

IPSWICH CITY COUNCIL

AGENDA

of the

GROWTH AND INFRASTRUCTURE COMMITTEE

Held in the Council Chambers 2nd floor – Council Administration Building 45 Roderick Street IPSWICH QLD 4305

On Tuesday, 9 July 2019 At 9.30 am or 10 minutes after the conclusion of the Economic Development Committee whichever is sooner.

MEMBERS OF THE GROWTH AND INFRASTRUCTURE COMMITTEE

Interim Administrator	
Greg Chemello (Chairperson)	

9.30 am or 10 minutes after the conclusion of the Economic Development Committee whichever is sooner, on Tuesday, 9 July 2019 Council Chambers

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** Item includes confidential papers

<u>9 JULY 2019</u>

AGENDA

1. <u>473/2016/OW INFRASTRUCTURE CREDITS PROJECT ESTIMATES ROADS 10 AND 11</u> <u>SPRINGFIELD TOWN CENTRE</u>

This is a report concerning the anticipated construction of Road 10 and Road 11 within the Springfield Town Centre (extension from Trackstar Drive to Eden Station Drive). The Developer, Springfield City Group (SCG) are seeking confirmation of the project estimate (establishment cost) to determine the maximum infrastructure credits applicable in accordance with the relevant Infrastructure Agreement.

RECOMMENDATION

That the Interim Administrator of Ipswich City Council resolve:

- A. That the maximum Establishment Cost (Project Estimate) for Road 10 and Road 11 in the amount of \$6,857,681.00 be adopted.
- B. That the Developer's representative, Mr Brett Wilson of Springfield City Group, be advised accordingly.

2. HERITAGE AND MONUMENTS ADVISORY COMMITTEE MEETING NO. 209

This is a report concerning the minutes of the Heritage and Monuments Advisory Committee (meeting number 209) which was held on Thursday, 20 June 2019.

RECOMMENDATION

That the report be received and the contents noted.

3. <u>COURT ACTION STATUS REPORT</u>

This is a report concerning the status of outstanding court actions.

RECOMMENDATION

That the report be received and the contents noted.

This is a report concerning applications that have been determined by delegated authority for the period 5 June 2019 to 27 June 2019.

RECOMMENDATION

That the report be received and the contents noted.

5. <u>2020-2021 BLACK SPOT PROGRAM PROJECT SUBMISSION</u>

This is a report concerning Council's submission of projects for the 2020-2021 Australian Government Infrastructure Investment Program, Black Spot Program.

RECOMMENDATION

That the Interim Administrator of Ipswich City Council resolve:

That the projects detailed in Table 2 of this report by the Technical Officer (Traffic) dated 20 June 2019, be approved and submitted to the Department of Transport and Main Roads for funding consideration under the 2020–2021 Australian Government's Black Spot Program.

6. <u>2018-2019 IGO ANNUAL REPORT CARD</u>

This is a report by the Senior Transport Planner dated 21 June 2019 outlining the results of the 2018-2019 Annual Report Card for the delivery of the *City of Ipswich Transport Plan* (iGO).

RECOMMENDATION

That the Interim Administrator of Ipswich City Council resolve:

- A. That the contents of the report be received and noted.
- B. That the Interim Administrator, Chief Executive Officer and Executive Leadership Team give due regard to the risks and consequences outlined in the report by the Senior Transport Planner dated 21 June 2019 as part of their decision making process when considering future Council investment priorities.

7. **<u>PROPOSED NEW LEASE FOR TELECOMMUNICATIONS PURPOSES TO OPTUS</u> <u>MOBILE PTY LIMITED LOCATED AT 102 CHAMPIONS WAY, WILLOWBANK</u>

This is a report concerning a proposal from Optus Mobile Pty Limited (Optus) for a new lease to accommodate the Optus equipment shelter over Council freehold land

adjoining the existing Telstra lease area TC located at 102 Champions Way, Willowbank, described as part of Lot 1 on SP308694.

RECOMMENDATION

That the Interim Administrator of Ipswich City Council resolve:

- A. That pursuant to section 236(2) of *the Local Government Regulation 2012* (the Regulation) the exception referred to in section 236(1)(c)(iii) of the Regulation applies to Council on the disposal of the lease interest located at 102 Champions Way, Willowbank and described as part of Lot 1 on SP308694, by way of a new lease arrangement between Council and Optus Mobile Pty Limited for telecommunication purposes on the basis of disposal for the following terms:
 - 1. A lease for a term of 8 years commencing 1 July 2019.
- B. That Council (Interim Administrator of Ipswich City Council) enter into a new lease with Optus Mobile Pty Limited for one equipment shelter for an 8 year term commencing on 1 July 2019 at a commencing annual rent of \$12,000 plus GST with an annual indexation of 2.5%.
- C. That the Chief Executive Officer be authorised to negotiate and finalise the terms of the proposed new lease arrangement as detailed in Recommendations A and B of the report by the Property Officer dated 27 May 2019 and do any other acts necessary to implement Council's decision in accordance with section 13(3) of the *Local Government Act 2009*.

8. **ACQUISITION OF LAND FOR BRASSALL BIKEWAY STAGE 5 PROJECT

This is a report concerning the acquisition of land for road purposes for the Brassall Bikeway Stage 5 Project. (The Project).

RECOMMENDATION

That the Interim Administrator of Ipswich City Council resolve:

 A. That Council (Interim Administrator of Ipswich City Council) having duly considered this report dated 25 June 2019, be of the opinion that the following property (shown in Attachment 1) ('the land') be required for acquisition for road purposes:

Part of Lot 405 on Crown plan CC1710, 112-136 Keswick Road, Karrabin

B. That Council (Interim Administrator of Ipswich City Council) exercise its power as a "constructing authority" under the Acquisition of Land Act 1967 and acquire the land, (as described in Recommendation A of this report dated 25 June 2019) for road purposes. C. That the Chief Executive Officer be authorised to negotiate compensation and perform any other matters, arising out of the *Acquisition of Land Act 1967* or otherwise, and to do any other acts necessary to implement Council's decision to acquire this land in accordance with section 13(3) of the *Local Government Act 2019*.

** Item includes confidential papers

and any other items as considered necessary.

Doc ID No: A5616714

ITEM:

SUBJECT: 473/2016/OW INFRASTRUCTURE CREDITS PROJECT ESTIMATES ROADS 10 AND 11 SPRINGFIELD TOWN CENTRE

AUTHOR: PRINCIPAL DEVELOPMENT ENGINEER

DATE: 25 JUNE 2019

1

EXECUTIVE SUMMARY

This is a report concerning the anticipated construction of Road 10 and Road 11 within the Springfield Town Centre (extension from Trackstar Drive to Eden Station Drive). The Developer, Springfield City Group (SCG) are seeking confirmation of the project estimate (establishment cost) to determine the maximum infrastructure credits applicable in accordance with the relevant Infrastructure Agreement.

RECOMMENDATIONS

That the Interim Administrator of Ipswich City Council resolve:

- A. That the maximum Establishment Cost (Project Estimate) for Road 10 and Road 11 in the amount of \$6,857,681.00 be adopted.
- B. That the Developer's representative, Mr Brett Wilson of Springfield City Group, be advised accordingly.

RELATED PARTIES

The related parties are:

- Springfield City Group (Developer) The primary contact has been Planning Manager, Mr Brett Wilson (<u>b.wilson@springfieldcitygroup.com</u>)
- Cardno (Consulting Engineer) The primary contact has been Senior Civil Engineer, Mr Aaron Gilboy

It should be noted that the contractor proposed to undertake the works has not been determined.

ADVANCE IPSWICH THEME LINKAGE

Managing growth and delivering key infrastructure

Council has approved an Operational Works application (473/2016/OW – plan extracts shown below) in March 2017 for the construction of Road 11 within the Springfield Town Centre which will link Trackstar Drive to Eden Station Drive. As a result of the construction of Road 11, additional works on Eden Station Drive (Road 10) are required which will provide an ultimate four lane construction which is deemed creditable. An extract of the proposed works are provided further below.

The Springfield Town Centre Infrastructure Agreement (STCIA) states that *the Developer* (Springfield City Group) accrues credit for the construction of the road known as Road 11 which is a high frequency public transport corridor. Springfield City Group have stated that they will not commence construction works until the establishment cost for Road 10 and 11 are determined. The purpose of this report is to define and approve the establishment costs which will serve as the maximum infrastructure credit amount. The report also is key in ensuring that future credits are assigned in a transparent and cost effective manner.

LOCALITY PLAN



PLAN EXTRACT FROM 473/2016/OW







ESTABLISHMENT COST CALCULATION METHOLOGY

Springfield City Group's consulting engineers, Cardno has prepared a schedule of costs and prices for the construction works associated with 473/2016/OW as a proposed establishment cost. However, Council has prepared a cost estimate utilising the Local Government Infrastructure Plan Schedule of Works (LGIP SOW) which also includes some individual items from the calculated cost such as earthworks, traffic signals and traffic islands costs. The proposed project estimate for both Council's and the calculated proposal are summarised below. The full calculations can be found in the supporting documentation section found in this report.

<u>Road 10</u>

Project Estimate (Council) - **\$776,502.00** Project Estimate (SCG/Cardno) - \$656,168.70 **Comments/Exclusions/Variations** – The creditable work is limited to ultimate construction on Road 10 and does not include the Brookwater Drive stub works. A large portion of the traffic signals (85%) for the intersection of Eden's Station Drive/Brookwater Drive/Road 11 have been determined as creditable to Road 10.

<u>Road 11</u>

Project Estimate (Council) - **\$6,081,180.00** Project Estimate (SCG/Cardno) - \$5,436,698.06 (\$6,092,866.76 - \$656,168.70)

Comments/Exclusions/Variations – The earthworks cost varied greatly between the LGIP unit rate and SCG/Cardno's proposal as there is a major cut exercise with most material being transported offsite (cost of earthworks is \$2.21M). Traffic Signals for the intersection of Trackstar Drive and Road 11 have been included on this estimate.

<u>TOTAL - \$6,857,681.00</u>

It is noted that Council's calculated Project Estimate exceeds the amount sought by SCG. The reason for this is owing to Council utilising the Local Government Infrastructure Plan Schedule of Works (LGIP SOW) to calculate the amount versus the SCG/Cardno detailed cost estimate prepare from the design drawings. It is considered justifiable to exceed the amount in this instance, as a separate tender process will be undertaken for the works to ensure value for money and Council will also undertake a final credit assessment once works are completed and accepted On Maintenance. The actual costs and associated documentation (certifications, final progress claims, invoices, etc.) will need to be submitted by Cardno/SCG to substantiate the Infrastructure credit claim as part of this assessment. Springfield City Group will be entitled to the lesser of the actual costs or the project estimate cost. Springfield City Group have requested to provide an itemised breakdown of costs based upon the calculated engineer's estimate (from Cardno), however it is considered that this breakdown should be considered on the basis of a competitive procurement process rather than using calculated cost estimates.

Infrastructure Type	Proposed Amount by Applicant for	Proposed Amount by Applicant for	Amount Approved by Council for	Amount Approved by Council for	Amount Approved by Council for Road 10 and 11
	Road 10	Road 11	Road 10	Road 11	Combined
Roads /	\$656,168.70	\$5,436,698.06	\$776,502.00	\$6,081,180.00	\$6,857,681.00
Transport					
Total	\$656,168.70	\$5,436,698.06	\$776,502.00*	\$6,081,180.00*	<u>\$6,857,681.00*</u>

Summary of Establishment Costs

*Note: The amounts approved by Council are a maximum Infrastructure credits and the allocation of final Infrastructure credits are subject to the assessment of the actual costs and consideration of the relevant infrastructure agreement.

The financial implications are that a maximum of \$6,857,681.00 infrastructure credits will be assigned to Springfield City Group at the successful completion of works. The completion of works is considered On Maintenance acceptance where the constructed infrastructure will become Council's asset to operate and maintain. The current resource requirement from a Planning and Regulatory Services perspective is engineering officers from the Development Engineering Section to oversee construction, facilitate asset handover and to process any infrastructure credit claims at the completion of works.

RISK MANAGEMENT IMPLICATIONS

The primary risk to Council is financial as the construction works are delivered by a third party. The risk associated of not endorsing the recommendations is that a maximum credit amount is not capped and Council could risk a higher than expected credit claim.

LEGAL/POLICY BASIS

This report and its recommendations are consistent with the following legislative provisions: *Planning Act 2016 Adopted Infrastructure Charges Resolution Local Government Infrastructure Plan Springfield Town Centre Infrastructure Agreement*

COMMUNITY AND OTHER CONSULTATION

Generally not applicable, however the proposed amount has been discussed with Springfield City Group and they are generally supportive of the amount, noting concerns identified in this report.

CONCLUSION

That Council has determined the maximum creditable amount for the construction of Road 10 & 11 within the Springfield Town Centre. The proposed maximum creditable amount is \$6,857,681.00 and it is requested that the amount is adopted.

ATTACHMENTS AND CONFIDENTIAL BACKGROUND PAPERS

1.	Maximum Creditable Project Estimate for Road 10 & 11 - Springfield Town Centre (STCIA) J
1.1	Final Project Estimate - LGIP SOW 🕂 🖾
1.2	Approved Drawings for 473/2016/OW 🕂 🖾
1.3	Decision Notice for 473/2016/OW 🕂 🖾

Mitchell Weatherhead PRINCIPAL DEVELOPMENT ENGINEER

I concur with the recommendations contained in this report.

Shahadat Hossain ENGINEERING AND ENVIRONMENT MANAGER

I concur with the recommendations contained in this report.

Brett Davey
ACTING GENERAL MANAGER - PLANNING AND REGULATORY SERVICES

"Together, we proudly enhance the quality of life for our community"

473/2016/OW: MJW

10 June 2019

MEMORANDUM

TO: CHIEF EXECUTIVE OFFICER – DAVID FARMER

FROM: ACTING GENERAL MANAGER (PLANNING AND REGULATORY SERVICES – BRETT DAVEY ENGINEERING AND ENVIRONMENT MANAGER – SHAHADAT HOSSAIN

ACTIONED BY: PRINCIPAL DEVELOPMENT ENGINEER - MITCHELL WEATHERHEAD

RE: INFRASTRUCTURE CREDITS – PROJECT ESTIMATE ROAD 10 & ROAD 11 - SPRINGFIELD TOWN CENTRE NORTH SPRINGFIELD TOWN CENTRE INFRASTRUCTURE AGREEMENT

SUMMARY

In anticipation of the construction of Road 10 and Road 11 (extension from Trackstar Drive to Edens Station Drive – see locality map below) within the Springfield Town Centre, Springfield City Group (SCG) are seeking confirmation of the project estimate (establishment cost) to determine the maximum infrastructure credits in accordance with Springfield Town Centre Infrastructure Agreement (STCIA).

BACKGROUND

Council has approved an Operational Works application (473/2016/OW – plan extracts shown below) in March 2017 for the construction of Road 11 within the Springfield Town Centre which will link Trackstar Drive to Edens Station Drive. As a result of the construction of Road 11, additional works on Edens Station Drive (Road 10) are required which will provide an ultimate four lane construction which is deemed creditable. An extract of the proposed works are provided further below within this memorandum.

The STCIA states that the Developer (Springfield City Group) accrues credit for the construction of the road known as Road 11 which is a high frequency public transport corridor. Springfield City Group have stated that they will not commence construction works until the establishment cost for Road 10 and 11 are determined. The purpose of this memorandum is to define and approved the establishment costs which will serve as the maximum infrastructure credit amount.

LOCALITY PLAN



PLAN EXTRACT FROM 473/2016/OW

Intersection of Road 10 & 11



Intersection of Road 10 & 11



ESTABLISHMENT COST CALCULATION METHOLOGY

Springfield City Group's consulting engineers, Cardno has prepared a schedule of costs and prices for the construction works associated with 473/2016/OW as a proposed establishment cost. However, Council has prepared a cost estimate utilising the Local Government Infrastructure Plan Schedule of Works (LGIP SOW) which also includes some individual items from Cardno's cost such as earthworks, traffic signals and traffic islands costs. The proposed project estimate for both Council's and Cardno's proposal are summarised below. The full calculations can be found in the supporting documentation section found in this memorandum.

<u>Road 10</u>

Project Estimate (Council) - **\$776,502.00** Project Estimate (SCG/Cardno) - \$656,168.70

Comments/Exclusions/Variations – The works creditable is limited to ultimate construction on Road 10 and does not include the Brookwater Drive stub works. A large portion of the traffic signals (85%) for the intersection of Eden's Station Drive/Brookwater Drive/Road 11 have been determined as creditable to Road 10.

<u>Road 11</u>

Project Estimate (Council) - **\$6,081,180.00** Project Estimate (SCG/Cardno) - \$5,436,698.06 (\$6,092,866.76 - \$656,168.70)

Comments/Exclusions/Variations – The earthworks cost varied greatly between the LGIP unit rate and SCG/Cardno's proposal as there is a major cut exercise with most material being transported offsite (cost of earthworks is \$2.21M). Traffic Signals for the intersection of Trackstar Drive and Road 11 have been included on this estimate.

TOTAL - \$6,857,681.00

It is noted that Council's calculated Project Estimate exceeds the amount sought by SCG. The reason for this is owing to Council utilising the Local Government Infrastructure Plan Schedule of Works (LGIP SOW) to calculate the amount versus SCG/Cardno's detailed cost estimate prepare from the design drawings. It is considered justifiable to exceed the amount in this instance, as a separate tender process will be undertaken for the works to ensure value for money and Council will also undertake a final credit assessment once works are completed and accepted On Maintenance. The actual costs and associated documentation (certifications, final progress claims, invoices, etc.) will need to be submitted by Cardno/Springfield City Group to substantiate the Infrastructure credit claim as part of this assessment. Springfield City Group have requested to provide an itemised breakdown of costs based upon Cardno's engineer's estimate, however Council will not provide this breakdown until the projected is tendered through a competitive procurement process is completed and a final tender document provided.

Furthermore, Springfield City Group provided separate estimates for Road 10 and Road 11 as they were of the opinion that Road 10 accrues credits under the Springfield Infrastructure Agreement (SIA) and Road 10 accrues credits under the Springfield Town Centre Infrastructure Agreement (STCIA). Council officers do not agree with this position and this been communicated to SCG. It is

expected that the resolution of this difference will be ongoing. However, it is only relevant to the recording of the works in the relevant Infrastructure Agreement register and is not directly relevant to the determination of the maximum establishment cost.

SUPPORTING DOCUMENTATION

Table 1. Supporting Documen	itation
DOCUMENT NAME / TITLE	DOCUMENT LINK
Operational Works Approved Plan – 473/2016/OW	473_16_OW Approval Drawings (
Springfield Town Centre Infrastructure Agreement Extract	STC Transport Credit (Road 11) - E:
Final Project Estimate Spreadsheet – LGIP SOW	Copy of FINAL Updated Council's F
Cardno Proposed Project Estimate	Copy of CARD NO ESTIMATE - Road 11
Earthworks Strategy for Springfield Town Centre	Overall Bulk Earthworks Model fi
Request from SCG to Finalise Project Estiamte	FW Information for Credits - Road 11 R

Tabla 1	Cupporting	Decumentation
Table 1.	Supporting	Documentation

Table 2. Summary of Establishment Costs

	Springfield Town Centre Infrastructure Agreement										
Infrastructure Type			Amount Approved by Council for	Amount Approved by Council for	Amount Approved by Council for Road 10 and 11						
	Road 10	Road 11	Road 10	Road 11	Combined						
/											
Roads /	\$656,168.70	\$5,436,698.06	\$776,502.00	\$6,081,180.00	\$6,857,681.00						
Roads / Transport	\$656,168.70	\$5,436,698.06	\$776,502.00	\$6,081,180.00	\$6,857,681.00						

*Note: The amounts approved by Council are a maximum Infrastructure credits and the allocation of final Infrastructure credits are subject to the assessment of the actual costs.

RECOMMENDATIONS

- A. That Springfield City Group be advised that the maximum Establishment Cost (Project Estimate) for Road 10 and Road 11 is \$6,857,681.00.
- B. That the Developer's representative, Mr Brett Wilson of Springfield City Group (<u>b.wilson@springfieldcitygroup.com</u>), be advised accordingly.

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Mitchell Weatherhead
PRINCIPAL DEVELOPMENT ENGINEER

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Shahadat Hossain ENGINEERING AND ENVIRONMENT MANAGER

Approved: YES /-NO-

FERT

Brett Davey ACTING GENERAL MANAGER (PLANNING AND REGULATORY SERVICES)

I have this day adopted the recommendation specified in this report.

David Farmer CHIEF EXECUTIVE OFFICER

Date:



IPSWICH CITY COUNCIL

Road 10 and 11 Springfield Town Centre North (Trackstar Drive to Eden's Station Drive) - Cost Estimate

Development Trunk Road Works (Estimate)	Four-lane Median Divided Road - Road Construction
Project Extents	Road 11 - Trackstar Drive to Eden's Station Drive
Project Length (m)	350m
Project Construction Cost	\$3,747,763
Project Owner Cost (23% of Construction Cost)	\$861,985
Project Cost	\$4,609,748
Indexation	1.3192
Revised Development Trunk Road Works Cost Estimate	\$6,081,180

Development Trunk Road Works (Estimate)	Four-lane Median Divided Road - Road Construction
Project Extents	Road 10 - Augusta Parkway to Springfield Greenbank Arterial
Project Length (m)	310m (155m of two lane construction)
Project Construction Cost	\$478,549
Project Owner Cost (23% of Construction Cost)	\$110,066
Project Cost	\$588,615
Indexation	1.3192
Revised Development Trunk Road Works Cost Estimate	\$776,502

Trunk Road Works Costs Estimate (Road 10 & 11 Combined)	\$6,857,681

IPSWICH CITY COUNCIL

Road 10 - Springfield Town Centre North

BASELINE UNIT RATES (ROAD TYPE 1C)

								PAVEMENT MARKING &			ROAD SIDE		SERVICE
ROAD TYPE	ROAD NUMBER	DESCRIPTION	EARTHWORKS	PAVEMENT & ASPHALT	ISLANDS & MEDIANS	KERB & CHANNEL	STRUCTURES	SIGNS	PATHWAYS	LIGHTING	FURNITURE	LANDSCAPING	RELOCATIONS
1.A		Sub-arterial new road (2) lanes 11m	\$ 886.00	\$ 727.49	\$.	\$ 162.00	\$.	\$ 36.30	\$ 275.00	\$ 227.27	\$ 82.50	\$ 104.89	\$ 144.96
1C		Sub-arterial new road (4) lanes with median	\$ 1,324.00	\$ 1,190.43	\$.	\$ 296.80	\$.	\$ 59.40	\$ 275.00		\$ 135.00	\$ 161.54	
1E		Sub-arterial Upgrade (2) to(4) lanes with median	\$ 779.00	\$ 780.26	\$.	\$ 228.80	s -	\$ 59.40	\$ 137.50	\$ 227.27	\$ 72.00	\$ 109.10	\$ 139.81

My Revised Estimate

PROJECT	STAGE	ROAD(S)	SECTION	DESCRIPTION OF WORKS	ROAD CLASSIFICATION	LANES	ROAD TYPE	UNIT	LENGTH / QUANTITY	EARTHWORKS	PAVEMENT & ASPHALT	ISLANDS & MEDIANS	KERB & CHANNEL
N/A	Sub-arterial new road (4) lanes w	Road 10 - Springfield Town Centre North	Augusta Parkway to Springfield Greenbank Arterial	Sub-arterial Upgrade (2) to(4) lanes with media	Sub-arterial	4	1E	m	155		\$ 120,940	\$ 9,915	\$ 9,152

Length of 155m is based upon the northern construction of 83m and souther construction of 227m [[83m + 227m]/2 = 155m]

Earthworks	Earthworks completed with two lane construction
Drainage	80 metres of ultimate construction from design.
Pathways and Kerb and Channel	40 metres of ultimate construction from design.
Landscaping and Roadside Furniture	40 metres of ultimate construction from design.
Land Acquisition	No land acquisitions required in the estimate.
ITS & Signals	Amount has been carried over from Cardno's Estimate.
Islands and Medians	Amount has been carried over from Cardno's Estimate.
Service Allocation	No service allocation - design for ultimate construction.

INDEXATION CALCULATION

Indexing the value of credits for trunk works (including roadworks, parks, land etc)

To be indexed using the general principle that the index factor used to calculate the contributions is also the one used to calculate the value of the credit. For example, if the credits have been calculated using the (pawich Adopted Inflastructure Charges Resolution, then the index rate used to calculate the value of the credit is the same used in the resolution: are indexed in accordance with another method, credits should be similarly indexed.

***1.3192 Indexation Applied as it relates to 2007 Construction Values.

DRAINAGE	SUPPLEMENTARY & UNMEASURED ITEMS	CONTRACTOR	PROVISION FOR TRAFFIC	Τ	raffic Signals & ITS	TOTAL
\$ 397.78	\$ 144.96	\$ 86.98	\$ 101.47	\$		\$ 3,377.60
\$ 615.56	\$ 225.61	\$ 135.37	\$ 157.93	\$		\$ 5,258.80
\$ 402.78	\$ 139.81	\$ 83.88	\$ 97.86	\$	199,302.21	\$ 3,257,46

STRUCTURES	PAVEMENT MARKING & SIGNS	PATHWAYS	LIGHTING	ROAD SIDE FURNITURE	TRAFFIC SIGNALS & ITS		SERVICE RELOCATIONS	DRAINAGE	& UNMEASURED ITEMS	CONTRACTOR SITE FACILITIES	PROVISION FOR TRAFFIC	CONSTRUCTION COST	PROJECT OWNER COSTS (23%)	SUB TOTAL	PROPERTY ACQUISITIONS	GRANTS & SUBSIDIES	INDEXATION	TOTAL PROJECT COST
\$	\$ 9,207	\$ 5,500	\$ 35,227	\$ 2,880	\$ 199,302	\$ 4,364		\$ 32,222	\$ 21,670	\$ 13,002	\$ 15,169	\$ 478,549	\$ 110,066.31	\$ \$ 588,615	\$.	\$	1.3192	\$ 776,502

Ipswich Adopted Infrastructure Charges Resolution No 2 Index Rates									
Roadworks	1.2690								
Parks	1.3192								
Community Facilities	1.3192								
Water Sewer	1.3192								
Sewer	1.3192								

IPSWICH CITY COUNCIL Road 11 - Springfield Town Centre North

BASELINE UNIT RATES (ROAD TYPE 1C)

ROAD TYPE	ROAD NUMBER	DESCRIPTION	EARTHWORKS	PAVEMENT & ASPHALT	ISLANDS & MEDIANS	KERB & CHANNEL	STRUCTURES	PAVEMENT MARKING & SIGNS	PATHWAYS	LIGHTING	ROAD SIDE FURNITURE	LANDSCAPING	SERVICE RELOCATIONS	DRAINAGE
1A		Sub-arterial new road (2) lanes 11m	\$ 886.00	\$ 727.49	\$.	\$ 162.00		\$ 36.30	\$ 275.00					
1C		Sub-arterial new road (4) lanes with median	\$ 1,324.00	\$ 1,190.43	\$.	\$ 296.80	\$	\$ 59.40	\$ 275.00	\$ 454.55	\$ 135.00	\$ 161.54		
1E		Sub-arterial Upgrade (2) to(4) lanes with median	\$ 779.00	\$ 780.26	\$	\$ 228.80	\$	\$ 59.40	\$ 137.50	\$ 227.27	\$ 72.00	\$ 109.10	\$ 139.81	\$ 402.78

My Revised Estimate

PROJECT	# STAGE	ROAD(5)	SECTION	DESCRIPTION OF WORKS	ROAD CLASSIFICATION	LANES	ROAD TYPE	UNIT	LENGTH / QUANTITY	EARTHWORKS	PAVEMENT & ASPHALT	ISLANDS & MEDIANS	KERB & CHANNEL	STRUCTURES
NA	A Sub-arterial new road (4) lanes v	Road 11 - Springfield Town Centre North	Trackstar Drive to Eden's Station Drive	Sub-arterial new road (4) lanes with median	Sub-arterial	4	10	m	340	\$ 2,210,484	\$ 428,555	\$ 21,549	\$ 100,912	\$.

Length of 335m is based upon CH 480 to CH 820

Extrinoits Amount is based upon a Tender Amount owing to the extensive amount of earthworks required. See Tab 'Road 11 Earthworks Amounts' to calculation. Islands and Median Amount has been carried over from Castrohol Estimate. Land Acqualistic acqualistics required in the estimate. Traffic Dignals BTS Amount Amount Carried or Tarton and the standard cost. The traffic signals have been spit over Road 10 & Road 11. Pavement & Asphat Additional Amount Includer for gitts tuming and 10.

INDEXATION CALCULATION

Indexing the value of credits for trunk works (including roadworks, parks, land etc)

To be indexed using the general principle that the index factor used to calculate the contributions is also the one used to calculate the value of the credit. For example, if the credit have been calculated using the pawich Adopted infrastructure Charges Resolution, then the index rais used to calculate the value of the credit is the same used in the resolution. If contributions are indexed in accordance with another method, credits should be similarly indexed.

