Capital Grants and Subsidies	\$0	\$1,516	\$141	\$189	\$48
621101 - Infrastructure Charges	\$2,305	\$2,305	\$1,710	\$3,366	\$1,656
621104 - Contributions Tied to Specific Projects	\$0	\$0	\$0	\$0	\$0
Total Capital Revenue - Capital Grants, Subsidies, Contributi	\$11,621	\$77,605	\$11,996	\$22,868	\$10,872

Financial performance and position



8. INVESTMENTS

INVESTMENTS

As at 31-Mar-2023

INVESTMENTS HELD BY COUNCIL

Financial Institution	Type	Principal \$'000	Interest Rate	Maturity Date	Days to Maturity	S&P Short Term Rating
Queensland Treasury Corporation	On Call	\$38,553	3.81%	31/03/2023	0	A1+
Bendigo & Adelaide Bank - Canungra	Term Depo	\$1,000	4.10%	5/06/2023	66	A2
Bendigo & Adelaide Bank - Kalbar	Term Depo	\$1,000	4.45%	14/08/2023	136	A2
Bendigo & Adelaide Bank - Beaudesert	Term Depo	\$1,000	4.10%	8/05/2023	38	A2
Suncorp Metway Limited-Corporate	Term Depo	\$3,000	4.21%	13/06/2023	74	A1
BOQ- Corporate	Term Depo	\$1,000	4.27%	24/07/2023	115	A2
BOQ- Corporate	Term Depo	\$3,000	4.65%	7/09/2023	160	A2
Suncorp Metway Limited-Corporate	Term Depo	\$3,000	4.28%	3/05/2023	33	A1
National Australia Bank- Corporate	Term Depo	\$2,000	4.10%	8/05/2023	38	A1+
National Australia Bank- Corporate	Term Depo	\$1,000	4.45%	14/08/2023	136	A1+
National Australia Bank- Corporate	Term Depo	\$5,000	4.47%	25/09/2023	178	A1+

Total investments		\$59,553				
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Cash in bank accounts	On Call	\$161	0.10%	31/03/2023	0	A1+
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Total cash		\$161				
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TOTAL CASH AND INVESTMENTS		\$59,714	Varies from Statement of Financial Position due to cash in Trust and reconciling items.			
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INVESTMENT INTEREST RATE PERFORMANCE

Weighted Average Interest Rate	3.99%
Target Interest Rate (RBA cash rate)	3.60%
Investment Policy Adhered to?	Yes

