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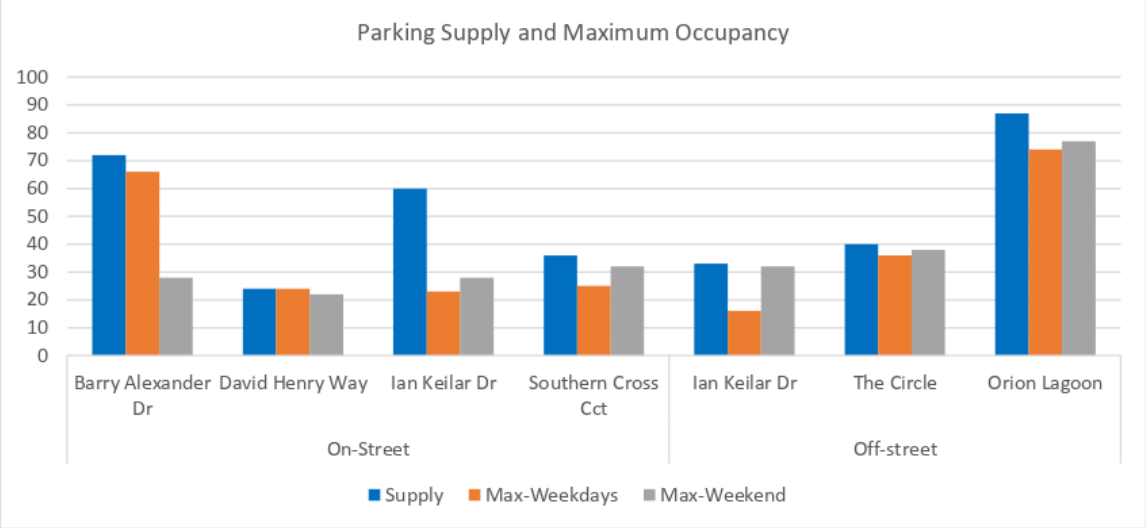
3.2 Springfield Town Centre

This section reviews and analyses the parking demand in the Springfield Town Centre. Figure 3-7 presents the parking demand experienced across the centre for both weekdays and weekends. It is also noted that the parking demand varies significantly across each location due to different land use types and likely trip generators. Table 3-2 overleaf summarises the occupancy data for the Springfield Town Centre.

Figure 3-7: Springfield Town Centre – Parking Supply and Average Occupancy (All Surveyed Days)



The analysis of the Springfield Town Centre parking occupancy data indicates that the average occupancy of parking during weekdays and weekends share some similarities, with parking supply comfortably meeting demand during weekdays at Ian Keilar Dr and Southern Cross Cct.

Barry Alexander Drive having lower occupancy on weekends and, conversely, parking on Ian Keilar Drive (off-street) parking showing higher occupancy on weekend as compared to weekdays.

Additionally, the spatial distribution of parking supply and average occupancy volumes for each surveyed day has been mapped and is presented in Figure 3-8 overleaf. It confirms that across the study area, parking supply is excessively high against existing demands and that at any given time, motorists will not be inconvenienced when searching for available parking. This is particularly the case at Orion Lagoon, Barry Alexander Dr and Ian Keilar Dr.

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City of Ipswich Parking Pricing Strategy

Final Report

Prepared for: Ipswich City Council

Prepared by: MRCagney Pty Ltd, Brisbane, Australia

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Executive Summary

The City of Ipswich Parking Pricing Strategy has been prepared to provide guidance for decision-making on parking management in the City of Ipswich, including the management of time restrictions and priced parking in the Ipswich City Centre and Springfield Town Centre.

The strategy establishes a strategic direction for Ipswich City Council ('Council') to adopt in its approach to managing parking which will allow consistent and uniform responses to priced parking implementation and management of time restrictions in each centre.

The strategy provides direction for parking management that is consistent with working towards Council's long-term strategic goals by aligning parking objectives with established policy for sustainable transport, as outlined in Council's transport strategy iGO. In developing this strategy, MRCagney has:

- Undertaken a review of existing Council policy documents relevant to the Ipswich City Centre and Springfield Town Centre including plans and strategies for car parking, transport and land use, including the Council-wide transport strategy, iGO;
- Attended meetings and workshops with Council officers;
- Undertaken an assessment of the parking environments in both the Ipswich City Centre and Springfield Town Centre, including analysis of parking demand, review of parking inventory and assessment of operational parking controls;
- Undertaken a review of best practice case studies for parking management regimes used in other council jurisdictions to understand successful approaches to on-street parking management, parking technology and parking revenue distribution;
- Developed parking objectives that align with Council's established goals for sustainable transport and active and vibrant activity centres;
- Developed a Priced Parking Framework to guide systematic and consistent decision-making for the implementation of priced parking and the adjustment of existing parking controls in the Ipswich City Centre and Springfield Town Centre; and
- Developed a suite of recommendations to improve parking management outcomes for the centre of Ipswich and Springfield.

Assessment of the parking environments in the Ipswich City Centre and Springfield Town Centre has provided information about the level of demand for parking spaces currently experienced in each respective centre. This process has highlighted the level of parking supply relative to existing parking demands experienced in each centre and helped inform development of appropriate recommendations which are expected to improve parking management practices for Council.

This strategy identifies a total of seven (7) broad recommendations which have been designed to assist Council with managing priced parking the Ipswich City Centre and the Springfield Town Centre and the application of supporting parking management tools. The recommendations are intended to assist Ipswich City Council with working towards achieving its long-term objectives for transport which includes a shift to sustainable modes of transport. The recommendations are listed as follows:

1. **Adopt City of Ipswich Parking Management Framework**
   Application of a framework for priced parking allows Council to respond to different parking contexts in a systematic and consistent manner in both centres. It is recommended that Council apply the framework when considering expanding parking regimes or introducing priced parking in the Ipswich City Centre and the Springfield Town Centre. The framework allows for uniform decision-making where reformed parking management may be necessary and seeks to provide guidance on:

- **Triggers** – Occupancy-based triggers have been developed to ensure that appropriate parking management actions can be implemented to respond to different parking environments. There are three different occupancy ranges (parking demand) that are intended to provide a trigger for actioning the appropriate parking management intervention (introduction of priced parking or adjustment of existing controls).
- **Parking demand/alternative uses** – Where parking facilities are poorly utilised (below 65% peak period occupancy), Council can consider re-developing under-performing off-street parking or repurposing on-street parking to more active uses (expanded footpaths, public realm investments or improved bicycle facilities).

Council will be preparing a guideline to assist with the implementation of Parking Management Framework.

2. **Fee structures**
   The current structure for priced parking within the City of Ipswich is considered to be generally appropriate, particularly considering the relatively moderate levels of overall parking demand observed and analysed previously. Modification of the current pricing structure in the immediate short-term would likely have greater dis-benefits (i.e. confusion over parking prices / application) than any potential benefits, particularly considering current parking demands, and is therefore not recommended at this time.

3. **Price Adjustments**
   To affect parking demand changes of 10-15%, it is recommended to adopt pricing changes of 15-25%, as a conservative approach, until the relationship between parking demand and pricing within the City of Ipswich context is better established. Parking price adjustments (where appropriate) should be trialled, with parking surveys before, during and after to understand the impacts of any changes.

4. **Parking revenue distribution**
   It is recommended that Council use revenue accrued through its parking meters to invest in facilities and programmes to encourage a shift to sustainable modes of transport. This may include the expansion of Council's existing on and off-street cycling network, streetscape improvement works in each centre and behavioural change programmes and incentives for residents to shift to walking, cycling or public transport.

5. **Periodically review data**
   It is recommended that the parking demand in each centre is reviewed at least every 12 months to support application of Council's priced parking framework. Surveys may be carried out at more regular intervals (3-6 months) if there is evidence that parking demands are changing rapidly. The use of internal Council resources is encouraged to conduct 'observational surveys' prior to procurement of formal surveys. Where changes to parking management are being contemplated, particularly for implementation, expansion or adjustment of priced parking, formal surveys before and after implementation are recommended.

6. **Enforcement**
   Effective enforcement is a necessary complement for effective parking controls. It is recommended that enforcement practices continue in accordance with the newly adopted approach outlined herein.

7. **Parking technology**
   Emerging improvements for parking management systems supported by advances in available technology and, as identified in the iGO *Intelligent Transport Systems Strategy* should be investigated.

1 Introduction

1.1 Purpose

Car parking is an important component of Ipswich's transport system with travel by car the dominant mode of travel used by Ipswich residents. For every trip that begins in a car, a car space must become available at its final destination. Car parking policy can be a valuable tool in influencing transport outcomes and people's transport choices and play an important role in shaping a vibrant, welcoming and successful urban centre.

Ipswich City Council is actively involved in parking through its roles in:

- Managing public on- and off-street parking facilities through setting time limits, pricing and accompanying enforcement of parking controls;
- Providing parking spaces as part of the street network and with dedicated off-street facilities at activity centres and as part of Council-managed community facilities;
- Regulating minimum on-site parking requirements for development; and
- Influencing and advocating other organisations involved in the provision of parking such as shopping centres and state government agencies that provide parking at locations such as railway stations.

The Parking Pricing Strategy has been prepared to assist Council with decision-making relating to priced parking implementation in the Ipswich City Centre and Springfield Town Centre.

The purpose of this Strategy is to establish a strategic direction that guides a consistent and effective approach for parking management, including the application of parking tools (priced parking and time restrictions) for Council-owned on- and off-street parking. The strategy is designed to work towards achieving Council's guiding principles and objectives for transport and implementing key initiatives for car parking outlined in the City of Ipswich Transport Plan (branded as 'iGO').

1.2 Scope

The strategy provides direction for parking management that is consistent with working towards Council's broader aspirations for the municipality by aligning parking objectives with established policy for sustainable transport, as outlined in iGO.

Underpinning this strategy is preparation of a framework which is intended to guide decision-making to support consistent parking outcomes in both centres. The framework allows Council to respond to different parking issues in each centre by considering the application of appropriate actions to support consistent and effective parking management.

Preparation of the strategy has involved a review of strategic policy documents for transport and land use in the municipality as well as a review of parking occupancy, time restrictions and parking revenue in each centre.

This strategy is linked to Council's broader objectives for sustainable transport and acknowledges the role that strong and robust parking management can have on economic and social outcomes for the City of Ipswich.

This strategy is structured as follows:

1. **Introduction** – purpose, scope and approach of the strategy;
2. **Background** – reviews Council's existing policies for transport and provides information about the importance of parking management for the City of Ipswich;
3. **Current parking scenario** – reviews parking demand and time restrictions in each centre;
4. **Successful approaches to car parking in activity centres** – provides information and guidance regarding the role of priced parking and the importance of effective parking management (including pricing) in centres;
5. **Framework for priced parking** – develops a set of objectives to provide a working 'definition of success' for parking management outcomes as well as a framework to guide decision-making for priced parking;
6. **Implementing priced parking** – provides guidance for implementing priced parking;
7. **Distributing funds from priced parking** – provides examples of how authorities divert funding from parking to sustainable transport initiatives; and
8. **Recommendations for parking management** – provides a summary of the recommendations detailed in this strategy.

2 Background

2.1 Context

The City of Ipswich is a Local Government Area (LGA) located west of the Brisbane metropolitan area. The current population is approximately 215,000 which is set to grow to around 435,000 by 2031 and 520,000 by 2041. As significant growth is expected within the LGA, planning for the various aspects of transport (including parking policies) for residents and workers is key to being able to balance users' demand with available resources.

The City of Ipswich Transport Plan, branded as 'iGO', is outlined below, and provides strategic guidance on how Council will look to manage the transport task within existing and emerging areas.

2.2 iGO

iGO is Ipswich City Council's existing policy for transport. It outlines Council's aspirations to advance the city's transport network to accommodate a future population of 435,000 people by shifting trips to more sustainable modes of transport.

With forecasted population growth in the City of Ipswich, iGO is an important policy document that focusses on integrating land use with transport to advance the transport system and foster the development of strong, compact and connected mixed-use activity centres and complete communities.

Car parking has been recognised as a critical element of the transport system requiring careful management, particularly in regard to how Council provides and manages on-street and off-street car parking in its activity centres. The strategy recognises that effective car parking policy can improve streetscape amenity, support sustainable modes of transport and reduce issues arising from traffic congestion and car dependency, which will be important considerations as the city undergoes future growth.

The plan articulates how Council must take a more strategic approach to the provision and management of car parking, particularly in the Ipswich City Centre and Springfield Town Centre, to support Council's long-term strategic objectives.

2.3 Importance of parking management

Car parking is one of the biggest challenges facing local governments like the Ipswich City Council, as the impacts of population growth, increased traffic and congestion, and the associated demands on transport infrastructure (including parking) can often require significant attention, resources and investment.

Council provides more than 3,500 car parking spaces in the Ipswich City Centre, which includes both on-street and off-street spaces. Of these car parking spaces, approximately 710 spaces are subject to priced parking enforcement while the remaining are understood to be both unrestricted and managed using time restrictions.

Council's existing transport policy recognises that individual travel trends will need to change in the future to accommodate population growth. Transitioning the transport network (including pedestrian movements) from one that is predominantly car oriented to one that is more sustainable, will be critical to ensure liveability can be enhanced in the future.

Currently, around 85% of all trips in the City of Ipswich are made by private vehicles and household car ownership rates are understood to be increasing. This reliance on the car, particularly for short trips and journeys to work and education, will have serious implications for traffic congestion, parking demand, economic development, the environment, safety and public health.

A successful Parking Pricing Strategy will ensure a consistent and logical approach in managing priced parking within the City of Ipswich, which is one of many elements that will address some of these existing and future transport challenges and assist in nurturing vibrancy, activity and prosperity for the Ipswich City Centre and Springfield Town Centre.

3 Current parking scenario

This section provides information about the existing car parking environment in both Ipswich and Springfield centres and presents a summary of existing parking demands. A plan outlining the parking locations and a detailed review of time restrictions has also been undertaken, with the findings and recommendations for minor changes provided in Appendix A of this report.

The existing parking scenario analysis was carried out using surveyed data for parking occupancy and parking meter data. The data was obtained for Saturday (27 October 2018), Tuesday (30 October 2018) and Thursday (1 November 2018), and to understand parking demand experienced in each centre on both weekdays and weekends. The surveys were conducted for both the Ipswich City Centre and the Springfield Town Centre areas on concurrent days.

For the Ipswich City Centre area, parking demand data has been categorised using the same parking precincts as defined with iGO to ensure consistency across both documents.

3.1 Ipswich City Centre

The surveyed occupancy data for Ipswich City Centre was summarised by calculating the average parking occupancy for Tuesday, Thursday and Saturday survey periods. The average occupancy per day was compared with the supply volume (by precinct) is demonstrated in Figure 3-1 (and Table 3-1 overleaf) which considered both on-street and off-street parking spaces managed by Council.

Figure 3-1: Ipswich City Centre - Average Parking Occupancy (Tuesday, Thursday and Saturday)

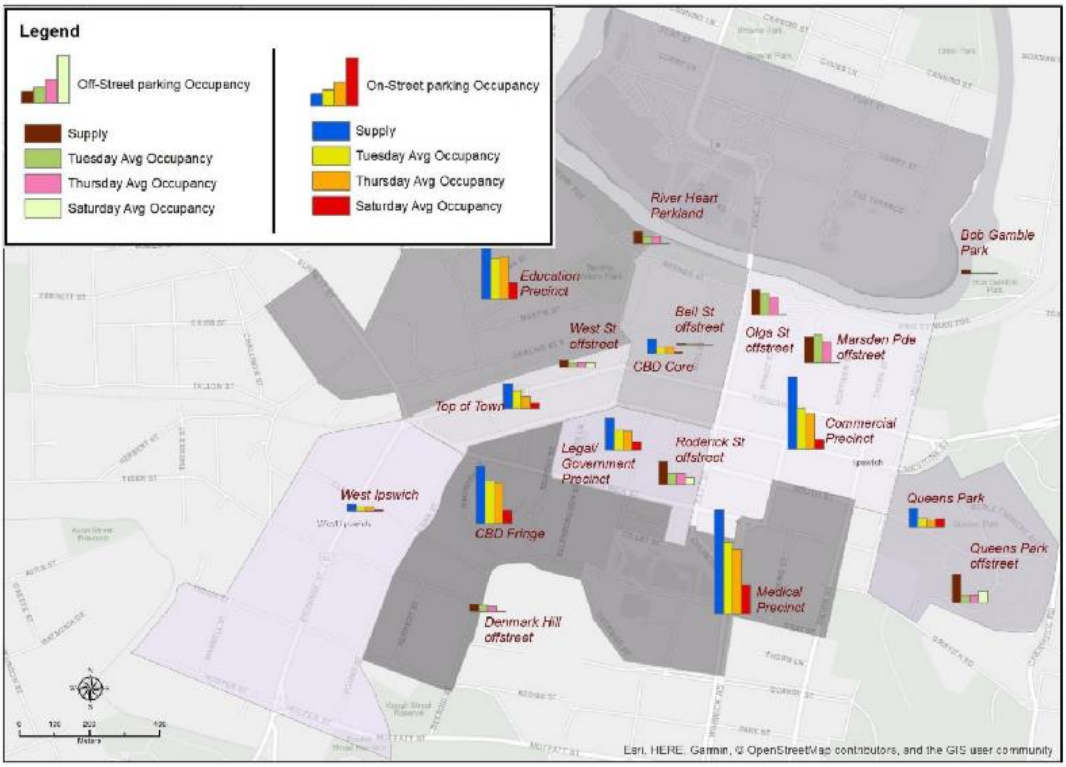


Table 3-1: Ipswich City Centre – Summary of Occupancy Data

Type	Name		Saturday		Tuesday		Thursday	
		Supply	Avg	Max	Avg	Max	Avg	Max
		Occupancy Volume						
On-street	CBD CORE	96	11	20	45	59	47	69
On-street	CBD FRINGE	383	89	115	281	344	268	339
On-street	COMMERCIAL	475	62	90	267	325	234	302
On-street	EDUCATION	495	110	138	267	355	282	372
On-street	LEGAL & GOVT	212	54	92	134	169	126	184
On-street	MEDICAL	684	191	241	469	562	423	530
On-street	QUEENS PARK	121	53	77	56	92	43	84
On-street	TOP OF TOWN	162	36	49	113	128	77	100
On-street	WEST IPSWICH	41	8	13	30	37	27	39
Off-street	Bell St off-street	14	3	7	8	11	8	12
Off-street	Bob Gamble Park	24	4	10	3	5	2	8
Off-street	Denmark Hill off-street	50	4	5	42	49	37	50
Off-street	Marsden Parade off-street	173	2	3	184	213	141	198
Off-street	Olga St	165	4	6	145	164	120	163
Off-street	Queens Park off-street	191	77	121	46	69	47	94
Off-street	River Heart Parkland	82	5	8	47	57	46	69
Off-street	Roderick St off-street	154	48	89	75	104	72	124
Off-street	West St off-street	50	32	43	30	41	31	51
		Occupancy Percentage (%)						
On-street	CBD CORE	96	12%	21%	47%	61%	49%	72%
On-street	CBD FRINGE	383	23%	30%	73%	90%	70%	89%
On-street	COMMERCIAL	475	13%	19%	56%	68%	49%	64%
On-street	EDUCATION	495	22%	28%	54%	72%	57%	75%
On-street	LEGAL & GOVT	212	25%	43%	63%	80%	59%	87%
On-street	MEDICAL	684	28%	35%	68%	82%	62%	77%
On-street	QUEENS PARK	121	44%	64%	46%	76%	36%	69%
On-street	TOP OF TOWN	162	22%	30%	69%	79%	47%	62%
On-street	WEST IPSWICH	41	20%	32%	72%	90%	66%	95%
Off-street	Bell St off-street	14	23%	50%	57%	79%	57%	86%
Off-street	Bob Gamble Park	24	17%	42%	13%	21%	9%	33%
Off-street	Denmark Hill off-street	50	8%	10%	83%	98%	73%	100%
Off-street	Marsden Parade off-street	173	1%	2%	106%	123%	81%	114%
Off-street	Olga St	165	2%	4%	88%	99%	73%	99%
Off-street	Queens Park off-street	191	40%	63%	24%	36%	24%	49%
Off-street	River Heart Parkland	82	6%	10%	58%	70%	56%	84%
Off-street	Roderick St off-street	154	31%	58%	49%	68%	47%	81%
Off-street	West St off-street	50	64%	86%	59%	82%	63%	102%

Table 3-1 provides a summary of parking demand across each parking precinct in the Ipswich City Centre. The highest number of unoccupied on-street parking was found in the Commercial, Education and Medical precincts which suggests that existing car parking supply in these locations is generally under-utilised.

The occupancy data analysis reveals that there is a significant imbalance between parking supply and parking demand across each defined precinct with parking supply comfortably satisfying existing parking demands. While there may be localised areas that have higher parking demand, or limited parking supply, overall parking occupancies across the precincts are relatively moderate.

Detailed comparisons between parking supply and demand, segregated into maximum and average parking occupancy for each surveyed day has been undertaken to illustrate the parking demand across different locations, as shown in Figure 3-2 and Figure 3-3.

Figure 3-2: Ipswich City Centre – On-Street Parking Supply and Occupancy

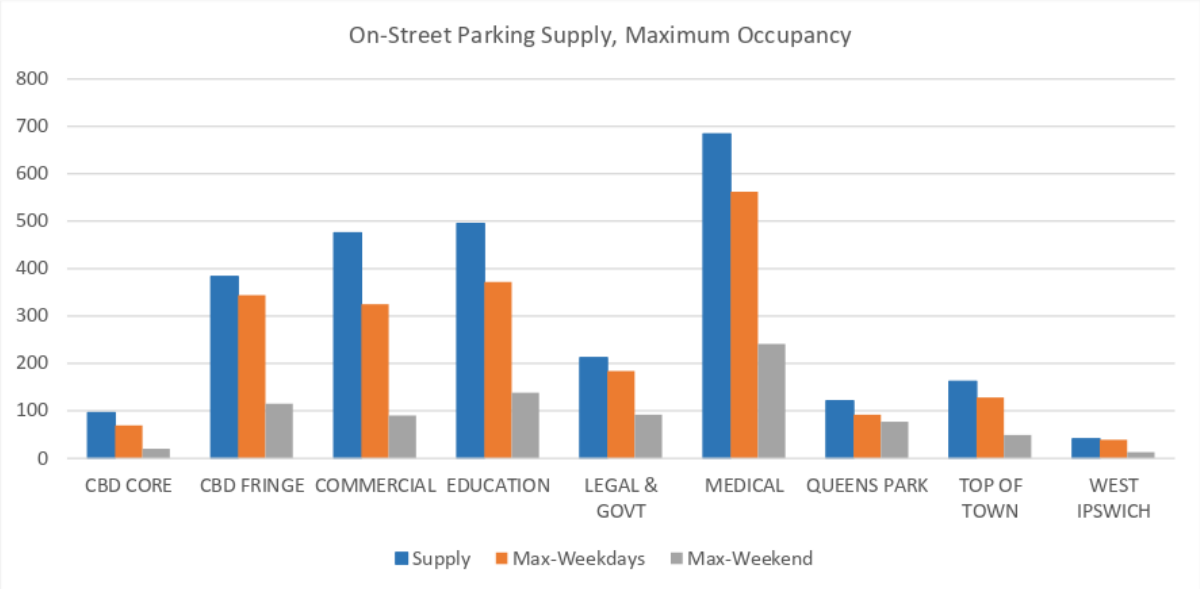
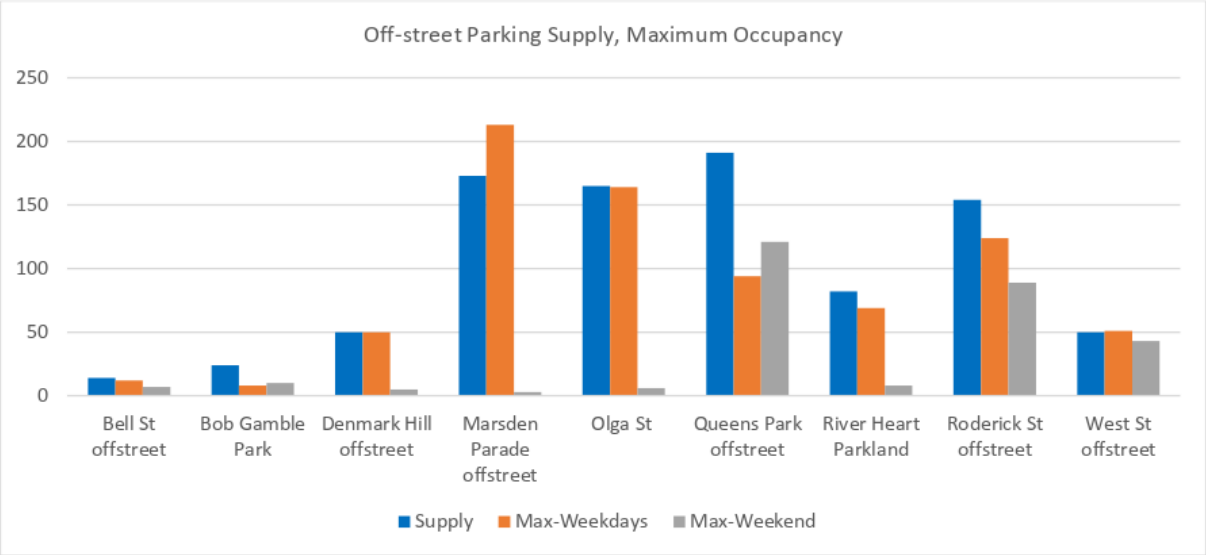


Figure 3-3: Ipswich City Centre – Off-Street Parking Supply and Occupancy



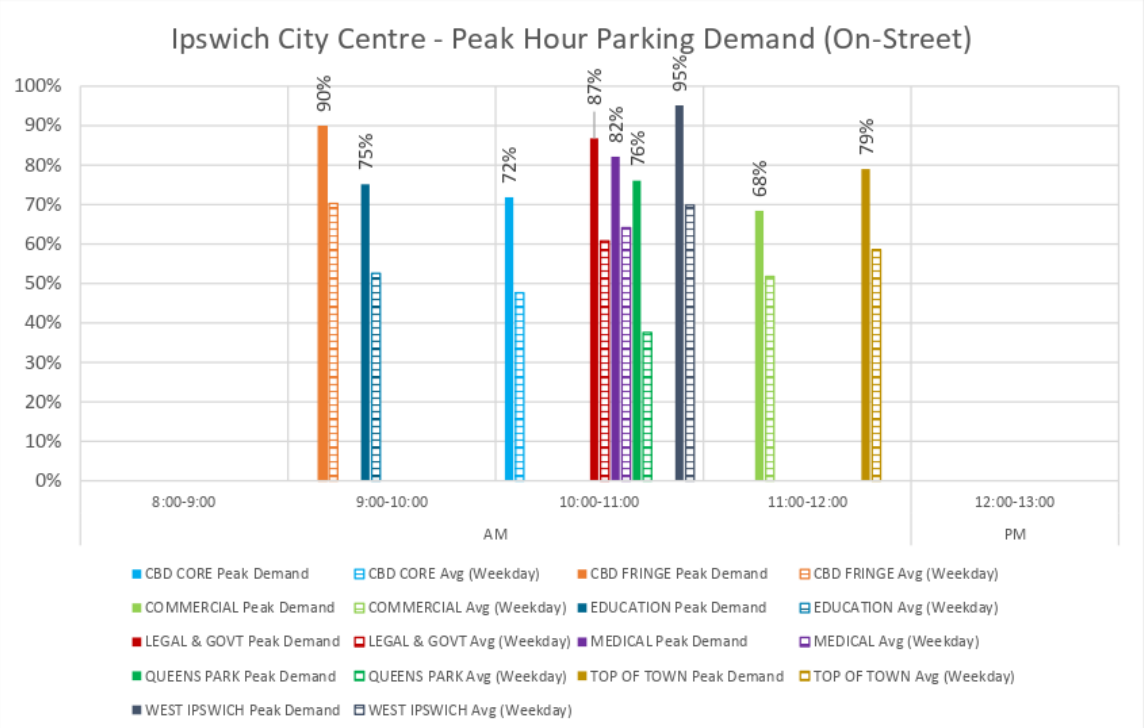
Overall, it can be seen that parking demand is higher on weekdays (Tuesday and Thursday) compared to weekends (Saturday) which can be attributed to employee parking, and off-street parking is favoured over on-street due to the longer-term parking controls satisfying the needs of commuters and employees in the Ipswich City Centre.

Higher parking demand during weekdays is not uncommon for key activity centres like Ipswich City Centre given the key land uses and users which traditionally generate significantly higher weekday demands.

The analysis of parking demand has also identified peak parking demand experienced in the Ipswich City Centre. The identified peak parking occupancy duration shows how different land use types attract variations in peak parking demand throughout the day. For estimating the peak parking demand, the highest percentage of occupancy volumes were used to identify the peak hour.

Figure 3-4 shows the peak parking demand for a range of land-uses in Ipswich City Centre for on-street parking.

Figure 3-4: Ipswich City Centre – Peak Parking Demand (On-Street)



Notes:

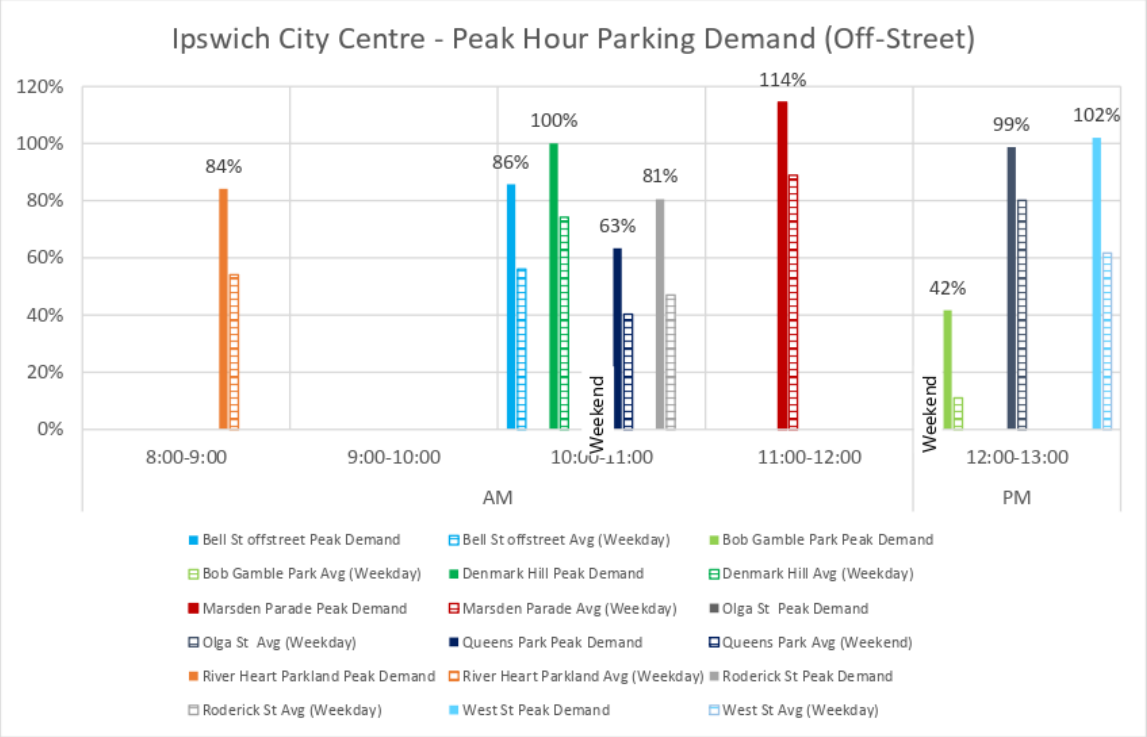
On-street peak parking demand for all precincts lies in AM of weekdays from 9:00 to 12:00 AM.

No peak demand for PM hour is observed.

The West Ipswich peak parking occupancy is not representative of the entire precinct as only a limited number of streets were surveyed.

Figure 3-5 overleaf shows the off-street parking demand in peak hours.

Figure 3-5: Ipswich City Centre – Peak Parking Demand (Off-Street)



Notes:

Off-street peak parking demand lies both in AM and PM hours of weekdays and weekends from 8:00 AM to 13:00 PM.

No peak demand in rest of the PM hours is observed.

The weekend peak demand was observed for Queens Park and Bob Gamble Park only.

The off-street parking demands indicate a relatively high peak utilisation across the various locations, however, average parking occupancy across the day (typically weekday) was significantly lower. It is noted that the Marsden Parade off-street parking area experienced peak parking demand beyond the formal parking supply on both surveyed weekdays and has an average (weekday) parking occupancy approaching 90% of the supply.

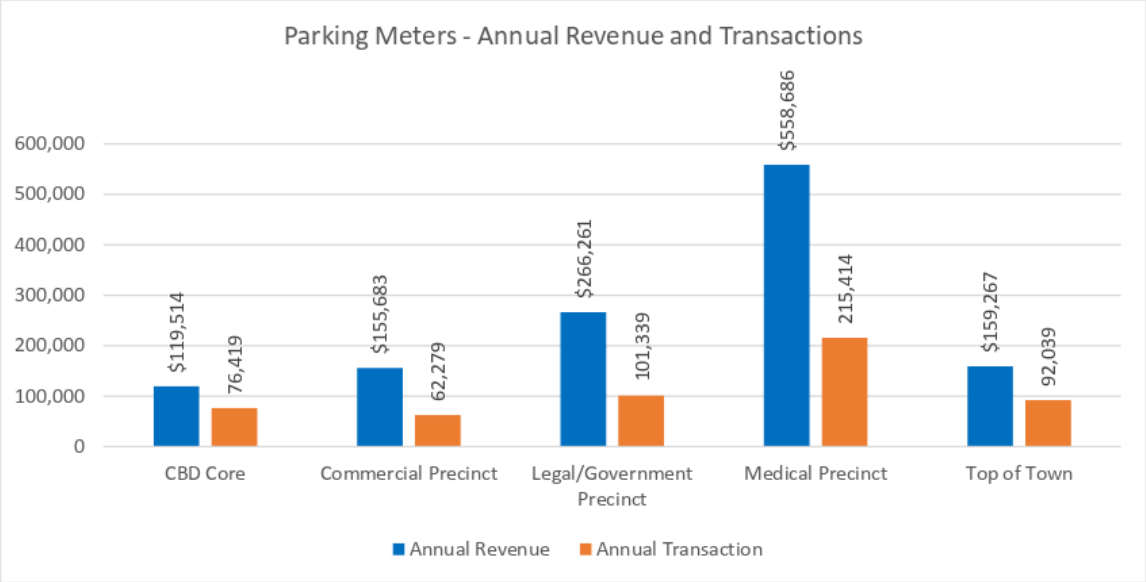
Similarly, the Olga Street off-street carpark parking demand peaks at almost 100% of capacity, with an average occupancy of approximately 80% during the weekdays. While the Denmark Hill and West Street off-street carparks have peak occupancies of approximately 100%, the average occupancy is significantly lower, and the overall size of the parking supply is relatively small.

3.1.1 Ipswich City Centre parking revenue

In addition to the parking occupancy analysis undertaken in this section, further analysis has been carried out to compare the annual transactions and monetary amount generated by each precinct in Ipswich City Centre. A summary of the parking revenue generated within each parking precinct of the Ipswich City Centre study area is provided in Figure 3-6, with a total of approximately $1.29 million collected overall within the City of Ipswich in the 2018 calendar year.

The parking precinct that saw the highest amount of parking revenue raised was the Medical precinct which raised approximately $558,000. This is not uncommon because hospitals are unique parking demand generators due to the need for access by private vehicle for patients, staff and visitors. Furthermore, Figure 3-6 suggests that, as a proportion of annual revenue, there aren't as many transactions when compared to other parking locations because hospitals traditionally attract longer term demands.

Figure 3-6: Ipswich City Centre – Parking Meter Transactions and Revenue by Parking Precinct (2018)



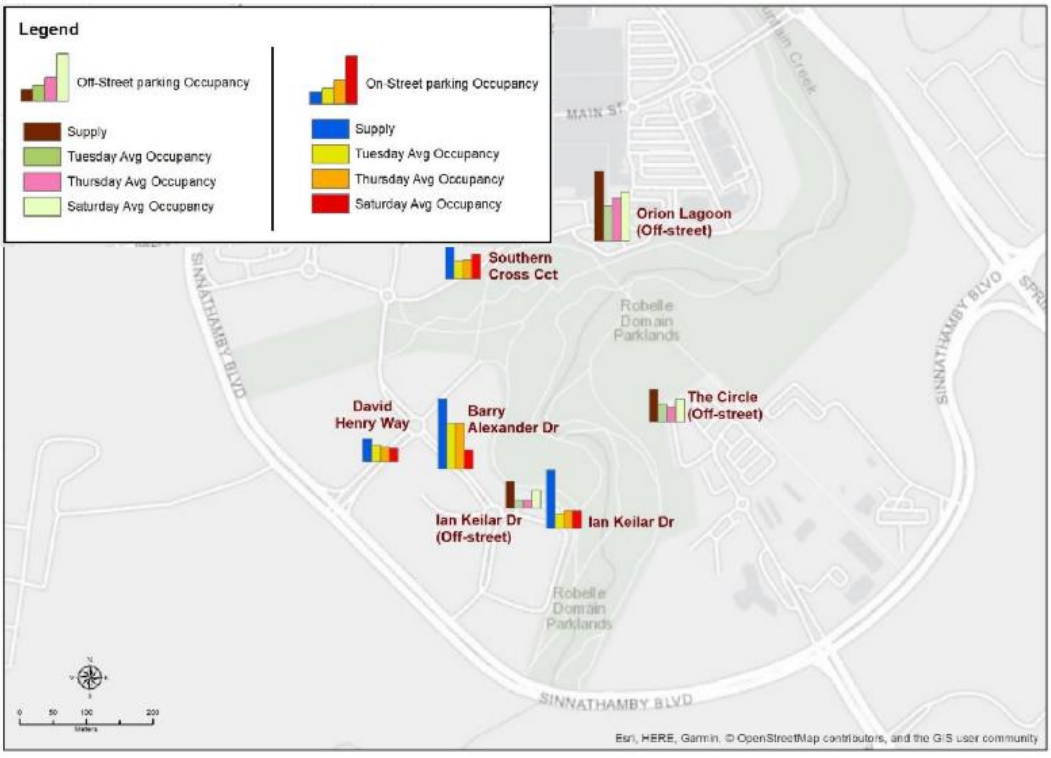
Examining the number of priced parking transactions in comparison to the overall parking supply, it was noted that the CBD Core, Legal / Government and Top of Town Precincts had, on average three (3) transactions per day, while the Medical Precinct had just over two (2) transactions per day on average and the Commercial parking precinct had just under one (1) transaction per day on average. In terms of the parking meter revenue generated, it is noted from Figure 3-6, that the average revenue per transaction for the Medical, Legal/Government and Commercial Precincts ranged between $2.49 and $2.62, and were relatively higher than the other precincts (i.e. CBD Core and Top of Town) which were between $1.56 and $1.73 (respectively).

It is also to be noted that costs are incurred for operating the existing priced parking systems as well as maintenance / upgrading of equipment. Current annual costs for operation of the existing priced parking systems (primarily the current parking meters within the City of Ipswich) are noted as approximately $350,000 per annum (p.a.) which covers hosting, maintenance and transaction costs. In addition to the on-going operational costs, infrastructure upgrades occur approximately every five years, which are equivalent to an annual cost of approximately $100,000 p.a. Therefore, the cost of operating the existing priced parking system is approximately $450,000 p.a. or approximately 35% of the revenue.

Table 3-2: Springfield Town Centre – Summary of Occupancy Data

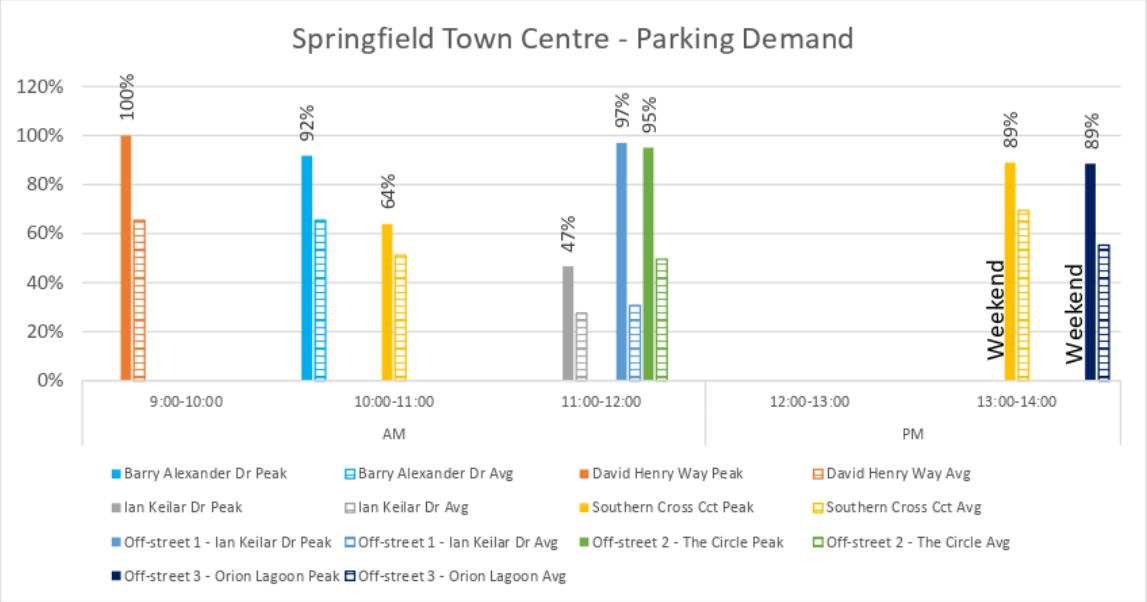
Type	Name	Supply	Saturday		Tuesday		Thursday	
			Average	Max	Average	Max	Average	Max
			Occupancy Volume					
On-Street	Barry Alexander Dr	72	20	28	47	60	47	66
On-Street	David Henry Way	24	14	22	17	23	15	24
On-Street	Ian Keilar Dr	60	18	28	15	20	18	23
On-Street	Southern Cross Cct	36	25	32	18	23	19	25
Off-street	Ian Keilar Dr	33	22	32	10	16	10	14
Off-street	The Circle	40	28	38	22	36	18	36
Off-street	Orion Lagoon	87	61	77	44	68	53	74
			Occupancy Percentage (%)					
On-Street	Barry Alexander Dr	72	28%	39%	66%	83%	65%	92%
On-Street	David Henry Way	24	57%	92%	70%	96%	61%	100%
On-Street	Ian Keilar Dr	60	30%	47%	26%	33%	29%	38%
On-Street	Southern Cross Cct	36	69%	89%	50%	64%	53%	69%
Off-street	Ian Keilar Dr	33	66%	97%	31%	48%	31%	42%
Off-street	The Circle	40	70%	95%	54%	90%	45%	90%
Off-street	Orion Lagoon	87	70%	89%	50%	78%	60%	85%

Figure 3-8: Springfield Town Centre- Average Parking Occupancy (Tuesday, Thursday and Saturday)



Peak parking demand for the Springfield Town Centre has been analysed and is presented in Figure 3-9 overleaf.

Figure 3-9: Springfield Town Centre – Peak Parking Demand



Note: Peak parking demand was observed for AM in weekdays and for PM in weekends.

The peak parking demand for the Springfield Town Centre presented in Figure 3-9 shows that peak demand for weekdays predominantly lies in AM hours while peak demand during weekend periods favours PM hours (13:00 to 14:00 PM).

The highest demand was recorded at David Henry Way (100%) from 9:00 to 10:00 AM on weekday periods while the lowest peak demand was recorded at Ian Keilar Drive (42%). The peak demand for Southern Cross Circuit and Barry Alexander Drive is identified from 10:00 to 11:00 AM in weekdays. Peak parking demand for the other locations in the study area are recorded between 11:00 AM to 12:00 Noon during weekdays which is typical for activity centre locations.

It is noted that the Orion Lagoon peak parking occupancy was 89% (average occupancy of approximately 70%) during the weekend survey, which was conducted in late October 2018. While the timing of the survey would be considered to represent an average demand across the year, it is likely that parking demand would be somewhat seasonal with lower demand during winter (colder) months and higher parking demand during summer (warmer) months and/or during school holiday periods. Therefore, consideration should be given to the seasonal fluctuation of parking demands for activity-based land-uses.

4 Successful approaches to car parking in activity centres

Effective car parking management is a useful tool that optimises parking space in areas of high parking demand to ensure parking availability, turnover and accessibility. Parking management is also an effective element of the broader transport system and, when well enforced, can support Council in achieving its broader transport objectives by reducing traffic congestion, encouraging the use of sustainable transport modes and supporting vibrant and walkable activity centres.

This section provides an overview of the various elements of parking management that need to be considered and understood when developing supporting policies for transport, including priced parking.

4.1 The impacts associated with excessive parking supply

The investment in off-street public parking has traditionally been considered an appropriate response to high demand for parking in each activity centre. As a result, both the Ipswich City Centre and Springfield Town Centre now have a large supply of public off-street car parking dispersed around each centre. This parking supply is not highly utilised at all times, particularly during off-peak times and during weekends, meaning visitors are generally able to easily secure convenient parking.

While an excessive supply of parking typically induces car trips to a centre and subconsciously determines the transport mode of residents, there are a myriad of issues associated with this approach, which can lead to unfavourable outcomes, namely:

- **Vehicle intrusion** – an oversupply of parking encourages vehicle use, short car trips within the city centre, and increased traffic. As a result, cars have a greater impact on amenity and safety.
- **Inefficient use of land** – surface car parks prevent high value land from being used for a range of higher value uses, including infill development or public open space.
- **Urban form and place quality** – car parks (particularly surface car parks) contribute to dispersed and disconnected urban forms and inactive street frontages. Excessive car parking is a significant barrier to making attractive and interesting places.
- **Less walkable places** – large surface car parks result in spread out town centres, disconnected destinations and long walking distances.
- **Retail prosperity** – less walkable town centres that encourage short vehicle trips do not support vibrant and prosperous retail. Town centres prosper when people walk and stay for extended periods, however, an oversupply of parking encourages short stays, lower value 'convenience' trips and minimal visitor interaction with the street, shop fronts, and broader community.

Best practice approaches to the supply of public parking have successfully been implemented to support bold sustainability, liveability and sustainable transport objectives for local government areas around the world. These approaches are uniformly based on a holistic consideration of the accessibility needs of complete precincts, together with a host of sustainability, urban design and transport objectives, as opposed to simply looking at parking as a problem in isolation of broader factors.

While Council's management of parking facilities (on- and off-street) is important, the way Council provides parking is an equally important consideration that should be understood. Regarding Council's role as a

provider of public parking, there are some common principles and best practice approaches to parking supply that Council needs to consider as it reforms its approach to parking management, including:

- **Consolidated parking facilities** – Parking is provided in a small number of consolidated facilities (generally multi-level) rather than multiple dispersed surface car parks. This reduces the land dedicated to parking and permits a more compact and walkable urban form.
- **Peripheral parking facilities** – Consolidated car parks are located on the periphery of the precinct, reducing the intrusion of cars within the site, and discouraging short car trips.
- **Appropriately scaled facilities** – Parking facilities are designed to conform with the surrounding urban form. The supply of parking within consolidated facilities is designed to support mode share and broader sustainable travel objectives, rather than satisfy demand.
- **Unbundled parking** – Parking spaces are not included in the sale of dwellings. Instead, people who own cars are able to buy spaces in consolidated facilities separately at the market rate.

While Council's provision of car parking is different to Council's management of parking, there are important links between the level of parking provision in a centre and the impetus to manage parking more efficiently. This needs to be understood in order to develop an effective and strategic response through parking management policy as the overall supply of parking – through Council's provision of car parking – has direct implications and linkages to broader parking management outcomes.

4.2 The role of parking management

Parking management refers to the tools that local governments use to achieve desired parking outcomes and meet stated objectives for transport and land use. Therefore, parking management can be used both as a tool to optimise parking space in activity centres and as a strategy to achieve broader transport objectives, including reducing traffic congestion and encouraging a shift to sustainable or public transport.

Parking management tools typically include time restrictions and pricing which are applied in areas that attract high parking demand. These areas generally include activity centres and retail areas but can also include areas adjacent to train stations, public institutions, hospitals and employment areas.

In the absence of parking management tools, motorists are not encouraged to limit their stay to a certain time. This can create a perception that there is an under-supply of parking spaces because some motorists may find it difficult to secure an available parking space. These scenarios can lead to community and stakeholder expectations placed on Council to invest in new parking facilities which are invariably a significant cost. Avoiding these scenarios reinforces the importance of an effective parking management regime.

Generally, parking management objectives are articulated in a Council-wide parking strategy or policy which can directly be applied at a precinct or activity centre-level. Strategic documents for parking include guidance on managing public parking through interventions for pricing and time restrictions. Parking management also involves broader themes generally linked to Council's established objectives and long-term goals, such as:

- Linking car parking with broader objectives for transport and land use, including mode shift targets and sustainable transport goals;
- Using car parking management to improve the public realm by reducing the impact of car parking in activity centres and articulating Council's goals for streetscapes, parklets and public realm design; and
- Shifting community assumptions that car parking is 'free' or a 'public infrastructure' to an appreciation where parking is seen as a market good.

Effective parking management can be a useful policy tool for achieving sustainable transport objectives. This relates to achieving an optimal amount of supply that encourages alternative modes of transport as opposed to an unmanaged parking environment that further stimulates private vehicle travel.

4.3 Time limit parking controls

In determining the most appropriate response to setting time restrictions in each study area, the Austroads *Guide to Traffic Management – Part 11: Parking*, as provided in Table 4-1, have been reviewed. These guidelines can be used as a reference tool when setting appropriate time restrictions, as guidance is not based solely on the overall parking demand experienced within the area being assessed. Consideration also needs to be given to the land-use context of the surrounding area.

Table 4-1: Parking time limit guidelines

Time Period	Applications of these Periods
5-minute	• Areas with very high arrival rates, for example where passengers are dropped off, but some waiting is likely • May apply in cinemas, post offices and hotels and pay potentially be used in business districts and schools
10-minute or ¼ hour (15-minute)	• For areas with high turnover outside commercial facilities providing a high level of convenience such as banks, post offices, milk bars and newsagents • For pick-up and set-down outside schools • Only appropriate for motorists who go to one address
½ hour (30-minute)	• For areas directly outside local shops that rely on providing a reasonably high level of convenience to maintain a competitive market position • There is usually a high demand and one-hour parking would result in inadequate parking turnover • Half-hour restriction allows people to go to 2-3 shops
1 hour (60-minute)	• Areas outside major shopping centres and in other locations where there is a demand for parking and the activity is likely to take longer than half an hour (e.g. commercial developments providing professional and personal services) • This type of parking is able to be diverted to off-street locations, but parking access needs to be clearly visible from the frontage road
2 hour (120-minute)	• Sometimes appropriate outside major shopping centres although it can result in enforcement difficulties with some motorists staying excessively long times • More likely to be applicable in areas with developments containing professional and personal services • Also applicable on streets where a resident parking permit scheme applies, and time limited parking is available for non-residents • The 2 hour limits results in commuter parking being removed • This type of parking can also be diverted into off-street car parks, access to the car park can be provided via other streets but access arrangements need to be clearly identifiable from arterial roads
4 hour (240-minute) *Also applicable for 3 hour (180-minute)*	• Appropriate where it is desired to stop all-day commuter parking but allow parking by other local people • This type of parking can also be diverted into off-street car parks. While it desirable that car park access is identifiable from the arterial road, it will often be acceptable to assume that motorists are relatively well informed regarding the access arrangements for the site
No time limit (all day) *Unrestricted*	• Usually generated by employees or park and ride motorists and will occur across all types of development • Does not require signs to be used to indicate that parking is permitted where there is no time limit or no user limitation

Source: Damen, P. & Huband, A. (2008). Guide to Traffic Management Part 11: Parking. Sydney, Australia: Austroads.

A review of time restrictions was carried out by using surveyed data for the Ipswich City Centre and Springfield Town Centre locations, to identify whether there were areas of parking that could potentially have adjustments to current time restrictions to better manage parking turnover. The overall parking occupancy of 'Unrestricted' spaces will be reviewed in considering potential parking time limit adjustments (provided in Appendix A).

4.4 When to introduce priced parking

Common practice typically sees priced parking introduced once the effectiveness of time restrictions has been exhausted, making priced parking the final stage in the hierarchy of parking management interventions for public parking spaces (both on and off-street). The steps Council can take when considering changes to parking controls typically responds to the following scenarios:

- If high parking occupancy becomes problematic in an area of unrestricted parking, the application of time restrictions should first be introduced ahead of the consideration of priced parking;
- If high parking occupancy becomes problematic in an area managed under time restrictions, the application of tighter time restrictions can be introduced and monitored ahead of the introduction of priced parking; and
- If high parking occupancy continues to be problematic following the application of tighter time restrictions, then priced parking is recommended.

Priced parking is best implemented as part of precinct-wide integrated parking reforms that also includes improved user information, review of time restrictions, wayfinding and improved enforcement of parking regulations.

Common practice for introducing priced parking is the trigger of consistently high parking demand (~85% occupancy or above) in relation to available parking supply. High parking demand is typically experienced in activity centres that attract visitors for a variety of retail, social and cultural purposes but can also exist in areas of high employment, particularly hospitals or public institutions.

4.5 Priced parking benefits

In understanding how priced parking can support Council's broader objectives for transport, liveability and land use, known benefits that are widely acknowledged as direct outcomes of a priced parking regime:

- **Mode shift** – Priced parking influences mode choice, meaning residents who can access activity centres by walking, cycling or public transport will do so to avoid paying for parking.
- **Turnover and utilisation** – Priced parking supports efficient utilisation and encourages regular turnover to ensure sufficient parking availability at all times.
- **Equity** – Priced parking ensures that parking is always available to those who require it most, including disabled parking and special needs parking.
- **Town centre amenity** – Priced parking contributes to vibrant town centres and the public realm by accommodating visitors and supporting kerbside activity.
- **Road network** – Priced parking reduces the amount of traffic on the local street network due to discouraging short trips made by private vehicle where walking, cycling or public transport are viable options.
- **Fringe parking and walkability** – Priced parking encourages longer-term parkers to use less convenient spaces (i.e. off-street or fringe locations) to increase activity on local streets.
- **Development** – Priced parking reduces the number of spaces needed to meet demand, reducing total parking costs, and allowing more compact development.
- **Revenue** – Priced parking revenue is accrued by Council and used to fund sustainable transport infrastructure and initiatives, or investment in streetscapes and the public realm.

4.6 Developing a consistent approach to priced parking

To date, priced parking areas have been established on an ad-hoc basis in response to high parking demands and in isolation of any guidance from an overarching policy. Further, review of parking pricing has been constrained to simple increases based on Consumer Price Index (CPI) and does not provide appropriate mechanisms for the potential for increases/decreases in the rate of priced parking.

A consistent approach to the management and application of priced parking will provide a clear policy rationale for expanding areas subject to priced parking, altering existing priced regimes or adjusting time restrictions to achieve an effective and consistent response to parking management that can also contribute to Council's broader policy for transport.

Furthermore, developing a consistent approach to priced parking will simplify the decision-making process will allow Council to respond systematically and uniformly to issues relating to high parking demand in different parking contexts.

4.7 Developing triggers for priced parking

A framework for priced parking will allow Council to respond to different parking contexts in a systematic and consistent manner. A common method for councils to respond consistently to parking challenges is through the application of parking 'triggers'. The most basic 'trigger' for considering introduction of priced parking is high parking demand, in relation to available parking supply. High parking demand locations are commonly activity centres that attract large numbers of visitors, such as shopping strips like the Ipswich City Centre or Springfield Town Centre. They may also include areas close to public transport, educational institutions, hospitals and recreational centres and emerging activity centres.

Triggers also allow councils to respond to unique parking issues that may be become prevalent in certain areas of the municipality. A parking framework where triggers can be applied ensures consistency and transparency for parking management and is the most effective approach to priced parking, as opposed to practices that may see priced parking introduced through ad-hoc or reactive practices.

Occupancy-based measures provide good trigger mechanisms by being based on survey data that provides a common and systematic mechanism for triggering application (or at least consideration) of priced parking. This type of data-based mechanism has advantages over 'reactive'-type trigger mechanisms (e.g. requests from shop keepers, residents or other businesses/organisations) or ad-hoc application across selected areas.

Typically, occupancy rates for parking obtained through survey data may be the most appropriate information source for determining implementation triggers. A common occupancy rate used by councils as a trigger for the introduction of priced parking is 85%. This rate is an appropriate level of demand where adjustments to existing time restrictions are no longer the most effective management tool.

In New Zealand, Auckland Transport's Parking Strategy (2015) uses occupancy-rate measures to not only trigger implementation of priced parking, but to trigger shifts along the full range of interventions within the parking management hierarchy. Auckland Transport use an 85% peak period occupancy measure as the trigger for considering introduction of more stringent management interventions. Introduction of priced parking is recommended in contexts where existing time restrictions are failing to achieve peak period occupancy of less than 85%, as shown in Table 4-2 overleaf.

Table 4-2: On-street parking intervention triggers, Auckland Transport

Issue	Trigger Point	Response
Demand pressure in currently unrestricted areas	Demand for on-street parking regularly exceeds 85% at peak times.	• Introduce time restrictions suitable to local demand or paid parking to encourage turnover of spaces; or • Establish new residential parking schemes
Demand pressure in residential areas	Parking demand regularly exceeds 85% of available supply in residential areas at peak times where off-street parking options are constrained (e.g. heritage zones, or areas where off-street parking constraints apply).	• Introduce or alter time restrictions (suited to local demand) to encourage turnover of spaces (with resident parking permit schemes where appropriate); or • Establish new residential parking schemes; or • Introduce paid parking areas to manage the high demand.
Demand pressure in areas with time restrictions	Occupancy levels for time-restricted spaces regularly exceed 85% at peak times.	• Investigate opportunities to reduce the time restriction and/or introduce additional time restrictions on adjacent streets; or • Introduce paid parking with no time limits and use demand responsive pricing
Demand pressure in areas with paid parking	Occupancy rates for paid parking in on-street spaces regularly exceed 85% at peak times.	• Increase parking charges, in line with Policy 1C • Consider provision of additional off-street paid parking consistent with the investment criteria.

A systematic policy supported by data may ease the political acceptability of introducing new priced parking areas. There are a number of factors for Council to consider in making decisions on specific trigger points for priced parking:

1. What is an appropriate average occupancy rate (and over what time period and geographic extent) to trigger implementation?
2. What data collection / monitoring regime is needed to support the use of occupancy-based triggers?
3. What local changes or contextual factors (other than occupancy rates) could be considered as a trigger for review of parking management or prior to implementation of changes?

Regarding **point (1)**, the average peak-period occupancy universally used to trigger priced parking is 85% which is generally recommended as an ideal target occupancy rate for on-street parking within most contexts. However, some priced parking regimes have been introduced for other reasons - see Horsham case study in Appendix C of this report.

An 85% trigger point means that even at peak demand periods, around one in seven spaces is empty and available for users. When parking occupancy rises significantly above this level it becomes difficult for users to find a space, requiring them to circle around to search for parking, time their trips earlier to avoid the rush, or park on nearby residential streets.

Conversely, when occupancy of un-priced parking falls significantly below this level in commercial centres, it may indicate an over-supply of publicly available parking. This presents opportunities for alternative uses of parking spaces (both on-street and off-street) which may include reallocating kerbside space for other uses or consolidating surface parking spaces to suitable locations that can contribute to vibrant and active centres by increasing the level of pedestrian footfall across the centre by enabling 'park once and walk' behaviour.

With regard to **point (2)**, using occupancy-based triggers does require a systematic approach to ongoing data collection and monitoring of on-street and public off-street parking occupancy. It is recommended parking surveys typically be conducted on an annual basis, particularly where significant proportions of a precinct parking are highly occupied (i.e. approaching or exceeding 85%). The costs and feasibility of data collection should inform the regularity of occupancy monitoring. Spot observations by Council officers can provide a cost-effective means of gathering data on a regular (i.e. every 3 or 6 months) basis.

With regard to **point (3)**, consideration of a review of parking management in an area (including potential for priced parking) should not entirely depend on occupancy levels but could also be triggered by or consider a range of contextual factors that may impact on the decision to review parking and the most appropriate regulatory regime for the area. These factors include, but are not necessarily limited to, the following:

- **Land use changes:** Redevelopment that changes the nature of an area through density or use, or changes to zoning of planning scheme controls that are likely to lead to significant redevelopment (particularly commercial/retail/mixed use).
- **Parking supply:** Significant changes to the supply of on-street parking in a commercial, mixed use or retail area through reallocation of road space to other uses.
- **The costs of enforcement**: Relative to expected revenues from parking pricing: If revenues are not sufficient to cover the costs of collecting parking machine revenues and enforcing payment, alternative management regimes like time limits are likely to be preferred.
- **Public transport**: Parking prices should respond accordingly to investment in public transport infrastructure or provision of more frequent services, which may apply to commuter parking.

4.8 Recommended triggers for priced parking

For the City of Ipswich, there are three core factors relevant to decision-making on the implementation of priced parking locations. In determining the most appropriate trigger for priced parking for each centre, the following factors should be considered in decision-making:

- **Parking occupancy** - An indicator of demand for parking at the location. It is suggested that an 'average peak-period occupancy' metric is utilised - which is calculated as the average % of parking spaces across a precinct occupied during the highest four (peak) hours of parking demand, typically during the weekday. Parking demand on weekends (typically Saturday) should also be considered, particularly in relation to activity-based parking demand areas.
- **Activity Centre –** Ipswich City Centre and Springfield Town centre are uniquely different centres that may both require tailored approaches to the use of priced parking rather than an application of a uniform approach.
- **Land use category -** The dominant land use types within each centre and whether different parking rates may apply within different land use contexts – hospital, education, activity centre.

In addition, several other contextual factors should be considered when determining appropriate locations for priced parking. These factors can influence parking demand significantly and are also linked closely with transport mode shift and other land use/transport objectives of Council. These factors include proximity to city centre; proximity to public transport; quality of active transport alternatives; and risk of spillover parking into adjacent areas. Each factor represents important considerations that can influence whether people decide to drive over other modes of transport and therefore should be considered when setting priced parking regimes.

5 Developing a framework for priced parking

At present, Ipswich City Council has no systematic process for making decisions on the alteration of existing priced parking in the Ipswich City Centre or the expansion of priced parking into new areas across the local government area (LGA).

A successfully implemented Parking Pricing Strategy will deliver a set of positive outcomes and assist Council to achieve a broader policy agenda for liveability, economic development and sustainable transport in the City of Ipswich. In recognising the benefits associated with priced parking regimes on town centre vitality, transport mode shift and economic development.

The following points reflect possible outcomes expected from a successfully implemented policy of this nature:

- **Mode shift -** Car parking policy enables Council to achieve broader transport objectives including achieving a long-term mode shift to more sustainable forms of transport. This is achieved through a variety of outcomes including changes to land use, parking fee adjustments, adjustments to parking supply, rationalisation of residential permit schemes and future public transport investment in the area.
- **Hierarchy -** A positive shift is recognisable in the hierarchy that supports Council's stated objectives from iGO (Parking User Priority Hierarchy) for priority users in shopping streets and residential streets while increasing the importance of public transport, walking and cycling for everyday travel needs
- **Revenue -** Car parking revenue remains consistent across the year to ensure associated costs are managed and revenue is available for additional projects / initiatives which may include public realm improvements or transport improvements for walking and cycling projects and / or public transport services.
- **Small business satisfaction -** Small business and local traders are satisfied with the provision of parking available to access their business and can easily grasp the policy rationale that determines fee levels and car parking supply as it applies to them. Local business supports Council's car parking policy and understands its application.
- **Town centre vitality** - Car parking is rationalised and considers the impact it can have on the vitality of activity centres and neighbourhood centres. Time-restrictions, priced parking and supply management are coordinated strategically to ensure adjacent land uses benefit. Car parking in town centres should support the public realm, not hinder it, and streetscapes are active all year round to ensure each centre remains a welcoming and vital place for all visitors.

This section develops a framework for priced parking which has been designed to provide guidance to Council for the implementation of new priced parking, the alteration of existing priced parking or the adjustment of time restrictions in the Ipswich City Centre or Springfield Town Centre.