Ipswich Adopted Infi Roadworks Parks Community Facilities Water

Sewer

***1.3192 Indexation Applied as it relates to 2007 Construction Values.

9 JULY 2019

SUPPLEMENTARY & UNMEASURED ITEMS	CONTRACTOR SITE FACILITIES	PROVISION FOR TRAFFIC	Traffic Signals & ITS	TOTAL
\$ 144.96	\$ 86.98	\$ 101.47	\$.	\$ 3,377.60
\$ 225.61	\$ 135.37	\$ 157.93	\$ -	\$ 5,256.80
\$ 139.81	\$ 83.88	\$ 97.86	\$ 199,302.21	\$ 3,257.46

	PAVEMENT MARKING & SIGNS	PATHWAYS	LIGHTING	FURNITURE	TRAFFIC SIGNALS & ITS		SERVICE RELOCATIONS		& UNNEASURED ITEMS		PROVISION FOR TRAFFIC	CONSTRUCTION COST	COSTS (23%)	RISK MANAGEMENT	SUB TOTAL	PROPERTY ACQUISITIONS	GRANTS & SUBSIDIES	INDEXATION	TOTAL PROJECT COST
- 0	20,196	\$ 93,500	\$ 154,545	\$ 45,900	\$ 154,770	\$ 54,924	\$ 76,709	\$ 209,289	\$ 76,709	\$ 46,025	\$ 53,696	\$ 3,747,763	\$ 861,985.39	\$.	\$ 4,609,748	\$	\$.	1.3192	\$ 6,081,180
Г																			

astructure Charges Resolu				
	1.2690			
	1.3192			
	1.3192			
	1.3192			
	1.3192			

9 JULY
2019

	JWII CEI	ntre North - Southern Package							Cant		100 0 44-11-0	
wings: tem	Descri	ption	Unit	Quantity	Rate	Amount	Rate	Amount	Rate	ct Amount Amount	ICC Creditable Components Amount	ICC Creditable Components
	SECT	ON A: EARTHWORKS										
		SURVEY SETOUT & AS CONSTRUCTED FOR SOUTHERN PACKAGE	Item	1	-	Included	*******	\$167,620.00	-	Included		
1		SITE ESTABLISHMENT (including mobilisation, sheds, fencing, utilities for duration of contract)	Item	1	109,408.37	\$109,408.37	16,867.00	\$0.00 \$16,867.00	129,425.00	\$129,425.00		EXCLUDED: Cost Included in overa estimate (constractor site facilities).
2		PROVISION FOR TRAFFIC	Item	1	50,128.73	\$50,128.73	81,544.00	\$81,544.00	60,133.78	\$60,133.78		EXCLUDED: Cost Included in overa estimate (traffic control).
3		PROVISION FOR TREATMENT OF FIRE ANTS	PC Sum	1		\$20,000.00		\$20,000.00	20,000.00	\$20,000.00	\$20,000.00	
4	(a) (b)	CLEARING AND GRUBBING Clearing and grubbing as directed, including methods approved by Local Council (Ali chipped mathetia to be enrowed from all unress directed by Roadinays, forbushs and aldments Demolition of exating roadway and forbush areas for intersection works, including dumping of waste materials in a council requirements	Ha m²	3.75 0	11,095.57 26.41	\$41,608.39 \$0.00	7,267.00 20.88	\$27,251.25 \$0.00	8,601.56 13.35	\$32,255.85 \$0.00	\$32,255.85	
5		EARTHWORKS Excavate bad ground under roads and allotments including backfilling with selected on sile material and compacted to 55% wolfield ASHO as directed. Excavated material to be used for selected allotment filling (Prov Oth)	m²	380	28.22	\$10,723.60	11.72	\$4,453.60	20.60	\$7,828.00		EXCLUDED: Cost included in over estimate (Pavement)
6	(a)	Earthworks in ALL classes of material including compaction and strip, slockpile and respread of topsoil to footpaths and defined areas. On leads to roadways and allotments as directed by Superintendent (Level 1 supervision required)	m³	5439	6.02	\$32,742.78	8.67	\$47,156.13	6.16	\$33,504.24	\$33,504.24	
	(b)	Spoil off site to location sourced by the contractor	m ³	104971	29.74	\$3,122,323.97	17.69	\$1,856,936.99	18.52	\$1,944,062.92	\$1,944,062.92	
7		Stripping and stockpiling at topsoil to earthworks areas and respreading footpath and allotment areas as directed	m³	4642	10.12	\$46,977.04	14.48	\$67,216.16	12.38	\$57,467.96	\$57,467.96	
8		SILT MANAGEMENT Supply in place standard sit fences (Prov Qty)	m	2500	5.25	\$13,125.00	4.69	\$11,725.00	5.54	\$13,850.00		EXCLUDED: Cost Included in over estimate (constractor site facilities)
9		Supply in place check dams in accordance with details on Cardno engineering plans, complete, including supply of all materials	No	50	153.15	\$7,657.50	293.04	\$14,652.00	130.23	\$6,511.50		EXCLUDED: Cost Included in over estimate (constractor site facilities)
10		Dosing of run-off with flocculating agents, if ordered	PC Sum	1		\$20,000.00		\$20,000.00	20,000.00	\$20,000.00		EXCLUDED: Cost Included in over estimate (constractor site facilities)
11		Supply materials and construct temporary truck shakedown facility as specified including removal of device on completion of works	ltem	1	4,434.51	\$4,434.51	2,696.00	\$2,696.00	6,945.93	\$6,945.93		EXCLUDED: Cost Included in over estimate (constractor site facilities)
12		Supply and place geofabric liner to embankments in accordance with certifying engineer requirements.	m²	19960	3.91	\$78,043.60	5.20	\$103,792.00	4.58	\$91,416.80	\$91,416.80	
4		Hydromulch to embankments and earthwork areas as required	m²	19960	1.29	\$25,748.40	0.55	\$10,978.00	0.59	\$11,776.40	\$11,776.40	
5		Turfing to footpaths and designated areas as specified (Prov. Qty)	m²	3240	4.77	\$15,454.80	5.63	\$18,241.20	3.82	\$12,376.80		EXCLUDED: Cost Included in over estimate (landscaping).
6		PAVEMENT AND MATERIAL TESTING Pavement and allotment compaction tests by NATA approved testing authority	PC Item	0.8		\$25,000.00		\$25,000.00	25,000.00	\$20,000.00	\$20,000.00	
7	(a) (b)	MISCELLANEOUS Alotheni Improvement works (if ordered) Grader Hire (CAT 130 or equivalent) Dozer Hire (D6 or equivalent)	hrs hrs	80 80	198.00 220.00	\$15,840.00 \$17,600.00		\$14,800.00 \$14,800.00	182.00 201.50	\$14,560.00 \$16,120.00		EXCLUDED: Cost included in over estimate (Pavement) and works m not be required. EXCLUDED: Cost included in over estimate (Pavement) and works m not be required.
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Job Numbe 5102/82-001 Date: 24 November 2017

Springfield Town Centre North Road 11 Stage 1

for

Springfield Land Corporation

			Contract Value	ICC Creditable Component
	EDEN STATION DRIVE	=	\$754,992.19	\$656,168.70
SCHEDULE A:	EARTHWORKS	=	\$2,498,235.18	\$2,498,235.18
SCHEDULE B:	ROADWORKS	=	\$1,306,817.51	\$1,249,471.61
SCHEDULE C:	DRAINAGE	=	\$723,265.22	\$664,899.73
SCHEDULE D:	SEWERAGE	=	\$502,535.42	-
SCHEDULE E:	WATER RETICULATION	=	\$172,168.37	-
SCHEDULE F:	ELECTRICAL AND STREETLI	IGH=	\$147,752.34	\$147,752.34
SCHEDULE G:	LANDSCAPING	=	\$122,000.33	\$61,000.16
SCHEDULE H:	TRAFFIC SIGNALS	=	\$154,770.05	\$154,770.05
SCHEDULE I:	AUTHORITY FEES	=	\$57,045.47	\$57,045.47
SCHEDULE J:	CONSULTANT FEES	=	\$603,523.52	\$603,523.52
	SUBTOTAL	=	\$7,043,105.59	\$6,092,866.76

=

\$7,043,105.59

TOTAL

\$6,092,866.76

SCHEDULE OF TIME OF COMPLETION

Time of Completion as from Date of Notification of Acceptance of Tender 40 weeks

Cardno (Qld) Pty Ltd | ABN 57 051 074 992 Level 6, Springfield Tower, 145 Sinnathamby Boulevard

Cardno^{*}

Shaping the Future

Item 1 / Attachment 1.2

Pursuant to Section 336(b) of the Sustainable Planning Act 2009, this plan forms part of Council's approval for

Approval No: 473/2016 Morles Decision Date: 3/3/17





510240-001-CI-1000 A Draving Number Revision *

SCHEDULE OF DRAWINGS	SEWER RETICULATION	
DRAWING No. DESCRIPTION	510240-001-CI-1500 NOTES AND DETAILS	- 192
	510240-001-CI-1501 LAYOUT PLAN SHEET 1	34
510240-001-CI-1000 COVER SHEET	510240-001-CI-1502 LAYOUT PLAN SHEET 2	Torus Aug
GENERAL 510240-001-CI-1001 LOCALITY AND DRAWING SCHEDULE	510240-001-CI-1503 LONGITUDINAL SECTION	
510240-001-CI-1002 EXISTING FEATURES PLAN	WATER RETICULATION	Edm Subor Fid
510240-001-CI-1002 EXISTING FEATURES PLAN 510240-001-CI-1003 CONTROL PLAN	510240-001-CI-1600 NOTES AND DETAILS	
	510240-001-CI-1601 LAYOUT PLAN SHEET 1	
510240-001-CI-1004 BULK EARTHWORKS & EROSION SEDIMENT CONTROL PLAN SHEET 1 510240-001-CI-1005 BULK EARTHWORKS & EROSION SEDIMENT CONTROL PLAN SHEET 2	510240-001-CI-1602 LAYOUT PLAN SHEET 2	
510240-001-CI-1006 ERDSION AND SEDIMENT CONTROL FOR SHEET 2	DESIGN INFORMATION	
ROADWORKS AND DRAINAGE	510240-001-CI-1900 CATCHMENT PLAN	
510240-001-CI-1100 NOTES AND DETAILS	510240-001-CI-1901 STORWWATER CALCULATION TABLE SHEET 1	
510240-001-CI-1101 LAYOUT PLAN SHEET 1	510240-001-CI-1902 STORMWATER CALCULATION TABLE SHEET 2	
510240-001-CI-1102 LAYOUT PLAN SHEET 2		
510240-001-CI-1103 TYPICAL CROSS SECTIONS		
510240-001-CI-1104 ROAD 11 LONGITUDINAL SECTION	ABBREVIATIONS TABLE	
510240-001-CI-1105 EDEN STATION ROAD LONGITUDINAL SECTION	DESCRIPTION ABBREVIATION	SITE
510240-001-CI-1106 ROAD 11 CROSS SECTIONS SHEET 1	PROPOSED PR	
510240-001-CI-1107 ROAD 11 CROSS SECTIONS SHEET 2	EXISTING EX	Enterna State Stat
510240-001-CI-1108 ROAD 11 CROSS SECTIONS SHEET 3	ELECTRICITY	
510240-001-CI-1109 EDEN STATION DRIVE CROSS SECTIONS	STORMWATER SWD	Construction of the second sec
510240-001-CI-1110 PAVEMENT PLAN SHEET 1	WATER WAT	Centerary Hwy
510240-001-CI-1111 PAVEMENT PLAN SHEET 2	SEWER SEW	
AUXILIARY ROADWORKS	TELSTRA TEL	
510240-001-CI-1200 SETOUT PLAN SHEET 1	EFFLUENT EFF	Springlied Central
510240-001-CI-1201 SETOUT PLAN SHEET 2	COMMUNICATION COMM5	
510240-001-CI-1202 SETOUT PLAN SHEET 3	STANDARD STD.	
510240-001-CI-1203 SIGNS AND LINEMARKING PLAN SHEET 1	DRAWING DWG	
510240-001-CI-1204 SIGNS AND LINEMARKING PLAN SHEET 2	IPSWICH CITY COUNCIL I.C.C.	
STORMWATER DRAINAGE	INSTITUTE OF PUBLIC WORKS ENGINEERING	
510240-001-CI-1300 LONGITUDINAL SECTION SHEET 1	AUSTRALASIA	
510240-001-CI-1301 LONGITUDINAL SECTION SHEET 2	PROPERTY RP BOUNDARY BDY	B Southern Dross Cartal
510240-001-CI-1302 STORMWATER STRUCTURES	DEPARTMENT OF TRANSPORT AND MAIN ROADS D.T.M.R.	6 8 8
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DRAWING NO. DESCRIPTION IPSWICH CITY COUNCIL STANDARD DRAWINGS SR.11. D STANDARD KERB AND CHANNEL PROFILES INCLUDING EDGE RESTRAINTS. MEDIAN AND INVERTS	SOUTH EAST QUEENSLAND SERVICE PROVIDER SEQ.SP Pursuant to Section 336(b) of the Sustainable Planning Act	LOCALITY PLAN
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GROWTH AND INFRASTRUCTURE COMMITTEE MEETING AGENDA



GROWTH AND INFRASTRUCTURE COMMITTEE MEETING AGENDA















GROWTH AND INFRASTRUCTURE COMMITTEE MEETING AGENDA















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GROWTH AND INFRASTRUCTURE COMMITTEE MEETING AGENDA





GROWTH AND INFRASTRUCTURE COMMITTEE MEETING AGENDA





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Q10 Q100	8-1		5	211 325	9.9	0.89	0.10	0.09	0.05	6 0.0 8 0.1	056 2 127 2	766	0.48	3				53 0 948 0		LIP IN LINE GULLY TYPE 5 (GRADE) 1800 DIA.	0.056 0.089	0038	7-1	9.25	189 263	4.185	1.966 3.453	1.966 3.408	3.09 5.36	22.08	1	900	3	2.354		829 4 0.6 8		Ku, Kw>0 + Missouri/Hare Charts	T 1/T2 T 1/T2	1.21 0	487	0.39 0	0 192 0 532	0.0	192 532	2.1 0	1.21 4	5 35 4	5 13	46.247	46.037 46.077	46 439 47 071	49.28	2.642 2.21	8-1
Q10 Q100	7.1	A	5	211 325	0.9	0.89	0.054	0.04	0.02	8 0.0	128 2 196 2	2.972 1.972	0.5	3	2.00	5 0.0	071 0.4 02 0.3	474 0 524 0	033	LIP IN LINE GULLY TYPE M (GRADE)	0.028	00019	6-1	9.45	108	4.359	2.032 3.568	2 032 3 511	2.35 4.06	42	2	1050	з	5.023	5.8 0	465 5. 547 6.	49 27	Ku,Kw>0 - Missouri/Hare Chans	T1/T2 T1/T2	1.01	2.201 1.839	0.04	0.01	00	.01	3.30 0 5.99 0	.167 415 4	4 98 4	4.14 }	46.027 43.027	44.601 45.611	46.037 46.077	49.17	3.137 3.097	7-1
Q10 Q100	6-1		5	211 325	0.9	0.89	0.100	0.09	0.05	3 0.0	253 G	506	5.53	3	1.620	0.0	26 1.3 76 1.5	336 0 596 0	0.08	LIP IN LINE GULLY TYPE M (GRADE)	0.052	0.001	4-1	7,22	187 205	4.856	2.518 4.402	2.517 4.318	2.91 4.99	50	2.11	1050	з	5.10	.96 0.	518 6. 735 6.	92 57	Ku,Kw>0 - Missouri/Hare Charts	T 10 T 10	2.01	2.431	2.03	0.876 2 1.992 1	.46 1. 94 2	C59	2.11 1.	055 739 4	2.17 4	1.12	43.222 43.610	42.167 42.88	44 281 46 079	47.85	3.578 1.781	6-1
Q10 Q100	5-1																	36(b		ACCESS CHAMBER 1500 DIA 600 EXT				7,61		4.962				46.53	1	1200	3	5.071		597 4. 185 6.	47 1 4		T 1/T2 T 1/T2		1.253 0.74	0	00		0	0.7 0	326 336 4	0.97 4	10.5	42.107	41.841 42.544	42.167 42.99	44,13	1.967 1.254	5-1
Q10 Q100	4.1		5	211 325	0.5	0.89	0.197	0.17	0.10	2 0.1 8 0.2	103 0 118 0	.334 .167	th 21	ie Su 009, 1	stain this p	able	Plan	ning A	Act	LIP IN LINE GULLY TYPE L (SAG)	0.103 0.218	00		8.03	179 278	6.563 7.402	3.267 5.72	3.268 5.663	1.28 2.23	15.17	0.55	1800	3	1.09	1.36 0	67 2. 912 4.		Ku,Kw>0 - Vissouri/Hare Charte	T1/T2 T1/T2	1.07 0	0.034	0	00		0 0	0.05 0	007 022 3	39.9 3	9.82	41.841 42.544	41.834 42.522	41.841 42.544	42.76	0.914 0.211	4-1
Q10 Q100	3-1	1											A	ppro	val N	0: 4	173/2	016		ACCESS CHAMBER SPECIAL				8.15	178 277	6.563 7.407	3.245 5.665	3.246 5.629	1.28	17.10	0.55	1600	2	1.09	.36 0	867 3. 906 4.	78 37	Ku,Kw>0+ Miseouri/Hare Charts	T8/T1 0 T8/T1 0	1.15 1.58	0.083 0.244	2.05	2.171 2 0.5 2	2.61 0. 57 0.	216 627	0.05 0	008 024 3	30.8 3	30.7	41.663 42.022	41.655 41.999	41.879 42.649	42.88	0.23	3-1
Q10 Q100	2-1	1											Si	gned	1	M	tol.	elo	-	ACCESS CHAMBER BPECIAL				8.3	177 275	6.560 7.402	3.224 5.648	3.223 5.591	1.27	6.125	0.55	1800	2	1.13	37 0	865 3. 905 4.	.77 .36	Ku Kw>0 - MissouniHare Charts	T10 T10	1.12 (082	2.09 0	0.171 2	66 0	218	37 0 0.55 0	082 034 3	9.68 3	965	41.484 41.484	41.4 41.45	41.701 42.139	45.97	5.271 4.833	2-1
Q10 Q100	1-2	*	7	189 293	0.9	0,89	0.25	0.22	0.11	7 0.1	117 0	007				0.1				FIELD INLET TYPE 1 900x900	0.117 0.204	00	B	2	189	0.222 0.25	0.117	0.117 0.204	1.06	15.66	0.62	375	3	0.18	.63 0	22 1. 375 1.	73 34	Ku,Kw>0 - Missouri/Hare Charts	G2 G2	2.48 3.83	0.057 1.032	5.08 (289	0.0	269 094	0.26 0	.041 023 4	11.27 4	1.57	41.9 42,609	41.850 42.585	42,189 42,702	42.7	0.513	1-2
Q10 Q100	2-2		5	211 325	0.9	0.89	0.176	0.15	0.09	0.0	291 Q	435				0.0	75			LIP IN LINE GULLY TYPE L (SAG)	0.091 0.159	0		7.13	188 291	0.378 0.426	0.197 0.344	0.197 0.344	0.45 0.78	19.52	1	750	3	.448	26 0	187 2. 249 2	29 89 N		T4/T8 T4/T8			1.4 0	0.014 1	44 0 03 0	015 032	0.02 0	004 011	40.6	40.6	41.845 42.555	41.841 42.544	41.859 42.587	42,55	0.79 0.065	2-2
Q10 Q100	1.5		6	211 325	0.9	0.89 1	0.115	0.10	0.06	2 0.0	162 9	9.981 9.981	6.5	3	1.696	5 0.0 4 0.0	62 1.4 62 1.3	137 Q. 798 Q.	099	LIP IN LINE GULLY TYPE L (GRADE)	0.061		LOST	5	211 325	0.106	0.062	0.061 0.094	0.55	23.15	5.76	375	3	547	.56 0.	085 3. 105 3.	.27 .71	Ku,Kw>0 + Missoun/Hare Charts	G2 G2	14 22	0.015	9.7 6.15	0.152	0.0	152 228	2.29 0	153 4	12.32 4	0.99	42.005 42.910	42.167 42.88	42.848 43.148	44.25	1.398	1-3
Q10 Q100	1-4		5	211 325	9.9	0.89	0.095	0.06	0.04	9 0.0 6 0.1	NI9 1 24 1	9.47 9.47	5.5	3	1.58	0.0	59 1.3 78 1.6	507 0 535 0	077	LIP IN LINE GULLY TYPE M (GRADE)	0.049	0.044	1-3	5	211 325	0.084 0.065	0.049 0.035	0.049 0.08	0.44 0.72	23.07	1	375	3	228	1.06 C	118 1/ 153 1		Ku.Kw×0 - MissouniHare Charts	62 62	1.25	0.01	9.7 8.96	0.098	0	C98 239	2 11 0	359 217 4	5.45 4	5.22	45.829 45.829	45.341 45.511	45.926 45.067	47.88	1.95 1.809	14
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DESIGN	STRUCTURE N	DHAIN SECTIC	SUB-CATCHMENT TIME OF CONC.	RANFALL INTENSIT	FRACTION	COEFFICIENT OF FUNOFF	SUB-CATCHMENT AREA	BOUIVALENT	SUB-CATCHMENT	FLOW IN KAC [INC	HALF ROND CAPACIT	ROAD GRADE AT	HOAD XFALL AT INLE	PLOW WIDTH	FLOW DEPTH	FLOW VELOCITY	Velocity-Depth	TYPE AND DESCRIPTION	FLOW INTO INLET	BYPAGS FLOW	BYPASS STRUCTURE	CHITCAL TIME OF CONC.	HAINFALL INTENSIT	TOTAL (C K N	PEAK FLOW	PPE FLOW	PIPE VELOCITY	REACH LENGTH		PIPE SIZE	CADADITVEI OM	CAPACITY VELOCIT	PARTAL DEPTH	PARTIAL DEPTH VELOCITY	12D KU Method	12D KUNOW CHART DENTINEH	SUBMERGENCE RAT	VELOCITY HEAD	UIS HEAD LOSS COEFFICIENT	UIS HEAD LOSS	W.S.E COEFFICIENT	CHANGE IN W.S.E. PIPE FRICTION SLOPE	PIPE FRICTION HEA	PIPE UIS IL	11 S/D 3did	PIPE USHGL	PIPE DISHIGL	WSE	GRATE LEVEL	FRIEBOARD	
1		_	min	mm,1	+		ha		-	-	is maja	-	%	m	m		m²/a		-	mQ/s		min	mm/ hr		-	m3/s		m	%	mm	-	la ma	-	m/3	Ku.Kw>0 -			m		m	-		s m	-	m	-	-	m	m	m	+
Q10 Q100	1-5		5	211 325	0.9	0.69	0.142	0.126	0.07	4 0.07 8 0.13	4 3.93 15 3.93	0.5	3		0.097			LIP IN LINE GULLY TYPE M (GRADE)	0.074 0.097	0.038	1-4	5				0.074		23.07	1	375	3 02	28 2.0	6 0.147	1.04 1.98	Missouri/Hare Charts	G2 G2	1.58 1.83	0.023	9.35 7.92	0.212 0.311	0	212 1. 311 1.	99 0.30 99 0.20	467	5 48.5	2 47.1	23 46.66 28 46.69	47.34	49.18	1.83	57
Q10 Q100	1-8		5	211 325	0.9	0.89	0.052	0.046	0.02	7 0.02	7 0.93 9 0.93	0.5	3	2.025	0.071 0.091	0.45 0.544	0.032	LIP IN LINE GULLY TYPE M (GRADE)	0.027 0.047	0.012	2-6	5	211 325	0.046	0.027	0.027 0.047	0.25 0.40	17.4	1	375	3 0.2	28 2.0	6 0.067	1.39	Ku Kw>0 - MissouniHare Charts	G1 G1	1.06	0.003	7 3.49	0.022 0.032	0.0	022 1 032 0	05 0 18 04 0.00	47.3	7 47.3	47.7	48 47 56 6 48 35	4 47 76 3 48 39	49.67	1.89	3
Q10 2100	2-5	۸	5	211 325	0.9	0.89	0.029	0.025	0.01	5 0.01 6 0.03	5 0.93 8 0.93	0.5	з	1.605	0.059	0.391 0.489	0.023 0.039	LIP IN LINE GULLY TYPE S (GRADE)	0.015	0.008	3-6	5.14	209 322	0.072	0.042	0.042	0.38	17.4	1	375	3 0.2	28 2.0	6 0.100 0.15	1.57 1.88	Ku,Kw>0 - Missouri/Hare Charts	T1 T1	1.03 3.14	0.007	1.64 1.15	0.012	0	C12 0 C29 0	94 0.18 11 0.0	47.1	8 47	47.5	52 47.38 24 48.30	8 47.564 4 48.353	49.58	2.01	5
Q10 0.100	3-6		5	211 325	0.9	0.00	0.03	0.027	0.01	0.01	6 2.80	0.5	3	1 631 2 237	0.06	0.395 0.479	0.024 0.037	LIP IN LINE GULLY TYPE M (GRADE)	0.016 0.02#	0.007	1.5	5.29	207 320	0.099	0.057	0.057 0.104	0.52 0.94	23.09	1	375	0.2	28 2.0	6 0.128 0.178	1.72	Ku,Kw>0 - Missouri/Hare Charts	T10 T10	1.1 3.56	0.014 0.045	2.22 1.52	0.03	2.66 0	036 2 084 0	07 0.3 21 0.0	46.9	8 48.7	5 47.3	58 46.86 35 48.18	47.39	49.45	2.09	8
Q10 2100	2-8		5	211 325	0.9	0.89	0.6	0.531	0.31 0.54	1 0.31	1 0.33				0.192			FIELD INLET TYPE 1 800x900	0.311 0.541	0		5	211 325	0.531	0.311 0.541	0.311 0.541	0.87 1.51	16.75	2 0	575 :	1.5	46 4.3	2 0.205	3.38 3.94	Ku,Kw>0 - Missouri/Hare Charts	62 62	1.54 2.12	0.038 0.116	9.48 6.49	0 364 0 756	0	364 4 756 2	81 0.24 94 0.44	47	46.6	6 47.6	7 46.86 7 47 17	5 48.03 8 48.42	48.74	0.70	53
010	1-9		5	211 325	0.5	0.89	0.038	0.034	0.02	0.03	5							LIP IN LINE GULLY TYPE S (GRADE)	0.02 0.035			5				0.02 0.035		15.94	2 1	975 1	0.3	22 2.96	2 0.063	1.82 1.91	Ku,Kw×0 - Missouri/Hare Charts	62 62	1.04	0.002 0.005	97 2.12	0.016	0.0	016 1. 011 0.	53 0.2 02 0.0	H 45	47.6	8 48.3	72 48 12 96 49:99	8 48 38 50 00	50.57	2.17	7
010	1-10		8	179 279	0.9	0.89	1.841	1,635 1,641	0.815	0.91	5 C.7B4				0.5 0.5			FIELD INLET TYPE 1 900x900	0.815	00		8	179 279	1.635	0.815	0.815	1.84 3.23	5.85	2	750 1	2.0	46 4.5	3 0.329	4.37 5.01	Ku,Kw>0 - Missour/Hare Charts	G2 G2	2.31 3.73	0.174 0.109	5.68 3.01	0.986 0.326			62 0.14 2 0.01		3 47.4	2 48.2	82 48 12 04 49.99	8 49.26 2 60.33	50.33	1.06	5
Q10 2100	1-11		6	200 309	0.9	0.89	1 538	1.365	0.757	0.75	7 0.784				0.474			FIELD INLET TYPE 1 900x900	0.757	00		8	200 309	1.385	0.757	0.757	3.49 6.08	5.708	2 8	525 3	8 0.7	91 3.65	0.411	4.16 6.09	Ku,Kw>0 - Missour/Hare Charts	01 G1	3.95 4.87	0.623 0.235	2.49 2.15	1.549 0.505	1.0	549 3. 505 0.	95 C.03	47.3	47.1	6 47.8 49.3	2 47 59 45 49 30	2 49.36	49,85	0.48	13
010	1-12		6	200 309	0.9	0.89	0.976	0.867	0.461	0.48	1							CAP PIPE	0.481 0.837	0		6	200 309	0.967	0.481	0.481 0.637	2.22 3.87	5.707	2 5	525 3	0.7	91 3.68	5 0.296	3.83 3.87	Ku,Kwe0 - Missour/Hare Charts			0.252 0.762	0.2 0.2	0.05	0	05 0. 152 2	74 0.04 24 0.13	42.2	9 42.1	8 44.1	22 44.00 53 45.72	44.17	3 48.56	4.39	10
010	1-13		7	189 293	3.9	0.89 1	1.169	1.038	0.545	0.54	5 0.784				0.304			FIELD INLET TYPE 1 900x900	0.545	00		7	189 293	1.038	0.545	0.545	1.93 3.36	13.8	2.94	500 3	1.3	17 4.84	4 0.263 0.369	4.57 5.23	Ku,Kw×0 - Missour/Hare Charts	G2 G2	3.63 4.41	0.189	3.12 2.51	0.59	00	59 0 316 0	47 C.0	40.3	3 39.9	2 41.9	18 41 85 57 42.61	3 42 50 4 42 97	8 42.97	0.46	15 ,
210	1/14	14	5	211 325	0,9	0.69	0.753	0.666	0 39 0.679	0.30					0.223			CAP PIPE	0.39	00		5	211 325	0.006	0.29	0.39	0.88	23.09	3 3	750 3	2.5	08 5.66	0.2	4.12	Ku,Kw>0 - Missour/Hare Charts	01 61	1.37	0.04	7 5 39	0.278	0.0	278 2. 549 2.	99 0.6 83 0.65	9 45.7	49	50.4 50.4	45 49 75 48 49 79	5 50 72- 2 51 09	4 5 53.24	2.52	2 19
																								ghts Re						Ca		_		Num		0100- 105/2015 Date 11/2015 Date	Client S Project R	PRIN	IGFIE	LDLA	ND C	ORP	ORAT	ION	the S 2009 Cour Appr Signe	iustain I, this p ncil's ap roval N ed:	o Sectio able Plu lan forn oproval o: 473	inning ns part for /2016	Act	L.	-





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	[PLANTING SCHEDULE					[N	IATERIALS AND F	INISHES SCHEDUL	E		1
	CODE SPECIES	COMMON NAME	HEIGHT - WIDTH (m) POT SIZE	DENSITY	NUMBER	NOTES		ELEMENT	DESCRIPTION	MATERIAL /	COLOUR	FINISH	NOTES	
	TREES FIC mic FICUS microcarpa hilli	Hill's Weeping Fig	(15-20) - (15-21) 1001,	Reler plan	27			Pedestrian pavament (PP1)	Temporary footpaths in verge	MANUFACTURER Plain congrete	Portland Gray	Broom Filman	Refer Civil Documentation	
Replace Yuc fla with	SHRUES & GRASSES LOWING LOWINDRA floredite 'Share'	Fine Leaf Lomandra	(0.5) - (0.5) 143mm - (1.6) -	2m ² 3m ²	177 1050 95	Single row in median at 0.5m cts Median central Median contral		Pedestrian pavement.	Pedestrion povement to in at Springfield Central Station	Full depth coloured cancrete	Colours to match existing adjacent tootpath and opposte karb ramp Colour to match motion	To match existing - including tactile indicators on kerb ramp	Seek confirmation of specification from Springfield Land Corporation prior to commencing works	
Replace Yuc fla BE with Trachelospermum jasminoidies Triclour	GROUND COVERS AND ACCENT APT or APTEMA coations GRETan GREVILLEA Innigers VE Tombority CENERAL MOTES		0.251-12.8 0.91-12.8 0.91-12.81	4/m²	936 763	intervals Median intervections Median cutsile extpain	<u>.</u>	Median pavement (MP1) Trees	Median payament at intersections	Full depth coloured concrete	pavement installed on Southern Cross Circuit	Broom finish NATSPEC contilled stock and capable of achieving a minimum clear trank height of 2m at maturik. 15br 150 pagete cut edge	Seek continuation of specification from Springfield Land Corporation prior to commencing works Rafler Cardine detail 01/105 and ICC datail SP.09 and SP.05	
	CONTRACTOR TO VERIFY NUMBERS PROVIDED	D. PLANS OVERRIDE SCHEDULE. CAR	DHO WILL NOT ACCEPT MAY LIABILITY FOR QUANTITIES	ROVIDED.				Pants	140mm stack	NA	NA	maturity. 150x150 spade cut edge to match / turl interface Refer plant schedule	Pholographic samples to be provided. Rafer ICC detail SP.02.	
								Root barrier	To FIC mic in verge	0.7mm x 1200mm	RootRal manufactured by Geolabrics approved equivalent	And a local division of the local division o	provided. Refer ICC detail SP.02. Refer Cardno detail 01/105. Install in accordance with manufacturer's instructions	
								Turl	Green Couch (Cynadon daclylon)	A Grade	NA	Finished levels to be in accordance with approved civil documentation	Refer ICC details SP:13 and SP:24	
						B - CONTRAC	CTOR TO VERIFY NUMB	RF INN OED, PLANS OVERROE SC	CHERRIER CARDNO WILL NOT ACC	EPTWAY LIABILITY FOR QUANTITIE	s PANNDED.	TSeven min to tarf areas JODeren min to garden areas SOSO mixed blend with existing if available	Sample to be provided for approval. Cultivation to subgrade by oivil. Roler ICC detail SP.02 and SP.13	
								Mulch	Forest mulch fine	NA	NA	75-100mm min depth	Refer Cardino detail 01/105. Sample to be provided for approval. Refer ICC detail SP.02 and SP.24	
								 BELMOICHE BREETRO GRUEHL NOTS 	WE PLANS ARE TO BE READ IN CO		RONG CALENGREERING DOCUME			
25.11.2016 FOR APPROVAL 0.661.2016 FOR APPROVAL Date	CF C CF C CF Description Description Description	M GM			This docume benefit of terms of the r appume error	no Limited AI Rights Reserved, et a particular by Catrlo Limited solely for the advanced by Catrlo Limited and the sole of the tearner. Carbo Limited dates net and shall not opportivity or taking wholesover to any first party and the sole of the sole of the sole of the content of the solecured.		Carrow Shaping the Fut retwo (dd) Pey Line 448 st 79 d51 874 966 - Podium Lived: Emered Michaelor Taxono 1227 Coema Peuso, Carrano (LD 4211 Far 0t 658 98333 Fas ut 958 8467 Webs www.carrano factor.com.se	Designed C. French	Date Clier 08 013016 Poge 08 013016 Poge 08 012016 Date 08 012016 Title	SPRINGFIELD LAN SPRINGFIELD ROAD 11 SCHEDULES	ND CORPORATION	Status NOT TO BE USE Height Datum AHD Disaving Humber	OR APPROVAL D FOR CONSTRUCTION F MGA Softw - So 10240-102