ESTIMATE OF RESTRICTED CASH

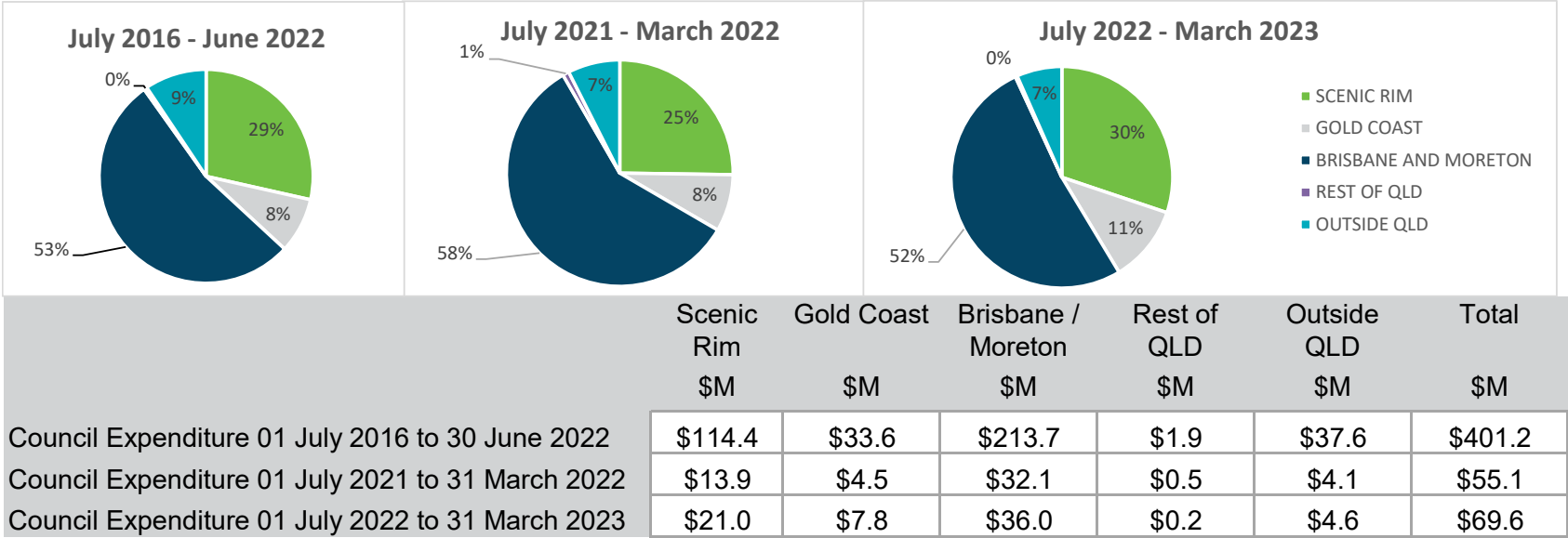
EXTERNAL RESTRICTIONS	\$'000
Loan draw down but not yet expended	\$12,093
Operating grant funding received but not yet expended	\$2,498
Capital grant funding received but not yet expended	\$5,887
Domestic waste levy refund received in advance	\$4,908
Cash held in trust account	\$3,949
Total estimated restricted cash	\$29,335