5.1 The purpose of priced parking in the City of Ipswich

Successfully implemented and effective priced parking regimes are widely acknowledged as delivering a range of broader benefits. In acknowledging the advantages of priced parking, as a minimum, the purpose of a priced parking strategy for the City of Ipswich will:

- Focus on achieving efficient utilisation of parking resources via a range of management tools such as hourly or daily pricing, permits, time limits, and parking enforcement;
- Prioritise the needs of specific users, such as people with disabilities, delivery vehicles or contractors;
- Provide information to users (e.g. parking guidance on access roads and straightforward rules for users); and
- Enable flexibility and sharing (e.g. adjust parking management or availability in response to changes in demand or special event requirements).

5.2 Parking pricing strategy objectives

This section presents parking management objectives that have been prepared to guide Council decision-making and to articulate the role that parking management plays in achieving Council's broader policy goals.

Seven (7) parking objectives, based on iGO, have been prepared which provide a working 'definition of success' for parking management outcomes and to ensure that a strategic approach is embedded in all decision-making on matters relating to car parking within the City of Ipswich.

The following seven objectives have been prepared to articulate Council's strategic approach to car parking and recognise that a successfully adopted car parking management regime typically:

1. Facilitates the balanced provision of car parking in activity centres and ensures parking is accessible to those who require it the most.
2. Ensures the highest and best use of kerbside space.
3. Contributes to active and vibrant retail areas and activity centres by increasing turnover of parking space where required.
4. Reduces traffic congestion and reliance on private vehicles and encourages the use of more sustainable forms of transport.
5. Progressively shifts longer-term parking demand to more peripheral locations to promote more pedestrian focussed activity centres.
6. Ensures the cost to provide public parking is recognised and considered in people's travel choice.
7. Provides opportunity for investing parking revenue into sustainable transport & public realm initiatives.

The objectives articulate Council's desired outcomes or 'what success looks like' and are to be applied in the context of car parking in each activity centre. Building on the above listed objectives, further elaboration of each objective is provided in Table 5-1 overleaf by drawing them to Council's existing high-level transport objectives detailed in iGO.

Table 5-1: Parking management objectives

Parking Management Objectives	*iGO Reference*	*Other comments*
1. Facilitates the balanced provision of car parking in activity centres and ensures parking is accessible to those who require it the most.	"Strategically manage car parking to support economic vitality, balance the parking needs of all users and promote sustainable transport use" *iGO, page 142 (Parking Policy Focus)*	Public parking in the City of Ipswich is shared by a range of different users, all with a range of different needs. The prevailing suburban form of the City of Ipswich and the region's limited access to public transport means many people will continue to rely on publicly available parking in activity centres, however, over time this level of supply will need to reflect the growing participation in sustainable modes of transport.
2. Ensures the highest and best use of kerbside space.	"Space on the road network is prioritised, designed and managed for all of the different types of road users with regard to the overall strategic transport intent" *iGO, page 99 (Roads Policy Focus)*	Parking management is an important mechanism within activity centres to ensure the needs of different users are facilitated. It can provide pick up and drop off space, conveniently located on-street parking, space for deliveries, room for riding bikes, or space for expanded footpaths and streetscaping. Maintaining fair access to those with the greatest need while delivering the highest value to the broader community will be a direct outcome of a successfully implemented pricing strategy.
3. Contributes to active and vibrant retail areas and activity centres by increasing turnover of parking space where required.	"Ipswich's urban form creates high levels of accessibility to key destinations such as employment, education, retail, health care and recreation." *iGO, page ix (iGO Objective 5)*	Car parking is rationalised and considers the impact it can have on the vitality of activity centres and neighbourhood centres. Time-restrictions, priced parking and supply management are coordinated strategically to ensure adjacent land uses benefit.
4. Reduces traffic congestion and reliance on private vehicles and encourages the use of more sustainable forms of transport.	"The provision and operation of parking spaces will need to be strategically managed to encourage travel behaviour changes to more sustainable transport modes to assist with achieving the mode share targets of iGO." *iGO, page 142 (Parking Policy Focus)*	Parking Pricing Strategy will support Council with its ambitions to encourage greater use of sustainable transport, particularly walking and cycling. It will also be used to reduce the externality costs associated with over-provision of un-priced parking including traffic congestion caused from 'cruising' for parking spaces.

Parking Management Objectives	*iGO Reference*	*Other comments*
5. Progressively shifts longer-term parking demand to more peripheral locations to promote more pedestrian focussed activity centres.	"The construction of more and more facilities for longer stay parking is not the sustainable way of the future as it promotes car use for commuter trips, creates traffic congestion and is detrimental to business activities." *iGO, page 12 (issues)*	The management of on-street car parking is important to ensure that parking is being used as efficiently as possible, to ensure public safety and amenity, promote turnover and allow for the effective loading of goods and passengers. On-street parking is to be managed to prioritise these users while longer-term demands can be accommodated at consolidated parking facilities at more peripheral locations. Strategically located parking facilities encourage 'park once and walk' behaviour which allows motorists to make multiple trips within a centre by foot instead of 'cruising' for available parking at each different destination which is proven to add to town centre congestion.
6. Ensures the cost to provide public parking is recognised and considered in people's travel choice.	"As the city grows, there will need to be a shift in culture from expecting a free car park to having to park further away and/or having the privilege to pay for it." *iGO, page 141 (Parking Challenges)*	Reformed parking management will allow parking to be viewed as a valuable resource for which demand should be actively managed to achieve multiple economic and social objectives. Council parking management focuses on managing demand within limited supply using a range of tools such as time limits and pricing rather than attempting to provide unrestricted supply to meet demand.
7. Provides opportunity for investing parking revenue into sustainable transport & public realm initiatives.	"In order to improve facilities that support sustainable travel modes, a portion of revenue from parking meters and fines could be used to improve footpaths, bikeways and bike parking. These benefits would promote the use of active transport and result in improved amenity in these areas" *iGO, page 140 (Parking Opportunities)* *IGO ATAP, page 91 (Action 2.4)*	Typically, priced parking revenue recoups the costs associated with operation and maintenance of ticketed parking systems and infringement while additional revenue can be used for investment in public realm initiatives and infrastructure to encourage residents to shift to sustainable modes of transport.

5.3 The on-street parking management framework

A framework has been developed as an appropriate management tool to assist Council in making informed and responsive decisions in relation to the management of on-street parking, including priced parking. The framework is to be used as a management tool to inform decision making with regard to changing time restrictions or introducing / expanding priced parking area within the on-street parking supply. It also suggests that other contextual factors should be considered when introducing new parking management tools – i.e. proximity to public transport services or potential for spillover into adjacent residential areas.

The framework confirms that priced parking is a suitable parking management tool to introduce when on-street parking demand reaches 85% occupancy across a four-hour peak demand period. This is consistent with guidance provided in iGO which states parking management measures may need to be considered when parking demand reaches 85% occupancy, including the introduction or altering of time restrictions, the introduction of priced parking or the consideration of increasing the fee of existing priced parking regimes.

Similarly, where on-street parking demand is relatively low - less than 65% occupancy across a four-hour peak demand period – consideration should be given to making adjustments to parking management controls, which would typically the form of changes to parking time limits. While the easing of parking prices (if in operation) may be considered where parking demand is relatively low, it is generally recommended that alternative approaches, such as parking supply rationalisation are adopted to achieve ideal occupancy levels.

Other guidance for developing approaches to priced parking is found in the iGO *Intelligent Transport Systems Strategy* which provides information about managing parking demand by adjusting prices up or down to achieve an average utilisation of between 60% and 80% - comparable to the 65% to 85% range espoused above.

Priced parking is to be accompanied by time restrictions that can encourage turnover and prioritise short-stay users rather than commuters, however, it is generally not considered to be appropriate in established residential areas. Despite parking occupancy often being high in these areas, priced parking is not generally recommended in these areas as encouraging parking turnover has less benefit than in activity centres or mixed-use areas.

Priced parking is also generally not considered to be appropriate in contexts where average peak occupancy is less than 75%. In these locations, time restrictions are a more suitable management tool, particularly for retaining local vibrancy around activity centres.

Table 5-2 overleaf provides guidance to Council for decision-making the management of on-street parking within the Ipswich City Centre, which has been designed as a framework to assist with the implementation and expansion of priced parking or adjustment of time restrictions. A similar framework for on-street parking within the Springfield Town Centre is provided in Table 5-3 following.

The framework is to be supported by guidelines which can be followed when assessing different parking contexts in each centre. Council will be preparing a guideline to assist with the implementation of Parking Management Framework. Additional guidance for the implementation of the Framework is provided in Section 6 of this strategy.

Table 5-2: Parking Management Framework – Ipswich City Centre (on-street)

Precinct	Priority Parking Users	Appropriate time restrictions	Average peak-period parking space occupancy (% of spaces occupied within an area during four peak hours of parking demand within a single day – typically weekday)		
			<65%	65%-85%	>85%
CBD Core	• Loading/unloading for goods & deliveries • Disability parking • Loading passengers • Short-stay parking	15m - 2P	1. Consider easing priced parking fee level (if in operation) 2. Consider easing time restrictions (1P - 2P) with acknowledgement of the parking time limit guidelines in Table 4-1 3. Consider alternative uses/ or decommissioning parking space – e.g. street trees, wider footpaths, or conversion to loading zone, EV charging station, share car parking etc.	Maintain time restrictions and priced parking (if in operation).	1. Consider introducing priced parking (if not in operation) 2. Consider tightening time restrictions (15m – 1P) with acknowledgement of the parking time limit guidelines in Table 4-1 3. Consider increasing fee levels for priced parking
Top of Town	• Loading/unloading for goods & deliveries • Disability parking • Short- to medium-stay parking • Loading passengers	15m - 4P	1. Consider easing time restrictions (2P - 4P) with acknowledgement of the parking time limit guidelines in Table 4-1 2. Consider easing priced parking fee level (if in operation) 3. Consider alternative uses/ or decommissioning parking space – e.g. street trees, wider footpaths, or conversion to loading zone, EV charging station, share car parking etc.	Maintain time restrictions and priced parking (if in operation).	1. Consider tightening time restrictions (15m – 2P) with acknowledgement of the parking time limit guidelines in Table 4-1 2. Consider introducing priced parking (if not in operation) 3. Consider increasing fee levels for priced parking
Commercial	• Loading/unloading for goods & deliveries • Disability parking • Short- to medium-stay parking • Residential parking • Loading passengers • Long-stay parking	15m – Unrestricted	1. Consider easing time restrictions (4P - UR) with acknowledgement of the parking time limit guidelines in Table 4-1 2. Consider easing priced parking fee level (if in operation) 3. Consider alternative uses/ or decommissioning parking space – e.g. street trees, wider footpaths, or conversion to loading zone, EV charging station, share car parking etc.	Maintain time restrictions and priced parking (if in operation).	1. Consider tightening time restrictions (15m – 4P) with acknowledgement of the parking time limit guidelines in Table 4-1 2. Consider introducing priced parking (if not in operation) 3. Consider increasing fee levels for priced parking

Precinct	Priority Parking Users	Appropriate time restrictions	Average peak-period parking space occupancy (% of spaces occupied within an area during four peak hours of parking demand within a single day – typically weekday)		
			<65%	65%-85%	>85%
Medical	• Disability parking • Loading passengers • Short- to medium-stay parking • Loading/unloading for goods & deliveries • Residential parking	15m - 4P	1. Consider easing time restrictions (3P – 4P) with acknowledgement of the parking time limit guidelines in Table 4-1 2. Consider easing priced parking fee level (if in operation) 3. Consider alternative uses/ or decommissioning parking space – e.g. street trees, wider footpaths, or conversion to loading zone etc.	Maintain time restrictions and priced parking (if in operation).	1. Consider tightening time restrictions (15m – 3P) with acknowledgement of the parking time limit guidelines in Table 4-1 2. Consider introducing priced parking (if not in operation) 3. Consider increasing fee levels for priced parking.
Legal/Government	• Disability parking • Loading passengers • Short- to medium-stay parking	15m - 4P	1. Consider easing time restrictions (2P – 4P) with acknowledgement of the parking time limit guidelines in Table 4-1 2. Consider easing priced parking fee level (if in operation) 3. Consider alternative uses/ or decommissioning parking space – e.g. street trees, wider footpaths, or conversion to loading zone, EV charging station etc.	Maintain time restrictions and priced parking (if in operation).	1. Consider tightening time restrictions (15m – 2P) with acknowledgement of the parking time limit guidelines in Table 4-1 2. Consider introducing priced parking (if not in operation) 3. Consider increasing fee levels for priced parking
Education	• Disability parking • Loading passengers • Short- to medium-stay parking • Residential parking • Loading/unloading for goods & deliveries • Long-stay parking	15m - Unrestricted	1. Consider easing time restrictions (4P – UR) with acknowledgement of the parking time limit guidelines in Table 4-1 2. Consider easing priced parking fee level (if in operation) 3. Consider alternative uses/ or decommissioning parking space – e.g. street trees, wider footpaths, or conversion to loading zones etc.	Maintain time restrictions and priced parking (if in operation).	1. Consider tightening time restrictions (15m – 4P) with acknowledgement of the parking time limit guidelines in Table 4-1 2. Consider introducing priced parking (if not in operation) 3. Consider increasing fee levels for priced parking

Precinct	Priority Parking Users	Appropriate time restrictions	Average peak-period parking space occupancy (% of spaces occupied within an area during four peak hours of parking demand within a single day – typically weekday)		
			<65%	65%-85%	>85%
CBD Fringe	• Residential parking • Short- to medium-stay parking • Long-stay parking	15m - Unrestricted	1. Consider easing time restrictions (4P – UR) with acknowledgement of the parking time limit guidelines in Table 4-1 2. Consider easing priced parking fee level (if in operation) 3. Consider consolidation or decommissioning of existing Council-owned parking facilities.	Maintain time restrictions and priced parking (if in operation).	1. Consider tightening time restrictions (15m – 4P) with acknowledgement of the parking time limit guidelines in Table 4-1 2. Consider introducing priced parking (if not in operation) 3. Consider increasing fee levels for priced parking
West Ipswich	• Short- to medium-stay parking • Loading/unloading for goods & deliveries • Residential parking • Disability parking • Loading passengers • Long-stay parking	15m - Unrestricted	1. Consider easing time restrictions (4P – UR) with acknowledgement of the parking time limit guidelines in Table 4-1 2. Consider easing priced parking fee level (if in operation) 3. Consider alternative uses/ or decommissioning parking space – e.g. street trees, wider footpaths, or conversion to loading zones etc.	Maintain time restrictions and priced parking (if in operation).	1. Consider tightening time restrictions (15m – 4P) with acknowledgement of the parking time limit guidelines in Table 4-1 2. Consider introducing priced parking (if not in operation 3. Consider increasing fee levels for priced parking
North Ipswich	• Disability parking • Loading/unloading for goods & deliveries • Short- to medium-stay parking • Residential parking • Long-stay parking • Loading passengers	15m - Unrestricted	1. Consider easing time restrictions (4P – UR) with acknowledgement of the parking time limit guidelines in Table 4-1 2. Consider easing priced parking fee level (if in operation) 3. Consider alternative uses/ or decommissioning parking space – e.g. street trees, wider footpaths, or conversion to loading zones etc.	Maintain time restrictions and priced parking (if in operation).	1. Consider stronger time restrictions and/or residential parking permits 2. Consider introducing priced parking (if not in operation) with acknowledgement of the parking time limit guidelines in Table 4-1 3. Consider increasing price level for priced parking

Note: Council will consider the introduction of priced parking or expand/increase existing priced parking based on overall demand on a precinct-level, where (further) adjustments to time restrictions are not considered practical. For priced parking and/or the introduction or management of time restrictions, Council will apply these on a street-by-street basis, considering localised parking uses / demands.

Table 5-3: Parking Management Framework - Springfield Town Centre (on-street)

Dominant land-use of area	Priority Parking Users	Appropriate time restrictions	Average peak-period parking space occupancy (% of spaces occupied within an area during four peak hours of parking demand within a single day – typically weekday)		
			<65%	65%-85%	>85%
Activity Centre	• Loading/unloading for goods & deliveries • Disability parking • Loading passengers • Short-stay parking	15m - 2P	1. Consider easing time restrictions (1P - 2P) with acknowledgement of the parking time limit guidelines in Table 4-1 2. Consider easing priced parking fee level (if in operation) 3. Consider alternative uses/ or decommissioning parking space – e.g. street trees, wider footpaths, or conversion to loading zone, EV charging station, shared vehicle parking etc.	Maintain time restrictions and priced parking (if in operation).	1. Consider introducing priced parking (if not in operation) 2. Consider tightening time restrictions (15m – 1P) with acknowledgement of the parking time limit guidelines in Table 4-1 3. Consider increasing fee levels for priced parking.
Commercial	• Loading/unloading for goods & deliveries • Disability parking • Short- to medium-stay parking • Loading passengers	15m - 4P	1. Consider easing time restrictions (2P – 4P) with acknowledgement of the parking time limit guidelines in Table 4-1 2. Consider easing priced parking fee level (if in operation) 3. Consider alternative uses/ or decommissioning parking space – e.g. street trees, wider footpaths, or conversion to loading zone, EV charging station, shared vehicle parking etc.	Maintain time restrictions and priced parking (if in operation).	1. Consider tightening time restrictions (15m – 2P) with acknowledgement of the parking time limit guidelines in Table 4-1 2. Consider introducing priced parking (if not in operation) 3. Consider increasing fee levels for priced parking

Dominant land-use of area	Priority Parking Users	Appropriate time restrictions	Average peak-period parking space occupancy (% of spaces occupied within an area during four peak hours of parking demand within a single day – typically weekday)		
			<65%	65%-85%	>85%
Medical	• Disability parking • Loading passengers • Short- to medium-stay parking • Loading/unloading for goods & deliveries	15m - 4P	1. Consider easing time restrictions (2P – 4P) with acknowledgement of the parking time limit guidelines in Table 4-1 2. Consider easing priced parking fee level (if in operation) 3. Consider alternative uses/ or decommissioning parking space – e.g. street trees, wider footpaths, or conversion to loading zone etc.	Maintain time restrictions and priced parking (if in operation).	1. Consider tightening time restrictions (15m – 2P) with acknowledgement of the parking time limit guidelines in Table 4-1 2. Consider introducing priced parking (if not in operation) 3. Consider increasing fee levels for priced parking
Education	• Disability parking • Loading passengers • Short- to medium-stay parking • Loading/unloading for goods & deliveries • Long-stay parking	15m - Unrestricted	1. Consider easing time restrictions (4P – UR) with acknowledgement of the parking time limit guidelines in Table 4-1 2. Consider easing priced parking fee level (if in operation) 3. Consider alternative uses/ or decommissioning parking space – e.g. street trees, wider footpaths, or conversion to loading zone etc.	Maintain time restrictions and priced parking (if in operation).	1. Consider tightening time restrictions (15m – 4P) with acknowledgement of the parking time limit guidelines in Table 4-1 2. Consider introducing priced parking (if not in operation 3. Consider increasing fee levels for priced parking

Note: Council will consider the introduction of priced parking or expand/increase existing priced parking based on overall demand on a precinct-level, where (further) adjustments to time restrictions are not considered practical. For priced parking and/or the introduction or management of time restrictions, Council will apply these on a street-by-street basis, considering localised parking uses / demands.

5.4 Managing off-street parking

Ipswich City Council provides parking in several off-street facilities in activity centres to help facilitate access for the community, mostly surface car parks that facilitate easy car access and convenient parking for users.

While surface (or at-grade) parking facilities accommodate large parking demands, parking in this configuration is expensive to provide, uses large areas and contributes to disconnected urban forms that increase walking distances typically resulting uninviting places for people to walk, stop and stay. Furthermore, large surface car parks provide a significant amount of parking in poorly accessible locations that are unsafe and poorly activated at night. Ultimately, however, there is greater value in an off-street parking supply being re-purposed for other land-uses which will provide better economic and/or social value.

5.4.1 A case for priced parking within off-street parking facilities

The majority of Council-owned off-street parking facilities within the Ipswich City Centre have unrestricted parking, with off-street parking associated with Council administration offices within the Legal & Government Precinct having parking limits of 1- and 2-hours applied to facilitate turnover of parking to cater for the parking demands of Council customers. It is also noted that the Marsden Parade off-street parking areas are unrestricted with a large portion of the adjacent on-street parking also unrestricted.

Given the proximity of this parking supply to the city centre, the current unrestricted parking supply and the relatively high utilisation (measured at greater than 100% in some instances), review of current parking management strategies is suggested. The review of current parking management would extend to consideration of priced parking - in conjunction with priced parking for the adjacent on-street parking. An example of this approach can be found within Toowoomba Regional Council with the Water Street carpark providing a priced parking supply for CBD employees and visitors on the city centre edge.

An additional consideration is relative pricing between on-street and off-street parking supplies. It is generally recommended that off-street parking supplies should be priced at a moderate proportion (70%-80%) to the price of adjacent on-street priced parking in order to encourage longer-stay parking in off-street locations and higher turnover in on-street locations. An example of the price differential between on-street and off-street parking is provided by the Canadian city of Victoria, British Columbia, which prices its on-street parking at $1 for the first hour and $2 for each subsequent hour, while parkade (off-street) parking is priced at $1 per hour.

5.4.2 Introduction of priced parking for off-street parking facilities

Consistent with the recommended approach for managing on-street parking within the City of Ipswich, a similar management approach to off-street parking is also advised. Most off-street parking areas in the Ipswich City Centre and Springfield Town Centre act as extensions to the overall parking supply and are typically being well utilised.

Where parking demands are high for off-street parking, it is recommended that Council apply parking management tools to manage demand and work towards achieving peak occupancy targets. Unlike on-street parking where the trigger for priced parking is the target level of parking occupancy of 85%, a suitable level of demand to trigger priced parking for off-street parking is 90% due to the relatively lower turnover of off-street parking (based on longer or no time limits). This means that the off-street facility is well used but visitors can still access available parking conveniently. Parking occupancy of 60% for off-street parking is considered an appropriate lower bound of efficient operations, and values below this require measures to improve utilisation.

Table 5-4 overleaf provides a framework that Council should consider when seeking to better manage off-street parking facilities in the City of Ipswich.

Table 5-4: Parking Management Framework – City of Ipswich (off-street - Council Owned & Operated)

Type of off-street facility	Priority Parking Users	Appropriate time restrictions	Average peak-period parking space occupancy (% of spaces occupied within an area during four peak hours of parking demand within a single day)		
			<60%	60%-90%	>90%
Off-street (Short-medium Stay)	• Disability parking • Short- to medium-stay parking	1P – 4P	1. Consider easing time restrictions (2P-4P) with acknowledgement of the parking time limit guidelines in Table 4-1. 2. Consider easing priced parking fee levels (if in operation)/ or removal of priced parking. 3. Consider alternative uses for parking space – e.g. EV charging stations, shared vehicle parking etc.	Maintain time restrictions and priced parking (if in operation).	1. Consider isolated tightened time restrictions (1P-2P) 2. Consider introducing priced parking (if not in operation) 3. Consider increasing fee levels for priced parking
Off-street (Long Stay)	• Disability parking • Long-stay parking	*4P - UR (*4P can be appropriate if in isolation*)	1. Consider easing time restrictions (9P/UR) with acknowledgement of the parking time limit guidelines in Table 4-1 2. Consider easing priced parking fee levels (if in operation)/ or removal of priced parking. 3. Consider alternative uses for parking space – e.g. EV charging stations, shared vehicle parking etc.	Maintain time restrictions and priced parking (if in operation).	1. Consider isolated tightened time restrictions (4P) 2. Consider introducing priced parking (if not in operation). 3. Consider increasing fee levels for priced parking

Note: The following fee structures should be used for Council owned & operated off-street parking:
- Short- to medium-stay: Hourly Fee Structure
- Long-stay: All-day Fee Structure or Hourly Fee Structure (depending on location and parking system capabilities) - hourly rate with all-day cap may also be appropriate.

5.5 Navigating the framework for priced parking

The framework is designed to provide guidance for the introduction of priced parking or expansion of existing priced parking in the Ipswich City Centre and Springfield Town Centre respectively, and has been developed as an appropriate management tool to assist Council in making informed and responsive decisions in relation to the management of priced parking regimes. Each framework is to be used to inform decision-making and facilitate systematic processes for the introduction or expansion of priced parking.

These frameworks are to be navigated by Council officers when assessing different parking environments. Each parking environment has been categorised by a precinct, as shown in Table 5-2 and Table 5-3, and the framework provides guidance for the appropriate management measure that responds to different parking environments, which may include challenges relating to high parking demand or the need to review the appropriateness of existing parking controls. When Council is considering the introduction of priced parking or expansion/increase of existing priced parking regimes, it is recommended that this reform is applied on a precinct-level as directed by each table. This means that the same priced parking control (fee level) applies to the same area.

The rationale behind the introduction of priced parking at a precinct-level mitigates the likelihood of parking demands to migrate to un-priced locations in the same precinct. This approach is more equitable for users and stakeholders in a respective centre and is a more efficient approach to managing parking demands across an entire precinct.

Conversely, when Council is considering the introduction of time restrictions or tightening/relaxation of existing time restrictions it is recommended that Council first identify the precinct subject to proposed changes before implementing the appropriate parking control. For time restrictions, Council may wish to introduce time restrictions on a street-by-street basis within a particular precinct, however, this should be done with regard to the potential for parking spillover into adjacent streets with no parking controls.

As presented in the Framework for **on-street** parking, the main trigger for parking control reforms is parking occupancy which has been split into three main occupancy percentage categories to explain the rationale for each intervention listed under the parking occupancy categories, with a brief summary provided as follows:

- **<65%** - At this level of parking demand, time restrictions can be relaxed to enable longer stays. Additionally, such low demand can also suggest that there is an oversupply of car parking meaning Council may wish to decommission parking facilities by re-purposing-grade parking assets or consolidating parking to more suitable locations with a smaller land footprint.
- **65% - 85%** - At this level of demand, time restrictions can be maintained and priced parking (if in operation) retained at current fee levels.
- **>85%** - At this level of parking demand, should adjustments to parking time limits no longer be appropriate, priced parking is recommended as a suitable intervention at a precinct-level.

Similar rationales for intervention can be associated with the Framework for **off-street** parking, noting that the categories for parking occupancy triggers differ slightly with **<60%**, **60% - 90%**, and **>90%** identified as being appropriate.

The framework is to be supported by guidelines which can be followed when assessing different parking contexts in each centre. Council will be preparing a guideline to assist with the implementation of Parking Management Framework. Additional guidance for the implementation of the Framework is provided in Section 6 of this strategy.

5.6 Parking pricing considerations

Through review of documents and discussions with Ipswich City Council regarding the current parking management / pricing issues currently occurring within the Ipswich City Centre and Springfield Town Centre, the following specific considerations have been identified:

- In what increments should priced parking be adjusted?
- Should parking pricing be maintained at a common value across the City of Ipswich?
- Should parking pricing be removed on weekends (i.e. Saturday mornings)?
- Should parking pricing be implemented within off-street parking facilities?

5.6.1 Parking price increments

Changes to parking pricing are intended to influence overall parking demand – i.e. an increased price lowers demand. In economic terms, this relationship is often described as the elasticity of demand with respect to price, as it reflects how elastic (responsive) parking occupancy is to higher or lower prices.

Measurements of the price elasticity of demand attempt to account for a complex range of responses to price changes, including:

- Continuing to use parking and pay higher prices;
- Travelling by different modes (e.g. public transport, walking, or cycling) to avoid higher parking charges;
- Choosing to park in different locations with lower prices, resulting in longer walk times to their destinations, or 'cruising' for un-priced on-street parking; and
- Choosing to avoid travelling to the area (e.g. working from home).

It is likely that demand for parking is 'inelastic' – i.e. a 10% increase in prices will be met with a less than 10% reduction in demand – and will vary between different groups and individuals within groups. As there is a significant range of uncertainty around any estimates of price elasticity for parking, it is misleading to suggest that one parking price elasticity could be used with confidence in analysing parking price policies. The elasticity will depend on the nature and type of parking spaces affected by a particular price change and the opportunities for using alternative parking facilities. These opportunities will differ by time of day and the elasticities themselves would differ for, say, shoppers as opposed to commuters. They would also depend on the physical measures adopted for controlling parking spaces in addition to the price charged.

Based on the published literature, the elasticity of car travel demand with respect to parking prices, principally related to commuters, is likely to fall in the range of -0.10 to -0.60, with a recommended 'best guess' elasticity for commuter car travel with respect to CBD parking changes of -0.30 as outlined in Table 5-5.

Table 5-5: Relative parking price elasticities

Estimate	Elasticity	Interpretation
Low	-0.1	A 10% increase in prices would be associated with a 1% reduction in parking demand
Medium	-0.3	A 10% increase in prices would be associated with a 3% reduction in parking demand.
High	-0.6	A 10% increase in prices would be associated with a 6% reduction in parking demand.

Considering that a price change may seek to adjust parking demand by 15% (i.e. from 60% to 75% or from 90% to 75%), based on the elasticities identified above, this would suggest a change in pricing of between 25% (-0.6 elasticity) to 50% (-0.3 elasticity). Given that parking price sensitivity in Ipswich is relatively unknown, it would be more appropriate to take a precautionary approach by assuming a higher elasticity, as this reduces the risk of crashing visits to the centres (or parking revenues) with a large price shock. Should smaller adjustments of 10% parking demand be targeted, then using the conservative approach of applying -0.6 elasticity would suggest a parking price change of approximately 15%.

It would also be recommended that some caps are placed on how much prices will change in the short term. Auckland Transport's parking management strategy suggests changing prices by no more than 25% (or so) per annum, to mitigate the risk of unexpected large impacts from larger price changes. It is also noted that within the Gold Coast trial of Parking in Centre Scheme (PICS), the dynamic pricing varied by approximately 25% between $2.90 and $3.60.

Therefore, to affect parking demand changes of 10-15%, it is recommended to adopt pricing changes of 15-25%, based on the conservative adoption of an elasticity of -0.6 (i.e. a 10% increase in prices would be associated with a 6% reduction in parking demand). Trials of parking price adjustments (where appropriate), along with parking demand surveys before, during and after the trial period will provide better guidance as to the relative elasticity for parking pricing within the City of Ipswich context.

5.6.2 Common parking price

Assessment of the current parking demands through the Ipswich City Centre, including assessment of the current priced parking spaces and their demand, identified that the current overall parking demand is relatively well managed with no broad issues with the current overall parking supply. Subsequently, the current approach of having a common pricing structure for parking across the City of Ipswich is considered adequate, noting that the current hourly rate for parking with a daily cap is also considered an appropriate structure. Benefits of this simplistic approach is that motorists are aware of the potential price of parking when making travel decisions and there is no incentive to shop around for lower priced parking areas.

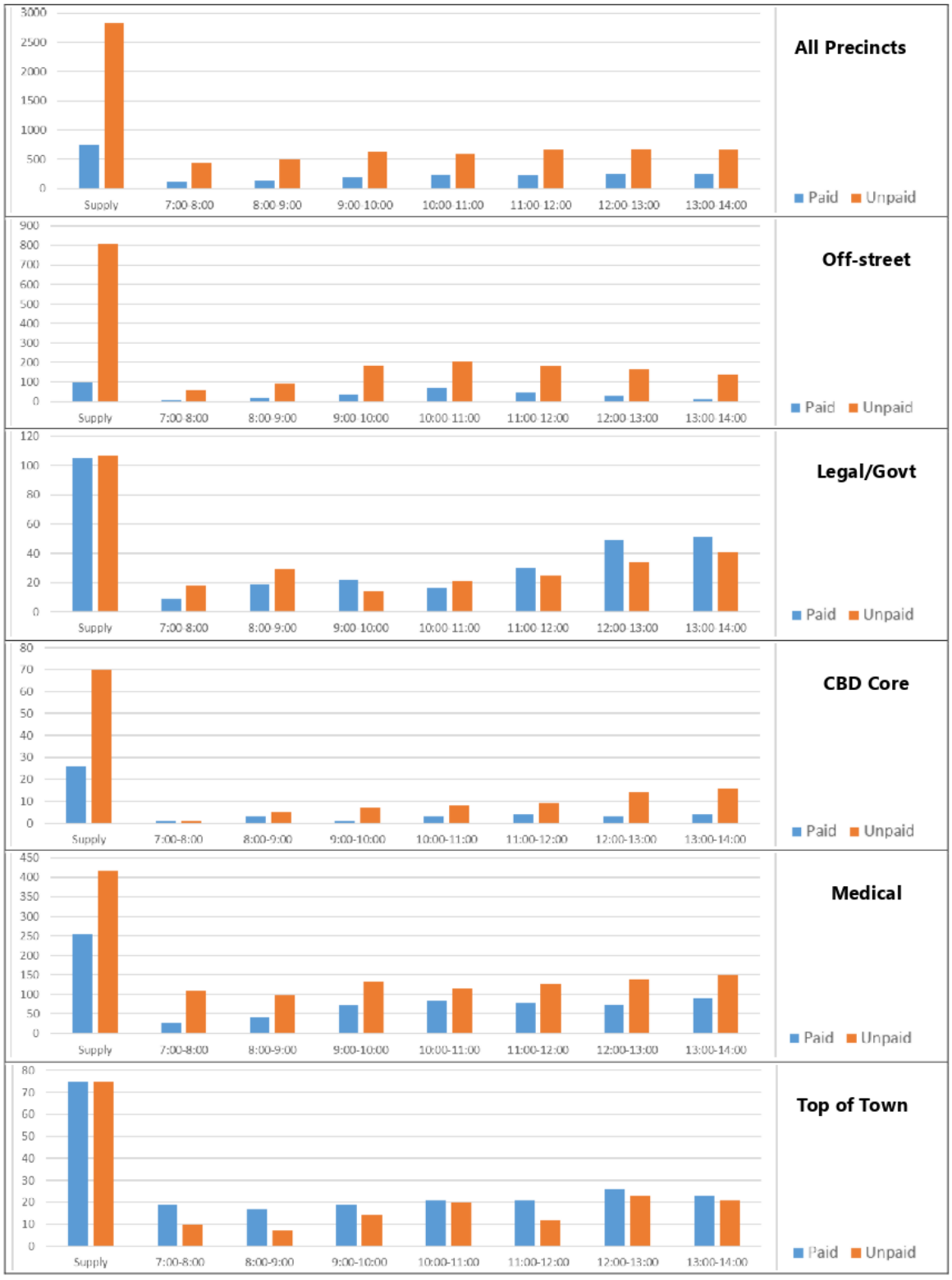
In summary, the current structure for priced parking within the City of Ipswich is considered to be generally appropriate, particularly considering the relatively moderate levels of overall parking demand observed and analysed previously. Modification of the current pricing structure in the immediate short-term would likely have greater dis-benefits (i.e. confusion over parking prices / application) than any potential benefits, particularly considering current parking demands, and is therefore not recommended at this time.

Notwithstanding the current recommendation, as parking demands increase into the future, through increased development and/or rationalisation of the parking supply, more sophisticated parking management (including pricing) techniques and strategies may be required to address localised parking demand pressures. Disaggregation of parking pricing to allow prices to be set individually within parking precincts is one method that could be considered in the future to manage parking demands by better catering to different parking users within the relatively priority hierarchy of each precinct.

5.6.3 Saturday priced parking

One potential strategy discussed was whether there was a perceived impact on the desire to access the Ipswich City Centre on Saturday mornings due to the current parking pricing that exists (typically until 11am) in various locations. Assessment of the parking survey data for Saturday mornings within the Ipswich City Centre parking precincts was undertaken to identify if there was any significant shift in parking behaviour before / after 11am. Figure 5-1 overleaf illustrates the overall demand on Saturday mornings.

Figure 5-1: Priced Parking on Saturday Morning



Overall, Figure 5-1 indicates that there is not a signficant increase in the priced parking spaces after 11am on a Saturday morning, when the pricing period typically ends – parking demand for priced parking spaces generally remains constant / falls after 11am on Saturday. An exception to this is the Legal & Government Precinct, however, it is also noted that overall parking demand increases beyond 11am on Saturday in this precinct, indicating that pricing does not have a significant influence on parking behaviour. Other factors that may influence parking behaviour would be the overall proportion of businesses open on Saturday mornings and their opening hours.

Based on the above, removal of parking pricing within the Ipswich City Centre on weekends (typically only applied on Saturday mornings up to 11am) would not have significant impact on parking demand, which is relatively low, or general parking behaviours. Therefore, changes to current arrangements for parking pricing on Saturdays (typically mornings) are not recommended at this time.

5.7 Expanding priced parking to new areas

A systematic approach supported by data may ease the political acceptability of introducing new priced parking areas and enable implementation in a more transparent manner. Similarly, where Council seeks the implementation of new priced parking regimes, there are a number of factors for the Ipswich City Council to consider including:

1. What is an appropriate average occupancy rate (and over what time period and geographic extent) to trigger implementation?
2. What data collection and monitoring regime is necessary to support the use of occupancy-based triggers?
3. What local changes or contextual factors (other than occupancy rates) could be considered as a trigger for review of parking management or prior to implementation of changes?

Should Council consider expanding priced parking into new areas across the LGA, including Goodna and the Ripley Town Centre, Council should exercise the same strategic approach adopted for Ipswich City Centre and Springfield Town Centre. That is, follow the same frameworks for on-street (Table 5-3 is considered a more appropriate starting point as it is based on dominant land-uses within an area rather than pre-defined areas) and off-street (Table 5-4) parking to guide the implementation of priced parking or adjustment parking management tools in operation in each centre.

6 Implementing priced parking

The final stage in developing a priced parking strategy is the implementation of parking reforms that can achieve stated outcomes and contribute to established objectives for transport, economic development and liveability.

Council will be preparing a guideline to assist with the implementation of Parking Management Framework. This section provides guidance to Council on the implementation of priced parking in the Ipswich City Centre and Springfield Town Centre including approaches to stakeholder engagement and how to respond to anticipated challenges arising from introducing priced parking.

6.1 Priced parking implementation

Parking is something that naturally gets people talking. It is an emotive issue of which everyone has their own set of experiences to share. Confusion regarding Council management of car parking, including the rationale or justification to introduce priced parking, adds to the challenge Council faces, which can hinder efforts to debate important reforms that could enable more informed and clearer thinking on the issue. Priced parking implementation requires buy-in from the community and stakeholders which can be achieved through thorough and effective engagement with a broad cross section of the community.

Implementation of priced parking is best pursued as part of a broader package of city centre revitalisation initiatives which can include trials or parklets, street-based community engagement, street parties, completion of or commencement of beautification streetscape upgrades or other master planning activities. This can have a powerful impact on people's perceptions about town centre space and the trade-offs that may be necessary in realising broader town centre visions.

Critically, acceptance and understanding of the benefits associated with priced parking is particularly important to support smooth implementation of priced parking. This is especially important in town centre environments where some traders traditionally may oppose priced parking due to the perception that it discourages visitation from customers and negatively affects business. Engaging with trader groups is particularly important and must be done so in an effective manner to ensure local traders understand why priced parking is being introduced and what the benefits are.

This would ideally be achieved through meetings and presentations with local trader associations and the Chamber of Commerce and be facilitated by a parking professional with experience in capacity building and a track record in achieving buy-in on complex and misconceived issues like car parking. Additionally, an advisory committee could be set up to bring together local trader representatives, Councillors and Council officers to champion the roll out of new priced parking regimes once clearer thinking on the topic is reached.

Local traders need assurance that their respective business investments will not be negatively impacted due to changes in parking rates or management. Perceived issues held by local traders related to on-street parking and pricing should be resolved as a matter of priority through effective policy development and consultation.

Priced parking may be first trialled to test its impact and allow community members to experience the system in operation. This presents the opportunity for monitoring and evaluation initiatives over a 6- or-12-month period to test the outcomes of priced parking to understand the impact on parking turnover and occupancy, foot traffic, trade and business satisfaction, parking infringement and level of parking revenue.

A case study in San Francisco revealed that residents, when consulted and surveyed regarding parking revenue and priced parking management, supported increases to fee levels when they could select where the funds would later be invested.

The survey revealed that residents valued on-street availability most importantly and would support increases in fees granted on-street availability would be prioritised. Surveys also tested three areas of improvements where increases in parking revenue could be redistributed including availability, convenience, and investment in neighbourhood improvements of which on-street availability remained the most valued parking outcome.

Concerns regarding spillover of parking demand away from priced parking areas into residential areas can be addressed through effective consultation with local traders and retaining yet rationalising the permit scheme to a more appropriate transitional model as well as improving parking restrictions and regulations, user information and enforcement.[1]

For Council to respond effectively to issues that may arise during the implementation of priced parking regimes, Litman (2018) which describes common objections and obstacles to parking pricing, and potential solutions as shown in Table 6-1.[2]

Table 6-1: Potential challenges and solutions for priced parking management

Objections and obstacles	Strategies to address
New inconveniences associated with purchasing parking tickets, delay and enforcement practices.	• Ensure ticket machines offer multiple payment options (coins, bills, credit and debit cards, and pay-by-phone) • Improve user information to support easy transactions • Ensure that enforcement is fair, friendly and courteous
Priced parking sees motorists park to avoid paying for priced parking by parking in residential streets and causing 'spillover'.	• Address through effective consultation with local traders and retaining yet rationalising the permit scheme to a more appropriate transitional model as well as improving parking restrictions and regulations, user information and enforcement.
Customers are discouraged to visit centre due to priced parking and will instead visit centres with unpriced parking.	• Ensure traditional centres can compete against 'big box' retailers by providing a 'point of difference' and unique shopping experience. • Invest in public realm projects to support a vibrant and interesting town centre environment
Financial burden on motorists, particularly those with lower incomes.	• Ensure available unpriced parking is retained in fringe locations to satisfy longer term demands and encourage 'park once and walk' behaviours • Ensure provision of disabled parking is retained at central and convenient locations and is not priced
Where parking supply is abundant it seems inefficient to price parking if it results in spaces left unoccupied.	• Allow parking supply to over time rebalance to reach an efficient equilibrium through consolidation of under-performing facilities and tighter management.
Perceptions that priced parking is simply a 'cash grab' for Council and general unhappiness and mistrust towards Council.	• Clearly articulate Council's policy for priced parking and how raised revenue is to be spent. • Invest revenue back into the centre as a way to demonstrate commitment towards traders and vibrance of the centre.

[1] SFCTA (2009) On-street Parking Management and Pricing Study
[2] Litman, T (2018) Parking Pricing Implementation Guidelines, Victoria Transport Policy Institute

6.2 Implementing new parking management tools

The Parking Management Framework was previously presented in Section 5, along with an outline of how to navigate it. Council will be preparing a guideline to assist with the implementation of Parking Management Framework. This section provides additional support and assistance to Council officers where introducing new parking management tools (priced parking or time restrictions) may be necessary.

This section outlines the actions that Council should consider when applying the Parking Management Frameworks for the Ipswich City Centre and Springfield Town Centre. Guidance to undertake this process is detailed below, with these general themes addressed:

- Periodically review parking occupancy;
- Refer to Parking Management Frameworks in accordance with parking occupancy surveys;
- Examine impact on mode diversity; and
- Regularly liaise with the local business and stakeholders.

Periodically review parking occupancy

It is recommended that parking demand be reviewed at least every 12 months. Surveys may be carried out at more regular intervals (e.g. on a three-monthly or six-monthly basis) if there is evidence that parking demands are changing rapidly. For instance, financial information (e.g. monthly data on the number of parking transactions and revenue) can be used as a timely source of data on emerging trends in parking demands. In addition, requests from local stakeholders who perceive issues with parking occupancy may serve as a trigger for a review.

Refer to Parking Management Frameworks in accordance with parking occupancy surveys

The parking surveys will identify areas where peak parking occupancy experience demands outside of the ideal 65% to 85% for on-street parking areas or 60% to 90% for off-street parking areas. Therefore, suggesting parking management interventions are warranted. Navigation of the Frameworks (on-street and off-street) will lead to a set of options to introduce time restrictions / priced parking or adjust existing regimes.

The Frameworks ensure informed and consistent parking reforms can be introduced in accordance with Council's strategic approach and rationale for transport. It enables consistent and standardised decision-making for parking management and uniform responses to address the following common issues:

- At what point should restrictions be introduced;
- What areas should restrictions be applied; and
- How much should be charged for parking.

The Frameworks provide three occupancy-based triggers to support decision making which are organised under three parking demand percentage ranges. Guidance for managing different levels of parking demand is provided across different precincts within the study area to ensure the appropriate intervention is considered.

When considering new parking controls via the Frameworks, Council officers are to follow the guidance, based on parking occupancy (over the highest weekday four hours).

Examine Impact on Mode Diversity

Where applying changes to parking management (including priced parking), consideration needs to be given to impact on other transport modes, such as:

- Is the parking policy having the desired impact on travel patterns in the City of Ipswich?
- Are active and public transport modes increasing?
- Is private vehicle travel demand being managed?
- What changes need to be made to address this? *Reduce supply, increase fees, improve turnover etc*

Regularly liaise with the local business and stakeholders

Inform and advise stakeholders about the introduction of priced parking and/or adjustment of fees. Form partnerships with key stakeholders to ensure transparency about parking management reforms and Council initiatives. Monitor and repeat.

6.3 Supporting initiatives for implementation

In supporting the future considerations for priced parking, which would also include any significant changes to the existing parking pricing regime in the City of Ipswich, it is recommended that Council undertake a thorough and genuine engagement programme to provide the opportunity for the community to develop a broader appreciation of priced parking and to understand Council's rationale for its implementation. The following initiatives could be considered to provide clearer thinking on priced parking and optimise community support:

- **Community engagement** – Council will need to engage with a broad cross section of the community should it pursue the adoption of new priced parking regimes. Engagement activities should take place online, in a formal workshop/presentation setting facilitated by an independent parking expert, as well as informally, as part of a pop-up park or street set up. Council will need to carefully frame the messaging to the community and should avoid engagement practices that simply ask the community 'do you support priced parking?' Instead, Council should encourage 'big picture' thinking about the future of the centre and the role that priced parking may have in achieving that vision.
- **Alignment with Council projects and initiatives** – Council could introduce priced parking as part of a broader package of city centre revitalisation initiatives which may include trials or parklets, street-based community engagement, street parties, completion of or commencement of beautification streetscape upgrades or other master planning activities.
- **Priced parking trial** – Council could consider a priced parking trial to ascertain the level of community satisfaction following the introduction of priced parking. This would typically apply to new areas where priced parking is intended to be implemented. A trial would be best conducted over a 6- or 12-month period.
- **Community involvement in revenue redistribution** – Council could involve the community in decision-making for the distribution of Council revenue accrued through priced parking regimes. This could include the allocation of revenue towards streetscaping and public realm works, public transport or active travel infrastructure.
- **Community value survey** – Council could conduct a municipality-wide survey seeking feedback on what the community values most about the City of Ipswich by selecting from a set of options and place attributes. A survey of this nature would likely see respondents place a greater value on the vibrancy of main streets, the retail offer of activity centres and the safety of public places, and accordingly place less value on parking management.

7 Priced parking distribution

Typically, priced parking schemes generate higher revenue than their overall costs (maintenance, administration, enforcement etc). This section provides an overview of how different municipal jurisdictions use revenue streams from priced parking regimes as well as examples of how and where these funds are distributed. It reveals that different councils use parking revenue for different uses beyond simply incorporating it into consolidated revenue, such as investing in public realm interventions and investing in alternative public transportation services.

Table 7-1 identifies a range of options for distributing revenue from priced parking, as well as identifying examples where this has already been applied - with further details provided in Table 7-2 following.

Table 7-1: Priced parking revenue distribution options

Distribution	Description	Examples
Directed to consolidated revenue	Funds are then allocated through the normal budgetary planning cycle to provide for a variety of council services.	**Ipswich City Council currently** City of Port Phillip (Victoria) Victoria, British Columbia (Canada)
Manage existing priced parking infrastructure	Revenue from priced parking is simply directed towards the maintenance, upgrade/expansion and monitoring of priced parking areas.	Cairns Regional Council (Queensland)
Directed to streetscaping / public service initiatives	Revenue (or part thereof) is allocated to streetscaping improvements such as landscaping, or public services such as libraries.	Pasadena, California (USA) City of Port Philip (Victoria) Horsham Rural City Council (Victoria) City of Gold Coast (Queensland)
Directed to public / active transport initiatives	Revenue (or part thereof) is allocated to public transport and mobility initiatives. These could take the form of micro-mobility (scooters), active (cycle hire scheme) or public transport (CBD loop bus).	City of Perth (Western Australia) City of Boulder, Colorado (USA) Barcelona (Spain) City of Gold Coast (Queensland)
Community initiatives	Revenue (or part thereof) is allocated to funding of projects, based on input from local community groups.	San Diego (California, USA)

In distributing priced parking revenue to areas other than consolidated revenue, there are a number of approaches that can be taken as outlined below:

- **Total (100%) distribution:** In Barcelona, 100% of the priced parking revenue is used to operate and expand the city's bike share programme.
- **Partial distribution:** The City of Gold Coast nominates that 50% of on-street parking revenue will be allocated to active transport, public transport and streetscaping improvement projects.
- **Fixed amount:** In Pasadena, California, the council allocated $1 million in annual parking revenue to streetscape upgrades.
- **Fund schemes:** San Diego facilitated a program to share 45% of parking meter revenue towards projects, such as revitalising commercial districts and enhancing the pedestrian experience, based on input from local community groups.

As previously noted in Section 3.1.1, the Ipswich City Council could potentially distribute all (approximately $1.29 million) parking revenue or potentially the residual (approximately $840,000 or 65%), or part thereof, as a partial distribution or fixed amount towards other initiatives such as additional transport services, streetscape upgrades or community-led schemes. Further details of how various municipal jurisdictions, both within Australia and overseas, have distributed priced parking revenue, are summarised in Table 7-2 overleaf.

Table 7-2: Examples of priced parking revenue distribution

Horsham Rural City Council (Victoria)
Horsham Rural City Council introduced priced parking to its city centre to meet the objectives of ensuring road safety and maintaining traffic flows. It was also designed to improve business activity and encourage parking turnover to ensure availability of parking spaces. Parking revenue typically accrues approximately $600,000 per annum while costs associated with its operation is generally 30%. All funds accrued are deposited into the CBD Car Park Development Reserve Fund with funds available to use for CBD revitalisation and beautification as well as landscaping; the widening of footpaths; laneway improvements; and relocating power lines underground.
City of Port Phillip (Victoria)
As a dense inner-city municipality, the City of Port Phillip has developed an effective approach to parking management through a variety of strategic measures, including a comprehensive priced parking regime. The City manages 5,600 ticketed on-street parking spaces with the operation of 465 machines (243 credit card and coin and 222 coin only machines). Council has recently installed 500 new parking sensors as part of an upgrade to Council technology. Council collects $13.6 million in parking revenue through priced parking and parking infringements which is returned to the City of Port Phillip as consolidated revenue. These funds are then allocated through the normal budgetary planning cycle to provide for a variety of council services including libraries and the contribution to other community facilities and services. The revenue generated from priced parking along the foreshore directly funds the maintenance and improvement of the foreshore parkland and paths.
Cairns Regional Council (Queensland)
Cairns Regional Council manages both on and off-street parking in the CBD through a variety of time restrictions and ticketed parking. Council reinvests the revenue from parking fees and fines into parking infrastructure and parking technology as well as covering operating and maintenance costs of parking. Council has invested more than $8.5 million to improvements, including the introduction of a Licence Plate Recognition (LPR) system, upgrading parking ticket machines to accept credit cards and creating additional parking.
City of Perth (Western Australia)
The City of Perth uses parking revenue raised from ticketed parking to fund a free bus service which operates in the Perth CBD, Fremantle and Joondalup. The funding redistribution pays for the CAT buses, free public transport and has also been used for complementary public realm and accessibility measures including upgrading pedestrian and cycle paths and the Perth Busport.
City of Gold Coast (Queensland)
The City of Gold Coast uses parking revenue collected to fund active transport, public transport and streetscaping improvement projects. In accordance with the City's Parking Plan, 50% of revenue raised through on-street parking is allocated for these investments. Off-street parking revenue is invested in the maintenance and improvement of the relevant asset. The method for calculating parking fees and the way the revenue is invested is clear, transparent and simple to understand.
San Diego (California, USA)
The City of Gold Coast's City Parking Plan identifies San Diego (California, USA) as an example of Established in 1997, San Diego's Parking Meter District Program provides a mechanism to distribute funds through a parking revenue sharing model. The proposal to share 45 per cent (45%) of parking revenue created local support for new meters and new revenue to offset the costs. The city contains six designated community parking districts. Each has its own local objectives. In the first year, one of these districts, the Uptown District, sought community input and developed a five-year implementation plan that lists community goals such as revitalising commercial districts and enhancing the pedestrian experience. Specific expenditures are determined for each local district and detailed in an annual report that contains community input from public workshops and parking committee meetings.
City of Boulder (Colorado, USA)
The City of Boulder, 30 miles north-west of Denver in the USA uses priced parking as a demand management tool in the city's downtown area for approximately 4,000 public parking spaces. Revenue raised though the priced parking regime is used for a variety of travel demand management (TDM) initiatives including paying for bicycle parking facilities, managing paid and shared parking, and an Eco-Pass program, which is a transit pass to the regional bus and rail system (RTD). An Eco-Pass allows holders to enjoy free trips across the system using bus and rail services. The program costs approximately $750,000 per year, which is paid for out of parking revenues. This breaks down to around $125 per downtown employee. The pass is understood to have had strong uptake by downtown employees and is also attributed to diminishing parking demand and improving availability.

8 Recommendations for parking management

This section presents a summary of recommendations that have been developed to ensure successful parking management outcomes for the City of Ipswich. Recommendations have been prepared through an assessment of parking occupancy in the centres of Springfield and Ipswich. Understanding of the parking context of each centre and acknowledgement of Council's existing policy objectives for transport and land-use across the municipality, with a key focus of using parking management to shift transport demands to sustainable travel modes.

8.1 Approach to developing recommendations

The proposed new approach to parking management and recommendations outlined in this section have been developed to:

1. Work towards achieving effective turnover of parking spaces and ensuring customer satisfaction in the Ipswich City Centre and Springfield Town Centre.
2. Respond strategically to the parking environments of the Ipswich City Centre and Springfield Town Centre through guidance to ensure successful parking management outcomes.
3. Work towards realising Council's transport objectives through parking management to encourage greater participation in sustainable modes of transport.
4. Provide guidance to Council for managing parking assets, including the decommissioning and repurposing of underperforming parking facilities.
5. Enable Council to utilise parking revenue for re-investment in the community.
6. Ensure Council uses available and new technology to optimise priced parking outcomes in each centre.

8.2 Summary of recommendations

The recommendations presented below have been prepared to improve parking management and broader transport outcomes in the City of Ipswich and assist Council make decisions for the management of car parking in the Ipswich City Centre and Springfield Town Centre.

A total of seven (7) broad recommendations have been developed as detailed below:

1. **Adopt City of Ipswich Parking Management Framework**
   Application of a framework for priced parking allows Council to respond to different parking contexts in a systematic and consistent manner in both centres. It is recommended that Council apply the framework when considering expanding parking regimes or introducing priced parking in the Ipswich City Centre and the Springfield Town Centre. The framework allows for uniform decision-making where reformed parking management may be necessary and seeks to provide guidance on:
   - **Triggers** – Occupancy-based triggers have been developed to ensure that appropriate parking management actions can be implemented to respond to different parking environments. There are three different occupancy ranges (parking demand) that are intended to provide a trigger for actioning the appropriate parking management intervention (introduction of priced parking or adjustment of existing controls).
   - **Parking demand/alternative uses** – Where parking facilities are poorly utilised (below 65% peak period occupancy), Council can consider re-developing under-performing off-street

parking or repurposing on-street parking to more active uses (expanded footpaths, public realm investments or improved bicycle facilities).

Council will be preparing a guideline to assist with the implementation of Parking Management Framework.

2. **Fee structures**
   The current structure for priced parking within the City of Ipswich is considered to be generally appropriate, particularly considering the relatively moderate levels of overall parking demand observed and analysed previously. Modification of the current pricing structure in the immediate short-term would likely have greater dis-benefits (i.e. confusion over parking prices / application) than any potential benefits, particularly considering current parking demands, and is therefore not recommended at this time.

3. **Price Adjustments**
   To affect parking demand changes of 10-15%, it is recommended to adopt pricing changes of 15-25%, as a conservative approach, until the relationship between parking demand and pricing within the City of Ipswich context is better established. Parking price adjustments (where appropriate) should be trialled, with parking surveys before, during and after to understand the impacts of any changes.

4. **Parking revenue distribution**
   It is recommended that Council use revenue accrued through its parking meters to invest in facilities and programmes to encourage a shift to sustainable modes of transport. This may include the expansion of Council's existing on and off-street cycling network, streetscape improvement works in each centre and behavioural change programmes and incentives for residents to shift to walking, cycling or public transport.

5. **Periodically review data**
   It is recommended that the parking demand in each centre is reviewed at least every 12 months to support application of Council's priced parking framework. Surveys may be carried out at more regular intervals (3-6 months) if there is evidence that parking demands are changing rapidly. The use of internal Council resources is encouraged to conduct 'observational surveys' prior to procurement of formal surveys. Where changes to parking management are being contemplated, particularly for implementation, expansion or adjustment of priced parking, formal surveys before and after implementation are recommended.

6. **Enforcement**
   Effective enforcement is a necessary complement for effective parking controls. It is recommended that enforcement practices continue in accordance with the newly adopted approach outlined herein.

7. **Parking technology**
   Emerging improvements for parking management systems supported by advances in available technology and, as identified in the iGO *Intelligent Transport Systems Strategy* should be investigated.

Appendix A – Review of time restrictions

The review of time restriction was carried out by using surveyed data for the locations where time restrictions are no longer effective in managing turnover. The data for Saturday (27 October 2018), Tuesday (30 October 2018), and Thursday (01 November 2018) has been reviewed to under- or over-utilised parking for both Ipswich City Centre and Springfield Town Centre.

Ipswich City Centre

The data collected from this parking survey has been summarised by average parking occupancy for each of the three survey days identified above and is presented in Table A-1. The summary data identifies the street locations of unrestricted parking where adjustments to time limits can be considered based on the following.

- Under-utilised parking (less than 50% occupancy) highlighted in green; and
- Over-utilised parking (weekday survey days >85% occupancy) highlighted in red.

Table A-1: Parking Occupancy by Street within Ipswich City Centre

Precinct	Street	Supply	Average Occupancy		
			Tuesday	Thursday	Saturday
CBD Fringe		**319**	**73%**	**70%**	**23%**
	Chelmsford Ave	33	71%	61%	37%
	Clay St	33	77%	58%	11%
	Deebing St	5	72%	72%	29%
	Ellenborough St	14	76%	77%	15%
	Hancock St	11	0%	0%	18%
	Murphy St	51	78%	78%	16%
	Nicholas St	28	72%	87%	76%
	Roderick St	34	72%	76%	12%
	Spresser St	9	86%	81%	22%
	Tiger St	43	80%	63%	13%
	Waghorn St	58	76%	80%	18%
Commercial		**197**	**84%**	**69%**	**8%**
	King Edward Parade	44	58%	30%	25%
	Marsden Parade	31	86%	76%	3%
	Milford St	60	85%	74%	4%
	Mortimer St	27	88%	47%	4%
	Thorn St	35	89%	82%	10%
Education		**350**	**70%**	**71%**	**24%**
	Arthur St	33	81%	89%	32%
	Darling St E	55	81%	74%	43%
	Elizabeth St	44	51%	57%	19%
	Ellenborough St	9	76%	67%	40%

Precinct	Street	Supply	Average Occupancy		
			Tuesday	Thursday	Saturday
	Horan St	35	58%	55%	3%
	Martin St	59	66%	72%	22%
	Mary St	55	75%	79%	11%
	Waghorn St	60	72%	72%	28%
Legal Gov		**45**	**72%**	**71%**	**30%**
	Roderick St	45	72%	71%	30%
Medical		**301**	**79%**	**69%**	**34%**
	Gray St	43	81%	73%	52%
	MacAlister St	10	95%	84%	7%
	Milford St	12	83%	79%	23%
	Outridge St	10	81%	76%	23%
	Quarry St	71	91%	74%	29%
	Roderick St	16	88%	67%	19%
	South St	26	93%	80%	45%
	Thorn Ln	20	18%	24%	16%
	Thorn St	63	74%	71%	33%
	Walker St	11	60%	46%	29%
	Warwick Rd	19	92%	73%	72%
Off-street		**628**	**60%**	**53%**	**20%**
	Bob Gamble Park	22	14%	9%	18%
	Bowling Club off-street	62	21%	42%	47%
	Denmark Hill off-street	45	84%	75%	9%
	Marsden Pde off-street	171	89%	81%	1%
	Nerima Gardens off-street	89	23%	13%	33%
	Old Incinerator off-street	11	54%	24%	70%
	Olga St off-street	164	88%	72%	2%
	Queens Park Nursery off-street	9	50%	44%	73%
	River Heart Parkland	50	87%	77%	7%
	Roderick St off-street	5	20%	55%	0%
Queens Park		**118**	**46%**	**36%**	**43%**
	Goleby Ave	89	46%	33%	36%
	Merle Finimore Ave	29	45%	43%	67%
Top of Town		**28**	**75%**	**54%**	**22%**
	Limestone St	28	75%	54%	22%
West Ipswich		**37**	**77%**	**66%**	**20%**
	Omar St	37	77%	66%	20%
GRAND TOTAL		**2,023**	**73%**	**67%**	**25%**

Examining the unrestricted parking in comparison to the parking supply identified, the following were noted:

- The Off-Street and CBD Fringe and Medical parking precincts has the largest number of unrestricted parking spaces;
- These parking areas have an average occupancy above 70% during surveyed weekdays;
- Unrestricted parking that was under-utilised was highest for Off-Street with an average occupancy around 30% during surveyed weekdays; and
- The occupancy analysis reveals that a significantly lower parking occupancy for the weekends in comparison to the weekdays.

Review of the existing time limited parking areas for each of the parking precincts within the Ipswich City Centre are provided within this appendix, with a summary page for each precinct that contains the following:

- A map of the parking inventory and time limits;
- Key attractors within the precincts – such as schools, hospitals etc;
- Identification of overall key parking supply locations and their relative parking occupancy usage; and
- Recommendations for adjustments to parking time limits.

CBD Core Precinct

Number	Street Name	Usage Notes / Recommended Changes
1	Brisbane Street	• **Timed Parking** ○ Mix of 15-minute and 1P parking on northern verge Convert all spaces to 15-minute parking for consistency, legibility – *"high turnover outside commercial facilities"*. Note that 1P parking is available on southern verge.