Your reference 5102/40-001 Our reference 473/2016/OW Contact Officer Mark Dillon Telephone (07) 3810 77 38



Ipswich City Council

45 Roderick St PO Box 191 Ipswich QLD 4305 Australia

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3 March 2017

Cardno (Qld) Pty Ltd

aaron.gilboy@cardno.com.au

SUSTAINABLE PLANNING ACT 2009

DEVELOPMENT APPLICATION DECISION NOTICE

Application Details

Application No:	473/2016/OW
Real Property Description:	Lot 17 SP 271657
Property Location:	1-35 Augusta Parkway, BROOKWATER QLD 4300
Decision Date:	3 March 2017
Decision:	This application is approved subject to the conditions listed below
Decision Authority:	Principal Development Engineer

1. **Decision Details:**

Development	Approval Type	Decision	Relevant Period
Earthworks, Roadworks, Traffic Signals, Stormwater Drainage and Street Landscaping - Road 11 Springfield Central	Development Permit	Approved subject to the conditions set out in Attachment A – Assessment Manager Conditions and Attachment D - Referral Agency Response including conditions	Two (2) years

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Ipswich City Council

2. Approved Documents

	SPECIFICATIONS/S	SUPPORTING MAT	ERIAL	
Document / Plan Number	Description & Revision No.	Prepared By	Date	Amendments Required
510240-001-CI- 1006	Erosion and Sediment Control Notes and Details Rev. A	Cardno (Qld) Pty Ltd	20/11/2015	For Information Only. Final details are subject to Condition 14
510240-001-CI- 1500 to 1502	Sewer Reticulation Rev. A	Cardno (Qld) Pty Ltd	20/11/2015	For Information Only. Drawings are subject to separate QUU approval.
510240-001-CI- 1600 to 1602	Water Reticulation Rev. A	Cardno (Qld) Pty Ltd	20/11/2015	For Information Only. Drawings are subject to separate QUU approval.
510240-001-CI- SK100	Intersection Layout –Sheet 1 Rev. 1	Cardno (Qld) Pty Ltd	02/22/2016	
510240-001-CI- SK01	Intersection Layout – Sheet 2 Rev. 0	Cardno (Qld) Pty Ltd	02/11/2016	
510240-001-CI- SK101	Intersection layout – Sheet 3 Rev. 1	Cardno (Qld) Pty Ltd	02/11/2016	
5102/40-001	Certificate of Design	Cardno (Qld) Pty Ltd	27/01/2016	
5102/40-006	Erosion and Sediment Control Plan – Town Centre North – Road 11 Version 2	Cardno (Qld) Pty Ltd	24/11/2016	
510240	Road 11 – Springfield Land Corporation Stormwater Design Safety Audit (ICC Approval Reference 473/2016/OW)	Cardno (Qld) Pty Ltd	18/11/2015	

3. <u>Approved Plans</u>

- (a) The approved plans for this development approval are:
 - (i) the plans referred to in the table of approved plans (including any amendments that are required to be made to those plans); and
 - (ii) where the amended versions of the plans referred to in the table of approved plans have been approved by the assessment manager, the amended versions of those plans.
- (b) The approved plans are attached to this decision notice at Attachment C.

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	APPRO	OVED PLANS		
Plan No	Description & Revision No.	Prepared By	Date	Amendments Required
Drawing series	Road 11 Detail Design	Cardno (Qld) Pty		
No. 510240-001-		Ltd		
CI-				
1000	Cover Sheet Rev. A		20/11/2015	
	GENERAL			
1001	Locality and Drawing		20/011/2015	
	Schedule Rev. A			
1002	Existing Features Plan Rev. A		20/11/2015	
1003	Control Plan Rev. A		20/11/2015	
1004	Bulk Earthworks & Erosion		20/11/2015	
1004	Control Plan Sheet 1 Rev. A		20/11/2015	
1005	Bulk Earthworks & Erosion		12/07/2016	Erosion and
1005	Sediment Control Plan		12/07/2010	Sediment Control
	Sheet 2 Rev. B			Details are subject
	Sheet 2 Nev. D			to Condition 14
	ROADWORKS and			
	DRAINAGE			
1100	Notes and Details Rev. A		20/11/2015	
1101	Layout Plan Sheet 1 Rev. A		20/11/2015	
1102	Layout Plan Sheet 2 Rev. B		12/07/2016	
1103	Typical Cross sections Rev. A		20/11/2015	
1104	Road 11 Longitudinal Section		20/11/2015	
1104	Rev. A		20/11/2015	
1105	Eden Station Drive		2011/2015	
	Longitudinal Section Rev. A			
1106 to 1108	Road 1 Cross Sections		20/11/2015	
1100 10 1100	Sheets 1 to 3 Rev. A		20/11/2010	
1109	Eden Station Drive Cross		20/11/2015	
1100	Sections Rev. A		20/11/2010	
1110	Pavement Plan Sheet 1		20/11/2015	
	Rev. A			
1111	Pavement Plan Sheet 2		12/07/2016	
	Rev. B		12/01/2010	
	AUXILIARY ROADWORKS			
1200 & 1201	Setout Plan Sheets 1 & 2		20/11/2015	
1200 0. 1201	Rev. A		20/22/2020	
1202	Setout Plan Sheet 3 Rev. B		12/07/2016	
1203	Signs and Linemarking Plan		20/11/2015	
1205	Sheet 1 Rev. A		20/11/2015	
1204	Signs and Linemarking Plan		12/07/2016	
1204	Sheet 2 Rev. B		12/07/2010	
	STORMWATER DRAINAGE			
1300 & 1301	Longitudinal Section		12/07/2016	
1000 0 1001	Sheets 1 & 2 Rev. B		12/01/2010	
1302	Stormwater Structures		20/11/205	
1302	Rev. A		20/11/203	
	GENERAL SERVICES			
1400			24/11/2016	
1400	Layout Plan Sheet 1 Rev. B		24/11/2016	
1401	Layout Plan Sheet 2 Rev. C		24/11/2016	

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	DESIGN INFORMATION		
1900	Catchment Plan Rev. A	20/11/2015	
1901	Stormwater Calculation	12/07/2016	
	Table Sheet 1 Rev. B		
1902	Stormwater Calculation	20/11/2015	
	Table Sheet 2 Rev. A		
	LANDSCAPE		
510240-100	Cover Sheet Rev. A	08/01/2016	
510240-101	Drawing List and Context	08/01/2016	
	Plan Rev. A		
510240-102	Schedules Rev. B	25/11/2016	
510240-103	Landscape Plan Rev. B	25/11/2016	
510240-104	Landscape Plan Rev. B	25/11/2016	
510240-105	Landscape Details Rev. B		
	TRAFFIC SIGNALS		
510240-CI-301	Traffic Signal Installation –	June 2016	Subject to
	Interim Eden Station Drive /		separate approval.
	Road 11 Pits and Conduits		See Condition 8(d)
	Rev. A		
510240-CI-302	Traffic Signal installation –	June 2016	Subject to
	Interim Eden Station Drive /		separate approval.
	Road 11 Operations and		See Condition 8(d)
	Electrical Rev. A		
510240-CI-303	Traffic Signal Installation	June 2016	Subject to
	Road 11/ New Road Pits and		separate approval
	Conduits Rev. A		See Condition 8(d)

4. <u>Referral Agencies</u>

Referral Agency	Type of Referral
State Assessment and Referral Agency	Concurrence
SEQ West Region (Ipswich)	
Level 4, 117 Brisbane Street Ipswich	
PO Box 129 Ipswich QLD 4305	
Tel: 07 34322400	
Email: <u>lpswichSARA@dsdip.qld.gov.au</u>	
MyDAS online referrals:	
www.dsdip.qld.gov.au/development-	
applications/mydas	

6. <u>Conditions of Assessment Manager (Ipswich City Council)</u>

Refer Attachment A

7. <u>When Approval Lapses</u>

The relevant period for this approval is outlined above in "Decision Details" part 1 of this decision notice, starting the day the approval takes effect. This development approval lapses in accordance with section 341 of the *Sustainable Planning Act 2009*.

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Should the assessment manager determine a new relevant period in writing, prior to the lapsing of this approval, then the use may continue for a further period of time, as specified in writing by the assessment manager.

8. Appeal Rights

Attachment B contains an extract from the *Sustainable Planning Act 2009* which details the applicant's appeal rights and the appeal rights of any submitters regarding this decision.

Yours faithfully

Peter Harbeck
PRINCIPAL DEVELOPMENT ENGINEER

cc: Department of Infrastructure, Local Government and Planning <u>IpswichSARA@dilgp.qld.gov.au</u>

Encl:

- □ Assessment Manager Conditions and Advice (Attachment A)
- □ Sustainable Planning Act 2009 extract on appeal rights (Attachment B)
- Approved Plans
- □ Referral Agency Response/SARA

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Attachment A <u>Assessment Manager (Ipswich City Council) Conditions</u> Conditions applicable to this approval under Sustainable Planning Act:

Conditions of Approval

No.	Condition	The time by which the condition must be met, implemented or complied with
1.	Basis of Approval	
	This approval incorporates as a condition, the applicant's common material (as defined in Schedule 3 – Definitions of the <i>Sustainable Planning Act 2009</i>) for the application and adherence to all relevant Council Local Laws and/or the <i>Ipswich Planning Scheme</i> (including Planning Scheme Policies) unless otherwise varied by this approval or varied by a condition of this approval.	From the commencement of the construction of the development and at all times thereafter.
	Note: Any variation in the development from that approved herein may constitute assessable development pursuant to the <i>Sustainable Planning Act 2009.</i>	

Z.		
	Notwithstanding the requirements detailed in this	At all times after the approval is
	approval, any other minor alterations accepted in	granted.
	writing by the assessment manager will suffice.	

3.	Development Plans & Supporting Material	
	The applicant must undertake the development	From the commencement of the
	generally in accordance with the approved material and	construction of the development
	plans outlined in parts 2 and 3 of this development	and at all times thereafter.
	permit.	

4.	Hours of Construction	
	Unless otherwise approved in writing by the	At all times during construction
	assessment manager construction works must only	activities and until works are
	occur within the hours as defined in Planning Scheme	accepted off maintenance.
	Policy 3 - General Works Part 5, Section 5.1.3.	-

5.	Construction Standard and Requirements	
(a)	The applicant must comply with the requirements of	At all times during construction
	Planning Scheme Policy 3 – General Works,	activities and until works are
	Implementation Guidelines 24 – Stormwater	accepted off maintenance.
	Management and 28 – Dispersive Soil Management of	
	the Ipswich Planning Scheme when undertaking all	
	public (municipal) works and earthworks (including	
	earth retaining structures).	

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(b)	The applicant must construct all works in accordance	At all times during construction	
	with the recommendations of the submitted DSMP and	activities and until works are	
	E&SCP.	accepted off maintenance.	

6.	Construction Pre-requisites	
(a)	The applicant must comply with pre-start meeting and construction pre-requisite requirements, including provision of relevant bonds and amended drawings, as detailed in Council's <i>Planning Scheme Policy 3 - General Works Part 5</i> .	Prior to commencement of any construction.
	In addition to the required contact details list the applicant is required to complete the "Response to Pre- start Information – Nomination of Responsibilities Form". The required contact details file is to include contact names, email addresses, business and after hours telephone numbers for the Developer, Supervising Engineer and nominated Principal Contractor.	
(b)	The applicant must take due regard of all existing services when undertaking works associated with this development.	At all times during construction activities and until works are accepted off maintenance.
(c)	The applicant must alter any services when the relevant authority or assessment manager determines that works associated with this development has an impact upon any existing services.	At all times during construction activities and until works are accepted off maintenance.
(d)	The applicant must install sign/s which display the business and after hours contact phone numbers of the applicant, supervising/consulting engineer and contractor as well as the relevant operational works application number in accordance with the following:	Prior to commencement of any construction and until works are accepted on maintenance.
	 (i) Dimensions not less than 900mm high and 1200mm wide; (ii) Minimum 300mm above the ground; (iii) Within 1500mm of the property boundary of the development site; (iv) At every location where the development site 	
	 fronts on to a formed road; (v) Made of weatherproof and durable materials; (vi) All details displayed with a minimum lettering height of 40mm and in bold text (approximately 147 point Arial bold font). 	

7.	Streetscape Construction Standards	
(a)	The applicant must ensure that the streetscape plans	At all times
	and specifications comply with PSP3, Ipswich	
	Streetscape Design Guideline (or latest version) and	
	relevant Ipswich City Council's Standards Drawings.	
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(b)	The applicant must ensure that all landscape materials,	At all times
	including but not limited to, soils, mulch, gravel and	
	potted or ex-ground plants are free from Cyperus	
	esculentus and Cyperus rotundus (commonly known as	
	'Nut Grass').	
(c)	The applicant must ensure that any existing Nut Grass	Prior to On-maintenance
	present on site must be treated with foliar spraying of	acceptance.
	Halosulfuron-methyl or equivalent to achieve 100%	
	eradication.	
(d)	For all Public (Municipal) Planting works, streetscape,	Prior to On Maintenance
	landscape, revegetation or rehabilitation, a minimum	acceptance.
	12-week establishment period is required starting from	
	the successful Practical Completion inspection date.	
	This establishment period must be exclusive and in	
	addition to the relevant maintenance periods as	
	required under Planning Scheme Policy 3 – General	
	Works	
(e)	Tree species having invasive roots or large mature	At all times
	canopy are generally not suitable for street tree	
	planting. The applicant must comply with Council's	
	conditions associated with their approval.	
8.	Roadworks, Stormwater Drainage and Matters to be Ad	-
(a)	The applicant must obtain written approval from the	Prior to the assessment manager
	assessment manager to open newly constructed roads	signing the subdivision plan.
	to vehicle or pedestrian traffic. It is noted that	
	attention to the following will be required prior to the	
	opening of the road :-	
	Registration of Plan of Survey creating the new	
	road reserve.	
	 Street lighting to be operational. 	
	 All works completed to an acceptable standard. 	
	Traffic signals have been approved to	
(1-)	commission in association with road opening.	
(b)	The applicant must commission street lighting. The	Prior to the acceptance of the
	street lighting is to be provided to Rate 3 and is to be in	road works 'on maintenance' and
	accordance with electrical reticulation and street	prior to opening of the road to
	lighting design drawings approved undercover of a	pedestrian and vehicular traffic.
()	separate Operational Works application.	
(c)	The following matters are to be addressed :-	During construction and prior to
		acceptance of the works "on
	I. Sags in concrete footpaths are to be provided	maintenance"
	with suitable drainage relief i.e. 300mm wide	
	concrete strip between back of kerb /	
	headstone and edge of concrete footpath at the	
	lowest point in the concrete footpath.	
	II. Dowelled or "keyed" joints are to be provided	

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III. All kerb ramps as shown on the design drawi	ngs
are indicative only and the final form and	
location must be in accordance with Council'	s
standard drawing SR.18. The location of kerb	
ramps at the two signalised intersections mu	st
be co-ordinated with the traffic signals designed	n.
IV. The final form of stormwater drainage outlet	s
shall be subject to onsite discussion and	
approval with Council Officers. Council reserv	ves
the right to require additional outlet works if	
required.	
V. Relocation / modification of any existing sign	age
and / or line marking will include street name	e
signage at the existing intersection with	
Southern Cross Circuit.	
VI. Tactile Ground Surface Indicators (TGSI's) are	
be installed to all new kerb ramps and to any	/
existing kerb ramps within the scope of the	
works. All TGSI's shall be made from stainles	-
steel and shall be of a contrasting colour and	
comply with the relevant Australian Standard	ds.
VII. All road pavement line marking shall be	
augmented by Raised Retro-reflective Paver	nent
Markers (RRPM's) in accordance with the	
Manual of Uniform Traffic Control Devices	
(MUTCD).	
VIII. All electrical, telecommunication, water and	
sewer fitting access boxes / manholes etc.	.
located within the road verge at surface leve	
are to be provided with a non-slip finish and	are
not to create a tripping hazard.	
IX. Concrete infill Class B covers and surrounds a	are
required for sewer structures where located within or partially within a concrete footpath	
and the concrete is to have a non- slip finish	
both components.	
X. Road Edge Guide Posts to be installed to road	4
shoulders in Eden Station drive in accordance	
with the Manual of Uniform Traffic Control	
Devices (MUTCD).	
XI. Bicycle entry / exit ramps are to be provided	at
both intersections on all legs where applicab	
Hold rails are to be provided for entry ramps	
(d) The applicant must provide and commission traffic	Prior to commencement of
signals as required by the Area Development Plan (A	
App. No. 2727/2015/ADP) and the Concurrence Age	
Conditions. The traffic signals design for both	
intersections are to be submitted to Council for furth	her
separate approval under this Decision Notice. The Ed	
Station Drive / Road 11 traffic signal drawings are to	

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	reflect the comments previously provided to Cardno by Council. The civil drawings are to be amended if required by changes caused by the traffic signals	
	designs.	
(e)	The following general matters apply to the traffic signals construction and commissioning :-	
	The applicant must organise the mandatory witness point inspections as required by DTMR's Technical Specification 'MRTS93 Traffic Signals' with the relevant Council Officer. Furthermore, the applicant must demonstrate that all hold points as required by DTMR's Technical Specification 'MRTS93 Traffic Signals' have been observed by the certifying electrical RPEQ engineer.	
	The applicant must submit Certification from a RPEQ Engineer (Electrical) demonstrating compliance with the approved traffic signal plan prior to the commissioning of the traffic signals.	
	Council reserves the right to have an independent review by an experienced traffic signal consultant employed by Council. The fee to engage the consultant shall be paid to Council by the developer. The traffic signals must not be commissioned without Council's prior approval. All works identified during the review for rectification or completion shall be undertaken to the satisfaction of the assessment manager prior to commissioning of the signals;	
	The installation of the traffic signals shall only be undertaken by a contractor accredited by DTMR for traffic signal installation;	
	The traffic signals shall be installed in accordance with relevant standards within the Department of Transport and Main Roads <i>Standard Drawings Road Manual</i> – <i>Part 15 Traffic Signals.</i> The use of rectangular loops at intersections as per <i>Standard Drawings 1424 & 1425</i> <i>should be noted;</i>	
	It is to be confirmed if power points and associated cables etc. are required in the traffic controller to power hardware to connect the intersection signals to STREAMS. The connection of the traffic signals to the STREAMS traffic signal network must be undertaken prior to commissioning.	
	This must include the acquisition and installation of a	

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	field processor and network termination unit (modem) and connection to the telecommunications network.	
	These works will be undertaken by Council at the developer's expense. A minimum of twelve (12) weeks is required for these works to be completed prior to commissioning of the signals;	
	The following general comments are to be complied with :-	
	 Round pits for cabling can be used in Place of Type 7 pits in accordance with DTMR standard drawings; All hardware installed shall have current DTMR type approval at the time of commissioning; Signal controllers are to be only type ATSC4; Overhead or mast arm lanterns shall be 300mm LED in all cases; The traffic signal controller shall use the latest version of Standard Traffic software; An ICC site ID sticker is to be installed within the new controller cabinets. The stickers are to be obtained from Council. As Constructed plans showing any changes to the signal design resulting during construction are to be provided to Council in both CAD and PDF format prior to commissioning. An electronic copy of the "personality" file is to be provided if requested; Details of the electrical contractor engaged to maintain the traffic signals during the maintenance period are to be provided to the assessment 	
(f)	manager. The applicant must inspect all stormwater drainage (new and existing downstream if affected by the works)	CCTV Survey to be undertaken prior to "on maintenance"
	including inter-allotment drainage (if applicable) by closed circuit television (CCTV).	inspection. Resulting Report and DVD to be submitted with the usual engineering certification documentation.
(g)	All stormwater drainage systems are to be flushed clean.	Prior to "on maintenance" inspection.
(h)	Council reserves the right to require changes to the signage and line marking details should errors or omissions be noted during final inspections. In particular the final form of the Eden Station Drive intersection shall be subject to the delivery of the fourth leg of the intersection.	Prior to opening of the new road
(i)	Council reserves the right to request further investigation in respect to the QUDM safety audit requirements should the final configuration of	Prior to "on maintenance".

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	stormwater drainage inlets, outlet structures and	
	basins appear to represent a perceived hazard or	
	liability issue.	
(j)	A copy of the water supply agreement with QUU is to	To be submitted with engineering
	be provided to the assessment manager. To be	certification documentation
	submitted with engineering certification	
	documentation.	
(k)	The nominated Principal Contractor is to apply for and	Prior to undertaking any works
	obtain the required Traffic Permits from Ipswich City	within existing road reserves.
	Council and Ipswich Police.	
(I)	The applicant must ensure that all works within the	At all times during construction.
	proposed works area do not impact upon the root zone	
	and health of the two (2) large signature 'Fig Trees'	
	indicated on Area Development Plan (App. No.	
	2727/2015/ADP) drawing numbered 510240-001-CI-	
	SK010 Rev. 1.	

9. Amendments & Further Submissions		
	The applicant must incorporate or comply with the	Prior to Pre-start Meeting (in
	following amendments and clarifications:	accordance with Condition 6) or
		as otherwise stated below.
(a)	Amended drawings detailing the following are to be provided :-	
	- Advance Intersection and Intersection Directional	
	signage at the Eden Station Drive intersection, include	
	destinations to be consistent with existing signage in	
	the area and facility signage for the railway station etc.	
	- "No Stopping" areas are to be augmented by a yellow	
	line marked edge line.	
	- Bicycle ramps are to be line marked similar to existing	
	examples at the railway station and to other recently	
	documented Cardno projects.	
(b)	The street landscaping drawings are to be amended in	
	accordance with the comments shown in red by	
	Council on the original drawings.	

10.	Stormwater Quality	
	The applicant must comply with the requirements of	Prior to the assessment manager
	Condition 16 of the ADP i.e. achieve water quality	signing the subdivision plan.
	objectives or pay a monetary offset.	

11.	Fauna Management		
(a)	The applicant must engage a spotter catcher licensed	Prior to the commencement of	
	under the Nature Conservation Act 1992 by the	any vegetation clearing works.	
	Department of Environment and Heritage Protection,		
	to assesses the site, supervise any vegetation removal		
	and ensure that any native fauna (including native		
	bees) has been identified, relocated and discouraged		
	from returning prior to habitat disturbance.		

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(b)	The applicant must provide to the assessment manager the name and contact details for the spotter catcher mentioned at (a) above engaged by the applicant to carry out the works.	A minimum of seven (7) days prior to commencement of vegetation clearing works.	
(c)	carry out the works.The applicant must submit to the assessment managera report prepared by the appointed spotter catchermentioned at (a) above detailing the following items:(i)Catalogue of native fauna identified preand post vegetation clearing works includingspecies taken from hollows;(ii)Documented preventative and remedialactions put in place to ensure no harm to thespecies;(iii)Confirmation of compliance withsequential clearing requirements of koala habitattrees in accordance with the Nature ConservationAct 1992;(iv)Confirmation no vegetation clearingworks occurred without supervision from thespotter catcher; and(v)Detail a log of all species taken to a vet,wildlife hospital or equivalent for treatment as aconsequence of injury following clearing works.	Within fourteen (14) days of the completion of any stage of vegetation clearing works and prior to commencement of any vegetation clearing works for the subsequent stage.	
12.	Rehabilitation		
	The applicant must undertake rehabilitation / revegetation works in to all areas affected by the works beyond the road reserve boundary. All pervious areas of the verge are to be turfed and / or vegetated in accordance with the approved street landscaping drawings noted in Condition 6. Areas beyond the road reserve are to be revegetated and in a stable condition.	Prior to the assessment manager signing the relevant subdivision plan.	
13.	Disposal of Cleared Vegetation		
	The applicant must dispose of cleared vegetation in accordance with Council's <i>Planning Scheme Policy 3 – General Works.</i>	From the commencement of works and at all times thereafter.	
14.	Sediment And Erosion Management		
(a)	The applicant must prepare an RPEQ or CPESC endorsed E&SCP.	Prior to the commencement of any construction, and at all times during the construction (including vegetation clearing) and operational (maintenance) phases of the development.	
(b)	The applicant must provide sediment and erosion control management (which includes deposition by both water and air) measures and facilities in accordance with a currently endorsed E&SCP.	Prior to the commencement of any construction, and at all times during the construction (including vegetation clearing) and operational (maintenance) phases of the development.	

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(c)	The applicant must not undertake any works, including implementation works concerning erosion and sediment control unless there is a corresponding currently endorsed E&SCP.	At all times.	
(d)	All "on road" (including verge) sediment control devices are to be removed.	Prior to opening of the road to traffic and prior to the joint "on maintenance" inspection.	

15.	Municipal Works Completion Requirements	
(a)	The applicant must provide all quality assurance documentation, as-constructed information, engineering and environment certifications and any associated documentation required in accordance with <i>Planning Scheme Policy 3 – General Works</i> of the <i>Ipswich Planning Scheme</i> .	Prior to the assessment manager signing the subdivision plan.
(b)	The applicant must submit written clearance(s) to the assessment manager for all works on land under separate ownership stating that the works have been completed to the owner's satisfaction.	Prior to the assessment manager signing the subdivision plan.
(c)	The applicant must submit relevant survey point data 'as constructed' information to Council detailing the landform modification.	Prior to the assessment manager signing the subdivision plan.

Referral Agency Conditions

The Referral Agencies applicable to this development are detailed in the table below. The attached Referral Agency response forms part of this Decision Notice.

Referral Agencies Applicable to Development:

Referral Agency	Type of Referral	Date of Response
State Assessment and Referral Agency	Concurrence	17 February 2017
SEQ West Region (Ipswich)		
Level 4, 117 Brisbane Street Ipswich		
PO Box 129 Ipswich QLD 4305		
Tel: 07 34322400		
Email: lpswichSARA@dsdip.qld.gov.au		
MyDAS online referrals:		
www.dsdip.qld.gov.au/development-		
applications/mydas		

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Advice

The following advices are offered for your information only and should not be viewed as mandatory conditions of this approval. <u>Assessment Manager (Ipswich City Council)</u>

	SPECIAL ADVICES				
1. Acronyms and Terms					
	Acronyms and terms used in this notice have the following meanings:				
(a)	RPEQ - A Registered Professional Engineer of Queensland, suitably qualified and				
()	experienced in the particular area of expertise required.				
(b)	QUU – Queensland Urban Utilities – trading name of the Central SEQ Distributor-Retailer				
()	Authority, providing water services to Ipswich City under the South-East Queensland				
	Water (Distribution and Retail Restructuring) Act 2009.				
(c)	DSMP – Dispersive Soil Management Plan which is prepared in accordance with Council				
. ,	Implementation Guideline # 28 and certified by a suitably qualified and experienced				
	professional (RPEQ or Soil Scientist).				
(d)	E&SCP – Erosion & Sediment Control Management Plan which is prepared in accordance				
	with Council Planning Scheme Policy 3 and certified by RPEQ or CPESC.				
(e)	PSP 3 – Council Planning Scheme Policy 3				
(f)	QUDM – The Queensland Urban Drainage Manual (2007 Edition), produced by the				
	Queensland Department of Environment and Natural Resources				
(g)	MUTCD - The Manual of Uniform Traffic Control Devices, published by DTMR				
(h)	DTMR - Department of Transport and Main Roads				
(i)	DEHP – Department of Environment and Heritage Protection				
(j)	DNRM – Department of Natural Resources and Mines				
(k)	DSDIP – Department of State Development, Infrastructure and Planning				
(I)	AEP – Annual Exceedance Probability - used to define flood frequency and severity				
(m)	AHD - Australian Height Datum (m)				
(n)	Internal works - works performed within private property and includes but is not limited				
	to, earthworks, driveways and stormwater management systems.				
(o)	External municipal works - works external to the development and located in dedicated				
	public areas, for example existing road or drainage reserve, or private property not owned				
	by the applicant.				
(p)	CPESC – Certified Practitioner in Erosion and Sediment Control.				

2.	Operational Works Drawings
	Council has reviewed the operational works drawings in relation to the proposed works, to
	ensure that the design conforms to the engineering conditions of the development permit
	2727/2015/ADP dated 8 August 2016. A detailed check of the calculations and drawings
	has not been undertaken, as they must be certified by a RPEQ. Council reserves the right to
	require further amendments and/or additions at a later date should design errors or
	omissions become apparent in regard to the works relevant to this operational works
	approval.

3.	Bonds			
	In relation to any bonds required in accordance with Planning Scheme Policy 3 the relevant			
	Bond and Licence Deeds must be completed and submitted (as hard copies) to Council at			
	the appropriate times. The Bond, Licence Deed and conditions of security payment can be			
	found online at http://www.ipswichplanning.com.au/development-planning/development-			

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planning-information. Council's preference is for bonds to be submitted by way of a Bank Guarantee.