Financial performance and position



9. ADDITIONAL INFORMATION

COUNCIL EXPENDITURE BY LOCATION



HARDSHIP APPLICATIONS

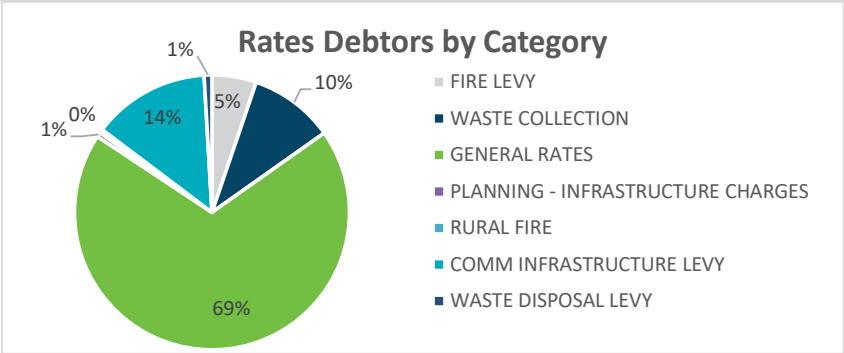
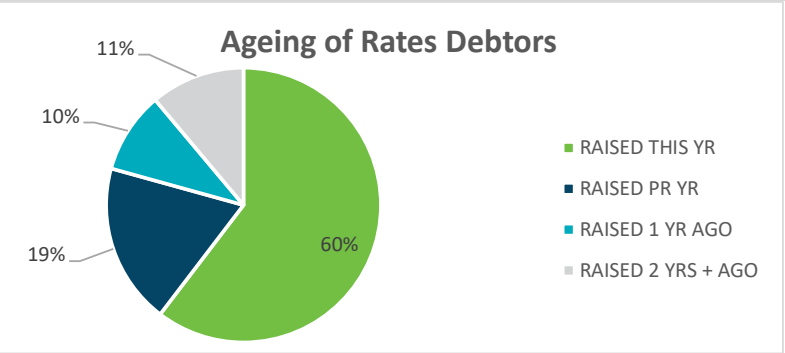
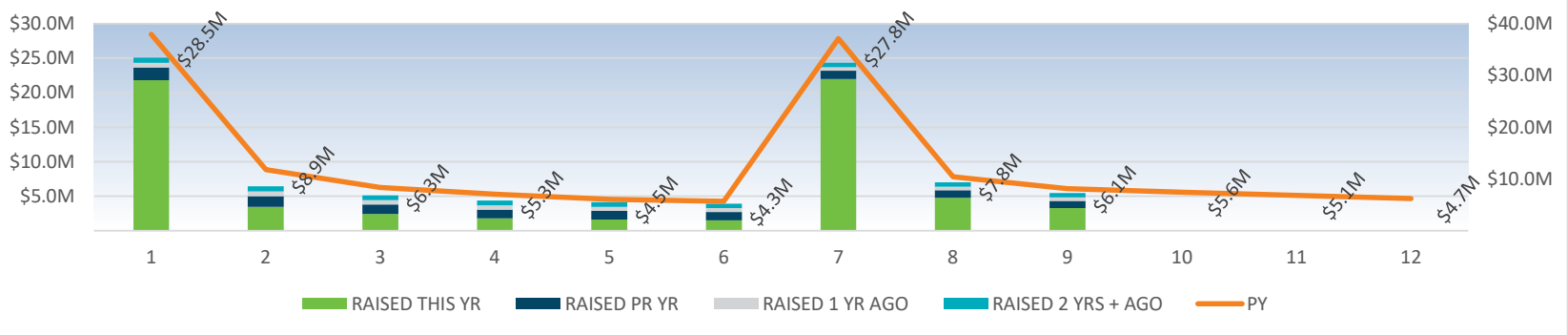
	Financial	COVID	Drought	Bushfires	Flood
2021-2022 Applications Approved	3	0	0	1	0
2022-2023 Current Month					
Applications Sent (excludes direct download from website)	4	0	0	0	0
Applications Received	0	0	0	0	0
Applications Approved	0	0	0	0	0
Applications Currently Under Review	4	0	0	0	1
Applications Ineligible / Withdrawn	0	0	0	0	0