Top of Town Precinct

Number	Street Name	Usage Notes / Recommended Changes

1	Limestone Street	• Wide mix of time limits:
		  ○ 1 1P spaces;
		  ○ 23 2P spaces; and
		  ○ 22 Unrestricted spaces.
		• Utilisation of all parking types is ~55-60%

MRCagney

2018 Principal Activity Centre Parking Survey
Ipswich - Education Precinct

Parking types by bay (onstreet)
and by zone (offstreet)

1/4P
1/2P
1P
2P
3P
4P
9P
Unrestricted
Disability
Bus
Loading
Motorbike
Restricted (NS certain times etc)
Unpaid parking
Paid parking

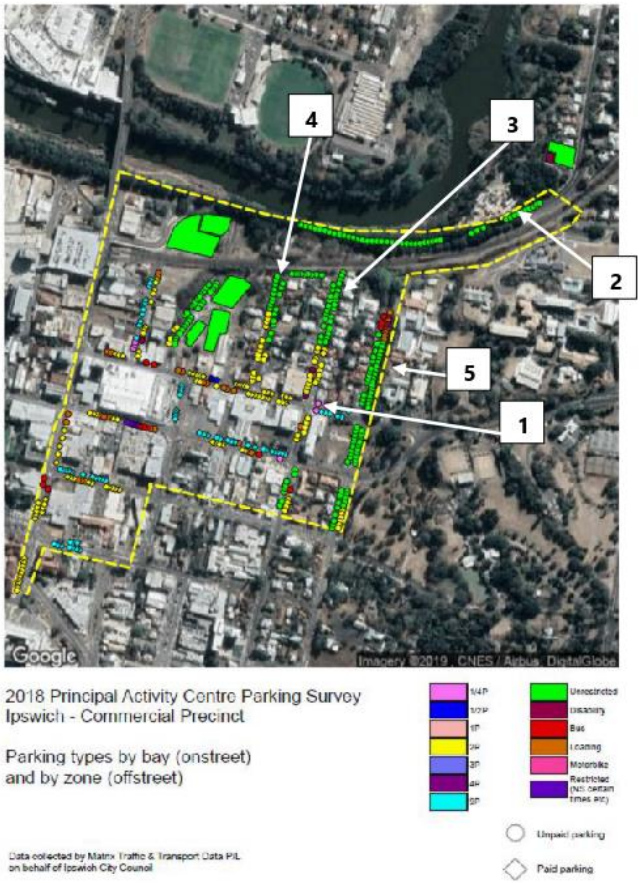
Data collected by Matrix Traffic & Transport Data P/L on behalf of Ipswich City Council

Education Precinct

Number	Street Name	Usage Notes / Recommended Changes
1	Darling Street East	• **Timed parking:** o Number of spaces- 33 o Average occupancy weekdays- 18% o Average occupancy weekend- 6% • **Unrestricted parking:** o Number of spaces- 55 o Average occupancy weekdays- 78% o Average occupancy weekend- 43% • Unrestricted parking is well utilised
2.	Mary Street	• Mary Street **(Unrestricted Parking):** o Number of spaces- 55 o Average occupancy weekdays - 77% o Average occupancy weekend - 11% • Convert whole of Mary Street (South) to 3P for consistency and as average occupancy is relatively high (parking close to CBD) – *"where it is desired to stop all day commuter parking."*
3.	Horan Street	• **Unrestricted parking** o Number of spaces - 35 o Average occupancy weekdays - 57% o Average occupancy weekend - 3%
4.	Elizabeth Street	• **Unrestricted parking** o Number of spaces - 44 o Average occupancy weekdays - 54% o Average occupancy weekend - 19%

S **Ipswich Grammar School**
PS **St Mary's Primary School**
MC **St Mary's College**
EC **St Edmund's College**

MRCagney



Commercial Precinct

Number	Street Name	Usage Notes / Recommended Changes
1	Brisbane Street	• **Timed parking** o Number of spaces - 50 o Average occupancy weekdays - 22% o Average occupancy weekend - 6%
2	King Edward Parade	• **Timed parking** o Number of spaces - 41 o Average occupancy weekdays - 44% o Average occupancy weekend - 21%
3	Thorn Street	• **Timed parking** o Number of spaces - 24 o Average occupancy weekdays - 29% o Average occupancy weekend - 13%
4	Marsden Parade	• **Unrestricted parking** o Number of spaces - 31 o Average occupancy weekdays - 81% o Average occupancy weekend - 3%
5	Milford Street	• **Unrestricted parking** o Number of spaces - 60 o Average occupancy weekdays - 80% o Average occupancy weekend - 4%

2018 Principal Activity Centre Parking Survey
Ipswich - CBD Fringe Precinct

Parking types by bay (onstreet)
and by zone (offstreet)

Data collected by Matrix Traffic & Transport Data P/L
on behalf of Ipswich City Council

CBD Fringe Precinct

Number	Street Name	Usage Notes / Recommended Changes
1	Nicholas Street	• **Timed parking:** o Number of spaces - 28 o Average occupancy weekdays - 80% o Average occupancy weekend - 76% • Convert remainder of eastern side to the north to 3P, for consistency – *"where it is desired to stop all day commuter parking."*
2	Hancock St	• **Unrestricted parking** o Number of spaces - 11 o Average occupancy weekdays - 0% o Average occupancy weekend - 18%

Ipswich Hospital

MRCagney

2018 Principal Activity Centre Parking Survey
Ipswich - Medical Precinct

Parking types by bay (onstreet)
and by zone (offstreet)

Data collected by Matrix Traffic & Transport Data P/L on behalf of Ipswich City Council

Medical Precinct

Number	Street	Usage Notes / Recommended Changes
1	Pring Street	• **Timed parking** o Number of spaces - 98 o Average occupancy weekdays - 46% o Average occupancy weekend - 11% • Unrestricted parking is available nearby hospital
2	Thorn Street	• **Unrestricted parking** o Number of parking spaces - 63 o Average occupancy weekdays - 73% o Average occupancy weekend - 33%
3	Gray Street	• **Unrestricted parking:** o Number of parking spaces - 38 o Average occupancy weekdays - 87% o Average occupancy weekend - 50%
4	Pring Street	• **Timed parking** o Number of spaces - 51 o Average occupancy weekdays - 46% ▪ Paid 57% and Unpaid 38% o Average occupancy weekend - 12% • Unrestricted parking is available nearby hospital • Consolidate (reduce) central median parking – provide additional landscaping and pedestrian refuge crossings

Note:
St Andrew's Ipswich Private Hospital
Ipswich Hospital
Ipswich Day Hospital

Note: While it is noted that long-stay ('Unrestricted') parking is not typically supported in the Medical Precinct, the precinct covers large residential areas, where time-limited parking would not be appropriate. Time-limited parking could be expanded occur once Pring Street parking reaches capacity (i.e. >85% occupancy).

MRCagney

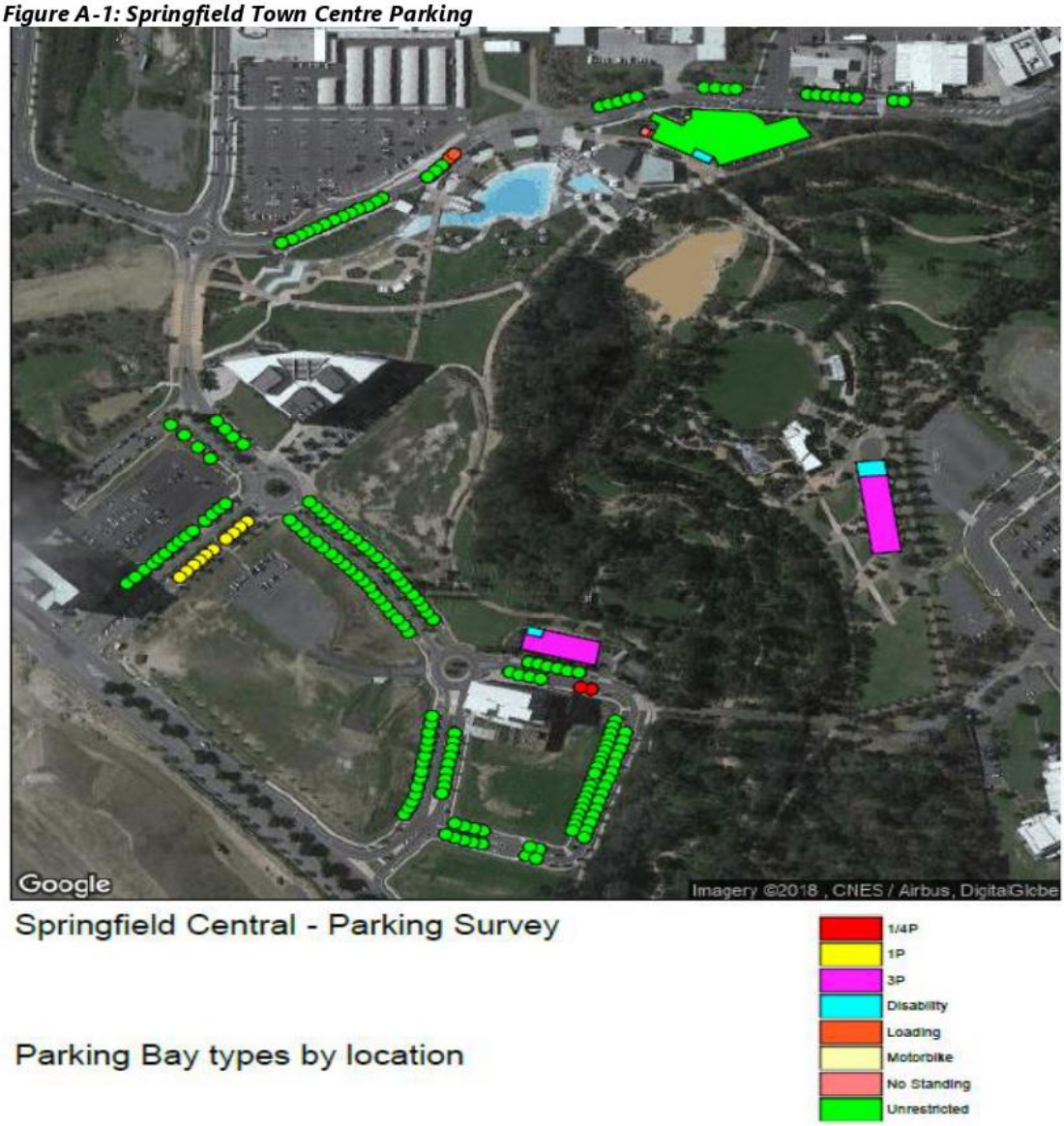
Queens Park Precinct

Number	Street	Usage Notes / Recommended Changes
1	Goleby Ave	• **Unrestricted parking** o Number of spaces - 89 o Average occupancy weekdays - 40% o Average occupancy weekend - 36%
2	Merle Finimore Ave	• **Unrestricted parking** o Number of spaces - 32 o Average occupancy weekdays - 44% o Average occupancy weekend - 67%

Springfield Town Centre

As with the Ipswich City Centre, a parking occupancy survey for the Springfield Town Centre was undertaken on and Saturday (27 October 2018), Tuesday (30 October 2018), and Thursday (01 November 2018). The overall parking supply (including any time limits) is shown in Figure A-1, while the average occupancy for these parking spaces was determined and is provided in Table A-2.

Figure A-1: Springfield Town Centre Parking



The summary data provided in Table A-2identifies the street locations of unrestricted parking where adjustments to time limits can be considered and highlights the following:

- Under-utilised parking (less than 50% occupancy during all survey days) highlighted in green; and
- Over-utilised parking (weekday survey days >85% occupancy) highlighted in red.

Table A-2: Parking occupancy in Springfield Town Centre

Street	Supply	Average Occupancy		
		Tuesday	Thursday	Saturday
Barry Alexander Dr	71	67%	66%	29%
David Henry Wy	14	70%	58%	67%
Ian Keilar Dr	58	25%	29%	29%
Off-Street	80	50%	50%	50%
Southern Cross Cct	36	50%	53%	69%

The parking occupancy analysis summarised indicates the following:

- Ian Keilar Dr and Off-Street parking are generally under-utilised;

  Note: The Springfield Town Centre is still developing, and significant development potential still remains which will increase overall activity and likely on-street parking demand into the future.
- As with the Ipswich City Centre, parking occupancy is generally higher on weekdays than weekends with the exception Southern Cross Circuit (likely due to the proximity of the Orion Lagoon and associated activities); and
- The relatively higher parking occupancy in Barry Alexander Dr in the weekday, compared to the lower weekend parking occupancy, may reflect external university parking demands (with a pedestrian path facilitating connection between external parking and the campus.

Overall, given the moderate parking demands across the surveyed area, there is little impetus to change current parking controls. As the Springfield Town Centre continues to develop and parking demands increase, adjustments to parking controls (starting with time limit restrictions) can be used to ensure parking space availability is maintained for the relevant parking user groups.

Appendix B – Parking technology

Parking management can be supported by advances in available technology and, as identified in the recently released iGO *Intelligent Transport Systems Strategy*, Ipswich City Council has an opportunity in modernising its parking management services by adopting smart parking solutions to:

- Improve the customer experience;
- Enhance economic development and social interaction opportunities in activity centres; and
- Provide more effective monitoring and compliance capabilities.

This can be achieved by using smart technology and the benefits are as follows:

1. Sensor-based innovation can be used to detect whether the space has been occupied or not by using mobile app in real time;
2. Real time data generated from sensors can be used to identify utilisation and transaction data, which can help to identify vehicles that have overstayed or not paid;
3. The utilisation data can also be used to inform a quarterly review of parking pricing;
4. Council can offer a variety of payment methods to reduce or even remove parking meters in future;
5. Council can also implement dynamic pricing and variable time limits and duration which can allow users to pay via mobile for extending duration to avoid infringement;
6. Customer can use mobile apps to find and pay for the parking in advance; and
7. Mobile apps can be used to undertake regular qualitative surveys to obtain customer feedback.

Parking 'App' Technology

Parking payment systems, such as CellOPark currently provided parking payments run through a free smartphone app. The app allows you to pay for parking quickly and eliminates the need to display paper tickets. The system is application for large open or structured parking areas, as well as kerbside parking within centres (see left).

Your vehicle registration is recorded when you start a parking session and is used by parking officers to check if there is an active parking session for your car. Payments for parking sessions are taken automatically from traditional methods, such as credit or debit card, or via a pre-paid card.

These types of parking management systems also incorporate the ability to have (virtual) permits. Parking officers can check for valid permits using mobile license plate technology as they drive around to ensure only permit holders are parking in permit-only areas.

Image source: https://www.parking.asn.au/la-trobe-university-selects-cellopark-for-convenient-ticketless-parking/

Directional Signage

Directional signs can be either static or dynamic, providing real time information on the location and availability of parking resources. These signs should be placed on key access roads to inform drivers of the locations, availability (if dynamic), and the price associated with the parking facilities. This information allows drivers to identify the nearest available parking facilities and evaluate the relative value associated with different parking areas. An example is shown in the figure below.

Image source: MRCagney photo

The goal of directional signs is to reduce the distance travelled by vehicles looking for a car park, thereby resulting in positive external benefits to other road users, as well as encouraging more efficient use of available resources. Directional signs are not, in isolation, expected to significantly reduce parking demand. However, they can improve relative parking utilisation within a region by providing information on underutilised, less noticeable carparking areas.

Static directional signage should be implemented where there is significant variation in parking utilisation of similar parking products within the surrounding area, while dynamic signage is more appropriate / cost effective in areas with large concentrations of parking supply (i.e. off-street locations).

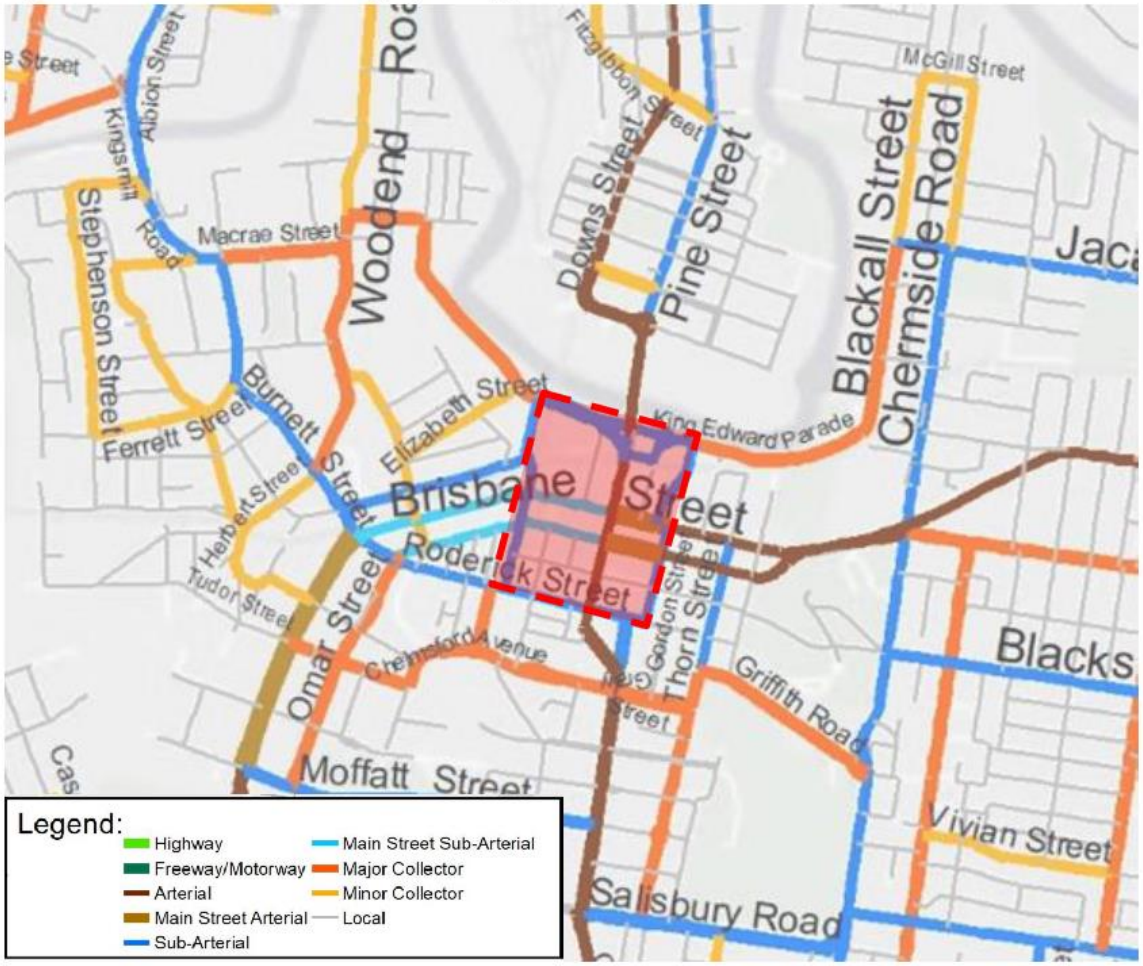
Central Traffic (Parking) Area

One of the recommendations of the Ipswich Parking Strategy was the implementation of a Central Traffic Area within the Ipswich City Centre area. This recommendation has been implemented, however, signage identifying the Ipswich Central Parking Area is inconsistent or non-existent on some approaches. Further, the area covered is expansive (i.e. out to Thorn Street to the east), which has therefore required generic parking controls to be indicated (i.e. 'No Time Limit unless otherwise signed).

This central traffic area should be largely based on the surrounding road network hierarchy, which is especially important within the Ipswich City Centre given the one-way circulation through Limestone and Brisbane Streets, as well as natural barriers such as the Bremer River and Ipswich Rail Line.

A map of the road hierarchy from iGO is provided in Figure B-1 overleaf. Further, an indicative consolidation (reduction) of the central parking area is also shown.

Figure B-1: Indicative Central Traffic (Parking) Area

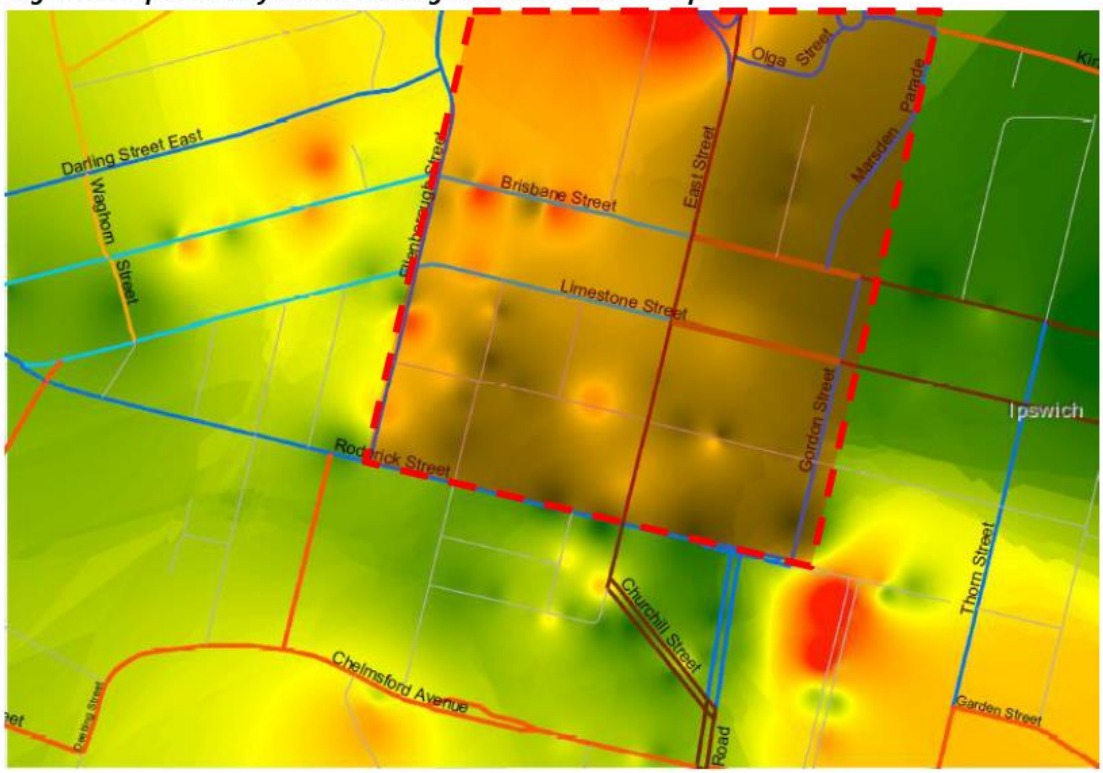


The consolidation of the existing central traffic (parking) area, indicatively shown in Figure B-1 will provide opportunities for:

- Clearer identification of boundary of the Central Parking Area, generally better aligned with the CBD Core Precinct;
- More legible identification of significant (typically off-street) parking areas that are within walking distance of the CBD area – greater indication that the parking operations / controls for this parking needs to be considered within the context of the CBD; and
- Better potential for staggering of parking controls (including pricing) which will more clearly define the desire for reduced traffic movement / parking demand within the CBD area.

As further information in regard to the consolidation of the existing central traffic (parking) area, the 'heat map' image for priced ('paid') parking transactions within the Ipswich City Centre area is shown in Figure B-2 overleaf.

Figure B-2: Ipswich City Centre Parking Transactions Heat Map



Parking Overstay Detection

Parking Overstay Detection Systems (PODS) can be used by councils to manage priced parking more efficiently and are useful tools to collect parking occupancy data. PODS are effective tools that provide valuable data relating to length of stay, peak demand times and turnover. PODS also allow the variable setting of rates, meaning parking is priced based on demand allowing seasonal, time of day and weekday variation.

The introduction of PODS would align with Council's policy objectives to manage priced parking in the City of Ipswich. PODS can collect data and provide important information and allow Council to respond to different parking scenarios across different contexts.

15-minute free parking

A potential adjustment to parking control regime that has previously been considered is the introduction of a general 15-minute free parking "grace" period – such as that adopted within Brisbane City Council parking control areas. While this strategy has some merit in that parking users that genuinely only park for a short period of time (i.e. less than 15 minutes) will need to be concerned with payments (or risking an infringement), there are significant implications on potential over-stay, likely additional monitoring / enforcement / administration, lost revenue as well as requirements for parking meter technology upgrades.

Therefore, as the overall benefits (some confidence to parking users) is unlikely to be greater than the potential costs / efforts of administering a 15-minute free parking strategy further, more detailed assessment of the overall implications of adopting such a strategy should be considered.

Appendix C – Approaches to priced parking

Pricing methods

This section presents information about the different approaches Councils can take to setting pricing structures for priced parking regimes and the rationale underpinning different parking management frameworks.

Council currently sets the prices for Council-owned and operated parking throughout the Ipswich LGA, with prices set under a fixed hourly regime. This system is commonly used in other jurisdictions throughout Australia where priced parking regimes apply which sees hourly parking rates charged at a fixed rate, irrespective of experienced demand.

There is a growing body of research that focusses on the importance of shifting the perception of parking as 'public infrastructure' to a 'market good'. Shoup (2017) argues that policies that treat parking as public infrastructure disguise the real costs and real demand of parking spaces, which leads to the systematic under-pricing of on-street parking.[3]

Taylor (2018) refers to the common method of parking pricing in Australia as 'first come first served'. This approach to pricing refers to the application of fixed hourly parking rates. The title implies that once a motorist has parked in a car parking space, there is little incentive to move on and make the space available to another user because the price per hour does not increase.[4] While such an approach is not considered appropriate at this time, consideration in the future may be warranted in key locations (i.e. CBD / Core areas) where parking demands are consistently excessive and/or highly variable.

With new technology becoming available for parking, the use of dynamic pricing is now being explored. Unlike fixed hourly parking rates, dynamic parking adjusts hourly based on level of demand and observed usage patterns. The goal of dynamic pricing is to minimise both under-priced and over-priced parking by matching the turnover of parking spaces with demand.

The model of setting prices for on-street parking proposed by Shoup is demand-based 'performance' parking, which is generally outlined as follows:

- Remove minimum parking requirements;
- Set the right price for kerbside parking (dynamic pricing – adjusted by availability and time of day); and
- Return the parking revenue to pay for public services (hypothecation).

A commonly referenced example of dynamic pricing is SF Park in San Francisco, USA (see also City of Gold Coast example). SF Park adjusts prices every two months to manage demand, aiming to even out occupancy in a range of 60%-80% per street. The results of SF Park show that traffic congestion has been reduced by 10% and 'cruising', which refers to motorists circling an area in search of available car parking, has also reduced.

SF Park has been a particularly successful parking policy reform and genuinely seen as a benchmark case study when preparing parking strategies. It indicates that people place a greater value on parking availability then the actual price they pay for parking (up to a point).

[3] Shoup, D (2017) Parking in the City
[4] Taylor, E (2018) City of Melbourne Discussion Paper: Car Parking

Case studies – priced parking operation

Priced parking policies have been reviewed in various Australian contexts to understand the different approaches used to successfully manage car parking through pricing.

Toowoomba Regional Council

Toowoomba is a regional city in the Darling Downs region and is located in the state of Queensland with a population of over 130,000 introduced its biennial on-street and off-street parking fee on 2nd July 2018. It includes:

- 10c per hour increase in all parking fees to a maximum additional charge of 50c a day
- Council is using various payment methods such as credit card payment machines, payWave and pay-by-bay technology.[5]

Council has recently replaced approximately 55 single head parking meters with new pay by space meters (ticketless and user-friendly system) on Margaret Street between Neil and Hume Streets. The objective of new technology is to provide more options to user and reduce infrastructure damage by vehicles. Furthermore, the minimum payment for each meter is one dollar and the time limit are two hours maximum.[6]

According to 2018-19 annual budgets, Council is planning to spend $140,000 on the upgrade and enhancement of parking infrastructure to meet the demand of growing city.[7]

City of Gold Coast

In recognising the complex and sensitive nature of car parking on the Gold Coast, the City of Gold Coast has developed a scheme called the 'Park in centre scheme' or 'PICS' to achieve efficient and equitable parking outcomes. PICs is managed by adjusting parking prices (up or down) by 20-25% increments, which is based on demand data from in-ground parking sensors. Parking prices are reviewed quarterly and can be altered to respond to changes in demand. For example, in streets with low demand, prices may decrease, while streets that record high demand, prices will increase.

A pilot was undertaken by Council in Burleigh Heads and Broadbeach in 2015 which is understood to now be permanent. The scheme aims to:

- Improve parking availability by encouraging turnover in business districts
- Open parking spaces in high demand areas
- Reduce traffic congestion caused by 'cruising' for available parking spaces.

Costs for Council-owned car parking under the scheme are currently $1.90 per hour to $3.70 per hour and Council has invested $7.5 million to fund the required technology to operate the scheme, which involves inground sensors. Additionally, City of Gold Coast will use funds accrued through the scheme for a variety of different initiatives and programmes with 50% of parking revenue allocated for local improvement projects, including streetscaping, landscaping and improved public transport.[8]

[5] (Parking fees to increase from Jule 2, 2018, 2018) http://www.tr.qld.gov.au/component/content/article/mediareleases/newspublications/13405-parking-fees-to-increase-from-july-2-2018

[6] (Roll out of new parking technology for Margaret Street, 2018) http://www.tr.qld.gov.au/component/content/article/mediareleases/newspublications/13574-roll-out-of-new-parking-technology-for-margaret-street

[7] (Annual Budget 2018/19, 2019) http://www.tr.qld.gov.au/about-council/council-governance/plans-strategy-reports/13412-budget

[8] City of Gold Coast http://www.goldcoast.qld.gov.au/thegoldcoast/parkincentre-schemes-28100.html

City of Port Phillip (Victoria)

The City of Port Phillip provides a good example of a Melbourne municipality effectively managing on-street car parking through a priced parking management regime. The management framework applies to the whole municipality and ensures that car parking is managed consistently across different activity centres and urban contexts within the municipality.

The Draft City of Port Phillip Integrated Transport Strategy articulates Council's role in parking and sets some bold directions for parking management with the intention of reducing traffic congestion and improving transport choice for its residents and visitors.

While the land use context of Port Phillip is different to that of Ipswich City Council and the municipality is richer in transport options, benefiting through bus, tram and train connectivity and high-quality cycling infrastructure, the approach to car parking policy by City of Port Phillip that focuses on taking a strategic and systematic response to parking challenges and application of tools across the municipality is relevant to Ipswich City Council.

City of Port Phillip currently manages approximately 57,000 parking spaces which are predominantly on-street. Within activity centre contexts, the Strategy acknowledges that simply building more parking spaces to accommodate growing demand is uneconomic as it would sacrifice space that could be used for higher value uses.

The Strategy acknowledges that pricing, time restrictions and reserved parking spaces are critical management tools for supporting vibrancy and activity while ensuring the kerbside space is available for priority user groups.

Council is also set to introduce a new parking policy which will provide criteria to ensure a consistent application of both priced parking and time restrictions across the municipality. This is expected to achieve effective responses to existing issues around inconsistent pricing models, lack of seasonal responsiveness, poor demand management and integration with land uses.

Implementation of the policy will be undertaken in conjunction with a parking technology program. Technology will assist in ongoing monitoring of parking activity and can inform regular reviews of parking controls in activity centres. [9]

Horsham City Council (Victoria)

The rural township of Horsham located approximately four hours west of Melbourne with a population of 20,000 residents introduced priced parking for on-street facilities in 2014.

Council introduced priced parking to manage on-street CBD parking. According to a Council meeting report from November 2015, parking meters were introduced to serve two objectives:

- To ensure road safety; and
- To maintain traffic flows and turnover.

Furthermore, the priced parking regime was introduced to encourage business activity and growth, improve the local economy and increase the opportunity of short-term parking whilst being financially sustainable by encouraging regular turnover of cars, and therefore customers, in and around the Horsham CBD. Parking

[9] City of Port Phillip ITS - https://haveyoursay.portphillip.vic.gov.au/30803/documents/69846

revenue typically accrues approximately $600,000 per annum with operating costs taking roughly 30%. Revenue received is understood to be put towards streetscape and town centre revitalisation initiatives.

The priced parking regime is managed using 'EasyPark' which is a service providing easy parking solutions for Horsham residents via use of a smart phone application allowing cashless parking transactions. It allows drivers to pay for their parking in a simple, cashless and efficient way through use of the EasyPark smartphone application. It delivers the following solutions in an integrated system:

- Cashless payment through phone parking
- Virtual permits (for example residential permits)
- Digital infringement notices and enforcement management.

Cairns Regional Council

Cairns is located on the east coast of far north Queensland and has an estimated residential population of over 160,000 residents introduced change for on- and off-street parking in CBD. The changes have been effective since 2nd January 2018 and are summarised as follows:

- 20c per hour increase in parking fees, each year, for four years to a final cost of $2 an hour;
- 15% increase in parking fines; and
- Increased time-limited parking hours to 8:30am - 6pm, Monday to Sunday.

All centre median car parking in Cairns CBD is free, with time restricted and low-cost-all-day parking is also available at Council's off-street car park on Bunda Street ($2 a day) and Hartley Street ($3 a day).

Council is planning to reinvest the revenue from parking fees and fines into parking infrastructure and parking technology as well as covering operating and maintenance costs of parking. In the past 5 years, Council has invested more than $8.5 million to improve parking, including the introduction of Licence Plate Recognition (LPR) system, upgrading parking ticket machines to accept credit cards and creating further 450 parking bays.[10] Licence Plate Recognition (LPR) system is used to inspect pay and display tickets by using LPR camera mounted on Council patrol car, that is connected to an on-board computer and works as follows:

1. Parking officers drive along a street or area and record license plates using in-car LPR.
2. Officers complete a second "pass" along the street or area at the end of the regulated parking limit. In a 2P area this is every 2 hours; in a loading zone every 20 or 30 mins, and so on.
3. At the end of the section, LPR cross-references photos taken in both passes to determine if a vehicle has overstayed in the parking bay.
4. Parking officers stop the vehicle, print out any parking infringements and place a ticket on the offending vehicle's windscreen if a valid permit is not displayed.
5. If no offence has been committed, all photos and data related to the vehicles are permanently deleted from the system.[11]

[10] (Changes to parking in the CBD, n.d.) https://www.cairns.qld.gov.au/water-waste-roads/parking/cbdparkchange
[11] (Licence Plate Recognition (LPR), 2015) https://www.cairns.qld.gov.au/region/tourist-information/parking/licence-plate-recognition/licence-plate-recognition-faq

Fee levels in other municipalities

Parking prices in operation at selected Queensland and interstate council (local government) areas have been reviewed and presented in Table C-1. When compared against the selected examples, parking prices are typically cheaper per hour within the current parking pricing for the Ipswich City Centre.

Table C-1: Parking fee levels in other local government areas (LGAs)

LGA	Parking fee charged	Parking enforcement area
Ipswich City Council	0.5 hours - $0.70 1 hour - $1.40 2 Hours - $2.80 3 Hours - $4.20 4 Hours - $5.60 9 Hours - $7.00	Ipswich City Centre
Toowoomba Regional Council	1P meter (1-hour maximum)- $1.80 per hour 2P meter (2-hours maximum) - $1.80 per hour 3P meter (3-hours maximum) - $1.80 per hour 4P meter (4-hours maximum) - $1.80 per hour 8P metre (8-hours maximum) - $1.80 per hour Maximum of $5.50 per day.	Toowoomba CBD (on-street)
	Clifford Street car park - $1.80 per hour to a maximum of $5.50 per day. Station Street car park – $1.80 per hour to a maximum of $7 per day. Julia Street car park – $1.80 per hour to a maximum of $7 per day. Chalk Drive – $1.80 per hour maximum $5.50 per day. Herries/Water Street – $1.80 per hour maximum $5.50 per day. Neil/Annand Street – $1.80 per hour maximum $8.50 per day. Central car park – $1.80 per hour maximum 3-hour parking. <u>Toowoomba bus station:</u> 6am - 6pm Monday to Saturday $2.30 per hour to a maximum of $8.50 per day. 6pm - 6am Monday to Saturday $2.30 per hour to a maximum of $4 per evening.	Toowoomba CBD (off-street)
Brisbane City Council	Up to and including 3-hour meter: 7am-7pm Monday to Friday $4.90 4-hour meter and greater with maximum charge capped at $11 7am-7pm Monday to Friday $3 Up to and including 3-hour meter 7pm-12am Monday to Friday $2.20 Up to and including 3-hour meter 7am-7pm Saturday and Sunday $2.20 4-hour meter and greater with maximum charge capped at $6.60 7am-7pm Saturday and Sunday $1.10	Parking Zone 1

LGA	Parking fee charged	Parking enforcement area
Brisbane City Council (cont'd)	Up to and including 3-hour meter 7am-7pm Monday to Friday $3 4-hour meter and greater with a maximum charge capped at $9.20 7am-7pm Monday to Friday $1.80 Up to and including 3-hour meter 7pm-12am Monday to Friday $1.70 Up to and including 3-hour meter 7am-7pm Saturday and Sunday $1.70 4-hour meter and greater with a maximum charge of $4.40 7am-7pm Saturday and Sunday $1.10	Parking Zone 2
	Up to and including 3-hour meter 7am-7pm $1.70 4-hour meter and greater with maximum charge capped at $5.50 7am-7pm Monday to Friday $0.80	Parking Zone 3
City of Melbourne (Vic)	$3.20 - ½, 1 & 2 hr parking $2 - 3 hr parking $1.70 - 4 hr parking $0.80 - All day (unrestricted)	Parkville, Carlton, East Melbourne and other areas.
City of Gold Coast	$3.90 per hour Monday to Sunday 9am to 7pm including public holidays.	Surfers Paradise
	*Variable fees, between $1.50 per hour and $2.50 per hour (the current hourly rate will be displayed on the parking meter screen).	Burleigh Heads
	*Variable fees, between $2.90 per hour and $3.60 per hour (the current hourly rate will be displayed on the parking meter screen)	Broadbeach
Waverley Council (NSW)	Bondi Beach priced parking rates: Summer (September – May) 7am – 7pm - $7.20 per hour 7pm – 10pm - $4.20 per hour Winter (June – August) 7am – 7pm - $7.20 per hour 7pm – 10pm – FREE	Waverley Council operates a network of parking meters in commercial areas in Bondi Junction, as well as visitor and residential areas at Bondi Beach and Bronte to help manage the demand for parking.

Item 2 / Attachment 2.

City of Ipswich

Parking Pricing Strategy

Implementation Guideline for Activity Centres

August 2019

iGO City of Ipswich Transport Plan

Moving Ipswich Forward

Advance Ipswich

City of Ipswich

Item 2 / Attachment 2.

Ipswich City Council recognises the Traditional Owners of the Ipswich region the Yagara People, consisting of the Jagera, Yuggera and Ugarapul Clans, and pays respect to the Elders past and present. We respect their cultural heritage, beliefs and connection to the land. We acknowledge that they are of continuing importance to the Yagara People living today.

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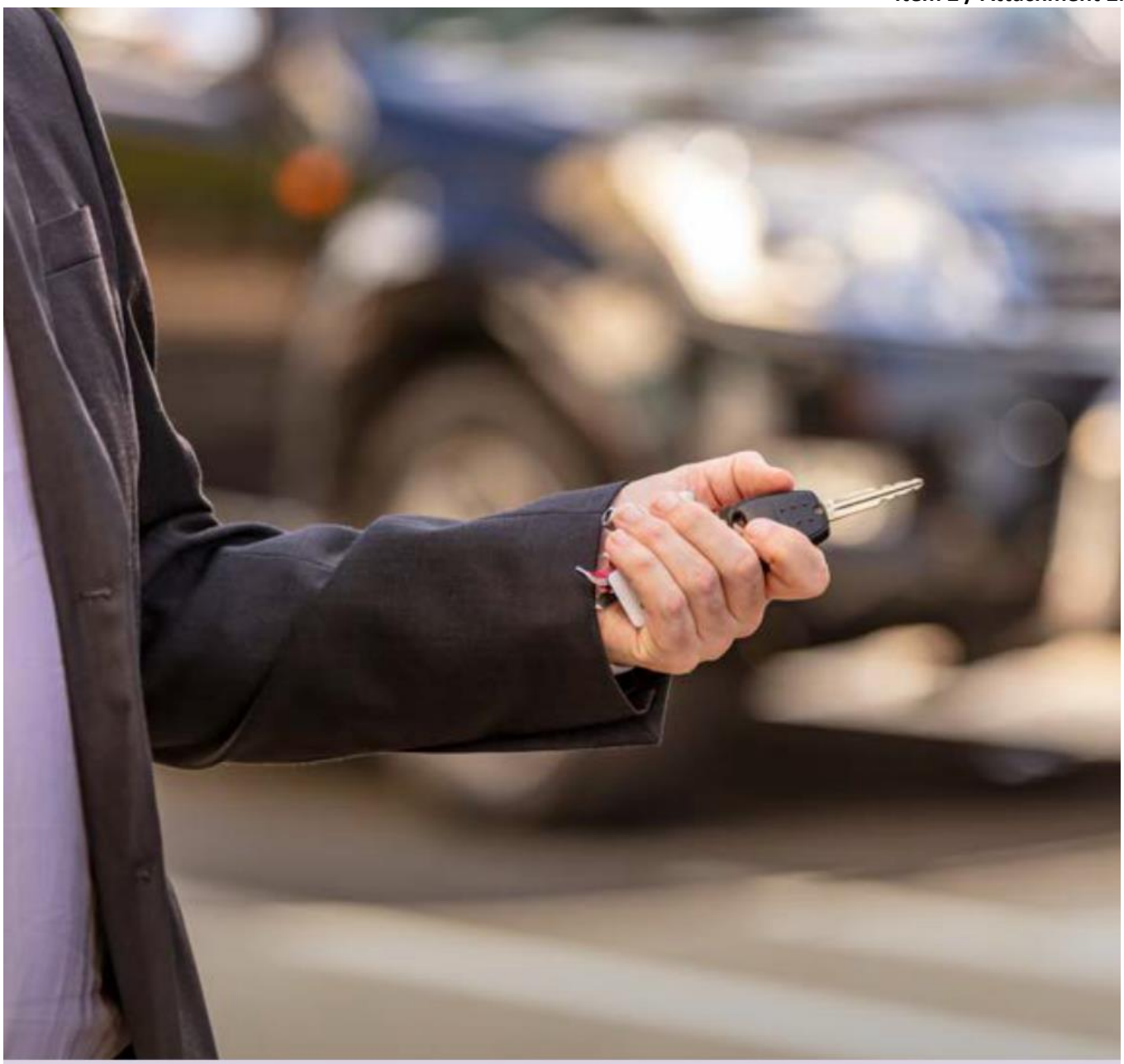

INTRODUCTION

Parking is an important component of Ipswich's transport system with travel by private vehicle the dominant mode of transport currently used by Ipswich residents. For every trip undertaken by a private vehicle, consideration needs to be given to costs associated with providing parking at the end of the trip. Therefore, parking policy can be a valuable tool in influencing people's transport choices and can also play an important role in shaping a vibrant, welcoming and successful urban centre.

Ipswich City Council (council) is actively involved in parking through its roles in:

- Managing public on- and off-street parking facilities through setting time limits, pricing and accompanying enforcement of parking controls;
- Providing parking spaces as part of the street network and with dedicated off-street facilities at activity centres and as part of council-managed community facilities;
- Regulating minimum on-site parking requirements for development; and
- Influencing and advocating other organisations involved in the provision of parking, such as shopping centres, and state government agencies that provide parking at locations such as railway stations.

The *City of Ipswich Parking Pricing Strategy – Implementation Guideline for Activity Centres* (Implementation Guideline) has been prepared to provide a summary of the key messages within the City of Ipswich Parking Pricing Strategy (Strategy) and to provide further guidance for council officers when implementing the Parking Management Frameworks.

The Implementation Guideline has been prepared to assist council officers with transparent decision-making in relation to the pricing of council-owned parking assets within the Ipswich City Centre, Springfield Town Centre and other activity centres.

iGO

iGO is council's masterplan for Ipswich's transport future. It outlines council's aspirations to advance the city's transport network to accommodate a future population of 435,000 people by shifting trips to more sustainable modes of transport.

With forecasted population growth in the City of Ipswich, iGO is an important policy document that focusses on integrating land use with transport to advance the transport system and foster the development of strong, compact and connected mixed-use activity centres and complete communities.

Parking has been recognised as a critical element of the transport system requiring careful management, particularly in regard to how council provides and manages on-street and off-street parking in its activity centres.

The Strategy recognises that effective car parking policy can improve streetscape amenity, support sustainable modes of transport and reduce issues arising from traffic congestion and car dependency, which will be important considerations as the city undergoes future growth.

THE IMPORTANCE OF PARKING MANAGEMENT

Parking is one of the biggest challenges facing local governments like Ipswich as the impacts of population growth, increased traffic and congestion, and the associated demands on transport infrastructure (including parking) can often require significant attention, resources and investment.

Council provides more than 3,500 parking spaces in the Ipswich City Centre, which includes both on-street and off-street spaces. Of these parking spaces, approximately 710 spaces are subject to priced parking enforcement while the remaining are either unrestricted or managed using time restrictions.

iGO recognises that individual travel trends will need to change in the future to accommodate population growth. Transitioning the movement network from one that is predominantly car oriented to one that is more sustainable will be critical to ensure liveability can be enhanced in the future.

Currently, around 85% of all trips in the City of Ipswich are made by private vehicles and household car ownership rates are increasing. This reliance on the car, particularly for short trips and journeys to work and education, will have serious implications for traffic congestion, parking demand, economic development, the environment, safety and public health as the city develops.

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PURPOSE AND OBJECTIVES

THE IMPACTS ASSOCIATED WITH EXCESSIVE PARKING SUPPLY

iGO highlights the need to make more efficient use of existing parking supply, rather than continuing to invest in more public parking to satisfy demand.

In the past, council's response to high parking demand in activity centres has been to increase parking supply. There are a myriad of issues associated with this approach, which can lead to unfavourable outcomes, namely:

- **Vehicle intrusion** – an oversupply of parking encourages vehicle use, short car trips within the city centre, and increased traffic. As a result, cars have a greater impact on amenity and safety.
- **Inefficient use of land** – surface car parks prevent high value land from being used for a range of higher value uses, including infill development or public open space.
- **Urban form and place quality** – car parks (particularly surface car parks) contribute to dispersed and disconnected urban forms and inactive street frontages. Excessive car parking is a significant barrier to making attractive and interesting places.
- **Less walkable places** – large surface car parks result in spread out town centres, disconnected destinations and long walking distances.
- **Retail prosperity** – less walkable town centres that encourage short vehicle trips do not support vibrant and prosperous retail. Town centres prosper when people walk and stay for extended periods, however, an oversupply of parking encourages short stays, lower value 'convenience' trips and minimal visitor interaction with the street, shop fronts, and broader community.

WHY PRICED PARKING?

Priced parking is one of several parking management tools that can be used by Council to appropriately manage parking demand.

Successfully implemented and effective priced parking regimes are widely acknowledged as delivering a range of broader benefits. These can include the following:

- **Mode shift** – Priced parking influences mode choice, meaning residents who can access activity centres by walking, cycling or public transport will do so to avoid paying for parking.
- **Turnover and utilisation** – Priced parking supports efficient utilisation and encourages regular turnover to ensure sufficient parking availability at all times.
- **Equity** – Priced parking ensures that parking is available to those who require it most, including disabled parking and special needs parking.
- **Town centre amenity** – Priced parking contributes to vibrant town centres and the public realm by accommodating visitors and supporting kerbside activity.
- **Road network** – Priced parking reduces the amount of traffic on the local street network by discouraging short trips made by private vehicle where walking, cycling or public transport are viable options.
- **Fringe parking and walkability** – Priced parking encourages longer-term parkers to use less convenient spaces (i.e. off-street or fringe locations) to increase activity on city centre local streets.
- **Development** – Priced parking reduces the number of spaces needed to meet demand, reducing total parking costs and allowing more compact development.
- **Revenue** – Priced parking revenue could be used to fund sustainable transport infrastructure and initiatives, or investment in streetscapes and the public realm.

COUNCIL'S PARKING MANAGEMENT OBJECTIVES

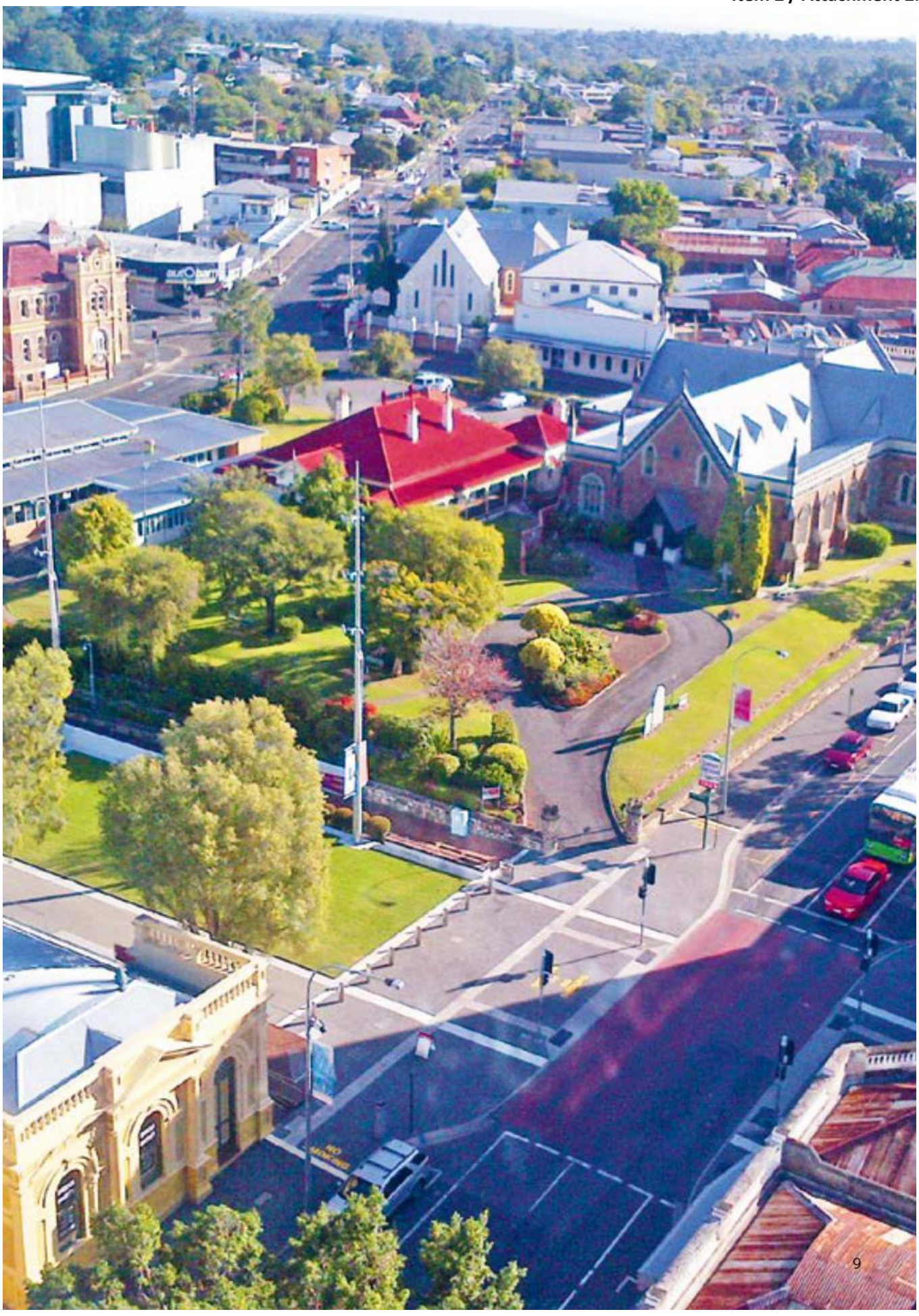
Seven (7) parking objectives have been developed which provide a working 'definition of success' for parking management outcomes and to ensure that a strategic approach is embedded in all decision-making on matters relating to parking within the City of Ipswich.

The following seven objectives have been prepared to articulate council's strategic approach to parking and recognise that a successfully adopted parking management regime typically:

1. Facilitates the balanced provision of parking in activity centres and ensures parking is accessible to those who require it the most.
2. Ensures the highest and best use of kerbside space.
3. Contributes to active and vibrant retail areas and activity centres by increasing turnover of parking space where required.
4. Reduces traffic congestion and reliance on private vehicles and encourages the use of more sustainable forms of transport.
5. Progressively shifts longer-term parking demand to more peripheral locations to promote more pedestrian focussed activity centres.
6. Ensures the cost to provide public parking is recognised and considered in people's travel choice.
7. Provides opportunity for investing parking revenue into sustainable transport and public realm initiatives.

Building on the above listed objectives, further elaboration of each objective is provided in Appendix A by linking them to council's existing high-level transport objectives detailed in iGO.

Item 2 / Attachment 2.



Item 2 / Attachment 2.

FRAMEWORK FOR PRICED PARKING

DEVELOPING TRIGGERS FOR PRICED PARKING

Typically, priced parking areas have been established on an ad-hoc basis in response to high parking demands and in isolation of an overarching policy. Historically, the review of priced parking has been constrained to simple increases based on Consumer Price Index (CPI).

A framework for priced parking will allow council to respond to different parking contexts in a systematic and consistent manner. A common method for council to respond consistently to parking challenges is through the application of parking 'triggers'.

In determining the most appropriate triggers for priced parking areas, the following factors have been considered:

- **Activity Centre** – Activity centres within the City of Ipswich are all uniquely different, requiring tailored approaches to priced parking rather than a single city-wide approach.
- **Land use category** – The dominant land use types within each centre and whether different parking rates may apply within different land use contexts (e.g. hospitals, education precincts or commercial areas).
- **Parking occupancy** – An indicator of demand for parking within an area. This is usually calculated as the average percentage of parking spaces across a parking area occupied during the highest four (peak) hours of parking demand, typically during the weekday. Parking demand on weekends (typically Saturday) will also be considered, particularly in relation to activity-based parking demand areas.

In addition, several other contextual factors are to be considered when determining appropriate locations for priced parking. These factors include; proximity to city centre, access to public transport, quality of active transport alternatives and risk of spillover parking into adjacent areas. Each factor represents important considerations that can influence whether people decide to drive over other modes of transport.

PARKING MANAGEMENT FRAMEWORK (ON-STREET)

A framework (Appendix B) has been developed as an appropriate management tool to assist council in making informed and responsive decisions in relation to the management of on-street parking, including priced parking. The framework is to be used as a management tool to inform decision making with regard to changing time restrictions or introducing / expanding priced parking areas within the on-street parking supply.

The parking management framework is broken up into the following on-street parking areas:

- **Ipswich City Centre – iGO Parking Precincts**
- **Springfield Town Centre/ other centres – predominant land-use**

In developing the framework it was confirmed that parking management measures are appropriate when on-street parking demand across the parking area reaches an occupancy of 85% (across a four-hour 'peak' demand period). This is consistent with guidance provided in iGO which states parking management measures may need to be considered when parking demand reaches 85% occupancy, including the introduction or altering of time restrictions, the introduction of priced parking or the consideration of increasing the fee of existing priced parking regimes.

Similarly, where on-street parking demand is relatively low across the parking area (less than 65% occupancy across a four-hour 'peak' demand period), council can consider making adjustments to parking management controls. This would typically relate to changes to parking time limits. While the easing of parking prices (if in operation) may be considered where parking demand is relatively low, it is generally recommended that alternative approaches, such as parking supply rationalisation are adopted to achieve ideal occupancy levels.

PARKING MANAGEMENT FRAMEWORK (OFF-STREET)

The same approach for managing on-street parking in the City of Ipswich has been applied to council's off-street parking supply. A framework (Appendix C) has been developed as an appropriate management tool to assist council in making informed and responsive decisions in relation to the management of off-street parking areas.

The parking management framework (off-street) is broken up into the following car-park functions:

- **Short-medium Stay**
- **Long Stay**

Unlike on-street parking where the trigger for priced parking is a parking occupancy of 85%, a suitable level of demand to trigger priced parking for off-street parking is 90% (across a four-hour 'peak' demand period) due to the relatively lower turnover of off-street parking (based on longer or no time limits). This means that the off-street facility is well used but visitors can still access available parking conveniently. Parking occupancy of 60% (across a four-hour 'peak' demand period) for off-street parking is considered an appropriate lower bound for efficient operations.

EXPANDING PRICED PARKING INTO NEW CENTRES

Where council seeks the implementation of new priced parking regimes, there are a number of factors that council will consider:

- The necessary data collection and monitoring regimes to support the use of occupancy-based triggers in a new area;
- Local changes or contextual factors (other than occupancy rates) that could be considered as a trigger for review of parking management; and
- The extent of expansion.

Should council consider expanding priced parking into new centres across the LGA, including Goodna and the Ripley Town Centre, council will exercise the same strategic approach adopted for the Springfield Town Centre. That is, using a framework for on-street parking management based on the dominant land-uses (Appendix B) and a framework for off-street parking management based on the car park function (Appendix C).

PRICING CONSIDERATIONS

Changes to priced parking are intended to influence overall parking demand (i.e. an increased price lowers parking demand). In economic terms, this relationship is often described as the elasticity of demand with respect to price. This is because it reflects how elastic (responsive) parking occupancy is to higher or lower prices.

Measurements of the price elasticity of demand attempt to account for a complex range of responses to price changes, including:

- Continuing to use parking and pay higher prices;
- Travelling by different modes (e.g. public transport, walking or cycling) to avoid higher parking charges;
- Choosing to park in different locations with lower prices, resulting in longer walk times to their destinations, or 'cruising' for un-priced on-street parking; and
- Choosing to avoid travelling to the area (e.g. working from home).

Demand for parking within the City of Ipswich is likely to be 'inelastic' – i.e. a 10% increase in prices will be met with a less than 10% reduction in demand. Trials of parking price adjustments (where appropriate), will provide better guidance as to the relative elasticity for priced parking within the City of Ipswich.

Item 2 / Attachment 2.

IMPLEMENTATION

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IMPLEMENTING THE PARKING MANAGEMENT TOOLS

This section provides additional support and assistance to council officers when implementing the Parking Management Frameworks (Appendices B and C).

To assist with the implementation of the Parking Management Frameworks, council officers should refer to the Parking Management Framework Decision Trees in Appendices D and E in conjunction with the step-by-step process outlined below:

Step 1: Undertake Parking Surveys

Week-long parking occupancy surveys (on-street and off-street) are to be conducted at least on an annual basis within the Ipswich City Centre, Springfield Town Centre (and any other centres experiencing parking pressures). Surveys may be carried out at more regular intervals (e.g. on a three-monthly or six-monthly basis) if there is evidence that parking demands are changing rapidly or if council's data collection capabilities are enhanced.

On-street survey results are to be broken down into the following precincts/parking areas:

The **iGO Parking Precincts** within the Ipswich City Centre:

- CBD Core
- Top of Town
- Commercial/Downtown
- Medical
- Legal/Government
- Education
- CBD Fringe
- West Ipswich
- North Ipswich

And by **predominant land-use** for the Springfield Town Centre/other centres

- Activity Centre
- Commercial
- Medical
- Education

Off-street survey results are to be captured at an individual car-park level, but are to be defined by **car-park function**:

- Short-medium Stay
- Long Stay

Step 2: Review Parking Demand (Occupancy)

On-street survey results (by precinct) and off-street survey results (by car park) are to be further refined using an 'average peak-period occupancy' metric, identifying the highest four (peak) hours of parking demand for each day of the week. This metric will be used to determine potential parking management interventions in Step 3.

On-street and off-street parking occupancy levels should also be evaluated to highlight any potential irregularities/ parking issues caused by previous parking interventions, land-use changes etc.

Step 3: Identify parking management interventions based on occupancy levels

Parking management interventions/actions may be appropriate when the average weekday peak parking occupancy (highest four peak hours of parking demand) is outside of the ideal occupancy range of 65% to 85% for on-street parking precincts and 60% to 90% for off-street parking areas.

Once average weekday peak parking occupancy is calculated for each parking precinct and off-street parking facility, refer to the relevant parking management frameworks (below) to determine what parking management intervention is appropriate.

- Parking Management Framework (on-street) – Appendix B
- Parking Management Framework (off-street) – Appendix C

The Parking Management Frameworks provide three occupancy-based triggers to support decision making which are organised under three parking demand percentage ranges.

Each occupancy-based trigger has a list of numbered interventions/actions. The most appropriate intervention should be considered for each precinct / off-street parking area, starting with the first action in the list.

Step 4: Consider the appropriateness of implementing parking management (PM) interventions

Before implementing a parking management intervention across a precinct or car park, council officers will first consider engaging with businesses and/or residents through the use of various forums depending on the scale and nature of the intervention.

If an intervention is assessed by council officers and is considered appropriate for implementation within a precinct (on-street) or for a car park (off-street), the intervention should be implemented at the scale identified under the following headings:

Easing or Tightening Time Restrictions

Time restrictions are generally used as the first intervention for parking management of on-street parking areas. Additionally, time restrictions may be an appropriate intervention tool if greater turnover is required for off-street car parks.

If the parking management framework identifies that time restrictions should be eased or tightened, the intervention should be implemented progressively 'street by street' within a precinct (on-street) or progressively 'space by space' within a car park (off-street).

For long-stay off-street car parks, easing or tightening time restrictions may not be appropriate, particularly if the parking area has a strategic role as a commuter car park. In such cases, tightened time restrictions may be appropriate only in isolation, if parking turnover is the required outcome.

For further guidance on the appropriateness of time restrictions refer to Appendix F.

Easing or Tightening Time Restrictions	
On-street	**Off-street**
Implement PM Intervention progressively within Precinct (street by street)	Implement PM Intervention progressively within car park

Introducing or Removing Priced Parking

Common practice typically sees priced parking introduced/removed once the effectiveness of time restrictions has been exhausted, making priced parking the final stage in the hierarchy of parking management interventions for public parking spaces.

If the parking management framework identifies that priced parking should be introduced/removed, the intervention should be implemented progressively 'street by street' over precinct (on-street) or over the entire car park (off-street).

Council may wish to consider parking trials (6–12 months) to ascertain the level of community satisfaction. This would typically apply to new areas where priced parking is intended to be implemented and would ensure transparency about the parking management reform.

Introducing or Removing Priced Parking	
On-street	**Off-street**
Implement PM Intervention progressively within Precinct (street by street)	Implement PM Intervention over entire car park

Increasing or Decreasing Fee Levels

Fee increases/decreases are an appropriate intervention when the use of appropriate time restrictions are exhausted and pricing is already in operation.

If the parking management framework identifies that fee levels should be increased/decreased, the intervention should be implemented over the entire precinct (on-street) or entire car park (off-street).

To affect parking demand changes by 10–15%, pricing adjustments of up to 25% should be considered until the relationship between parking demand and pricing within the City of Ipswich context is better established. Parking price adjustments (where appropriate) should be trialled to understand the impacts of any changes.

Off-street parking areas should be priced at a moderate proportion (70–80%) to the price of adjacent on-street priced parking in order to encourage longer-stay parking in off-street locations and higher turnover in on-street locations.

Increasing or Decreasing Fee Levels	
On-street	**Off-street**
Implement PM Intervention Precinct wide	Implement PM Intervention over entire car park

Re-purposing parking spaces

Council may wish re-purpose at-grade parking assets or consolidate parking to more suitable locations if there is excessive supply and if time restrictions and pricing are not having the desired effect on demand.

If the parking management framework identifies that parking spaces should be re-purposed/decommissioned, it should be implemented progressively over a precinct (on-street) or progressively over a car park (off-street).

If deemed an acceptable intervention, council could consider replacing parking spaces with appropriate vegetation and/or streetscape treatments, or look to repurpose parking spaces (i.e. repurpose into loading zones, electric vehicle charging stations, shared car parking spaces etc).

Re-purposing parking spaces	
On-street	**Off-street**
Implement PM Intervention progressively within Precinct (street by street)	Implement PM Intervention progressively within car park

Step 5: Implement, review and monitor the parking management interventions

At the conclusion of the stakeholder consultation process (if required), council officers will consider implementing the identified parking management interventions.

If council officers decide to implement the parking management interventions, the impacts associated with the parking management interventions will require monitoring with community feedback and visual observations to be used as initial indicators of performance and community satisfaction.

A new parking occupancy survey is to be conducted at least 12 months after the initial parking occupancy survey (refer to Step 1). This will allow council to understand the effectiveness of the implemented parking management interventions in achieving the following optimum parking occupancy levels:

- 65%–85% across each precinct (on-street)
- 60%–90% across each car park (off-street)

At the conclusion of the 'follow up' parking occupancy survey (Step 1), the following points should be considered before deciding further parking management interventions:

- The impact of previous interventions on travel and land-use patterns.
- The impact of previous interventions on active and public transport mode shares.
- The impact of previous interventions on other precincts or car park areas (i.e. spillover effects).

Item 2 / Attachment 2.

OTHER PARKING CONSIDERATIONS

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REDISTRIBUTION OF PARKING REVENUE

Typically, priced parking schemes generate higher revenue than their overall costs (maintenance, administration, enforcement etc). In the past, council have directed surpluses from priced parking into a consolidated revenue fund, used to finance a variety of services across council's portfolio.

There is an opportunity for council to use revenue accrued through its priced parking regime to invest in facilities and programmes more directly into areas of the city priced parking and to encourage a shift to sustainable modes of transport. This may include the provision of higher quality walking and cycling infrastructure in each centre, streetscape improvement works and behavioural change programmes and incentives for residents to shift to walking, cycling or public transport.

The investigation of alternative uses for parking revenue is supported by the following transport policy documents:

- iGO – City of Ipswich Transport Plan (Parking Action P7)
- iGO Active Transport Action Plan (Action 2.4)
- iGO Public Transport Advocacy and Action Plan (Action 4.2)

PARKING TECHNOLOGY IMPROVEMENTS

Parking management can be supported by advances in available technology and, as identified in the iGO Intelligent Transport Systems Strategy, council will investigate modernising its parking management services to achieve the following benefits:

- Improve the customer experience;
- Enhance economic development and social interaction opportunities in activity centres; and
- Provide more effective monitoring and compliance capabilities.

Whilst smart parking technologies have the ability to simplify and enhance council's data collection regime for parking, council officers will undertake annual parking surveys until such time that smart parking technologies are introduced.