4.	Fire Ants
(a)	In accordance with the <i>Plant Protection Act 1989</i> and the <i>Plant Protection</i> <i>Regulation 2002,</i> a quarantine notice has been issued for the State of Queensland to prevent the spread of the Red Imported Fire Ant (ant species <i>Solenopsis invicta</i>) and to eradicate it from the State.
(b)	It is a legal obligation to report any sighting or suspicion of Fire Ants within 24 hours to Biosecurity Queensland on 13 25 23. Biosecurity Queensland must be notified of proposed development(s) occurring in the Fire Ant Restricted Area before earthworks commence. It should be noted that works involving movements of soil associated with earthworks may be subject to movement controls and failure to obtain necessary approvals from Biosecurity Queensland is an offence. The Fire Ant Restricted Area as well as general information can be viewed on the Department of Agriculture and Fisheries website <u>www.daf.qld.gov.au/fireants</u> .
(c)	The land over which you have made a development application is within a suburb known to have Fire Ants and as such is within a "Restricted Area". The presence of Fire Ants on the site may affect the nature, form and extent of works permitted on the site. In view of this it will be necessary for you to contact the Biosecurity Queensland to investigate the site and for you to implement any necessary matters required prior to the commencement of any works.

5.	QUU Network Access Permits				
	QUU operate a Network Access Permit scheme which ensures that the Control Centre and				
	the Customer Contact Centre understand planned activities being conducted on the				
	network. To carry out work on or near QUU assets, it is required that a valid Network				
	Access Permit is obtained. To find out more information and links to obtaining a Network				
	Access Permit, please visit https://www.urbanutilities.com.au/network-upgrades/working-				
	on-our-network/network-access-permits				

6.	Contaminated Land				
	The applicant must ensure all land to be dedicated to Council is not listed on either the				
	Contaminated Land Register or the Environmental Management Register prior to				
	dedication. In this regard the applicant must be responsible for all works associated with				
	the removal of any land to be dedicated to Council from these registers. The applicant mus				
	provide details to Council demonstrating that the requirements of this condition have been				
	met in conjunction with the lodgement of the application to sign the plan of subdivision.				

7.	Koala Protection					
	The Commonwealth has listed the Koala populations in Queensland, New South Wales and					
	the Australian Capital Territory as 'vulnerable' under the Environment Protection and					
	Biodiversity Conservation Act 1999 (EPBC Act), accordingly Koalas in Queensland are					
	protected under national environment law. Refer to the Australian Government –					
	Department of Sustainability, Environment, Water, Population and Communities					
	(epbc.referrals@environment.gov.au or phone: 1800 803 772) for further information to					
	determine whether current or future works associated with your development proposal					
	may require environmental approval from the Commonwealth.					

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8.	Hazardous Substances				
	Where dangerous goods are stored on site, compliance with the Queensland Work Health				
	and Safety (WHS) Act 2011 is required. Enquiries regarding the storage of dangerous goods				
	can be made by contacting Workplace Health and Safety Queensland on 1300 369 915.				

A copy of this decision be forwarded to the following referral agencies:

Referral Agency	Type of Referral
State Assessment and Referral Agency	Concurrence
SEQ West Region (Ipswich)	
Level 4, 117 Brisbane Street Ipswich	
PO Box 129 Ipswich QLD 4305	
Tel: 07 34322400	
Email: lpswichSARA@dsdip.qld.gov.au	
MyDAS online referrals:	
www.dsdip.qld.gov.au/development-	
applications/mydas	

Ipswich City Council

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Attachment B

Appeal Rights

The following is an extract from the Sustainable Planning Act 2009

Chapter 6, Part 8 Division 1

Division 1 Changing decision notices and approvals during applicant's appeal period

360 Application of div 1

This division applies only during the applicant's appeal period.

361 Applicant may make representations about decision

- (1) The applicant may make written representations to the assessment manager about—
 - (a) a matter stated in the decision notice, other than a refusal or a matter about which a concurrence agency told the assessment manager under section 287(1) or (5); or
 - (b) the standard conditions applying to a deemed approval.
- (2) However, the applicant cannot make representations under subsection (1)(a) about a condition attached to an approval under the direction of the Minister.

362 Assessment manager to consider representations

The assessment manager must consider any representations made to the assessment manager under section 361.

363 Decision about representations

- (1) If the assessment manager agrees with any of the representations about a decision notice or a deemed approval, the assessment manager must give a new decision notice (the *negotiated decision notice*) to—
 - (a) the applicant; and
 - (b) each principal submitter; and
 - (c) each referral agency; and
 - (d) if the assessment manager is not the local government and the development is in a local government area—the local government.
- (2) Before the assessment manager agrees to a change under this section, the assessment manager must consider the matters the assessment manager was required to consider in assessing the application, to the extent the matters are relevant.
- (3) Only 1 negotiated decision notice may be given.
- (4) The negotiated decision notice-
 - (a) must be given within 5 business days after the day the assessment manager agrees with the representations; and
 - (b) must comply with section 335; and
 - (c) must state the nature of the changes; and
 - (d) replaces—
 - (i) the decision notice previously given; or
 - (ii) if a decision notice was not previously given and the negotiated decision notice relates to a deemed approval—the standard conditions applying to the deemed approval.
- (5) If the assessment manager does not agree with any of the representations, the assessment manager must, within 5 business days after the day the assessment manager decides not to agree with any of the representations, give written notice to the applicant stating the decision about the representations.

366 Applicant may suspend applicant's appeal period

- (1) If the applicant needs more time to make the representations, the applicant may, by written notice given to the assessment manager, suspend the applicant's appeal period.
- (2) The applicant may act under subsection (1) only once.
- (3) If the representations are not made within 20 business days after the day written notice was given to the assessment manager, the balance of the applicant's appeal period restarts.
- (4) If the representations are made within 20 business days after the day written notice was given to the assessment manager—

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Ipswic	,,	uncil Page 19				
	(a)	if the applicant gives the assessment manager a notice withdrawing the notice under subsection (1)—the balance of the applicant's appeal period restarts the day after the assessment manager receives the notice of withdrawal; or				
	(b)	if the assessment manager gives the applicant a notice under section 363(5)—the balance of the				
	(c)	applicant's appeal period restarts the day after the applicant receives the notice; or if the assessment manager gives the applicant a negotiated decision notice—the applicant's appeal period starts again the day after the applicant receives the negotiated decision notice.				
Divisio	n 8	Chapter 7, Part 1, Division 8 Appeals to court relating to development applications and approvals				
461 (1)		ils by applicants plicant for a development application may appeal to the court against any of the following—				
(-)	(a)	the refusal, or the refusal in part, of the development application;				
	(b)	any condition of a development approval, another matter stated in a development approval and the identification or inclusion of a code under section 242;				
	(c)	the decision to give a preliminary approval when a development permit was applied for;				
	(d)	the length of a period mentioned in section 341;				
(2)	(e)	a deemed refusal of the development application.				
(2)		peal under subsection (1)(a), (b), (c) or (d) must be started within 20 business days (the applicant's I l period) after—				
	(a)	if a decision notice or negotiated decision notice is given—the day the decision notice or negotiated decision notice is given to the applicant; or				
	(b)	otherwise—the day a decision notice was required to be given to the applicant.				
(3)	• •	beal under subsection (1)(e) may be started at any time after the last day a decision on the matter				
	should have been made.					
462	Appea	peals by submitters—general				
(1)		nitter for a development application may appeal to the court only against—				
	(a)	the part of the approval relating to the assessment manager's decision about any part of the				
	(b)	application requiring impact assessment under section 314; or the part of the approval relating to the assessment manager's decision under section 327.				
(2)	To the	extent an appeal may be made under subsection (1), the appeal may be against 1 or more of the				
	follow	5				
	(a) (b)	the giving of a development approval; any provision of the approval including—				
	(2)	(i) a condition of, or lack of condition for, the approval; or				
		(ii) the length of a period mentioned in section 341 for the approval.				
(3)		ver, a submitter may not appeal if the submitter—				
	(a)	withdraws the submission before the application is decided; or				
(4)	(b) The ar	has given the assessment manager a notice under section 339(1)(b)(ii). opeal must be started within 20 business days (the submitter's appeal period) after the decision notice				
(4)	-	pearings be started within 20 business days (the submitter's appear period) after the decision notice solution in the submitter.				
463	Additi	onal and extended appeal rights for submitters for particular development applications				
(1)		ection applies to a development application to which chapter 9, part 7 applies.				
(2)		nitter of a properly made submission for the application may appeal to the court about a referral y's response made by a prescribed concurrence agency for the application.				
(3)		ver, the submitter may only appeal against a referral agency's response to the extent it relates to—				
	(a)	if the prescribed concurrence agency is the chief executive (environment)—development for an aquacultural ERA; or				
	(b)	if the prescribed concurrence agency is the chief executive (fisheries)—development that is—				
		 a material change of use of premises for aquaculture; or operational work that is the removal, damage or destruction of a marine plant. 				
(4)		e section 462(1), the submitter may appeal against the following matters for the application even if				
		atters relate to code assessment—				
	(a)	a decision about a matter mentioned in section 462(2) if it is a decision of the chief executive (fisheries);				
		a referral agency's response mentioned in subsection (2).				

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(a)

(2)

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- 464 Appeals by advice agency submitters
- (1) Subsection (2) applies if an advice agency, in its response for an application, told the assessment manager to treat the response as a properly made submission.
 - The advice agency may, within the limits of its jurisdiction, appeal to the court about—
 - (a) any part of the approval relating to the assessment manager's decision about any part of the application requiring impact assessment under section 314; or
 - (b) any part of the approval relating to the assessment manager's decision under section 327.
- (3) The appeal must be started within 20 business days after the day the decision notice or negotiated decision notice is given to the advice agency as a submitter.
- (4) However, if the advice agency has given the assessment manager a notice under section 339(1)(b)(ii), the advice agency may not appeal the decision.

465 Appeals about decisions relating to extensions for approvals

- (1) For a development approval given for a development application, a person to whom a notice is given under section 389, other than a notice for a decision under section 386(2), may appeal to the court against the decision in the notice.
- (2) The appeal must be started within 20 business days after the day the notice of the decision is given to the person.
- (3) Also, a person who has made a request under section 383 may appeal to the court against a deemed refusal of the request.
- (4) An appeal under subsection (3) may be started at any time after the last day the decision on the matter should have been made.

466 Appeals about decisions relating to permissible changes

- (1) For a development approval given for a development application, the following persons may appeal to the court against a decision on a request to make a permissible change to the approval
 - if the responsible entity for making the change is the assessment manager for the application— (i) the person who made the request; or
 - (ii) an entity that gave a notice under section 373 or a pre-request response notice about the request;
 - (b) if the responsible entity for making the change is a concurrence agency for the application—the person who made the request.
- (2) The appeal must be started within 20 business days after the day the person is given notice of the decision on the request under section 376.
- (3) Also, a person who has made a request under section 369 may appeal to the court against a deemed refusal of the request.
- (4) An appeal under subsection (3) may be started at any time after the last day the decision on the matter should have been made.

467 Appeals about changing or cancelling conditions imposed by assessment manager or concurrence agency

- (1) A person to whom a notice under section 378(9)(b) giving a decision to change or cancel a condition of a development approval has been given may appeal to the court against the decision in the notice.
- (2) The appeal must be started within 20 business days after the day the notice of the decision is given to the person.

Doc ID No: A5625886

ITEM:

SUBJECT: HERITAGE AND MONUMENTS ADVISORY COMMITTEE MEETING NO. 209

AUTHOR: TEAM COORDINATOR (CULTURAL HERITAGE)

DATE: 27 JUNE 2019

2

EXECUTIVE SUMMARY

This is a report concerning the minutes of the Heritage and Monuments Advisory Committee (meeting number 209) which was held on Thursday, 20 June 2019.

RECOMMENDATION/S

That the report be received and the contents noted.

RELATED PARTIES

There are no related party matters associated with this report.

ADVANCE IPSWICH THEME LINKAGE

Listening, leading and financial management

PURPOSE OF REPORT/BACKGROUND

The Heritage and Monument Advisory Committee met on 20 June 2019. A copy of the Minutes is included as Attachment 1.

FINANCIAL/RESOURCE IMPLICATIONS

There are no resourcing or budget implications.

RISK MANAGEMENT IMPLICATIONS

There are no risk management implications associated with this report.

LEGAL/POLICY BASIS

Not Applicable

COMMUNITY AND OTHER CONSULTATION

No consultation was required in relation to reporting the Minutes from the Heritage and Monuments Advisory Committee meeting.

CONCLUSION

The report contains the minutes of the Heritage and Monuments Advisory Committee including updates from committee members.

ATTACHMENTS AND CONFIDENTIAL BACKGROUND PAPERS

1. Heritage and Monuments Advisory Committee Minutes 20 June 2019 🗓 🛣

Tanya Jen TEAM COORDINATOR (CULTURAL HERITAGE)

I concur with the recommendations contained in this report.

Nick Vass-Bowen STRATEGIC PLANNING MANAGER

I concur with the recommendations contained in this report.

Brett Davey ACTING GENERAL MANAGER - PLANNING AND REGULATORY SERVICES

"Together, we proudly enhance the quality of life for our community"

Meeting Number	209			
Date	Thursday, 20 June 2019			
Start Time	9.00 a.m.			
Venue	Cafeteria Room, Humanities Building			
Attendees	Tanya Jen - DEPUTY CHAIR – Team Coordinator (Cultural Heritage)/ICC Melanie Rush – Digital Archivist/ICC			
	Jo-Ann Porter – Administration Coordinator/ICC (minutes)			
	Graham Carter - Engineers Australia (Engineering Heritage Australia- Queensland)			
	Irma Deas – Ipswich Genealogical Society			
	Jane Kingston – Ipswich Hospital Museum			
	Sally Hetherington – Independent			
	Joyce Phillips - Independent			
	Kay Jones – National Trust of QLD, Ipswich and West Moreton Branch			
	Nell Crouch – Rosewood Scrub Historical Society			
Apologies	Danny Keenan - CHAIR - Principal Officer (Urban Design and Heritage Conservation)/ICC			
	Tina Longford - Indigenous Land Use Partnerships Coordinator, ICC			
	Dr Celmara Pocock - USQ Senior Lecturer (Anthropology and Australian			
	Indigenous Studies)			
	Josh Tarrant – Museum Development Officer – SEQ Region			
	Simone Hubbard - National Trust of QLD, Ipswich & West Moreton Branch			
	Kevin Keys – National Servicemen's Association			

Heritage and Monuments Advisory Committee (HMAC) Minutes

Discussion items:

lte	m/Item number	Discussion and conclusions
1.	Welcome	The meeting opened at 9.00am.
2.	Confirmation of Minutes of Previous Meeting	The minutes of the previous Heritage and Monuments Advisory Committee meeting number 208 were accepted as a true and accurate record. Moved by Irma Deas. Seconded by Melanie Rush. The motion was put and carried.
3.	New Memorials	Carried Over
4.	Indigenous Australian Soldier War Memorial – Queens Park	Carried Over
5.	Heritage Adviser Service	Carried Over

6. Department of Environment and Science Notifications	 The following Exemption Certificates were received from the Department of Environment and Science: 16 April 2019 – Queens Park, Milford Street, Ipswich. Installation of a retaining wall and new earthworks to stabilize the eastern embankment to the bowling greens with the use of green-coloured and vegetated (with bougainvillea) erosion control matting. To facilitate construction, a minimal extent of the fencing above the area to be stabilized may be temporarily removed to be reinstated like-for-like upon completion. 29 May 2019 – United Welsh Church, 6 Thomas Street, Blackstone. Building work – erection of new ramp and insertion of new door at rear of building.
7. Viva Cribb Bursary and Picture Ipswich update	 Viva Cribb Bursary This year the bursary will be awarded to two winners – to be announced soon. Picture lpswich A number of books have been added to Picture Ipswich website. Regular posts on Facebook have been well received and will continue. The Genealogical Society have volunteered to scan the Robyn Buchanan Collection. A University student have volunteered to do a project. More volunteers are required. A history project on Ipswich Central - telling the story of Nicholas Street, has begun and will continue over the next few years. Regular photos with time lapse cameras and drones will film the progress on the Nicholas Street construction work. A research project on Nicholas Street businesses and their families has been started. Oral histories, photos and memorabilia are required. In 2021, a historical display is proposed to be included in the new Council administration building. This will be digitally interactive.
8. Corporate Archives The matter of a need for a Corporate Archival Room for artefacts is an ongoing issue for consideration in the design of the new Council building.	The bank vaults in the old Commonwealth Bank building have been converted to an archive space for objects of heritage significance to Ipswich. Corporate archival material is being transferred to this storage space periodically. <i>Action: Strategic Planning Branch to investigate if Ipswich Hospital books/minutes can be stored in this room? The Digital Archivist is finding out if the State Archives have digitized the historic Council minutes and will report at the next meeting. Should these minutes be in the library so they can be accessed by the public? Strategic Planning will also visit The Genealogical Society to view their transcripts of cemetery headstones and Government Gazettes.</i>
9. USQ/Ipswich City Council Partnership Opportunities	On 30 July, Ipswich City Council officers and USQ students/professors will meet to conduct a workshop on writing Statements of Significance for historic buildings in Ipswich.

10.2019 Local Government Heritage Officers Conference update & Heritage and Design Awards update	A Conference for Local Government Heritage Officers organised by Ipswich City Council was held on 9-10 May 2019 at the Workshops Rail Museum. The conference was well supported and was successful in building a network for Local Government Heritage Officers in Queensland. The 2019 Heritage and Design Awards were held in the evening on 9 May in the Lord Lamington Suite at Dovetails. The keynote speaker was Dr Jeannie Sim, garden historian and retired senior lecturer in Landscape Architecture at QUT. All of the entries this year were in the Heritage Category and included houses and publications. The owners of houses open for National Trust Great Houses of Ipswich in 2018-2019 were recognised for their contribution to Ipswich Heritage. Three Certificates of Appreciation were awarded to long standing members of the Heritage and Monuments Advisory Committee for over 20 years' service – these were presented to Melanie Rush, Graham Carter and Joyce Phillips.
11. Committee	Refer to Members' updates.
Members updates	
12. Correspondence	None
13. Review of Terms	The draft terms of Reference were reviewed.
of Reference	Action: The Draft Terms of Reference to be updated and forwarded to
	committee members for further consideration and discussion at the next
	meeting.
14. General Business	The committee expressed concern about the 700+ items of memorabilia that have been the subject of media coverage. It was suggested that the Cultural Heritage Coordinator request to review the list to see if there are items of cultural heritage significance to the City of Ipswich that should be retained.
Meeting Close	The meeting closed at 11.00 a.m.

Organisation	Update				
Engineers Australia/Engineering Heritage Queensland – Graham Carter	Carried over				
Ipswich Genealogical Society – Irma Deas	 Councils Divisional Offices Closed recently – Monthly Meetings will now be held at "Brigg House" on the second Tuesday of each month. Proposed extra shelves will be utilized in Shed 2 at the Heritage Centre for Queensland Government Gazettes – now stored in boxes because of lack of space in "Brigg House". Society to be a part of "The Gathering" on Sunday 23 June 2019 at the Ipswich Turf Club. 				
lpswich Historical Society – Ken Sbeghan	 Planning events for 2019, including Heritage Day on 25 August 2019. School visits are continuing. Box Flat Memorial Service to be held at Box Flat on 31 July 2019. Developing cataloguing software. 				
lpswich Hospital Museum – Jane Kingston	 The Ipswich Hospital Museum (IHM)has a new brochure. Open Day in conjunction with the National Trust saw more than 100 visitors attend the museum. The museum hosted a visit from delegates from various Gold Coast museums, galleries and historical organisations to demonstrate a museum managed by volunteers which tells local stories in their display of objects and has fairly good collection and organisational management procedures. The visit was organised by Josh Tarrant, Museums Queensland's Development Officer. Elizabeth McNalty and Jane Kingston spoke at the Fernvale Seasonal Women's Group on the IHM and stories of the Ipswich Hospital. IHM is a pilot organisation to trial Q-Album, a platform for sharing information on local historical collections held and significant items owned by organisations that can be shared as a research resource or used in cultural tourism. Obtained a grant through <i>Gambling Community Benefit Fund</i> for a Preservation Needs Assessment, a new cabinet and the preservation/restoration of a mantle clock which sat on Matron's desk for decades. For years, two heritage quilts of a collection of quilts sewn by local children and donated to the old Children's ward in the late 1920s-30s, have been displayed on the 5th floor of the hospital. Due to the sum and light affecting the quilts, the quilts have been removed and will be replaced with digital images on canvas. It is hoped that many of the more fragile quilts can be digitally reproduced so they can be displayed in future or captured electronically so they can be viewed safely. 				
National Trust QLD – Ipswich and West Moreton Branch – Kay Jones & Simone Hubbard	 The Great Houses of Ipswich open day held in May 2019was successful. Claremont received 1009 visitors, The Chestnuts received 961 visitors and Lakemba received 1331. There was great variations in postcodes other than 4305. The next Great Houses of Ipswich open day will be held on 7 September 2019. 				
Rosewood Scrub Historical Society – Nell Crouch	 Database of photos and documents is being updated. The old dairy on the property is being restored. The 40th Anniversary of the Rosewood Scrub will occur in October this year. 				
Workshops Rail Museum – Josh Tarrant National Serviceman's	Carried over				
National Serviceman's Association – Kevin Keys RSL – Ray Watherston	Carried over				

Heritage and Monuments Advisory Committee – Members update, June 2019

Doc ID No: A5626745

ITEM:

SUBJECT: COURT ACTION STATUS REPORT

AUTHOR: ACTING DEVELOPMENT PLANNING MANAGER

DATE: 27 JUNE 2019

3

EXECUTIVE SUMMARY

This is a report concerning the status of outstanding court actions.

RECOMMENDATION/S

That the report be received and the contents noted.

RELATED PARTIES

The related parties, being the appellants associated with any court actions, are detailed in the attachment to this report.

ADVANCE IPSWICH THEME LINKAGE

Strengthening our local economy and building prosperity Managing growth and delivering key infrastructure Caring for our community Caring for the environment Listening, leading and financial management

PURPOSE OF REPORT/BACKGROUND

This report provides a status update with respect to current court actions associated with development planning related matters.

In addition to the current court actions, there is one (1) other significant matter of dispute that the Planning and Development Department is currently involved with. At Council's meeting on 13 November 2018, it was resolved to amend the Ipswich Planning Scheme (Planning Scheme Major Amendment Package 02/2018) by making amendments to Part 14 – Springfield Structure Plan. Springfield City Group has made representations to the State Government that the amendments as adopted by Council should not be approved and has suggested alternative wording regarding the rights and responsibilities of developers and land owners within the Springfield Structure Plan area.

As a consequence of this dispute, the State Government facilitated a without prejudice discussion on 28 February 2019 between Springfield City Group and Council officers. The matter was not resolved at this meeting and it was determined that further discussions would be required prior to the State Government determining the outcome. The formal process surrounding this is presently on hold whilst ongoing discussions occur.

FINANCIAL/RESOURCE IMPLICATIONS

There are no resourcing or budget implications associated with this report.

RISK MANAGEMENT IMPLICATIONS

There are no risk management implications associated with this report.

LEGAL/POLICY BASIS

This report and its recommendations are consistent with the following legislative provisions: Local Government Act 2009 Planning Act 2016 Planning and Environment Court Act 2016

COMMUNITY AND OTHER CONSULTATION

The contents of this report did not require any community consultation.

CONCLUSION

The Planning and Regulatory Services Department are currently involved with a number of current court related matters. Attachment 1 to this report provides a current status with respect to these matters.

ATTACHMENTS AND CONFIDENTIAL BACKGROUND PAPERS

1.	Court Action Status Report 🕂 🛣
	$\overline{\mathbf{v}}$

Mitchell Grant
ACTING DEVELOPMENT PLANNING MANAGER

I concur with the recommendations contained in this report.

Brett Davey
ACTING GENERAL MANAGER - PLANNING AND REGULATORY SERVICES

"Together, we proudly enhance the quality of life for our community"

City of	Planning and Development Department Court Action Status Report 27 June 2019				
lpswich	Total Number of Appeals - 11				
Note: Data is current	t as at close of business on the previous working day.				
Planning & Environ	iment Court - 11 Appeal/s				
Appeal No:	2188 of 2017 Appeal Date: 19/6/2017 Case Name: Lipoma Pty Ltd v Ipswich City Council				
Solicitor:	Daniel Best Appeal Type: Applicant Appeal				
P&D Register No:	134 Application No: 682/2003/MA/B Applicant: Thomson Geer Lawyers				
Division:	6 Property: 2 The Terrace, North Ipswich				
	6 The Terrace, North Ipswich				
	 nary: This is an applicant appeal against Council's decision to refuse a permissible change request. The permissible change request which was refused by Council sought the deletion of the part of condition 5(a)(ii) of the Riverlink Approval relating to the Commercial Village Precinct that requires a QR land contribution and extended arts precinct contribution. atus: Matter to be settled by infrastructure agreement. 				
Appeal No:	4050 of 2017 Appeal Date: 24/10/2017 Case Name: Tocchini V Ipswich City Council				
Solicitor:	N/A at this time Appeal Type: Applicant Appeal				
P&D Register No:	136 Application No: 8948/2016/CA Applicant: Mr Samuel Mark Tocchini and				
_	Mrs Danielle Clare Tocchini				
Division:	10 Property: 201 Sids Dip Road, Lower Mount Walker				
Appeal Summary:	This is an applicant appeal against Council's decision to part refuse an application. The refusal related to a proposed Intensive Animal Husbandry - Poultry Farm and Environmentally Relevant Activity 4(2) - Poultry Farm. The appeal also relates to the conditions of the approved Reconfiguring a Lot - one (1) Lot into two (2) Lots.				
Status:	Status: Without prejudice discussions ongoing. Listed for review on 18th June 2019.				
Appeal No:	473 of 2018 Appeal Date: 9/2/2018 Case Name: HPC Urban Design & Planning Pty Ltd and Bio-Recycle Australia Pty Ltd v/s Ipswich City Council				
Solicitor:	N/A at this time Appeal Type: Applicant Appeal				
P&D Register No:					
Division:					
Appeal Summary:	y: This is an applicant appeal against Council's decision to refuse an application. The MCU application for Special Industry (Extension to an existing Landfill for				
Status:	Non-Putrescible Waste) was refused on the basis of amenity impacts on to adjoining residential areas specifically Ripley Valley. Status: Matter heard in court (25 March - 4 April 2019). Awaiting Judgement.				

Page 1 of 4

Planning & Environ	nment Court - 11 Appeal/s					
-	Appeal No: 945 of 2018 Appeal Date: 14/3/2018 Case Name: Black Ink Architecture Pty Ltd v Ipswich City Council					
Solicitor:						
P&D Register No:						
Division:						
Biviolon.	43 Barclay Street, Bundamba					
	39 Barclay Street, Bundamba					
Appeal Summary:	: This is an applicant appeal against Council's decision to refuse an application. The refusal related to a material change of use - child care centre which was					
	recommended for refusal based on flooding, access, mining constrained land and amenity.					
Status:	: Order given that Council is to provide reasons for refusal for changed application by 12 July 2019. Experts to be notified by 26 July 2019.					
Appeal No:	: 1727 of 2018 Appeal Date: 11/5/2018 Case Name: C.B. Developments Australia Pty Ltd v ICC					
Solicitor:	: N/A Appeal Type: Applicant Appeal					
P&D Register No:	: 141 Application No: 4432/2017/RAL Applicant: CB Developments Pty Ltd					
Division:	2 Property: 12-26 Eugene Street, Bellbird Park					
	Lot 902 Eugene Street, Bellbird Park					
	: This is an applicant appeal against Council's decision to refuse an application to reconfigure land into 333 lots plus parkland.					
Status:	Order given that nominated experts are to prepare joint reports by 27 July 2019. Without prejudice meeting is to held by 2 August 2019 and a further review scheduled for 9 August 2019.					
Appeal No:	: 6410 of 2018 Appeal Date: 20/9/2018 Case Name: Mirvac Queensland Pty Ltd v Ipswich City Council and Home Investment Consortium					
0 - li - it - m	Company Pty Ltd					
Solicitor: P&D Register No:						
Division:						
	······································					
Appear Summary:	This is an originating application seeking a declaration that Council's approval of 11 April 2018 to approve an Area Development Plan is invalid and of no legal effect, or alternatively is to be set aside owing to the approval not being a minor amendment for the purposes of the Springfield Structure Plan.					
	Council granted an Area Development Plan approval to permit the establishment of a range of Supporting Uses in conjunction with the approved Retail					
	Warehouse. The Supporting Uses were for the display and sale by retail of the goods as identified in the Master Area Development Plan - Toys, Fabrics,					
04-4	haberdashery and home décor, Craft and hobby supplies, Housewares, and Pet products.					
	Pre call over meeting scheduled for 25 July 2019.					
••	: 4429/2018 Appeal Date: 11/12/2018 Case Name: Springfield Investments (Qld) Pty Ltd v Ipswich City Council					
	N/A at this time Appeal Type: Applicant Appeal					
P&D Register No:	: 146 Application No: 7385/2018/OD Applicant: Springfield Investments (Qld) Pty Ltd					
Division:						
Appeal Summary:	This is an applicant appeal against Council's decision to refuse an application. The refusal related to carrying out operational works for the erection of a pylon					
	sign advertising Hungry Jack's. The grounds for refusal were primarily based around impacts to the amenity of the surrounding area and that the advertising					
Statue	does not relate to the premises (approved Hungry Jack's site is located at 15-17 Commercial Drive, Springfield). Without prejudice discussions ongoing.					
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Page 2 of 4

Planning & Environ	Planning & Environment Court - 11 Appeal/s				
Appeal No:	c: 4457 of 2018 Appeal Date: 12/12/2018 Case Name:		Case Name:	Weyba3 Pty Ltd v Ipswich City Council	
Solicitor:	tor: N/A at this time Appeal Type:		Appeal Type:	Applicant Appeal	
P&D Register No:	147 Application I	No: 7117/2017/CA	Applicant:	WEBYA3	
Division:	2		Property:	l6 Redbank Plains Road, Goodna	
				45A Ascot Street, Goodna	
				45 Ascot Street, Goodna	
Appeal Summary:		0		application. The refusal related to reconfiguring the subject land into 78 residential lots and	
04-4	5	9	9	are non-compliant with the planning scheme provisions. Is with a further review by the court on 15 August 2019.	
Status:		nat experts are to pr	epare joint repor		
Appeal No:	261 of 2019 Appeal Dat	e: 29/1/2019	Case Name:	Golf Links Development Pty Ltd	
Solicitor:	N/A at this time		Appeal Type:	Applicant Appeal	
P&D Register No:	149 Application I	No: 6770/2018/CA	Applicant:	Golf Links Land Development Pty Ltd	
Division:	2		Property:	Property: 210-214 Jones Road, Bellbird Park	
				206-208 Jones Road, Bellbird Park	
				196-198 Jones Road, Bellbird Park	
				200-204 Jones Road, Bellbird Park	
Appeal Summary:	al Summary: This is an applicant appeal against Council's decision to approve a reduced lot yield of 29 lots, achieving a dwelling density of 10du/ha and minimum lot size				
Statua	of 600m2 and conditions relating to flooding and stormwater management. Matter adjourned until 19 July 2019.				
	-	-			
Appeal No:		e: 6/3/2019		Charlton Estate Pty Ltd vs ICC	
Solicitor:	N/A at this time		Appeal Type: Applicant Appeal		
P&D Register No:	150 Application I	No: 5794/2018/RAL	Applicant:	Charlton Estate QLD Pty Ltd	
Division:	2		Property:	71-73 Oak Street, Bellbird Park	
				67-69 Oak Street, Bellbird Park	
Appeal Summary:	This is an applicant appeal against Council's decision to approve a reduced lot yield of from 23 residential lots to 17 lots to achieve a dwelling density of 10				
0 4-4	dwellings per hectare, minimise earthworks and maintain the character of the surrounding area.				
Status:	Without prejudice discussions ongoing.				

nent Court - ′	11 Appeal/s				
939 of 2019	Appeal Date:	19/3/2019	Case Name:	HPC Urban Design & Planning Pty Ltd and Bio-Recycle Australia Pty Ltd v Ipswich City Council	
Allison Ferres	-MacDonald		Appeal Type:	Applicant Appeal	
152	Application No:	5601/2004/MAM C/A	Applicant:	Bio-Recycle Australia Pty Ltd	
3			Property:	30 Memorial Drive, Swanbank	
This is an applicant appeal against Council's decision to refuse a 'Minor Change' application for a combined approval for MCU for an Environmental Recycling Park (Soil Conditioner Manufacturing and Waste Disposal Facility).					
The application was refused on the basis that: • It failed to demonstrate that the proposed development is not in conflict with the Temporary Local Planning Instrument No.1 of 2018 (Waste Activity Regulation). • It failed to demonstrate that there is a need to extend the life of the existing facility by increasing the landfill height from the approved RL75 to RL80.the proposed changes would result in a substantially different development to that which is currently permitted as they change the ability of the proposed development to operate as intended and introduce new impacts or increase the severity of known impacts including but not limited to visual and environmental nuisances.					
	939 of 2019 Allison Ferres 152 3 This is an app Park (Soil Cor The applicatic • It failed to d	Allison Ferres-MacDonald 152 Application No: 3 This is an applicant appeal agai Park (Soil Conditioner Manufac The application was refused or • It failed to demonstrate that the	939 of 2019 Appeal Date: 19/3/2019 Allison Ferres-MacDonald 152 Application No: 5601/2004/MAM C/A 3 This is an applicant appeal against Council's decis Park (Soil Conditioner Manufacturing and Waste The application was refused on the basis that: • It failed to demonstrate that the proposed deve	939 of 2019 Appeal Date: 19/3/2019 Case Name: Allison Ferres-MacDonald Appeal Type: 152 Application No: 5601/2004/MAM Applicant: 3 C/A Property: This is an applicant appeal against Council's decision to refuse a Park (Soil Conditioner Manufacturing and Waste Disposal Facilit The application was refused on the basis that: • It failed to demonstrate that the proposed development is not	

Status: To be listed for review 14 days after the reasons for judgment are given by the court in appeal 473 of 2018.