Financial performance and position



10. DEBTORS

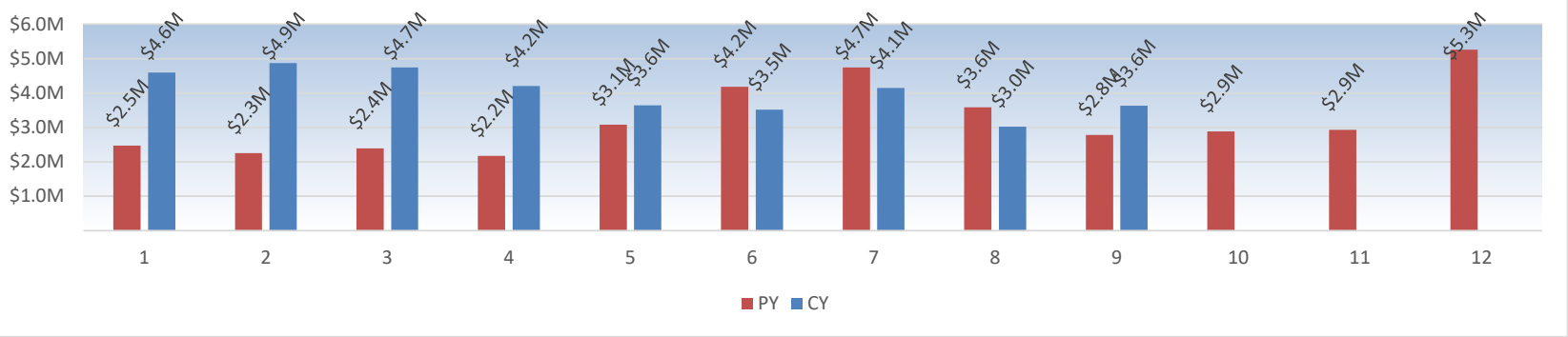
OUTSTANDING RATES DEBTORS



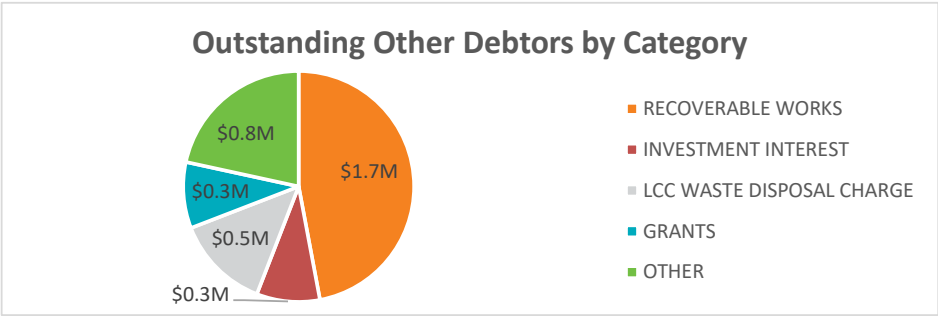
Outstanding Rates Debtors by Category

	As at 31-Mar-2023		As at 31-Mar-2022	
	Total Levy \$'000	Current Levy \$'000	Total Levy \$'000	Current Levy \$'000
Fire Levy	\$380	\$230	\$336	\$217
Waste Collection	\$725	\$438	\$566	\$355
General Rates	\$5,022	\$3,030	\$4,297	\$2,682
Planning - Infrastructure Charges	\$39	\$0	\$42	\$0
Rural Fire	\$31	\$20	\$24	\$15
Community Infrastructure Levy	\$1,003	\$628	\$758	\$503
Waste Disposal Levy	\$67	\$41	\$54	\$35
Total rates debtors outstanding	\$7,267	\$4,388	\$6,078	\$3,806

OUTSTANDING OTHER DEBTORS



Example: Recoverable Works, Interest Receivable, Tipping Fees, etc.




10.11 Queensland Treasury Corporation 2023 Credit Review

Executive Officer: General Manager Council Sustainability

Item Author: Coordinator Financial Management

Attachments:

1. Queensland Treasury Corporation correspondence dated 9 February 2023 re 2023 Credit Review [↓](#) 

Executive Summary

The outcome of Queensland Treasury Corporation's (QTC) recent 2023 Credit Review undertaken on Council has been received and is presented in this report. Representatives from QTC presented to Council the outcome of the review and their rationale methodology around the rating.

Recommendation

That Council receive Queensland Treasury Corporation's Credit Review report and note the result findings.

Previous Council Considerations / Resolutions

Not applicable.

Report / Background

As Council has borrowings between \$20 million and \$200 million it is considered a Tier 2 organisation and as such, QTC are to perform a credit review every two years.

The credit review involved Council undertaking the process of populating QTC's Long Term Financial Model (based on the Original 2023 Budget adjusted for the Carry Forward Review) and fielding a multitude of queries around financial transactions and metrics.

For the 2023 Credit Review QTC has rated Scenic Rim Regional Council as having a **Sound** credit rating with a **Developing** outlook.

Previous Credit Reviews undertaken by QTC are as follows:

- 2018 - **Sound** credit rating with a **Neutral** Outlook
- 2020 - **Sound** credit rating with a **Negative** Outlook

Sound credit rating is defined as:

"The local government's capacity to meet its financial commitments in the short, medium and long-term is sound. This capacity may be more vulnerable to adverse changes in general business and economic conditions including unforeseen financial shocks. It may also be more vulnerable to adverse changes to its business and operational environment. The capacity to manage core business risks is sound."

As for the outlook:

Neutral is defined as:

"Existing financial performance is consistent with the assigned rating. There are no known foreseeable events that would have a direct impact on the local government's capacity to meet its financial commitments. There is a low likelihood of a rating change over a one to two year period."