APPENDIX A – PARKING MANAGEMENT OBJECTIVES

Parking Management Objectives	iGO Reference	Other comments
1. Facilitates the balanced provision of parking in activity centres and ensures parking is accessible to those who require it the most.	"Strategically manage car parking to support economic vitality, balance the parking needs of all users and promote sustainable transport use" iGO, page 142 (Parking Policy Focus)	Public parking in the City of Ipswich is shared by a range of different users, all with a range of different needs. The prevailing suburban form of the City of Ipswich and the region's limited access to public transport means many people will continue to rely on publicly available parking in activity centres, however, over time this level of supply will need to reflect the growing participation in sustainable modes of transport.
2. Ensures the highest and best use of kerbside space.	"Space on the road network is prioritised, designed and managed for all of the different types of road users with regard to the overall strategic transport intent" iGO, page 99 (Roads Policy Focus)	Parking management is an important mechanism within activity centres to ensure the needs of different users are facilitated. It can provide pick up and drop off space, conveniently located on-street parking, space for deliveries, room for riding bikes, or space for expanded footpaths and streetscaping. Maintaining fair access to those with the greatest need while delivering the highest value to the broader community will be a direct outcome of a successfully implemented pricing strategy.
3. Contributes to active and vibrant retail areas and activity centres by increasing turnover of parking space where required.	"Ipswich's urban form creates high levels of accessibility to key destinations such as employment, education, retail, health care and recreation." iGO, page ix (iGO Objective 5)	Car parking is rationalised and considers the impact it can have on the vitality of activity centres and neighbourhood centres. Time-restrictions, priced parking and supply management are coordinated strategically to ensure adjacent land uses benefit.
4. Reduces traffic congestion and reliance on private vehicles and encourages the use of more sustainable forms of transport.	"The provision and operation of parking spaces will need to be strategically managed to encourage travel behaviour changes to more sustainable transport modes to assist with achieving the mode share targets of iGO." iGO, page 142 (Parking Policy Focus)	The Parking Pricing Strategy will support council with its ambitions to encourage greater use of sustainable transport, particularly walking and cycling. It will also be used to reduce the externality costs associated with over-provision of un-priced parking including traffic congestion caused from 'cruising' for parking spaces.
5. Progressively shifts longer-term parking demand to more peripheral locations to promote more pedestrian focussed activity centres.	"The construction of more and more facilities for longer stay parking is not the sustainable way of the future as it promotes car use for commuter trips, creates traffic congestion and is detrimental to business activities." iGO, page 12 (issues)	The management of on-street car parking is important to ensure that parking is being used as efficiently as possible, to ensure public safety and amenity, promote turnover and allow for the effective loading of goods and passengers. On-street parking is to be managed to prioritise these users while longer-term demands can be accommodated at consolidated parking facilities at more peripheral locations. Strategically located parking facilities encourage 'park once and walk' behaviour which allows motorists to make multiple trips within a centre by foot instead of 'cruising' for available parking at each different destination which is proven to add to town centre congestion.

Parking Management Objectives	iGO Reference	Other comments
6. Ensures the cost to provide public parking is recognised and considered in people's travel choice.	"As the city grows, there will need to be a shift in culture from expecting a free car park to having to park further away and/or having the privilege to pay for it." iGO, page 141 (Parking Challenges)	Reformed parking management will allow parking to be viewed as a valuable resource for which demand should be actively managed to achieve multiple economic and social objectives. Council parking management focuses on managing demand within limited supply using a range of tools such as time limits and pricing rather than attempting to provide unrestricted supply to meet demand.
7. Provides opportunity for investing parking revenue into sustainable transport and public realm initiatives.	"In order to improve facilities that support sustainable travel modes, a portion of revenue from parking meters and fines could be used to improve footpaths, bikeways and bike parking. These benefits would promote the use of active transport and result in improved amenity in these areas" iGO, page 140 (Parking Opportunities) IGO ATAP, page 91 (Action 2.4)	Typically, priced parking revenue recoups the costs associated with operation and maintenance of ticketed parking systems and infringement while additional revenue can be used for investment in public realm initiatives and infrastructure to encourage residents to shift to sustainable modes of transport.

APPENDIX B – PARKING MANAGEMENT FRAMEWORK (ON-STREET)

Ipswich City Centre (on-street)

iGO Precinct	Priority Parking Users	Appropriate time restrictions	Average peak-period parking space occupancy (% of spaces occupied within an area during four peak hours of parking demand within a single day – typically weekday)		
			<65%	65%–85%	>85%
CBD Core	▪ Loading/ unloading for goods and deliveries ▪ Disability parking ▪ Loading passengers ▪ Short-stay parking	15m – 2P	1. Consider easing priced parking fee level (if in operation) 2. Consider easing time restrictions (1P – 2P) with acknowledgement of the parking time limit guidelines in Appendix F. 3. Consider alternative uses/ or decommissioning parking space – e.g. street trees, wider footpaths, or conversion to loading zone, EV charging station, share car parking etc.	Maintain time restrictions and priced parking (if in operation).	1. Consider introducing priced parking (if not in operation) 2. Consider tightening time restrictions (15m – 1P) with acknowledgement of the parking time limit guidelines in Appendix F. 3. Consider increasing fee levels for priced parking
Top of Town	▪ Loading/ unloading for goods and deliveries ▪ Disability parking ▪ Short- to medium-stay parking ▪ Loading passengers	15m – 4P	1. Consider easing time restrictions (2P – 4P) with acknowledgement of the parking time limit guidelines in Appendix F. 2. Consider easing priced parking fee level (if in operation) 3. Consider alternative uses/ or decommissioning parking space – e.g. street trees, wider footpaths, or conversion to loading zone, EV charging station, share car parking etc.	Maintain time restrictions and priced parking (if in operation).	1. Consider tightening time restrictions (15m – 2P) with acknowledgement of the parking time limit guidelines in Appendix F. 2. Consider introducing priced parking (if not in operation) 3. Consider increasing fee levels for priced parking
Commercial /Downtown	▪ Loading/ unloading for goods and deliveries ▪ Disability parking ▪ Short- to medium-stay parking ▪ Residential parking ▪ Loading passengers ▪ Long-stay parking	15m – Unrestricted	1. Consider easing time restrictions (4P – UR) with acknowledgement of the parking time limit guidelines in Appendix F. 2. Consider easing priced parking fee level (if in operation) 3. Consider alternative uses/ or decommissioning parking space – e.g. street trees, wider footpaths, or conversion to loading zone, EV charging station, share car parking etc.	Maintain time restrictions and priced parking (if in operation).	1. Consider tightening time restrictions (15m – 4P) with acknowledgement of the parking time limit guidelines in Appendix F. 2. Consider introducing priced parking (if not in operation) 3. Consider increasing fee levels for priced parking

iGO Precinct	Priority Parking Users	Appropriate time restrictions	Average peak-period parking space occupancy (% of spaces occupied within an area during four peak hours of parking demand within a single day – typically weekday)		
			<65%	65%–85%	>85%
Medical	▪ Disability parking ▪ Loading passengers ▪ Short- to medium-stay parking ▪ Loading/ unloading for goods and deliveries ▪ Residential parking	15m – 4P	1. Consider easing time restrictions (3P – 4P) with acknowledgement of the parking time limit guidelines in Appendix F. 2. Consider easing priced parking fee level (if in operation) 3. Consider alternative uses/ or decommissioning parking space – e.g. street trees, wider footpaths, or conversion to loading zone etc.	Maintain time restrictions and priced parking (if in operation).	1. Consider tightening time restrictions (15m – 3P) with acknowledgement of the parking time limit guidelines in Appendix F. 2. Consider introducing priced parking (if not in operation) 3. Consider increasing fee levels for priced parking.
Legal/ Government	▪ Disability parking ▪ Loading passengers ▪ Short- to medium-stay parking	15m – 4P	1. Consider easing time restrictions (2P – 4P) with acknowledgement of the parking time limit guidelines in Appendix F. 2. Consider easing priced parking fee level (if in operation) 3. Consider alternative uses/ or decommissioning parking space – e.g. street trees, wider footpaths, or conversion to loading zone, EV charging station etc.	Maintain time restrictions and priced parking (if in operation).	1. Consider tightening time restrictions (15m – 2P) with acknowledgement of the parking time limit guidelines in Appendix F. 2. Consider introducing priced parking (if not in operation) 3. Consider increasing fee levels for priced parking
Education	▪ Disability parking ▪ Loading passengers ▪ Short- to medium-stay parking ▪ Residential parking ▪ Loading/ unloading for goods and deliveries ▪ Long-stay parking	15m – Unrestricted	1. Consider easing time restrictions (4P – UR) with acknowledgement of the parking time limit guidelines in Appendix F. 2. Consider easing priced parking fee level (if in operation) 3. Consider alternative uses/ or decommissioning parking space – e.g. street trees, wider footpaths, or conversion to loading zones etc.	Maintain time restrictions and priced parking (if in operation).	1. Consider tightening time restrictions (15m – 4P) with acknowledgement of the parking time limit guidelines in Appendix F. 2. Consider introducing priced parking (if not in operation) 3. Consider increasing fee levels for priced parking

iGO Precinct	Priority Parking Users	Appropriate time restrictions	Average peak-period parking space occupancy (% of spaces occupied within an area during four peak hours of parking demand within a single day – typically weekday)		
			<65%	65%–85%	>85%
CBD Fringe	▪ Residential parking ▪ Short- to medium-stay parking ▪ Long-stay parking	15m – Unrestricted	1. Consider easing time restrictions (4P – UR) with acknowledgement of the parking time limit guidelines in Appendix F. 2. Consider easing priced parking fee level (if in operation) 3. Consider consolidation or decommissioning of existing council-owned parking facilities.	Maintain time restrictions and priced parking (if in operation).	1. Consider tightening time restrictions (15m – 4P) with acknowledgement of the parking time limit guidelines in Appendix F. 2. Consider introducing priced parking (if not in operation) 3. Consider increasing fee levels for priced parking
West Ipswich	▪ Short- to medium-stay parking ▪ Loading/ unloading for goods and deliveries ▪ Residential parking ▪ Disability parking ▪ Loading passengers ▪ Long-stay parking	15m – Unrestricted	1. Consider easing time restrictions (4P – UR) with acknowledgement of the parking time limit guidelines in Appendix F. 2. Consider easing priced parking fee level (if in operation) 3. Consider alternative uses/ or decommissioning parking space – e.g. street trees, wider footpaths, or conversion to loading zones etc.	Maintain time restrictions and priced parking (if in operation).	1. Consider tightening time restrictions (15m – 4P) with acknowledgement of the parking time limit guidelines in Appendix F. 2. Consider introducing priced parking (if not in operation 3. Consider increasing fee levels for priced parking
North Ipswich	▪ Disability parking ▪ Loading/ unloading for goods and deliveries ▪ Short- to medium-stay parking ▪ Residential parking ▪ Long-stay parking ▪ Loading passengers	15m – Unrestricted	1. Consider easing time restrictions (4P – UR) with acknowledgement of the parking time limit guidelines in Appendix F. 2. Consider easing priced parking fee level (if in operation) 3. Consider alternative uses/ or decommissioning parking space – e.g. street trees, wider footpaths, or conversion to loading zones etc.	Maintain time restrictions and priced parking (if in operation).	1. Consider stronger time restrictions and/or residential parking permits 2. Consider introducing priced parking (if not in operation) with acknowledgement of the parking time limit guidelines in Appendix F. 3. Consider increasing price level for priced parking

Springfield Town Centre (on-street)

Dominant land-use of area	Priority Parking Users	Appropriate time restrictions	Average peak-period parking space occupancy (% of spaces occupied within an area during four peak hours of parking demand within a single day – typically weekday)		
			<65%	65%–85%	>85%
Activity Centre	▪ Loading/ unloading for goods and deliveries ▪ Disability parking ▪ Loading passengers ▪ Short-stay parking	15m – 2P	1. Consider easing time restrictions (1P – 2P) with acknowledgement of the parking time limit guidelines in Appendix F. 2. Consider easing priced parking fee level (if in operation) 3. Consider alternative uses/ or decommissioning parking space – e.g. street trees, wider footpaths, or conversion to loading zone, EV charging station, shared vehicle parking etc.	Maintain time restrictions and priced parking (if in operation).	1. Consider introducing priced parking (if not in operation) 2. Consider tightening time restrictions (15m – 1P) with acknowledgement of the parking time limit guidelines in Appendix F. 3. Consider increasing fee levels for priced parking.
Commercial	▪ Loading/ unloading for goods and deliveries ▪ Disability parking ▪ Short- to medium-stay parking ▪ Loading passengers	15m – 4P	1. Consider easing time restrictions (2P – 4P) with acknowledgement of the parking time limit guidelines in Appendix F. 2. Consider easing priced parking fee level (if in operation) 3. Consider alternative uses/ or decommissioning parking space – e.g. street trees, wider footpaths, or conversion to loading zone, EV charging station, shared vehicle parking etc.	Maintain time restrictions and priced parking (if in operation).	1. Consider tightening time restrictions (15m – 2P) with acknowledgement of the parking time limit guidelines in Appendix F. 2. Consider introducing priced parking (if not in operation) 3. Consider increasing fee levels for priced parking
Medical	▪ Disability parking ▪ Loading passengers ▪ Short- to medium-stay parking ▪ Loading/ unloading for goods and deliveries	15m – 4P	1. Consider easing time restrictions (2P – 4P) with acknowledgement of the parking time limit guidelines in Appendix F. 2. Consider easing priced parking fee level (if in operation) 3. Consider alternative uses/ or decommissioning parking space – e.g. street trees, wider footpaths, or conversion to loading zone etc.	Maintain time restrictions and priced parking (if in operation).	1. Consider tightening time restrictions (15m – 2P) with acknowledgement of the parking time limit guidelines in Appendix F. 2. Consider introducing priced parking (if not in operation) 3. Consider increasing fee levels for priced parking

Dominant land-use of area	Priority Parking Users	Appropriate time restrictions	Average peak-period parking space occupancy (% of spaces occupied within an area during four peak hours of parking demand within a single day – typically weekday)		
			<65%	65%–85%	>85%
Education	▪ Disability parking ▪ Loading passengers ▪ Short- to medium-stay parking ▪ Loading/ unloading for goods and deliveries ▪ Long-stay parking	15m – Unrestricted	1. Consider easing time restrictions (4P – UR) with acknowledgement of the parking time limit guidelines in Appendix F. 2. Consider easing priced parking fee level (if in operation) 3. Consider alternative uses/ or decommissioning parking space – e.g. street trees, wider footpaths, or conversion to loading zone etc.	Maintain time restrictions and priced parking (if in operation).	1. Consider tightening time restrictions (15m – 4P) with acknowledgement of the parking time limit guidelines in Appendix F. 2. Consider introducing priced parking (if not in operation 3. Consider increasing fee levels for priced parking

Note: Council will consider the introduction of priced parking or look to expand/increase existing priced parking based on overall demand on a precinct-level, where (further) adjustments to time restrictions are not considered practical. For priced parking and/or the introduction or management of time restrictions, council will apply these on a street-by-street basis, considering localised parking uses / demands.

APPENDIX C – PARKING MANAGEMENT FRAMEWORK (OFF-STREET)

Type of off-street facility	Priority Parking Users	Appropriate time restrictions	Average peak-period parking space occupancy (% of spaces occupied within an area during four peak hours of parking demand within a single day)		
			<60%	60%–90%	>90%
Off-street (Short-medium Stay)	▪ Disability parking ▪ Short- to medium-stay parking	1P – 4P	1. Consider easing time restrictions (2P–4P) with acknowledgement of the parking time limit guidelines in Appendix F. 2. Consider easing priced parking fee levels (if in operation)/ or removal of priced parking. 3. Consider alternative uses for parking space – e.g. EV charging stations, shared vehicle parking etc.	Maintain time restrictions and priced parking (if in operation).	1. Consider isolated tightened time restrictions (1P–2P) with acknowledgement of the parking time limit guidelines in Appendix F. 2. Consider introducing priced parking (if not in operation) 3. Consider increasing fee levels for priced parking
Off-street (Long Stay)	▪ Disability parking ▪ Long-stay parking	*4P – Unrestricted (*4P can be appropriate if in isolation)	1. Consider easing time restrictions (9P/UR) with acknowledgement of the parking time limit guidelines in Appendix F. 2. Consider easing priced parking fee levels (if in operation)/ or removal of priced parking. 3. Consider alternative uses for parking space – e.g. EV charging stations, shared vehicle parking etc.	Maintain time restrictions and priced parking (if in operation).	1. Consider isolated tightened time restrictions (4P) with acknowledgement of the parking time limit guidelines in Appendix F. 2. Consider introducing priced parking (if not in operation). 3. Consider increasing fee levels for priced parking

APPENDIX D – PARKING MANAGEMENT FRAMEWORK DECISION TREE (ON-STREET)

Step 1: Undertake Parking Occupancy Survey
Parking occupancy surveys are to be conducted at least every 12 months – subject to data collection capabilities.

Step 2: Review Parking Demand (Occupancy) at a Precinct Level
Survey results are to be further refined using an 'average peak-period occupancy' metric, identifying the highest four 'peak' hours of parking demand within a single day – typically a weekday.

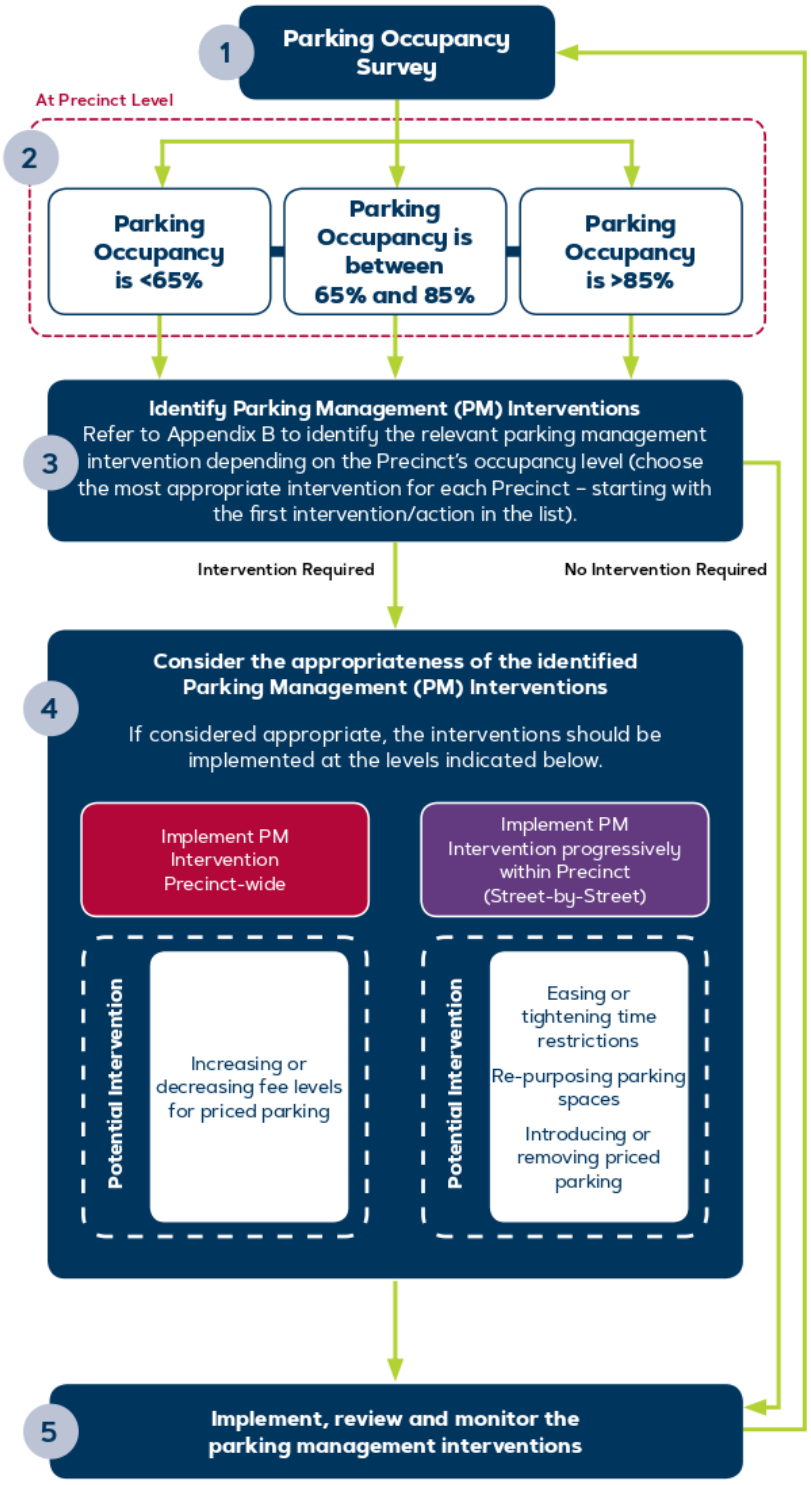
The average peak-occupancy level for each precinct will fit into one of the three percentage ranges (refer to diagram).

Understand the reasons behind the identified occupancy levels – caused by previous parking management interventions, land-use changes etc.

Step 3: Identify interventions for parking management (PM) based on precinct parking demand (occupancy levels)
Choose the most appropriate intervention for each Precinct – starting with the first intervention in the list.

Step 4: Consider the appropriateness of implementing parking management interventions
Council should first consider engaging with businesses and/or residents 'if appropriate' before implementing parking management interventions.

The scale of implementation depends on the intervention type – refer to the red and purple boxes for the appropriate scale for implementation.



Step 5: Implement, review and monitor the parking management interventions
The PM interventions will require monitoring to understand community satisfaction and performance.

The success of PM interventions are to be reviewed at the conclusion of the 'follow up' parking occupancy survey.

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APPENDIX E – PARKING MANAGEMENT FRAMEWORK DECISION TREE (OFF-STREET)

Step 1: Undertake Parking Occupancy Survey
Parking occupancy surveys are to be conducted at least every 12 months – subject to data collection capabilities.

Step 2: Review Parking Demand (Occupancy)
Survey results are to be further refined using an 'average peak-period occupancy' metric, identifying the highest four 'peak' hours of parking demand within a single day.

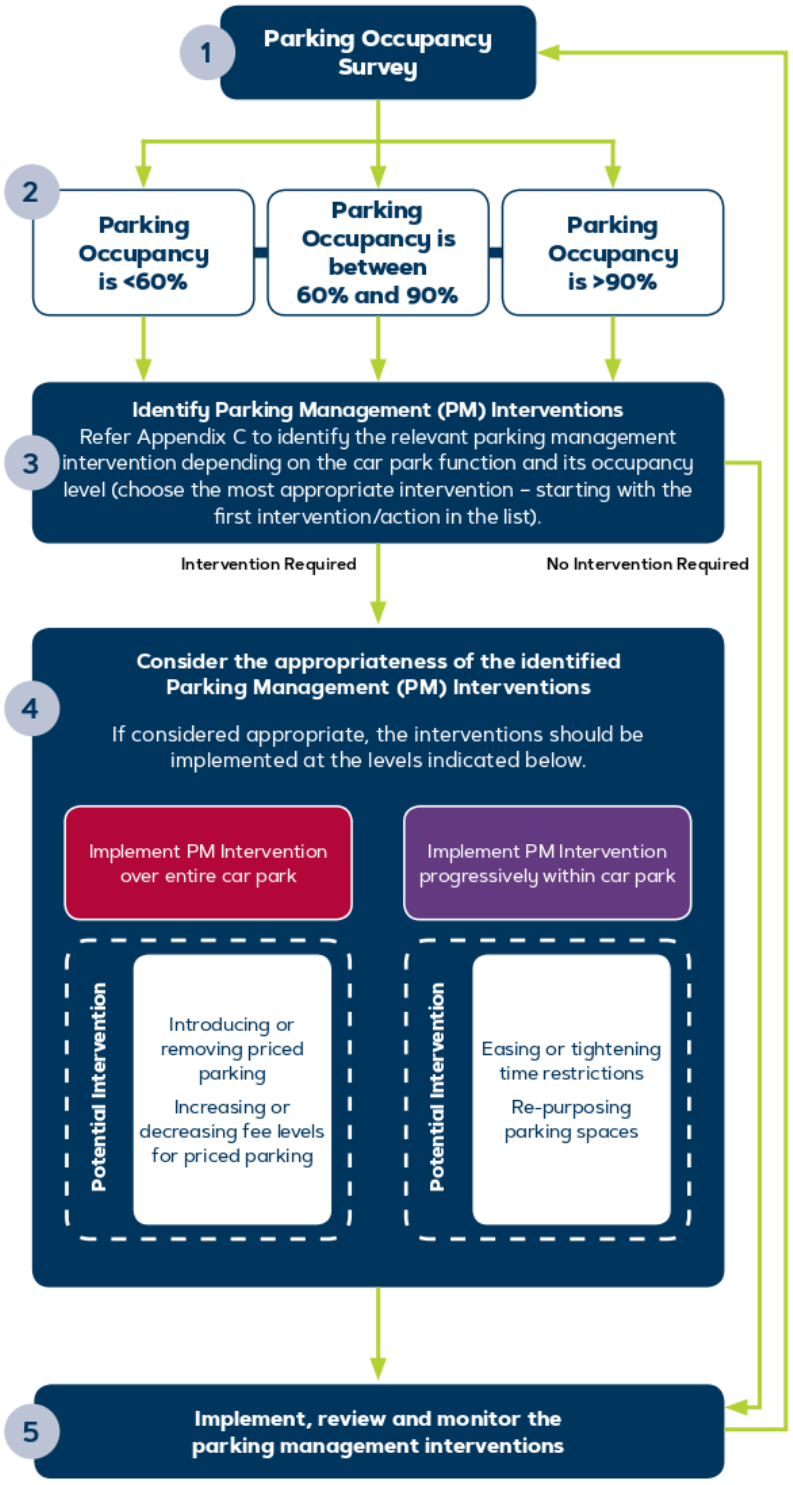
The average peak-occupancy level for each car park will fit into one of the three percentage ranges (refer to diagram).

Understand the reasons behind the identified occupancy levels caused by previous parking management interventions, land-use changes etc. Review the function of the car-park if required.

Step 3: Identify interventions for parking management (PM) based on the Car Park Function and its parking demand (occupancy levels)
Choose the most appropriate intervention for each car park depending on its function and occupancy level – starting with the first intervention in the list.

Step 4: Consider appropriateness of implementing parking management interventions
Council should first consider engaging with businesses and/or residents 'if appropriate' before implementing parking management interventions.

The scale of implementation depends on the intervention type – refer to the red and purple boxes for the appropriate scale for implementation.



Step 5: Implement, review and monitor the parking management interventions
The PM interventions will require monitoring to understand community satisfaction and performance.

The success of PM interventions are to be reviewed at the conclusion of the 'follow up' parking occupancy survey.

APPENDIX F – PARKING TIME LIMIT GUIDELINES

Austroads Guide to Traffic Management – Part 11: Parking, can be used as a reference tool when setting appropriate time restrictions, as guidance is not based solely on the overall parking demand experienced within the area being assessed. Consideration also needs to be given to the land-use context of the surrounding area.

Time Period	Applications of these Periods
5-minute	▪ Areas with very high arrival rates, for example where passengers are dropped off, but some waiting is likely ▪ May apply in cinemas, post offices and hotels and may potentially be used in business districts and schools
10-minute or ¼ hour (15-minute)	▪ For areas with high turnover outside commercial facilities providing a high level of convenience such as banks, post offices, milk bars and newsagents ▪ For pick-up and set-down outside schools ▪ Only appropriate for motorists who go to one address
½ hour (30-minute)	▪ For areas directly outside local shops that rely on providing a reasonably high level of convenience to maintain a competitive market position ▪ There is usually a high demand and one-hour parking would result in inadequate parking turnover ▪ Half-hour restriction allows people to go to 2–3 shops
1 hour (60-minute)	▪ Areas outside major shopping centres and in other locations where there is a demand for parking and the activity is likely to take longer than half an hour (e.g. commercial developments providing professional and personal services) ▪ This type of parking is able to be diverted to off-street locations, but parking access needs to be clearly visible from the frontage road
2 hour (120-minute)	▪ Sometimes appropriate outside major shopping centres although it can result in enforcement difficulties with some motorists staying excessively long times ▪ More likely to be applicable in areas with developments containing professional and personal services ▪ Also applicable on streets where a resident parking permit scheme applies, and time limited parking is available for non-residents ▪ The 2 hour limits results in commuter parking being removed ▪ This type of parking can also be diverted into off-street car parks, access to the car park can be provided via other streets but access arrangements need to be clearly identifiable from arterial roads
4 hour (240-minute) Also applicable for 3 hour (180-minute)	▪ Appropriate where it is desired to stop all-day commuter parking but allow parking by other local people ▪ This type of parking can also be diverted into off-street car parks. While it desirable that car park access is identifiable from the arterial road, it will often be acceptable to assume that motorists are relatively well informed regarding the access arrangements for the site
No time limit (all day) Unrestricted	▪ Usually generated by employees or park and ride motorists and will occur across all types of development ▪ Does not require signs to be used to indicate that parking is permitted where there is no time limit or no user limitation

Source: Damen, P. and Huband, A. (2008). Guide to Traffic Management Part 11: Parking. Sydney, Australia: Austroads

Item 2 / Attachment 2.

Shape your Ipswich

Questionnaire Results

Draft City of Ipswich Parking Pricing Strategy
February 2020

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Background

The Ipswich City Council (Council) has developed the draft City of Ipswich Parking Pricing Strategy (the draft Strategy), a key deliverable of *iGO – The City of Ipswich Transport Plan*, to provide a framework for parking management (including priced parking). This will allow council to respond to different parking contexts in a systematic and consistent way.

The draft Strategy provides guidance on parking management within the City of Ipswich, including the management of time restrictions and priced parking in the Ipswich City Centre, Springfield Town Centre and other activity centres experiencing parking pressures.

In December 2019, Council sought input from the community regarding several components of the draft Strategy. This report provides a summary of the results and key findings from the online questionnaire, which ran on Council's 'Shape your Ipswich' platform from December 2019 to February 2020.

Key Findings

The online questionnaire was structured on the recommendations and key themes within the draft City of Ipswich Parking Pricing Strategy. Below are some of the key findings from the questionnaire.

- More than half of respondents indicated that ***improved public transport*** would provide them with a viable alternative to driving and parking within an activity centre (Question 4). Poor service frequencies, poor coverage and high costs were the most common themes/barriers identified for public transport uptake.

- The ***hypothecation of parking revenue*** to sustainable transport initiatives was widely supported in the questionnaire (Question 11). This is consistent with what is considered 'best practice' and currently undertaken by the City of Gold Coast.

- More than half of respondents did not support Council's ***current fee structure*** (Question 8). However it should be noted that the majority of responses were opposed to the concept of priced parking rather than the fee schedule itself. The parking management framework within the draft Strategy could be a tool that Council can use to increase/or decrease pricing within parking areas based on occupancy levels (demand).

- The draft Strategy recommended that a ***15 minute free parking 'grace period'*** be investigated further. Feedback received from the questionnaire (Question 9) indicated that the public were very supportive of this concept. Based on this feedback, Council should consider the implementation of a free parking 'grace period' system similar to that implemented by Brisbane City Council.

- Based on the feedback of respondents, there was confusion regarding use and purpose of the ***Parking Management Framework (PMF)*** (Question 7). This is understandable given its technical nature. To fully understand the purpose and function of the PMF, the respondent would have had to read the Parking Pricing Strategy Technical Report in some depth which was also located on the 'Shape your Ipswich' platform.

- The draft City of Ipswich Parking Pricing Strategy recommended that ***weekend paid parking*** remain unchanged within the Ipswich City Centre. However, based on community feedback and low parking occupancy rates within the Ipswich City Centre, Council should reconsider the necessity and purpose of weekend paid parking.

- Many respondents used this questionnaire to voice their dissatisfaction on the status/lack of **'free'** ***long stay parking options within the Ipswich City Centre***. Whilst this is acknowledged as a common theme by respondents, this Strategy is an operational framework, providing guidance to Council officers when making parking management decisions. iGO and the Ipswich Parking Strategy remain as the key pieces of policy for commuter parking within the city.

- Whilst the majority of respondents supported the ***payment of parking via a smart phone*** (cashless options), several respondents highlighted that alternatives should remain available. Further investigation is needed to understand the implications of executing such a system.

Profile of respondents

Question 1 – What age group are you in?

<1%	2%	18%	28%	27%	17%	8%
Under 18	18-24	25-34	35-44	45-54	55-64	65+

Question 2 – What gender do you identify with?

25%

72%

3%

Undisclosed

Question 3 – What sector do you represent?

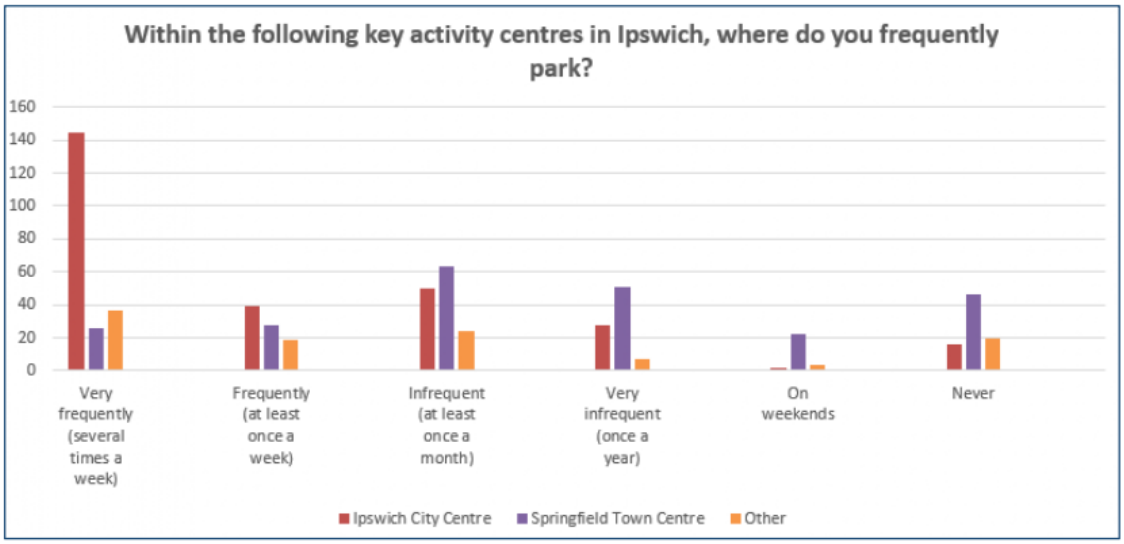
Sector	No. of Respondents	% Share
Business Owner	**11**	**4%**
Customer/Visitor	**114**	**41%**
Commuter	**139**	**47%**
Other	**24**	**8%**
Total	**295**	**100%**

KEY MESSAGES

- 295 respondents
- Majority of respondents were females (72%)
- 55% of respondents were aged 35-54,
- 25% of respondents were aged 55+
- 20% of respondents were aged 18-34.
- Majority of respondents were commuters and visitors to activity centres

Question 4 - Within the following key activity centres in Ipswich, where do you frequently park?

Where do you frequently park?	Very frequent/ frequent	Very infrequent/ infrequent
Ipswich City Centre	**184 respondents**	**78 respondents**
Springfield Town Centre	**54 respondents**	**114 respondents**
Other	**56 respondents**	**31 respondents**



KEY MESSAGES

- Given the responses provided, most respondents had an interest in priced parking within Ipswich City Centre (63%) given their high frequency within the centre.
- There was some confusion as to the term 'activity centre'.
- A large proportion of those responding with 'other' identified a location that was also located within the Ipswich City Centre (i.e. Riverlink, hospital precinct, Top of Town etc).

Community feedback

Alternatives to parking

Question 5 - Considering your personal travel needs, would improvements to any of the following services provide you with an alternative to driving and parking within these activity centres?

Improvements	✓	✗
Improved cycle/pedestrian facilities	**36%**	**64%**
Better public transport	**53%**	**47%**
Car-pooling/ride sharing services	**18%**	**82%**
Other (please specify below)	**34%**	**66%**

KEY MESSAGES

- More than half of the respondents identified that improved public transport could provide them with an alternative to driving and parking within an activity centre.
- Car-pooling / ride sharing services were not identified as a very popular alternative to driving and parking within an activity centre.
- 54 comments provided – ranging from improved streetscape infrastructure (i.e. shade), improved security and lighting, and micromobility options (scooters).
- The majority of comments however called for more parking (notably free long term parking).

Draft parking objectives

Question 6 - A successful parking management program typically:

Objective	Strongly agree/agree	Strongly disagree/ disagree
Helps to balance the availability of parking in key centres and makes sure that parking is accessible to those who need it most.	**84%**	**5%**
Makes sure of the highest and best use of kerbside space.	**79%**	**6%**
Helps to increase the turnover of parking spaces in key centres to bring more people into retail areas.	**61%**	**17%**
Helps to encourage the use of more sustainable transport (such as walking or cycling) by reducing the reliance on motor vehicles. Traffic congestion is also lowered.	**49%**	**23%**
Shift longer term parking to outer locations and create more pedestrian focused activity centres.	**45%**	**35%**
Makes sure the cost to provide public parking is recognised and considered in people's travel choice.	**65%**	**14%**
Provides opportunity for investing parking revenue into sustainable transport initiatives.	**56%**	**20%**

KEY MESSAGES

- More respondents generally agreed, rather than disagreed to the identified parking objectives.
- More respondents were in support of shifting longer term parking to outer locations to create more pedestrian focused activity centres.
- More respondents were also in support of the objective whereby the cost to provide public parking is recognised in people's travel choice.

Parking management framework

Question 7 - Do you agree with Council's aim to keep parking occupancy rates between 65-85% (for on-street parking) and 60-90% (for off-street parking)?

	Average peak period parking space occupancy (% of spaces occupied within an area during four peak hours of parking demand within a single day – typically weekday)		
Parking Management Framework (On-street)	<65% Intervention recommended	65%-85% No intervention recommended – optimal range	>85% Intervention recommended
Parking Management Framework (Off-street)	<60% Intervention recommended	60%-90% No intervention recommended - optimal range	>90% Intervention recommended

36% of respondents agreed with the identified occupancy ranges

22% of respondents disagreed with the identified occupancy range

42% of respondents were unsure about the identified occupancy ranges

KEY MESSAGES

- The majority of respondents were confused as to what the question was asking.
- For respondents that could comprehend the question, a larger percentage were in support of the identified occupancy ranges.

"Ensures parking supply is being used effectively. If spaces are underused then it a target avoids there being an oversupply of parking or a need to undertake other actions to encourage parking use. If usage too high then enables action to be taken to address that demand"

"I think the aim should be to reduce the need for car usage in the cbd rather than focus on occupancy rates. With the forecast of the population growth of Ipswich, we will never be on top of parking unless we look at dramatic changes to how we travel to the centre of town"

"The ranges are too vague to be meaningful. There's a big difference between 60% and 90%. For financial reasons occupancy rates should be in the order of 90%, which means there is enough availability and turnover, without converting other public land for parking which will be largely vacant"

Current parking fee schedule

Question 8 - Referring to current parking fee schedule, is the current fee structure appropriate?

Ipswich City Council Parking Pricing Fees 2019-20

Time	Price
0.5 hr	$0.70
1 hr	$1.40
2 hrs	$2.80
3 hrs	$4.20
4 hrs	$5.60
9 hrs	$7.00

32% of respondents agreed with the current fee structure

53% of respondents did not agree with the current fee structure

KEY MESSAGES

- The majority of responses were opposed to the concept of priced parking rather than the fee schedule.
- Responses dominated by commuters.

"The Ipswich City Council Parking Pricing Fee Structure should scale up and down depending on the type of parking and the location. ICC should be encouraging workers to work in the Ipswich CBD. Provision of adequate free or very low cost parking is a means of doing this"

"Many people used to park in the mall carpark when it was free so much so that it was always full. When the council started charging it became virtually empty as the council were charging too much. If a reasonable charges of $5 for the whole day was introduced I feel that the council would make more money and free up other free parking around Ipswich and on street parking for others"

"I think parking fees need to be fair and can't be too high until we start getting people back in to the city. Just because other cities have paid parking doesn't mean we need to until the spaces aren't available for visitors"

"I parked in Ipswich City Square before fees came in. I now park at IHF parking as it was more competitive at the time. If long term off street parking at reasonable rates was offered then more people would use these car parks which would reduce street parking. More off street parking is needed around Roderick Street and Chelmsford. A lot of workers would pay for secure undercover parking if it was at reasonable rates like $5 a day but also only pay for days you use - IHF model is great. I understand parking infrastructure is not cheap but unfortunately cars are not going away and public transport is not an option for many when they have no public transport options or have school runs etc to do before and after work"

15 minute 'grace' period concept

Question 9 - Do you see the benefit in a 15-minute free parking 'grace' period for priced parking areas within activity centres?

72% of respondents said that they supported a 15-minute free parking 'grace period

KEY MESSAGES

- The majority of responses were in support for a 15-minute 'grace period' in the Ipswich City Centre.
- Several responses (7 responses) recommended that the grace period be extended to 30 minutes or more, to allow visitors to run several errands/ attend to the meter etc.
- Even more responses recommended that priced parking be removed altogether.

"15 minute free parking would encourage shoppers to an area and ensure rapid turn-over of vehicles in sites"

"Definitely. This is just courtesy and fosters good relationships"

"It will work perfectly for me especially after work when I want to drop in at a pharmacy or shop before going home"

"This is an excellent option for high-turnover parking in activity centres and can assist with supporting local businesses (e.g. stopping for a local coffee rather than a chain store drive-thru). This system has worked extremely well in Brisbane"

"This will encourage people to pop into the city for small errands and allows support of local businesses (i.e. newsagent, coffee shops, chemist, small grocer, etc)"

"Most people that are there for a short amount of time, shouldn't have to worry about spending extra time to get a ticket. The ticket machines take so much time to use. Policing the 15 minutes though will be difficult"

"With food places, coffee shops, post office and chemists in and around the CBD, a 15 minute free parking in close proximity would provide an opportunity to frequent these areas. Plus would save having to park streets and pay for a 5 minute stop off"

"We do short and quick visits to CBD retailers/businesses, particularly on Saturdays. EG we like to grab a takeaway coffee from our favourite CBD coffee shop on the weekend as we head out to other activities. There is one 15-min free park out the front, which is usually taken, but lots of people like us that are only stopping for a short time (less than 15 mins)"

Hypothecation of parking revenue

Question 11 - Would you be more supportive of priced parking if the revenue were reinvested within the activity centre it is collected from?

55% of respondents said that they would be more supportive.

28% of respondents said they would not be more supportive.

17% of respondents said they would not be more supportive.

Question 10 - How would you like to see parking revenue invested?

Option		
Spend money on sustainable travel initiatives (footpaths, bikeways, shared pathways)	**68%**	**32%**
Invest in streetscaping (trees and landscaping)	**63%**	**37%**
Invest in new parking technologies (smart meters and apps)	**52%**	**48%**
Invest in public transport infrastructure	**69%**	**31%**
Other	**61%**	**39%**

KEY MESSAGES

- The majority of respondents were generally supportive of the hypothecation of parking revenue.
- In addition to the options above, the reinvestment of parking revenue into more parking supply was the most common response.
- The provision of safe and shaded, pedestrian facilities was also a common response.

Smart parking technology

Question 12 - Would you use smart parking technology?

Smart Technology	✓	✗
Pay for your parking by smart phone?	**56%**	**33%**
Find an available parking space with a real time map?	**65%**	**25%**
Find a park in an off-street car park using real-time electronic signs?	**70%**	**18%**

KEY MESSAGES

- Whilst the majority of respondents support the payment of parking via a smart phone, several residents highlighted that alternatives should remain available.
- The phone usage laws (whilst driving) should be a big consideration of any smart parking solution.

"Not all Ipswich residents will be comfortable with an electronic smart phone payment system and so please respect our elderly or less literate citizens who need alternative ways of paying for parking"

"The hospital parking area might help with a smart phone app as sometime you don't know how long you will be in there"

"Please don't rely solely on "smart" technology. Alternatives must be available for when the "smart" system breaks down and for people who don't wish to upgrade to the technology"

"Get smart cashless parking asap we are so far behind other seq councils"

"Smart technology is fine only you can't look at your phone while driving so you would have to pull up by the time you got going again the spot would probably be taken, elderly people would have trouble with this leaving them at a disadvantage"

"I would like a parking payment app"

"If apps are used (and I support this), there needs to be a clear way to get help on the spot if technology fails. I.e. A phone number that can be reached to pay over the phone"

Cashless payment systems

Question 13 - Would you support a cashless payment system for parking?

63% of respondents supported a cashless system for paid parking

25% of respondents did not support a cashless system for paid parking

KEY MESSAGES

- The majority of responses were in support of a cashless payment system.
- Some of the feedback received did highlight the generational differences in preferred payment methods.

"Parking meters are outdated. Need ticketless, cashless, app enabled"

"Get smart cashless parking asap we are so far behind other seq councils"

"I visited Toowoomba yesterday, went to pay for parking and you can only pay cash. Happy that Ipswich City Council offers the opportunity to pay electronically"

"Remember your aging population and those who may not be able to manage cashless methods"

"Parking meters need to provide an option to use cash notes to pay for parking as well as with coin or electronically"

Expansion of priced parking

Question 14 - This strategy considers the introduction of priced parking into new activity centres. It is a recommendation that this only be done when time restricted parking is no longer effective. Do you agree with this approach?

42% of respondents agreed with this approach

58% of respondents did not agree with this approach

KEY MESSAGES

- Whilst the majority of respondents disagreed with the expansion of priced parking into new activity centres, the feedback provided was more in opposition to the expansion of priced parking in the Ipswich CBD, rather than to other activity centres.

As a commuter, I believe the broader impacts of expanding paid parking to current free off-street parking areas needs to be considered carefully. The current report and strategy do not appear to address these potential issues.

Significant unintended consequences could result from the introduction of paid parking for currently free, off-street parking options on the outskirts of the city centre (such as Marsden Pde or Olga St).

There is nothing included that I can see here on proposed pricing of parking at Springfield TC (assume this is Orion) or any other shopping centre to be covered. Making people pay to do their shopping will not go down well. I for one would be using other venues unless the first three hours are made 'free'.

Being retired I will not suffer another fee when I can go elsewhere. Much of the issue at Orion besides the commuter parking, is the facilities provided by the council with little parking. Most visitors are then taking up parking originally put in and extended for shoppers rather than the thousands of people visiting from outside the ICC area -such as Logan and Brisbane councils. Great to have these facilities paid for by the Ipswich council rate-payers but now you're looking at making us pay again to park there in the name of visitors to the area.

IPSWICH CITY COUNCIL
Technical Note

Our Values: Collaboration Communication Integrity Efficiency Leadership

PROJECT NAME:	**CITY OF IPSWICH PARKING PRICING STRATEGY**
DATE:	**3 MARCH 2020**
TO:	**MANAGER, INFRASTRUCTURE STRATEGY**
SUBJECT:	**15 MINUTE FREE 'GRACE' PERIOD FOR ON-STREET METERED PARKING AREAS WITHIN THE IPSWICH CITY CENTRE**

INTRODUCTION

This technical note has been developed to provide background and technical advice for the consideration of a 15 minute free 'grace' period for metered on-street parking as part of the City of Ipswich Parking Pricing Strategy (the Strategy).

BACKGROUND

15 Minute Free 'Grace' Period for Metered Parking Areas

The use of 15 minute parking zones is typically implemented in the following circumstances:

- For areas with high turnover outside commercial facilities providing a high level of convenience such as banks, post offices, snack bars / cafes and newsagents;
- For pick-up and set-down outside schools;
- Only appropriate for motorists who go to one address.

The benefit of a 15 minute free 'grace' period for on-street metered parking areas is that it provides users that are genuinely only parking for a short period of time, the ability to conduct activities without the need to be concerned with payment (or risking an infringement).

Brisbane City Council have implemented a 15 minute free parking regime that is available at more than 7,500 metered parking spaces across the city.

Strategy Position

As part of the review undertaken by external consultants MRCagney, a 15-minute free 'grace' period for metered parking was considered. The Strategy concluded that the overall benefits were unlikely to be greater than the potential costs or efforts of

administering a 15-minute free parking initiative. However, further investigation was recommended.

As part of the review process of the Strategy, community consultation was undertaken. An online questionnaire located on Council's 'Shape Your Ipswich' webpage formed part of the consultation process. As part of this questionnaire, the community were asked whether or not they supported a 15 minute free 'grace' period for on-street metered parking areas. The results concluded that 72% of respondents were supportive of a 15 minute free parking initiative.

CBD Redevelopment

As part of the CBD redevelopment and the reopening of Nicholas Street to traffic, the steering committee considered the time limits and zoning of the carparks in the project area. As a result, the committee recommended that a combination of 15 minute free parking and loading zones be implemented on Nicholas Street.

IMPLEMENTATION OF TRIAL

Given the Council's current strategy position, as well as the general feedback from the community, the trial of a 15 minute free 'grace' period for metered parking areas within the Ipswich City Centre should be considered. For this to occur changes will be required to be made to the parking meter system as well as general media communications to advise the public of the trial.

Currently, Council's parking meter system operates on a pay and display system whereby users are required to firstly pay for parking and display the ticket on the dash of the vehicle. Typically, for a 15 minute free parking meter system to operate, a pay by plate operating system is implemented whereby users are required to nominate the vehicle registration as they pay at the parking meter. This therefore removes the need to display a paid parking ticket on the vehicle.

As part of the trial it would be recommended to maintain the current system of operation of pay and display. Changes would be made to the parking meter system to add a button where a user could press "15 minute free parking" and a ticket would automatically print to be displayed on the vehicle. The 15 minute timeframe would start at the time of the printing of the ticket.

The risk associated with this approach is that a user could potentially keep reissuing a '15 minute free parking' ticket every 15 minutes and therefore reducing vehicle turnover. However, this is expected to be low risk due to the inconvenience of having to go out every 15 minutes to display a new ticket.

Longer term, Council would need to further consider the pay by plate model for the parking meter system. However, in the interim it is proposed to implement the 15 minute free parking for metered areas for a period of 6 months.

FINANCIAL IMPLICATIONS

Revenue Impact

It is difficult to calculate the exact impact to revenue loss as a result of the implementation of a 15 minute free parking trial. However, assuming the worst case that users that pay the minimum amount for a stay either by card or cash all make use of the 15 minute free parking, the potential loss of revenue could be in the vicinity of approximately $840.00 per day. Currently, Council generates in the vicinity of $4,900.00 per day from priced parking.

Implementation Costs

Council is currently in the process of upgrading the parking meters to digital interfaces as part of the required upgrade to meet global standards for the card reader system. If timing aligns, the opportunity exists to include the 15 minute free parking trial programming changes to this project free of charge to Council. However, if timing does not allow the maximum cost to Council for the implementation and removal of the programing would be approximately $5,000.00. Budget exists in the Capital Portfolio, under the 'Road Safety and Operations' sub program to cover these costs should it be required.

CONCLUSION

In conclusion, this technical note has provided background and technical advice for the consideration of 15 minute free 'grace' period for on-street metered parking as part of the City of Ipswich Parking Pricing Strategy.

RECOMMENDATION

That Council consider the implementation of a trial 15 minute free 'grace' period for on street metered parking for a period of 6 months based on community feedback received through engagement of the Parking Pricing Strategy.

IPSWICH CITY COUNCIL
Technical Note

Our Values: Collaboration Communication Integrity Efficiency Leadership

PROJECT NAME:	**CITY OF IPSWICH PARKING PRICING STRATEGY**
DATE:	**3 MARCH 2020**
TO:	**MANAGER, INFRASTRUCTURE STRATEGY**
SUBJECT:	**ATTACHMENT 5 – SATURDAY 'FREE' ON-STREET PARKING TRIAL WITHIN THE IPSWICH CITY CENTRE**

INTRODUCTION

This technical note has been developed to provide background and advice for the consideration of free parking on Saturdays for on-street parking as part of the City of Ipswich Parking Pricing Strategy (the Strategy).

BACKGROUND

Priced parking and time restrictions currently exist in certain locations across the City on Saturdays. These parking restrictions operate between the hours of 8am and 11:30am, and are predominately within the Ipswich City Centre.

Strategy Position

The Strategy development work undertaken by external consultants MRCagney, included the review of the existing parking occupancy rates across the city (including the Ipswich City Centre). The results indicated that the on-street parking occupancy across the Ipswich City Centre was on average less than 30% of total supply on a Saturday.

If Council were implementing the Parking Management Framework within the Strategy based on the 2018 parking survey results, the low average parking occupancy on Saturdays across parking areas within the Ipswich City Centre would trigger the need to investigate easing time restrictions or potentially removing priced parking altogether.

As part of the review process of the Strategy, community consultation was also undertaken. An online questionnaire located on Council's 'Shape Your Ipswich' webpage formed part of the consultation process. The community are dissatisfied

with weekend priced parking, more specifically its necessity and purpose within the Ipswich City Centre.

IMPLEMENTATION OF TRIAL

Given Council's current strategy position, as well as the general feedback from the community, a trial of removing priced parking and time restrictions on Saturdays for on-street parking areas within the Ipswich City Centre is recommended. It should be noted that the current time restrictions, and associated paid parking, on Saturdays are from 8am until 11:30am. For a trial to be implemented, several alterations will be required to the parking signage as well as general media communications to advise the public of the trial.

For the initial trial period of 6 months, it is recommended that time restrictions be removed in addition to priced parking. The reason for this is twofold, as noted below:

1. The Strategy supports easing of time restrictions due to the low observed occupancy rates within the Ipswich City Centre;

2. The cost to maintain time restrictions whilst removing the need to pay for parking on Saturdays requires significant additional signage to be implemented across the Ipswich City Centre.

FINANCIAL IMPLICATIONS

Revenue Impact

Council generates on average $750.00 each Saturday from the parking meters.

Implementation Costs

As part of the implementation process, changes to the existing parking restriction signage would need to be made to remove the reference to Saturday time limits. This is a minimal cost. Budget allowance exists within the 'Road Safety and Operations' sub program within the Capital Portfolio.

CONCLUSION

In conclusion, this technical note has provided background and technical advice for the consideration of free parking for Saturdays as part of the City of Ipswich Parking Pricing Strategy.

RECOMMENDATION

That Council consider a trial to remove time restrictions and paid on street parking within the Ipswich City Centre on Saturdays for a period of 6 months.

1421/19 ADR Negotiations Summary

Item 1: Fit for Purpose Works
Applicant's ADR Representations: The MADP should be amended to require Council to complete fit for purpose works over the Northern Sports Fields (i.e. Development Area 22A and 22B). **Evaluation of ADR Representations:** The current infrastructure agreements require the Master Developer to deliver fit for purpose works. The delivery of the Brisbane Lions project does change this and as a result, separate agreement is required which is the subject of a separate Council resolution. **Consequential Amendment to MADP** As the infrastructure agreement will be amended, it is recommended that references in the MADP requiring a specific entity undertake particular works be amended to require the works be undertaken in accordance with the Springfield Town Centre Infrastructure Agreement. Any amendments to this agreement prevail over approvals and conditions.

Item 2: Cash Contribution
Applicant's ADR Representations: The MADP should be amended to include an option to permit the Developer (Springfield City Group) to make a cash contribution in lieu of embellishment works that is required under the STCIA. The MADP should also be amended to include the contribution value. **Evaluation of ADR Representations:** The approved MADP document includes commentary that provides an option for the Master Developer to pay a contribution in lieu of undertaking embellishment works. The delivery of the Brisbane Lions project does change this and as a result, separate agreement is required which is the subject of a separate Council resolution. **Consequential Amendment to MADP** As the infrastructure agreement will be amended, it is recommended that references in the MADP requiring a specific entity undertake particular works be amended to require the works be undertaken in accordance with the Springfield Town Centre Infrastructure Agreement. Any amendments to this agreement prevail over approvals and conditions.

Item 3: Interchangeability of Infrastructure Credits
Applicant's ADR Representations: Request that the MADP be amended to permit credits allocated in the Town Centre, including the cash contribution toward the Premier Sports Facility to be interchangeable between the STCIA and Springfield Infrastructure Agreement (SIA). **Evaluation of ADR Representations:** This matter should be considered outside of the MADP as it relates to the STCIA.

Consequential Amendment to MADP
A separate agreement is required which is the subject of a separate Council resolution.

Item 4: Embellishment of DA22B

Applicant's ADR Representations:
Requested that the MADP be amended to require Council to embellish the Local Sports and Court Facility (i.e. Development Area 22B) or make an equivalent cash contribution towards the agreed embellishment outcome for DA22B. The timing of these works are to be agreed with SCG.

Evaluation of ADR Representations:
The Town Centre Concept Plan identified a requirement for Council to provide an additional Citywide and 4 Local Sports and Courts, external to the Town Centre, which is to be funded through Infrastructure Contributions. It was proposed as part of the MADP that one (1) of these Local Sportsgrounds be located within Development Area 22B to compliment the Premier Sports Facility. Under the current infrastructure agreements, embellishment of DA22B is dependent on receipt of sufficient infrastructure contribution payments, or if alternative funding arrangements can be sourced by Council (whichever is earlier). Separate agreement is required to resolve this matter which is the subject of a separate Council resolution

Consequential Amendment to MADP
It is recommended that the MADP be updated as necessary to identify that Council is to embellish DA22B and that embellishment works are to be in accordance with the STCIA.

Item 5: Land Dedication

Applicant's ADR Representations:
It is requested that the MADP be amended to acknowledge that the Developer (SCG) is to dedicate additional land required to accommodate the Premier Sports Facility adjacent to Development Area 22A.

Evaluation of ADR Representations:
The approved MADP currently notes that the Developer is required to provide additional land to allow for the ultimate footprint for the premier sports facility, which is to be dedicated at no cost to Council and will not be subject to open space credit. Separate agreement is required to resolve this matter which is the subject of a separate Council resolution.

Consequential Amendment to MADP
It is recommended that the MADP be updated where necessary to reflect this arrangement.

Item 6: Stadium of National Significance

Applicant's ADR Representations:
Throughout the MADP document, the Premier Sports Facility is referred to as being of regional and in some parts national significance. The applicant is requesting that the MADP

document be amended to refer to the stadium as being of national significance.

Evaluation of ADR Representations:
The draft MADP document submitted with the application refers to the stadium as being of regional and/or national significance and consequently it is recommended that the MADP be amended to refer to the stadium as being possibly of regional and/or national significance

Consequential Amendment to MADP
It is recommended that the MADP document be amended to identify that the stadium is of regional and/or national significance.

Item 7: Green Bridge

Applicant's ADR Representations:
The "Green Bridge" should be identified as a mobility design theme response and as an infrastructure requirement subject to funding, rather than solely as part of the vision statement.

Evaluation of ADR Representations:
The "Green Bridge" concept is an aspirational outcome that is not identified under Council's Local Government Infrastructure Plan, nor is it proposed to be funded by Council or another government agency. Furthermore, whilst It may be a solution to potential problems in the transport network, these problems have not been collectively identified by technical assessments and an analysis of solutions to any identified issues as not been undertaken.

It is considered that there is some merit in providing for the "Green Bridge" as a potential future connection, which will facilitate its development in the future should it be warranted and funding and construction responsibility are resolved. In principle agreement has been reached on this matter.

Consequential Amendment to MADP
Reference to the green bridge will be included in the infrastructure section, but only as a potential future connection.

Item 8: Green Bridge Intersection

Applicant's ADR Representations:
Intersection of the "Green Bridge" with Springfield Greenbank Arterial (SGA) is to require an all movements intersection, rather than left-in/left-out as nominated in the MADP.

Evaluation of ADR Representations:
The "Green Bridge" (and the intersection with the SGA) is an aspirational outcome. Engineering advice from Council officers indicates that the likely intersection arrangement would be left-in/left-out given the number of intersections currently planned along the SGA. The applicant has not provided any technical assessment with the application to demonstrate that the alternative intersection design is warranted. It has been agreed in principle that the approved MADP identify that the intersection will need to be investigated

under a separate application.

Consequential Amendment to MADP
The MADP be amended to allow for this infrastructure as well as an appropriate intersection to be investigated in the future.

Item 9: Event Management Plan

Applicant's ADR Representations:
It is requested that SCG as the Master Developer and as an adjoining landowner should be identified as a stakeholder in relation to the preparation of the Event Management Plan.

Evaluation of ADR Representations:
Section 5.1.9 of the MADP requires the developer to prepare an Event Management Plan, which must include input from relevant stakeholders. The MADP lists a number of stakeholders (e.g. Council, Queensland Rail, however consultation is not necessarily limited to the stakeholders listed). Listing adjoining landowners as a relevant stakeholder is reasonable. Whilst unusual, it is considered that the inclusion of the master developer in this list is not objectionable.

Consequential Amendment to MADP
It is therefore recommended that the MADP be amended to identify adjoining landowners as a relevant stakeholder as well as SCG as master developer.

Item 10: MADP to Include Requirements of STCIA

Applicant's ADR Representations:
It is requested that the MADP be amended to include requirements detailed in the STCIA as it relates to the Northern Sports Fields.

Evaluation of ADR Representations:
The MADP does not allocate construction responsibility nor can it alter requirements under a relevant infrastructure agreement. Replicating responsibilities detailed in an infrastructure agreement is unnecessary and would lead to further amendment of the MADP should the details in the STCIA be amended in the future.

Consequential Amendment to MADP
It is recommended that the MADP require works to comply with the relevant infrastructure agreements and not replicate the detail provided in the STCIA (as may be amended). It should be noted that in the event of an amendment of an Infrastructure Agreement, the agreement prevails over development approvals and conditions.

Item 11: Road Duplication Requirements

Applicant's ADR Representations:
Request that the MADP be amended to include road duplication requirements detailed under the Springfield Infrastructure Agreement (SIA) in relation to Eden Station Drive and

Springfield Greenbank Arterial (SGA).

Evaluation of ADR Representations:
The timing of when the SGA is to be duplicated is provided in the SIA (when road capacity reaches 18,000 AADT) and the estimated timing of when Eden Station Drive is to be duplication is provided in the Local Government Infrastructure Plan (~2026-2031). It is not considered necessary to provide all the details of the duplication requirements given that it is already detailed within the infrastructure agreement and LGIP. In principle agreement has been reached on this matter.

Consequential Amendment to MADP
It is recommended that the MADP be amended to refer to the requirements of the STCIA.

Item 12: Consistency with STCIA and SIA

Applicant's ADR Representations:
Timing detailed in the Infrastructure section of the MADP are to be revised to ensure consistency with the STCIA and SIA.

Evaluation of ADR Representations:
The timing for infrastructure delivery provided in the MADP reflect the expected practical time for delivery of infrastructure and was originally proposed by the applicant. The applicant's contention is that the timeframes provided in the MADP are now not achievable.

Consequential Amendment to MADP
The applicant's request is considered reasonable and it is therefore recommended that the timeframes be amended to refer to the STCIA.

Item 13: Road 11

Applicant's ADR Representations:
MADP identifies the Developer as the responsible entity to deliver Road 11, which is a Council responsibility.

Evaluation of ADR Representations:
Road 11 is not identified as a trunk road and therefore is not a Council responsibility. The STCIA does identify that the Developer (Springfield City Group), if it constructs Road 11, will accrue credit owing to the road being a high frequency public transport corridor but does not identify timing of when the road is to be constructed. The Town Centre Concept Plan requires submission of a traffic assessment as part of an MADP or ADP application to identify traffic impacts as development occurs within the Town Centre North.
Consequently, the draft MADP requires a traffic impact assessment as part of the ADP application, which is necessary to determine if Road 11 is required to be constructed as a consequence of future development.

In principle agreement has been reached on this matter that reference should instead be made to overall masterplanning documents for transport to guide this issue.

Consequential Amendment to MADP
It is recommended that the MADP be amended to refer to the Town Centre Concept Plan and the STCIA to guide the required surrounding road network.

Item 14: Road 12

Applicant's ADR Representations:
MADP identifies timing for the delivery of Road 12, which is a Developer (SCG) responsibility that is not intended to act as a public transport link for the proposed development of DA22A and DA22B. The applicant is requesting that references to Road 12 be deleted.

Evaluation of ADR Representations:
The Town Centre Concept Plan requires submission of a traffic assessment as part of an MADP or ADP application to identify traffic impacts as development occurs within the Town Centre North. Consequently, the MADP requires a traffic impact assessment as part of the ADP application, which is necessary to determine if Road 12 is required to be constructed as a consequence of future development. It should be noted that Road 12 is not identified as a trunk road, nor is it identified under an infrastructure agreement.

In principle agreement has been reached on this matter that reference should instead be made to overall masterplanning documents for transport to guide this issue.

Consequential Amendment to MADP
It is recommended that the MADP be amended to refer to the Town Centre Concept Plan to guide the required surrounding road network.