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Doc ID No: A5627154

ITEM:

SUBJECT: EXERCISE OF DELEGATION REPORT

AUTHOR: ACTING DEVELOPMENT PLANNING MANAGER

DATE: 27 JUNE 2019

4

EXECUTIVE SUMMARY

This is a report concerning applications that have been determined by delegated authority for the period 5 June 2019 to 27 June 2019.

RECOMMENDATION/S

That the report be received and the contents noted.

RELATED PARTIES

There are no related parties associated with the recommendation as the development applications have already been determined.

ADVANCE IPSWICH THEME LINKAGE

- Strengthening our local economy and building prosperity
- Managing growth and delivering key infrastructure
- Caring for our community
- Caring for the environment
- Listening, leading and financial management

PURPOSE OF REPORT/BACKGROUND

The following delegations (and associated sub-delegations) contain a requirement for the noting of applications determined by delegated authority:

- Approval of Plans for Springfield
- Determination of Development Applications, Precinct Plans, Area Development Plans and Related Matters
- Exercise the Powers of Council under the *Economic Development Act 2012*
- Implementation of the Planning and Development Program
- Exercise the Powers of Council under the *Planning Act 2016*

There are no resourcing or budget implications associated with this report.

RISK MANAGEMENT IMPLICATIONS

There are no risk management implications associated with this report.

LEGAL/POLICY BASIS

This report and its recommendations are consistent with the following legislative provisions: Local Government Act 2009 Planning Act 2016 Economic Development Act 2012

COMMUNITY AND OTHER CONSULTATION

The contents of this report did not require any community consultation. In the event that the development applications listed in this report triggered 'impact assessment' pursuant to the Ipswich Planning Scheme, public notification was undertaken as part of the development application process in accordance with any legislative requirements and matters raised in any submissions were addressed in the respective development assessment reports.

CONCLUSION

The Planning and Regulatory Services Department is responsible for the assessment and determination of development applications. Attachment 1 to this report provides a list of development applications that were determined by delegated authority for the period 5 June 2019 to 27 June 2019.

ATTACHMENTS AND CONFIDENTIAL BACKGROUND PAPERS

1.	Exercise Of Delegation.	J 🔛
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Mitchell Grant ACTING DEVELOPMENT PLANNING MANAGER

I concur with the recommendations contained in this report.

Brett Davey ACTING GENERAL MANAGER - PLANNING AND REGULATORY SERVICES

"Together, we proudly enhance the quality of life for our community"

Item 4 / Attachment 1.

ADP Area Development Plan 1132/2018/ADP ADP Area Development Plan Upgrades to existing food court within Stage 1 and extension of decking adjacent to food court area 1 Main Street, Springfield Central Decision Date - 11/06/2019 Decision - Approved Authority - Team Co-ordinator East 1 103/2018/ADP ADP Amendment to Area Development Plan for Stage 2 Orion Springfield Central Authority - Team Co-ordinator East 103/2018/ADP ADP Fast Food Premises, Local Shops, Professional Office, Commercial Premises, Bestaurant & Medical Centre in 2 stages Authority - Team Co-ordinator East 2044/2019/ADP ADP Fast Food Premises, Local Shops, Professional Office, Commercial Premises, Becision Date - 5/06/2019 Decision of One (1) Iot into Two (2) Management Lots plus Common (1) Management Lot (-Done (1) Balance Lot plus Common Property and Road, as Phase B in Two (2) Stages Authority - Team Co-ordinator East 2072/2019/ADP ADP Area Development Plan (Car Park) 1 Main Street, Springfield Central Decision Date - 14/06/2019 Decision - Approved Authority - Team Co-ordinator East 2072/2019/ADP ADP Area Development Plan (Car Park) 1 Main Street, Springfield Central Decision Date - 14/06/2019 Decision - Approved Authori	Development Applications Determined by Delegated Authority 5 June 2019 to 27 June 2019							
1132/2018/ADP ADP Area Development Plan - Upgrades to existing food court within Stage 1 and extension of decking adjacent to food court area 1 Main Street, Springfield Central Decision Date - 11/06/2019 Decision - Approved Authority - Team Co-ordinator East 1132/2018/ADP ADP Amendment to Area Development Plan for Stage 2 Orion Springfield Central 1 Main Street, Springfield Central Decision Date - 11/06/2019 Decision - Approved Authority - Team Co-ordinator East 2044/2019/ADP ADP Fast Food Premises, Local Shops, Professional Office, Commercial Premises, Restaurant & Medical Centre in 2 stages Authority - Team Co-ordinator East 3570/2019/ADP ADP ADP - Reconfiguration of One (1) Lot in Tity-Skt(56) Lots, One (1) Management Lot, One (1) Balance Lot plus Common Propetty and Road, as Phase & B in Two (2) Stages Authority - Team Co-ordinator East 202019/ADP ADP Area Development Plan Car Park) Main Street, Springfield Central Decision Date - 14/06/2019 Decision - Approved Authority - Team Co-ordinator East 202019/ADP ADP Area Development Plan Car Park) Main Street, Springfield Central Decision Date - 19/06/2019 Decision - Approved Authority - Team Co-ordinator East 202019/ADP ADP Area Development Plan to: Main Street, Springfie	Application No			Primary Property Location				
extension of decking adjacent to food court area Authority - Team Co-ordinator East Decision Date - 11/06/2019 Decision - Approved Authority - Team Co-ordinator East 1135/2018/ADP ADP Amendment to Area Development Plan for Stage 2 Onion Springfield Central Authority - Team Co-ordinator East 2044/2019/ADP ADP Fast Food Premises, Local Shops, Professional Office, Commercial Premises, Ecolarity Team Co-ordinator East S1 Springfield Parkway, Springfield 3570/2019/ADP ADP Fast Food Premises, Local Shops, Professional Office, Commercial Premises, S1 Springfield Parkway, Springfield Authority - Team Co-ordinator East 3570/2019/ADP ADP ADP Approved Authority - Team Co-ordinator East 3570/2019/ADP ADP Approved Authority - Team Co-ordinator East 3570/2019/ADP ADP Area Development Plan (Car Park) 1 Main Street, Springfield Central Decision Date - 14/06/2019 Decision - Approved Authority - Team Co-ordinator East 367/2019/ADP ADP Area Development Plan (Car Park) 1 Main Street, Springfield Central Decision Date - 14/06/2019 Decision - Approved Authority - Team Co-ordinator East 367/2019/ADP ADP Area Development Plan (Car Park) 1 Main Street, Springfield Central Decision Date - 19/06/2019 Decision - Approved Authority - Team Co-ordinator East <th></th> <th></th> <th></th> <th></th>								
1135/2018/ADP ADP Amendment to Area Development Plan for Stage 2 Orion Springfield Central 1 Main Street, Springfield Central Decision Date - 11/06/2019 Decision - Approved Authority - Team Co-ordinator East 204/2019/ADP ADP Fast Food Premises, Local Shops, Professional Office, Commercial Premises, Restaurant & Medical Centre in 2 stages Authority - Team Co-ordinator East 3570/2019/ADP ADP ADP - Reconfiguration of One (1) lot into Two (2) Management Lots plus Comm 7001 Brookwater Drive, Brookwater 3570/2019/ADP ADP ADP - Reconfiguration of One (1) Lot in Fity-Six(56) Lots, One (1) Management Lot, One (1) Balance Lot plus Common Property and Road, as Phase B in Two (2) Stages Authority - Team Co-ordinator East 3672/2019/ADP ADP Area Development Plan (Car Park) 1 Main Street, Springfield Central Decision Date - 14/06/2019 Decision - Approved Authority - Team Co-ordinator East 3672/2019/ADP ADP Indoor Enterlainment (Amusement Parlour) 1 Main Street, Springfield Central Decision Date - 14/06/2019 Decision - Approved Authority - Team Co-ordinator East 3672/2019/ADP ADP Indoor Enterlainment (Amusement Parlour) 1 Main Street, Springfield Central Decision Date - 19/06/2019 Decision -			extension of decking adjacent to food court area	, , , ,				
Decision Date - 11/06/2019 Decision - Approved Authority - Team Co-ordinator East 2044/2019/ADP ADP Fast Food Premises, Local Shops, Professional Office, Commercial Premises, Restaurant & Medical Centre in 2 stages 51 Springfield Parkway, Springfield Decision Date - 506/2019 Decision - Approved Authority - Team Co-ordinator East 3570/2019/ADP ADP Reconfiguration of One (1) lot into Two (2) Management Lots plus Comm Property, as Phase A, Reconfiguration of One (1) Lot in Fifty-Sx(56) Lots, One (1) Management Lot, One (1) Balance Lot plus Common Property and Road, as Phase B in Two (2) Stages Authority - Team Co-ordinator East 3672/2019/ADP ADP Acee Development Plan (Car Park) 1 Main Street, Springfield Central Decision Date - 1906/2019 Decision - Approved Authority - Team Co-ordinator East 3674/2019/ADP ADP Indoor Entertainment (Amusement Parlour) 1 Main Street, Springfield Central Decision Date - 1906/2019 Decision - Approved Authority - Team Co-ordinator East 3674/2019/ADP ADP Amendment to the Spring Mountain Precinct Plan; Area Development Plan to: - Nominate land for Detached Housing, Road and Drainage; - Reconfigure One (1) Lot into One Hundred and Seventy Six (176) Residential Lots, Plus New Road and Drainage; and - Permit the development of 176 Detached Houses that vary the accepted development provisions under the Planning Scheme. Vathority - Team Co-ordinator East 2869/2019/CA CA Reconfiguring a Lot - One (1) lot into Th	Decision [Date - 11/06/2	2019 Decision - Approved	Authority - Team Co-ordinator East				
2044/2019/ADP ADP Fast Food Premises, Local Shops, Professional Office, Commercial Premises, Restaurant & Medical Centre in 2 stages 51 Springfield Parkway, Springfield Decision Date - 5/06/2019 Decision - Approved Authority - Team Co-ordinator East 3570/2019/ADP ADP ADP - Reconfiguration of One (1) lot into Two (2) Management Lots plus Comm 7001 Brookwater Drive, Brookwater 7001 Brookwater Drive, Brookwater Property, as Phase A; Reconfiguration of One (1) Lot in Fifty-Sk(56) Lots, Ore (1) Management Lot, One (1) Balance Lot plus Common Property and Road, as Phase B in Two (2) Stages Authority - Team Co-ordinator East 3672/2019/ADP ADP Area Development Plan (Car Park) 1 Main Street, Springfield Central Decision Date - 14/06/2019 Decision - Approved Authority - Team Co-ordinator East 3674/2019/ADP ADP Indeor Entertainment (Amusement Parlour) 1 Main Street, Springfield Central Decision Date - 19/06/2019 Decision - Approved Authority - Team Co-ordinator East 8400/2018/ADP ADP Amendment to the Spring Mountain Precinct Plan; Area Development Plan to: - Nominate land for Detached Housing, Road and Drainage; - Reconfigure One (1) Lot into One Hundred and Seventy Six (176) Residential Lots, plus New Road and Drainage; and - Permit the development of 176 Detached Houses that vary the accepted development provisions under the Planning Scheme. 10 Wright Street, Tivoli <td>1135/2018/ADP</td> <td>ADP</td> <td>Amendment to Area Development Plan for Stage 2 Orion Springfield Central</td> <td>1 Main Street, Springfield Central</td>	1135/2018/ADP	ADP	Amendment to Area Development Plan for Stage 2 Orion Springfield Central	1 Main Street, Springfield Central				
Restaurant & Medical Centre in 2 stages Authority - Team Co-ordinator East Decision Date - 5/062019 Decision - Approved Authority - Team Co-ordinator East 3570/2019/ADP ADP Reconfiguration of One (1) lot into Two (2) Management Lots plus Common Property, as Phase A; Reconfiguration of One (1) Lot in Fifty-Six(56) Lots, One (1) Management Lot, One (1) Balance Lot plus Common Property and Road, as Phase B in Two (2) Stages Authority - Team Co-ordinator East Decision Date - 14/06/2019 Decision - Approved Authority - Team Co-ordinator East 3674/2019/ADP ADP Area Development Plan (Car Park) 1 Main Street, Springfield Central Decision Date - 19/06/2019 Decision - Approved Authority - Team Co-ordinator East 3674/2019/ADP ADP Indoor Entertainment (Amusement Parlour) 1 Main Street, Springfield Central Decision Date - 19/06/2019 Decision - Approved Authority - Team Co-ordinator East 3674/2019/ADP ADP Indoor Entertainment (Amusement Parlour) 1 Main Street, Springfield Central Decision Date - 19/06/2019 Decision - Approved Authority - Team Co-ordinator East 8400/2018/ADP ADP Amendment to the Spring Mountain Precinct Plan; Area Development Plan to: - Nominate land for Detached Housing, Road and Drainage; - Reconfigure Mod and Drainage; and - Permit the development of 176 Detached Houses that	Decision [Date - 11/06/2	2019 Decision - Approved	Authority - Team Co-ordinator East				
3570/2019/ADP ADP ADP - Reconfiguration of One (1) lot into Two (2) Management Lots plus Comm 7001 Brookwater Drive, Brookwater Property, as Phase A, Reconfiguration of One (1) Lot in Fifty-Six(56) Lots, One (1) Management Lot, One (1) Balance Lot plus Common Property and Road, as Phase B in Two (2) Stages Authority - Team Co-ordinator East Decision Date - 14/06/2019 Decision - Approved Authority - Team Co-ordinator East 3672/2019/ADP ADP Area Development Plan (Car Park) 1 Main Street, Springfield Central Decision Date - 19/06/2019 Decision - Approved Authority - Team Co-ordinator East 3674/2019/ADP ADP Indoor Entertainment (Amusement Parlour) 1 Main Street, Springfield Central Decision Date - 19/06/2019 Decision - Approved Authority - Team Co-ordinator East 3674/2019/ADP ADP Indoor Entertainment (Amusement Parlour) 1 Main Street, Springfield Central Decision Date - 19/06/2019 Decision - Approved Authority - Team Co-ordinator East 8400/2018/ADP ADP Amendment to the Spring Mountain Precinct Plan; Area Development Plan to: - Nominate land for Detached Housing, Road and Drainage; - Reconfigure note (1) Lot into One Hundred and Seventy Six (176) Residential Lots, plus New Road and Drainage; - Reconfigure note (1) Lot into Three (3) Lots Authority - Team Co-ordinator East 202019/CA CA	2044/2019/ADP	ADP		51 Springfield Parkway, Springfield				
3570/2019/ADP ADP ADP - Reconfiguration of One (1) lot into Two (2) Management Lots plus Comm 7001 Brookwater Drive, Brookwater Property, as Phase A, Reconfiguration of One (1) Lot in Fifty-Six(56) Lots, One 7001 Brookwater Drive, Brookwater Phase B in Two (2) Stages Authority - Team Co-ordinator East Decision Date - 14/06/2019 Decision - Approved Authority - Team Co-ordinator East 3674/2019/ADP ADP Indoor Entertainment (Amusement Parlour) 1 Main Street, Springfield Central Decision Date - 19/06/2019 Decision - Approved Authority - Team Co-ordinator East 3674/2019/ADP ADP Indoor Entertainment (Amusement Parlour) 1 Main Street, Springfield Central Decision Date - 19/06/2019 Decision - Approved Authority - Team Co-ordinator East 8400/2018/ADP ADP Amendment to the Spring Mountain Precinct Plan; Area Development Plan to: - Nominate land for Detached Housing, Road and Drainage; - Reconfigure One (1) Lot into One Hundred and Seventy Six (176) Residential Lots, plus New Road and Drainage; and - Permit the development of 176 Detached Houses that vary the accepted development provisions under the Planning Scheme. Authority - Team Co-ordinator East 286/2019/CA CA Reconfiguring a Lot - One (1) lot into Three (3) Lots Material Change of Use - Single Residential affected by a Development Constraints Overlay (Mining) 10 Wright Street, Tivoli	Decision [Date - 5/06/2	2019 Decision - Approved	Authority - Team Co-ordinator East				
3672/2019/ADP ADP Area Development Plan (Car Park) 1 Main Street, Springfield Central Decision Date - 19/06/2019 Decision - Approved Authority - Team Co-ordinator East 3674/2019/ADP ADP Indoor Entertainment (Amusement Parlour) 1 Main Street, Springfield Central 3674/2019/ADP ADP Indoor Entertainment (Amusement Parlour) 1 Main Street, Springfield Central 3674/2019/ADP ADP ADP Indoor Entertainment (Amusement Parlour) 1 Main Street, Springfield Central 3674/2018/ADP ADP Amendment to the Spring Mountain Precinct Plan; Area Development Plan to: - Nominate land for Detached Housing, Road and Drainage; - Reconfigure One (1) Lot into One Hundred and Seventy Six (176) Residential Lots, plus New Road and Drainage; and - Permit the development of 176 Detached Houses that vary the accepted development provisions under the Planning Scheme. Authority - Team Co-ordinator East Decision Date - 18/06/2019 Decision - Approved Authority - Team Co-ordinator East CA Combined Approval Authority - Team Co-ordinator East 3286/2019/CA CA Reconfiguring a Lot - One (1) lot into Three (3) Lots Material Change of Use - Single Residential affected by a Development Constraints Overlay (Mining) 10 Wright Street, Tivoli Decision Date - 20/06/2019 Decision - Approved Authority - Acting Te	3570/2019/ADP		Property, as Phase A; Reconfiguration of One (1) Lot in Fifty-Six(56) Lots, One (1) Management Lot, One (1) Balance Lot plus Common Property and Road, as Phase B in Two (2) Stages	7001 Brookwater Drive, Brookwater				
Decision Date - 19/06/2019 Decision - Approved Authority - Team Co-ordinator East 3674/2019/ADP ADP Indoor Entertainment (Amusement Parlour) 1 Main Street, Springfield Central Decision Date - 19/06/2019 Decision - Approved Authority - Team Co-ordinator East 8400/2018/ADP ADP Amendment to the Spring Mountain Precinct Plan; Area Development Plan to: - Nominate land for Detached Housing, Road and Drainage; - Reconfigure One (1) Lot into One Hundred and Seventy Six (176) Residential Lots, plus New Road and Drainage; and - Pemit the development of 176 Detached Houses that vary the accepted development provisions under the Planning Scheme. Authority - Team Co-ordinator East Decision Date - 18/06/2019 Decision - Approved Authority - Team Co-ordinator East 2286/2019/CA CA Reconfiguring a Lot - One (1) lot into Three (3) Lots Material Change of Use - Single Residential affected by a Development constraints Overlay (Mining) 10 Wright Street, Tivoli Decision Date - 20/06/2019 Decision - Approved Authority - Acting Team Co-ordinator Central 7046/2018/CA CA Reconfiguring a Lot - One (1) lot into 78 lots and new road Material Change of Use - Single residential (all lots) 7001 Sunbird Drive, Redbank Plains	Decision [Date - 14/06/2	2019 Decision - Approved	Authority - Team Co-ordinator East				
3674/2019/ADP ADP Indoor Entertainment (Amusement Parlour) 1 Main Street, Springfield Central Decision Date - 19/06/2019 Decision - Approved Authority - Team Co-ordinator East 8400/2018/ADP ADP Amendment to the Spring Mountain Precinct Plan; Area Development Plan to: - Nominate land for Detached Housing, Road and Drainage; - Reconfigure One (1) Lot into One Hundred and Seventy Six (176) Residential Lots, plus New Road and Drainage; and - Permit the development provisions under the Planning Scheme. Authority - Team Co-ordinator East Decision Date - 18/06/2019 Decision - Approved Authority the accepted development provisions under the Planning Scheme. Decision Date - 18/06/2019 Decision - Approved Authority - Team Co-ordinator East 286/2019/CA CA Reconfiguring a Lot - One (1) lot into Three (3) Lots Material Change of Use - Single Residential affected by a Development Constraints Overlay (Mining) 10 Wright Street, Tivoli Decision Date - 20/06/2019 Decision - Approved Authority - Acting Team Co-ordinator Central 7046/2018/CA CA Reconfiguring a Lot - One (1) lot into 78 lots and new road Material Change of Use - Single residential (all lots) 7001 Sunbird Drive, Redbank Plains	3672/2019/ADP	ADP	Area Development Plan (Car Park)	1 Main Street, Springfield Central				
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CA Combined Approval 3286/2019/CA CA Reconfiguring a Lot - One (1) lot into Three (3) Lots 10 Wright Street, Tivoli 3286/2019/CA CA Reconfiguring a Lot - One (1) lot into Three (3) Lots 10 Wright Street, Tivoli Material Change of Use - Single Residential affected by a Development Constraints Overlay (Mining) Authority - Acting Team Co-ordinator Central Decision Date - 20/06/2019 Decision - Approved Authority - Acting Team Co-ordinator Central 7046/2018/CA CA Reconfiguring a Lot - One (1) lot into 78 lots and new road 7001 Sunbird Drive, Redbank Plains	8400/2018/ADP		Amendment to the Spring Mountain Precinct Plan; Area Development Plan to: - Nominate land for Detached Housing, Road and Drainage; - Reconfigure One (1) Lot into One Hundred and Seventy Six (176) Residential Lots, plus New Road and Drainage; and - Permit the development of 176 Detached Houses that vary the accepted					
3286/2019/CA CA Reconfiguring a Lot - One (1) lot into Three (3) Lots 10 Wright Street, Tivoli Material Change of Use - Single Residential affected by a Development Constraints Overlay (Mining) 10 Wright Street, Tivoli Decision Date - 20/06/2019 Decision - Approved Authority - Acting Team Co-ordinator Central 7046/2018/CA CA Reconfiguring a Lot - One (1) lot into 78 lots and new road Material Change of Use - Single residential (all lots) 7001 Sunbird Drive, Redbank Plains								
Material Change of Use - Single Residential affected by a Development Constraints Overlay (Mining) Decision Date - 20/06/2019 Decision - Approved Authority - Acting Team Co-ordinator Central 7046/2018/CA CA Reconfiguring a Lot - One (1) lot into 78 lots and new road 7001 Sunbird Drive, Redbank Plains Material Change of Use - Single residential (all lots)	CA Combined Approval							
7046/2018/CA CA Reconfiguring a Lot - One (1) lot into 78 lots and new road 7001 Sunbird Drive, Redbank Plains Material Change of Use - Single residential (all lots)	3286/2019/CA	CA	Material Change of Use - Single Residential affected by a Development	10 Wright Street, Tivoli				
Material Change of Use - Single residential (all lots)	Decision [Date - 20/06/2	2019 Decision - Approved	Authority - Acting Team Co-ordinator Central				
Decision Date - 13/06/2019 Decision - Approved - Negotiated Decision Approved Authority - Acting Team Co-ordinator Central	7046/2018/CA		Material Change of Use - Single residential (all lots)	7001 Sunbird Drive, Redbank Plains				
	Decision [Date - 13/06/2	2019 Decision - Approved - Negotiated Decision Approved	Authority - Acting Team Co-ordinator Central				

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Application No	Туре	Application Details	Primary Property Location
	n Uses	Jakarina Usaa - Dulla Fasthuusala	7004 On the field Labor Deviation of Optim Field Labor
4337/2018/IU	IU 106/20	Interim Uses - Bulk Earthworks	7001 Springfield Lakes Boulevard, Springfield Lakes
Decision Da	te - 7/06/20	19 Decision - Approved	Authority - Engineering and Environment Manager
	al Change of		
1138/2019/MCU	MCU	Material Change of Use - Community Use (Child Care Centre)	7001 Sunbird Drive, Redbank Plains
Decision Da 1140/2019/MCU	te - 21/06/20 MCU	19 Decision - Approved Material Change of Use - Business Use (Service Station)	Authority - Acting Team Co-ordinator Central 7001 Sunbird Drive, Redbank Plains
Decision Da 1142/2019/MCU	te - 14/06/20 MCU	19 Decision - Approved Material Change of Use - Business Use (Fast Food Premises and Medical Centre) and Shopping Centre	Authority - Acting Team Co-ordinator Central 7001 Sunbird Drive, Redbank Plains
Decision Da	te - 6/06/20	19 Decision - Approved	Authority - Acting Team Co-ordinator Central
1247/2019/MCU	MCU	Material Change of Use - Car Park	12 Saleyards Road, Yamanto
Decision Da	te - 6/06/20	19 Decision - Approved	Authority - Senior Planner (Development)
1342/2019/MCU	MCU	Material Change of Use - Single Residential Affected by a Development Constraints Overlay	29 Drysdale Place, Brassall
Decision Da	te - 24/06/20	19 Decision - Approved	Authority - Senior Planner (Development)
1345/2019/MCU	MCU	Material Change of Use - Single Residential Affected by a Development Constraints Overlay (Flooding)	37 Drysdale Place, Brassall
Decision Da	te - 24/06/20		Authority - Senior Planner (Development)
1613/2019/MCU	MCU	Material Change of Use - Dual Occupancy	73 Kanangra Street, Redbank Plains
Decision Da	te - 24/06/20		Authority - Acting Team Co-ordinator Central
2159/2018/MCU	MCU	Material Change of Use for a Highway Service Centre consisting of: Service Station with a Shop not exceeding 100m2 in GFA and Caretaker Residence, Two (2) Café/food tenancies, Five (5) Fast Food tenancies, Car Wash, Truck Wash, Truck Depot/Park, and Motel with 50 rooms and an associated Restaurant	1942-2056 Warrego Highway, Haigslea
	te - 24/06/20		Authority - Team Co-ordinator West
2324/2019/MCU	MCU	Material Change of Use - General Industry	55 Mica Street, Carole Park
	te - 24/06/20		Authority - Senior Planner (Development)
2895/2019/MCU	MCU	Material Change of Use - Single Residential (Building Setback Plan)	21-25 North High Street, Brassall
	te - 6/06/20		Authority - Acting Team Co-ordinator Central
2945/2019/MCU	MCU	Material Change of Use - Dual Occupancy	2 Katandra Crescent, Bellbird Park
	te - 12/06/20		Authority - Team Co-ordinator East
3475/2019/MCU	MCU	Material Change of Use - Single Residential Affected by a Development Constraints Overlay (OV5-Adopted Flood Regulation Line) and with a Rural Area	31 Gipps Street, Calvert
Decision Da	te - 25/06/20	19 Decision - Approved	Authority - Senior Planner (Development)