Negative is defined as:

"As a result of a foreseeable event or circumstance occurring, there is the potential for deterioration in the local government's capacity to meet its financial commitments (short and/or long-term). Such deterioration may result in a change in its rating over a one to two-year period. However, it does not necessarily indicate that a rating change may be forthcoming."

Developing is defined as:

"A single or a series of potential events or circumstances have been identified which indicate heightened probability of a significant direct impact on the financial sustainability of the local government, the final financial impact of which is uncertain. This means the rating may be raised, lowered or affirmed over the following one to two years."

Budget / Financial Implications

Should forecast operating performance not materialise and/or the sale of surplus land at 122-128 Long Road Tamborine Mountain not eventuate, then a rating downgrade is likely.

Strategic Implications

Operational Plan

Theme: 3. Open and Responsive Government

Key Area of Focus: 3.1.1 Plan, develop and implement high-quality customer-focused services

Legal / Statutory Implications

Not applicable.

Risks

Strategic Risks

The following Level 1 and Level 2 (strategic) risks are relevant to the matters considered in this report:

SR47 Inadequate or lack of an appropriate Financial Management Framework (including systems, policies, procedures and controls) in place to adequately minimise risk of fraudulent action and to maximise financial sustainability.

SR53 Inadequate sustainable economic growth plans in place to appropriately maximise opportunities, resulting in increased pressures on Council and State infrastructure and social environmental cohesiveness.

Risk Assessment

Category	Consequence	Likelihood	Inherent Risk Rating	Treatment of risks	Residual Risk Rating
Financial/Economic Council's Long Term Financial Sustainability	5 Catastrophic	Unlikely	Extreme	Abide by mandated legislative frameworks when formulating annual budgets	Low

Consultation

Queensland Treasury Corporation

Conclusion

The outcome of QTC's recent 2023 Credit Review undertaken on Council, has been received and is presented in this report.



9 February 2023

David Keenan
Chief Executive Officer
Scenic Rim Regional Council
82 Brisbane Street
Beaudesert QLD 4285

Dear David,

Scenic Rim Regional Council – 2023 Credit Review

We advise that Queensland Treasury Corporation (QTC) has performed the Credit Review process for Scenic Rim Regional Council (SRRC). This process is based on information provided by SRRC and known to QTC up to 1 December 2022. It does not necessarily reflect information provided or events occurring subsequent to that date.

SRRC's credit rating has been affirmed as **Sound** and the outlook has been changed from **Negative** to **Developing**.

The **Sound** rating reflects improving operating performance, leverage remaining within QTC's preferred benchmarks, and a positive outlook for regional growth through major projects and residential housing demand. However, these positive considerations are somewhat offset by the forecast reduction in liquidity, sensitivity to adverse changes in operating performance, and delays in capital projects due to weather and materials and labour shortages.

The **Developing** outlook reflects increasing borrowings and adverse movements in notable QTC metrics, which may place downward pressure on the Sound credit rating. Should forecast operating performance not materialise and/or the sale of surplus land at 122-128 Long Road Tamborine Mountain not eventuate, then a rating downgrade is likely.

We would like to thank you and your staff for their assistance and cooperation in responding to our information requests as part of the Credit Review Process.

QTC would be pleased to present to SRRC the outcomes of our Credit Review. If you wish to arrange for a presentation or have any questions in relation to the Credit Review, please contact Robyn Usher on 3017 6341.

Sincerely,

A handwritten signature in black ink, appearing to read 'Neville Ide', is written over a light blue horizontal line.