Item 15: Utility Connections

Applicant's ADR Representations:
Water, sewerage and electrical connections are considered to be fit for purpose works and are therefore the responsibility of Council, not the Developer.

Evaluation of ADR Representations:
Under the amended Springfield Town Centre Infrastructure Agreement, Council will be undertaking fit for purpose and embellishment works (including through agreements with the Brisbane Lions).

Consequential Amendment to MADP
It is recommended that the MADP be amended as necessary to recognise that works are to be undertaken in accordance with the infrastructure agreement and that any additional works (beyond fit for purpose) are not the responsibility of the Master Developer.

Item 16: Community Facilities Land

Applicant's ADR Representations:
The MADP should allow, at Council's discretion, the Developer to convert the obligation to contribute land in Development Area 5 for a community facility site into an equivalent cash

contribution toward the Premier Sports Facility project.

Evaluation of ADR Representations:
The original draft MADP document did not include provision to allow the Developer to convert community facility obligation as proposed by the applicant now. The STCIA requires the Developer to dedicate land within Development Area 5. In the event Council elects to permit a cash contribution, then the applicant will need to amend the relevant infrastructure agreements.

It is considered that if this option is to be considered by Council, more detail is required in respect to the proposal along with the necessary implementation mechanism (i.e. Infrastructure Agreement or equivalent)

In principle agreement has been reached on this matter that this should be resolved outside of the MADP, with discussions to occur one a detailed proposal is known.

Consequential Amendment to MADP
It is recommended that the MADP remain unchanged with respect to this matter.

Item 17: Flood Assessment

Applicant's ADR Representations:
The MADP requires the submission of a flood impact assessment and stormwater management plan prior to the submission of the first ADP. The applicant is requesting that the MADP be updated to identify that this is a Council requirement.

Evaluation of ADR Representations:
The MADP requires the submission of a Stormwater Management Plan and Flooding Impact Assessment Report as part of the first ADP application, and contemporaneously with the submission of the Premier Sports Facility ADP application, Council have engaged a consultant to prepare a Flood Impact Assessment Report.

Consequential Amendment to MADP

It is recommended that the MADP be amended to acknowledge that Council is to prepare the Flood Impact Assessment Report.

Item 18: Lighting and Noise

Applicant's ADR Representations:
The applicant has requested clarification on the requirement in the MADP relating to the management of public lighting and noise.

Evaluation of ADR Representations:
The applicant's concern is in respect to potential impacts on surrounding land including future uses. It will be necessary for the use of the stadium to adopt necessary management and amelioration measures to meet relevant standards in respect to noise, amenity impacts and light. It will also be necessary for surrounding uses to be planned and developed on the basis of lawful release of noise, amenity impacts and light. Technical report is required, as

well as a management plan.

Consequential Amendment to MADP
It will be necessary for surrounding uses to be planned and developed on the basis of lawful release of noise, amenity impacts and light from surrounding land (including the stadium). Technical report is required, as well as a management plan. Timing of the management plan management plan is proposed to be adjusted to ensure its preparation and approval(s) prior to major event occurring in the precinct.

Item 19: Car Parking

Applicant's ADR Representations:
The MADP requires DA22A and DA22B is to provide a total of 590 sealed car parking spaces and 100 overflow car parking spaces. The applicant has requested further clarification regarding the provision of car parking.

Evaluation of ADR Representations:
The 590 car parking spaces is the estimated car parking provision for DA22A and DA22B, which was based on the preliminary park designs. DA22A is expected to provide approximately 170 car parking spaces and DA 22B is expected to provide approximately 420 car parking spaces. This is subject to detailed design.

Consequential Amendment to MADP
To avoid confusion, it is recommended that the MADP be amended to identify the approximate car parking provision for each Development Area.

Item 20: Interim Car Parking Area DA22B

Applicant's ADR Representations:
MADP should be amended to identify how long the interim car parking area within DA22B is to remain and who is responsible for its removal. Configuration of the access to this car park and the proposed access into Development Area 22A needs to be identified in the interim and ultimate configuration.

Evaluation of ADR Representations:
Delivery of the local sports and courts is detailed in the amended Springfield Town Centre Infrastructure Agreement, which requires it to be constructed by 2025. The interim car parking area was constructed by Queensland Rail to provide commuter car parking during the construction of the sports ground and delivery of the multi-deck commuter car parking area. Under the MADP, configuration of the ultimate car parking area is subject to further technical assessment as part of the first ADP application. There is currently no clear / agreed timing for the interim car park, and that it is also unclear when the commuter car parking (replacing some existing car parking) is proposed to be completed.

Consequential Amendment to MADP
It is recommended that the MADP remain unchanged owing to the final car parking design requiring further traffic assessment as part of the relevant ADP application.

Item 21: Stormwater Quality
Applicant's ADR Representations: MADP does not permit the use of voluntary contribution for quality treatment. The applicant is requesting that the MADP be amended to permit payment of the off-set contribution. **Evaluation of ADR Representations:** Voluntary contribution for stormwater quality treatment is not supporting owing to the proximity of the site to Mountain Creek. **Consequential Amendment to MADP** MADP is recommended to remain unchanged.

Item 3 / Attachment 2.

sports and courts facility incorporating the preferred dominant land uses of the Recreation Precinct.

Whilst this MADP relates to DA22A-22B (a separate MADP will be prepared for DA22C at some future time), overall the precinct is considered central to the overall open space network as described in the Framework Plan of the TCCP. Citywide level sporting and recreation facilities will spread along the spine. Pedestrian and cycle facilities and linkages will be part of the embellishment program for this area consistent with the principles of the OSMP.

3.3.11. Phasing

DA22A-22B is intended to be developed as either interim (i.e. Delivery of minimum prerequisite infrastructure) or ultimate (i.e. via assistance with third party funding arrangements) to create the Springfield Central Stadium Precinct. This will be confirmed as part of relevant ADP and Operational Works applications.

3.4. Design Response

The above issues, opportunities and elements are reflected by this design response and the Conceptual Master Plan for the Springfield Central Stadium Precinct. This Master Plan is conceptual only and subject to an updated Drainage Master Plan, detailed design and approval at the ADP stage. It is intended that this MADP be used to communicate the overall design intent and initiatives for the Springfield Central Stadium Precinct, in achieving desired outcomes and may therefore be subject to alternative design responses which are generally in accordance with this plan. The design will evolve over time as the precinct progresses towards accommodating national elite level sport.

The site's topography and community demand will be a driving factor in the creation of a multi-field facility catering to a number of sporting disciplines. Development Area 22A-22B will be developed to incorporate a wide range of sporting facilities to enable informal and formal gatherings, requiring large scale sporting ovals and fields suitable for the playing of organised sports. The fields will cater to the primary sports of AFL, cricket, soccer and/or rugby league as well as various forms of athletics. DA22A will primarily service AFL, whilst DA22B may accommodate a varietyous of sporting and recreational pursuits.

These sporting facilities will be supported by clubhouse facilities within each portion that forms the primary structural focus of each Development Area and will adjoin the areas of onsite parking. The clubhouses will be designed with suitable orientation and structure to enable aspects and physical connection towards the adjoining sporting facilities, as well as accommodate viewing decks, team change rooms, ancillary outdoor dining and café facilities, public amenities and meeting rooms.

As identified above, while the Developer is responsible for the embellishment of a Citywide Sportgrounds and Courts facility, it is noted that the Developer has provided additional embellishment ~~the required courts~~ in the Southern Sportsfields (Development Area 16 and 17). Consequently, the embellishment ~~no courts are~~ proposed in Development Area 22A and the respective embellishment value is to be adjusted.

In addition to the minimum embellishment standards, potential embellishment options have been included below in **Figures 3.1, 3.2** and in **Volume 2 - Annexure (1).** Subsequent options are subject to resolution of relevant funding provisions and future ADP approval(s)

SPRINGFIELD CENTRAL STADIUM PRECINCT

Development Areas 22A and 22B

Master Area Development Plan (MADP) – Volume 1

~~22 October 2019~~ 10@@ June 2020

Purpose of Document

Master Area Development Plan (DA22A- 22B)

This document should be read in conjunction with the supporting document entitled: "Master Area Development Plan 22A-22B: Volume 2 Supporting Information" and the following documents:

- Springfield Town Centre Concept Plan (including the Springfield Town Centre North Overarching Master Planning Framework); ~~and~~
- Springfield Open Space Master Plan;
- Springfield Infrastructure Agreement; and
- Springfield Town Centre Infrastructure Agreement.

The Supporting information provided in Volume 2 does not form part of the Master Area Development Plan (MADP) but provides information required in accordance with the Springfield Town Centre Concept Plan (TCCP) to assist with the implementation of the Master ADP and has been utilised to support various outcomes detailed in this Master ADP.

The Master (initial) ADP, including any supporting information, does not in any way allocate construction or financial responsibility to Council or the Developer outside of that already outlined in the Springfield Infrastructure Agreement or Springfield Town Centre Infrastructure Agreement.

This MADP was prepared and submitted to Ipswich City Council by Springfield City Group (formerly Springfield Land Corporation) in accordance with the requirements of the Springfield Structure Plan (SSP) and Springfield Town Centre Concept

Plan (TCCP).

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1. Introduction

This document reflects the principal considerations that underpin the master plan for Development Areas 22A and 22B (DA22A-22B), to be known as the Springfield Central Stadium Precinct, of the Springfield Town Centre North area.

1.1. Purpose and Applicability of Document

The Springfield Central Stadium Precinct will ultimately be established as a boutique Premier Sports Stadium Facility of regional and national significance which will be developed over time.

This Master Area Development Plan (MADP) document has been prepared in accordance with the Springfield Structure Plan (SSP) and the Springfield Town Centre Concept Plan (TCCP). The TCCP was first approved on 16 July 2002 and provides a conceptual framework for the whole of the Springfield Town Centre including DA22A-22B. The TCCP has been amended on several occasions since it was adopted.

1.2. Role of MADP for DA22A-22B

This MADP document intends to communicate the site characteristics, open space principles, conceptual master planning ingredients, development guidelines, and implementation measures appropriate for the construction of the Springfield Central Stadium Precinct on DA22A-22B of the Springfield Town Centre. Specifically, this MADP for DA22A-22B:

- relates to the whole of the land identified as DA22A- 22B in the TCCP;
- is the mechanism whereby the master planning of the SSP and TCCP, including the Springfield Town Centre North Overarching Master Planning Framework (OMPF), is put into effect for DA22A-22B;
- illustrates the indicative master planning and design elements involved in the creation of the Springfield Central Stadium Precinct;
- describes the range of land uses and design guidelines;
- describes the indicative pattern and form of development that will be developed in stages over time; and
- functions as a subdivision proposal and/or potential land use proposal to produce an integrated master plan for development.

1.3. MADP Approval

Upon Council approval, this MADP will authorise the proposed development of DA22A-22B in accordance with this MADP. However, approval of the MADP does not limit evolution of the conceptual design illustrated in the Master Plan at the ADP stage.

Before development can occur on DA22A-22B or any part thereof, it will be necessary to apply to Council for a Development Permit approval for an ADP which authorises the

reconfiguration and/or use of all or part of DA22A-22B for the purposes shown or nominated on the ADP.

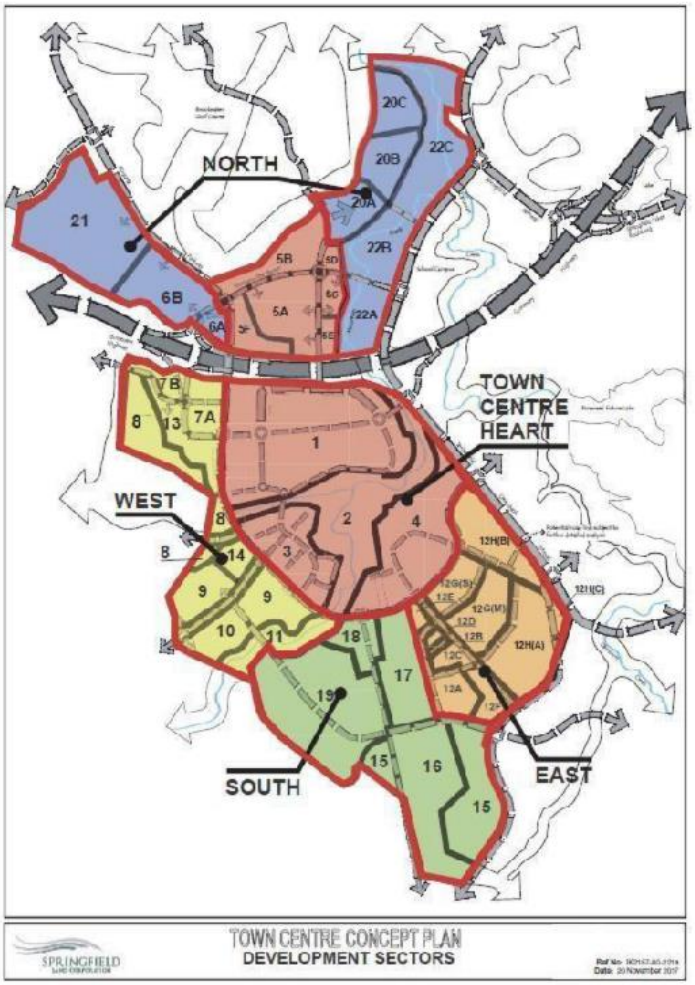


Figure 1.1- Development Sectors- (Town Centre Concept Plan) (as it relates to Development Sectors only)

1.4. Aims of MADP 22A-22B

DA22A-22B is located in the Town Centre Frame – Town Centre North (**Figure 1.1**) and includes the Recreation Precinct and Town Business Precinct (**Figure 1.2**) in accordance with the TCCP ~~(as amended)~~.

The TCCP states the intent of Development Areas 22A-22C as:

> *"These Development Areas are to comprise Citywide sporting facilities with complimentary commercial uses, Local sporting facilities, Citywide linear parkland and District recreation parkland incorporating the preferred dominant land uses of the Recreation Precinct and Town Business Precinct."*

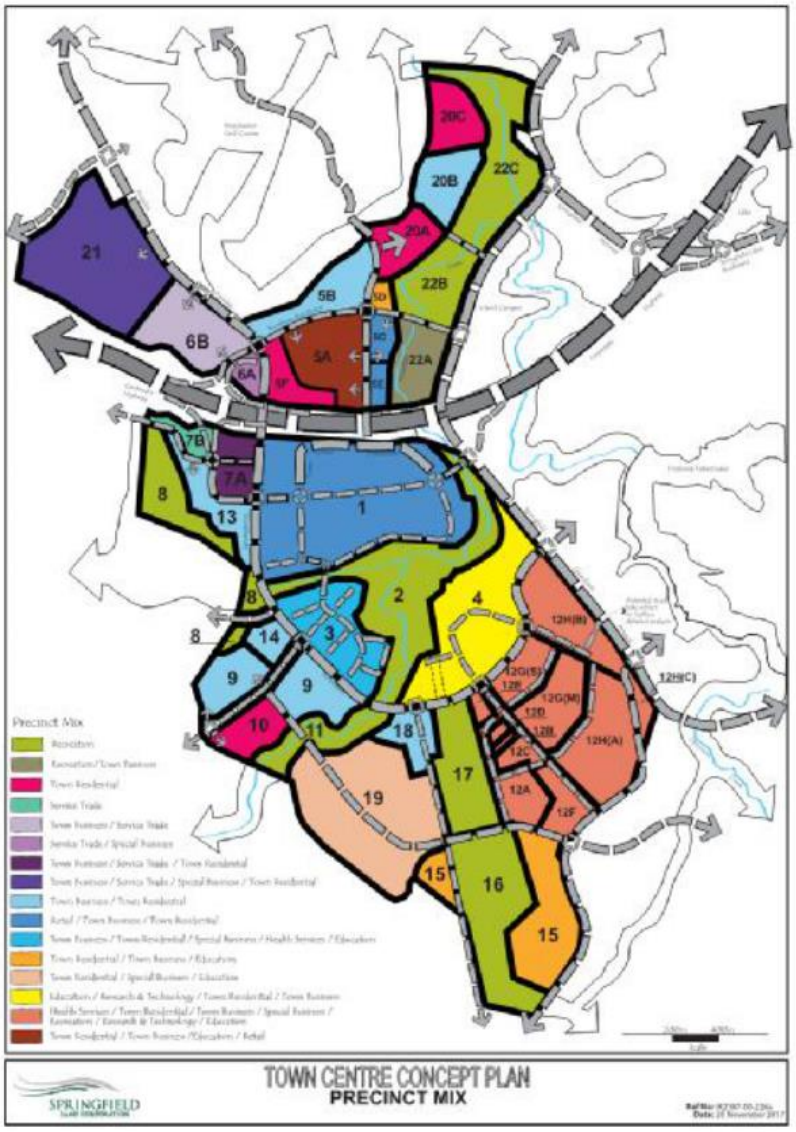


Figure 1.2- Precinct Mix (Town Centre Concept Plan) (as it relates to DA22A – 22C only)

Development Areas 22A and 22B forms an integral part of the Town Centre Frame for the Springfield community, linking the high intensity mixed use nature of the surrounding commercial, retail, educational and residential uses around a high-quality sporting corridor. The sporting facility represents a rare opportunity to incorporate a range of active and passive recreational opportunities that will act as a central focus of the development of the town centre.

The statutory obligations as originally planned in relation to Development Areas 22A and 22B relate to the delivery of a Citywide Sports Facility over the whole of the precinct. However, with the intention to deliver a boutique 'Premier Sports Facility' with stadium, the planning for the precinct is now envisaged as detailed below.

The minimum standard of facilities to be delivered within DA22A is to be the equivalent of one (1) citywide level sporting facility consistent with the desired standards of service for Citywide level sportsgrounds and courts as detailed in Ipswich City Council's *Local Government Infrastructure Plan (LGIP;* Public Parks Update 2016 and associated Schedule of Works and Desired Standards of Service and supporting information) to provide active and passive recreational opportunities. Such facilities will be supported by a range of recreation facilities including clubhouse, pedestrian and cycle facilities and linkages. A regionally ~~or~~ and nationally significant facility of this nature will require co-investment and cooperation from all levels of Government and the commercial sector. However, for this infrastructure to be eligible for any trunk infrastructure offsets or funding, must for the perpetuity of the facility, provide freely accessible public open space to the community (in accordance with the park type and function outlined in Council's LGIP and associated supporting documentation). To this end, appropriate planning, community engagement (in accordance with Council Policy), design and operational consideration is needed to ensure a minimum level of public accessibility is preserved and appropriate measures in place to prevent limitations or removal of this accessibility in the future.

The minimum standard of facilities to be delivered within DA22B is to be the equivalent of one (1) local sports and courts facility as detailed in Ipswich City Council's *LGIP*. This is in order~~,~~ to provide publicly and freely accessible active and passive recreational opportunities. Such facilities will be supported by a range of recreation facilities including clubhouse, pedestrian and cycle linkages.

However, the ultimate development form for DA22A is a boutique 'Premier Sports Facility', in accordance with the role and function outlined in Council's Local Government Infrastructure Plan (and associated supporting documentation and Implementation Guideline 27: *Guidance on Recreation Range and Opportunity Outcomes Arising from Embellishment of Public Parks)*. DA22B is intended to provide local sporting facilities. These sporting facilities are to be known as the Springfield Central Stadium Precinct and will evolve over a long period of time. Stadium facilities with the potential to accommodate 30,000 people on DA22A will develop over time.

Development Area 22A will accommodate a stadium primarily designed for use by the AFL. Development Area 22B will accommodate local sporting fields. The facility on Development Area 22A may include a high-performance training and administration centre, which includes a broad range of land uses that will provide every opportunity for a sporting team participating in an elite national sport to be successful, both on field and off field. Subject to appropriate acoustic and lighting assessment (submitted as part of the relevant ADP application), both facilities may be designed to permit other community and entertainment activities such as concerts, festivals and extreme sports events on occasions.

Given the time required for the precinct to evolve and achieve its full development form, interim or intermediate options for the precinct may be developed. Consideration may also be given to a potential all-weather artificial hybrid playing surface on DA22B should suitable funding become available. The sports fields will be supported by a range of seating options, including covered grandstands on DA22A, open terraces and grassed areas, clubhouse and administration facilities, indoor and outdoor training and recovery areas, amenities, parking and plaza areas. Outdoor broadcast quality lighting may also be provided on DA22A where elite level sports are being played, subject to lighting assessment on amenity of sensitive receivers.

To achieve the long-term objective for a boutique 'Premier Sports Facility', the MADP seeks to maximise flexibility. Key elements/factors that may be considered in developing a sports facility include:

- Build an AFL stadium of regional ~~or~~and national significance;
- Build a suitable training facility;
- Optimising facility functionality and flexibility;
- Ensuring that any private sporting club use is balanced with reasonable public access to the facility;
- Maximising relevant commercial ~~and~~ opportunities within the precinct and also capitalising on and enhancing public and community outcomes;
- Identifying spatial needs of a football club and the community in 10-15-20 years' time; and
- Identifying a strategy for the 30+ year vision, which must include engagement with the community to develop a vision that responds to the needs of Ipswich.

This MADP document aims to communicate the intentions and elements that form the basis for the development of the Springfield Central Stadium Precinct as a recreational/sporting focus of the Springfield Town Centre. In illustrating an indicative master plan for the precinct, the document aims to provide a picture of the development and layout of the area towards achieving the desired outcomes while allowing flexibility during more detailed design stages.

Specifically, the Springfield Central Stadium Precinct:

- Offers the ability for the provision of a diverse variety of sporting facilities and recreation areas that provide formal and informal environments in which to pursue active and/or passive recreational activities, as well as ancillary commercial activities that promote gathering, interaction and a healthy outdoor lifestyle;
- Contributes to the connectivity and accessibility of the Springfield Town Centre through vehicular, cycle and pedestrian linkages between nearby activity precincts as well as the overall open space network;
- Will support the ongoing principle of encouraging non-vehicular modes of transport;
- Will enhance and support physical and visual interaction between the precinct and adjacent activity areas through legible and permeable external interfaces between the Mountain Creek riparian corridor, neighbouring Development Areas, the public open space corridor and the road network;
- Will provide for car and bus parking and set-down areas accessed via adjoining road frontages to minimise impacts on public road infrastructure along with providing a comprehensive integration with the adjacent Springfield Central railway station and associated public transport network.

To this end, this MADP seeks to:

- Identify the road network and other services necessary to service the Springfield Central Stadium Precinct within the context of the Town Centre;
- Outline the range of potential intended uses and activities for recreational outcomes and ancillary or complementary commercial development within the precinct;
- Ensure the creation of high quality and safe pedestrian and cycle friendly networks integrated with the overall movement network;
- Capitalise on the signature location of the Development Areas, through emphasis on a high quality and comprehensive offering of recreational and sporting opportunities for the Springfield community, with the potential to develop to a future level of regional and~~/or~~ national significance which could conceivably facilitate a sporting team participating in an elite national sport;
- Create a relationship with the adjacent road frontages and adjoining Development Areas by activating frontages at strategic locations, creating specific access entry points, promoting strong landscaping features and encouraging community gathering and interaction with the sportsfields; and
- Ensure best practice water sensitive urban design (and necessary land area) is planned and implemented to support, integrate with and protect Mountain Creek, respond to stormwater management requirements and enhance public open space, amenity and livability.

This MADP also aims to outline the indicative phasing and implementation measures for the parkland development, including area staging and timing, embellishment and maintenance responsibilities.

2. Site Context and Analysis

2.1. Planning and Statutory Context

2.1.1. South East Queensland Regional Plan

The South East Queensland Regional Plan 2017 (Shaping SEQ) sets out a 50 year outlook for the development of the SEQ region, establishing a policy framework focusing on the next 25 years. Its aims are to ensure that this population can be accommodated and that adequate housing diversity, services, and infrastructure can be provided to ensure a quality urban environment and lifestyle is achieved.

The Springfield Structure Plan area represents a significant opportunity to accommodate a proportion of this future growth and provide appropriate and timely services and facilities. It is in this context that the MADP for DA22A-22B proposes Citywide and Local Sporting facilities to support the residential population growth within Ipswich, with the ultimate objective to develop over time a boutique premier stadium precinct of regional and national significance.

Development Areas 22A-22B, like the rest of the Springfield Structure Plan area, is able to utilise site specific master planning processes, such as in the form of this MADP, to realise the required scope and flexibly for development and ensure efficient use of 'development committed' greenfield land.

2.1.2. Planning Scheme & Strategic Framework

The Ipswich Planning Scheme under the *Integrated Planning Act* was adopted on the 5 April 2006. The Planning Scheme includes the SSP that includes the suburbs of Springfield, Springfield Lakes, Spring Mountain, Springfield Central, Augustine Heights (part) and Brookwater. The SSP area has a total area in the order of 2860 hectares.

The SSP area is a significant Urban Development Area for the City of Ipswich which contributes residential, commercial and civic infrastructure within local and regional contexts. The Ipswich Planning Scheme directs the development of the Springfield Master Planned Community to the SSP. This document provides the detailed classifications in relation to planning and development applications for the Springfield area.

The remainder of the Planning Scheme is overridden by the SSP, with the exception of any applicable codes and provisions where not in conflict with the SSP, Land Use Concept Master Plan, Precinct Plan or any Area Development Plan (ADP). These planning documents, among other relevant documents, are further outlined and discussed below.

2.1.3. Springfield Structure Plan

The SSP directs and controls the process of development for the Springfield area. The SSP sets out a flexible structure for development, outlining the intents for the area, planning and design controls, and a system for the progression of more detailed planning for land within the SSP area.

Development Areas 22A-22B are identified under the Town Centre Designation, and further classified as being within the Recreation Precinct and Town Business Precinct under the SSP as illustrated in **Figure 1.1**.

The intent of the Town Centre Designation Recreation Precinct is to:

> *"…reserve a large area within the Town Centre as a major parkland/recreational base with an emphasis on outdoor uses."*

The Town Business Precinct provides additional support to achieve the outcomes for a boutique Premier Sports Facility of regional and national significance and its contribution to the 'civic, commercial and cultural heart' for the Springfield Town Centre as intended by the SSP. The designations in the SSP are indicative only and are subject to more detailed investigation under the MADP and ADP processes.

2.1.4. Springfield Town Centre Concept Plan

The TCCP was originally approved by Council on 16 July 2002 and has been amended over time (last amended in conjunction with the approval of this MADP). The TCCP guides development within the Town Centre in a progressive manner with appropriate interface between precincts and development areas. The TCCP delineates the development areas within the Town Centre in respect of which the initial Area Development Plans (MADPs) must be prepared by Springfield Land Corporation and approved by the Council, as well as indicate the applicable Precincts (as outlined in the SSP) for each development area. Additionally, the TCCP provides a set of guidelines and standards which directs and outlines requirements for development within the Town Centre.

2.1.5. Area Development Plans

ADPs function as reconfiguration or land use proposals to produce an integrated plan for the development of an area, putting into effect the previous master planning initiatives of the Land Use Concept Master Plan, TCCP and MADP for the site. ADPs are to be lodged subsequent to the approval of a MADP to approve a development proposal (i.e. Development Permit).

2.1.6. Springfield Infrastructure Agreement / Springfield Town Centre Infrastructure Agreement

The Springfield Infrastructure Agreement (SIA) was adopted in 1998 and sets out the criteria for the planning and provisioning of the relevant and required infrastructure for the whole of Springfield. The Springfield Town Centre Infrastructure Agreement (STCIA) was signed on 1 December 2015 in relation to the criteria for the planning and provisioning of infrastructure within the Springfield Town Centre. These criteria relate to the requirements for traffic and transport, water, sewerage, stormwater drainage, open space, community facilities and conservation. Subsequent documents include the Springfield Indicative Phasing Concept Plan, the Springfield Water Supply Master Plan, the Springfield Sewerage Master Plan, and the Springfield Open Space Master Plan.

This MADP is in accordance with the requirements of the STCIA, but also reflects the amendments to the master plans for water and sewerage which have been approved by

Queensland Urban Utilities (QUU).

~~The STCIA requires the following:~~

- ~~The Developer must by 31 March 2016 either:-~~
  - a) ~~construct at the Developer's cost an appropriate underground stormwater drain across the Northern Sportsgrounds from Springfield Greenbank Arterial road to the creek adjoining the Northern Sportsgrounds; or~~
  - b) ~~pay to Council an amount agreed between the Developer and Council (both acting reasonably) as representing the cost of construction of that work.~~

~~The Developer completed these works by the nominated date.~~

- ~~After these requirements are fulfilled, Council must:~~
  - a) ~~Obtain vacant possession of the area on which the northern sportsfield facilities are to be located;~~
  - b) ~~Remediate the area to a state which is suitable for commencement of embellishment of the northern sports field facilities; and~~
  - c) ~~Notify the Developer when these requirements have been fulfilled.~~

~~At the time of approving this MADP, Council had commenced woks.~~

- ~~The Developer must embellish the northern sports field facilities in accordance with the Amended Brookwater Precinct Plan by the date which is 2 years after the later of:-~~
  - a) ~~the date on which the last of the above requirements are met; and~~
  - b) ~~the date on which Council gives notice.~~
- ~~Embellishment is at the cost of the Developer.~~

~~In lieu of undertaking the embellishment works and in acknowledgement of the Northern Sportsfield area becoming part of the Town Centre (and being removed from the Brookwater Precinct Plan) following signing of the STCIA, agreements may be entered into whereby the Developer may make a cash contribution to the equivalent to a Level 1 sportsgrounds and courts facility towards the Development Area 22A area.~~

2.1.7. Springfield Indicative Phasing Concept Plan

The Springfield Indicative Phasing Concept Plan (IPCP) outlines the intended land uses, lot yields and the development sequence for the SSP area. The IPCP was approved by Council (2008) and is subject to future review in conjunction with Water and Sewer Master Plans.

This MADP proposes recreational uses as expected by the TCCP and no large scale residential or commercial development (apart from a broad range of complementary land uses which support a high-performance training and administration centre) are proposed.

It is noted that the TCCP represents the Precinct Indicative Phasing Concept Plan as required by the IPCP and the requirements outlined 1.2 of the IPCP.

2.1.8. Springfield Open Space Master Plan

The Springfield Open Space Master Plan (OSMP) has been devised to support the

Springfield Infrastructure Agreement and outlines the requirements and principles for the provision of open space within the Springfield Structure Plan area. Open space, and more specifically, access to open space opportunities, are to be generally provided in accordance with the OSMP, and allow for an integrated and complementary relationship between proposed developable areas and public open space within the catchment area.

This MADP has considered the potential and requirements for parkland opportunities for Citywide level Sportsgrounds and Courts as indicated by the OSMP and as outlined within the TCCP. Pedestrian permeability and access to recreational opportunities will be encouraged through the surrounding movement network of roads and open space connections, with detailed design and outcomes to be confirmed during the ADP process.

The development of this MADP and its conceptual master plan has necessitated the consideration of the spatial distribution of open space requirements (as identified by the TCCP) within the Springfield Central Stadium Precinct (i.e. across DA22A and DA22B). For the purposes of this MADP, the open space outcomes outlined within this MADP seek to achieve the overall intent of open space provision for Development Area 22A-22C, but only specifically applying to DA22A and DA22B in the first instance. Further details will need to be tabled for DA22C in the form of a separate MADP submission and incorporate the equivalent district recreation park facilities required pursuant to the STCIA.

2.1.9. Springfield Drainage Master Plan

The Springfield Drainage Master Plan (DMP) (2000) has been approved by Council and outlines the proposed drainage infrastructure and design criteria for stormwater infrastructure within the Springfield Structure Plan area. Drainage concepts, infrastructure and standards within the Springfield Central Stadium Precinct have been reassessed as part of this MADP in accordance with the DMP.

However, the entire Woogaroo Creek catchment has undergone significant changes since the DMP was approved in 2000 and it should be noted that the DMP has not been updated to reflect the changes in development over time. The Master Developer (Springfield City Group) is required to lodge with Council and obtain approval of an updated DMP. The updated DMP must ensure that the initial outcomes set in the approved DMP (2000) are still achieved and that the flooding and waterway impacts are clearly understood. An updated DMP must provide a clear baseline from where impacts for the creek realignment works can be satisfactorily quantified, assessed and where necessary mitigated/managed.

2.1.10. Springfield Water Supply Master Plan

The requirements of the Springfield Water Master Plan (WMP) (16 June 2015 update) are to be considered within this MADP and compliance with the desired level of service for water supply infrastructure under the approved Master Plan is to be achieved.

The equivalent populations for Development Areas 22A-22B generally accord with the current Water Supply Master Plan approved by QUU for the projected population and phasing illustrated in this MADP.

2.1.11. Springfield Sewerage Master Plan

The requirements of the Springfield Sewerage Master Plan (SMP) (16 June 2015 update) are to be considered within this MADP and compliance with the desired level of service for sewerage infrastructure under the approved Master Plan is to be achieved.

The equivalent populations for DA22A-22B generally accord with the current Sewer Master Plan approved by QUU for the projected population and phasing illustrated in this MADP.

2.2. Site Context

2.2.1. Regional Context

The Springfield Central Stadium Precinct (Development Areas 22A-22B) is located within the Local Government Area of Ipswich and is approximately 15km south east of Ipswich CBD and 25km south west of the Brisbane CBD (refer **Figure 2.1**). It lies within the western sub region, as outlined in the South East Queensland Regional Plan 2017, which is expected to accommodate in the order of 520,000 additional people by 2041. The Springfield community has been envisaged to accommodate a proportion of this growth expected within both Ipswich and the broader western corridor.

The Springfield Town Centre represents a Principal Regional Activity Centre under the SEQRP and as such is to accommodate a comprehensive range of land uses and activities to serve a sub-regional catchment. Springfield enjoys a strategic location within the region with major connections to nearby growth areas and major employment bases, as well as the surrounding Local Government Areas of Brisbane, Scenic Rim, Logan and the Gold Coast.

2.2.2. Locality & Development Area Context

Within the context of Ipswich City, the SSP area constitutes a greenfield development that is surrounded by established areas such as Forest Lake and Camira to the north-east and Bellbird Park and Redbank Plains to the north-west. The Springfield Town Centre also interacts with large greenfield opportunities and developing areas within the immediate locality such as Augustine Heights, Springfield Lakes, Spring Mountain and Redbank Plains (South).

The Town Centre capitalises on the major transport corridor of the Centenary Highway that inherently links the SSP area with these growth areas and reinforces the Town Centre as a gateway centre to the new communities of the western corridor and within Ipswich City. In addition to vehicular transport integration, the Centenary Highway corridor also provides passenger rail services adjacent to the Town Centre that will improve the ability to service significant growth areas as well as provide direct access to the overall rail transport network.

Development Areas 22A-22B is located within the northern area of the Springfield Town Centre, and is adjoined by the Springfield Anglican College to the east, Springfield Central railway station and Orion Springfield Central to the south, Mountain Creek and future

Springfield Town Centre to the west and north. Development within DA22A-22B will provide a range of pedestrian and cycle linkages and connections to adjoining areas.

Details of the proposed pedestrian and cycle linkages must be submitted and approved as part of the first ADP application.

2.3. Site Analysis

2.3.1. Development Area Boundaries

Development Areas 22A-22B comprises land north of Springfield Central railway station and west of Springfield Greenbank Arterial with a total area of approximately 17.84ha. The boundaries of Development Areas 22A-22B have been identified having regard to:

- Existing road networks;
- Ultimate Mountain Creek alignment;
- Proposed road alignments;
- Existing adjoining development;
- Existing and proposed landform; and
- Fulfilment of the required facilities and embellishments for the Springfield Central Stadium Precinct (Development Areas 22A and 22B).

The boundaries of Development Area 22A-22B are indicated by the Master Plan and broadly defined by the alignment of Springfield Greenbank Arterial, future Roads 12, 20, the realignment of a portion of Mountain Creek and the Centenary Highway. The cadastral boundaries associated with this development will be finalised as part of the ADP process.

Figure 2.1- Regional and Locality Context

2.3.2. Setting, Views and Interfaces

Development Areas 22A-22B form part of the Open Space Parklands and Northern Sports Fields Precinct of Springfield Town Centre North. The development areas comprise part of an open space corridor, which includes Mountain Creek, Development Area 22C, linking Robelle Domain in the south to Brookwater in the north. This corridor provides a strong visual and physical linkage from the Town Centre Heart to the northern Open Space corridor.

The development areas incorporates a proposed realignment of a portion of Mountain Creek and earthworks to provide for the intended sporting facility functions and to integrate with the development levels of adjoining precincts.

2.3.3. Topography

This development area includes Mountain Creek. Subject to flooding assessment and impact to the Opossum Creek Wildlife Corridor, significant earthworks may be required to functionally accommodate the sporting facilities and the adjoining road network design levels.

Holistic and integrated urban design is required to respond to the sensitive flooding and environmental values of Mountain Creek, Opossum Creek and Woogaroo Creek. This requires careful consideration of the land form, profiles and interfaces on both the eastern and western sides of Mountain Creek.

2.3.4. Access and Connectivity

Development Areas 22A-22B address Springfield Greenbank Arterial and Eden Station Drive. Both roads provide key road connections to the region. Development Area 22A directly adjoins the Springfield Central railway station which provides convenient pedestrian access for future major sporting and community events. Subject to flood mitigation measures, the open space corridors along Mountain Creek and Opossum Creek, which include linear pathway networks and a dedicated~~,~~ separated bicycle path, also provide uninterrupted linkages throughout the SSP area and offer an alternative mode of transport. This movement context is to be provided with the following characteristics:

Connectivity: Broad scale connectivity to pedestrian, cycle, open space and road networks within the Town Centre and the broader Springfield Central locality.

Permeability: Activation of all edges of the park and integrating them with the adjacent land-uses and road corridors to create a permeable park that is well used by the community and that adds value to the surrounding areas. However, access to the stadium precinct will be limited on event/game days.

Circulation: The topography of the site presents a challenge to achieving a path network that is accessible to all. The circulation network of the park will connect it to the broader Springfield Central networks, ensuring that the park is an accessible destination for pedestrians and cyclists and contributes to the overall non-motorised circulation framework for the Springfield Town Centre.

Visual: The topography of the site creates opportunities for views across the site, and into the various spaces within it, encouraging visitors to explore the site further. Views should be enhanced within the park design that promote long distance connection to surrounding areas and short distance opportunities for surveillance to enhance the park safety.

Spatial: The relationship of the spaces within the site will be important in creating distinctive spaces that interrelate so that a variety of uses can be seamlessly accommodated within the park connected by a network of paths and cycleways.

2.3.5. Drainage and Flooding

Development Areas 22A-22B includes Mountain Creek. Mountain Creek has been proposed for realignment in order to accommodate the proposed sports facility including a boutique premier stadium precinct capable of accommodating regional scale events and thereby achieve 1% Annual Exceedance Probability plus climate change (AEP+CC) flood immunity with appropriate freeboard.

With the first stage of creek realignment works having been completed, should the intention in the first instance be for embellishment of DA22A with minimum Council infrastructure with the creek in its current alignment, Council will be required to undertake further investigations ~~are required~~ with any future (Park) ADP submission to demonstrate that 1% AEP+CC flood immunity can be achieved. Ultimate creek realignment works have been envisaged to accommodate the ultimate stadium-based infrastructure.

A flood impact assessment is required to be provided as part of the submission of the first ADP over the site. The flood impact assessment~~,~~ should demonstrate that the realignment of the creek post development, can achieve a no worsening impact (on the pre-development condition) for all flood and stormwater events that exist prior to development and up to a 1% AEP+CC. Stormwater and flooding management for the proposed development must ensure no worsening or actionable nuisance to the surrounding land, caused by peak discharges, flood levels, frequency/duration of flooding, flow velocities, water quality, sedimentation and scour effects.

The flood impact assessment should consider as a minimum, the following:

(i) Earthworks details, including existing and proposed design levels and creek realignment works;

(ii) Catchment analysis, including pre and post developed catchment plans, catchment sizing, and lawful points of discharge;

(iii) Provide a hydraulic and hydrological analysis demonstrating the design flood peak discharges for the site and surrounding area for the pre and post development scenarios for all flood events up to and including a 1% AEP+CC;

(iv) Mapping (afflux, water level/depth and velocity) should be provided to clearly illustrate the pre-development scenario, and the post development impacts for all relevant design events;

(v) Catchment-wide flood impact assessments are required. This includes upstream and downstream towards Woogaroo/Brisbane confluence;

(vi) AEPs to be investigated to include the 1% AEP+CC (20% additional rainfall/Representative Concentration Pathway [RCP] 8.5 conditions);

(vii) All storm durations relevant for the site and catchment are to be modelled;

(viii) Modelling outputs to include bed shear stress, stream power and hazard (handbook 7) components and associated comparison maps.

2.3.6. Cultural Heritage Assessment

The Cultural Heritage Conservation Plan provided in Supporting Documents was developed for the Springfield Estate in conjunction with the Environmental Protection Agency (Southern Region Cultural Heritage Program) based on the work of Satterthwait (1998) and reviewed by Alfredson (1999). The EPA's cultural heritage conservation planning initiative within the Springfield Structure Plan area is 'to ensure a good representative sample of the artefacts found on the Springfield development are retained on site'. It is confirmed that neither DA22A nor DA22B contain any known areas of cultural heritage significance.

3. Master Plan - Vision, Principles and Elements

3.1. Vision

The Springfield Central Stadium Precinct forms an integral part of the Town Centre Frame for the Springfield community, incorporating a range of active and passive recreational opportunities that will act as a central focus of the development of the Town Centre. Building on the appeal of Robelle Domain for quality recreational opportunities and park experiences, the Springfield Central Stadium Precinct provides opportunities to residents and workers to achieve a healthy and active lifestyle, within an environment integrated into the urban fabric of the Town Centre.

The Springfield Central Stadium Precinct will be a core landscape and recreational feature of the Springfield Town Centre, which ~~that~~ reinforces Robelle Domain in providing a wide spectrum of high quality sporting and recreation facilities for the Springfield community and region. It will have the capacity to accommodate functions ranging from local requirements up to regional activities, and reflects the regional nature of the Springfield Town Centre as a whole.

Central to the role of the precinct will be the development of a boutique premier sporting facility, capable of accommodating elite teams or clubs involved in sports such as AFL, cricket and/or athletics. Development Area 22A will accommodate a stadium primarily designed for use by the AFL. Subject to appropriate acoustic and lighting assessment (submitted as part of the relevant ADP application), the seating capacity of the facility will grow over time (depending upon demand and funding), however ultimately this facility may have capacity to potentially accommodate 30,000 spectators. Development Area 22B will accommodate local sporting facilities that will evolve over time. Subject to appropriate acoustic and lighting assessment (submitted as part of the relevant ADP application), the stadium will be designed to permit other community and entertainment activities, such as concerts and festivals on occasions.

The precinct will include a high-performance training and administration centre, encompassing a broad range of ancillary and complementary land uses, which will provide every opportunity for a sporting team participating in an elite national sport to be successful, both on-field and off-field. These uses may include Clubhouse, administration and storage facilities, indoor and outdoor training areas, rehabilitation and recovery facilities, gymnasium, sports medicine, aquatic centre, Child Care Centre, and catering areas capable of providing services to spectators, media and broadcasting facilities.

Supporting these major sporting facilities will be a range of active and passive recreational opportunities in a landscaped open space setting, offering areas for viewing and gathering in connection with the sporting activities, as well as facilitating the needs of participants and organised community clubs in the conduct of those various sports and events. Cafes, kiosks and concessionary areas provide opportunities for gathering and refreshment within the parkland environment, as well as the precinct as a destination for the walkers and cyclists who enjoy the network of pathways and cycleways of which the sportsfields form a key part.

The open space setting around the stadium responds to the needs of a wide spectrum of ages and interests, providing plaza areas and pathway networks capable of informal relaxation and programmed activities where children can be safely monitored. These areas are set within a landscaped environment of shaded and grassed embankments, formal gardens, vegetated areas and bleacher seating around the sportsfield that encourage gathering with family and friends as much as an active engagement in sporting activities.

Surrounding areas are able to embrace the adjoining central spine of Mountain Creek and Robelle Domain through an open interface that is integrated with the adjoining road networks in both circulation and landscape, as well as directly interfacing with key development sites and facilities such as Town Centre North area, commercial/retail opportunities and established schools.

Dependent upon pedestrian demands, additional pedestrian pathways and bridges may ultimately traverse Mountain Creek to connect the Stadium Precinct to Road 12 and into the Town Centre (DA5C and DA5E). Hardstand plaza areas will be located in high pedestrian areas, which will support the parkland setting adjacent to Mountain Creek and around the sports fields.

A 'green bridge' providing pedestrian and public transport access from Springfield Greenbank Arterial to Springfield Central railway station may be considered in the future. At the time of determination of this document it is considered that this infrastructure may be delivered - subject to detailed design, which, amongst other matters, is likely to necessitate an appropriate intersection configuration being designed such that major roads are not detrimentally impacted upon. In addition, ~~I~~it is unclear at what time such infrastructure (if constructed) would be necessary, how it would be funded or who would construct it.~~construction funding being sourced and an appropriate left in/left out intersection configuration being designed such that major roads are not impacted upon~~. Pedestrian connection via the existing bridge will be utilised to connect the rail station to DA22A. Pedestrian access will be provided across Springfield Greenbank Arterial to enable safe and equitable pedestrian access between the planned State Government multi-deck 'park and ride' facility (south of the Centenary Highway) to the Precinct and the rail station.

Springfield Greenbank Arterial will duplicated by Ipswich City Council as required under the STCIA and SIA. Eden Station Drive will ultimately be duplicated by Council and will include a four way signalised intersection to provide vehicular access to DA22A-DA22B. Interim access arrangements for DA22A and DA22B will be determined as part of the ADP process. The intersection of Springfield Greenbank Arterial and Eden Station Drive is currently signalised but will be upgraded in conjunction with the duplication of Eden Station Drive. A Transport Impact Assessment (TIA) will be required with an Area Development Plan application for Development Area 22A or 22B, whichever develops first, that ~~which~~ will need to identify the trigger and extent of road and intersection upgrades required to support the proposed development outcomes.

On site at-grade car parking areas will be provided within both DA22A and DA22B. The car parking areas will be accessed off Eden Station Drive and located in close proximity to the clubhouses and training and administration facilities, to suit operational requirements of each site. This parking will be supported by significant off-site private car parking

opportunities that may provide the necessary availability for the sporting facilities as well as the general parking demands within the Town Centre locality. The use of these private car parks will be subject to formal property owner agreement.

A multi-deck commuter 'park and ride' facility (in conjunction with the Springfield Central rail station) may be provided by the State Government on a parcel of land on the southern side of the Centenary Highway, adjacent to the off-ramp that intersects with Springfield Greenbank Arterial. This car park facility is anticipated to provide approximately 1,000 car parking spaces, which will enable part of the current temporary commuter car park on DA22A to be removed.

The first ADP over DA22A or 22B shall investigate the potential use of the commuter 'park and ride' facility by visitors during sporting, community and entertainment events. Any use of the commuter 'park and ride' facility for events associated with DA22A or DA22B will be subject to a formal agreement with the State Government. The construction of this car park will incorporate construction of pedestrian links between the rail station and car park that also provides access to the stadium in DA22A. A Transport Impact Assessment will be required with the ADP application for DA22A that is to address the adequacy of the proposed parking provisions.

Given the time required for the precinct to evolve and achieve its full development form, interim or intermediate options for the precinct include the development of a boutique premier sports field for oval sports on DA22A and a multi-purpose playfield on DA22B, potentially with an all-weather artificial playing surface. The sports fields will be supported by a range of seating options, including potential for covered grandstands, open terraces and grassed areas, clubhouse and administration facilities, indoor and outdoor training and recovery areas, amenities, parking and hardstand plaza areas. Outdoor broadcast quality lighting will also be provided. It is expected these key supporting facilities, such as clubhouse, are co-located in central positions that can be recycled over time as the facility matures. It is intended that the facilities, while in Council ownership, may be leased to third parties to operate on a long term basis.

The minimum level / standard of facilities to be delivered within DA22A is to be the equivalent of one (1) citywide level sporting facility, consistent with the desired standards of service for Citywide level sportsgrounds and courts as detailed in Ipswich City Council's LGIP to provide active and passive recreational opportunities. The facilities will be supported by a range of recreation facilities including clubhouse, pedestrian and cycle facilities and linkages. ~~This is a Developer obligation.~~ The minimum level / standard of facilities to be delivered within DA22B is to be the equivalent of one (1) local sports and courts facility as detailed in Ipswich City Council's LGIP to provide active and passive recreational opportunities. The facilities will be supported by a range of recreation facilities including clubhouses, pedestrian and cycle facilities and linkages. ~~This is a Council obligation.~~ The sports fields within DA 22A and 22B are to be embellished in accordance with the Springfield Town Centre Infrastructure Agreement.

3.2. Master Plan Principles

The following are the master plan principles that underpin the philosophy of creating a regional destination sport and recreation facility:

a) Create sportsfields that are of regional and national significance – Development Areas 22A and 22B are capable of accommodating a wide range of sporting events, from nationally televised sporting competitions to regional level competition and weekly club gatherings. Ultimately the DA22A-22B Precinct is being planned to be a boutique premier stadium development with the ability to accommodate national level sporting competitions on a weekly basis, and subject to acoustic and lighting assessment (submitted as part of the relevant ADP application), other sporting/recreational or entertainment opportunities such as festivals or concerts on an 'as required' basis.

b) A range of open space character and experience - Variety in the character of the spaces created within the sportsfields to provide for a range of experiences and activities and creating opportunities for discovery of new experiences on each visit. Provision of formal and informal/active and passive spaces to accommodate all ages and interests.

c) Creating a sense of place - High standards for placemaking, legibility, safety, comfort and convenience are of importance for Development Areas 22A-22B. The range of users and uses is reflected in the variety of individual spaces provided. Crime Prevention Through Environmental Design (CPTED) principles applied to the design of the parkland will ensure its safe use by the community at all times.

d) Establishing a quality environment and landscape – Development Areas 22A-22B contributes, and preserves appropriate land area for environmental sustainability through protection and enhancement of Mountain Creek, urban greening, landscape character and treatments, subtropical character, efficient water use, and water quality management both within the sportsfields and its broader context.

e) Facilitating movement and access - Development Areas 22A-22B encourages people to move through and around the parklands and sportsfields, linking activity areas via direct connections and more casual connections created by the network of pathways incorporated into the open spaces. These pathways further connect to the overall open space network and cycleways, resulting in a constant use of the sportsfields and the adoption of non-motorised mobility options. The level of activity within the sportsfields, and occurring within the adjacent high-density activity areas, creates a safe and enjoyable facility within a quality town centre environment.

Details of the pathway connectivity must be provided as part of the first Area Development Plan application over the site.

f) Providing a quality built form and land use - The recreational and community focus of the parklands and sportsfields is supported through the inclusion of facilities such as a clubhouse, cafe/restaurant/kiosk, amenities blocks, service points for mobile concessions, and potential function facilities. The design of the parkland allows for changes in use over time in response to increasing density within the surrounding catchment and the needs and desires of the community. The structures and furniture within the parkland will form part of a distinctive family of elements. The scale and form of these facilities will evolve as the precinct achieves its intended function as a boutique

premier sports facility.

3.3. Master Plan- Key elements

3.3.1. Key Issues

Key issues to note in the Springfield Central Stadium Precinct Master Plan include:

- Equivalent provision of the facilities identified in the Planning Scheme LGIP, Springfield Open Space Master Plan and Springfield Town Centre Concept Plan provided as a minimum level of embellishment;
- Provision of alternative commuter car parking to replace the temporary commuter car parking within DA22A prior to the State Government's completion of a multi-deck commuter 'park and ride' facility on a parcel of land on the southern side of the Centenary Highway, adjacent to the off-ramp that intersects with Springfield Greenbank Arterial;
- Subject to Department of Natural Resources and Mines Waterway Barrier Works and Taking and Interfering with Water approval, realignment of a portion of Mountain Creek identified as key enabling infrastructure works. The environmental values and urban design outcome of Mountain Creek is fundamental to achieving a balanced planning outcome appropriate to a major urban centre. The creek design and associated corridor widths is subject to future application, which once developed will determine the adjacent interface levels, bank profiles and landscape treatments;
- ~~Construction of Road 11 including traffic signals at the intersection with Eden Station Drive, Road 12 and a signalized intersection on Eden Station Drive at the DA22A-22B access;~~The road network is expected to be developed over time generally in accordance with the TCCP. It is noted that this network may be adjusted to suit the progression of development in the area. To avoid confusion, no new Town Centre North roads are proposed to be constructed as part of this MADP.
- Boundary design that allows casual overlooking of the facilities, and enhance informal surveillance from the public domain that enhances internal safety aspects;
- Achieving legible integration with the existing schools and surrounding development in Development Area 5 and 20 directly adjoining the facilities;
- Incorporation of spaces and activities that appeal to all ages as well as catering for specific interests where possible (e.g. playgrounds, cycling etc);
- Direct pedestrian and cycle linkages between Town Centre Heart Precincts, the Springfield Central railway station and the sportsfield via the existing pedestrian bridge over Mountain Creek;
- Industry best practice design to ensure functional, safe and attractive off-street pedestrian and cycling routes and infrastructure are planned and delivered;
- Direct pedestrian connections to Robelle Domain and multi-deck commuter 'park

and ride' facility along Mountain Creek within both linear open space and adjoining road network as required;

- Ancillary and complementary commercial opportunities that provide the social and lifestyle opportunities on non-game days;and
- Realising the collective nature of the Springfield Town Centre area in performing open space, sporting and recreational roles at a broader scale, appealing to and attracting visitors on a regional level initially and national level ultimately. This perception is created by the integration of regional urban activity centre activities and major institutions with the large scale high quality multi- function sportsfields, providing day and subject to acoustic and lighting assessment (submitted as part of the relevant ADP application) potentially night time sporting, recreational and open space opportunities for an enlivened urban centre.

3.3.2. Site specific opportunities

A number of other specific opportunities will be developed within the Master Plan such as:

- The creation of a Citywide/Regional/National sports facility that is admired and appreciated by a regional catchment and, in conjunction with Robelle Domain, reinforces the focus on achieving a 'Green and Active CBD';
- A hub for community organisations that will be based within clubhouses or ancillary buildings to be constructed adjacent to the sportsfields and courts or within the designated future community facilities site. Ultimately this precinct will be a hub for elite sporting teams;
- Subject to acoustic and lighting assessment (submitted as part of the relevant ADP application), the provision for potential outdoor activities or events within the parkland;
- Subject to acoustic and lighting assessment (submitted as part of the relevant ADP application), opportunity for the precinct, including a future stadium, to be used as a venue for concerts, or other outdoor entertainment events that complement the opportunities within Robelle Domain;
- Subject to acoustic and lighting assessment (submitted as part of the relevant ADP application), opportunity to utilise facilities for small-scale functions and receptions arranged on a hire basis with members of the public;
- Small scale ancillary provision of light refreshments through opportunities such as cafés/restaurants/kiosks, and concession areas (mobile vendors) can be developed, with the opportunity to expand the scale and form of these ancillary activities to support a premier stadium precinct including high performance training and administration centre; and
- Unique opportunity for the sportsfield to develop and evolve in parallel with the growth of the surrounding community, providing physical and social contributions to the locality. Community uses in conjunction with the on-site sporting activities maybe

incorporated within the facility.

3.3.3. Context

The DA22A-22C precinct is intended to become a core feature of the Springfield Open Space Master Plan, providing major sporting and recreational facilities with high quality formal urban space setting within a landscaped environment with strong interfaces to adjoining Town Centre commercial and residential activities.

Development Areas 22A-22B will become a focus for both the Town Centre and the broader locality and as such, will provide a high degree of permeability within the site and connectivity to pedestrian and bikeway networks leading into and out of the Town Centre to form an integral part of the movement network.

The precinct will provide connectivity south to Robelle Domain (Town Centre Parkland) and Mountain Creek. DA22A-22B will provide pedestrian pathways to link the open space and activity areas with the built environment of the Town Centre, train and bus stations, and Community Open Space parks (neighbourhood and local parks).

Connections will be physical, via pedestrian pathways and cycleways, and also visual, via views to and through the open space sportsfields environment. The uses provided within the park will have a sporting/recreation focus and will complement but not duplicate the uses provided within Robelle Domain.

The natural landform will be significantly altered to accommodate the intended uses. As a function of the uses, limited natural vegetation will be retained and preliminary bulk earthworks previously undertaken have cleared significant areas of these Development Areas to facilitate the initial level of embellishment for DA22A-22B.

3.3.4. Character

Presentation and maintenance standards

As a minimum, the Citywide level sportsgrounds and courts facility will have a premier field (1 x Oval) that is to be maintained to a high standard. A number of supporting facilities and informal play areas will be maintained to allow sporting activities to occur throughout the year. Quality vegetated and landscaped areas distributed around the periphery will provide a visually appealing park character linked with the broader open space network.

Evening and night time use

Subject to acoustic and lighting assessment to demonstrate compliance with amenity standards for current and future sensitive receivers (submitted as part of the relevant ADP application), lighting and the design of safe routes through the precinct will enable evening and night time use of areas of the park and the undertaking of events at these times. Concerts and other outdoor entertaining activities may be accommodated in this precinct from time to time, however night activities primarily occurring in the form of evening sport may occur on a regular basis.

Landform and landscape

The natural landform will be significantly altered to accommodate the proposed sports facilities and ancillary uses. Earthworks are required to realign a portion of Mountain Creek to ensure there are sufficient facilities to achieve the (ultimate aspirational) desired level of

service. The precinct will achieve a 1% AEP+CC flood immunity whether 'interim' or 'ultimate' facilities are to be delivered.

3.3.5. Streets

The proposed street network around the precinct is comprised of existing and future streets. These are identified as follows:

- Springfield Greenbank Arterial – Existing road defining the eastern boundary of DA22A – 22B.
- Eden Station Drive – Existing road that splits the precinct (Development Areas 22A & 22B).
- ~~Road 11 – Future road to the west of DA 22A-22B connecting Eden Station Drive to Trackstar Way.~~
- ~~Road 12 – Future road that defines the western boundary of DA22A, connecting Eden Station Drive to Sir Llew Edwards Drive.~~
- ~~Refer to the Road Network Plans provided in Volume 2.~~

3.3.6. Access

Accessibility is a key component of making the Springfield Central Stadium Precinct useable to people of all ages and abilities and to maximise its patronage. A comprehensive network of pedestrian and cycle paths have been designed to work with the proposed levels and interfaces with adjoining roads and Mountain Creek to create a range of accessible routes and utilise the precinct for pedestrian and cycle circulation and access.

3.3.7. Topography

A significant amount of fill is required to be imported and, subject to Department of Natural Resources and Mines Waterway Barrier Works and Taking and Interfering with Water approval, a portion of Mountain Creek may be realigned to facilitate the (ultimate) sportsfield proposal to be constructed over DA22A in accordance with the this Master Area Development Plan.

Bulk earthworks has occurred over part of the site in accordance with Council approval(s). Further works will be undertaken to accord with the development levels of the Master Plan (subject to detailed design).

3.3.8. Vegetation

Due to the highly modified nature of the final ground level, little opportunity exists to retain existing vegetation cover in the area. The site development intends to achieve key focus areas for landscaping outcomes as well as peripheral and fill plantings, using a range of sustainable native species to provide ease of maintenance and a high-quality visual appeal within the precinct.

Volume 2 - Appendix 4 (a) contains relevant information associated with waterway stability

and the ecological function of the Mountain Creek waterway.

3.3.9. Drainage

The Springfield Central Stadium Precinct will be designed and constructed to achieve drainage and flooding requirements within the site, as well as macro stormwater outcomes for the overall Springfield development in accordance with the Drainage Master Plan.

The drainage and flooding design criteria that are adopted with respect to the precinct (combined DA22A & 22B), and the surrounding areas are as follows:

- The sportsfield (DA22B) is to have 1% AEP+CC flood immunity to courts and all buildings;
- There must be no worsening of existing flooding as a result of the development;
- The proposed Premier Oval (DA22A) and buildings must have 1% AEP+CC flood immunity;
- No increase in peak flow at the northern end of the sports fields (relevant for future DA22C MADP).
- Must include outcomes provided from the Flooding Impact Assessment required in section 2.3.5 and revised DMP required in section 2.1.9.

Drainage for DA22A-22B will be managed on site and principally discharge to the proposed stormwater network provided along Mountain Creek to the west. All discharge, both quality and quantity, will be subject to the requirements of the parameters outlined in this MADP.

A detailed stormwater management plan, completed by an RPEQ, must be submitted as part of the submission for the first Area Development Plan over the site. The stormwater management plan must provide hydraulic calculations for all storm events up to and including the 1% AEP+CC event, in accordance with QUDM, Council's *Implementation Guideline 24 - Stormwater Management* and Council's *Planning Scheme Policy 3 - General Works*. In particular, the report must provide, *inter alia,* the following details:

- The hydrology used to inform the SMP;
- Increase in stormwater runoff that will be generated by the development;
- Nomination of a lawful point(s) of discharge associated with the required allotment drainage system;
- Management strategies to ensure no-worsening at the nominated lawful point(s) of discharge.

3.3.10. Minimum Level of Embellishment

As indicated previously, the minimum level / standard of embellishment to be delivered in Development Area DA22A is to comprise the equivalent of one (1) Citywide level sportsground and courts facility incorporating the preferred dominant land uses of the Recreation Precinct and Town Business Precinct. The minimum level / standard of embellishment to be delivered in Development Area DA22B is to comprise one (1) Local

and will incorporate staging and designs not contemplated or illustrated in these figures. These options demonstrate that the Springfield Central Sporting Precinct is intended to ultimately accommodate a stadium capable of accommodating crowds in the order of 30,000 spectators, subject to acoustic and lighting assessment (submitted as part of the relevant ADP application).