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Application No	Туре	Application Details	Primary Property Location
3509/2019/MCU	MCU	Material Change of Use - General Industry (Extension to Existing General Industry Use)	23-25 Antimony Street, Carole Park
Decision Da	te - 26/06/20	19 Decision - Approved	Authority - Acting Team Co-ordinator Central
3533/2019/MCU	MCU	Material Change of Use - Major Utility (Telecommunications Facility)	399 Mt Crosby Road, Chuwar
Decision Da	te - 25/06/20	19 Decision - Approved	Authority - Acting Team Co-ordinator Central
3722/2019/MCU	MCU	Material Change of Use - Single Residential and a Shed - affected by a Development Constraints Overlay (Mining, Building Height Restriction)	16 O'Sullivan Street, Woodend
Desision De	te - 13/06/20	Material Change of Use - Single Residential - in a Low Density Zone Decision - Approved	Authority Conjer Dianner (Development)
3830/2019/MCU			Authority - Senior Planner (Development)
	MCU	Material Change of Use - Single Residential (Building Setback Plan)	7001 Diamantina Boulevard, Brassall
	te - 14/06/20		Authority - Senior Planner (Development)
4007/2019/MCU	MCU	Material Change of Use - Single Residential (Building Envelope Plan)	49 Cowie Street, Deebing Heights
	te - 14/06/20		Authority - Senior Planner (Development)
	te - 19/06/20		Authority - Senior Planner (Development)
4161/2019/MCU	MCU	Material Change of Use - Major Utility (Solar Shade Structures)	225 Brisbane Terrace, Goodna
Decision Da	te - 25/06/20		Authority - Acting Team Co-ordinator Central
4561/2019/MCU	MCU	Material Change of Use - Single Residential	25 Harris Street, Bellbird Park
Decision Da	te - 13/06/20	19 Decision - Approved	Authority - Senior Planner (Development)
865/2019/MCU	MCU	Material Change of Use - Dual Occupancy	119 Cascade Street, Raceview
Decision Da	te - 11/06/20	19 Decision - Approved	Authority - Senior Planner (Development)
8870/2018/MCU	MCU	Material Change of Use - Special Industry (Food Processing)	7001 Robert Smith Street, Redbank
Decision Da	te - 20/06/20	19 Decision - Approved - Negotiated Decision Approved	Authority - Team Co-ordinator East
8938/2018/MCU	MCU	Material Change of Use - Multiple Residential - Eight (8) Townhouses	262 Redbank Plains Road, Bellbird Park
Decision Da	te - 19/06/20		Authority - Team Co-ordinator East
9897/2018/MCU	MCU	Material Change of Use - Business Use - Extension to Existing Shopping Centre	
Decision Da	te - 20/06/20	19 Decision - Approved	Authority - Senior Planner (Development)
MAMC Modifi	cation-Chan	ge Application Minor	
2558/2014/MAMC/C	MAMC	Minor Change - Reconfiguring a lot – One (1) lot into 333 residential lots plus park, drainage reserve, two (2) estate signage lots and balance lot	7001 Collingwood Drive, Collingwood Park
		Material change of use - single residential not complying with the residential cod	
		(214 lots)	
Decision Da	te - 13/06/20		Authority - Acting Team Co-ordinator Central
8736/2017/MAMC/A	MAMC	Amendment Application - Reconfiguring a Lot {1 Lot into 275 Lots including 273	352-396 Ripley Road, Ripley
		Residential Lots with Plan of Development (POD), 1 Child Care Centre Lot, 1	
Degision De	te - 24/06/20	Balance Lot plus Parks and new Roads}	Authority Senier Planner (Development)
			Authority - Senior Planner (Development)
983/2012/MAMC/A	MAMC	Minor Change - Multiple Residential (95 Units) RAL - Creation of Road	12 Kimberley Close, Redbank Plains
Decision Da	te - 5/06/20	19 Decision - Approved	Authority - Acting Team Co-ordinator Central

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Application No Type	Application Details	Primary Property Location
MAEXT Modification-Exten	sion Application	
1271/2014/MAEXT/A MAEXT	Extension to Currency Period Application - One (1) lot into Six (6) lots and	5 Brodzig Road, Chuwar
	access easement	
Decision Date - 18/06/20		Authority - Acting Team Co-ordinator Central
2850/2015/MAEXT/A MAEXT	Extension to Currency Period Application - One (1) Lot into Three (3) Lots	17 Ipswich Street, Riverview
Decision Date - 24/06/20	19 Decision - Approved	Authority - Senior Planner (Development)
3757/2015/MAEXT/A MAEXT	Extension to Currency Period Application - Single Residential Dwelling	46-70 Brennan Road, Calvert
Decision Date - 14/06/20		Authority - Senior Planner (Development)
4265/2010/MAEXT/A MAEXT	Extension to Currency Period Application - Business Use (Office & Shops)	72 East Street, Ipswich
Decision Date - 13/06/20	19 Decision - Approved	Authority - Acting Team Co-ordinator Central
4358/2017/MAEXT/A MAEXT	Extension Application - Rate 3 Streetlighting	24 Hawkins Crescent, Bundamba
Decision Date - 11/06/20		Authority - Team Co-ordinator Engineering
4532/2017/MAEXT/A MAEXT	Extension Application - Reconfiguring a Lot - One (1) Lot into Two (2) Lots	85 Thorn Street, Ipswich
Decision Date - 14/06/20	19 Decision - Approved	Authority - Team Co-ordinator West
473/2016/MAEXT/A MAEXT	Extension Application - Road works, Stormwater, Water infrastructure, Drainage	7004 Eden Station Drive, Springfield Central
	works, Earthworks, Landscaping, Signage and Clearing vegetation under the	
	planning scheme - Road 11 Springfield Central	
Decision Date - 11/06/20	19 Decision - Approved	Authority - Team Co-ordinator Engineering
5191/2008/MAEXT/A MAEXT	Extension to Currency Period Application - One (1) Lot into Five (5) Lots	14 Shirley Street, Redbank Plains
Decision Date - 20/06/20	19 Decision - Approved	Authority - Senior Planner (Development)
6929/2014/MAEXT/A MAEXT	Extension to Currency Period Application - Multiple Residential (41 Townhouses	23-29 Nimmo Street, Booval
Decision Date - 24/06/20	19 Decision - Approved	Authority - Acting Team Co-ordinator Central
8039/2009/MAEXT/A MAEXT	Extension to Currency Period Application - Multiple Residential (23 Units) &	2 South Station Road, Booval
	Business Use (Cafes & Offices)	
Decision Date - 5/06/20	19 Decision - Approved	Authority - Acting Team Co-ordinator Central
OW Operational Works		
554/2019/OW OW	Landscaping - Springfield Rise Village 11 Stage 5 Local Recreation Park	7001 Springfield Lakes Boulevard, Springfield Lakes
Decision Date - 17/06/20		Authority - Team Co-ordinator Engineering
2235/2019/OW OW	Rate 3 Streetlighting - Providence Stage 12 Providence Parade Extension	7003 Bayliss Road, South Ripley
Decision Date - 14/06/20		Authority - Team Co-ordinator Engineering
2429/2019/OW OW	Rate 3 Streetlighting - Stage 2	28 Essex Street, Chuwar
Decision Date - 13/06/20		Authority - Team Co-ordinator Engineering
2846/2019/OW OW	Rate 3 Streetlighting - Aulds Road DHA Housing Estate	31 Aulds Road, Ripley
Decision Date - 13/06/20		Authority - Team Co-ordinator Engineering
3485/2019/OW OW	Stormwater, Earthworks, Erosion and Sediment Control, Drainage and Carparki	
Decision Date - 17/06/20		Authority - Team Co-ordinator Engineering
	Road Work, Stormwater, Drainage Work, Earthworks and Clearing Vegetation	6-8 Samantha Street, Redbank Plains
6248/2018/OW OW		
6248/2018/OW OW Decision Date - 11/06/20	19 Decision - Approved	Authority - Team Co-ordinator Engineering

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Application No	Туре	Application Details	Primary Property Location
Decision Da	te - 13/06/20	19 Decision - Approved	Authority - Team Co-ordinator Engineering
589/2018/OW	OW	Road work, Stormwater, Drainage work and Earthworks - Springfield Rise Villag 11 "Highlands 11" Stages 7 & 12	7003 Grande Avenue, Spring Mountain
Decision Da	te - 10/06/20	19 Decision - Approved	Authority - Team Co-ordinator Engineering
77/2019/OW	OW	Earthworks - Redbank Motorway Estate Stage 3A	50 Weedman Street, Redbank
Decision Da	te - 25/06/20	19 Decision - Approved	Authority - Team Co-ordinator Engineering
	Development		
2364/2019/OD	OD	Building Work not Associated with a MCU - Construction of New Access Ramp at rear of Church	6 Thomas Street, Blackstone
Decision Da	te - 6/06/20		Authority - Acting Team Co-ordinator Central
156/2019/OD	OD	Multiple Advertising Structures - Three (3) Entry Wall Signs	7001 Panorama Drive, Springfield
Decision Da	te - 21/06/20		Authority - Senior Planner (Development)
395/2019/OD	OD	Advertising Device - One (1) Wall Sign	36 Downs Street, North Ipswich
Decision Da	te - 11/06/20	19 Decision - Approved	Authority - Acting Team Co-ordinator Central
4397/2019/OD	OD	Advertising Device - One (1) digital wall sign	61 Springfield Parkway, Springfield
Decision Da	te - 17/06/20	19 Decision - Approved	Authority - Senior Planner (Development)
1419/2019/OD	OD	Carrying out building works not associated with a Material Change of Use – Modification (raise by 1600mm) to existing Character Dwelling and a new single Carport	62 Woodend Road, Woodend
Decision Da	te - 19/06/20	19 Decision - Approved	Authority - Senior Planner (Development)
1481/2019/OD	OD	Carrying out building work not associated with a material change of use - Shed i a Character Zone	73 Woodend Road, Woodend
Decision Da	te - 14/06/20	19 Decision - Approved	Authority - Senior Planner (Development)
4622/2019/OD	OD	Carrying out building work not associated with a material change of use - Extension to a Single Residential in a Character Zone (Rear Extension)	68 Woodend Road, Woodend
Decision Da	te - 13/06/20		Authority - Senior Planner (Development)
787/2019/OD	OD	Advertising Device – Ground Sign	7002 Fernbrooke Boulevard, Redbank Plains
Decision Da	te - 24/06/20	19 Decision - Approved	Authority - Acting Team Co-ordinator Central
	mendment A		
1079/2017/MAPDA/		Amendment Application - Material Change of Use - Context Plan	221-257 Cumner Road, White Rock
	te - 13/06/20		Authority - Team Co-ordinator West
Decision Da	te - 24/06/20	19 Decision - Approved	Authority - Team Co-ordinator West
	figuring a Lo		
2455/2019/RAL	RAL	Reconfiguring a Lot - One (1) Lot into Three (3) Lots	64 School Road, Redbank Plains
	te - 13/06/20		Authority - Acting Team Co-ordinator Central
2493/2016/RAL	RAL	Reconfiguring a Lot - One (1) lot into 40 lots	622 Karrabin Rosewood Road, Walloon
Decision Da	te - 6/06/20	19 Decision - Approved	Authority - Acting Team Co-ordinator Central

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Application No	Туре	Application		Primary Property Location
2588/2019/RAL	RAL		ng a Lot - One (1) Lot into Three (3) Lots (2 standard format lots and mon property lot) and an access easement	64-82 Hunter Street, Brassall
Decision	Date - 7/06/20	019 Decis	sion - Approved	Authority - Senior Planner (Development)
3884/2019/RAL	RAL		ng a Lot - One (1) Lot into Two (2) Lots and New Road	83 Bognuda Street, Bundamba
Decision	Date - 25/06/20		sion - Approved	Authority - Acting Team Co-ordinator Central
646/2019/RAL	RAL	Reconfigurir	ng a Lot - One (1) Lot into Thirteen (13) Lots	9-11 Siedofsky Street, Redbank Plains
Decision	Date - 10/06/20		sion - Approved	Authority - Acting Team Co-ordinator Central
9480/2017/RAL	RAL	Reconfigurir two (2) stage	ng of a Lot – Boundary Realignment (Two (2) Lots into Two (2) Lots es)	259-283 Cumner Road, White Rock
Decision	Date - 17/06/20	019 Decis	sion - Approved	Authority - Team Co-ordinator West
	ad/Place/Park/B			
6432/2015/NAME		Road Namin		580 Redbank Plains Road, Redbank Plains
	Date - 18/06/20		sion - Approved	Authority - Team Co-ordinator Development Compliance
8209/2016/NAME			g - Village 15	7001 Sinnathamby Boulevard, Spring Mountain
Decision	Date - 5/06/20	019 Decis	sion - Approved	Authority - Senior Development Planning Compliance Off
	ning of Subdiv			
1489/2017/SSP/E			5, 686-694, 719, 720 & 9001 on SP302891	7003 Sunbird Drive, Redbank Plains
Decision 1489/2017/SSP/0	Date - 6/06/20 C SSP		sion - Approved nd 9002 on SP311185	Authority - Senior Development Planning Compliance Offi 7003 Sunbird Drive, Redbank Plains
Decision	Date - 6/06/20	019 Decis	sion - Approved	Authority - Senior Development Planning Compliance Off
1614/2016/SSP/0	C SSP	Lots 40-47, 9 (Stage 4)	95-100, 129-138, 165-169 & 600 on SP307451	7001 Baird Circuit, Redbank Plains
Decision	Date - 6/06/20		sion - Approved	Authority - Senior Development Planning Compliance Off
2721/2018/SSP/A			n SP302172	43-45 Johnston Street, Bellbird Park
Decision	Date - 19/06/20	019 Decis	sion - Approved	Authority - Senior Development Planning Compliance Off
2782/2016/SSP/			f Lot 1100 on SP303712	7009 Grande Avenue, Spring Mountain
Decision	Date - 11/06/20	019 Decis	sion - Approved	Authority - Senior Development Planning Compliance Off
3931/2017/SSP/	A SSP	Lots 10 & 14	4 on SP306587	113 Cascade Street, Raceview
Decision	Date - 6/06/20	019 Decis	sion - Approved	Authority - Senior Development Planning Compliance Off
5136/2018/SSP/A	A SSP	Lots 1, 2 & 3	3 on SP298899	19-27 Junction Road, Chuwar
Decision	Date - 19/06/20	019 Decis	sion - Approved	Authority - Senior Development Planning Compliance Off
8866/2010/SSP/0	G SSP	Easement D) in Lot 299 SP288490 on SP309809	7001 Hoepner Road, Bundamba
Decision	Date - 11/06/20	019 Decis	sion - Approved	Authority - Senior Development Planning Compliance Off
9950/2018/SSP	SSP	Lots 1-95 on		12 Kimberley Close, Redbank Plains
Decision	Date - 21/06/20	019 Decis	sion - Approved	Authority - Senior Development Planning Compliance Off
	ning of Subdivi			
40/2015/SSPRV/			9008 - 9011 on SP304368	7003 Bayliss Road, South Ripley
Decision	Date - 19/06/20	019 Decis	sion - Approved	Authority - Senior Development Planning Compliance Offi

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Application No	Туре	Application Details	Primary Property Location
4298/2019/SSPRV	SSPRV	Lots 1, 2 and Common Property on SP306608	32 Splendid Drive, South Ripley
Decision Da	te - 17/06/2	019 Decision - Approved	Authority - Senior Development Planning Compliance Offic
8835/2017/SSPRV	SSPRV	Lots 1 and 2 on SP248610	40 Foxtail Road, Ripley
Decision Da	te - 13/06/2	019 Decision - Approved	Authority - Senior Development Planning Compliance Offic
898/2018/SSPRV	SSPRV	Lots 1 & 2 on SP299378	50 Foxtail Road, Ripley
Decision Da	te - 13/06/2	019 Decision - Approved	Authority - Senior Development Planning Compliance Offic
9688/2017/SSPRV	SSPRV	Lots 1 and 2 on SP260682	62 Foxtail Road, Ripley
Decision Da	te - 13/06/2	019 Decision - Approved	Authority - Senior Development Planning Compliance Offic
SPSR Super	seded Planr	ning Scheme Request	
3126/2019/SPSR	SPSR	Superseded Planning Scheme Request - Single Residential Dwelling with Auxiliary Unit	26 Mackellar Way, Walloon
Decision Da	te - 11/06/2	019 Decision - Approved	Authority - Senior Planner (Development)
3758/2019/SPSR	SPSR	Superseded Planning Scheme Request - Single Residential Dwelling with Auxiliary Unit	42A Bognuda Street, Bundamba
Decision Da	te - 18/06/2	019 Decision - Approved	Authority - Acting Team Co-ordinator Central
4346/2019/SPSR	SPSR	Superseded Planning Scheme Request - Single Residential Dwelling with Auxiliary Unit	25 Harris Street, Bellbird Park
Decision Da	te - 5/06/2	019 Decision - Approved	Authority - Team Co-ordinator East
4437/2019/SPSR	SPSR	Superseded Planning Scheme Request - Single Residential Dwelling with Auxiliary Unit	44 Mackellar Way, Walloon
Decision Da	te - 11/06/2	019 Decision - Approved	Authority - Senior Planner (Development)
5054/2019/SPSR	SPSR	Superseded Planning Scheme Request - Single Residential Dwelling with Auxiliary Unit	25 Tulip Street, Yamanto
Decision Da	te - 25/06/2		Authority - Senior Planner (Development)

Doc ID No: A5608998

ITEM:

SUBJECT: 2020-2021 BLACK SPOT PROGRAM PROJECT SUBMISSION

AUTHOR: TECHNICAL OFFICER (TRAFFIC)

DATE: 20 JUNE 2019

5

EXECUTIVE SUMMARY

This is a report concerning Council's submission of projects for the 2020-2021 Australian Government Infrastructure Investment Program, Black Spot Program.

RECOMMENDATION/S

That the Interim Administrator of Ipswich City Council resolve:

That the projects detailed in Table 2 of this report by the Technical Officer (Traffic) dated 20 June 2019, be approved and submitted to the Department of Transport and Main Roads for funding consideration under the 2020–2021 Australian Government's Black Spot Program.

RELATED PARTIES

Parties related to this matter include the following:

- Queensland Department of Transport and Main Roads (DTMR)
- Australian Government
- Ipswich City Council

ADVANCE IPSWICH THEME LINKAGE

Caring for the community

Managing growth and delivering key infrastructure

PURPOSE OF REPORT/BACKGROUND

The Queensland Department of Transport and Main Roads (DTMR) recently requested local governments to make submissions for funding under the Australian Government's 2020-2021 Infrastructure Investment Program, Black Spot Program. It is understood that DTMR collates all submissions, checks them to ensure funding eligibility and submits a consolidated list to the Australian Government National Black Spot Committee for consideration.

During evaluating potential 2020-2021 Black Spot program projects, DTMR officers advised that Council was successful in receiving funding for one of the projects submitted for funding consideration under this program for 2019-2020. Although some of these projects were unsuccessful in 2019-2020, Council were encouraged to nominate these in future submissions if they are eligible.

In addition, DTMR have recently notified Council that the Australian Government has announced an additional funding amount of \$10 million towards the 2019-2020 Black Spot Program for Queensland. Confirmation on additional projects to be funded within the 2019-2020 financial year is yet to be announced. Table 1 below outlines the current funding approvals for the projects nominated by Council as part of our 2019-2020 submission.

PROJECT LOCATION	TREATMENT	BENEFIT – COST RATIO	ORDER OF COST	FUNDING SUCCESSFUL
School Road and Fernbrooke Boulevard, Redbank Plains	Install new traffic signals	5.7	\$613,000	YES
Cobalt Street and Johnson Road, Carole Park	Install new traffic signals	3.2	\$800,000	ТВС
Old Logan Road and Addison Road, Camira	Upgrade traffic signals	2.0	\$545,000	ТВС

TABLE 12019–2020 BLACK SPOT PROGRAM PROJECTS

2020-2021 FUNDING ELIGIBILITY:

The Black Spot Program aims to fund cost effective, safety oriented projects. For a project to be eligible for consideration, it needs to meet the following criteria:

- (a) For discrete sites (e.g. an intersection, mid-block or short road section) the minimum eligibility criterion is at least three casualty (injury) crashes over the past five year period;
- (b) For road lengths (minimum length of 3km) the minimum eligibility criterion is an average of 0.2 casualty (injury) crashes per kilometre per annum over the length in question, measured over five years;
- (c) Works are to have a benefit/cost ratio (BCR) of greater than 2.0;
- (d) Projects can receive up to a maximum of \$2.0 million and Local Governments may contribute additional funds. Although the BCR calculations must be based on the total project cost including any additional funds provided by Council;
- (e) Works are not to include:
 - a. Significant use of treatments in a proposal that should be funded under routine or program maintenance (e.g.: minor carriageway repairs; replacing
existing line marking and other existing delineators; replacing existing barrier);

- b. The purchase of road building plant or equipment;
- c. Red light or Speed Camera installation;
- d. Police enforcement bays or other work that could potentially be revenue generating; or
- e. Planning Studies, Route Link Investigations and Road Safety Audits.

It should be noted that, due to funding constraints, all projects that meet the criteria do not necessarily receive funding.

2020-2021 SUBMISSION:

Council officers have carried out a review of road crash data obtained from the Queensland Government's WebCrash database for the entire City and completed an analysis of potential treatments for specific locations. This included all locations that met the minimum eligibility criteria of at least three casualty (injury) crashes over the past five year period.

Following the above analysis, projects that met the 2020-2021 funding eligibility criteria are outlined in Table 2.

As outlined above, Council is yet to be advised of whether we will be successful in obtaining additional funding in 2019-2020 for projects at the intersection of Cobalt Street and Johnson Road, and Old Logan Road and Addison Road. Regardless of the decision, Council is also proposing to resubmit these two sites as part of our 2020-2021 submission if we are unsuccessful.

PROJECT LOCATION	TREATMENT	BENEFIT – COST RATIO	ORDER OF COST
Cyprus Street and Hill Street, North Ipswich	Install median islands	10.3	\$117,000
Raceview Street and Robertson Road, Eastern Heights	Traffic signal modifications	7.3	\$75,000
Old Ipswich Road and Collingwood Drive, Redbank	Traffic signal modifications	3.5	\$136,000
Cobalt Street and Johnson Road, Carole Park	Install new traffic signals	4.3	\$800,000

TABLE 2PROPOSED 2020–2021 BLACK SPOT PROGRAM SUBMISSION

Old Logan Road and Addison Road, Camira	Upgrade traffic signals	3.6	\$545,000
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The timeframe for notification by the Australian Government of successful projects is expected for the 2020-2021 program to be June 2020.

FINANCIAL/RESOURCE IMPLICATIONS

Capital Finance

The Black Spot Program is 100% funded by the Australian Government and administered through DTMR.

This report is not anticipated to have any impact on Capital Finance whereby nominated projects will be included in the Capital Portfolio during its development for future years.

Operational Finance

This report is not anticipated to have any impact on Operational Finance.

RISK MANAGEMENT IMPLICATIONS

There are no risk management implications associated with this report.

LEGAL/POLICY BASIS

This report and its recommendations are consistent with the following legislative provisions: *Not Applicable*

COMMUNITY AND OTHER CONSULTATION

Community consultation has not occurred as the Black Spot Program submission is based on eligibility criteria that need to be met as previously outlined in this report.

However, during the assessment, Council officers have engaged with the Queensland Police Services to obtain any additional crash data to support the submission. There has also been ongoing consultation with DTMR since opening of the 2020-2021 Black Spot Program to maximise our opportunity of a successful submission.

CONCLUSION

The Department of Transport and Main Roads have recently called for submissions under the Australian Government's Black Spot Program for 2020-2021. There are five new eligible sites proposed for submission under this program.

Sally Peters TECHNICAL OFFICER (TRAFFIC)

I concur with the recommendations contained in this report.

I concur with the recommendations contained in this report.

Tony Dileo INFRASTRUCTURE PLANNING MANAGER

I concur with the recommendations contained in this report.

Charlie Dill GENERAL MANAGER - INFRASTRUCTURE AND ENVIRONMENT

"Together, we proudly enhance the quality of life for our community"

Doc ID No: A5611703

ITEM:

SUBJECT: 2018-2019 IGO ANNUAL REPORT CARD

AUTHOR: SENIOR TRANSPORT PLANNER

DATE: 21 JUNE 2019

6

EXECUTIVE SUMMARY

This is a report by the Senior Transport Planner dated 21 June 2019 outlining the results of the 2018-2019 Annual Report Card for the delivery of the *City of Ipswich Transport Plan* (iGO).

RECOMMENDATION/S

That the Interim Administrator of Ipswich City Council resolve:

- A. That the contents of the report be received and noted.
- B. That the Interim Administrator, Chief Executive Officer and Executive Leadership Team give due regard to the risks and consequences outlined in the report by the Senior Transport Planner dated 21 June 2019 as part of their decision making process when considering future Council investment priorities.

RELATED PARTIES

There are no related parties to this report. However, there may be related parties for a specific iGO project identified within this report.

ADVANCE IPSWICH THEME LINKAGE

Managing growth and delivering key infrastructure

PURPOSE OF REPORT/BACKGROUND

<u>Background</u>

At its Ordinary Meeting on 24 May 2016, Council adopted the *City of Ipswich Transport Plan* (*iGO*) as its master plan to shape Ipswich's transport future [refer Item 4 tabled at the City Infrastructure and Emergency Management Committee Meeting No. 2016(02)]. The document is now being used to:

- (i) <u>GUIDE</u> transport related policy, planning, investment and resourcing decisions;
- (ii) <u>ADVOCATE</u> for funding from higher levels of government for transport initiatives; and

(iii) <u>PROMOTE</u> travel choices and a sustainable and healthy transport culture.

The Delivery Chapter within iGO lists a number of methods that will be used to evaluate the delivery of iGO. 'Monitoring' is one of these methods and will be used to track progress towards achieving the iGO vision, objectives, mode share targets, policy focus areas and actions (refer to page 166 of iGO).

One of iGO's monitoring processes is outlined in Action D10 (Table 38, Page 167 of iGO) which states the following; *"Produce an iGO Annual Report Card that provides a snapshot of the achievements of delivering iGO over the previous year and the key actions for the next year"*. From here, planning, funding, infrastructure and service delivery priorities can be informed and guided. This report relates to the 2018-2019 Annual Report Card for the delivery of iGO.

2018-2019 Annual Report Card Results

Attachment A outlines the significant iGO Actions which have been completed and are in progress for the period from July 2018 to June 2019.

For completeness, Attachment B outlines completed iGO actions since iGO endorsement and prior to the current reporting period (i.e. from June 2016 to June 2018).

Attachment C outlines a snapshot of iGO performance indicators for the 2018-2019 financial year and since iGO endorsement (i.e. from June 2016 to June 2019).

It must be noted that the iGO Annual Report Card is not an extensive list of all iGO Actions which have been progressed during the identified period. There are other Council programs and projects which are also working towards the implementation of iGO actions. For example, the Sustainable Transport Sub-program includes minor projects such as bus stop disability upgrades, bicycle safe grate replacements and pedestrian kerb ramp improvements across the city which all contribute towards various iGO actions. These types of programs and projects are minor in nature and are therefore not listed in the iGO Annual Report Card.

The Infrastructure Planning Branch also regularly hold co-ordination meetings and provide technical advice on development applications and Department of Transport and Main Roads (DTMR) projects which is guided by the intent and direction provided in iGO. These 'business as usual' activities are also not listed in the iGO Annual Report Card.

Major highlights from the 2018-2019 iGO Annual Report Card include the completion of the iGO Intelligent Transport Systems Strategy, iGO Active Transport Wayfinding Strategy, the Springfield Parkway Road Upgrade corridor plan, Deebing Creek Bikeway Stages 2 - 5 corridor plan, obtaining over \$2 million dollars in 2018-2019 Queensland Government grant funding for Council's bikeway infrastructure projects, completing the detailed design of the Marsden Parade re-alignment and construction of the Western Ipswich Bikeway Link, the Blackstone Road and South Station Road intersection upgrade, strategic pedestrian

improvements at the Goodna Railway Station and undertaking various iGO promotion and behaviour change activities.

Major challenges which delayed the delivery of some projects within the reporting period mostly included funding constraints and project related complexities associated with variations, property negotiations, service authority wait times and relocation costs and the resulting flow-on effect to construction timeframes and activities.

In summary, progress on iGO planning activities is going well but delays are being experienced in delivering iGO projects on the ground for various reasons.

Key Actions for the Next Financial Year

Key iGO actions for the 2019-2020 financial year include the completion of the iGO Road Safety Action Plan, commencement of the iGO Freight Action Plan and iGO Performance and Data Strategy. Other key actions include the completion of the Ipswich Inner CBD Cycle Network Corridor Plan, completion of the detailed design for road upgrades for Redbank Plains Road Stage 3, Springfield Parkway and Springfield Greenbank Arterial and the completion of construction for the Old Toowoomba Road Upgrade, Marsden Parade Realignment, Brassall Bikeway Stage 5 and Brisbane Valley Rail Trail Connector.

RISK MANAGEMENT IMPLICATIONS

At its Ordinary Meeting on 13 November 2018, Council adopted the *iGO Risk Management Strategy* [refer Item 3 tabled at the Growth and Infrastructure Committee Meeting No. 2018(01)] whereby the iGO Risk Management Strategy Risk Register was to be reviewed annually and reported as part of the iGO Annual Report Card. Attachment D provides an updated iGO Risk Register for the 2018-2019 financial year.

Actions have been undertaken during the 2018-2019 financial year to work towards mitigating risks in delivering iGO. The top two most significant risks identified in the *iGO Risk Management Strategy* to the successful delivery of iGO are political support and the provision of adequate and timely funding. These risks are being realised. That is, Council's leadership and funding priorities are changing, with more potential for change as part of the March 2020 local government elections.

Specifically, the current timing of iGO projects within Council's draft 10 Year Financial Sustainability Investment Plan fall short and do not meet the requirements outlined in iGO - The City of Ipswich Transport Plan. This means that essential strategic transport projects will not be in place to meet the needs of the city's expected growth. This may result in significant congestion and delays on the local and State-controlled road network, safety issues and slowing in the provision of more sustainable transport alternatives. These impacts are likely to affect the economic productivity of the city, the quality of life of Ipswich residents and visitors and deter development activities in some areas.

Consequently, Council either needs to formally acknowledge the change in strategic transport direction or increase the level of political support and funding investment for iGO projects when considering future Council investment priorities.

While iGO policy and corridor planning activities have been progressing, to achieve the goals and outcomes identified in iGO, more political support and investment is required to facilitate the implementation of iGO infrastructure projects as per planning requirements. In particular, additional resources and funding over the next ten years within the transport subprograms of the capital works portfolio are required to deliver iGO projects as planned, or as close to, for the community. It should be noted that iGO is a plan to meet satisfactory transport development standards where projects are delivered in a responsible timeframe. .

LEGAL/POLICY BASIS

This report and its recommendations are consistent with the policy outlined in the endorsed *City of Ipswich Transport Plan 2016.*

COMMUNITY AND OTHER CONSULTATION

Consultation activities on iGO projects have been undertaken on a project by project basis.

CONCLUSION

From July 2018 to June 2019 a number of actions from *iGO* – *The City of Ipswich Transport Plan* have been completed or progressed. iGO Actions which are to commence in the 2019 – 2020 financial year have also been identified to give Council a view of upcoming transport planning activities.

Key risks to the implementation of iGO were discussed and in particular there is concern that due to Council's current political and fiscal direction, essential strategic transport projects will not be in place to meet the needs of the city's expected growth. In order to achieve the goals and outcomes identified in iGO, more resources and investment is required to facilitate the implementation of iGO infrastructure projects as per planning requirements.

ATTACHMENTS AND CONFIDENTIAL BACKGROUND PAPERS

- 1. | 2018 2019 iGO Report Card 🕂 🛣
- 2. Completed iGO Projects 🖳 🛣
- 3. | iGO Snapshot Statistics 🕂 🛣
- 4. 2018-2019 iGO Risk Register changed to non-confidential 🕂 🛣

Jessica Cartlidge SENIOR TRANSPORT PLANNER

I concur with the recommendations contained in this report.

Berto Santana PRINCIPAL TRANSPORT PLANNER

I concur with the recommendations contained in this report.

Tony Dileo INFRASTRUCTURE PLANNING MANAGER

I concur with the recommendations contained in this report.