Neville Ide

Interim Chief Executive

LEVEL 31, 111 EAGLE STREET, BRISBANE QUEENSLAND AUSTRALIA 4000
GPO BOX 1096, BRISBANE QUEENSLAND AUSTRALIA 4001
T: 07 3842 4600 • F: 07 3221 4122 • QTC.COM.AU

QTC's Local Government Credit Rating and Outlook Definitions

RATINGS	
● Very Strong	The local government's capacity to meet its financial commitments in the short, medium and long-term is very strong. This capacity is very unlikely to be affected by adverse changes in general business and economic conditions including unforeseen financial shocks. It is also very unlikely to be affected by adverse changes to its business and operating environment. The capacity to manage core business risks is very strong.
● Strong	The local government's capacity to meet its financial commitments in the short, medium and long-term is strong. This capacity is not likely to be affected by adverse changes in general business and economic conditions including unforeseen financial shocks. It is also not likely to be affected by adverse changes to its business and operating environment. The capacity to manage core business risks is strong.
● Sound	The local government's capacity to meet its financial commitments in the short, medium and long-term is sound. This capacity may be more vulnerable to adverse changes in general business and economic conditions including unforeseen financial shocks. It may also be more vulnerable to adverse changes to its business and operational environment. The capacity to manage core business risks is sound.
● Moderate	The local government's capacity to meet its financial commitments is moderate in the short to medium-term but is at an acceptable level in the long-term. This capacity may be weakened by adverse changes in general business and economic conditions including unforeseen financial shocks. It may also be weakened by adverse changes to its business and operational environment. The capacity to manage core business risks is moderate.
● Weak	The local government's capacity to meet its financial commitments is weak in the short to medium-term and remains limited in the long-term. This capacity is likely to be weakened by adverse changes in general business and economic conditions including unforeseen financial shocks. It is also likely to be weakened by adverse changes to its business and operational environment. The capacity to manage core business risks is weak.
● Very Weak	The local government's capacity to meet its financial commitments is very weak in the short to medium-term, and is very limited in the long-term. This capacity is very likely to be impaired by adverse changes in general business and economic conditions including unforeseen financial shocks. It is also very likely to be impaired by adverse changes to its business and operational environment. The rating also indicates that the local government may experience difficulties in managing its core business risks and may need assistance from higher levels of government.
● Distressed	The local government has no capacity to meet its financial commitments in the short, medium and long-term. It has no capacity to withstand adverse changes in general business and economic conditions including unforeseen financial shocks. It also has no capacity to withstand adverse changes to its business and operating environment. The local government is unlikely to have the capacity to manage core business risks and may need structural reforms and assistance from higher levels of government.
A ratings outlook generally focuses on the potential movement in an entity's rating in the short term (ie, less than 24 months). Outlooks may be neutral, positive, negative or developing.	
OUTLOOKS	
Neutral	Existing financial performance is consistent with the assigned rating. There are no known foreseeable events that would have a direct impact on the local government's capacity to meet its financial commitments. There is a low likelihood of a rating change over a one to two year period.
Positive	As a result of a foreseeable event or circumstance occurring, there is the potential for enhancement in the local government's capacity to meet its financial commitments (short and/or long-term). Such enhancement may result in a change in its rating over a one to two year period. However, it does not necessarily indicate that a rating change may be forthcoming.
Negative	As a result of a foreseeable event or circumstance occurring, there is the potential for deterioration in the local government's capacity to meet its financial commitments (short and/or long-term). Such deterioration may result in a change in its rating over a one to two year period. However, it does not necessarily indicate that a rating change may be forthcoming.
Developing	A single or a series of potential events or circumstances have been identified which indicate heightened probability of a significant direct impact on the financial sustainability of the local government, the final financial impact of which is uncertain. This means the rating may be raised, lowered or affirmed over the following one to two years.

11 Confidential Matters**11.1 Tamborine Mountain Library Outdoor Area [Closed s.254J(3)(c)]**

Executive Officer: General Manager Customer and Regional Prosperity

Item Author: Special Projects Officer

This report is **CONFIDENTIAL** in accordance with Section 254J(3)(c) of the *Local Government Regulation 2012*, which permits the meeting to be closed to the public for business relating to the following:

- (c) the local government's budget.