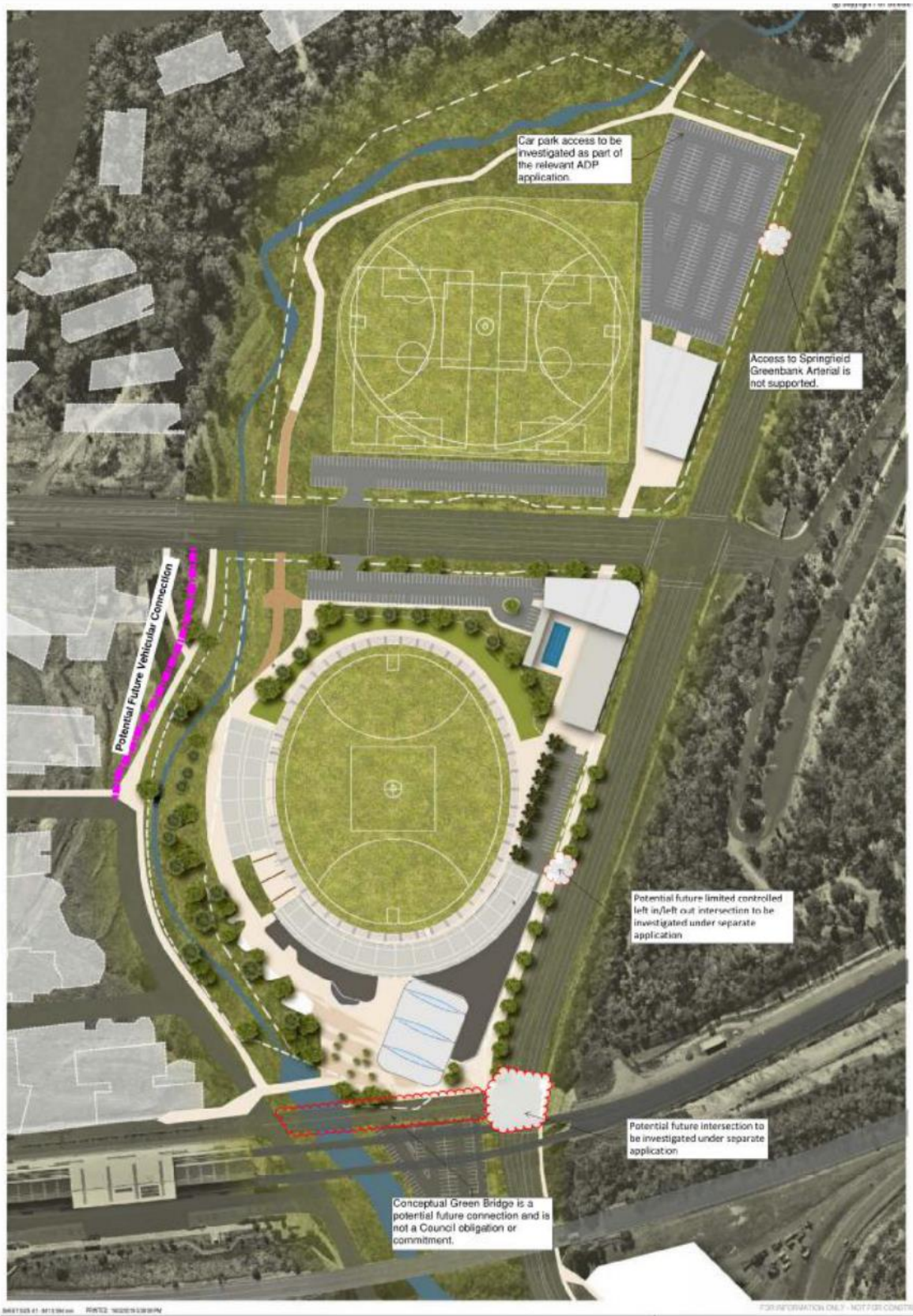
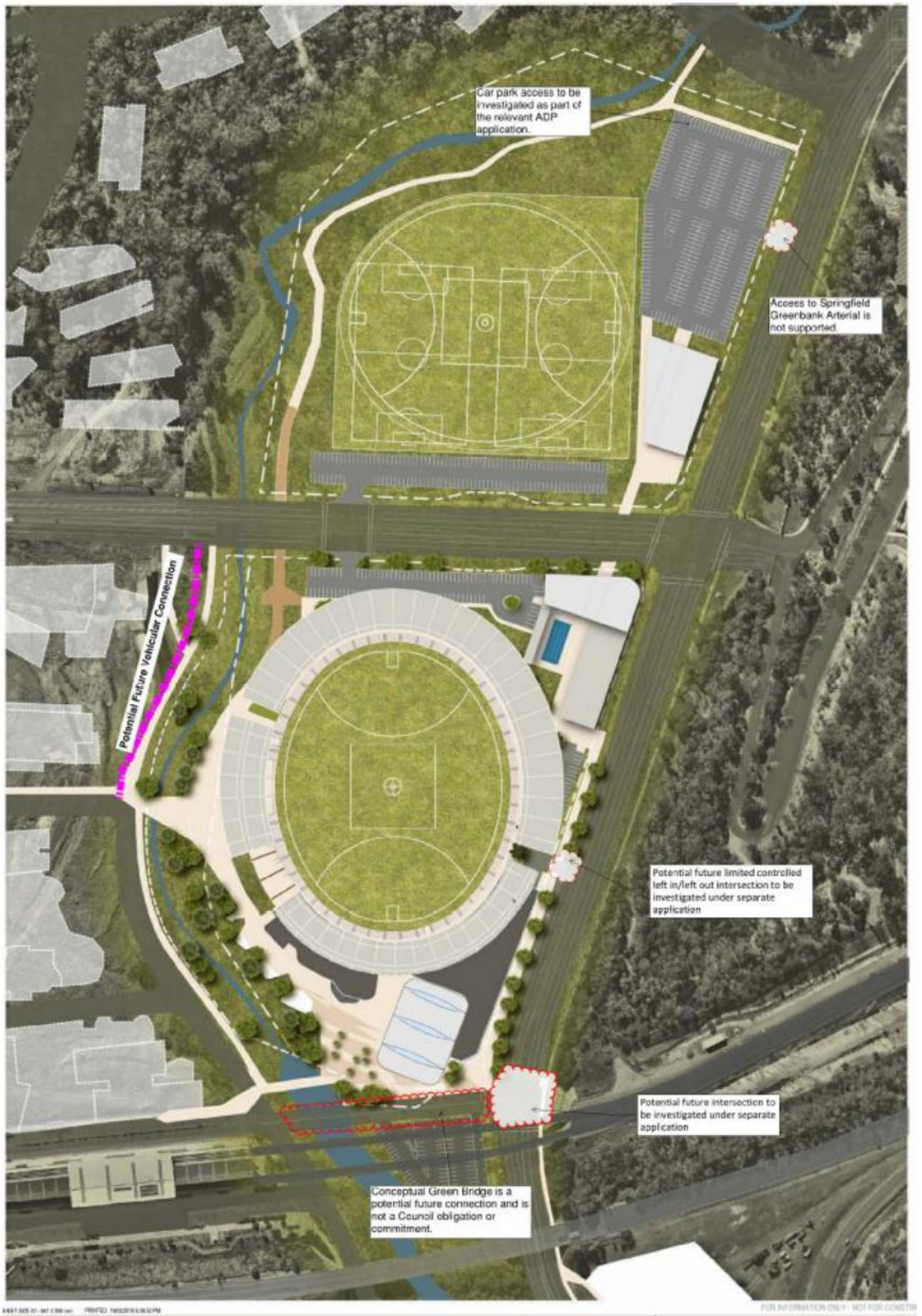

Car park access to be investigated as part of the relevant ADP application.
Access to Springfield Greenbank Arterial is not supported.
Potential Future Vehicular Connection
Potential future limited controlled left in/left out intersection to be investigated under separate application
Potential future intersection to be investigated under separate application
Conceptual Green Bridge is a potential future connection and is not a Council obligation or commitment.
POPULOUS
BRISBANE LIONS TRAINING FACILITY
SITE PLAN - OVERALL (MAPD)
SK.01.0020
DATE: 19/02/2019
DRAWN: PDP
REV: B
SCALE: - 100% @ A1
PROJECT: 16.7545.00

Figure 3.1 – Option 1


Car park access to be investigated as part of the relevant ADP application.
Access to Springfield Greenbank Arterial is not supported.
Potential Future Vehicular Connection
Potential future limited controlled left in/left out intersection to be investigated under separate application
Potential future intersection to be investigated under separate application
Conceptual Green Bridge is a potential future connection and is not a Council obligation or commitment.
POPULOUS
BRISBANE LIONS TRAINING FACILITY
SITE PLAN - OVERALL (FUTURE)
SK.01.0021
REV: A
DATE: 19/02/2019
SCALE: 1:500 @ A1
DRAWN: SP
PROJECT: 18.7546.00

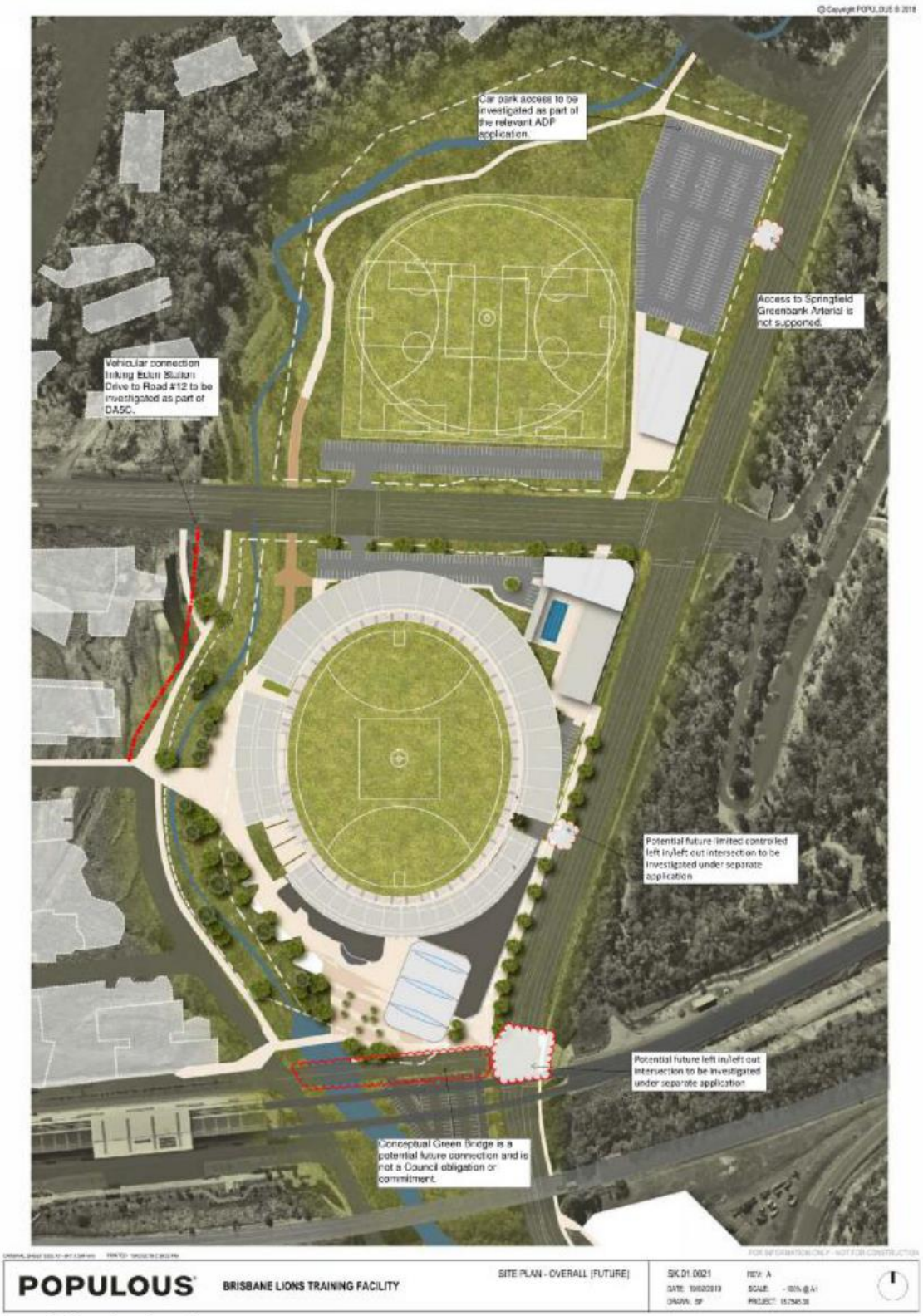


Figure 3.2 – Option 2

3.4.1 Lighting and Noise

Noise and lighting impacts will need to be considered as part of subsequent Area Development Plan applications. Noise and lighting impacts will need to be managed to ensure there is no adverse impacts on all sensitive receivers.

4. Master Plan

4.1. Land Use

4.1.1. Overall Structure

The Springfield Central Stadium Precinct is a public open space and sportsfields precinct comprised of the Recreation Precinct and Town Business Precinct under the Springfield Town Centre Concept Plan.

Development Areas 22A and 22B will ultimately be developed as a comprehensive sporting and recreation precinct ~~designated as~~designated ~~as~~ a 'Premier Sports Facility', as shown in **Figure 4.1**. The precinct will evolve over time. DA22A will accommodate a stadium primarily designed for use by the AFL, while DA22B will accommodate a local sports and courts facility for various sporting and recreational pursuits. Both facilities, subject to lighting and acoustic assessment (submitted as part of the relevant ADP application), will be designed to permit other activities such as concerts and community events on occasions.

The precinct may comprise the equivalent of Citywide sporting facility and ancillary structures for clubhouses and amenities, as well as public plaza, adjoining linear parkland and other publicly accessible open space.

Figure 4.1- Indicative Development Concept

4.1.2. Land Use Types

Development will be proposed in accordance with the dominant land uses of the Recreation Precinct and Town Business Precinct as identified in the Springfield Structure Plan. The indicative land uses are outlined in Table 4.1.

Indicative Dominant Land Uses

Indicative Dominant Land Uses are the broad land use categories that are indicatively designated in different parts of Development Areas in a MADP. The TCCP Indicative Dominant Land Uses and Development Yields assigns development yields for certain dominant land uses identified within Development Areas.

Development Areas 22A and 22B primarily comprise the Recreation Precinct. However an allocation of supporting Town Business Precinct is identified for Development Area 22A, to facilitate the establishment of commercial functions for the training and administrative centre and opportunities for the broader community resulting from the establishment of an elite stadium facility.

Land uses within Development Areas 22A-22B will initially perform roles which complement the recreational and open space use of the area. Limited commercial or other uses will be required within the parkland to support the open space opportunities and cater for the desirable range of activities during the initial stages of development of the parklands and sports fields. While the majority of these uses and activities will be accommodated under the dominant land use definition of "Park" under the Springfield Structure Plan, additional complementary land uses are appropriate for the area as outlined in the Table 4.1 for the Recreation Precinct and Town Business Precinct of the Springfield Town Centre.

However, to provide flexibility for the precinct to evolve over time, and to achieve its intended role and function, including becoming a sporting facility of regional and~~/or~~ national significance, a broader range of complementary uses are intended to be accommodated within the precinct. Complementary uses will include training and administration facilities, Medical Centre and allied health services, Child Care Centre, Indoor Recreation (gymnasium and aquatic centre) and outdoor entertainment venue. These additional complementary land uses are appropriate for the area as outlined in the Table 4.1 for the Town Business Precinct of the Springfield Town Centre.

These land uses will be subject to the levels of assessment for the Recreation Precinct and Town Business Precinct as outlined in the Springfield Structure Plan.

For clarity purposes, the Park definition under the SSP will accommodate the majority of uses and facilities within the park including:

- Sporting ovals and fields
- Indoor sporting facilities
- Picnic places, viewing areas and trails
- Swimming pools

- Pedestrian and cycle tracks
- Kiosks and refreshment booths
- Parking spaces and footpaths
- Information and display areas
- Shelters and other public conveniences
- Children's play areas
- Clubhouses

In addition to development within the scope of the Park definition, Council may allow the development of complementary uses generally in accordance with the parameters outlined in this MADP. Complementary uses may comprise areas or structures that perform a commercial function and are suitably licensed by Council to operate within the area under the jurisdiction of Council.

For the purposes of this MADP, a concurrent amendment to the TCCP has been made allocating 16,000sqm of the 'Unallocated' Town Business (office) GFA listed under *Table 4 - Indicative Dominant Land Use Development Yields* for Development Area 22A.

Table 4.1 Indicative Dominant Land Uses and Complementary Land Uses
(Note: Table identifies defined land uses in the Springfield Structure Plan)

Recreation Precinct	Town Business Precinct
Caretakers Residence	Child Care Centre (1)
Club (3)	Commercial Premises (1)
Indoor Entertainment	Educational Establishment (1)
Indoor Recreation	Medical Centre (1)
Outdoor Recreation	Outdoor Entertainment (1)(2)
Park	Produce / Craft Market
Restaurant	Radio Station (1)
Sports Complex (3)	Reception and Function Rooms (1)(3)
Tourist Facility	Television Station (1)(2)

(1) This land use is a complementary land use and is not intended to be the dominant use of the site. Accordingly, any commercial use must have a nexus to the open space function of the site.

(2) Special Development Area provisions of the Springfield Structure Plan allow for Outdoor Entertainment (subject to acoustic and lighting assessment submitted as part of the relevant ADP application) and Television Station to be approved subject to the Code Assessment Process. Outdoor Entertainment functions may be considered compatible with the nature of the Premier Sports Facility and the opportunities available from related infrastructure.

(3) No gaming or gambling activities are permitted in this precinct.

In nominating the abovementioned 'complementary' land uses, it is recognised that the Springfield Central Stadium Precinct (i.e. combined DA22A & DA22B) is currently described as Lot 60 on SP221816 and is in Council ownership. This land was initially transferred on the basis of Council as trustee, whereby the land is ultimately intended for 'open space' purposes. This trust has been removed to facilitate the complimentary uses associated with these development areas. Notwithstanding that the trust has been removed, any future land uses / activities for DA22A-22B need to either contain or ultimately remain complimentary to the development of DA22A-22B maintaining an open space function and thereby directly benefiting

the wider community.

Unallocated Land Uses
Unallocated Land Uses are the following:

- Advertising Structure;
- Car Park;
- Community Building;
- Emergency Services Depot;
- Environmental Facility;
- Local Utility;
- Park;
- Place of Public Worship;
- Public Building;
- Public Utility

The unallocated uses are not subject to the development yields specified in the TCCP (Any floor area for unallocated uses is additional to the development yields).

5. Design Theme Response

5.1. Placemaking and Streetscapes

Development Areas 22A-22B will provide a public space that integrates with the adjoining road network and Springfield Central Train Station, and provides a road network that contributes to and reflects the requirements of the overall movement network for the Springfield Town Centre.

Any ADP for development within the precinct is to reflect the outcomes detailed in Design Theme 1 Placemaking and Streetscapes of Section 8.0 Design Guidelines of the Springfield Town Centre Concept Plan.

5.1.1. Mobility Network & Overall Strategy

The road system for Development Areas 22A-22B is to create a robust structure that in the long term as the area matures, provides a sustainable transport system based on modes of transport where walking, cycling and public transport dominate.

The overall movement network has been designed to provide high levels of internal and external connectivity for both pedestrian/cyclist and vehicle modes. Streets provide a high level of internal accessibility and good external connections for vehicle, cycle and pedestrian movements to the higher order road network and public transport services.

The connection to the Springfield Central railway station and the future commuter carpark from the railway station, is considered a critical component of the movement network, particularly for events with high pedestrian traffic. A dedicated pedestrian connection over Mountain Creek to connect the train station to the sportsfields has been provided. A future grade separated pedestrian connection over the Springfield Greenbank Arterial may be provided by the State Government providing access to the future multi-deck 'park and ride' facility.

5.1.2. Street Network and Circulation System

Streets provide the primary movement network for vehicles (including public transport), bicycles and pedestrians surrounding Development Areas 22A-22B, however pedestrian and cycling modes will be strongly enhanced through linkages within the parkland itself. Street development will be of a form whereby pedestrian movements are prioritised, supported by landscaped pedestrian verges on both sides and signalised intersections.

Signalised intersection crossings at the intersection of Eden Station Drive and Springfield Greenbank Arterial will facilitate safe access. A continuous pedestrian link to the Orion retail precinct, the Springfield Central train station and Robelle Domain will be provided via a pedestrian underpass under the Centenary Highway. A signalised intersection on Eden Station Drive, near Mountain Creek, will facilitate safe access for vehicles and pedestrians to and between DA22A and DA22B.

As noted in section 3.1, ~~A~~a Green Bridge connection may be contemplated ~~by and at the cost of the Developer (Springfield City Group) that~~ to provide~~s~~ a connection between Sir Llew Edwards Drive and Springfield Greenbank Arterial. The Green Bridge is not a Council

obligation or commitment. It is unclear at what time such infrastructure (if constructed) would be necessary, how it would be funded or who would construct it.

The Site Context Plans (Figures 3.1 & 3.2) contain the key elements of the mobility and access network as it relates to Development Areas 22A-22B and the surrounding context.

5.1.3. Street Type

Various road profiles for the street network will be employed based on the desired interfaces with Development Areas 22A-22B and their function as part of the overall Town Centre movement network. The proposed street network provides the principal circulation as part of the Town Centre and provides for both vehicles and on-road and off-road cycleways and footpaths for pedestrian movements, integrated with the parkland network.

5.1.4. Pedestrian and Bike Network

The Springfield Town Centre is proposed as a walkable urban environment providing convenient access to key public spaces, places, facilities and services. Pedestrian and cycle movement will be catered for through the provision of pedestrian routes along the road verges and dedicated on-road bicycle lanes within the carriageway. The surrounding roads will be provided as a commuter cycle road with a dedicated cycle lane provided on-road.

Footpaths are located on both sides of the street and lined with street trees to provide shade for comfortable pedestrian movement as required by the TCCP. Development Areas 22A-22B will provide end of trip facilities as required by the Ipswich Planning Scheme encouraging access and use for cycling, and to encourage anticipated modal shift.

The construction of a pedestrian connection across Mountain Creek, linking Development Area 22A to Road 12 may be considered to improve connectivity, should the pedestrian numbers warrant additional connecting linkages over Mountain Creek.

5.1.5. Access

The precinct is well positioned to capitalise on access to future public transport links. Pedestrian and cyclist pathways connect the sportsfields with adjoining activity areas, Springfield Central train station, and the bus interchange within Orion Springfield Central.

Pedestrian and cycle pathways have been designed within the masterplan to fulfil the following objectives:

- Provide routes to fulfil the mobility/accessibility requirements as outlined in the Springfield Growth Management Strategy and the primary corridors illustrated in the Framework Plan in the TCCP;
- Maintain accessible gradients (3% target with 5% maximum in some areas);
- Integrate with the pathways provided within adjoining road verges;
- Provide alternative route choices where practicable;
- Provide a quality north/south link via a commuter cycle link along Mountain Creek; and

- Provide practical access and proximity for emergency vehicles;

Vehicular access to Development Areas 22A-22B is via proposed and existing roads providing access to the distributed car parking areas. Limited controlled access from Springfield Greenbank Arterial may be considered as part of the relevant ADP application. In the event that direct access is to be proposed, a deceleration lane is to be provided to facilitate direct access and is to be at no cost to Council.

5.1.6. Public Transport

Bus route services will be provided along all roads around Development Areas 22A-22B. Furthermore, high frequency bus services are to be provided at the Springfield Central train station. Direct and convenient pedestrian linkages from Development Areas 22A-22B to adjoining roads and Springfield Central train station are to be provided.

It should be demonstrated through the submission of appropriate supporting information as part of the first ADP application, the traffic generation impacts to the Springfield Central Station and how they will be mitigated. Any development should not adversely impact the operation of the State ~~Controlled~~ controlled road network. In particular, consideration should be given to the safety and operation of the Centenary Motorway interchanges at Augusta Parkway (exit 33), Springfield Parkway (exit 31) and the off ramp at Springfield Greenbank Arterial (exit 32).

A Public Transport Impact Assessment should be provided as part of the first ADP application for DA22A. The report should be prepared in accordance with Austroads Guide to Traffic Management, Parts 1-13, to provide an assessment of the overall impact of the proposed development on all forms of public passenger transport such as urban bus services, passenger railway services, private/chartered buses, taxis and rideshare. The assessment should address the following:

(i) Establish the existing context of Development Areas 22A and 22B – identify the location (within or beyond a walkable catchment) and capacity (i.e. number of parking bays) of all existing public passenger transport infrastructure and all existing public passenger transport services (bus stops, bus routes, railway services, commuter car parking and taxi facilities etc) in relation to Development Areas 22A and 22B.

(ii) Describe the development proposal with respect to:
- The likely timing of the interim and ultimate stages;
- The anticipated day to day operation (non-event mode) of the precinct in the interim and ultimate scenarios;
- The event mode of the precinct in the interim and ultimate stages, including all anticipated event types (sporting and non-sporting events and their frequency and likely maximum attendance.

(iii) Modal split – Estimate the likely modal split of travel to and from the precinct supported by appropriate justifications in event and non-event modes. The modal split should differentiate between the different public transport modes, active transport modes and private vehicle travel.

(iv) Demand analysis – Assess the impact of the proposed development on all forms of existing and planned public passenger transport. The demand analysis should address

day to day operation and non-event modes.

(vi) Capacity assessment – Assess the capacity of the existing public transport network to support the anticipated development impacts including demand during day to day operation and event modes. This should give consideration to, for example, consultation with relevant operators and Department of Transport and Main Roads and factors such as bus size, public passenger transport timetables, demographics, existing available service capacity and impact of the development demand.

(vii) Recommendations – identify the necessary public passenger transport infrastructure (temporary and permanent) required to support the development (day to day operation and event modes) including the upgrade of existing facilities and/or provision of new facilities. This should consider how public passenger transport outcomes will be achieved across all stages of development, including compliance with relevant design requirements, such as the Department of Transport and Main Roads Public Transport Infrastructure Manual (2015), relevant Australian Standards, Disability Standards for Accessible Public Transport 2002 made under section 31(1) of the *Disability Discrimination Act 1992*, the Department of Transport and Main Roads Road Planning and Design Manual, 2nd edition, volume 3 – Guide to Road Design (March 2016) and other applicable requirements.

5.1.7. Active Transport

An Active Transport Impact Assessment and associated proposal plans must be submitted with the first ADP application for DA22A that demonstrate how direct, safe and convenient access to public passenger transport and also pedestrian/ cycle access to the Precinct will be achieved in day to day operation and event modes. This should:

- Generally give highest priority to active transport facilities with less priority to private vehicles with the aim to decrease private vehicle trips and increase active transport trips.
- Endeavour to separate transport modes, with an increased emphasis on building active transport facilities.
- Ensure consistency and good connectivity to the existing and future public transport network.

In particular, the Active Transport Impact Assessment should address the following:

- The existing and planned active transport infrastructure servicing the Precinct, for example, pedestrian paths, crossing arrangements, shared/ bicycle paths, cycle lanes/dedicated cycle paths.
- Anticipated cyclist and pedestrian demand generated by the development proposal based on the modal split to walking and cycling and a walkable catchment of 800m and cycling catchment of 2km.
- Gaps and deficiencies in existing active transport provision within and the surrounding area in relation to the demand generated by the development.
- Potential safety risks to visitors, employees, spectators, patrons etc. walking or cycling

to the Precinct including vehicular/ pedestrian conflict and crossing arrangements of roads.

- Identify the necessary active transport infrastructure (temporary and permanent) required to support the development including the upgrade of existing facilities and/or provision of new facilities. This should consider how public passenger transport outcomes will be achieved across all stages of the development in both day to day operation and event modes.

5.1.8. Permeability, Activity Areas and Active Frontages

The focus for Development Areas 22A-22B will be on ensuring the ability to provide large scale sporting facilities including sportsfields and other recreational opportunities. The interfaces between the sportsfields and parklands and the adjoining road network will ensure visual and physical permeability to encourage entry into the sportsfields and connection to the internal movement networks.

The major structures to be provided will comprise the clubhouses within each development area and these will aim to achieve a presentation to street frontages as part of their design and siting within the sportsfields. These structures, while primarily supporting the sporting activities, will provide the opportunity for small scale commerce (i.e. cafés).

Additional activity and gathering areas will be distributed throughout the sportsfields, including concessionary areas (i.e. for mobile food and drink opportunities) located adjacent to roadways which will support temporary structures in the provision of refreshments within the sportsfields as well as enliven the streetscape.

However, as the precinct evolves, the nature and scale of the buildings and structures will increase commensurate with its role as a regional and nationally significant sports precinct. These structures will include grandstands, training and administration facilities, medical and allied health services for recovery and rehabilitation, a Child Care Centre, as well as a range of function, entertainment, catering, merchandising and retail offerings. These activities may be physically separate to the stadium structures and therefore provide greater opportunity to directly address adjoining road frontages.

Any Area Development Plan for development within the precinct is to reflect the outcomes outlined in Design Theme 2 Permeability, Activity Areas and Active Frontages of Section 8.0 Design Guidelines of the TCCP.

5.1.9. Event Management Plan

An event management plan is to be prepared and submitted ~~as part of the first Area Development Plan application~~for any developments involving major events. The Event Management Plan ~~and~~ must include input from relevant stakeholders including *inter alia* Council, Queensland Rail, Translink, Orion Springfield Central, Springfield City Group, adjoining landowners and the Springfield Anglican College. It is to include the following information:

- Stakeholder Summary;

- Survey of transport options to be managed;
- Summary of logistical requirements for event;
- Calculation of predicted vehicle and pedestrian movements;
- Scheduling of delivery and equipment loading/unloading;
- Preparation of plans describing general logistics traffic management plus any special plans for unique vehicles (ie. Crane arrival);
- Detail of traffic management strategy for event (pre-during-post);
- Detail communication strategy; and
- Set benchmarks for timeliness of restoring usual traffic around each management plan.
- Emergency management;
- Acoustic and lighting management.

5.2. Public Realm Open Space

The proposed development within Development Area 22A represents an equivalent Citywide level sporting facility and forms part of the open space network identified by the Springfield Open Space Master Plan. Development Area 22B comprises a local level sports and courts facility.

Any ADP for development within the precinct is to reflect the outcomes outlined in Design Theme 3 Public Realm Open Space of Section 8.0 Design Guidelines of the TCCP.

5.3. Building Form Intent, Building Footprints, Landmark Buildings and Corner Sites

The development of DA22A-22B will initially comprise the provision of small-scale structures that support the primary sporting and recreation activities of the parkland.

The number, bulk and height of buildings within the precinct are to reflect an integrated design character and a high-quality appearance for both the internal context and to the external streetscape with a legible character and presentation that communicates their function and their contribution to the amenity of the precinct.

Design of the precinct must reflect the outcomes outlined in Design Theme 4 Building Form Intent, Building Footprints, Landmark Buildings and Corner Sites of Section 8 Design Guidelines of the TCCP.

5.3.1. Building Height

Within the Development Area building heights will generally reflect the 2-3 storey range initially, however the construction of a stadium will ultimately result in building heights that exceed this initial range. Future building heights associated with any stadium-based facilities are to be addressed in further detail against the TCCP and related Council

requirements / expectations in conjunction with relevant built form proposal details submitted with the ADP. For clarity, the height of the lighting structures is not subject to the height range identified.

Given the nature of the proposed development within the precinct, being large in scale and footprint, the Table 4.1 of the TCCP is not considered to apply to development within DA22A and DA22B.

5.3.2. Landmark Buildings

Buildings provided within Development Areas 22A-22B are required to achieve a legible communication of their function within the sportsfields (i.e. clubhouse, amenities, sheltered seating etc.). As such, they are expected to achieve high visibility and contribute to the overall legibility of Development Areas 22A-22B and represent landmarks within the context of the Springfield Central Stadium Precinct.

5.3.3. Fences and Walls

In a general sense fences and walls to the periphery are not intended to be provided to ensure that an open and permeable interface with the surrounding road network is achieved.

However, due to the earthworks required and the potential for providing batters, retaining structures and/or drainage infrastructure within the parkland, fences and walls may be used for practical and safety reasons where necessary. Additionally, due to the nature of the facility for key recreation and entertainment functions, secure thresholds will be required in places throughout the site that legibly delineate areas that are not to be publicly accessible for operational and security reasons. In such cases, the fencing to be provided is to be of an open (i.e. visually permeable) construction and is to be confirmed as part of the ADP process.

5.4 Building Mass and Setbacks

The development of Development Areas 22A-22B will initially comprise the provision of small-scale structures that support the primary sporting and recreation activities of the parkland. Future development associated with any stadium-based facilities are expected to be more significant. There are no particular requirements for building mass and setbacks for the development within the precinct.

Design of the precinct must reflect the outcomes outlined in Design Theme 5 Building Mass and Setbacks of Section 8 Design Guidelines of the TCCP.

5.5. Building Elements and Detail

The visual framework of the Development Areas will respond to its location along a primary movement corridor and its visibility to and from other areas within the Town Centre. The development of Development Areas 22A-22B will generally comprise the provision of small-scale structures that support the primary sporting and recreation activities of the parkland, with future development for stadium-based facilities to be more significant in scale.

The design of buildings and structures within the precinct are to reflect an integrated design character and a high-quality appearance for both the internal context and to the external streetscape with a legible character and presentation that communicates their function and their contribution to the amenity of the precinct.

The buildings and structures within the Springfield Central Stadium Precinct, in general are to:

- Reinforce a central node that supports the sporting functions of the sportsfields as well as highlighting potential for small scale complementary commercial activities (i.e. cafes); and
- Define and reinforce the activity areas to which they are adjacent as well as highlight primary pedestrian entries and networks.

Building elements and details must reflect the outcomes identified in Design Theme 6 Building Elements and Detail of Section 8.0 Design Guidelines of the TCCP.

5.6. Car Parking and Servicing

5.6.1. Car Parking

Car parking on site will be provided as a combination of formal sealed car parking areas and informal grassed overflow parking areas.

Given the proximity to significant car park opportunities and major transport networks, it is envisaged that in addition to the on-site parking provision, car parking may be made available by utilising the existing car parking areas in proximity to Development Areas 22A-22B (subject to landowner's agreement) as well as limited on street parking along adjoining roads.

Parking for coaches will be facilitated within the development area. Coach parking ~~facilities are~~facilities are to be centrally located and in proximity to primary entries. Details will need to be provided as part of the Area Development Plan application demonstrating appropriate access and areas for coach parking.

The requirements for parking have been considered with regard to the achievement of the Desired Standards of Service contained within Local Government Infrastructure Plan for car parking. The carparks provided or available for Development Areas 22A-22B are shown in the Conceptual Master Plan and are provided to collectively service the precinct.

Development Areas 22A-22B Conceptual Master Plan illustrates the total provision of approximately ~~590~~ 170 sealed spaces within DA22A and 420 sealed car parking spaces within DA22B, which is to include~~,~~ 100 overflow spaces and 2 coach spaces.

The car parking areas have been designed to enable detailed design to:

- Avoid large extent of hard paving in a single car parking area and minimise vehicle intrusion into Development Areas 22A-22B;
- Avoid conflicts with pedestrians;
- Provide arrival points near the attractive destinations such as clubhouses, formal areas and informal play;
- Locate car parking near key junctions in the pedestrian / bikeway system;
- Distribute parking through the sportsfields with clear primary and secondary parking

areas;

- Allow the clustering of car parking areas with other built items including amenities blocks;
- Enable car parking to be successfully integrated with proposed landform without the need for extensive earthworks;
- Enable screen planting to carparks but maintain good sightlines to access roads and adjoining public areas to maximise CPTED principles;
- Provide car parking spaces for disabled users throughout the parking areas with close proximity to entries of key focal points or structures.

As part of the first Area Development Plan application, the applicant will provide a ~~traffic~~ Traffic ~~impact~~ Impact ~~assessment~~Assessment, and parking layout plans, prepared by a traffic engineering professional (RPEQ) that provides commentary on how the proposed access driveways, aisles and parking configuration meets Australian Standards, and recommends any required mitigation measures. The traffic impact assessment is required to include the following detail:

(i) An assessment (including SIDRA analysis) of the interaction between the Eden Station Drive/Stadium entrance intersection and the Eden Station Drive/SGA intersection for, at the year of opening, + 10 years post development and ultimate development;

(ii) A detailed assessment of the pedestrian and cycle provisions;

(iii) Demonstrate where pick-up and drop-off areas are proposed;

(iv) Demonstrate the provision for coaches (internally and externally);

(v) Details of the controlled limited car parking access from Springfield Greenbank Arterial;

(vi) Details of queuing and storage within the carparks to provide safe and efficient access to the signalised intersection in Eden Station Drive and limit impacts on the signal operation at this intersection;

(vii) Vehicle swept paths for a coach; and

(viii) Details of proposed servicing areas, refuse vehicle swept paths and information on how service and refuse vehicles will access the site.

Car parking will be provided in accordance with Design Theme 7 Car Parking and Servicing of Section 8.0 Design Guidelines of the TCCP.

5.6.2. Servicing

Service access and loading areas will be provided as part of car parking areas and located adjacent to relevant on-site facilities (ie. clubhouses). Service and refuse collection areas are not to be visible from the street or public realm spaces and are to be contained or screened to the satisfaction of Ipswich Waste Services and is to be addressed at the ADP stage.

Service areas are grouped together where possible to mitigate visual impacts of these facilities. Proposed access points will provide logical points of access with minimal pedestrian and vehicle conflict.

Servicing is to be provided in accordance with Design Theme 7 Car Parking and Servicing of Section 8.0 Design Guidelines of the TCCP.

5.7 Public Safety

Crime Prevention Through Environmental Design (CPTED) principles have been incorporated to ensure that the Springfield Central Stadium Precinct can be used safely by all ages and abilities during both day and night, as follows:

- Promotion of views into the parklands from adjacent developments to enable passive surveillance;
- Creation of strong view corridors across the site and through its spaces to enhance passive surveillance and promote a feeling of security;
- Elimination of any dead ends within the circulation system;
- Planting of low level vegetation to allow for good visibility across spaces, while using screen planting where access is discouraged;
- Ample night lighting for afterhours usage and thoroughfare;
- Activation of the parkland through a strong pedestrian and cycle circulation system, commercial concessions, and a program of events;
- Highly accessible building and structure entries that are well lit;
- Night time alarm communication posts and other operational security measures are capable of being accommodated;
- clubhouses, toilets and other amenities incorporating both CPTED and accessibility design to the current Australian standards.

Such considerations will be addressed at the detailed design stage. All development is to consider the requirements outlined in Design Theme 8 Public Safety of Section 8.0 Design Guidelines of the TCCP.

5.8. Public Lighting and Noise

Lighting and noise emanating from the proposed facility is to be managed in such a way as not to detrimentally impact on proposed or existing sensitive land uses such as, *inter alia*, residential, hotels and schools. Suitable acoustic and lighting assessment will be provided at the ADP stage.

5.9. Climatic Design Considerations

Buildings are, as much as practical and economical, to achieve an industry standard with respect to climatic response, energy efficiency and acoustic design. Building design will facilitate the provision of shade and gathering spaces in conjunction with their function as the primary nodes for the sportsfields.

All development is to comply with the requirements outlined in Design Theme 9 Climatic

Design Considerations of section 8.0 Design Guidelines of the TCCP.

5.10. Landscape, Streetscaping, Signage and Advertising

5.10.1. Landscape Intent

The landscape response will be determined by the site conditions which will be highly modified by earthworks. As such, it is expected that the entirety of the sportsfields with respect to landscape outcomes will beformed as part of the site development.

The sportsfields should include areas of planting that facilitate passive and active recreation areas in addition to the primary facilities for active and organised sports.

Landscape themes and choice of plant material will respond to the desired function and character of spaces within the sportsfields, ameliorating local climatic conditions, providing ease of maintenance, and reinforcing pedestrian movement and activity through shade and shelter provision. Planting will include native species unless otherwise approved by Council at the detailed design stage of development.

The overall design will provide for the development of zones or use areas within the overall park which are differentiated by the character of the built and natural environments and intended use of that area.

The landscape character is established by utilising the following principles:

- Produce a high-quality environment which complements the primary sporting (and spectating) activities within the precinct;
- Facilitate the creation of spaces for passive recreation or relaxation in soft landscaped environments;
- Promote an environment that creates an affinity with the community and a real sense of place and public ownership;
- Incorporating landscaped focus points where possible including feature trees, deep planting and extensive use of shrubs and ground covers;
- Utilising local plant species that will perform in the expected landscape conditions;
- Integrating irrigation requirements for sportsfields; and
- Taking advantage of the topography and terraced structure to maintain views across the Precinct.

In addition, the precinct will be designed to incorporate:

- a high standard of accessibility for people of all ages and mobility;
- ramp and walkway alternatives where steps are located;
- clear path delineation and hazard identification;

- accessible signage and interpretation throughout the site; and
- disabled parking facilities.

Landscaping measures are to be implemented as defined in Design Theme 10 Landscape, Streetscape, Signage and Advertising of Section 8.0 Design Guidelines of the TCCP.

5.10.2. Planting

Plants used are suited to the harsh conditions of an urban environment, being tolerant of:

- Physical abuse – an ability to grow back;
- Desertified and compacted soils;
- Reflective heat and glare;
- Chemicals toxins, dust and smog; and
- Local humid subtropical climate conditions.

The planting is to reflect the landscape intent provided in Section 5.10.1 and be in accordance with Council's Streetscape Design Guidelines.

5.10.3. Plant Selection

The majority of plants species are indigenous to the locality and where approved by Council may be supplemented with some exotic species which enhance the landscape and feature appeal of the open space.

5.10.4. Streetscaping

Streetscaping will be provided generally in accordance with Design Theme 10 Landscaping, Streetscaping, Signage and Advertising of Section 8.0 Design Guidelines of the TCCP and Council's Streetscape Design Guidelines.

Streetscape planting and materials should, where possible, be integrated into the frontage landscaping and design of the adjacent open space areas and movement networks. This will reinforce the verge provided for adjoining road corridors and the blending of the interface in facilitating pedestrian and cycle movements such that the streetscape is enhanced to the benefit of both the open space and road networks.

Streetscape elements will be selected that contribute to a distinctive local character and that perform exceptionally well utilising high-quality materials, design and ease of maintenance.

5.10.5. Signage and Advertising

Signage and advertising will be provided in a form consistent with the outcomes expected of a national level sporting and entertainment facility.

6. Infrastructure

Infrastructure provisions, as detailed in this section, are in general accordance with the SSP, TCCP, the Springfield Water Supply Master Plan, Springfield Sewerage Master Plan, the SIA, STCIA and previously approved requirements resulting from existing approved MADPs from adjoining Development Areas.

The infrastructure provisions outlined in this section do not extinguish any obligations under the SIA or STCIA.

6.1. Fit for purpose – DA22A

- Council to complete the fit for purpose earthworks to the ultimate footprint of Development Area 22A. The site shall be delivered to a level which has an appropriate freeboard to regional Q100 flows and meeting the following specifications. These works are to be completed ~~by~~ within 6 months of the completion of the revised flood study referenced in Section 2.3.5.

- The Developer is to realign Opossum Creek Trunk Sewer in accordance with Annexure (3). It is suggested that the developer~~, including~~ ~~ensuring~~ensuring that Commonwealth approval is achieved in the event clearing within the Opossum Creek Wildlife Corridor triggers a controlled action. Suitable remediation and rehabilitation works to reinstate native vegetation with structural complexity. These works are to be undertaken ~~in conjunction with the realignment of Mountain Creek but are to occur no later than December 2019.~~prior to the first commencement of use occurring in Development Area 22A or 22B.

- Council to realign Mountain Creek to provide sufficient area to accommodate the 'Premier' sports facility. The realigned creek is to be generally in accordance with the sketch incorporated in Annexure (4). These works are to occur in conjunction with the realignment of the Opossum Creek Trunk sewer and must be completed within 6 months of the completion of the revised flood study referenced in Section 2.3.5. Council or its nominated agent will be responsible for these works and no Open Space credits are applicable.

- All works must be in accordance with the revised flood study referenced in section 2.3.5 of this MADP.

6.2. Fit for purpose - DA22B

- Council to complete the fit for purpose earthworks to the ultimate footprint of Development Area 22B. The site shall be delivered to a level which has an appropriate freeboard to regional Q100 flows for any clubhouses, buildings or courts. These works are to be completed within 6 months of the completion of the revised flood study referenced in Section 2.3.5.

- If necessary, Council to realign the creek to provide sufficient area to accommodate the Local Sports and Courts facility. The realigned creek is to be in accordance with the

sketch incorporated in Annexure (4). These works are to occur in conjunction with the realignment of the Opossum Creek Trunk sewer and must be completed within 6 months of the completion of the revised flood study referenced in Section 2.3.5. Council or its nominated agent will be responsible for these works and no Open Space credits are applicable.

- All works must be in accordance with the revised flood study referenced in section 2.3.5 of this MADP.

6.3. Embellishment – DA22A

6.3.1 Open Space Embellishment

- The development of DA22A represents public realm open space as indicated. This is comprised of one (1) equivalent Citywide Sportsgrounds/Courts facility (excluding the requirement for eights courts as these are located in the Southern Precinct being Development Area 16 and 17) as identified in the Local Government Infrastructure Plan. The equivalent facility will be delivered as a Premier Citywide Sports fFacility.

- ~~Developer to complete e~~Embellishment works for the equivalent of a 'Premier' Citywide sports facility to be undertaken in accordance with the Springfield Town Centre Infrastructure Agreement~~, unless the Developer provides an equivalent financial contribution to Council for the facility~~.

- ~~Where an equivalent financial contribution is made, the Developer is relieved of their embellishment obligations and that obligation is transferred to Council.~~

- Open space embellishment credits will accrue up to the maximum embellishment value identified in Council's Local Government Infrastructure Plan for one (1) Citywide (Level 1) sportsground, less the value of the relocated courts. Credits accrued may be used to satisfy an obligation to pay contributions in accordance with the provisions of the Springfield Town Centre Infrastructure Agreement.

- Council is required to stabilise and landscape the realigned creek corridor to meet the requirements of flood conveyance, embankment stability and achieving the necessary environmental considerations for the designated fish passage.

- ~~The Developer is required to dedicate the a~~Additional land is required to allow the ultimate footprint for the 'premier' facility and creek realignment works. ~~at no cost to Council. No open space credits are applicable for the additional land.~~ Such works are to be in accordance with the Springfield Town Centre Infrastructure Agreement.

6.3.2 Sewerage

- Development Area 22A will be serviced in accordance with the Greater Springfield Sewer Master Plan updated by Cardno 16 June 2015 and approved by Queensland Urban Utilities.

- The site discharges into the Opossum Creek Trunk Sewer.

- Development Area 22A will utilise 200EP at the interim development stage. More EP will be allocated by the Developer to the site to facilitate the ultimate development scenario as required.

- The Developer is to realign the Mountain Creek Trunk Sewer in accordance with the plans contained in Annexure (4). ~~These works are to occur in conjunction with the realignment of the Mountain Creek and must be completed within 6 months of the completion of the revised flood study reference in Section 2.3.5.~~These works must be completed prior to commencement of the first change of use occurring in Development Area 22A or 22B.

- ~~Subject to the financial contribution being made in accordance with section 6.3.1, Council is to provide a sewerage~~ Subject to the Springfield Town Centre Infrastructure Agreement, sewerage connection is to be provided to Development Area 22A which connects with the realigned Opossum Creek Trunk Sewer. This is not a Developer obligation.

- ~~Alternatively, the Developer is to provide the sewerage connection.~~

- The nominated connection point is identified in Annexure (3).

6.3.3 Electricity

~~Subject to the financial contribution being made in accordance with section 6.3.1, Council to provide~~In accordance with Council's Desired Standard of Service and subject to the Springfield Town Centre Infrastructure Agreement, suitable electrical transformers are to be provided to ensure the development can proceed. ~~Alternatively, the Developer is responsible for electricity provision.~~

6.3.4 Water

- Development Area 22A will be serviced in accordance with the Greater Springfield Water Master Plan updated by Cardno 16 June 2015 and approved by Queensland Urban Utilities.

- The existing trunk main in the Springfield Greenbank Arterial are part of the Springfield Low Level Supply Zone capable of serving areas up to RL80.0m.

- Internal mains will provide minimum fire flows at ground level.

- Development Area 22A will utilise approximately 200EP.

- In accordance with the Springfield Town Centre Infrastructure Agreement, ~~Subject to the financial contribution being made in accordance with section 6.3.1, Council to provide~~ a water connection is to be provided to Development Area 22A. ~~Alternatively, the Developer is responsible for the water connection.~~ This is not a Developer obligation.

- ~~Subject to the financial contribution being made in accordance with section 6.3.1, Council may provide a~~ A connection to the recycled water main may be provided.

6.3.5 Roadworks

- Council to duplicate Springfield Greenbank Arterial between Eden Station Drive and Springfield Parkway in accordance with the Springfield Infrastructure Agreement. The

Traffic Impact Assessment required under Section 5.6.1 must demonstrate whether direct access to the SGA is appropriate.

- ~~At the time of the determination of this document with construction commencing in the 2020/2021 financial year and construction being completed within the 2021/2022 financial year.~~

- Council to duplicate Springfield Greenbank Arterial between Main Street and Eden Station Drive in accordance with the Springfield Infrastructure Agreement. ~~At the time of the determination of this document, with construction commencing in the 2021/2022 financial year and construction being completed within the 2022/2023 financial year.~~

- Council to duplicate Eden Station Drive between Springfield Greenbank Arterial and Mark Herringe Bridge, ~~in accordance with the SIA and~~ at a date when traffic demands as determined by Council requires duplication in accordance with Council's Local Government Infrastructure Plan.~~at the time of the determination of this document~~

- Unless otherwise determined by the Traffic Impact Assessment required under Section 5.6.1, Council to construct either a restricted left-in, left-out intersection or an all movement signalised intersection on Eden Station Drive to provide access to Development Areas 22A and 22B with the future duplication of Eden Station Drive, unless required earlier as part of an ADP for Development Area 22A or 22B.

- ~~Developer to construct Road 11 from Trackstar Drive to Eden Station Drive including an all movements signalised intersection on Eden Station Drive. This intersection if required by the Public Transport Impact Assessment detailed in Section 5.1.6. Road 11 (from Trackstar Drive to Eden Station Drive) and Road 12 (Eden Station Drive to Sir Llew Edwards Drive) are part of the planned network of roads to service development within this MADP, as well as the ultimate development of the precinct, surrounding precincts and the Town Centre. Further detailed modelling is required as part of future developments to determine the function and timing of these roads, the function and layout of the intersections and the construction responsibilities. Road 11 is identified under the STCIA as a high frequency public transport corridor. Pursuant to Section 3.4(a) of the STCIA the Developer only accrues credit for any trunk infrastructure which it constructs with Council's approval. To avoid doubt, Road 11 and 12 are not proposed as part of this MADP and a future MADP proposing Road 11 or Road 12 must accord with the requirements of the approved Public Transport Impact Assessment required under Section 5.1.6.~~There is a broader road network required to support the development of this MADP. This broader network is described in the overall master planning framework of the TCCP, ~~and~~ the SIA, and the STCIA. To avoid confusion, no new Town Centre North roads are proposed to be constructed as part of this MADP.

- ~~Developer to construct Road 12 from Eden Station Drive to Sir Llew Edwards Drive, including a left in/left out intersection on Eden Station Drive if required by the Public Transport Impact Assessment detailed in Section 5.1.6. It has not been established who will construct this intersection at this point in time.~~

6.3.6 General

~~Subject to the financial contribution being made in accordance with section 6.3.1, Council is to demolish / remove any~~ Any existing structure, roadways, overland flow paths and

underground services which will encumber development of the site into a premier sporting facility is to be removed/demolished in accordance with Council's Desired Standard of Service and subject to the Springfield Town Centre Infrastructure Agreement.

6.4. Embellishments – DA22B

6.4.1 Open Space Embellishment

- The development of DA22B represents public realm open space as indicated. This is comprised of one (1) Local Sportsground and Courts facility in accordance with Council's Local Government Infrastructure Plan.

- The embellishment of these facilities is to be completed by Council ~~upon receipt of sufficient infrastructure contribution payments associated with residential development within the Springfield Town Centre, or earlier if alternative funding arrangements can be sourced by Council.~~in accordance with Council's Desired Standard of Service and subject to the timing identified in the Springfield Town Centre Infrastructure Agreement.

6.4.2 Sewerage

- Development Area 22B will be serviced in accordance with the Greater Springfield Sewer Master Plan updated by Cardno 16 June 2015 and approved by Queensland Urban Utilities.

- The site discharges into the Opossum Creek Trunk Sewer.

- Development Area 22B will utilise approximately 15EP at the interim development stage. More EP will be allocated by the Developer to the site to facilitate the Ultimate Development scenario as required;

- The Developer is to realign the Mountain Creek Trunk Sewer in accordance with the plans contained in Annexure (4), including ensuring Commonwealth approval is achieved in the event clearing within the Opossum Creek Wildlife Corridor triggers a controlled action. Suitable remediation and rehabilitation works to reinstate native vegetation with structural complexity. These works are to be completed prior to the first commencement of use occurring in Development Area 22A or 22B.~~These works are to occur in conjunction with the realignment of the Mountain Creek and must be completed by December 2019.~~

- ~~Subject to the financial contribution being made in accordance with section 6.3.1, Council is to provide a sewerage connection to Development Area 22B which connects with the realigned Opossum Creek Trunk Sewer.~~ The nominated connection point is identified in Annexure (3) and is to be provided in accordance with Council's Desired Standard of Service and subject to the Springfield Town Centre Infrastructure Agreement. ~~Alternatively, the Developer is responsible for providing the sewerage~~

6.4.3 Water

- Development Area 22B will be serviced in accordance with the Greater Springfield Water Master Plan updated by Cardno 16 June 2015 and approved by Queensland Urban Utilities.

- The existing trunk main in the Springfield Greenbank Arterial are part of the Springfield Low Level Supply Zone capable of serving areas up to RL80.0m.
- Internal mains will provide minimum fire flows at ground level.
- Development Area 22B will utilise approximately 15EP. More EP will be allocated by the Developer to the site to facilitate the ~~Ultimate~~ ultimate ~~Development~~ development scenario.
- ~~Subject to the financial contribution being made in accordance with section 6.3.1, Council to provide a water connection to Development Area 22B. Alternatively, the Developer is responsible for providing the water connection;~~A Suitable water connection will be provided in accordance with Council's Desired Standard of Service and subject to the Springfield Town Centre Infrastructure Agreement.
- Subject to the financial contribution being made in accordance with section 6.3.1, Council may provide a connection to the recycled water main.

6.4.4 Roadworks

- Council to duplicate Springfield Greenbank Arterial between Eden Station Drive and Springfield Parkway in accordance with the Springfield Infrastructure Agreement. The Traffic Impact Assessment required under Section 5.6.1 must demonstrate whether direct access to the SGA is appropriate.
- ~~Council to duplicate Springfield Greenbank Arterial between Eden Station Drive and Springfield Parkway~~At the time of the determination of this document ~~with construction commencing in the 2020/2021 financial year and construction being completed within the 2021/2022 financial year.~~
- Council to duplicate the Springfield Greenbank Arterial between Main Street and Eden Station Drive in accordance with the Springfield Infrastructure Agreement. ~~At the time of the determination of this document with construction commencing in the 2021/2022 financial year and construction being completed within the 2022/2023 financial year.~~
- Council to duplicate Eden Station Drive between the Springfield Greenbank Arterial and Mark Herringe Bridge ~~in accordance with the SIA~~ when traffic demands the duplication works as determined by Council in accordance with Council's Local Government Infrastructure Plan.

~~At the time of the determination of this document~~

- Unless otherwise determined by the Traffic Impact Assessment required under Section 5.6.1, Council to construct an all movement signalised intersection on Eden Station Drive to provide access to Development Areas 22A and 22B with the future duplication of Eden Station Drive, unless required earlier as part of an ADP for Development Area 22A or 22B.
- ~~Council to construct an all movement signalised intersection on Eden Station Drive to provide access to Development Areas 22A and 22B with the future duplication of Eden Station Drive, unless required earlier and delivered by the Developer as part of an ADP for Development Area 22A or 22B.~~

- There is a broader road network required to support the development of this MADP. This broader network is described in the overall master planning framework of the TCCP, the SIA, and the STCIA.
- ~~Developer to construct Road 11 from Trackstar Way to Eden Station Drive including an all movements signalised intersection on Eden Station Drive if required by the Public Transport Impact Assessment detailed in Section 5.1.6.~~
- ~~Developer to construct Road 12 from Eden Station Drive to Sir Llew Edwards Drive, including a left in/left out intersection on Eden Station Drive if required by the Public Transport Impact Assessment detailed in Section 5.1.6. It has not been established who will construct this intersection at this point in time.~~

6.4.5 Electricity

~~Subject to the financial contribution being made in accordance with section 6.3.1, Council to provide suitable~~ Suitable electrical transformers are to be provided to ensure the development can proceed in accordance with Council's Desired Standard of Service and subject to the Springfield Town Centre Infrastructure Agreement. ~~Alternatively, the Developer is responsible for electrical provision.~~

6.4.6 General

~~Subject to the financial contribution being made in accordance with section 6.3.1, Council is to demolish / remove any~~ Any existing structure, roadways, overland flow paths and underground services is to be demolished/removed where it ~~which~~ will encumber development of the site into a premier sporting facility which is to be undertaken in accordance with Council's Desired Standard of Service and subject to the Springfield Town Centre Infrastructure Agreement. ~~Alternatively, the Developer is to undertake such works.~~

6.5. Stormwater

The drainage assessment for the Northern Sportsfields (i.e. combined embellishment of DA22A & DA22B) has been prepared with regard to the relevant provisions set out in:

- Springfield Drainage Master Plan September 2000 (SDMP 2000);
- Springfield Town Centre Drainage Master Plan (Flooding) November 2010 (STCDMP 2010);
- Section 5 of the Springfield Town Centre Concept Plan (TCCP);
- Ipswich City Council Implementation Guideline No. 24 Stormwater Management (September 2011);
- Spring Mountain Precinct Stormwater Management Strategy; and
- Springfield Town Centre Water Quality Master Plan October 2003 (STCWQMP 2003).

Development Areas 22A and 22B are located adjacent to Mountain Creek. The major drainage catchment from this precinct discharges at Mountain Creek. The drainage assessment is to be amended as necessary to incorporate the amended DMP required in

Section 2.1.9 and the Flooding Impact Assessment required in section 2.3.5, with an AEP to include 1% AEP+CC.

6.5.1 Stormwater Quantity Management

The main intent of the site's (Development Areas 22A and 22B) proposed drainage design is to ensure that the buildings, fields and courts drain effectively and efficiently. Where possible, excess rainfall will be directed to landscaped areas via grass and vegetated swales. This will maximise retention and infiltration of stormwater before discharge at appropriate locations.

Dependent on the irrigation regime and treatment of the playing surfaces, opportunities may exist to harness, reuse and recycle underground water sources in conjunction with other surface detention and stormwater treatment devices. It is proposed to utilise the playing fields as detention for storm events greater than 5% AEP+CC event, to offset the impact of development on the peak flow discharged from the site for a range of storm events up to and including the 1% AEP+CC event. Buildings and playgrounds are to be located above the 1% AEP+CC event. Detailed and site-specific stormwater management plans are to be submitted with each Area Development Plan application that demonstrates compliance with the aforementioned stormwater reports and Council's requirements.

A detailed stormwater management plan, completed by a RPEQ, will be submitted by the applicant as part of the submission for the first Area Development Plan over the site. The stormwater management plan will provide hydraulic calculations for all storm events up to and including the 1% AEP+CC event, in accordance with QUDM, Council's *Implementation Guideline 24 - Stormwater Management* and Council's *Planning Scheme Policy 3 - General Works*. In particular, the report will provide the following details:

- The hydrology used to inform the SMP;
- Increase in stormwater runoff that will be generated by the development;
- Nomination of a lawful point(s) of discharge associated with the required allotment drainage system;
- Management strategies to ensure no-worsening at the nominated lawful point(s) of discharge.

6.5.2 Stormwater Quality Management

Water Quality Objectives

The STCWQMP (Water Studies, 2003) refers to concentration-based water quality objectives set in Ipswich City Council (ICC) Planning Scheme Policy 3 (ICC, 2004). Since the STCWQMP was written, ICC has moved away from concentration-based objectives to annual load-based reduction targets, in accordance with best practice standards. These load-based reduction targets are in line with the Healthy Waterways Design Objectives for Water Sensitive Urban Design in South-East Queensland (HW, 2006). There is no correlation available linking concentration-based objectives and load based reduction targets. As a result, the load-based reduction targets have been adopted as water quality objectives for this study.

The stormwater objectives for Development Areas 22A and 22B are separated into the construction phase and operational phase of the development. Table 6.1 identifies the pollutants expected during the development's construction phase.

Table 6.1 – Pollutants Typically Generated During Construction Phase	
POLLUTANT	SOURCES
Litter	paper, construction packaging, food packaging, cement bags, off-cuts
Sediment	unprotected exposed soils and stockpiles during earthworks and building
Hydrocarbons	Fuel and oil spills, leaks from construction equipment
Toxic Materials	cement slurry, asphalt prime, solvents, cleansing agents
PH altering substances	acid sulphate soils, cement slurry and wash waters

Source - Healthy Waterways (2006)

The operational phase of the development will adhere to the load-based approach established by Healthy Waterways to be consistent with best practice. It has been shown that the Healthy Waterways (2006) load based objectives are far more stringent than previous standards. Therefore, these load based objectives will be adopted. The load-based water quality objectives will be adopted for the total discharge from:

- The entire site;
- Each ADP; and
- Each stage within the ADP.

Table 6.2 gives the best practice load based objectives set out in Healthy Waterways Design Objectives for Water Sensitive Urban Design in South East Queensland (2006).

Table 6.2 - Operational Phase Water Quality Objectives	
POLLUTANT TYPES	WATER QUALITY OBJECTIVES
Gross Pollutants	90% Reduction
Total Suspended Solids (TSS)	80% Reduction
Total Phosphorous (TP)	60% Reduction
Total Nitrogen (TN)	45% Reduction

Potential Stormwater Treatment Measures

Water quality management for Development Areas 22A and 22B will be implemented as follows:

- Each ADP application will be treated in isolation. The developer of each ADP is given the option of adopting 'deemed to comply' treatments as defined in the SMP (without further water quality modelling). Alternatively, if the deemed to comply options are not adopted,

the developer of each ADP must undertake further water quality analysis and modelling.

- Roads and open space will be treated as precinct-wide 'regional' treatment areas.

Stormwater treatment measures will be selected on the required level of treatment and characteristics of the stormwater runoff from the catchment. Best practice treatment of stormwater runoff is achieved by way of a treatment train of devices, ranging from near the source, to larger more regional measures in lower portions of the catchment. Potential treatment measures for each type of pollutant source-area may include either a combination or singularly where appropriate, the following:

Roof Areas

Roof areas will undergo deposition and collection of atmospheric pollutants (dust) containing fine sediments and bound nutrients. In addition to this, the material type of the roof can contribute contaminants to stormwater runoff. Capture of the first flush is an effective method to address this contamination and possible measures may include:

- First-flush capture (e.g. in the downpipe collector) with trickle irrigation-release to adjacent vegetation areas;
- Runoff quantity reduction by using roof-water tanks;
- Separation, where appropriate, of roof-water from surface stormwater, as roof-water (especially after first-flush capture) will be of a relatively clean nature.

These treatment measures would be located at all the source (roof) area of each building. The (clean) roofwater would be discharged directly to the stormwater drainage system to avoid it mixing with (dirty) runoff from ground-areas.

Roadway and Carpark (Trafficable) Areas

The impervious nature of trafficable areas means that contaminants collect on the ground surface are displaced and transported by scoured flows. The contaminants of concern from trafficable areas are suspended sediments (which will have nutrients, oils and metals absorbed), nutrients and litter. Potential treatment measures may include:

- Runoff reduction achieved by way of permeable pavements, roof water tanks;
- Bioretention trenches and devices;
- Stormwater 360 devices;
- Vegetated buffer swales;
- Vegetated swales;
- Infiltration trenches and or pipes;
- Wetlands;

- Gross pollutant traps (trash racks);
- Erosion control devices; and/or
- Waterway bank stabilisation and erosion control works.

6.5.3 Water Sensitive Urban Design

In general, the principles for water sensitive urban design will:

- Protect natural systems by protecting and enhancing natural water systems within and adjacent to the Springfield Town Centre;
- Integrate and preserve sufficient land area for stormwater treatment into each stage of development as part of the landscape design;
- Encourage a range of applications for the integration of water-sensitive urban design concepts and technologies into the Springfield Town Centre;
- Reduce run-off and peak flows by reducing peak flows from Spring Mountain and Development Areas 22A and 22B through local and sub-catchment detention measures, minimising impervious areas, and encouraging on-site infiltration; and
- Add value while minimising development costs by minimising the drainage infrastructure cost of development.

6.6. Maintenance responsibilities within DA22A

Maintenance works will be the responsibility of the Council, subject to Acceptance on Warranty by Council, unless otherwise agreed.

7. Reconfiguring a Lot

The Springfield Central Stadium Precinct (DA22A-22B) is predominantly described as Lot 60 on SP271657 and is in Council ownership. There are also some parts of Lot 64 on SP291400 and Lot 1 on SP251824, under the current ownership of SLC No. 2 Pty Ltd that forms part of the precinct. The draft reconfiguration plan identifies the intended reconfigured boundaries.

To remove any doubt, a review of the Springfield Structure Plan boundaries associated with the creation of the lots in Figure 7.1 will be required. South of Eden Station Drive, the boundaries of Mountain Creek will be defined by proposed Lot 2. Lots 1 and 2 are included within the Town Centre designation.