Charlie Dill GENERAL MANAGER - INFRASTRUCTURE AND ENVIRONMENT

"Together, we proudly enhance the quality of life for our community"

2018 - 2019 iGO Annual Report Card

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Completed	
In Progress	

	igo action	PROJECT SPECIFIC		PROJECT
PROJECT TYPE	NUMBER	ID	PROJECT NAME	STATUS
	05 0 07		200 Late Warren Transmert Container Charterer	
	R5 & D7 AT5		iGO Intelligent Transport Systems Strategy iGO Active Transport Wayfinding Strategy	
Strategy &	PT17		iGO Public Transport Advocacy & Action Plan	
Policy	R10		iGO Road Safety Action Plan	
	P6 & TDM2		iGO Parking Pricing Strategy	
Area &				
Network	LU11		Ipswich Planning Scheme Review	-
Planning				
	D8		2019-2020 10 Year Transport Infrastructure Investment Plan Update	
Program	D8		2019-2020 Strategic Transport Priorities Project List - 3 Year Plan	
Planning	AT3		2019-2020 Principal Bikeways Priorities Project List - 3 Year Plan	
Flaming	AT1 & AT2		2019-2020 iGO ATAP Implementation Project List - 3 Year Plan	
	AT3		2019-2020 DTMR Cycle Grant Applications	
	R1 R1	iGO Map 8:9 iGO Map 9:28	Springfield Parkway Duplication Corridor Plan Salisbury Rd & Briggs Rd Intersection Upgrade	
Corridor &	R1	iGO Map 9:28	Sailsbury Rd & Briggs Rd Intersection Opgrade Mary St & William St Intersection Upgrade	
Intersection	AT3 & AT9	iGO Map 5:5*	Deebing Creek Bikeway Stages 2-5 Corridor Plan	
Planning	R9 & D9	iGO Map 8:14	Ipswich City Centre Cross River Connectivity - Preliminary Business Case	
	R1	iGO Map 9:7	Redbank Plains Road Stage 4 Corridor Plan (Six Mile Ck to Newhill Dr)	
	AT3 & AT9	iGO ATAP p.165	Ipswich Inner CBD Cycle Network Corridor Plan	
				_
	R1	iGO Map 8:13	Marsden Parade Re-alignment	
	AT3 & AT9 AT1	iGO Map 5:9* iGO ATAP p.165	Western Ipswich Bikeway Link (Omar St) 2018-2019 iGO ATAP Implementation - Blackall Street Bicycle Lanes	
	AT1 AT2		2018-2019 IGO AT AP Implementation - blackall Street bicycle Lanes 2018-2019 IGO AT AP Implementation - Goodna Railway Station Strategic Pedestrian Improvements	
	AT5	100 AIA p.275	Ipswich Motorway Bikeway Wayfinding Signage	
	R1	iGO Map 8:8	Redbank Plains Road Stage 3 (Keidges Rd to Kruger Pde)	-
	R1	iGO Map 8:9	Springfield Parkway Duplication	•
	R1	iGO Map 8:10	Springfield Greenbank Arterial Road Upgrade	•
Detailed Design	R1	iGO Map 9:55	Robertson Rd & Grange Rd Intersection Upgrade	
	R1	iGO Map 9:28	Salisbury Rd & Briggs Rd Intersection Upgrade	
	R1	iGO Map 9:45	Mary St & William St Intersection Upgrade	
	AT3 & AT9 AT3 & AT9	iGO Map 5:5*	Deebing Creek Bikeway Stage 1 (Thorn St)	
	AT3 & AT9 AT3 & AT9	iGO Map 5:10 iGO Map 5:1	Brassall Bikeway Stage 6 (Railway Workshops to Bradfield Bridge) Brassall Bikeway Stage 5 (Brassall to Karrabin)	
	AT3 & AT9	iGO ATAP p.165	Brassall Bikeway Stage 7/ Brisbane Valley Rail Trail Connector (Brassall to Pine Mountain)	
	AT3 & AT9	iGO Map 5:20*	Eastern Ipswich Link Bikeway (Milford St & South St)	
	AT1	iGO ATAP p.165	2018-2019 iGO ATAP Implementation - Bremer Street Shared Path (Early Works)	•
	R1	iGO Map 9:1*	Grampian Drive Road Upgrade (Jellett Dr to Rawlings Rd) (Developer - 375m)	
	R1	iGO Map 9:2*	Greenwood Village Road Upgrade (Developer - 200m)	
	R1	iGO Map 8:19	Blackstone Rd & South Station Rd Intersection Upgrade	
	AT3 & AT9	iGO Map 5:9*	Western Ipswich Bikeway Link (Omar St)	
	AT3 & AT9	iGO Map 5:14*	Goodna Creek Bikeway (Developer - 280m)	
Construction	AT1	iGO ATAP p.165	2018-2019 iGO ATAP Implementation - Blackall Street Bicycle Lanes	
	AT2	iGO ATAP p.173	2018-2019 iGO ATAP Implementation - Goodna Railway Station Strategic Pedestrian Improvements	
	AT5 R1	iGO Map 8:1	Ipswich Motorway Bikeway Wayfinding Signage Brichane Street - Interim Lingrade (West Inswich)	
	R1	iGO Map 8:1	Brisbane Street - Interim Upgrade (West Ipswich) Old Toowoomba Road Upgrade	
	R1	iGO Map 8:13	Marsden Parade Re-alignment	
	R1	iGO Map 8:15*	Mount Juillerat Drive (Creekstone Ave to Centenary Hwy) (Developer 1850m)	- Ť
	D14		2018 Strategic Traffic Count Program	
	D14		2018 Ipswich CBD Parking Survey	
Data Collection	D14		2019 Strategic Intersection Count Program	
& Modelling	D14 D14		2019 Strategic Pedestrian and Cycle Count Program Ipswich Motorway Bikeway Permanent Data Counters (5)	
	D14 D14		Ipswich Midtorway Bikeway Permanent Data Counters (5) Ipswich Transport Models Review and Options Paper	
	24T		- here and here and here and a here a here	
	R9		Ipswich City Centre Cross River Connectivity - Detailed Business Case Funding	
Advocacy	PT9		Extension of the Railway Line from Springfield Central to Ripley Valley	- Č
	PT12 - PT15		Whole of Ipswich Bus Network Review	•
	TDM5 & AT7		2018 Healthy Active School Travel Program (4 Schools)	
	TDM3 & AT6 TDM3 & D6		2018 iGO Walk/ Ride to Work Day (as part of Sustainable Ipswich Skip a Car Trip Day) 2018 Ipswich 100 iGO Cycle Jersey	
	TDM3 & D6 TDM5 & AT7		IGO Walking School Bus Safety Vests	-
Promotion	TDM3 & D6		Brassall Bikeway Promotional Video	
	R10		2019 Fatality Free Friday Promotional Event	Ĭ
	TDM5 & AT7		2019 Healthy Active School Travel Program (4 Schools)	
	TDM3 & D6		Cycle Ipswich Website Review	
	R10 TDM5 & AT7		2019 Fatality Free Friday Promotional Event 2019 Healthy Active School Travel Program (4 Schools)	

* Forms part of a staged component of the overall project

Completed iGO Projects

iGO actions completed since iGO endorsement and prior to the current iGO Annual Report Card period ¹ Projects were completed from January 2017 - June 2018

PROJECT TYPE	IGO ACTION NUMBER	PROJECT SPECIFIC ID	PROJECT NAME	YEAR COMPLETED
	Advance Ipswich		iGO - City of Ipswich Transport Plan	2016
Strategy & Policy	AT8		iGO Active Transport Action Plan	2016
Strategy & Policy	R8		Early Acquisition of Property Under Hardship Policy	2016
	D12		iGO Risk Management Strategy	2017-2018 ¹

Area & Network Planning	LU9	Local Government Infrastructure Plan	2016

	D8 & AT3	2017-2018 Strategic Transport Priorities (Project List)	2016
	D8	10 Year Transport Infrastructure Investment Plan (2017 - 2027)	2016
	AT3	2017-2018 DTMR Cycle Grant Applications	2016
Program Planning	D8 & AT3	2018-2019 Strategic Transport Priorities (Project List)	2017-2018 ¹
	AT1 & AT2	2017-2018 iGO ATAP Implementation (Project List)	2017-2018 ¹
	AT1 & AT2	2018-2019 iGO ATAP Implementation (Priority Areas)	2017-2018 ¹
	AT3	2018-2019 DTMR Cycle Grant Applications	2017-2018

	R1	iGO Map 8:1	Brisbane Street West Ipswich Road Corridor Plan	2016
	R2	iGO Map 8:34	Ipswich to Ripley Link Road Corridor Plan (Edwards Street Extension)	2017-2018 ¹
	R1	iGO Map 8:8	Redbank Plains Road Stage 3 Corridor Plan (Keidges Rd to Kruger Pde)	2017-2018 ¹
Corridor &	R1	iGO Map 8:13	Marsden Parade Re-alignment Corridor Plan	2017-2018 ¹
Intersection	R1	iGO Map 8:6	Old Toowoomba Road Upgrade Corridor Plan	2017-2018 ¹
Planning	R9 & D9	iGO Map 8:14	Ipswich City Centre Cross River Connectivity - Strategic Business Case	2017-2018 ¹
	R1	iGO Map 8:21	Goodna Roundabout Planning Study	2017-2018 ¹
	R1	iGO Map 9:55	Robertson Rd & Grange Rd Intersection Upgrade	2017-2018 ¹
	AT3 & AT9	iGO Map 5:10	Brassall Bikeway Stage 6 Corridor Plan (Railway Workshops to Bradfield Bridge)	2017-2018 ¹

	R1	iGO Map 8:7*	Redbank Plains Road Stage 2 (School Rd to Cedar Rd)	2016
	R1	iGO Map 9:39	Pine St & Lowry St Intersection Upgrade	2016
	R1	iGO Map 9:31	Robertson Rd & Chermside Rd Intersection Upgrade	2016
	R1	iGO Map 9:38	South Station Rd & Cascade St Intersection Upgrade	2016
	R1	iGO Map 8:6	Old To owoomba Road Upgrade	2017-2018 ¹
Detailed Design	R1	iGO Map 8:1	Brisbane Street - Interim Upgrade (West Ipswich)	2017-2018 ¹
-	R1	iGO Map 8:19	Blackstone Rd & South Station Rd Intersection Upgrade	2017-2018 ¹
	AT3 & AT9	iGO Map 5:14*	Goodna Creek Bikeway Stage 3 (Sandra Nolen Park)	2017-2018 ¹
	AT3	igo atap p.165	Inner CBD Cycle Connection Stage 1 (South St)	2017-2018 ¹
	AT1 & AT2	igo atap p.169	2017-2018 iGO ATAP Implementation - Booval Strategic Pedestrian Improvements	2017-2018 ¹
	AT1	igo atap p.165	2017-2018 iGO ATAP Implementation - Small Creek Shared Path	2017-2018 ¹

	R1	iGO Map 8:7*	Redbank Plains Road Stage 1 (Cedar Rd to West St)	2016
	R1	iGO Map 9:10	Toongarra Rd Upgrade (Beirne St to Karrabin-Rosewood Rd)	2016
	R1	iGO Map 8:35*	Henry Street Extension (New Road) (South from Atlantic Dr) (Developer - 250m)	2016
	AT3 & AT9	iGO Map 5:2	Brassall Bikeway Stage 4 (Wulkuraka to Brassall)	2016
	R1	iGO Map 8:7*	Redbank Plains Road Stage 2 (School Rd to Cedar Rd)	2017-2018 ¹
	R1	iGO Map 8:7*	Redbank Plains Road Upgrade (West St to Keidges Rd) (Developer - 370 m)	2017-2018 ¹
	R1	iGO Map 8: 15&36*	Mt Juillerat Drive (New Road) (Creekstone Av to Cedar Rd) (Developer - 1.5km)	2017-2018 ¹
	R1	iGO Map 8:31*	Monterea Road (New Road) (West of Ripley Rd) (Developer - 300m)	2017-2018 ¹
	R1	iGO Map 8:33*	Eagle Street Road Upgrade (West of Kruger Pde) (Developer - 300m)	2017-2018 ¹
Construction	R1	iGO Map 9:4*	Jones Road Upgrade (Developer - 760m)	2017-2018 ¹
	R1	iGO Map 9:8*	Ripley Road Upgrade (Ripley PDA - Developers - 300m, 160m, 1.6km)	2017-2018 ¹
	R1	iGO Map 9:31	Robertson Rd & Chermside Rd Intersection Upgrade	2017-2018 ¹
	R1	iGO Map 9:39	Pine St & Lowry St Intersection Upgrade	2017-2018 ¹
	R1	iGO Map 8:23	Pine St & Delacy St Intersection Upgrade (TMR)	2017-2018 ¹
	R1	iGO Map 9:38	South Station Rd & Cascade St Intersection Upgrade	2017-2018 ¹
	AT3 & AT9	iGO Map 5:14*	Goodna Creek Bikeway Stage 3 (Sandra Nolen Park)	2017-2018 ¹
	AT3 & AT9	igo atap p.165	Inner CBD Cycle Network Stage 1 (South St)	2017-2018 ¹
	AT1	igo atap p.165	2017-18 iGO ATAP Implementation - Small Creek Shared Path Stage 1	2017-2018 ¹
	AT1 & AT2	igo atap p.169	2017-18 iGO ATAP Implementation - Booval Strategic Pedestrian Improvements	2017-2018 ¹

	D14	2016 Strategic Traffic Count Program	2016
	AT8 & TDM4	iGO Walking and Cycling Community Survey	2016
	D5 & TDM7	ICC Staff Travel Mode Survey (To inform future green travel plan)	2016
	D14	2016 Strategic Pedestrian and Cycle Count Program	2016
	LU9	Citywide Strategic Transport Model (LGIP)	2016
Data Collection &	D14	Brassall Bikeway Permanent Data Counters (4 locations)	2017-2018 ¹
Modelling	D14	2017 Strategic Traffic Count Program	2017-2018 ¹
	D14	2017 Strategic Intersection Count Program	2017-2018 ¹
	PT7 & TDM4	2017 iGO Public Transport Community Survey	2017-2018 ¹
	D14	2018 Strategic Intersection Count Program	2017-2018 ¹
	D14	2018 Strategic Pedestrian and Cycle Count Program	2017-2018 ¹

Advocacy	PT11	Automatic Train Protection System	2016
	R9	Ipswich City Centre Cross River Connectivity - Detailed Business Case Funding	2017-2018 ¹
	PT9	Extension of the Railway Line from Springfield Central to Redbank Plains	2017-2018 ¹
	PT12 - PT15	Whole of Ipswich Bus Network Review	2017-2018 ¹

	TDM3 & AT6		2016 iGO Walk/ Ride to Work Day	2016
	D6		iGO Shirts and iGO Backpacks	2016
	AT6		Ipswich community bicycle education sessions (e.g. "Women on Wheels")	2016
	TDM5 & AT7		Healthy Active School Travel Program (5 Schools)	2016
	AT6		School bicycle education program (8 schools)	2016
Promotion	TDM3 & AT6		2017 iGO Walk/ Ride to Work Day	2017-2018 ¹
	TDM3 & D6		2017 Ipswich 100 iGO Cycle Jersey	2017-2018 ¹
	TDM3 & D6		2018 Ipswich 100 iGO Cycle Jersey	2017-2018 ¹
	D6		iGO Shirts	2017-2018 ¹
	TDM5 & AT7		2017 Healthy Active School Travel Program (7 Schools)	2017-2018 ¹

* Forms part of a staged component of the overall project

2018-2019 iGO Annual Report Card Snapshot Statistics*

Sitt,	2018 - 2019	Since 2016	
	Policy Development		
	New transport policy or strategy:	ø	FOLOT
	2	5	CAN I
	Infrastructure Delivery		
	New Road:	4	唐 三 主
15	//0m	2km	Since 1
19	Road Upgrade:		
ha t	575m	76km	
oney3		85	
unun 1	Shared Paths and Bicycle Lanes:	@ 5	
	5 x 2.2km	51 6km	
	Footpaths:		
mm	A 900m	☆ 4km	
	Events		
	iGO related events or programs:	Q 17	
	<u>س</u> 4	CT IZ	
	* The statistics above relate to projects specificall	y identified in iGO - The City of Ipswic	Ipswich.qld.gov.au Ipšwich
	Transport Plan (2016) which have been delivered	by either Council, IMR or developers	

2018-2019 iGO Risk Register

Legend

	Insignificant Risk can be mitigated by normal day to day processes	Minor Minor adverse Impacts on achievement of IGO objectives	Moderate Moderate adverse Impacts on achievement of ICO objectives	Major Significant adverse Impacts on achievement of IGO objectives	Unacceptable IGO objectives unlikely to be achieved
Highly Likely >90% chance	High	High	Very High	Very High	Very High
Likely 50%-90% hance	Moderate	High	High	Very High	Very High
Possible 10%-50% chance	Low	Moderate	High	Very High	Very High
Unlikely 0%-10% chance	Low	Low	Moderale	High	Very High

Category	Sub Category	Details	Risk / Opportunity	Origional Risk Rating	Suggested responses(s)	2018-2019 Risk Rating	2018-2019 Comments
	Managing the iGO message (including TDM vs. TDS differences)	Lack of appreciation by affected parties that: c IGO focuses on Travel Demand Management (TDM) rather than from Travel Demand Satisfaction (TDS). c A transport system which improves choice is not anti-motorist. c The prioritisation of travel on the roads needs to be more sustainable. c Under a TDM approach, consumers cannot expect congestion free roads and car parks that are always vacant and cost-free. c TDM involves making transport users pay previously unseen costs (e.g., parking) as a mechanism to alter behaviour. Therefore, adopting a TDM approach is unlikely to be popular. If transport users and other affected parties do not appreciate and accept the above messages, dissatisfied users may rate the IGO as a failure.	Risk	Very High	Education campaign ahead of iGO initiatives taking effect. c Gover not only the benefits of TDM approach, but also the costs of continuing down the TDS path – higher cost of vehicle related infrastructure (vs non vehicle), costs of congestion to commuters, businesses, environment etc. c Quantify impacts where possible using metrics such a VTT and VOC. c Highlight the hidden/less visible costs that consumers are already paying for the delivery and operation of the transport network and how that will only increase unless a new approach is adopted. c Emphasise the current system's inability to cope with current population into the future, let alone expected rapid population growth.	Very High	Representations to Council senior management emphasising the current transport system's inability to cope with current population into the future, let alone expected rapid population growth, has been undertaken when discussing investment priorities. However, limited other messaging used to date and effectiveness of communication is questionable.
	Community awareness of transport challenges	Inadequate appreciation by the general public about how quickly the city's population is forecasted to grow and the implications of this for transport, the economy and social infrastructure. Therefore, insufficient buy in and support of transport changes and development. May encounter pushback when, for example, PT interchanges are provided rather than more parking, or parking levers are used to alter parking patterns.					No action to date. Suggest needs to be a consideration in 2019-2020 due to increasing parking pressures in principal activity centres and around schools.
	Continued high reliance on cars	Continuation of car culture due to insufficient or ineffective behaviour modification campaigns.	Risk		Education campaign (see above) Provide disincentives for residents to choose vehicle travel e.g., tolls, parking charges		iGO Parking Pricing Strategy in progress

Category	Sub Category	Details	Risk / Opportunity	Origional Risk Rating	Suggested responses(s)	2018-2019 Risk Rating	2018-2019 Comments
	of total trips	Automated vehicles and other technological advances reduce the driving effort required, resulting in car trips (as a percentage of total trips) actually increasing. This makes it more difficult to 'sell' the relative attractiveness of alternate transport modes and entice people away from caruse.	Risk		Refer Technology section.		iGO Intelligent Transport Systems Strategy has been developed outlining Council's position on automated vehicles and transport technologies.
	Insufficient patronage of Public Transport and Active	Residents are prepared to use PT and active travel facilities but issues with	Risk		Engage users in design of PT and AT networks Work with businesses and educational bodies to optimise routes and time tables		Advocacy to Translink for a 'Whole of Ipswich Bus Network Review' and State government for the extension of the railway corridor from Springfield to Ripley in progress. Effective ness of historic advocacy efforts is questionable
	Travel networks	routes, tim etables, linkages, and end of trip facilities act as deterrents.			Ensure that the networks give adequate consideration to the safety and comfort of users e.g., lighting, linkages end of trip facilities.		Delivery of the Principal Active Transport Network in a logical and connected manner in progress. However, there are risk associated with current delivery timeframes due to investment shortfalls and human resources for delivery
Influencing travel be haviour	User pays systems	Lack of community acceptance for direct user pays systems, especially for transport infrastructure which has until now been available free of (direct) charge. Examples of direct pay for benefit schemes include parking fees and transport levies.	Risk	Very High	Refer 'Selling the iGO message' actions above.	Very High	Refer 'Selling the iGO message' notes above.
	Expectation of benefits	Can be difficult to achieve cultural change without financial and/or time savings that are disproportionately large relate to the cost (e.g., inconvenience).	Risk		If can't demonstrate direct financial benefits of the changes, make clear the costs of not doing so e.g., increased congestion, travel time, car operating costs etc.		No action to date with the community
		Encouraging consumers to switch away from car use requires the alternative to be attractive in terms of not just cost but also time, comfort and security.	Risk		Consider 'soft' requirements when designing alternate transport facilities.		No action to date
	PT not attractive	Current situation is not conducive to strong demand for buses and trains - infrequent bus services, circuitous routes, no urban bus routes connecting Ipswich directly to Britsbane, relatively high fares, limited parking nearby. Therefore, significant work required to not only actually upgrade services but also make potential users aware of the new tacilities and services. Necessary in order to meet the target of a 400% increase in PT patronage.	Risk		Engage with key user groups (businesses, school, unis etc.) to gain their input re: network design.		Development of the IGO Public Transport Advocacy and Action Plan has involved a community survey and workshops with key stakeholders such as USQ, QR, DTMR, Chamber of Commerce, Rail Back on Track Advocacy Group etc.
	Missed opportunities	If don't provide adequate PT services in greenfield sites early on, car-centric travel behaviour will become entrenched and harder to change. Hard to get funding support as small size of early population unlikely to justify a viable PT network.	Risk		Timing is key, need to advocate for provision of PT and AT services and infrastructure into new residential and commercial development from day 1.		Successful early delivery of public transport services to Ripley Valley PDA in 2019.
	Ownership and control of	Separation of control over various parts of the transport network impedes successful implementation of iGO. Council must liaite with transport operators, state and federal governments in order to effect change. Even with strong buy in from the various parties, coordination and logistics remains a challenge.			Develop a plan specifically focused on ways of effectively liaising with and influencing transport agencies.		No action to date
	transport network	Transport agencies (TMR, Queensland Rail and Translink) not incentivised to buy into iGO.	Risk		Ensure that the plan includes multiple avenues and contacts to facilitate continuity over the life of iGO and insulate it from management changes within the agencies.		Undertaking Translink and TMR Metro Region co- ordination meetings at the officer level to discuss planning activities four times a year. Continued attendance at the TMR and ICC Senior Managers Meeting
	Property owners	Resistance from residential or commercial property owners who could be impacted by land acquisitions, or from business owners whose car parks may be impacted by iGO's desire for shared parking arrangements.	Risk		Need to get ahead of this issue and proactively manage it. Could actually be a selling point for iGO - increased emphasis on PT and AT reduces the risk of land acquisitions, community disruptions etc.		No action to date
	Road network	Approximately 85% of the road network in Ipswich is council controlled, which should assist with the implementation of road-related iGO initiatives.	Opportunity		n/a		r/a

Risk Register

Category	Sub Category	De tails	Risk / Opportunity	Origional Risk Rating	Suggested responses(s)	2018-2019 Risk Rating	2018-2019 Comments
	Business	Local businesses unlikely to champion or even accept iGO unless they can appreciate the financial benefits to them of transport changes. Also less likely to be supportive if there is a cost to them.	Risk		Within the overall advocacy program, tailor a section to business owners		
	Business	Limited ability of iGO to influence businesses to change core working hours and locations and promoting telecommuting, especially within large organisations that are bound by corporate policies and work practices.	Risk		which focuses on their particular concerns and provides responses.		No action to date
Stakeholder Management	Business	Businesses reluctant to participate in programs to increase uptake of active travel options for commuting, due to costs to the business (e.g., the need to provide end of trip facilities for bike riders or runners).	Risk	Very High	Investigate options to subsidise these costs e.g., retrofitting of older buildings to incorporate end of trip facilities for cyclists, walkers and runners. Promote events such as Ride to Work Day. Highlight economic benefits e.g., reduced need to provide car parking for em ployees. Demonstrate indirect benefits to them e.g., become more attractive as an em ployer, improved health of workforce.	Very High	Council have promoted Ride to Work events
	Develope rs	Developers not supportive of Council efforts to implement TDM measures in greenfield sites (to promote non car based travel behaviours from the outset), as they do not see any direct or immediate commercial benefits for them.	Risk		Establish mechanisms to incentivise developers to accommodate sustainable transport options.		Discussions held as part of the Ipswich Planning Scheme Review
	Education sector	Lack of support from schools for attempts to promote student travel by school bus, public transport or active travel networks.	Risk		Work closely with Qld government (which subsidises school bus services) to address barriers to use.		No action to date
	Visibility of iGO initiatives	If the public doesn't understand that iGO deliverables are linked to population growth rather than time, they may form the view that the plan is not delivering (if population growth slows).	Risk		Ensure that all iGO communications highlight the linking of iGO initiatives to population, not just time.		iGO communications have been linked to population
	Education sector	By the iGO horizon of 435k people, 40% of population will be under 25 years of age. Opportunity to influence large number of total private vehicle trips (and long term travel behaviours) simply by targeting school trips.	Opportunity		n/a		iGO continues to support the Healthy Active School Travel Program. Opportunity to expand program in coming years
	Visibility of iGO initiatives	Getting stakeholder (particularly com munity) buy in can be enhanced by some very visible 'quick wins' to showcase iGO and build goodwill. Examples - upgrades to end of trip facilities, supporting facilities at park and ride sites, providing school travel maps.	Opportunity		n/a		School travel maps are being investigated.
	Stakeholder consultation delays work	Identification, prioritisation and implementation of IGO initiatives are delayed due to the need for extensive stakeholder engagement.	Risk		Ensure that iGO program allows for consultation periods, and includes contingency periods for protracted consultations on controversial projects.		Risk realised as part of the iGO Public Transport Advocacy and Action Plan with the timing of the State elections and consultation complexities with TMR. Additional consultation timing factored into subsequent iGO Network Action Plan development such as the iGO Road Safety Action Plan
	Insufficient political leadership to implement the plan	Leadership either not strong enough to make and back up actions against car travel or not interested anymore (change of leadership).	Risk		Engage with government at all levels – many tentacle approach. Build strong working relationships at departmental levels (which are less likely to be directly impacted by changes in government).		Risk has been realised. Change of Council leadership occurred in 2018-2019 and will occur again in March
Political support	Limited support from state and federal governments	Support and buy in from government is critical, but may be limited due to the strength of the relationship with Council, or a lack of clear avenues to influence decision makers.	Risk	Very High	Pre-empt potential changes in key contacts by engaging with opposition parties as well as government.	Very High	2020. Subsequently, changes to Council's funding priorities have occured and are likely to occur again in the future. In 2019-2020 need to better communicate the benefits and risks in implementing or not
	Political cycles	Agencies such as TMR, QR, Translink very driven by political cycles and therefore have a short run focus.	Risk		Highlight how iGO projects can assist in delivering on common objectives.		implementing iGO to Council senior management to help inform investment decisions and support State
	Waning political support over time	Political support for iGO ebbs and flows over time due to changing governments and priorities.	Risk, Opportunity		Develop and promote the message that iGO will have community wide benefits (take a 'portfolio approach').		government advocacy efforts.
	Unable to attract public funding	Funding requirements are often large and long term, which makes them hard to justify on a short term cost/benefit basis. Therefore, it can be difficult to get buy in from financiers, politicians etc. Fundamental disconnect between the time frame of payback for transport infrastructure projects, and the short term nature of political and business cycles.	Risk		Implement effective measures to coordinate bid preparation – ensure targeting of efforts, consistent messaging, and incorporation of feedback into subsequent funding requests. Highlight interim benefits that can be realised from large scale, long term investment programs.		Advocacy for the Ipswich to Sprignfield Rail Line being further developed and matured. However, yet to be successful in obtaining a funding commitment
		Budget cycles (and therefore political horizon) - annual (if not more frequent).					

Category	Sub Category	Details	Risk / Opportunity	Origional Risk Rating	Suggested responses(s)	2018-2019 Risk Rating	2018-2019 Comments
	Unable to attract public funding	Funding not enough to implement the plan, state and federal financial support is limited or non-existent.	Risk		Highlight how funding of IGO projects can lead to delivery of shared, mutual objectives investigate alternative funding options – private enterprises, transport levies, user pays systems, developer contributions. Review experience of other councils to leverage lessons learnt regarding effective and ineffective funding proposals. If total funding is ultimately inadequate, use a prioritisation process to ensure that whatever funds are received are directed towards initiatives that will do the most to realise IGO's vision.		Currently investigating the ability to use parking revenue towards iGO initiatives in the Ipswich CBD. The iGO Public Transport Advocacy and Action Plan also researched the use of public transport levies by other Oouncils. Suggest becomes a consideration of 2019- 2020 to put forward alternative funding mechanisms and review priority initiatives for implementation.
Funding	Competition from other portfolios	Difficult to attract public funding for transport initiatives due to competing funding claims from other Council portfolios e.g., education, heath, parks services.	Risk	Very High	Identify and emphasise how funding of transport initiatives can assist in realisation of other portfolios' objectives e.g., promote improved physical and mental health.	Very High	Risk has been realised with the investment competition from the Ipswich mall redevelopment and its impact on the 10 year transport infrastructure and investment plan. Very high likihood that transport infrastructure will not be delivered in time to meet the city's planned growth. Suggest becomes a consideration of 2019-2020 to communicate the risks of this approach to Council Senior Management
	Private funding	iGO recognises the need to consider ways of attracting funding from the private sector. However, no actions have been identified. Therefore, unclear how this will be achieved.	Risk		Develop specific action plan for targeting private sector funding.		No action to date
	(over other areas)	May be difficult to attract funding for development of transport infrastructure in an area that, while growing rapidly, does not have the visibility or obvious appeal of tourism areas like the Gold Coast, or major business centres such as Brisbane.	Risk		Need to sell the case for investment in Ipswich vs. other regional centres. What strategic value does it offer the state? How is investment in Ipswich preferable over other regional centres? Highlight key role in logistics, travel routes, tourism opportunities etc. Adopt a cross-council approach and work with other councils and transport		Increased advocacy efforts for the Ipswich to Springfield Rail Line and participation in the SEQ City Deal
	Investment returns	Investment in active travel and public transport infrastructure can be smaller than investment in roads (or still significant but more attractive on a cost/benefit basis), and therefore may be easier to attract funding.	Opportunity		bodies in SEQ to develop jointfunding proposals. Use comparative metrics to assist in supporting the case for funding of non- road related transport initiatives.		No action to date
	Population forecasts	Population fore casts can differ materially across different sources. Land use planning is required to use SEQ population forecasts, which can be more optimistic than those used for infrastructure planning.	Risk		Identify the best means of tracking population growth in real time		
	Population growth varies from fore casts	Population growth not in line with expectations (quantum, timing, age distribution, physical distribution)	Risk		Reconcile differences between various population projections		
Actual population growth rates differ from plan	iGO deliverables do not keep pace with actual population growth	Deliverables are pegged to population size, not years. While this makes sense in that population is a key driver of transport needs, it means that iGO must respond quickly with transport deliverables if population growth is faster than expected. Even with active monitoring, this can be difficult due to the large scale and long lead time of many transport projects. It can be difficult to track population growth in real time, especially when	Risk	High	Develop scenario plans that allow for deviations from official population projections, and identify resulting transport needs	High	Ipswich population was 190,000 in 2016 and has reached just over 220,000 in 2019. This equates to approx. 10,000 additional people per year. The State has also released Shaping SEQ, since iGO release, increasing Ipswich's projected population to 540,000 by 2041.
		growth is rapid.					
	Rapid population growth	Published population data often lags actual growth. Ipswich is forecasted to experience the fastest population growth rate in the SEQ region. How realistic is it that transport targets can be delivered in line with population changes in a period of rapid growth?	Risk				
		IGO recognises the need for both technical Network Action Plans (NAP) (e.g., for parking and freight) and delivery mechanisms (e.g., advocacy, public awareness and promotion, stakeholder engagement). The delivery mechanisms will act as key levers to assist in the achievement of the network action plans and therefore IGO as a whole.			Prioritise the development of specific plans for the identified Delivery Mechanisms e.g., Advocacy, Partnerships, Stakeholder Engagement, Awareness and Promotion.		
		However, there are currently no plans to develop formal plans for each of the delivery mechanisms.			Cross reference these delivery plans with Network Action Plans to ensure that benefits are maximised.		