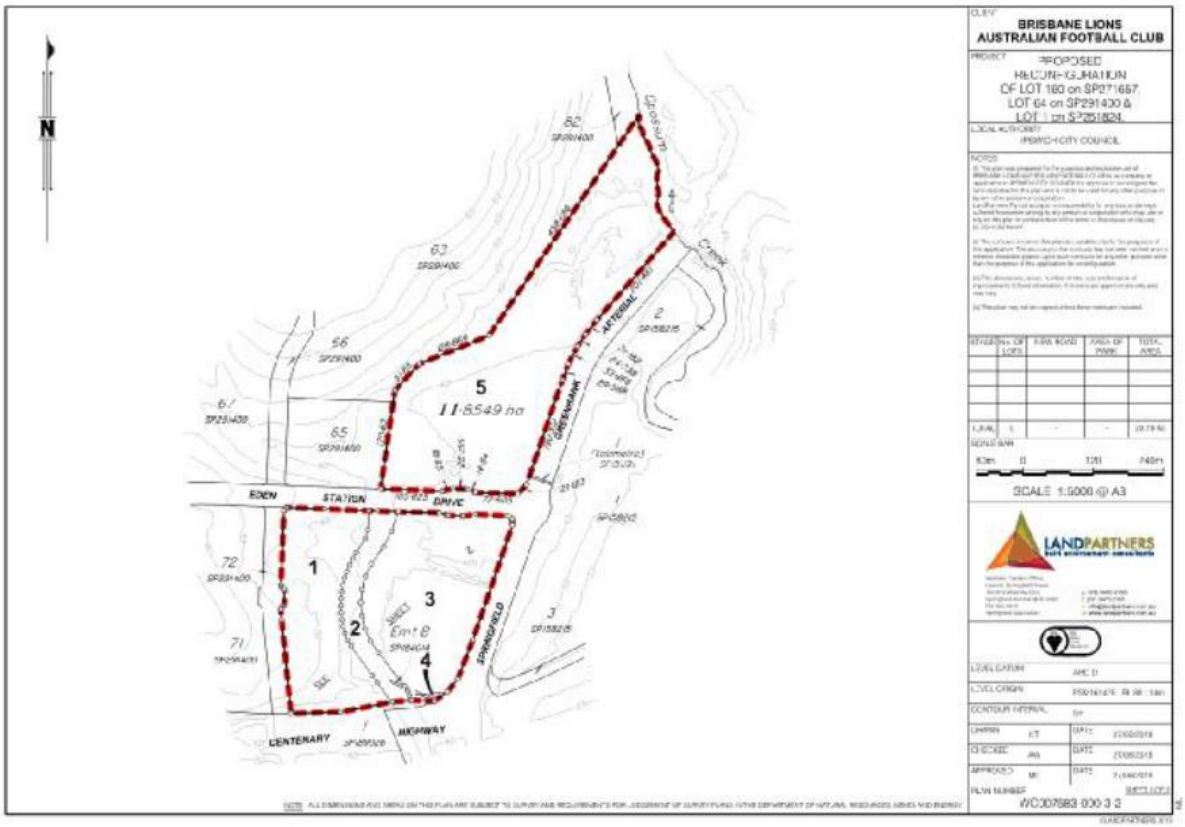


Figure 7.1- Draft Reconfiguration Plan

ANNEXURE 1 POTENTIAL EMBELLISHMENT OPTIONS

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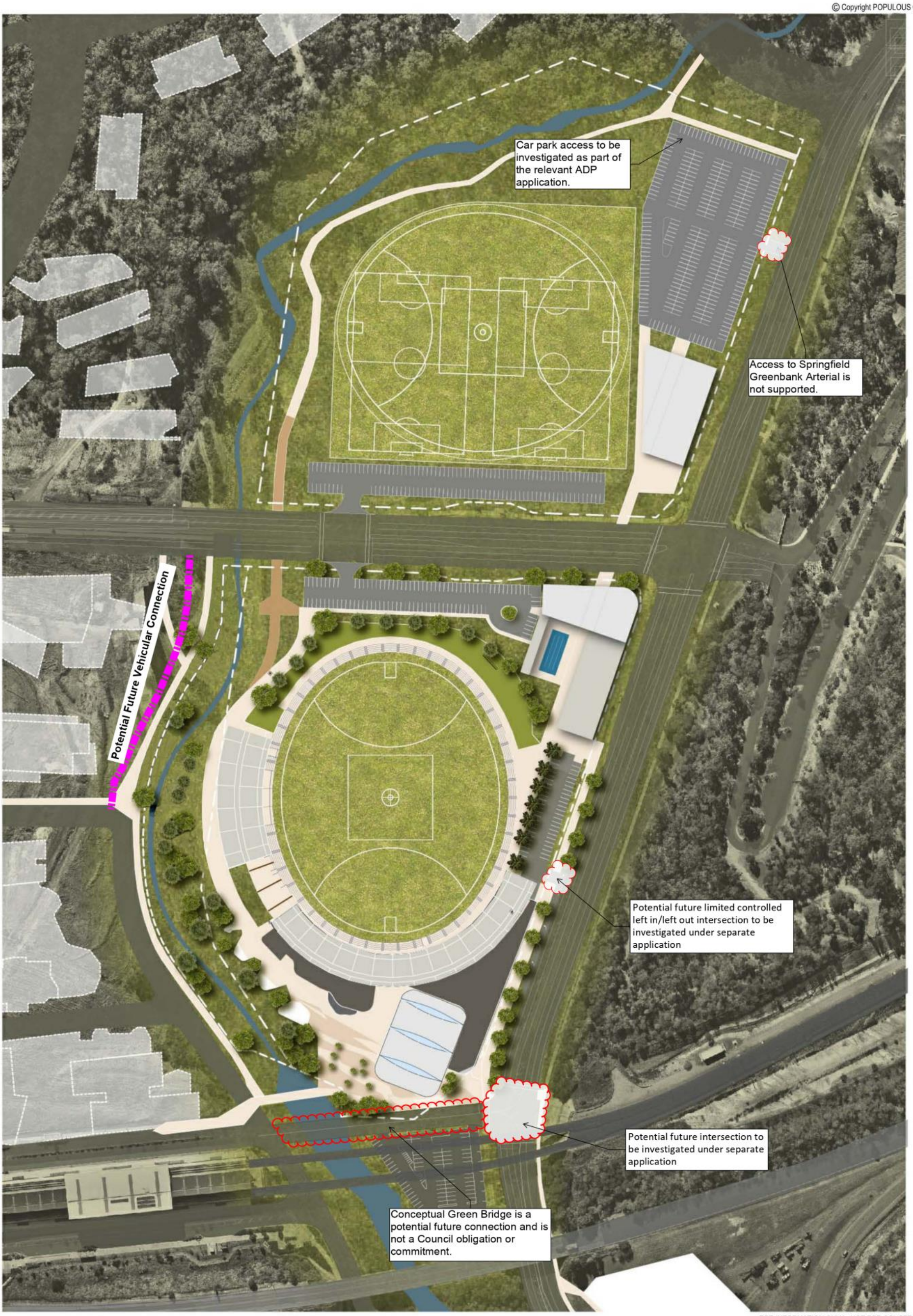

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FOR INFORMATION ONLY - NOT FOR CONSTRUCTION

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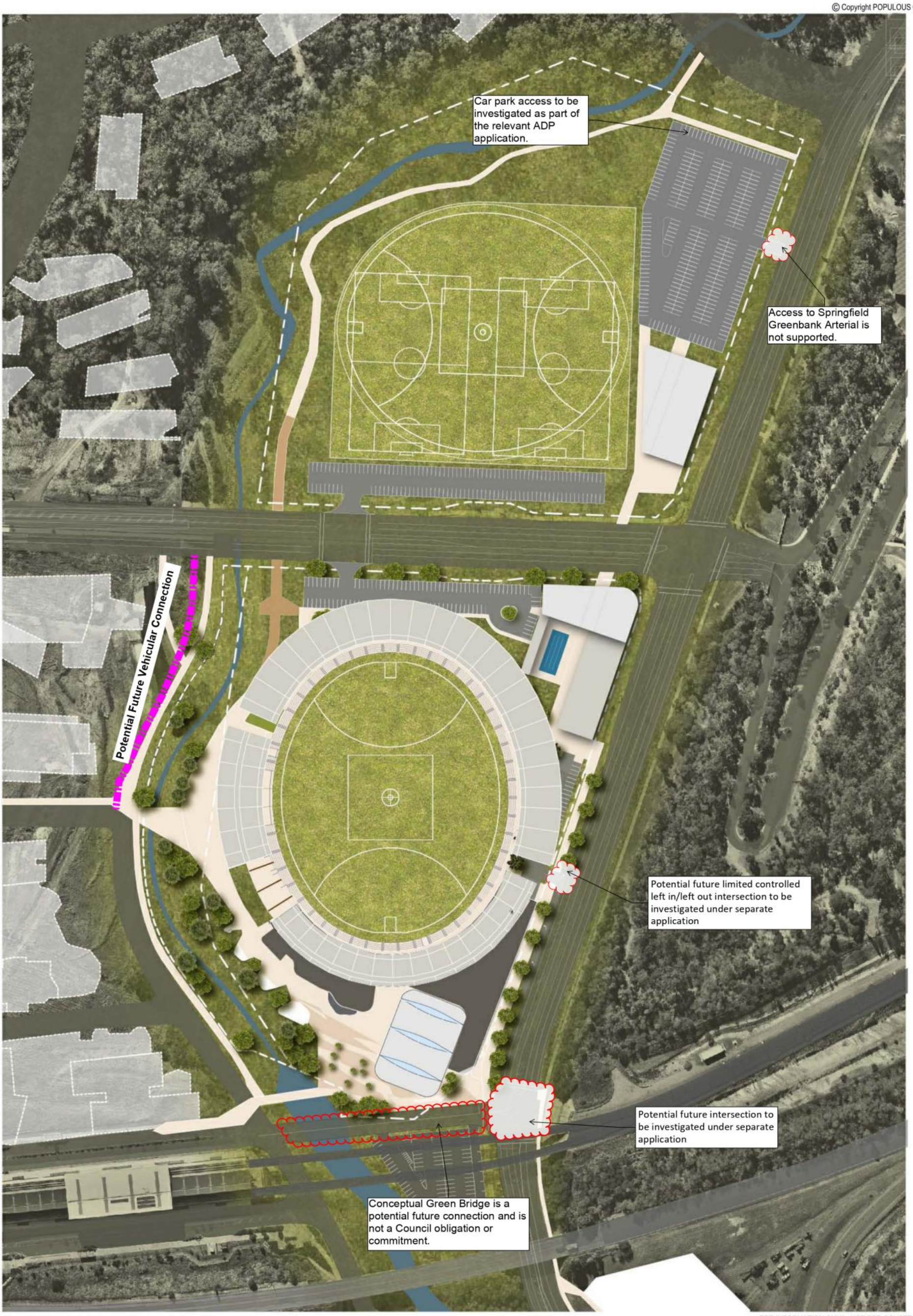

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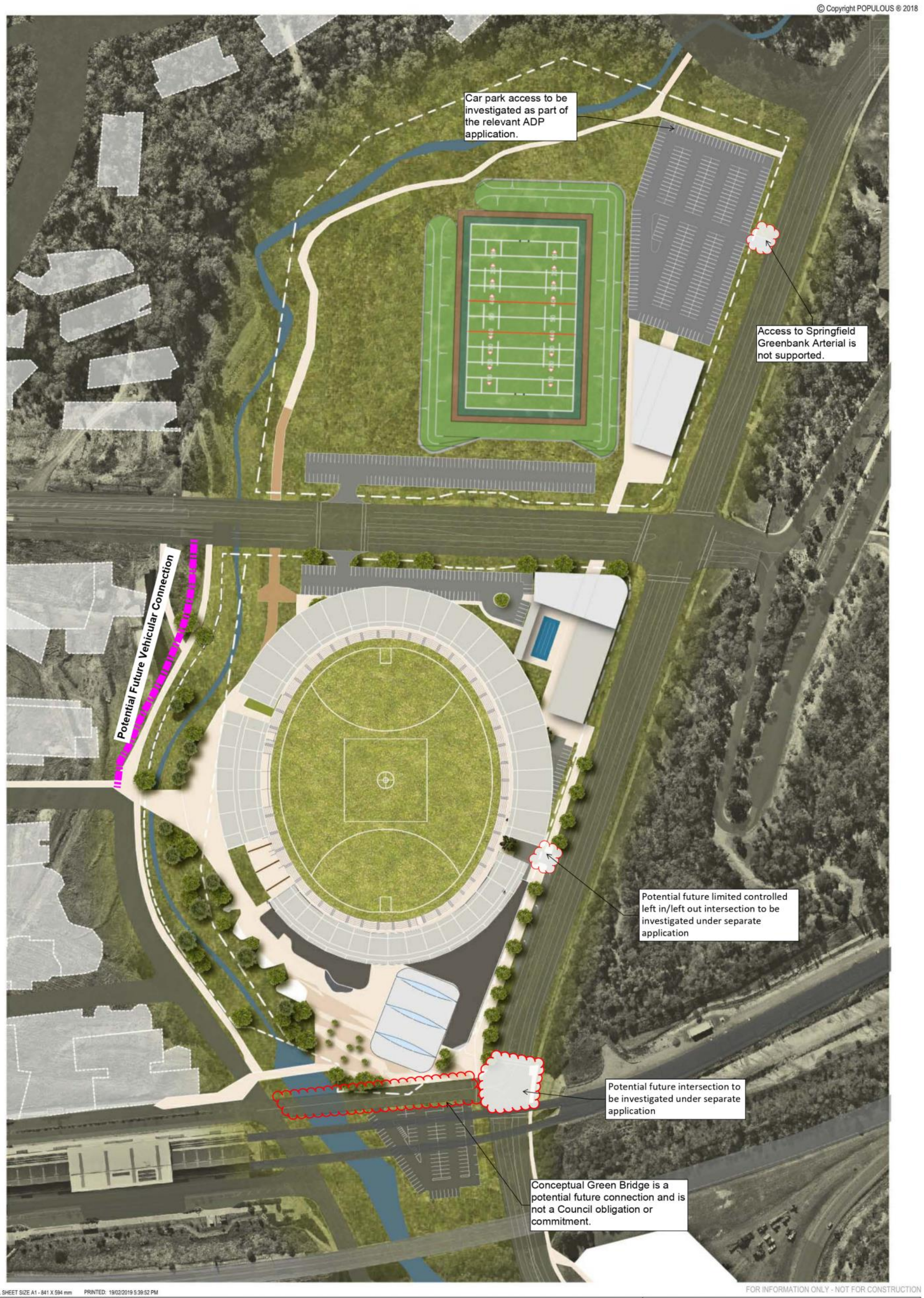
FOR INFORMATION ONLY - NOT FOR CONSTRUCTION

POPULOUS®	BRISBANE LIONS TRAINING FACILITY	SITE PLAN - OVERALL (FUTURE)	SK.01.0021 REV: A DATE: 19/02/2019 SCALE: - 100% @ A1 DRAWN: SP PROJECT: 18.7545.00

Item 3 / Attachment 3.



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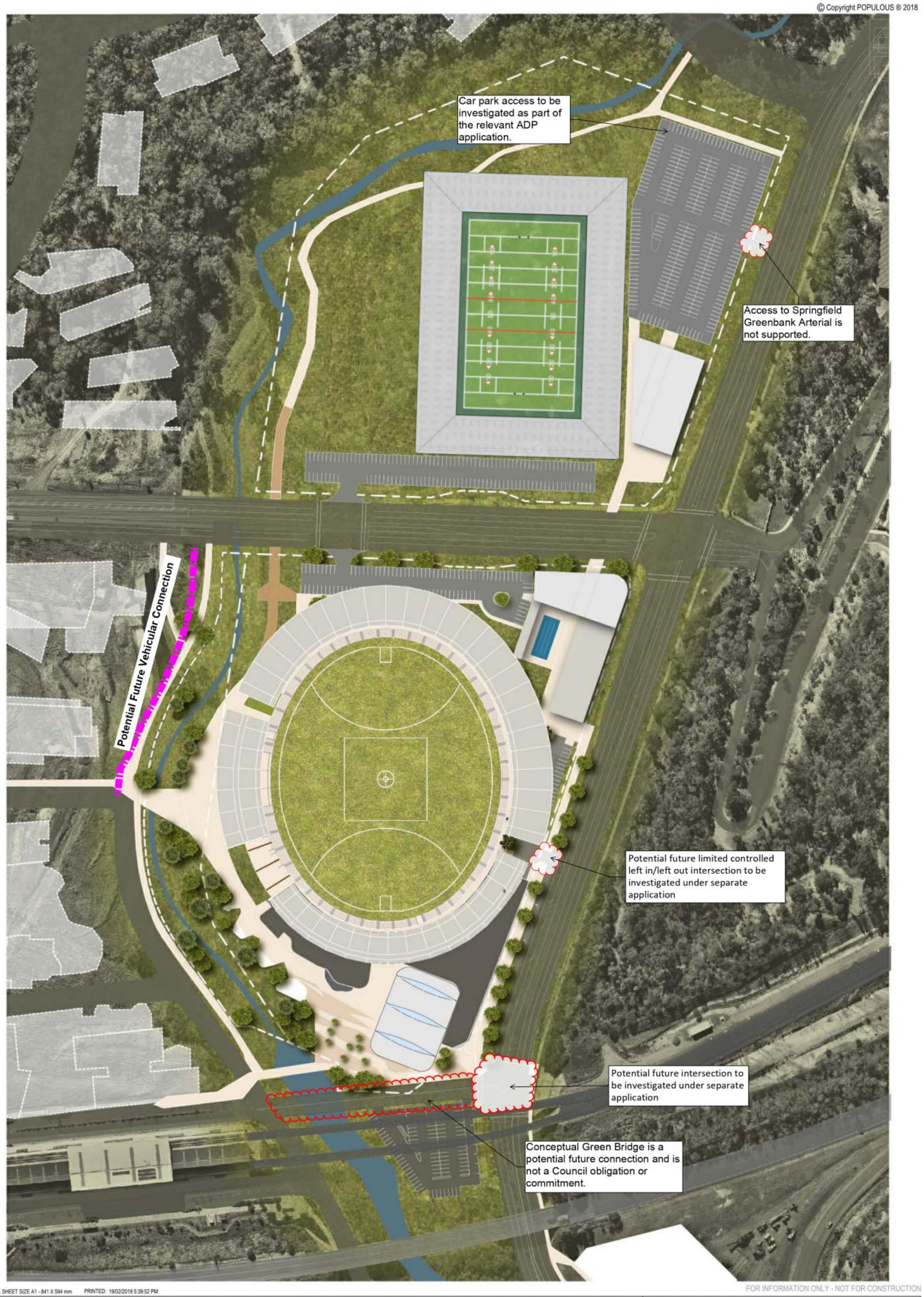
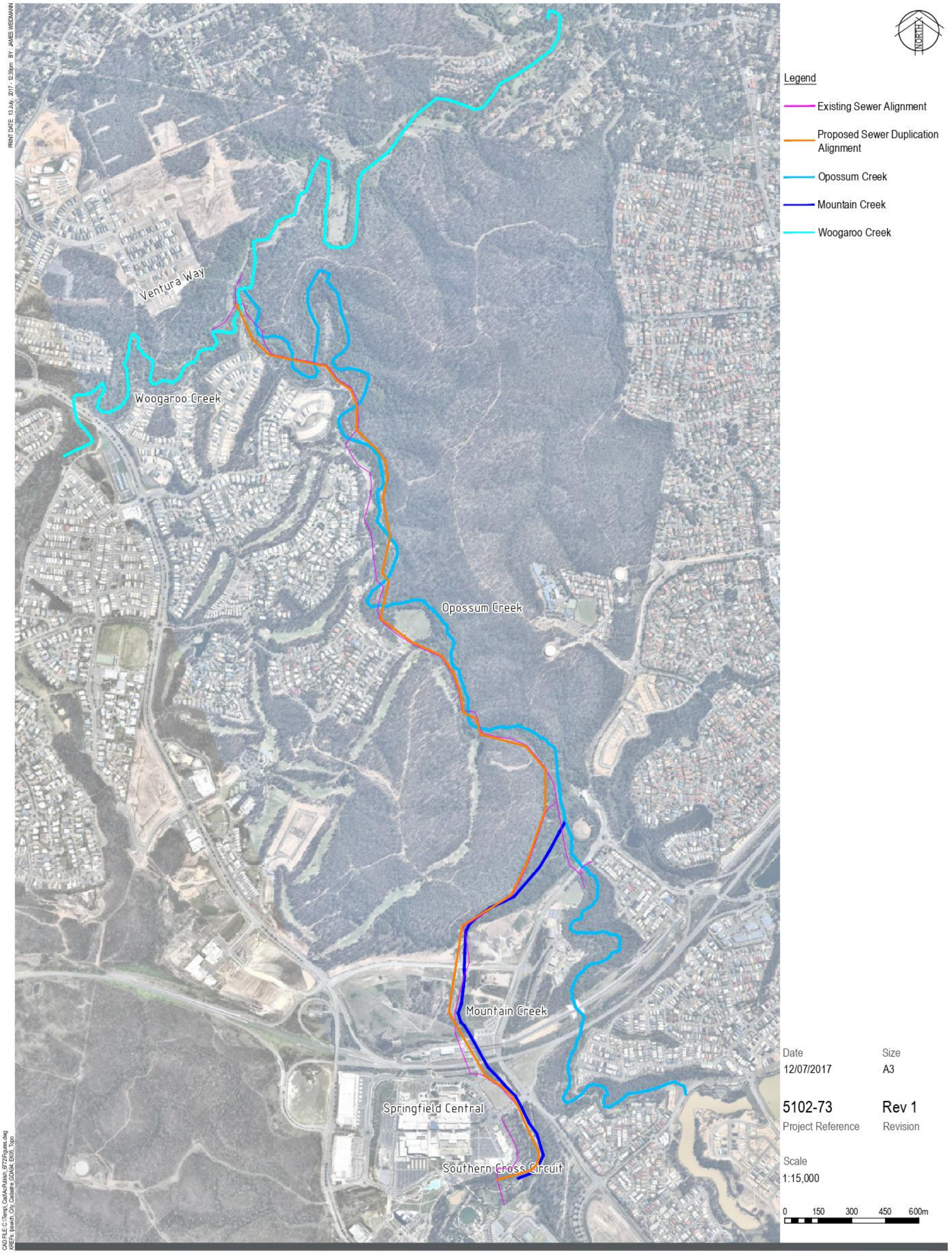


ANNEXURE 2 OPOSSUM CREEK TRUNK SEWER

A. Developer Responsibility

Item 3 / Attachment 3.



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Aerial Imagery Copyright Nearmap Pty Ltd, 2016.

Figure 1
Site Location
Opossum Creek Hydraulic Assessment
Trunk Sewer Duplication
Springfield Land Corporation

ANNEXURE 3 MOUNTAIN CREEK REALIGNMENT PLANS (Council Responsibility)

Cardno
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IPSWICH CITY COUNCIL

DEVELOPMENT AREA 22A
MOUNTAIN CREEK REALIGNMENT
AND FIT FOR PURPOSE EARTHWORKS

Final realignment works to be determined by a revised flood study

City of Ipswich

DATE PLOTTED: 21 June 2019 3:30 PM BY: AARON GILBOY
CAD File: L:\510182-005\5 - NORTHERN SPORTS FIELD OPEN CHANNEL\Drawings\510182-005-CI-1000.dwg

510182-005-CI-1000 — Drawing Number
B — Revision

DATE PLOTTED: 21 June 2019 3:30 PM BY: AARON GILROY

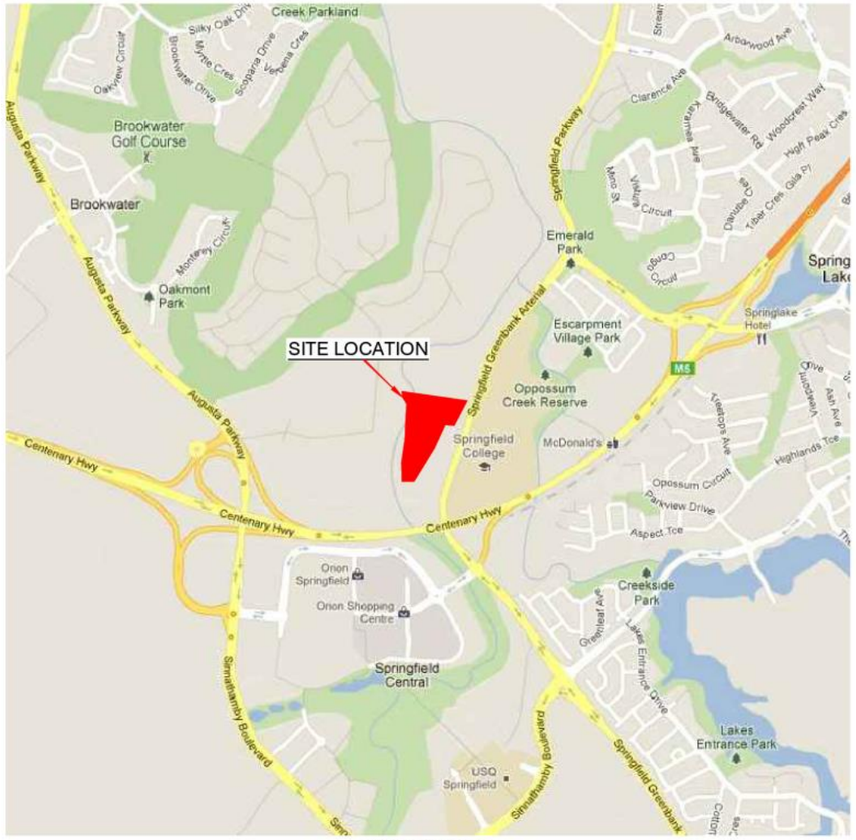
SCHEDULE OF DRAWINGS

DRAWING No.	DESCRIPTION
GENERAL	
510182-005-CI-1000	COVER SHEET
510182-005-CI-1001	LOCALITY PLAN AND DRAWING SCHEDULE
510182-005-CI-1002	EXISTING FEATURES AND CONSTRAINTS PLAN
INTERIM CONFIGURATION	
510182-005-CI-1003	BULK EARTHWORKS AND SEDIMENT EROSION CONTROL
510182-005-CI-1004	SEDIMENT EROSION CONTROL DETAILS
510182-005-CI-1005	GENERAL LAYOUT PLAN
510182-005-CI-1010	TYPICAL SECTIONS
510182-005-CI-1011	LONGITUDINAL SECTION - CREEK REALIGNMENT
510182-005-CI-1012	CROSS SECTIONS - CREEK REALIGNMENT - SHEET 1
510182-005-CI-1013	CROSS SECTIONS - CREEK REALIGNMENT - SHEET 2
ULTIMATE CONFIGURATION	
510182-005-CI-2003	BULK EARTHWORKS AND SEDIMENT EROSION CONTROL
510182-005-CI-2005	GENERAL LAYOUT PLAN
510182-005-CI-2010	TYPICAL SECTIONS
510182-005-CI-2011	LONGITUDINAL SECTION - CREEK REALIGNMENT
510182-005-CI-2012	CROSS SECTIONS - CREEK REALIGNMENT SHEET 1 OF 2
510182-005-CI-2013	CROSS SECTIONS - CREEK REALIGNMENT SHEET 2 OF 2

B

GENERAL NOTES:

1. SHOULD SITEWORKS EXPOSE ANY ARCHAEOLOGICAL OR CULTURAL MATERIAL ALL WORKS SHALL CEASE AND OFFICIALS OF THE NATIONAL PARKS AND WILDLIFE, ABORIGINAL LAND COUNCIL AND IPSWICH CITY COUNCIL ARE TO BE NOTIFIED.
2. THE CONTRACTOR SHALL ADHERE TO ALL REQUIREMENTS OF THE ENVIRONMENTAL PROTECTION AUTHORITY E.P.A
3. WHERE IN THIS SET OF DRAWINGS REFERENCE IS MADE TO THE ENGINEER, CONSULTING ENGINEER AND OR COUNCIL ENGINEER IT SHALL MEAN THE SUPERINTENDENT UNDER THE CONTRACT FOR THE WORKS.
4. WHERE A DISCREPANCY AND / OR CONFLICT EXISTS BETWEEN THE DRAWING PREPARED BY CARDNO AND ANY STANDARD DRAWING OF THE LOCAL GOVERNMENT AUTHORITY AND / OR GOVERNMENT ORGANISATION THE DETAILS AND / OR INFORMATION OR THE CARDNO DRAWINGS SHALL TAKE PRECEDENCE . ADVISE THE SUPERINTENDENT IMMEDIATELY OF THE DETAILS OF ANY AND ALL CONFLICTS FOUND.
5. PRIOR TO COMMENCEMENT OF WORK, FENCE OFF AND CLEARLY DELINEATE ALL AREAS WHERE WORK CANNOT BE CARRIED OUT.
6. THE CONTRACTOR IS TO VERIFY LOCATION AND LEVELS OF ALL SERVICES AND TO LIAISE WITH THE LOCAL AND SERVICE AUTHORITIES PRIOR TO COMMENCING CONSTRUCTION.
7. ELECTRICAL AND TELECOMMUNICATION SERVICES CONTRACTOR TO CONFIRM LOCATIONS OF ALL EXISTING SERVICES ON SITE, INCLUDING LIAISON WITH RELEVANT AUTHORITIES.
8. THE CONTRACTOR IS TO INFORM IPSWICH CITY COUNCIL AND THE SUPERINTENDENT PRIOR TO COMMENCEMENT OF WORK.
9. PRIOR TO COMMENCEMENT OF WORK, A SIGN DETAILING THE PROJECT AND CONTAINING THE NAMES AND CONTACT NAMES OF THE DEVELOPER, CONTRACTOR AND PRINCIPAL CONSULTANT SHALL BE ERECTED AND MAINTAINED IN A PROMINENT POSITION AT THE SITE TO THE SATISFACTION OF IPSWICH CITY COUNCIL. THE SIGN SHALL REMAIN IN PLACE UNTIL COMPLETION OF THE CONTRACT.
10. LEVELS SHOWN AT ALL INTERFACES ARE TO BE CONFIRMED PRIOR TO COMMENCEMENT OF CONSTRUCTION.
11. ALL WORKS SHALL BE CARRIED OUT IN ACCORDANCE WITH THE APPROVED CONDITIONS OF CONSENT.
12. ALL DWG.'S LISTED ON DWG. 510182-005-CI-1001 ARE TO BE READ AS A WHOLE AND NOT IN ISOLATION.
13. ALL DRAWINGS TO BE READ IN CONJUNCTION WITH PROJECT SPECIFICATION.
14. THE CONTRACTOR IS TO ENSURE THAT ALL SURFACE GRADES TO BE A MINIMUM OF 0.5%.



LOCALITY PLAN
NOT TO SCALE
UBD MAP REF: 256 P:1

Final realignment works to be determined by a revised flood study

SAFETY IN DESIGN NOTES:

1. CONSTRUCTION ACTIVITY CAN BE HAZARDOUS. POTENTIAL SAFETY HAZARDS CONSIDERED BY THE DESIGNERS TO HAVE A HIGHER RISK THAN NORMAL CONSTRUCTION ACTIVITY ARE IDENTIFIED WITH APPROPRIATE NOTES ON THESE DRAWINGS. IT SHOULD BE NOTED THAT DESIGNERS HAVE A LOWER LEVEL OF UNDERSTANDING OF THE RISKS INVOLVED IN CONSTRUCTION COMPARED TO THAT OF A COMPETENT CONTRACTOR. IT IS THEREFORE ESSENTIAL THAT AN ADEQUATE SAFETY PLAN IS PREPARED BY THE CONTRACTOR FOR THE WORKS. THE DESIGNERS MAY NOT BE AWARE OF ALL SAFETY RISKS AND HAZARDS INVOLVED INT HIS PROJECT AND THE ABSENCE OF COMMENT DOES NOT IMPLY THAT THERE ARE NO RISKS OR HAZARDS INVOLVED IN THIS PROJECT.
2. THE CONTRACTOR SHALL COMPLETE WILL/SOLEY BE RESPONSIBLE FOR THE IMPLEMENTATION OF ANY NECESSARY SAFETY PLANS TO COMPLETE THE WORKS.
3. THE CONTRACTOR MUST COMPLY WITH ANY GUIDELINE ACTS OR CODE OF PRACTICE AND OTHER RELEVANT DOCUMENTS REGARDING SAFE WORK PRACTICES.
4. THE CONTRACTOR WILL HAVE A NOMINATED WH&S OFFICER FOR THE DURATION OF THE CONTRACT. THE WH&S OFFICER WILL BE RESPONSIBLE FOR ALL THE WH&S ISSUES ON THE SITE.
5. ALL PERSONS ENTERING THE SITE SHALL COMPLETE A SAFETY INDUCTION WITH THE NOMINATE WH&S OFFICE. THIS IS TO INCLUDE REFERENCE TO SAFETY IN DESIGN ISSUES RELIANT TO THE PROJECT.

Rev.	Date	Description	Des.	Verif	Appd.
C	3/05/2016	FOR CONSTRUCTION			
B	12/02/2015	SCHEDULE UPDATED	BJF	AG	PW
A	1/09/2014	FOR APPROVAL	LW	AG	PW
2	31/07/2014	PRELIMINARY ISSUE	-	-	-
1	18/07/2014	PRELIMINARY ISSUE	-	-	-

City of Ipswich

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Drawn	LW	Date 15/07/2014
Checked	PW	Date 1/09/2014
Designed	LW	Date 15/07/2014
Verified	AG	Date 1/09/2014
Approved	RPEQ	Date 1/09/2014

Client: IPSWICH CITY COUNCIL
Project: NORTHERN SPORTS FIELDS
SPRINGFIELD - GREENBANK ARTERIAL
GENERAL
Title: LOCALITY PLAN AND DRAWING SCHEDULE
Status: FOR CONSTRUCTION
Datum: AHD | GRID | Scale: AS SHOWN | Size: A1
Drawing Number: 510182-005-CI-1001
Revision: C

XREF's: XR-GRP-A1-HL-SHT
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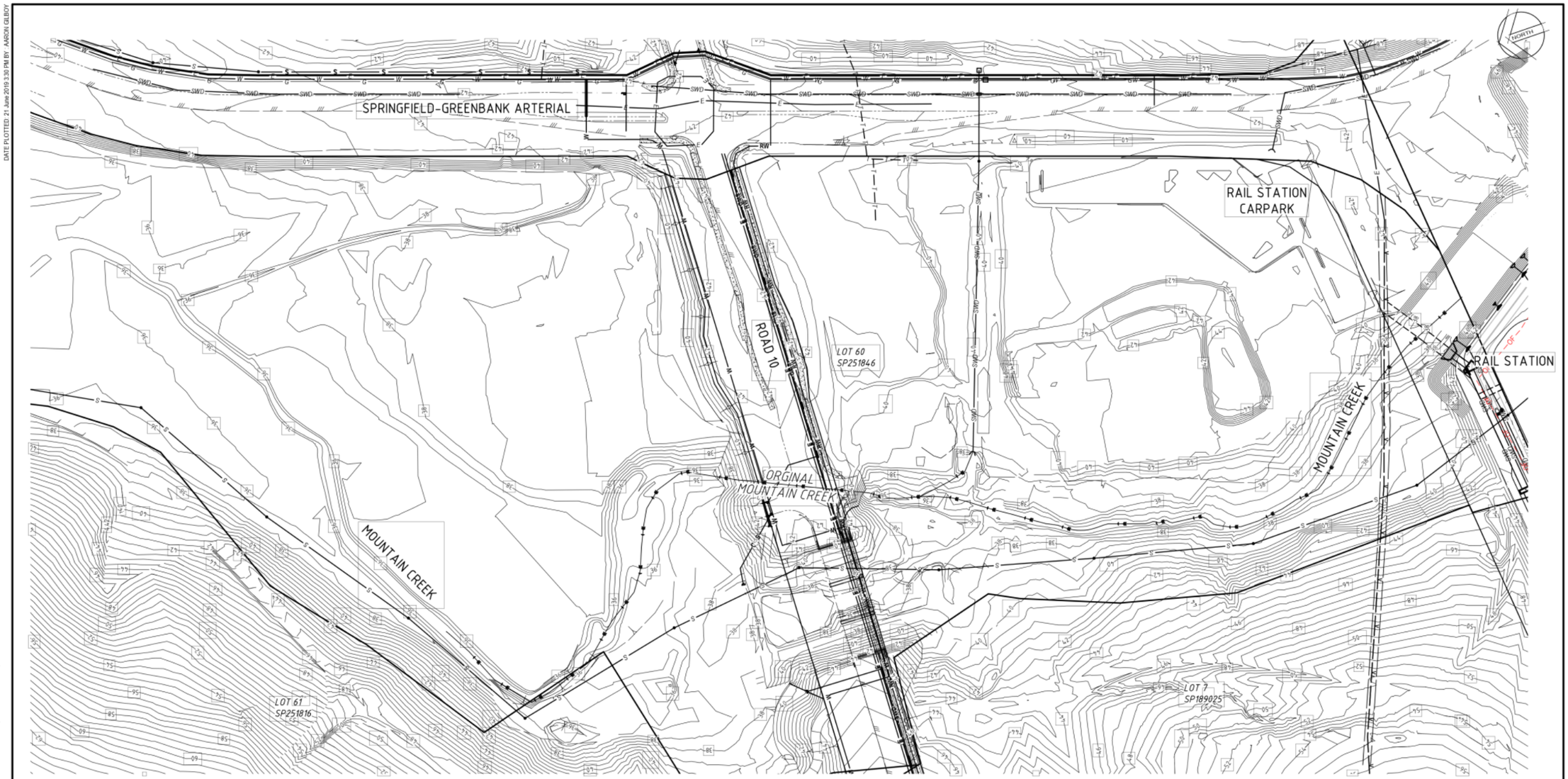

EXISITNG FEATURES
SCALE 1:1000m

Final realignment works to be determined by a revised flood study

NOTE:
EXISTING SURFACE LEVELS MERGED FROM:
- LANDPARTNERS AERIAL SURVEY 2006, RECEIVED MAY 2008
- TRACKSTAR DESIGN DATA
- CARDNO ROAD 10 (510162-001) DESIGN DATA

Q100 EXTENTS HAVE NOT BEEN MODELLED FOR EXISTING LANDFORM. REFER TO WRM REPORT, SPRINGFIELD NORTHERN SPORTS FIELDS, MOUNTAIN CREEK DIVERSION FLOOD IMPACT ASSESSMENT. REPORT NO. 0182-31-J DATED MARCH 2015

WARNING
BEWARE OF UNDERGROUND SERVICES THE LOCATION OF UNDERGROUND SERVICES HAVE BEEN REFERENCED FROM PROJECT DESIGN DATA. NO RESPONSIBILITY IS TAKEN FOR THE ACCURACY OF THE INTERPOLATED INFORMATION SUPPLIED. ENSURE ALL SERVICES ARE ACCURATELY LOCATED PRIOR TO COMMENCEMENT OF WORK

LEGEND

EXISTING PROPERTY BOUNDARY		EXISTING KERB	S
EXISTING EASEMENT BOUNDARY	36.5	EXISTING OPTIC FIBRE	W
EXISTING CONTOURS		EXISTING SEWER	E
EXISTING TOP OF BATTER		EXISTING WATER MAIN	V
EXISTING BOTTOM OF BATTER		EXISTING ELECTRICAL	T
EXISTING TABLE DRAIN	OF	EXISTING ELECTRICAL O\H	SWD
		EXISTING TELSTRA	G
		EXISTING STORMWATER	
		EXISTING GAS	

EXISTINC

0 20 40 60 80 100m
SCALE 1:1000 @A1

Rev.	Date	Description	Des.	Verif.	Appd.
D	3/05/2016	FOR CONSTRUCTION			
C	19/03/2015	EXISTING Q100 FLOODLINE REMOVED	BJF	AG	PW
B	12/02/2015	NOTE AMENDED	BJF	AG	PW
A	1/09/2014	FOR APPROVAL	LW	AG	PW
2	31/07/2014	PRELIMINARY ISSUE	-	-	-
1	18/07/2014	PRELIMINARY ISSUE	-	-	-

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Drawn L.W.	Date 15/07/2014	
Checked P.W.	Date 1/09/2014	
Designed L.W.	Date 15/07/2014	
Verified A.G.	Date 1/09/2014	
Approved P.W.	RPEQ. Date 1/09/2014	

Client: IPSWICH CITY COUNCIL
Project: NORTHERN SPORTS FIELDS
SPRINGFIELD - GREENBANK ARTERIAL
GENERAL
Title: EXISTING FEATURES AND CONSTRAINTS PLAN
Status: FOR CONSTRUCTION
Datum: AHD | GRID | Scale: AS SHOWN | Size: A1
Drawing Number: 510182-005-CI-1002
Revision: D

DATE PLOTTED: 21 June 2019 3:30 PM BY: AARON GILBOY
XREFs: XR-GRP-A1-HL-SHT; XR-510047-CI-EXIST; XR-510131-CI-TRACKSTAR; XR-510162-CI-DESIGN; XR-510162-CI-EXIST SERVICES2; XR-510047-CI-CONT; XR-510047006-CI-DESIGN
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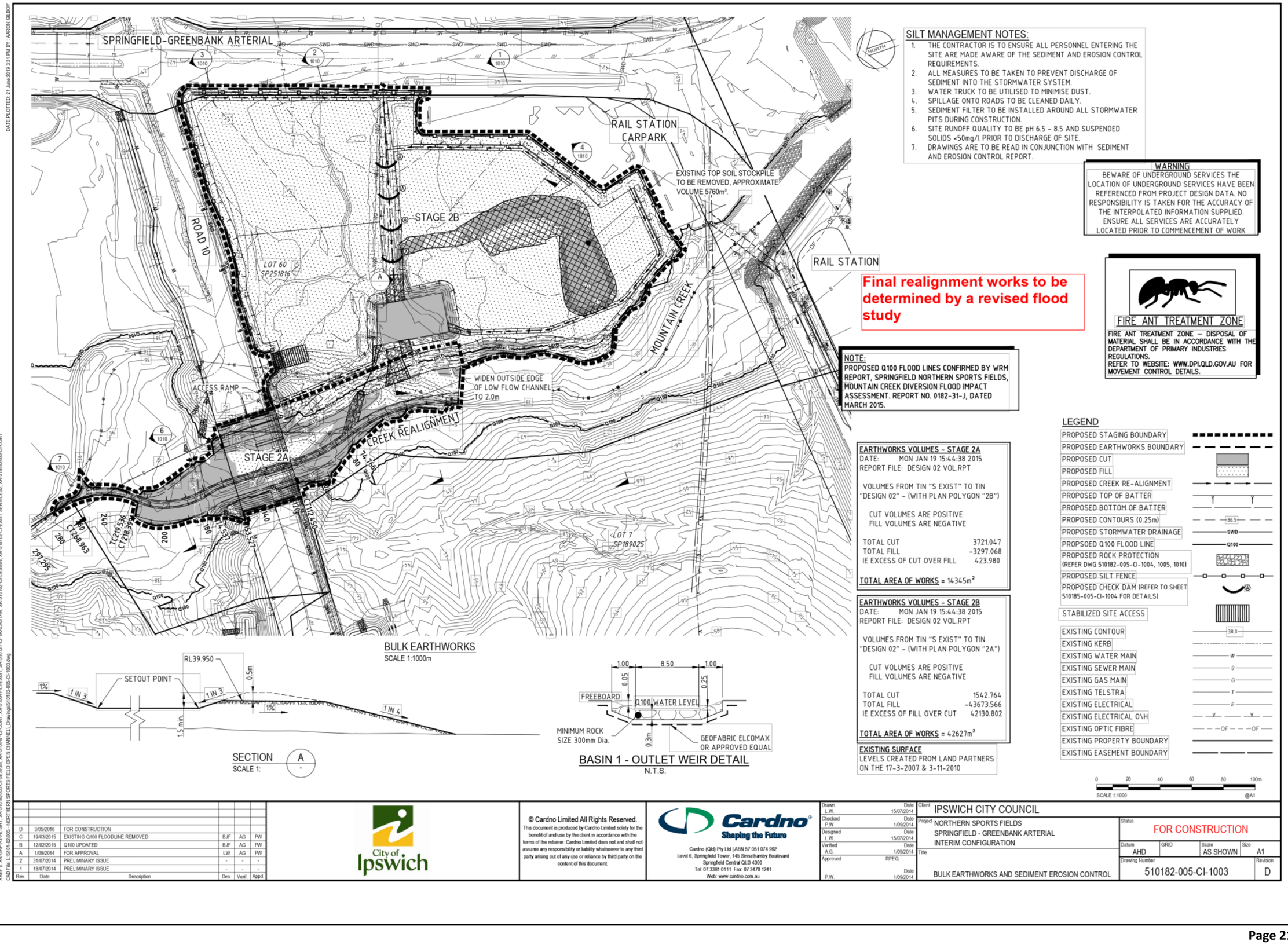

BULK EARTHWORKS
SCALE 1:1000m

SECTION A
SCALE 1:

BASIN 1 - OUTLET WEIR DETAIL
N.T.S.

Rev.	Date	Description	Des.	Verif.	Appd.
D	3/05/2016	FOR CONSTRUCTION			
C	19/03/2015	EXISTING Q100 FLOODLINE REMOVED	BJF	AG	PW
B	12/02/2015	Q100 UPDATED	BJF	AG	PW
A	1/09/2014	FOR APPROVAL	LW	AG	PW
2	31/07/2014	PRELIMINARY ISSUE	-	-	-
1	18/07/2014	PRELIMINARY ISSUE	-	-	-

City of Ipswich

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Drawn	L.W.	Date 15/07/2014
Checked	P.W	Date 1/09/2014
Designed	L.W.	Date 15/07/2014
Verified	A.G.	Date 1/09/2014
Approved	RPEQ.	Date 1/09/2014
	P.W.	

Client: IPSWICH CITY COUNCIL
Project: NORTHERN SPORTS FIELDS
SPRINGFIELD - GREENBANK ARTERIAL
INTERIM CONFIGURATION
Title: BULK EARTHWORKS AND SEDIMENT EROSION CONTROL
Status: FOR CONSTRUCTION
Datum: AHD | GRID | Scale: AS SHOWN | Size: A1
Drawing Number: 510182-005-CI-1003
Revision: D

XREFs: XR-GRP-A1-HL-SHT, XR-510182005-CI-DESIGN, XR-510947-CI-CONT, XR-510947-CI-EXIST, XR-510131-CI-TRACKSTAR, XR-516162-CI-DESIGN, XR-516162-CI-EXIST SERVICES2, XR-516162005-CI-CONT
CAD File: L:\5101-82\005 - NORTHERN SPORTS FIELD OPEN CHANNEL_Drawings\510182-005-CI-1003.dwg
DATE PLOTTED: 21 June 2019 3:31 PM BY: AARON GILBOY

DATE PLOTTED: 21 June 2019 3:31 PM BY: AARON GILBOY

EROSION MANAGEMENT NOTES

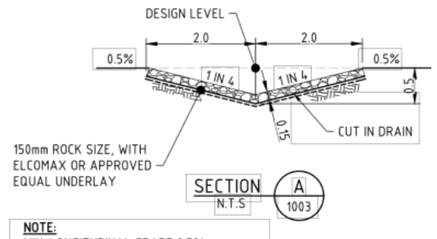
1. THE CONTRACTOR IS TO TAKE ALL NECESSARY PRECAUTIONS TO CONTROL EROSION AND DOWNSTREAM SEDIMENTATION DURING ALL STAGES OF CONSTRUCTION INCLUDING THE MAINTENANCE PERIOD.
2. ALL SEDIMENT CONTROL DEVICES SHALL BE MONITORED, CLEARED AND/OR REPAIRED WHENEVER THE ACCUMULATED SEDIMENT REDUCES THE CAPACITY BY 50%.
3. ALL PERIMETER BANK/SWALE SHALL HAVE UNINTERRUPTED POSITIVE GRADE TO AN OUTLET.
4. AT ALL TIMES THE CONTRACTOR SHALL MONITOR THE PREVAILING WEATHER CONDITIONS AND PROTECT ANY DOWNSTREAM CONSTRUCTION AND GULLY INLETS.
5. DURING CONSTRUCTION, ALL INLETS TO HAVE SILT PROTECTION IN ACCORDANCE WITH KERB INLET PROTECTION DETAIL AT LOCATIONS SHOWN OR AS DIRECTED BY THE ENGINEER.
6. THE EXTENT OF GRASSING SHALL BE DETERMINED BY THE PROJECT SUPERINTENDENT.
7. EXTRA EROSION CONTROLS ARE TO BE ERECTED AS ORDERED BY THE SUPERINTENDENT.
8. WORKS WILL NOT BE ACCEPTED "ON MAINTENANCE" WITH THESE FACILITIES IN PLACE.
9. TURF STRIPS TO BE PLACE IN THE INVERT OF ALL V-DRAINS.
10. ALL DISTURBED AREAS TO BE HYDROSEEDED AS SPECIFIED AS SOON AS WORKS ARE COMPLETED WITHIN 7 DAYS OF FINAL TRIMMING OF EARTHWORKS.
11. DUMPED ROCK SHALL NOT BE LESS THAN THE NOMINATED d50. IF THE NOMINATED SIZE IS NOT AVAILABLE, USE NEXT AVAILABLE SIZE APPROVED BY SUPERINTENDENT.

SILT MANAGEMENT PROGRAM

CLEARING	-EARTH BANK AND TABLE DRAIN TO BE CONSTRUCTED ALONG THE TOP OF THE EXISTING BATTER. -SILT FENCE, SAND BAGS AND EARTH BUNDS TO BE ERECTED AS INDICATED OR REQUIRED. -EXISTING GRASSED AREAS TO BE KEPT WHERE POSSIBLE. - BARRIER FENCING TO BE ERECTED AROUND ALL NON-DISTURBED AREAS TO PREVENT ACCESS BY CONSTRUCTION MACHINERY.
EARTHWORKS	-SILT FENCES AND EARTH BUNDS WITHIN ROADS TO BE ERECTED AS INDICATED OR REQUIRED. - HYDRO MULCHING OF ALL DISTURBED AREAS UNLESS NOTED OTHERWISE TO OCCUR WITHIN 48 HOURS OF REACHING FINISHED SURFACE. - AN ADEQUATE SUPPLY OF GEOTEXTILE MATERIAL SHOULD BE KEPT ON SITE TO ENSURE THE DISTURBED AREA CAN BE PHYSICALLY COVERED IN THE EVENT OF A HIGH INTENSITY RAINFALL EVENT PRIOR TO THE HYDRO MULCHING OCCURRING. -ALL VERGES TO BE TOP SOILED AND TURFED WITHIN 48 HOURS OF REACHING FINISHED SURFACE.
STORMWATER/SERVICES	-EXCAVATED MATERIAL TO BE PLACED ON HIGH SIDE OF TRENCH TO PROTECT PIPE WORK AND DIRECT SURFACE RUNOFF AWAY FROM EXCAVATIONS. -TOPSOIL AND GRASS SEED AREAS IN ROAD BATTERS IMMEDIATELY AFTER COMPLETING THE TRENCHING WORKS. -DEPRESS GROUND AROUND TEMPORARY FIELD INLETS TO CREATE SILT POND.
MAINTENANCE	-THE SILT FENCES ARE TO BE INSPECTED WEEKLY. ANY REPAIRS REQUIRED ARE TO BE EFFECTED IMMEDIATELY. -SILT AFTER RAIN IS TO BE CLEARED FROM ROADWAY AND FOOTPATH IMMEDIATELY AND CORRECTIVE ACTION TAKEN TO AVOID A REOCCURRENCE OF THE FAILURE. - SEDIMENT BASIN TO BE DOSED WITH GYPSUM A RATE OF 32KG PER 100m³ OF WATER AFTER EACH RAIN EVENT.

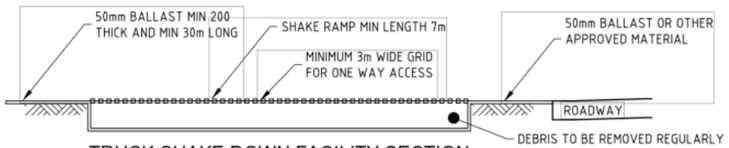
EARTHWORK NOTES

1. NOT WITHSTANDING THE LIMITS OF EARTHWORKS SHOWN ON THE DRAWINGS, THE ACTUAL LIMIT SHALL BE DETERMINED ON SITE BY THE SUPERINTENDENT.
2. THE LOCATION OF EXISTING SERVICES AS SHOWN ON THE PLAN IS INDICATIVE ONLY AND THE CONTRACTOR MUST ASCERTAIN THE LOCATION OF ALL SERVICES (I.E. WATER, ELECTRICITY, TELSTRA, GAS ETC) AND ADVISE THE SUPERINTENDENT IF REDESIGN IS NECESSARY BEFORE COMMENCING CONSTRUCTION.
3. ALL EXISTING SERVICES AND STRUCTURES ARE TO BE MAINTAINED IN GOOD ORDER FOR THE DURATION OF THE CONTRACT AND WHERE RELOCATION IS REQUIRED REFER TO SPECIFICATION.
4. FILLING ON ROAD EMBANKMENT TO BE COMPACTED TO 95% STANDARD DRY DENSITY AS1289 5.1.1 AND TRIMMED TO BE FREE DRAINING. ALL ROAD EMBANKMENT FILL SHALL BE SUPERVISED BY A QUALIFIED GEOTECHNICAL ENGINEER TO LEVEL 1 REQUIREMENTS IN ACCORDANCE WITH THE AS.3798-2007.
5. CONTRACTOR SHALL (IF IN DOUBT) DURING EARTHWORK OPERATION DIRECT CONCERN TO THE SUPERINTENDENT WHO SHALL SEEK ADVICE FROM GEOTECHNICAL CONSULTANT.
6. EARTHWORK QUANTITIES ON DRAWINGS AND SCHEDULES ARE NETT AND EXCLUDE TOPSOIL STRIPPING.
7. EARTHWORKS QUANTITIES, CUT VOLUME INCLUDES ROAD BOX (500mm)
8. CLEARING AND GRUBBING AS DIRECTED, INCLUDING REMOVAL AND DISPOSAL OF CLEARED VEGETATION BY METHODS APPROVED BY LOCAL COUNCIL. ALL CHIPPED MATERIAL TO BE REMOVED FROM SITE UNLESS DIRECTED BY SUPERINTENDENT.



NOTE:
MIN. LONGITUDINAL GRADE 0.5%.
Qmax ≈ 600 l/sec.
0.5% - d=0.455m V=0.74m/s dgV=0.36m²/s

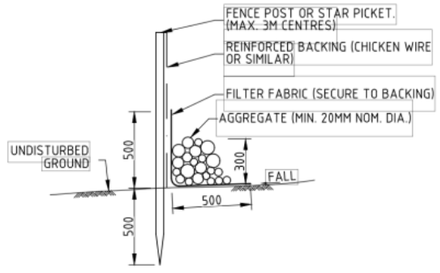
CHECK DAM DETAILS
N.T.S.



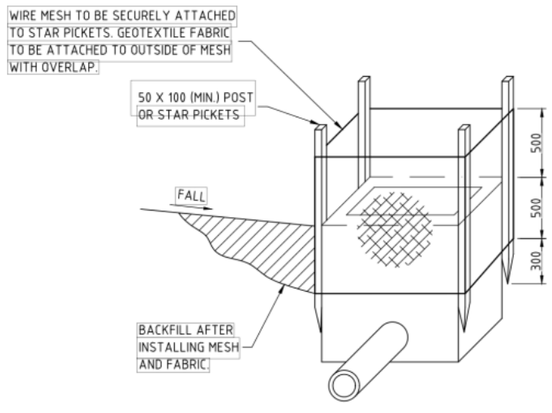
TRUCK SHAKE DOWN FACILITY SECTION
N.T.S

NOTE:
ALL VEHICLES EXITING FROM THE SITE ARE TO BE CLEANED AND TREATED TO PREVENT MATERIAL BEING TRACKED OR DEPOSITED ONTO PUBLIC ROADS. IF MATERIAL IS ACCIDENTALLY DEPOSITED ONTO PUBLIC ROADS IT SHALL BE REMOVED WITHOUT DELAY. IF THE SHAKEDOWN DEVICE PROVES TO BE INEFFECTIVE THE CONTRACTOR IS TO USE OTHER MEANS TO PREVENT MATERIAL BEING DEPOSITED ONTO PUBLIC ROADS.

Final realignment works to be determined by a revised flood study



SILT FENCE
N.T.S.



FILTER FENCE AROUND FIELD INLET PIT
N.T.S.

0 20 40 60 80 100m
20 15 10 5
SCALE 1:1000

Rev.	Date	Description	Des.	Verif.	Appd.
B	3/05/2016	FOR CONSTRUCTION			
A	1/09/2014	FOR APPROVAL	LW	AG	PW
1	31/07/2014	PRELIMINARY ISSUE	-	-	-

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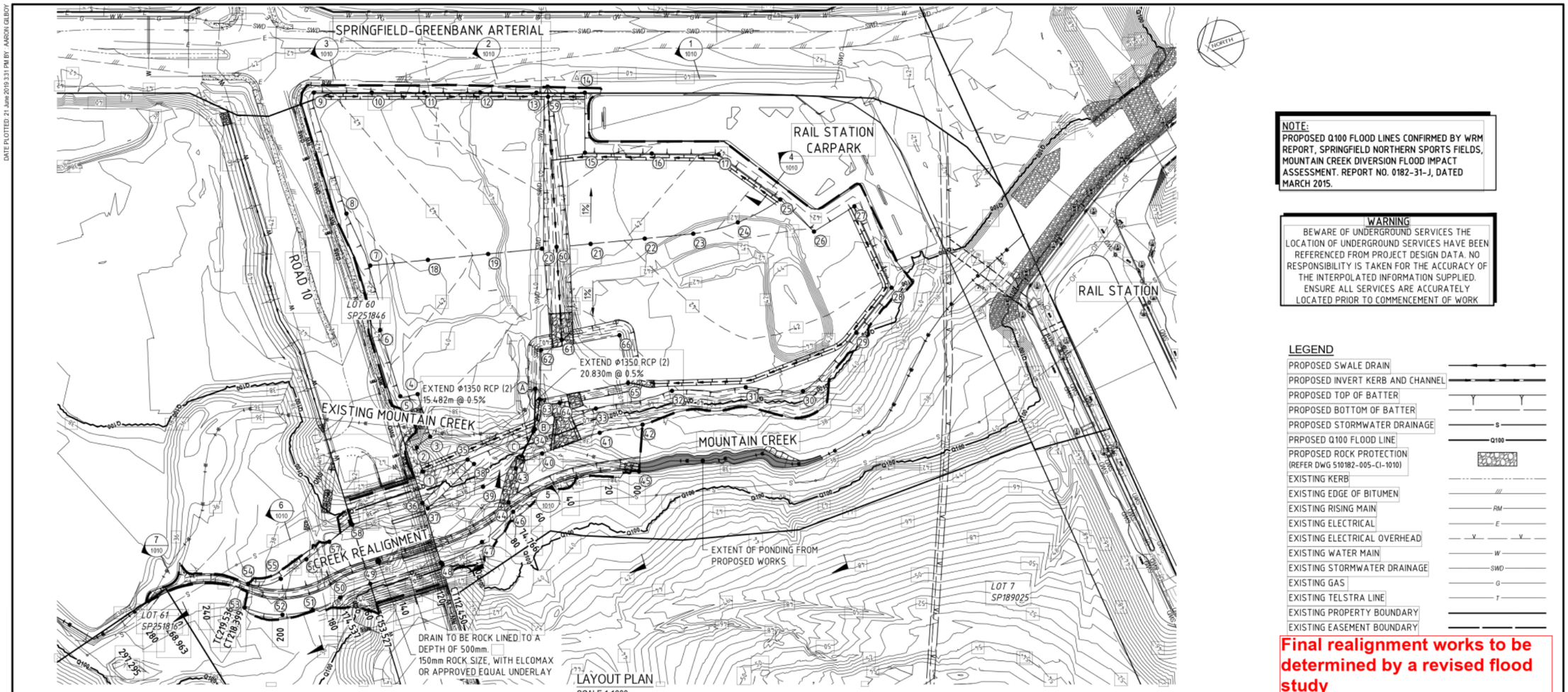
Verified	AG	Date 1/09/2014
Approved	RPEQ	Date 1/09/2014
	PW	

Client: IPSWICH CITY COUNCIL
Project: NORTHERN SPORTS FIELDS
SPRINGFIELD - GREENBANK ARTERIAL
INTERIM CONFIGURATION
Title: SEDIMENT EROSION CONTROL DETAILS
Status: FOR CONSTRUCTION
Datum: AHD | GRID | Scale: AS SHOWN | Size: A1
Drawing Number: 510182-005-CI-1004
Revision: B

XREFs: XR-GRP-A1-HL-SHT
CAD File: L:\510182\005 - NORTHERN SPORTS FIELD OPEN CHANNEL\Drawings\510182-005-CI-1004.dwg



NOTE:
PROPOSED Q100 FLOOD LINES CONFIRMED BY WRM REPORT, SPRINGFIELD NORTHERN SPORTS FIELDS, MOUNTAIN CREEK DIVERSION FLOOD IMPACT ASSESSMENT. REPORT NO. 0182-31-J, DATED MARCH 2015.

WARNING
BEWARE OF UNDERGROUND SERVICES THE LOCATION OF UNDERGROUND SERVICES HAVE BEEN REFERENCED FROM PROJECT DESIGN DATA. NO RESPONSIBILITY IS TAKEN FOR THE ACCURACY OF THE INTERPOLATED INFORMATION SUPPLIED. ENSURE ALL SERVICES ARE ACCURATELY LOCATED PRIOR TO COMMENCEMENT OF WORK

LEGEND

PROPOSED SWALE DRAIN	
PROPOSED INVERT KERB AND CHANNEL	
PROPOSED TOP OF BATTER	
PROPOSED BOTTOM OF BATTER	
PROPOSED STORMWATER DRAINAGE	S
PRPOSED Q100 FLOOD LINE	Q100
PROPOSED ROCK PROTECTION (REFER DWG 510182-005-CI-1010)	
EXISTING KERB	
EXISTING EDGE OF BITUMEN	
EXISTING RISING MAIN	RM
EXISTING ELECTRICAL	E
EXISTING ELECTRICAL OVERHEAD	V
EXISTING WATER MAIN	W
EXISTING STORMWATER DRAINAGE	SWD
EXISTING GAS	G
EXISTING TELSTRA LINE	T
EXISTING PROPERTY BOUNDARY	
EXISTING EASEMENT BOUNDARY	

Final realignment works to be determined by a revised flood study

SETOUT POINTS

PT No.	EASTING	NORTHING	RL.	DESCRIPTION
1	18420.597	38524.756	41.228	TOP OF BANK
2	18433.274	38523.546	41.393	TOP OF BANK
3	18436.275	38515.266	41.354	TOP OF BANK
4	18459.116	38514.211	41.662	TOP OF BANK
5	18461.028	38523.054	41.775	TOP OF BANK
6	18496.646	38521.761	42.257	TOP OF BANK
7	18529.812	38515.734	42.660	CROWN LINE
8	18559.183	38518.621	42.534	TOP OF BANK
9	18623.666	38514.168	42.108	TOP OF BANK
10	18613.920	38485.872	41.758	TOP OF BANK
11	18605.113	38460.358	41.443	TOP OF BANK
12	18595.642	38432.924	41.131	TOP OF BANK
13	18586.196	38405.535	40.988	TOP OF BANK
14	18578.030	38381.906	41.045	TOP OF BANK
15	18548.726	38391.960	41.355	TOP OF BANK
16	18537.067	38359.469	41.717	TOP OF BANK
17	18525.408	38326.978	42.124	TOP OF BANK
18	18522.877	38486.643	42.283	CROWN LINE

SETOUT POINTS

PT No.	EASTING	NORTHING	RL.	DESCRIPTION
19	18515.629	38456.239	41.932	CROWN LINE
20	18509.134	38428.995	41.788	CROWN LINE
21	18503.298	38404.512	41.843	CROWN LINE
22	18496.784	38377.187	42.113	CROWN LINE
23	18490.999	38352.685	42.379	CROWN LINE
24	18489.057	38329.020	42.593	CROWN LINE
25	18493.072	38304.420	42.738	CROWN LINE
26	18471.705	38293.393	42.475	TOP OF BANK
27	18477.252	38269.431	42.484	TOP OF BANK
28	18431.311	38264.997	41.937	TOP OF BANK
29	18415.264	38289.750	41.818	TOP OF BANK
30	18395.728	38325.595	41.701	TOP OF BANK
31	18407.274	38352.903	41.751	TOP OF BANK
32	18417.935	38389.497	41.464	TOP OF BANK
33	18422.088	38429.660	41.024	TOP OF BANK
34	18421.522	38463.968	40.863	TOP OF BANK
35	18418.778	38500.845	40.989	BOTTOM OF BANK
36	18405.307	38530.179	37.706	BOTTOM OF BANK

SETOUT POINTS

PT No.	EASTING	NORTHING	RL.	DESCRIPTION
37	18401.668	38528.518	37.817	TOP OF BANK
38	18415.575	38498.439	40.811	TOP OF BANK
39	18402.938	38497.873	37.732	BOTTOM OF BANK
40	18409.237	38463.362	37.788	BOTTOM OF BANK
41	18409.622	38431.819	37.904	BOTTOM OF BANK
42	18406.412	38409.520	38.021	BOTTOM OF BANK
43	18406.386	38478.775	36.785	INVERT OF DRAIN
44	18390.992	38488.065	36.608	INVERT OF DRAIN
45	18384.161	38419.146	36.724	BOTTOM OF BANK
46	18385.665	38487.353	37.633	BOTTOM OF BANK
47	18376.186	38507.667	37.623	BOTTOM OF BANK
48	18373.130	38531.241	37.554	BOTTOM OF BANK
49	18374.555	38569.214	37.364	BOTTOM OF BANK
50	18372.971	38586.215	37.276	BOTTOM OF BANK
51	18371.475	38601.722	37.212	BOTTOM OF BANK
52	18374.254	38617.291	37.147	BOTTOM OF BANK
53	18384.163	38634.548	37.054	BOTTOM OF BANK
54	18395.141	38628.808	37.000	BOTTOM OF BANK

SETOUT POINTS

PT No.	EASTING	NORTHING	RL.	DESCRIPTION
55	18392.059	38612.099	37.109	BOTTOM OF BANK
56	18397.295	38596.298	37.279	BOTTOM OF BANK
57	18401.998	38582.197	37.381	BOTTOM OF BANK
58	18406.532	38568.015	37.484	BOTTOM OF BANK
59	18582.228	38400.540	40.500	INVERT OF DRAIN
60	18507.575	38421.640	40.095	INVERT OF DRAIN
61	18461.381	38434.682	39.599	INVERT OF DRAIN
62	18459.859	38446.535	38.750	BASE OF BASIN
63	18435.872	38455.268	38.750	BASE OF BASIN
64	18[illegible]	[illegible]	[illegible]	WEIR LEVEL
65	18[illegible]	[illegible]	38.750	BASE OF BASIN
66	18[illegible]	[illegible]	38.750	BASE OF BASIN

STORMWATER SETOUT POINTS

PT No.	EASTING	NORTHING	DESCRIPTION
A	18442.007	38455.862	IL 37.060
B	18422.457	38463.054	1500mm EXT 600 MANHOLE USIL 36.954 - DSIL 36.934
C	18411.390	38473.881	PRECAST HEADWALL IL 36.856

20 15 10 5 0 20 40 60 80 100m
SCALE 1:1000

Rev.	Date	Description	Des.	Verif.	Appd.
D	3/05/2016	FOR CONSTRUCTION			
C	19/03/2015	EXISTING Q100 FLOODLINE REMOVED	BJF	AG	PW
B	12/02/2015	Q100 UPDATED	BJF	AG	PW
A	1/09/2014	FOR APPROVAL	LW	AG	PW
2	31/07/2014	PRELIMINARY ISSUE	-	-	-
1	18/07/2014	PRELIMINARY ISSUE	-	-	-

City of Ipswich

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Designed	L.W.	Date	15/07/2014
Verified	A.G.	Date	1/09/2014
Approved	RPEQ.	Date	1/09/2014
	P.W.		