Category	Sub Category	Details	Risk / Opportunity	Origional Risk Rating	Suggested responses(s)	2018-2019 Risk Rating	2018-2019 Comments
	Sub optimal Delivery Mechanisms	Without such formal plans, these key activities may not happen in a coordinated way. This could result in duplication of effort, missed opportunities and sub optimal outcomes.	Risk, Opportunity		Monitor and report on the Delivery Plans.		No action to date
		Examples include the risk that a single business is approached more than once by different IGO members on different topics, a key section of the community is not targeted, or inconsistent IGO messages are communicated.					
		In particular, stakeholder engagement is key. iGO recognises the vital importance of collaboration and liaison with key transport, traffic and road safety organisations (TMR, police etc.). Although stakeholder management may be addressed in the various (yet to be developed) network action plans, it needs a plan of its own.					
		A number of identified actions are simply 'ongoing' (e.g., working with schools on the Healthy Active School Travel (HAST) program). Without specific checkpoints, measurement of success will be difficult.			Actions documented in the upcoming Network Action Plans need to be SMART (Specific, Measurable, Assignable, Realistic and Time Bound). Where actions are truly 'ongoing' or are to be implemented in stages, incremental monitoring and reporting should be implemented to determine whether or not progress is being made.		Network action plans identify signiture projects and more specific performance indicators to help with each
		Other identified initiatives have very long and/or vague time frames. For example, the Freight section notes plans to undertake community awareness campaign regarding the importance of freight to the city's future, but the timeframe is 'within the next 10 years'. It is unclear whether this is likely to occur towards the start or end of this broad timeframe, or following a certain trigger.	Risk		SMART actions should be communicated to key stakeholders so that they aware of the timing of planned initiatives.		plan's 5 year review. Monitoring the performance of iGO and ensuring that the right data is being collected to enable this will be a key focus of the iGO Performance and Data Strategy which is to be developed in 2019-2020.
		While more specific actions will be documented in the Network Action Plans, there is a risk that iGO may lose credibility if narrower and more measureable time frames are not specified.					
Operationalising iGO	iGO oversight	Steering committee to be established but parameters regarding authority, leverage and success criteria are unclear.	Risk	Very High	Key parameters of the iGO steering committee need to be established: c How will success be measured? Numerical KPIs e.g., certain % increase in density of dwellings along identified corridors? c Where success is not so easily quantified, what qualitative measures could be used? c Committee's authority needs to be established and communicated e.g., will it have the power to compel the reassignment of resources to ensure close out of iGO actions?	Very High	No action to date.
	Timing of de liverables / interdependencies	Risk that interdependencies will not be addressed given that the various network action plans are to be developed at different times. For example, significant cost may be incurred to retrofit a bike track in an established area.	Risk		Steering Committee to provide oversight of individual plans and ensure that interdependencies are identified and accommodated.		No action to date
	Delivering on actions by specified points	iGO mentions a 5 year plan out to 2020. However, given that it is already 2017, steps need to be taken in order to avoid the impression of not delivering on plan.	Risk		Review planned timing of identified deliverables and update as required. Identify a reserve list of projects in order to ensure efficient use of resources if scheduled projects are delayed or additional funds are made available.		No action to date
	Meeting PT targets	Certain types of trips are not conducive to PT usage e.g., construction trade trips, shift workers commuting. If these trips make up a significant proportion of the workforce, it may be difficult to meet the ambitious PT patronage targets.	Risk		Need to frame targets in light of current and future workforce characteristics. Restate city wide targets as area specific (e.g., CBD, retail centres, schools) to recognise the different PT demand profiles).		Looking into the feasibility of investing in a multi-modal transport model to assist with PT mode share target allocations
	Adequate level of resources	A certain level of (hum an) resources is necessary for the delivery of iGO, and the implementation of the plan will be impacted if they are not available in a timely manner.	Risk		Give priority to establishment of the iGO steering committee and assign resources to develop the network action plans and delivery plans. Consider partnering with external consultants to develop and im plement specific network plans if internal resources are not available.		Resouces towards iGO planning activities in 2018–2019 were increased, though there are still internal hum an resourcing gaps when it comes to delivering the specific iGO projects
	Project cost estimates are not accurate				Manitor initiativer and conort on coord up, hudget and value for monou of		Risk has been realised. Results in de-scoping to find cost

Risk Register

Category	Sub Category	Details	Risk / Opportunity	Origional Risk Rating	Suggested responses(s)	2018-2019 Risk Rating	2018-2019 Comments
	Poor budget management leads to overspending	Individual initiatives cost more than budgeted.	Risk		monitor initiatives and reportors pend vs. budget and value for money or measures implemented.		savings and project value for money review by I&E Senior Managers
	iGO initiatives do not represent value for money	Individual initiatives do not deliver value for money, which impedes future funding requests	Risk		Poor value for money schemes will be re-considered for inclusion in future programmes.		Project delivery delayed
	Individual initiatives delayed	Delays in delivery of individual projects for any reason (other than funding)	Risk		Implement flexible budgeting program which allows for transfer of funds from one budget to another to ensure that the highest priority projects are completed while staying within the overall budget. Where a scheme experiences delays, explore opportunities to transfer funding to other priority schemes.		No action to date. Suggest consider in 2019-2020
	Logistics	Good opportunity for iGO to assist with promoting Ipswich as a logistics hub; shows businesses that Council is serious in investing in required infrastructure.	Opportunity		Work with Chamber of Commerce and key industry bodies to promoting Ipswich as a logistics hub.		To be undertaken as part of iGO Freight Action Plan in 2019-2020
	Productivity	Reduced congestion on roads means reduced commuting time, which can lead to an increase in work hours and output. Additionally, reduced congestion can address some of the 'first and last mile' issues of freight trips, which in turn promotes efficiency, productivity and profitability.	Opportunity		Continue to identify and promote the benefits of non-vehicle based transport.		Cycle Ipswich website in process of being updated, i&O Brassall Bikeway promotional video in progress, Walk/ Ride to work day events completed
Commercial impacts of iGO	Employment opportunities and attractiveness	Attraction and retention of staff may be assisted by faster and easier commutes, increased transport options, and a sense that businesses are expanding locally. Helps increase lpswich's attractiveness over other employment hubs (including Brisbane) and thus retain valuable human resources.	Opportunity	Moderate	n/a	Moderate	No action to date.
	Business profitability	If iGO actions result in higher parking occupancy rates, this may deter some potential customers from travelling to a business (either due to risk of not getting a park at all, or the higher congestion while trying to find one). Can have negative implications for local businesses.	Risk		Work with Chamber of Commerce and key industry bodies to identify and realise other means of customers accessing local businesses e.g., provide pricing incentives for customers to attend outside of peak periods,		iGO Parking Pricing Strategy in process which considers the Ipswich CBD and Springfield Central
	Business profitability	If Council introduces paid parking in a commercial area, local businesses may suffer and therefore object.	Risk		promote alternate transport options.		
Density of residential	Urban sprawl	Some as pects of iGO may inadvertently promote urban sprawl. Examples include introduction of automated vehicles, expansion of PT network.	Risk		Minimise where possible.		Development contained within the urban footprint
and commercial developments		iGO highlights desire for compact, mixed use developments, close to major PT nodes, strong activity centres, limiting urban sprawl. While benefits of this are clear, is this what the community wants? IGO notes that retrofitting existing suburbs can be challenging as residents like things to remain as they are.	Risk	Moderate	Promote iGO's benefits to community.	Moderate	Opportunities incorporated within the Ipswich Planning Scheme Review currently out for public consultation
	Reduced vehicle emissions	Reduced emissions resulting from a move away from vehicle travel (vehicle volumes, congestion levels).	Opportunity		n/a		No action to date .
Environmental impacts	Increased vehicle emissions	Contra effect – increase in total vehicle kilometres travelled, and congestion, due to: c Avs encouraging more road based travel c Avs making longer trips more viable c Increases in total distances travelled as cars travel empty to pick up passengers c Increases in total distances travelled as cars park outside the CBD c Slower intersection throughput to facilitate passenger comfort	Risk	Moderate	Analysis of automated vehicles needs to be balanced and consideration given to the potential downsides as well as the upsides.	Moderate	iGO Intelligent Transport Systems Strategy has been developed outlining Council's position on automated vehicles and transport technologies.
	Loss or contamination of land as a result of transport projects	Loss or contamination of land as a result of transport projects.			All proposed land acquisitions to include an environmental impact assessment.		Environmental impacts considered as part of each transport project

Category	Sub Category	Details	Risk / Opportunity	Origional Risk Rating	Suggested responses(s)	2018-2019 Risk Rating	2018-2019 Comments
	Limited space	Physical limits on available land.	Risk		Coordinate with planning authorities.		No action to date
Geogra phical constraints	Transport corridors	Preserving transport corridors (land) for future use difficult as land is not within Council's control.	Risk	High	Advocate for preservation of transport corridors with relevant authorities.	Moderate	Land is preserved through the development assessment process and via Council's new hardship policy
	Competing priorities	Need to balance requirements for transport networks with other community facets e.g., heritage, green spaces, protection of habitats and vegetation, signature parks.	Risk		Work with heritage groups, national/state trusts, environmental groups etc.		Transport projects undertake consultation with internal and external stakeholders
	Community cohesion	Reduction of emphasis on major road arterials can encourage local communities to engage with each other e.g., less physical separation, people encouraged to cluster around PT hubs.	Opportunity		Help facilitate realisation of benefits Organise and run community events that celebrate the benefits of increased sense of community Maximise the positive messages from e.g., opening of new active travel facilities or train/bus routes Promote the use of community spaces by walking groups, personal trainers etc. to highlight the visible benefits of iGO		Marketing campaigns have been held to celebrate the opening of new active transport infrastructure and the new Ripley Bus Route
	Social justice	Opportunity for iGO to widen access of community to viable transport options. PT is a lower cost option than having to purchase and run a car.	Opportunity		Address the critical features required for PT uptake - convenience, reliability, safety, pricing.		Advocating to Translink for a 'Whole of Ipswich Bus Network Review' and progressivly upgrading bus stops to be DDA compliant
Social cohesion, community health, culture	So cial justice	IGO recognises the need to provide for residents who do not have access to a car (as opposed to just encouraging those who do to switch to alternative transport options).	Opportunity	Moderate		Moderate	Consideration of 'reliant' users as part of the development of the iGO Public Transport Advocacy and Action Plan
	Accessibility	Use of AT facilities for leisure purposes also removes the need to purchase gym or personal training memberships - therefore exercise opportunities are made available to a greater section of the population.	Opportunity		Promote the AT network as a viable alternative to paid gym memberships. Facilitate awarding of permits to personal trainers etc. wanting to use parks for group sessions.		iGO Brassall bikeway promotional video in progress
	Affordability	Via the above, iGO can contribute to affordable living, not just affordable housing.	Opportunity		Provide circuit training stop points along AT routes to attract users who are not interested in simply running, walking or riding.		
	Physical and mental health	AT and PT promote improvements in physical and mental health, contributing to greater liveability.	Opportunity				
	Cultural preservation	Need to balance transport requirements with the need to protect the heritage, character and lifestyle of the city.	Risk		Work with key community groups to identify and deliver on mutual objectives.		Trans port projects undertake consultation with internal and external stakeholders
	Transport network flexibility and adaptability	Transport technological options and opportunities have changed even in the short time since the development of the iGO. Over the whole lifespan of the iGO, technological advances will be significant, so much so that many outcomes may not even have been considered yet. In this situation, it is difficult to build a transport network that supports current/medium term requirements but also remains flexible enough to accommodate tech advances. iGO needs to consider (or at least remain flexible enough to accommodate) technological advances over its lifespan. Risks:	Risk		Where possible, give consideration to potential technological changes when developing iGO's action and delivery plans. Explicitly consider and allow for the potential downsides of new transport related technologies.		
		 Opportunities may be missed IGO actions will need to be reengineered to accommodate new technologies (e.g., structure of roadways) New supporting infrastructure required e.g., recharging points for electric cars 					iGO Intelligent Transport Systems Strategy has been
Transport related technologies	Timing and leveraging	IGO comes into effect at a time of rapid development of transport related technologies. If IGO can realise their benefits, it has the potential to have a significant positive impact on Ipswich's future transport network.	Opportunity	Moderate		High	developed outlining Council's position on automated whicles and transport technologies. However, Council needs to ensure that there is consistent and reliable funding and resources allocated towards the
	Selection and funding of new technologies	It can be difficult to identify, from the myriad of new technology options available, which will be of most benefit to ipswich. Attracting funding for the development of, or investment in, new technologies can be challenging.	Risk				information of the plan in order to realise the implementation of the plan in order to realise the benefits and manage the risks.
	Safety and legal liability	How will safety and liability matters be addressed (e.g., relating to autonomous or semi-autonomous vehicles)?	Risk				

Category	Sub Category	Details	Risk / Opportunity	Origional Risk Rating	Suggested responses(s)	2018-2019 Risk Rating	2018-2019 Comments
	Remaining relevant for traditional travel preferences	Need to continue to cater for the proportion of the population who will never change from travelling by car/driving themselves (although this will become less of an issue over time if can bring younger drivers on board with new technologies).	Risk				
	Implications for other transport modes	If promote AV's and the like, can have implications for AT, PT, freight, parking etc. that need to be addressed. Examples include: c Interactions of AV's with other vehicles such as trucks c Potentially slower AV speeds c Increased or reduced demand for AT and PT c Location and nature of parking - special parking spaces, recharging facilities	Risk				
	Major planned events	Given the long term nature of iGO, numerous major events are likely to be held in and around Ipswich and SEQ. These include the 2018 Gold Coast Commonwealth Games and (potentially) the Olympic Games in 2028. These and other similar events have the potential to impact iGO. Potential impacts include increased tourism and demand for event related businesses. Effects could be both positive and negative for Ipswich's transport network.	Risk and Opportunity		Work with relevant bodies to ensure that the transport related im pacts of major events are a core factor in consideration of, and planning for, major events.		Input provided into the SEQ People Mass Movement Study which is to inform Brisbane's Olympic Bid
Plan flexibility and resilience	Emergency response and disaster recovery	IGO does not explicitly recognise the need for transport related contingency plans, to be activated in the event of natural disasters or terrorism e.g., roads unusable or barricaded. Although such emergency response plans may be outside of IGO's scope, the transport network is both a potential target and a vital component of any emergency response. As such, IGO needs to be linked in with relevant plans.	Risk	Very High	Ensure that state and SEQ emergency plans are updated as applicable to reflect significant changes to Ipswich's transport network.	Very High	No action to date
	Funding diversion following unplanned natural events	Council and government support for (and funding of) iGO objectives falls as a result of major unplanned natural events e.g., flooding, fires.	Risk		Identify a set of 'core' iGO initiatives that must be delivered as a bare minimum. Obtain government assurances that funding for these initiatives is guaranteed.		No action to date . Suggest becomes a consideration of 2019-2020

Doc ID No: A5609866

ITEM:	7
SUBJECT:	PROPOSED NEW LEASE FOR TELECOMMUNICATIONS PURPOSES TO OPTUS MOBILE PTY LIMITED LOCATED AT 102 CHAMPIONS WAY, WILLOWBANK
AUTHOR:	PROPERTY OFFICER
DATE:	20 JUNE 2019

EXECUTIVE SUMMARY

This is a report concerning a proposal from Optus Mobile Pty Limited (Optus) for a new lease to accommodate the Optus equipment shelter over Council freehold land adjoining the existing Telstra lease area TC located at 102 Champions Way, Willowbank, described as part of Lot 1 on SP308694.

RECOMMENDATION

That the Interim Administrator of Ipswich City Council resolve:

- A. That pursuant to section 236(2) of *the Local Government Regulation 2012* (the Regulation) the exception referred to in section 236(1)(c)(iii) of the Regulation applies to Council on the disposal of the lease interest located at 102 Champions Way, Willowbank and described as part of Lot 1 on SP308694, by way of a new lease arrangement between Council and Optus Mobile Pty Limited for telecommunication purposes on the basis of disposal for the following terms:
 - 1. A lease for a term of 8 years commencing 1 July 2019.
- B. That Council (Interim Administrator of Ipswich City Council) enter into a new lease with Optus Mobile Pty Limited for one equipment shelter for an 8 year term commencing on 1 July 2019 at a commencing annual rent of \$12,000 plus GST with an annual indexation of 2.5%.
- C. That the Chief Executive Officer be authorised to negotiate and finalise the terms of the proposed new lease arrangement as detailed in Recommendations A and B of the report by the Property Officer dated 27 May 2019 and do any other acts necessary to implement Council's decision in accordance with section 13(3) of the *Local Government Act 2009*.

RELATED PARTIES

There are no related parties arising as a direct result of this report

ADVANCE IPSWICH THEME LINKAGE

Managing growth and delivering key infrastructure

PURPOSE OF REPORT/BACKGROUND

Optus is an infrastructure owner and provider to the wireless telecommunications industry and they recently approached Council about leasing land for a telecommunications equipment shelter at Willowbank. Currently, Telstra Corporation Limited (Telstra) has leasehold land for two towers that were originally constructed on freehold land located at 102 Champions Way, Willowbank. The existing lease to Telstra for the towers and equipment shelters are due to expire 30 June 2027.

Optus will co-locate their services on Telstra's existing telecommunication infrastructure through a tenure arrangement with Telstra. Optus have also proposed an additional lease area for one equipment shelter to adjoin the existing Telstra lease area TC to expire 30 June 2027 to align with Telstra's existing lease with Council. Additionally, they advised that they may also require an additional lease area adjoining the existing Telstra lease area TD for an equipment shelter in the future.

Optus proposed a market rental of \$11,000 per annum for the additional equipment shelter lease area adjoining Telstra lease area TC. Council sourced a rental assessment from an independent registered Valuer. The instructions to the Valuer were to provide an assessment for telecommunications proposals in the City of Ipswich with consideration to the remote location of the subject property. The valuation was requested for two possible lease areas of 36 square metres adjoining the existing Telstra lease area TC and the existing Telstra lease area TD. The valuation (see attachment 3) was assessed for the two proposed sites and the valuation amount in the report is an inclusive amount for both sites.

The quantum of the indexation rate has been a strong issue for debate with the various telecommunications providers involved with similar negotiations at other sites across the local government area.

The proposed terms of the Lease for one equipment shelter additional lease area for one equipment shelter to adjoin the existing Telstra lease area TC are as follows:

Term of Lease:	8 years
Commencement Date:	1 July 2019
Expiry Date:	30 June 2027
Option:	Nil
Commencing Rent:	\$12,000.00 (excluding GST) per annum
Fixed Increase Dates:	Annual indexation of 2.5% on each anniversary of the Commencement Date

Section 236(1)(c)(vi) of the *Local Government Regulation 2012* provides an exemption from the requirement to dispose of a lease interest in land other than by tender or auction if the

disposal is for the purpose of a lease for a telecommunications facility. The Council must however decide by resolution that the exemption applies to this category of disposal. Further, the Council may only dispose of a lease interest in land if the consideration for the disposal would be equal to, or more than, the market value of the interest of the land.

FINANCIAL/RESOURCE IMPLICATIONS

Council play an integral role in providing support to telecommunications providers in helping them to deliver their mobile network to the community. The mobile network provides services that are an integral part of daily life to low income, vulnerable and disadvantaged customers.

If Council resolve to enter into this lease arrangement with Optus, Council will receive an income of \$104,833.40 plus GST for the 8 year term.

RISK MANAGEMENT IMPLICATIONS

If the recommendations for the new lease are not resolved, there will be delays in Optus finding an alternative site to provide vital and reliable telecommunications coverage to the area. Council will also lose \$104,833.40 rent revenue over the 8 year term, and the loss of rent for any further terms that would be negotiated.

LEGAL/POLICY BASIS

This report and its recommendations are consistent with the following legislative provisions: Local Government Act 2009 + Local Government Regulation 2012 + Planning Act 2016

COMMUNITY AND OTHER CONSULTATION

The Infrastructure and Environment Department has advised that it has no objections to entering into a new lease with Optus for an equipment shelter over the property.

Council engaged an independent registered valuer to prepare a valuation report to determine an appropriate rent for the subject site for telecommunications purposes for an equipment shelter only. In undertaking the assessment of rent the valuer adopted the market approach. The market approach provides for an indication of value by comparing the subject asset with identical or similar assets for which price information is available.

The content of this report does not require community consultation by Council.

CONCLUSION

It is recommended that Council proceed to enter into a Lease with Optus for an 8 year term over part of 102 Champions Way, Willowbank, described as Lot 1 on SP308694 at a commencing rent of \$12,000 plus GST per annum with a 2.5% annual indexation.

1.	Proposed Lease Area - 102 Champions Way, Willowbank 🕂 🖾
2.	Site Layout Plan - 16-102 Champions Way, Willowbank 🗓 🖾
	CONFIDENTIAL
3.	Valuation Report - Rent Assessment - 102 Champions Way, Willowbank

Kerry Perrett **PROPERTY OFFICER**

I concur with the recommendations contained in this report.

Brett McGrath SENIOR PROPERTY OFFICER

I concur with the recommendations contained in this report.

Andrew Knight GENERAL MANAGER - CORPORATE SERVICES

"Together, we proudly enhance the quality of life for our community"

PROPOSED LEASE AREA

Equipment Shelter 102 Champions Way, Willowbank





ALL FEEDERS ACCESS POINTS ON THE STRUCTURE MUST BE BIRD

6. CABINET SUPPORT FRAME TO BE RAISED TO ROAD LEVEL. REFER TO

7. CUT HOLE SECTION IN THE PLATFORM AS REQUIRED FOR CABLE ENTRY

EXISTING CROSS-

Proposed eJV HF at

Optus RRUs - 18 off

VHA RRUs - 18 off

19.5m with

٨V

AMPIONS

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SITE STRUCTURE CO-ORDINATES (GDA94)

GPS READING ACCURACY: ±10m

CENTRE OF MONOPOLE

-27.69431° (GDA94)

152.65573° (GDA94)

LATITUDE

LONGITUDE

Optus Ae - 3off

VHA Ae- 3 off

OVER WITH CULVERT.

3. FOR EME SIGNS NOTED AS X REFER TO 005486 DOCUMENTS FOR DETAILS. ALL DIMENSIONS ARE IN MILLIMETRES UNLESS OTHERWISE STATED.

PROOFED AS PER EXTERNAL PLANT POLICY 003615. 2. FOR SITE SPECIFIC NOTES REFER TO SHEET S0-2.

PROPOSED TELSTRA LEASE AREA

PROPOSED TELSTRA 3.0m WIDE DOUBLE ACCESS-

GATE TO BE INSTALLED IN PROPOSED FENCE.

PROPOSED ELTEK TYPE T3 ODU CABINET TO -

POWER SPD BOX INSTALLED INSIDE ICS ODU.

CABINET FOR POWER AND ALARM CONNECTION.

PROPOSED TELSTRA ICS ODU CABINET TO HOST-

PROPOSED CABINET SUPPORT FRAME ON RAISED PIER

12.3 WAY SPD BOX, FIBRE PATCH PANEL, FIBRE

PROPOSED TELSTRA U/G FIBRE ROUTE-

FROM TELSTRA SITE 2 (APPROX. 372.0m)

PROPOSED TELSTRA COMPOUND SECURITY

FENCE WITH DOUBLE ACCESS GATES

PROPOSED TELSTRA P5 FIBRE PIT

PROPOSED SIGN TO BE SECURED

PROPERTY DESCRIPTION

LEASE TC ON PART OF LOT 1 ON SP10820

PARISH OF JEEBROPILLY

COUNTY OF CHURCHILL

1.5m AGL TO MONOPOLE USING #6 STAINI ESS STEEL STRAPS

TRAY AND MTX EQUIPMENT.

FOOTING, REFER TO NOTE 6.

(INDICATIVE ONLY).

PROPOSED PVC P50 CONDUITS (2 OFF) IN-

BETWEEN EATON TYPE T3 AND ICS ODU

PROPOSED TELSTRA U/G CONSUMER MAINS TO PRIVATE -

SHEET T8 FOR DETAILS.

INTO ODU PLINTH

POWER POLE (INDICATIVE ONLY).

NOTES :

4

TN

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В

С

D

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F



2019-04-26 B8179 Willowbank DSL RLMs Rev2

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500

1500

SCALE 1:100

DATE

COMPLIANCE BOX

COMPLETED AS PER DESIGN

visionstream

ALTERATIONS IN RED

NAME (PRINT)

SIGNATURE

2000







Doc ID No: A5617517

ITEM:

SUBJECT: ACQUISITION OF LAND FOR BRASSALL BIKEWAY STAGE 5 PROJECT

AUTHOR: PROPERTY OFFICER

DATE: 25 JUNE 2019

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EXECUTIVE SUMMARY

This is a report concerning the acquisition of land for road purposes for the Brassall Bikeway Stage 5 Project. (The Project).

RECOMMENDATION

- A. That the Interim Administrator of Ipswich City Council resolve:
- A. That Council (Interim Administrator of Ipswich City Council) having duly considered this report dated 25 June 2019, be of the opinion that the following property (shown in Attachment 1) ('the land') be required for acquisition for road purposes:
 - B. Part of Lot 405 on Crown plan CC1710, 112-136 Keswick Road, Karrabin
- B. That Council (Interim Administrator of Ipswich City Council) exercise its power as a "constructing authority" under the Acquisition of Land Act 1967 and acquire the land, (as described in Recommendation A of this report dated 25 June 2019) for road purposes.
- C. That the Chief Executive Officer be authorised to negotiate compensation and perform any other matters, arising out of the *Acquisition of Land Act 1967* or otherwise, and to do any other acts necessary to implement Council's decision to acquire this land in accordance with section 13(3) of the *Local Government Act 2019.*

RELATED PARTIES

There are no related parties arising as a direct result of this report.

ADVANCE IPSWICH THEME LINKAGE

Managing growth and delivering key infrastructure

The proposed works for the Project will facilitate the construction of shared pathway from Keswick Road to Diamantina Boulevard, Karrabin. Construction is programmed to commence in early 2020.

The works will involve the installation of a shared pedestrian/cycle bridge across Ironpot Creek and abutment works, a new 2.5m concrete wide shared pathway, associated minor retaining walls, road and kerb and channel works.

To facilitate the construction of the shared pathway and associated bridge within the road reserve, it has been identified an acquisition of land is required to accommodate the required abutment and pathway works for the construction of the bridge across Ironpot Creek. The acquisition of land and change to road reserve will also ensure ease of future access to inspect and maintain the bridge and abutments.

To facilitate the required abutment and pathway works for the construction of the bridge across Ironpot Creek, an acquisition is required over the following property:

• Part of Lot 45 on Crown Plan CC1710, 112-136 Keswick Road, Karrabin

FINANCIAL/RESOURCE IMPLICATIONS

Expenses relating to the resumption of land by agreement will form part of the project budget from the Capital Project Funding for 2018-2019 and 2019-2020 budget. External funding for the project has also been granted from Transport and Main Roads for \$700,000 from the Cycle Network Local government Grants Program 2018-2019.

If an agreement cannot be reached with the property owner and the property is resumed by Gazettal Notice, expenses relating to Land Court proceedings will also form part of the project budget.

RISK MANAGEMENT IMPLICATIONS

The risk of not resolving to acquire the land will create a risk that the proposed bridge and associate abutments will not be able to be constructed to accommodate the shared pathway, and if the proposed bridge is constructed, abutments and pathway works will be constructed within private property which will create a liability risk to the existing property owner and Council should an event occur. The alignment of the bridge also takes into account future plans to seal Keswick Road and the construction of a vehicle bridge across Ironpot Creek within current road reserve. An aerial sewer line is currently in place to the south of the road reserve which restricts any works past the southern road reserve alignment.

LEGAL/POLICY BASIS

This report and its recommendations are consistent with the following legislative provisions: Local Government Act 2009 + Acquisition of Land Act 1967

COMMUNITY AND OTHER CONSULTATION

The property owner was consulted on the acquisition of the land for road purposes. A meeting was held with the owner discussing the proposed shared pathway alignment and associated works including bridge construction, abutments and pathway. Consultation with the property owner has thus far been very positive and they have been receptive to Council's project and its requirement for the acquisition of part of their land. Compensation is to be determined by a market valuation and negotiations with the property owner will occur in due course.

CONCLUSION

It is recommended that Council proceed with the compulsory acquisition of land over the following property as a "constructing authority" under the Acquisition of Land Act:

• Part of Lot 45 on Crown Plan CC1710, 112-136 Keswick Road, Karrabin

In the first instance, Council will make all reasonable attempts to negotiate by agreement with the property owner(s) when issuing the notice of intention to resume (NIR). Therefore, Council will seek to compulsory acquire by way of resumption agreement with the property owner(s), however if this is unsuccessful, Council will exercise its power under the ALA and make application to the relevant Minister for the land to be taken.

ATTACHMENTS AND CONFIDENTIAL BACKGROUND PAPERS

1.	Acquisition Plan - Part of 112-136 Keswick Road, Karrabin 🕂 🖾
	CONFIDENTIAL
2.	Fact Sheet - Brassall Bikeway Stage 5

Kerry Perrett PROPERTY OFFICER

I concur with the recommendations contained in this report.

Brett McGrath SENIOR PROPERTY OFFICER

I concur with the recommendations contained in this report.

Andrew Knight GENERAL MANAGER - CORPORATE SERVICES

"Together, we proudly enhance the quality of life for our community"