Client: IPSWICH CITY COUNCIL
Project: NORTHERN SPORTS FIELDS
SPRINGFIELD - GREENBANK ARTERIAL
INTERIM CONFIGURATION
Title: GENERAL LAYOUT PLAN
Status: FOR CONSTRUCTION
Datum: AHD | GRID | Scale: AS SHOWN | Size: A1
Drawing Number: 510182-005-CI-1005
Revision: D

DATE PLOTTED: 21 June 2019 3:31 PM BY: AARON GILBOY
XREFs: XR-GRP-A1-HL-SHT; XR-510047-CI-CONT; XR-510047-CI-EXIST; XR-510131-CI-TRACKSTAR; XR-510162-CI-DESIGN; XR-510162-CI-EXIST SERVICES2; XR-510182005-CI-CONT; XR-510182005-CI-DESIGN
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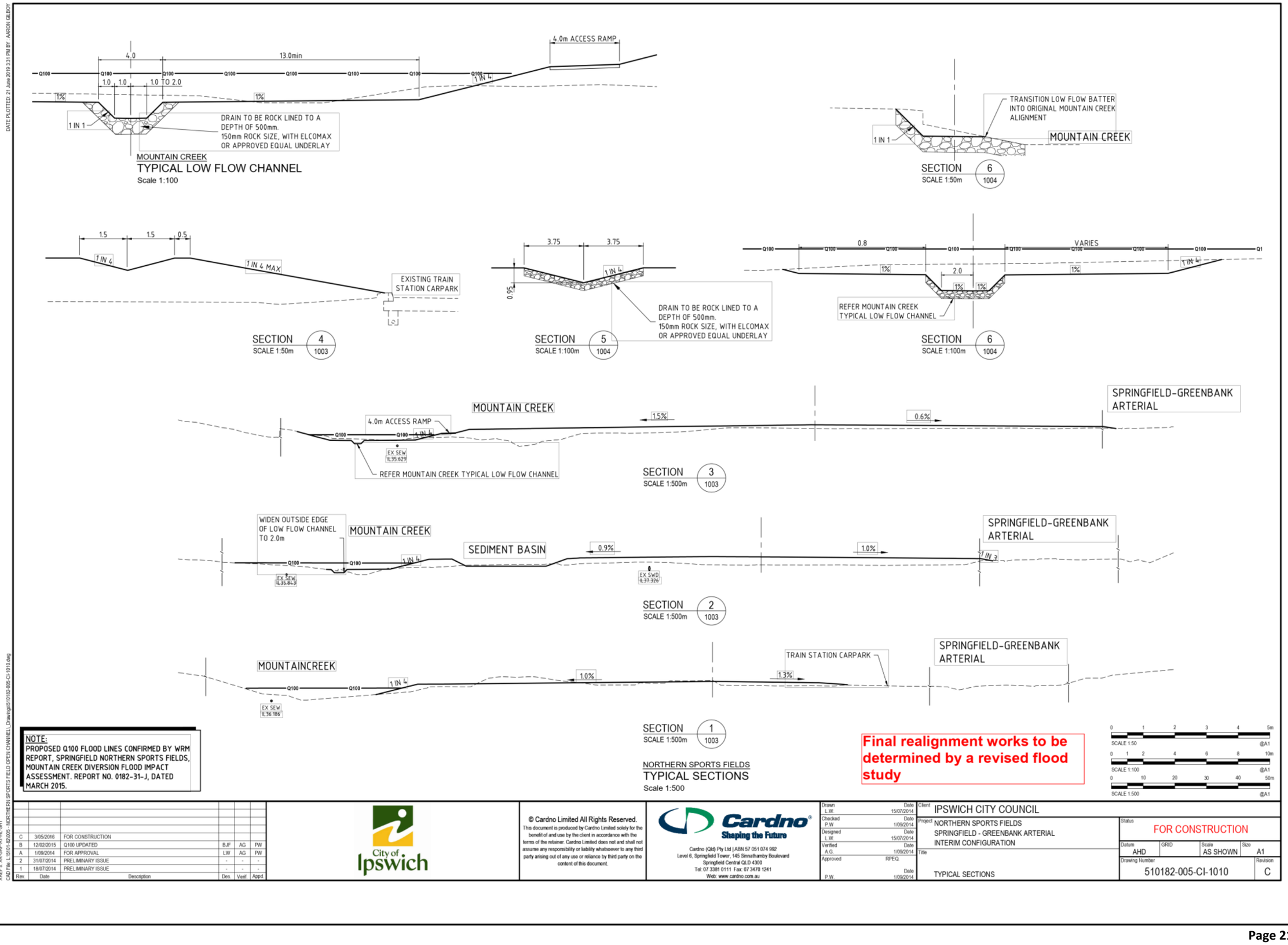

Rev.	Date	Description	Des.	Verif.	Appd.
C	3/05/2016	FOR CONSTRUCTION			
B	12/02/2015	Q100 UPDATED	BJF	AG	PW
A	1/09/2014	FOR APPROVAL	LW	AG	PW
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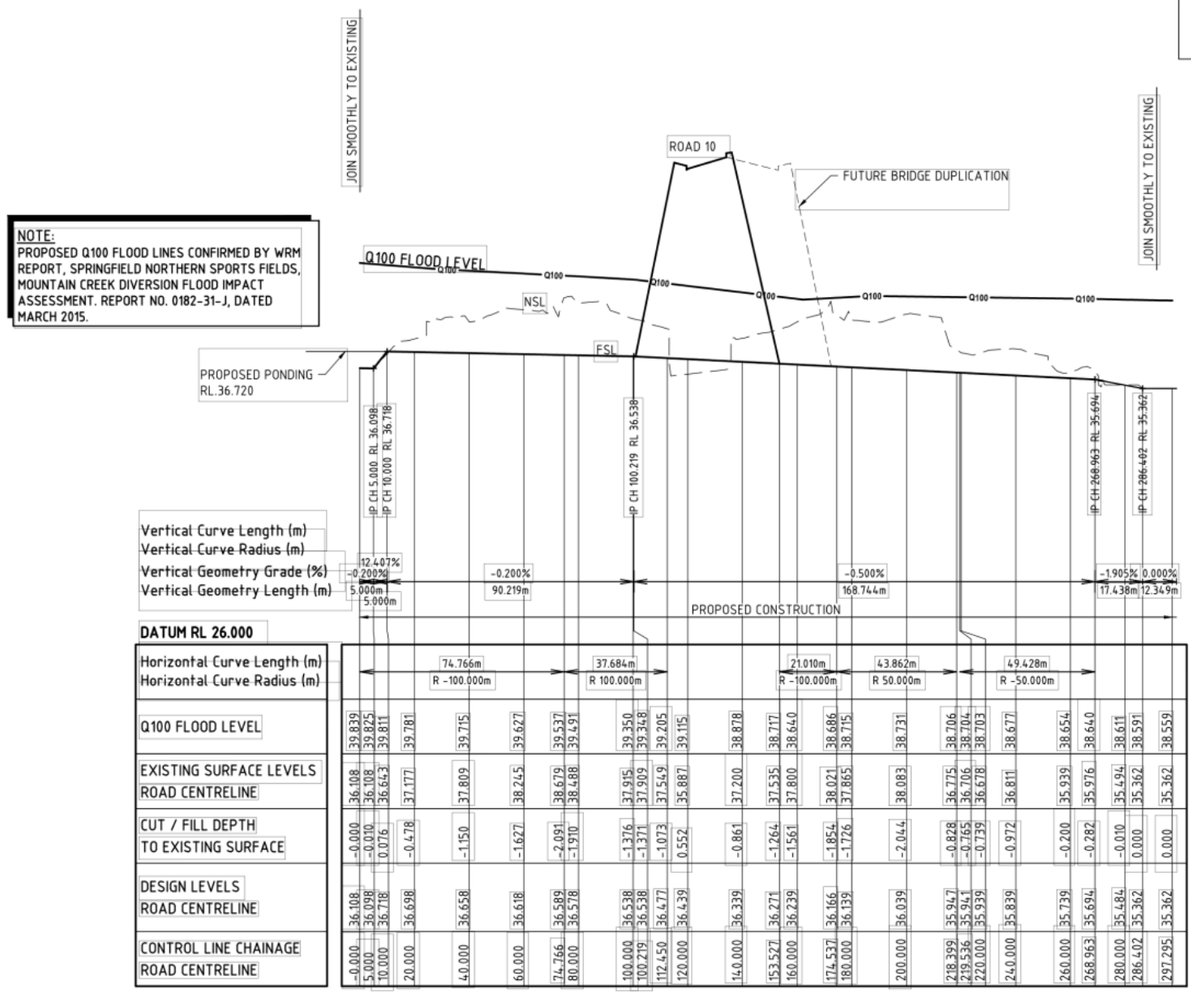
Verified	A.G.	Date 1/09/2014
Approved	P.W.	RPEQ Date 1/09/2014

Client: IPSWICH CITY COUNCIL
Project: NORTHERN SPORTS FIELDS
SPRINGFIELD - GREENBANK ARTERIAL
INTERIM CONFIGURATION
Title: TYPICAL SECTIONS
Status: FOR CONSTRUCTION
Datum: AHD | GRID | Scale: AS SHOWN | Size: A1
Drawing Number: 510182-005-CI-1010
Revision: C

DATE PLOTTED: 21 June 2019 3:31 PM BY: AARON GILBOY
XREF's: XR-GRP-A1-HL-SHT
CAD File: L:\510\182\005 - NORTHERN SPORTS FIELD OPEN CHANNEL_Drawings\510182-005-CI-1010.dwg

DATE PLOTTED: 21 June 2019 3:31 PM BY: AARON GILBOY

CONTROL LINE - CREEK REALIGNMENT							
PT	CHAINAGE	EASTING	NORTHING	BEARING	RAD/SPIRAL	A.LENGTH	D.ANGLE
IP1	00	18386.142	38418.289	23°23'40.94"			
IP2	37.383	18401.718	38454.292		-100.000	74.766	42°50'15.96"
CC	74.766	18388.66	38491.282	340°33'24.98"			
IP3	93.608	18382.313	38509.263		100.000	37.684	21°35'28.35"
CT	112.45	18383.028	38528.318	2°08'53.33"			
IP4	166.887	18385.068	38582.716				
TC	273.059	18403.124	38687.342	9°47'28.98"			
IP5	307.099	18409.29	38723.07		80.000	68.081	48°45'34.02"
CT	341.14	18440.219	38741.986	58°33'03.00"			
IP6	355.885	18452.799	38749.679	58°33'03.00"			



CREEK REALIGNMENT
SCALE: HORIZONTAL - 1:1000
VERTICAL - 1:100

Final realignment works to be determined by a revised flood study

H: 0 20 40 60 80 100m
V: 0 2 4 6 8 10m
SCALE: H:1:1000 V:1:100 @A1

XREF's: XR-GRP-A1-HL-SHT
CAD File: L:\510\182005 - NORTHERN SPORTS FIELD OPEN CHANNEL_Drawings\510182-005-CI-1011.dwg

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1	18/07/2014	PRELIMINARY ISSUE	-	-	-

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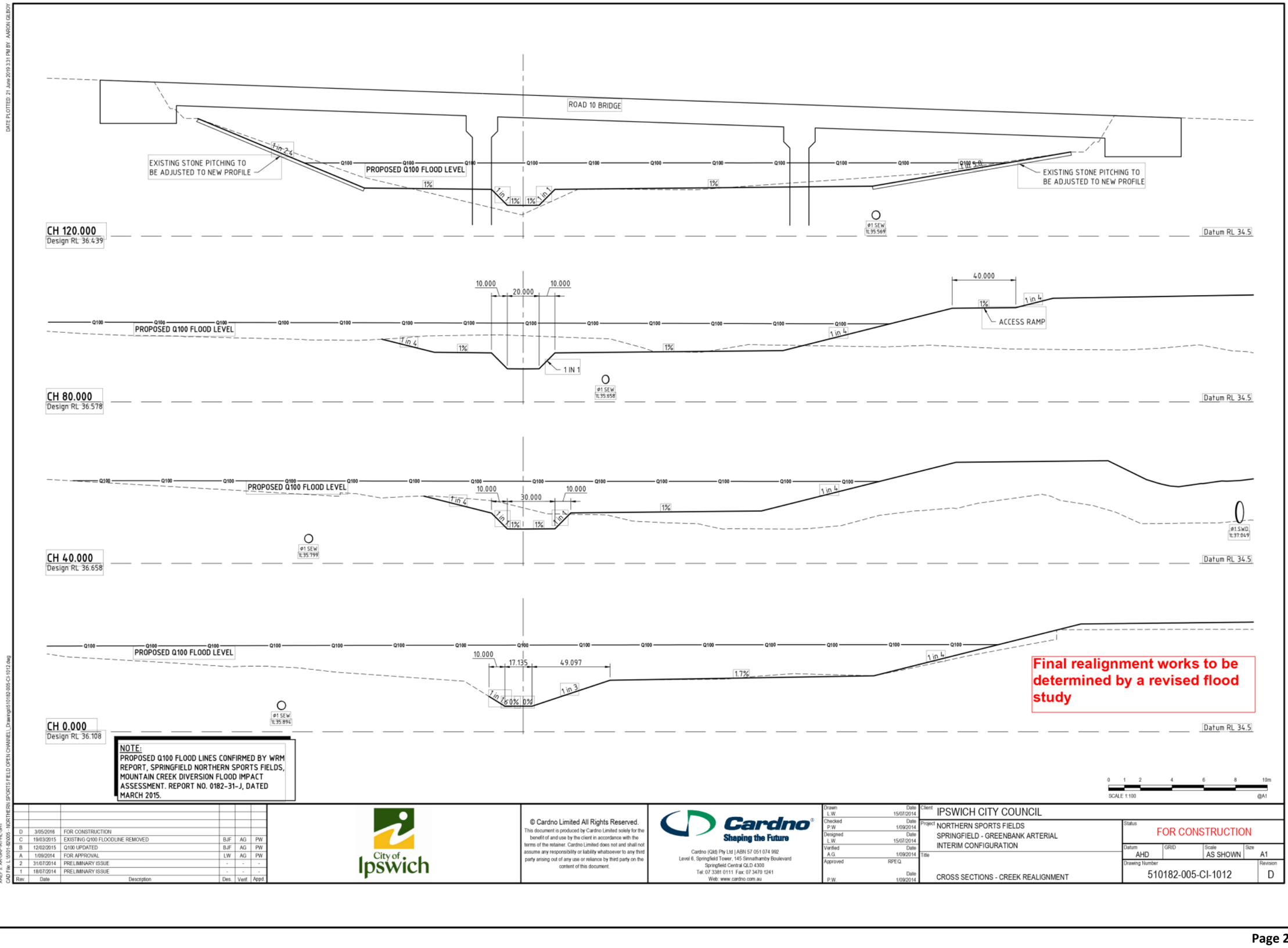
Approved	RPEQ.	Date 1/09/2014
	P.W.	

Client: IPSWICH CITY COUNCIL
Project: NORTHERN SPORTS FIELDS
SPRINGFIELD - GREENBANK ARTERIAL
INTERIM CONFIGURATION
Title: LONGITUDINAL SECTION - CREEK REALIGNMENT
Status: FOR CONSTRUCTION
Datum: AHD | GRID | Scale: AS SHOWN | Size: A1
Drawing Number: 510182-005-CI-1011
Revision: C



Rev.	Date	Description	Des.	Verif.	Appd.
D	3/05/2016	FOR CONSTRUCTION			
C	19/03/2015	EXISTING Q100 FLOODLINE REMOVED	BJF	AG	PW
B	12/02/2015	Q100 UPDATED	BJF	AG	PW
A	1/09/2014	FOR APPROVAL	LW	AG	PW
2	31/07/2014	PRELIMINARY ISSUE	-	-	-
1	18/07/2014	PRELIMINARY ISSUE	-	-	-

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Web: www.cardno.com.au

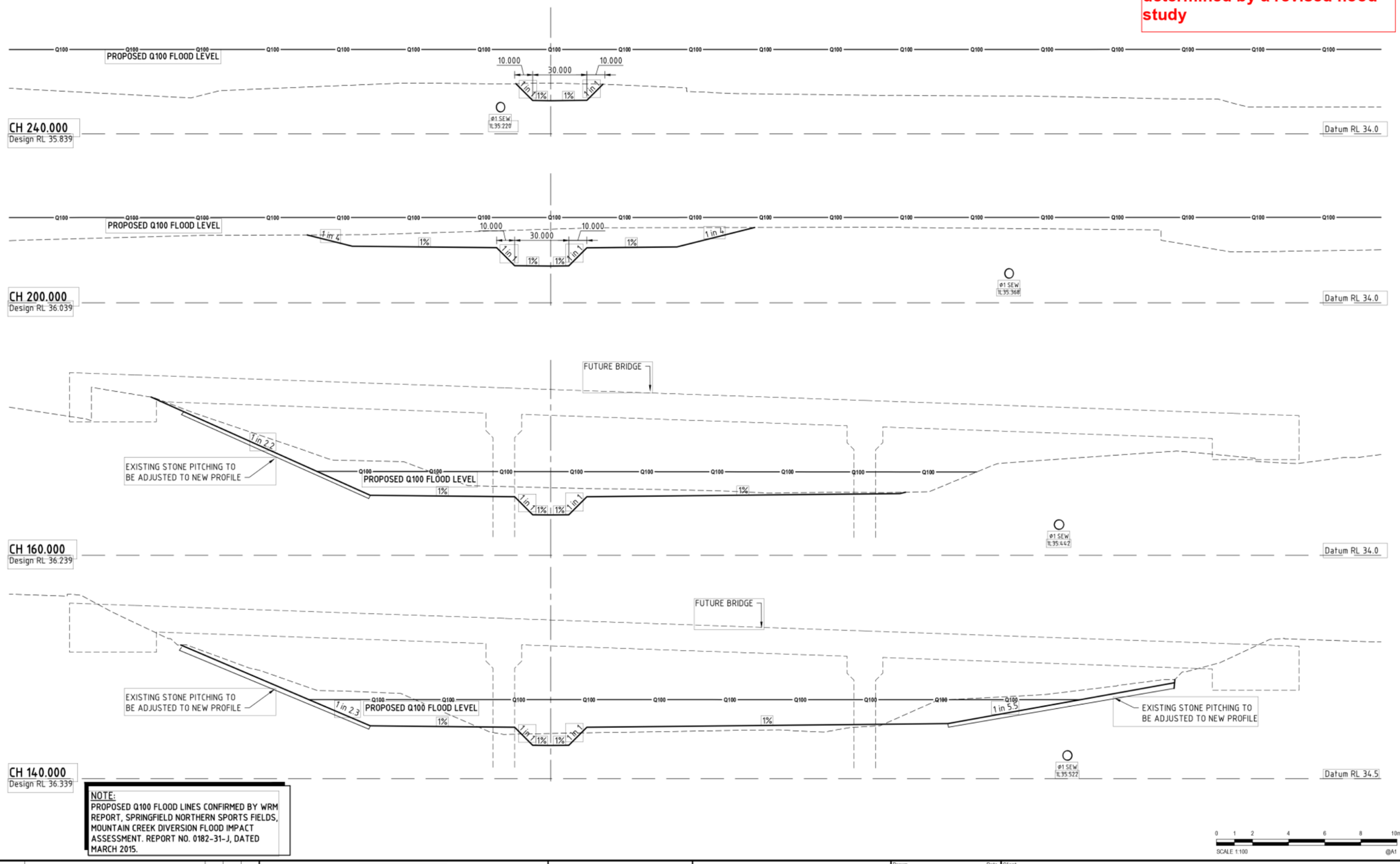
Drawn	L.W.	Date 15/07/2014
Checked	P.W.	Date 1/09/2014
Designed	L.W.	Date 15/07/2014
Verified	A.G.	Date 1/09/2014
Approved	RPEQ	Date 1/09/2014
	P.W.	

Client: IPSWICH CITY COUNCIL
Project: NORTHERN SPORTS FIELDS
SPRINGFIELD - GREENBANK ARTERIAL
INTERIM CONFIGURATION
Title: CROSS SECTIONS - CREEK REALIGNMENT
Status: FOR CONSTRUCTION
Datum: AHD | GRID | Scale: AS SHOWN | Size: A1
Drawing Number: 510182-005-CI-1012
Revision: D

DATE PLOTTED: 21 June 2019 3:31 PM BY: AARON GILBOY
XREFs: XR-GRP-A1-HL-SHT
CAD File: L:\510182\005 - NORTHERN SPORTS FIELD OPEN CHANNEL\ Drawings\510182-005-CI-1012.dwg

DATE PLOTTED: 21 June 2019 3:31 PM BY: AARON GILBOY

Final realignment works to be determined by a revised flood study



NOTE:
PROPOSED Q100 FLOOD LINES CONFIRMED BY WRM REPORT, SPRINGFIELD NORTHERN SPORTS FIELDS, MOUNTAIN CREEK DIVERSION FLOOD IMPACT ASSESSMENT. REPORT NO. 0182-31-J, DATED MARCH 2015.

SCALE 1:100 @A1

Rev.	Date	Description	Des.	Verif.	Appd.
D	3/05/2016	FOR CONSTRUCTION			
C	19/03/2015	EXISTING Q100 FLOODLINE REMOVED	BJF	AG	PW
B	12/02/2015	Q100 UPDATED	BJF	AG	PW
A	1/09/2014	FOR APPROVAL	LW	AG	PW
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City of Ipswich

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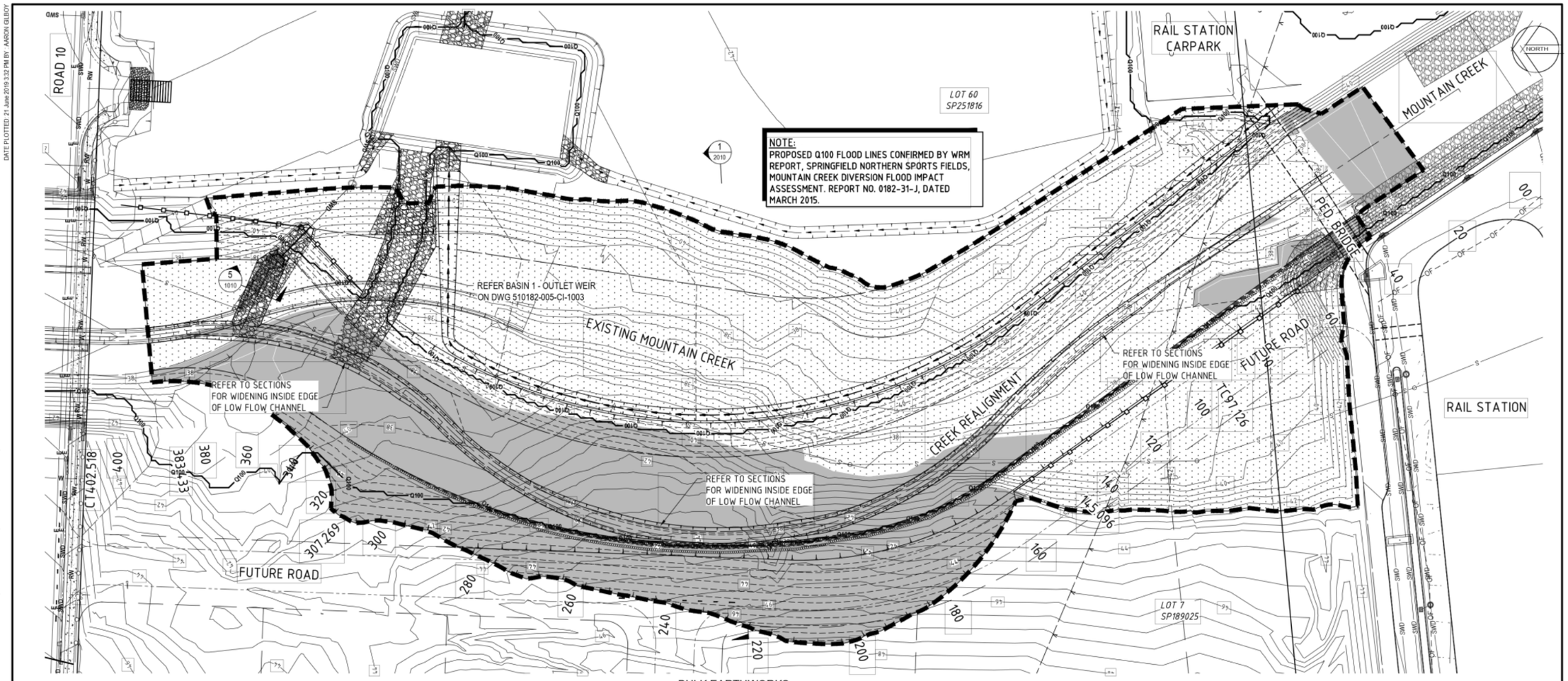
		Date
Drawn	L.W.	15/07/2014
Checked	P.W.	1/09/2014
Designed	L.W.	15/07/2014
Verified	A.G.	1/09/2014
Approved	RPEQ	
	P.W.	1/09/2014

Client: IPSWICH CITY COUNCIL
Project: NORTHERN SPORTS FIELDS
SPRINGFIELD - GREENBANK ARTERIAL
INTERIM CONFIGURATION
Title: CROSS SECTIONS - CREEK REALIGNMENT

Status: FOR CONSTRUCTION
Datum: AHD | GRID | Scale: AS SHOWN | Size: A1
Drawing Number: 510182-005-CI-1013
Revision: D

XREFs: XR-GRP-A1-HL.SHT
CAD File: L:\510182\005 - NORTHERN SPORTS FIELD OPEN CHANNEL\Drawings\510182-005-CI-1012.dwg



BULK EARTHWORKS
SCALE 1:500m

WARNING
BEWARE OF UNDERGROUND SERVICES THE LOCATION OF UNDERGROUND SERVICES HAVE BEEN REFERENCED FROM PROJECT DESIGN DATA. NO RESPONSIBILITY IS TAKEN FOR THE ACCURACY OF THE INTERPOLATED INFORMATION SUPPLIED. ENSURE ALL SERVICES ARE ACCURATELY LOCATED PRIOR TO COMMENCEMENT OF WORK

FIRE ANT TREATMENT ZONE
FIRE ANT TREATMENT ZONE – DISPOSAL OF MATERIAL SHALL BE IN ACCORDANCE WITH THE DEPARTMENT OF PRIMARY INDUSTRIES REGULATIONS.
REFER TO WEBSITE: WWW.DPI.QLD.GOV.AU FOR MOVEMENT CONTROL DETAILS.

SILT MANAGEMENT NOTES:
1. THE CONTRACTOR IS TO ENSURE ALL PERSONNEL ENTERING THE SITE ARE MADE AWARE OF THE SEDIMENT AND EROSION CONTROL REQUIREMENTS.
2. ALL MEASURES TO BE TAKEN TO PREVENT DISCHARGE OF SEDIMENT INTO THE STORMWATER SYSTEM.
3. WATER TRUCK TO BE UTILISED TO MINIMISE DUST.
4. SPILLAGE ONTO ROADS TO BE CLEANED DAILY.
5. SEDIMENT FILTER TO BE INSTALLED AROUND ALL STORMWATER PITS DURING CONSTRUCTION.
6. SITE RUNOFF QUALITY TO BE pH 6.5 - 8.5 AND SUSPENDED SOLIDS <50mg/l PRIOR TO DISCHARGE OF SITE.
7. DRAWINGS ARE TO BE READ IN CONJUNCTION WITH SEDIMENT AND EROSION CONTROL REPORT.

Final realignment works to be determined by a revised flood study

EARTHWORKS VOLUMES - STAGE 2A
DATE: FRI AUG 15 11:08:37 2014
REPORT FILE: DESIGN 02 VOL.RPT

VOLUMES FROM TIN "S EXIST" TO TIN "DESIGN 02" - (WITH NO PLAN POLYGON)

CUT VOLUMES ARE POSITIVE
FILL VOLUMES ARE NEGATIVE

TOTAL CUT	16349.125
TOTAL FILL	-37407.357
IE EXCESS OF FILL OVER CUT	21058.232

TOTAL AREA OF WORKS = 27.646m²

EXISTING SURFACE
LEVELS CREATED FROM LAND PARTNERS ON THE 17-3-2007 & 3-11-2010

LEGEND
- PROPOSED STAGING BOUNDARY
- PROPOSED EARTHWORKS BOUNDARY
- PROPOSED CUT
- PROPOSED FILL
- PROPOSED CUT OFF DRAIN
- PROPOSED TOP OF BATTER
- PROPOSED BOTTOM OF BATTER
- PROPOSED CONTOURS (0.25m)
- PROPOSED STORMWATER DRAINAGE
- PROPSOED Q100 FLOOD LINE
- PROPOSED ROCK PROTECTION (REFER DWG 510182-005-CI-1004, 1005, 1010)
- PROPOSED SILT FENCE
- PROPOSED CHECK DAM (REFER TO SHEET 510185-005-CI-1004 FOR DETAILS)

LEGEND
- PROPOSED RETAINING WALL
- STABILIZED SITE ACCESS
- EXISTING CONTOUR
- EXISTING KERB
- EXISTING CREEK
- EXISTING WATER MAIN
- EXISTING SEWER MAIN
- EXISTING GAS MAIN
- EXISTING TELSTRA
- EXISTING ELECTRICAL
- EXISTING ELECTRICAL O\H
- EXISTING OPTIC FIBRE
- EXISTING PROPERTY BOUNDARY
- EXISTING EASEMENT BOUNDARY

SCALE 1:500 @A1

Rev.	Date	Description	Des.	Verif.	Appd.
D	3/05/2016	FOR CONSTRUCTION	BJF	AG	PW
C	19/03/2015	EXISTING Q100 FLOODLINE REMOVED	BJF	AG	PW
B	12/02/2015	Q100 UPDATED	BJF	AG	PW
A	1/09/2014	FOR APPROVAL	LW	AG	PW
1	15/08/2014	PRELIMINARY ISSUE	-	-	-

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Checked P.W	Date 1/09/2014	
Designed L.W.	Date 14/08/2014	
Verified A.G.	Date 1/09/2014	
Approved	RPEQ	
P.W.	Date 1/09/2014	

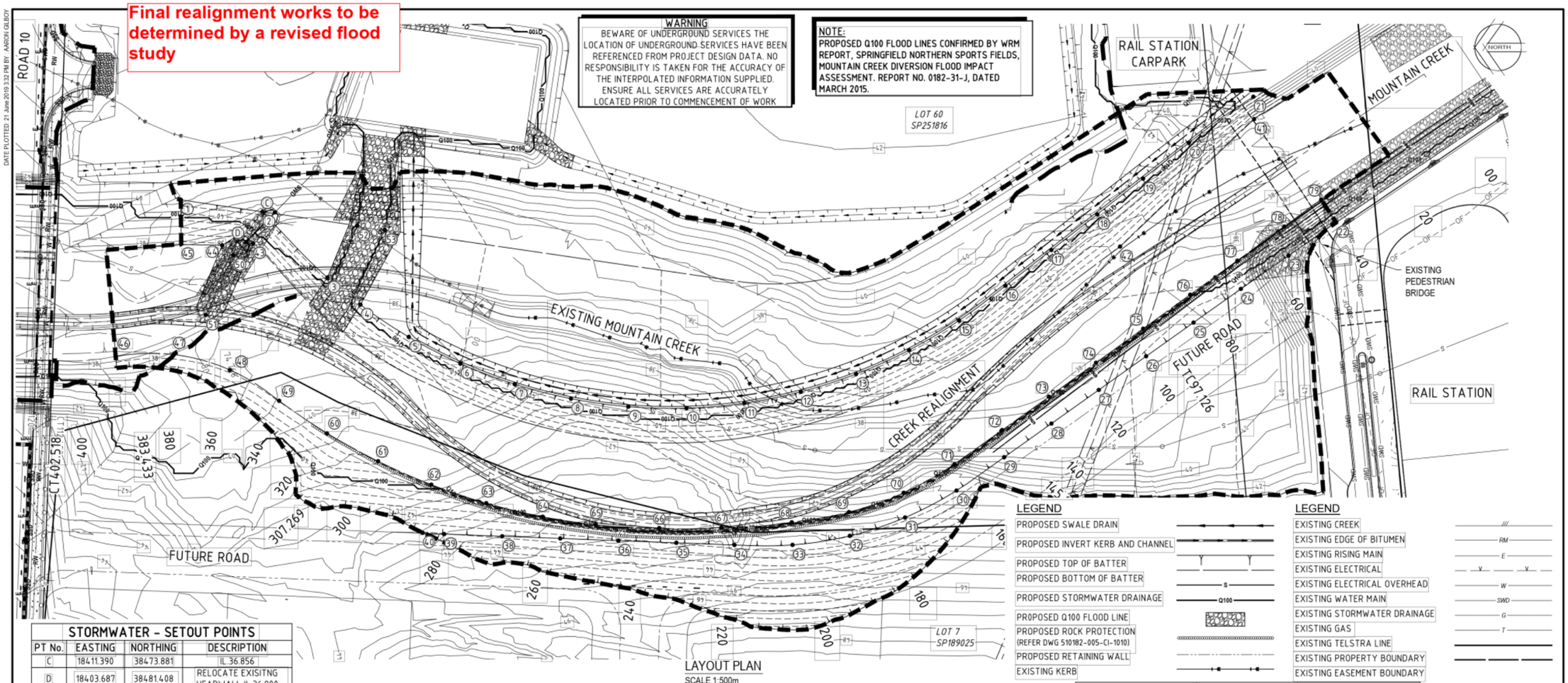
Client: IPSWICH CITY COUNCIL
Project: NORTHERN SPORTS FIELDS
SPRINGFIELD - GREENBANK ARTERIAL
ULTIMATE CONFIGURATION
Title: BULK EARTHWORKS AND SEDIMENT EROSION CONTROL
Status: FOR CONSTRUCTION
Datum: AHD | GRID | Scale: AS SHOWN | Size: A1
Drawing Number: 510182-005-CI-2003 | Revision: D

XREF's: XR-GRP-A1-HL-SHT, XR-510182005-CI-DESIGN, XR-510047-CI-CONT, XR-510047-CI-EXIST, XR-510131-CI-TRAKSTAR, XR-510162-CI-DESIGN, XR-510162-CI-EXIST SERVICES2, XR-510182005-CI-CONT, XR-510182005-CI-EXIST, XR-510185-005-CI-DESIGN
CAD File: L:\510182005 - NORTHERN SPORTS FIELD OPEN CHANNEL_Drawings\510182-005-CI-2003.dwg
DATE PLOTTED: 21 June 2019 3:32 PM BY: AARON GILROY

Final realignment works to be determined by a revised flood study

WARNING
BEWARE OF UNDERGROUND SERVICES THE LOCATION OF UNDERGROUND SERVICES HAVE BEEN REFERENCED FROM PROJECT DESIGN DATA. NO RESPONSIBILITY IS TAKEN FOR THE ACCURACY OF THE INTERPOLATED INFORMATION SUPPLIED. ENSURE ALL SERVICES ARE ACCURATELY LOCATED PRIOR TO COMMENCEMENT OF WORK

NOTE:
PROPOSED Q100 FLOOD LINES CONFIRMED BY WRM REPORT, SPRINGFIELD NORTHERN SPORTS FIELDS, MOUNTAIN CREEK DIVERSION FLOOD IMPACT ASSESSMENT. REPORT NO. 0182-31-J, DATED MARCH 2015.



LAYOUT PLAN
SCALE 1:500m

LEGEND

PROPOSED SWALE DRAIN	
PROPOSED INVERT KERB AND CHANNEL	
PROPOSED TOP OF BATTER	
PROPOSED BOTTOM OF BATTER	
PROPOSED STORMWATER DRAINAGE	S
PROPOSED Q100 FLOOD LINE	Q100
PROPOSED ROCK PROTECTION (REFER DWG 510182-005-CI-1010)	
PROPOSED RETAINING WALL	
EXISTING KERB	

LEGEND

EXISTING CREEK	
EXISTING EDGE OF BITUMEN	
EXISTING RISING MAIN	RM
EXISTING ELECTRICAL	E
EXISTING ELECTRICAL OVERHEAD	V
EXISTING WATER MAIN	W
EXISTING STORMWATER DRAINAGE	SWD
EXISTING GAS	G
EXISTING TELSTRA LINE	T
EXISTING PROPERTY BOUNDARY	
EXISTING EASEMENT BOUNDARY	

STORMWATER - SETOUT POINTS

PT No.	EASTING	NORTHING	DESCRIPTION
C	18411.390	38473.881	IL 36.856
D	18403.687	38481.408	RELOCATE EXISITNG HEADWALL IL 36.800

SETOUT POINTS

PT No.	EASTING	NORTHING	RL.	DESCRIPTION
1	18414.642	38498.217	40.907	TOP OF BANK
2	18411.513	38477.117	40.765	TOP OF BANK
3	18394.538	38460.343	40.710	TOP OF BANK
4	18387.539	38451.800	40.742	TOP OF BANK
5	18379.211	38439.324	40.839	TOP OF BANK
6	18372.337	38425.992	40.997	TOP OF BANK
7	18367.004	38411.972	41.162	TOP OF BANK
8	18363.280	38397.441	41.308	TOP OF BANK
9	18361.214	38382.622	41.436	TOP OF BANK
10	18360.825	38367.627	41.546	TOP OF BANK
11	18362.122	38352.683	41.612	TOP OF BANK
12	18365.056	38338.112	41.648	TOP OF BANK
13	18369.643	38323.831	41.671	TOP OF BANK
14	18375.805	38310.155	41.680	TOP OF BANK
15	18383.465	38297.258	41.708	TOP OF BANK
16	18392.425	38285.228	41.757	TOP OF BANK
17	18401.643	38273.395	41.820	TOP OF BANK
18	18410.861	38261.562	41.881	TOP OF BANK

SETOUT POINTS

PT No.	EASTING	NORTHING	RL.	DESCRIPTION
19	18420.088	38249.735	41.943	TOP OF BANK
20	18429.307	38237.903	41.958	TOP OF BANK
21	18441.213	38221.268	41.691	TOP OF BANK
22	18408.765	38199.861	42.954	TOP OF BANK
23	18400.203	38212.177	42.788	TOP OF BANK
24	18391.609	38224.484	42.524	TOP OF BANK
25	18382.918	38236.709	42.301	TOP OF BANK
26	18374.225	38248.934	42.076	TOP OF BANK
27	18365.533	38261.158	41.855	TOP OF BANK
28	18356.840	38273.383	41.700	TOP OF BANK
29	18348.148	38285.607	41.635	TOP OF BANK
30	18339.563	38297.908	41.664	TOP OF BANK
31	18332.592	38311.190	41.795	TOP OF BANK
32	18327.872	38325.428	41.958	TOP OF BANK
33	18325.531	38340.244	42.121	TOP OF BANK
34	18325.508	38355.244	42.281	TOP OF BANK
35	18326.070	38370.233	42.431	TOP OF BANK
36	18326.633	38385.223	42.581	TOP OF BANK

SETOUT POINTS

PT No.	EASTING	NORTHING	RL.	DESCRIPTION
37	18327.195	38400.212	42.731	TOP OF BANK
38	18327.757	38415.202	42.881	TOP OF BANK
39	18328.319	38430.191	43.031	TOP OF BANK
40	18328.677	38435.798	43.051	TOP OF BANK
41	18435.458	38221.066	38.442	BOTTOM OF BANK
42	18402.546	38255.659	38.476	BOTTOM OF BANK
43	18403.343	38479.547	38.693	BOTTOM OF BANK
44	18402.874	38487.515	37.853	BOTTOM OF BANK
45	18403.193	38498.098	37.829	BOTTOM OF BANK
46	18374.139	38515.003	37.622	BOTTOM OF BANK
47	18374.650	38500.012	37.711	BOTTOM OF BANK
48	18370.693	38485.543	37.829	BOTTOM OF BANK
49	18362.733	38472.830	37.961	BOTTOM OF BANK
50	18400.311	38484.649	36.773	INVERT OF DRAIN
51	18384.883	38491.760	36.662	INVERT OF DRAIN
52	18407.916	38452.632	39.985	INVERT OF DRAIN
53	18[illegible]	[illegible]	[illegible]	INVERT OF DRAIN

SETOUT POINTS

PT No.	EASTING	NORTHING	BOTTOM OF WALL	TOP OF WALL	HEIGHT OF WALL
60	18354.273	38460.443	38.070	38.070	0.000
61	18347.123	38447.256	38.120	38.934	0.814
62	18341.087	38433.525	38.143	40.233	2.090
63	18336.297	38419.310	38.175	41.184	3.009
64	18332.795	38404.725	38.217	41.834	3.617
65	18330.732	38391.087	38.264	42.122	3.858
66	18329.856	38374.635	37.341	42.122	4.781
67	18329.970	38358.640	37.500	42.052	4.552
68	18331.361	38340.443	38.500	41.974	3.474
69	18333.995	38325.676	38.619	41.908	3.289
70	18338.995	38311.534	38.711	41.845	3.134
71	18346.317	38298.442	39.000	41.779	2.779
72	18355.053	38286.249	38.795	41.750	2.955
73	18363.767	38274.039	38.743	41.750	3.007
74	18372.552	38261.881	38.677	41.750	3.073
75	18381.338	38249.723	38.598	41.750	3.152
76	18390.123	38237.565	38.519	41.725	3.206
77	18398.908	38225.407	38.440	40.299	1.859
78	18407.710	38213.261	38.383	38.797	0.414
79	18414.623	38203.746	38.401	38.401	0.000

SCALE 1:500 @A1

Rev.	Date	Description	Des.	Verif.	Appd.
D	3/05/2016	FOR CONSTRUCTION			
C	19/03/2015	EXISTING Q100 FLOODLINE REMOVED	BJF	AG	PW
B	12/02/2015	Q100 UPDATED	BJF	AG	PW
A	1/09/2014	FOR APPROVAL	LW	AG	PW
1	15/08/2014	PRELIMINARY ISSUE	-	-	-

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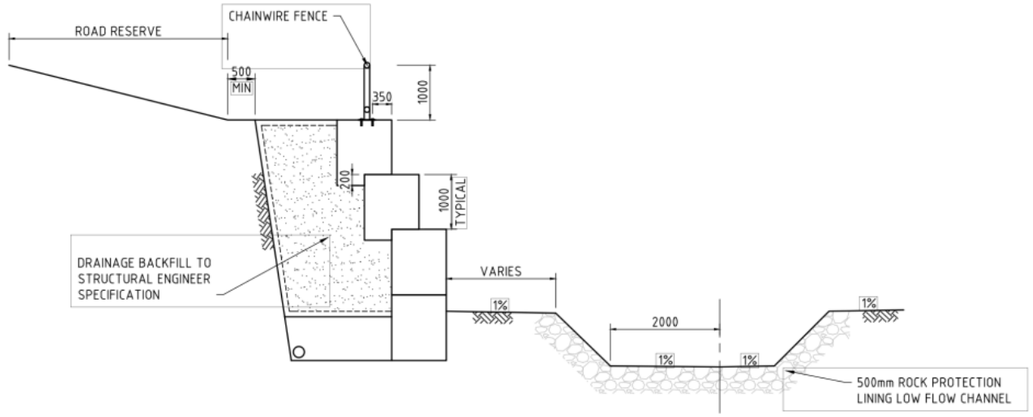
Designed	L.W	Date 14/08/2014
Verified	A.G.	Date 1/09/2014
Approved	RPEQ	Date 1/09/2014

Client: IPSWICH CITY COUNCIL
Project: NORTHERN SPORTS FIELDS
SPRINGFIELD - GREENBANK ARTERIAL
ULTIMATE CONFIGURATION
Title: GENERAL LAYOUT PLAN
Status: FOR CONSTRUCTION
Datum: AHD | GRID | Scale: AS SHOWN | Size: A1
Drawing Number: 510182-005-CI-2005
Revision: D

XREFs: XR-GRP-A1-HL-SHT; XR-510047-CI-CONT; XR-510047-CI-EXIST; XR-510131-CI-TRACKSTAR; XR-510162-CI-DESIGN; XR-510162-CI-EXIST SERVICES2; XR-510182005-CI-CONT; XR-510182005-CI-DESIGN; XR-510182005-CI-DESIGN 02; XR-510195-001-CI-DESIGN
CAD File: L:\510182005 - NORTHERN SPORTS FIELD OPEN CHANNEL\Drawings\510182-005-CI-2005.dwg
DATE PLOTTED: 21 June 2019 3:32 PM BY: AARON GILBOY

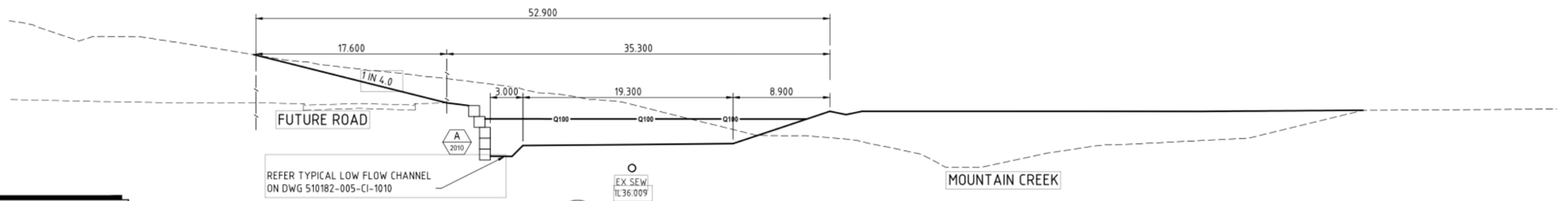
DATE PLOTTED: 21 June 2019 3:52 PM BY: AARON GILBOY

Final realignment works to be determined by a revised flood study



RETAINING WALL DETAIL A 2010
SCALE 1:50

NOTE
RETAINING WALLS ARE SUBJECT TO DETAILED STRUCTURAL ENGINEERING DESIGN, TO BE COMPLETED AND SUBMITTED FOR APPROVAL PRIOR TO CONSTRUCTION COMMENCEMENT.
DESIGN TO ACCOUNT FOR FENCING, FUTURE ROADWAY LOADS AND HYDRAULIC CONDITIONS WITHIN WATERWAY.



SECTION 1 2003
SCALE 1:200m

NOTE:
PROPOSED Q100 FLOOD LINES CONFIRMED BY WRM REPORT, SPRINGFIELD NORTHERN SPORTS FIELDS, MOUNTAIN CREEK DIVERSION FLOOD IMPACT ASSESSMENT. REPORT NO. 0182-31-J, DATED MARCH 2015.

NORTHERN SPORTS FIELDS
TYPICAL SECTIONS
Scale 1:200

SCALE 1:200 @A1
SCALE 1:50 @A1

Rev.	Date	Description	Des.	Verif.	Appd.
C	3/05/2016	FOR CONSTRUCTION			
B	12/02/2015	Q100 UPDATED	BJF	AG	PW
A	1/09/2014	FOR APPROVAL	LW	AG	PW
1	15/08/2014	PRELIMINARY ISSUE	-	-	-

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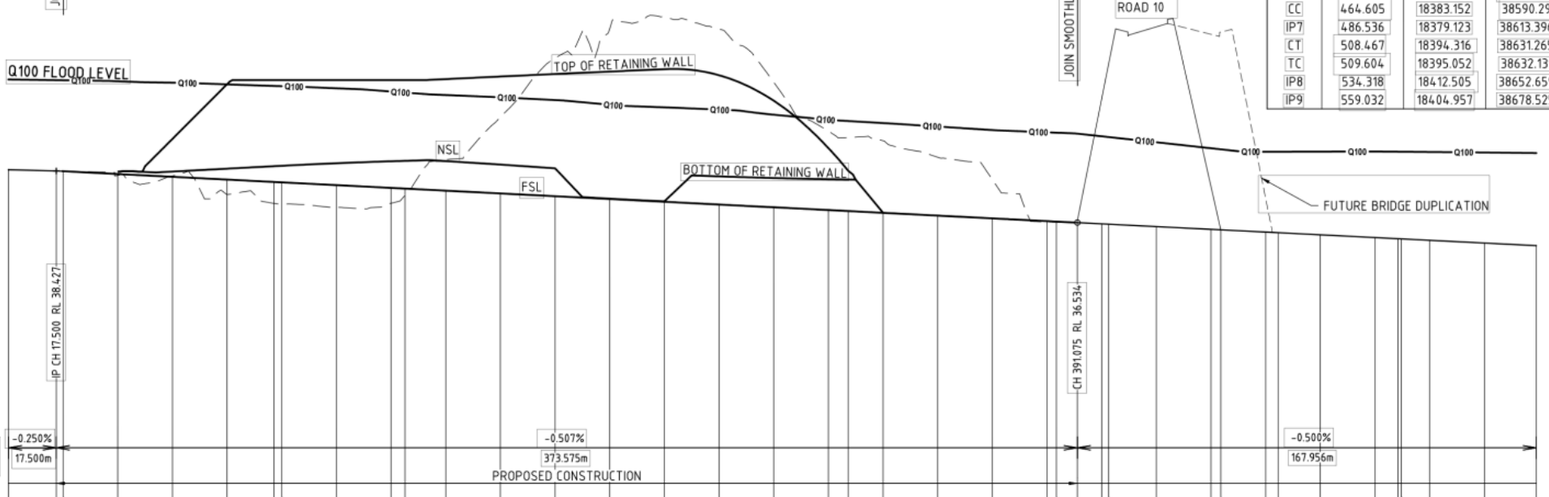
Designed	L.W.	Date 14/08/2014
Verified	A.G.	Date 1/09/2014
Approved	P.W.	Date 1/09/2014

Client: IPSWICH CITY COUNCIL
Project: NORTHERN SPORTS FIELDS
SPRINGFIELD - GREENBANK ARTERIAL
ULTIMATE CONFIGURATION
Title: TYPICAL SECTIONS
Status: FOR CONSTRUCTION
Datum: AHD | GRID | Scale: AS SHOWN | Size: A1
Drawing Number: 510182-005-CI-2010
Revision: C

XREFs: XR-GRP-A1-HL-SHT
CAD File: L:\5101-82\005 - NORTHERN SPORTS FIELD OPEN CHANNEL_Drawings\510182-005-CI-2010.dwg



Item 3 / Attachment 3.

DATE PLOTTED: 21 June 2019 3:32 PM BY : AARON GILBOY

CONTROL LINE - CREEK REALIGNMENT							
PT	CHAINAGE	EASTING	NORTHING	BEARING	RAD/SPIRAL	A.LENGTH	D.ANGLE
IP1	0	18447.074	38177.214	326°35'09.34"			
TC	97.126	18393.588	38258.287	326°35'09.34"			
IP2	121.111	18380.316	38278.404		-200	47.97	13°44'32.48"
CC	145.096	18362.645	38294.792	312°50'36.86"			
IP3	226.183	18285.49	38366.347		100	162.173	92°55'06.50"
CC	307.269	18360.881	38439.758	45°45'43.36"			
IP4	345.351	18390.431	38468.533		-80	76.164	54°32'54.41"
CC	383.433	18384.131	38509.294	351°12'48.95"			
IP5	392.976	18382.669	38518.753		100	19.084	10°56'04.38"
CT	402.518	18383.028	38528.318	2°08'53.33"			
TC	443.595	18384.567	38569.366	2°08'53.33"			
IP6	454.1	18384.963	38579.902		-100	21.01	12°02'16.91"
CC	464.605	18383.152	38590.29	350°06'36.42"			
IP7	486.536	18379.123	38613.396		50	43.862	50°15'41.78"
CT	508.467	18394.316	38631.265	40°22'18.20"			
TC	509.604	18395.052	38632.131	40°22'18.20"			
IP8	534.318	18412.505	38652.659		-50	49.428	56°38'24.44"
IP9	559.032	18404.957	38678.525	343°43'53.76"			

NOTE:
PROPOSED Q100 FLOOD LINES CONFIRMED BY WRM REPORT, SPRINGFIELD NORTHERN SPORTS FIELDS, MOUNTAIN CREEK DIVERSION FLOOD IMPACT ASSESSMENT. REPORT NO. 0182-31-J, DATED MARCH 2015.

CONTROL LINE CHAINAGE ROAD CENTRELINE	0.000	17.500	20.000	40.000	60.000	80.000	97.126	100.000	120.000	140.000	145.096	160.000	180.000	200.000
TOP OF WALL				38.401	39.598	41.600	41.750	41.750	41.750	41.750	41.750	41.786	41.880	41.972
BOTTOM OF WALL				38.401	38.405	38.510	38.600	38.615	38.707	38.781	38.796	38.786	38.659	38.523
Q100 FLOOD LEVEL		41.748	41.744	41.708	41.654	41.594	41.539	41.530	41.457	41.351	41.313	41.205	41.121	41.020
EXISTING SURFACE LEVELS ROAD CENTRELINE	38.471	38.427	38.421	38.261	38.243	37.565	37.240	37.214	37.091	37.245	37.532	38.839	40.396	42.551
CUT / FILL DEPTH TO EXISTING SURFACE	0.000	-0.000	-0.006	0.052	-0.031	0.545	0.784	0.795	0.817	0.561	0.248	-1.134	-2.792	-5.049
DESIGN LEVELS ROAD CENTRELINE	38.471	38.427	38.414	38.313	38.212	38.110	38.023	38.009	37.908	37.806	37.780	37.705	37.603	37.502

CONTROL LINE CHAINAGE ROAD CENTRELINE	220.000	240.000	260.000	280.000	300.000	307.269	320.000	340.000	360.000	380.000	383.433	391.075	400.000	402.518
TOP OF WALL	42.061	42.149	41.926	40.995	39.264	38.433	38.070							
BOTTOM OF WALL	37.411	37.313	38.227	38.167	38.125	38.114	38.070							
Q100 FLOOD LEVEL	40.849	40.752	40.667	40.468	40.275	40.221	40.155	40.046	39.930	39.844	39.830	39.792	39.694	39.666
EXISTING SURFACE LEVELS ROAD CENTRELINE	43.627	44.064	43.618	41.675	39.883	39.649	39.532	38.928	38.109	36.560	36.552	36.534	36.489	36.477
CUT / FILL DEPTH TO EXISTING SURFACE	-6.226	-6.765	-6.420	-4.578	-2.888	-2.690	-2.638	-2.136	-1.418	0.030	0.021	-0.000	-0.000	0.000
DESIGN LEVELS ROAD CENTRELINE	37.401	37.299	37.198	37.097	36.995	36.959	36.894	36.793	36.691	36.590	36.573	36.534	36.489	36.477

CONTROL LINE CHAINAGE ROAD CENTRELINE	420.000	440.000	443.595	460.000	464.605	480.000	500.000	508.467	509.604	520.000	540.000	559.032
TOP OF WALL												
BOTTOM OF WALL												
Q100 FLOOD LEVEL	39.475	39.257	39.217	39.126	39.127	39.132	39.133	39.128	39.127	39.118	39.103	39.082
EXISTING SURFACE LEVELS ROAD CENTRELINE	36.389	36.289	36.271	36.189	36.166	36.089	35.989	35.947	35.941	35.889	35.789	35.694
CUT / FILL DEPTH TO EXISTING SURFACE	-0.000	-0.000	-0.000	-0.000	-0.000	-0.000	-0.000	-0.000	-0.000	-0.000	0.000	-0.000
DESIGN LEVELS ROAD CENTRELINE	36.389	36.289	36.271	36.189	36.166	36.089	35.989	35.947	35.941	35.889	35.789	35.694

Final realignment works to be determined by a revised flood study

CREEK REALIGNMENT

SCALE: HORIZONTAL - 1:1000
VERTICAL - 1:100

H: 0 20 40 60 80 100m
V: 0 2 4 6 8 10m
SCALE: H:1:1000 V:1:100
@A1

XREF's: XR-GRP-A1-HL-SHT
CAD File: L:\5101-82\005 - NORTHERN SPORTS FIELD OPEN CHANNEL\ Drawings\510182-005-CI-2011.dwg

Rev.	Date	Description	Des.	Verif.	Appd.
C	3/05/2016	FOR CONSTRUCTION			
B	12/02/2015	Q100 UPDATED	BJF	AG	PW
A	1/09/2014	FOR APPROVAL	LW	AG	PW
1	15/08/2014	PRELIMINARY ISSUE	-	-	-

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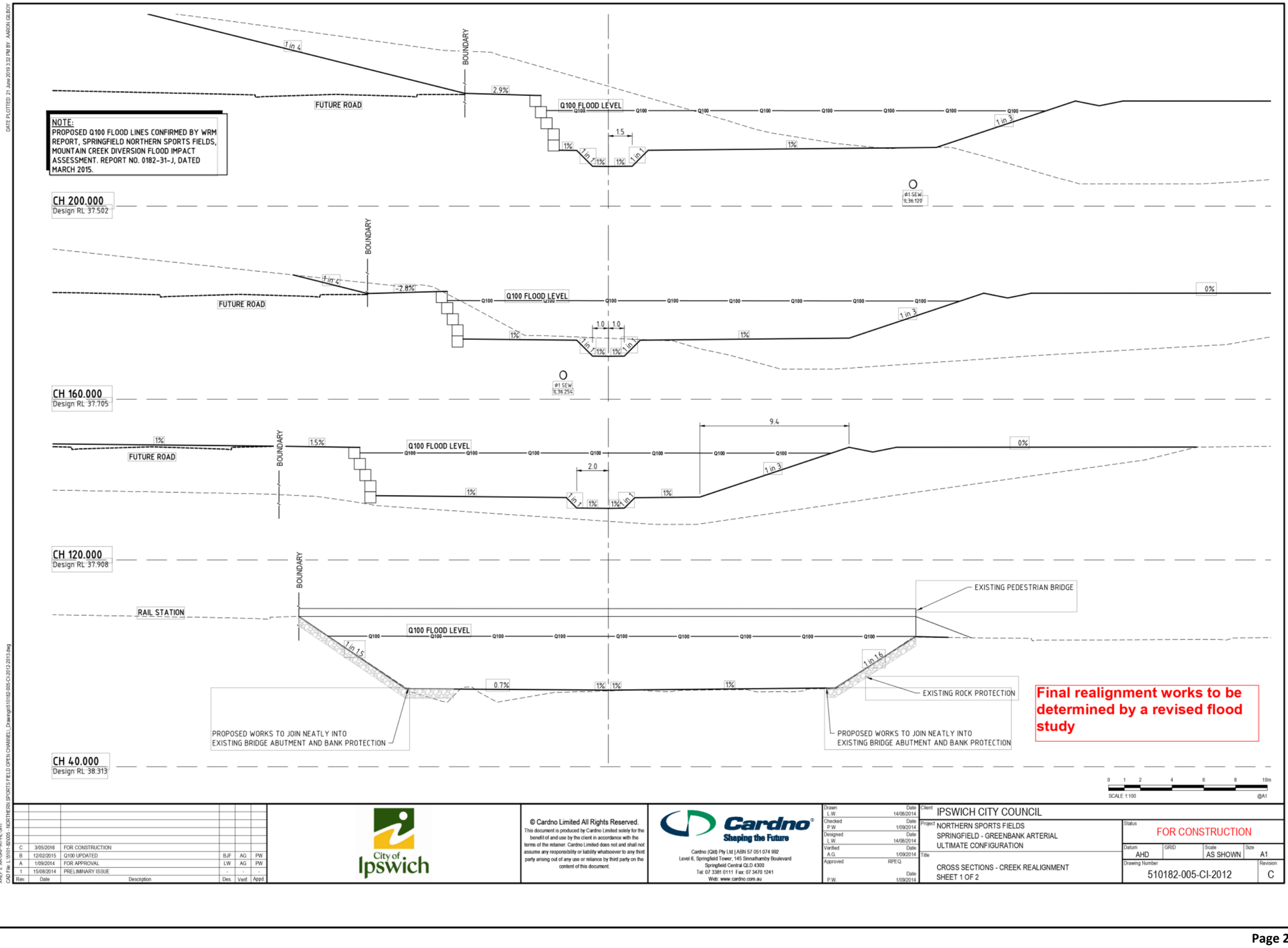
Drawn L.W. Date 14/08/2014
Checked P.W. Date 1/09/2014
Designed L.W. Date 14/08/2014
Verified A.G. Date 1/09/2014
Approved RPEQ P.W. Date 1/09/2014

Client IPSWICH CITY COUNCIL
Project NORTHERN SPORTS FIELDS
SPRINGFIELD - GREENBANK ARTERIAL
ULTIMATE CONFIGURATION
Title LONGITUDINAL SECTION - CREEK REALIGNMENT
Status FOR CONSTRUCTION
Datum AHD
GRID
Scale AS SHOWN
Size A1
Drawing Number 510182-005-CI-2011
Revision C


DATE PLOTTED: 21 June 2019 3:32 PM BY: AARON GILBOY
NOTE:
PROPOSED Q100 FLOOD LINES CONFIRMED BY WRM REPORT, SPRINGFIELD NORTHERN SPORTS FIELDS, MOUNTAIN CREEK DIVERSION FLOOD IMPACT ASSESSMENT. REPORT NO. 0182-31-J, DATED MARCH 2015.
CH 200.000
Design RL 37.502
BOUNDARY
1 in 4
FUTURE ROAD
2.9%
Q100 FLOOD LEVEL
Q100
1.5
1%
1 in 7
1 in 1
1 in 3
Ø1.SEW
TL:36.120
CH 160.000
Design RL 37.705
-2.8%
1.0
0%
Ø1 SEW
TL:36.254
9.4
1.5%
2.0
CH 120.000
Design RL 37.908
RAIL STATION
EXISTING PEDESTRIAN BRIDGE
1 in 1.5
1 in 1.6
0.7%
EXISTING ROCK PROTECTION
PROPOSED WORKS TO JOIN NEATLY INTO EXISTING BRIDGE ABUTMENT AND BANK PROTECTION
Final realignment works to be determined by a revised flood study
CH 40.000
Design RL 38.313
0 1 2 4 6 8 10m
SCALE 1:100 @A1
XREFs: XR-GRP-A1-HL-SHT
CAD File: L:\5101-82\005 - NORTHERN SPORTS FIELD OPEN CHANNEL_Drawings\510182-005-CI-2012-2013.dwg
C 3/05/2016 FOR CONSTRUCTION
B 12/02/2015 Q100 UPDATED BJF AG PW
A 1/09/2014 FOR APPROVAL LW AG PW
1 15/08/2014 PRELIMINARY ISSUE - - -
Rev. Date Description Des. Verif. Appd.
City of Ipswich
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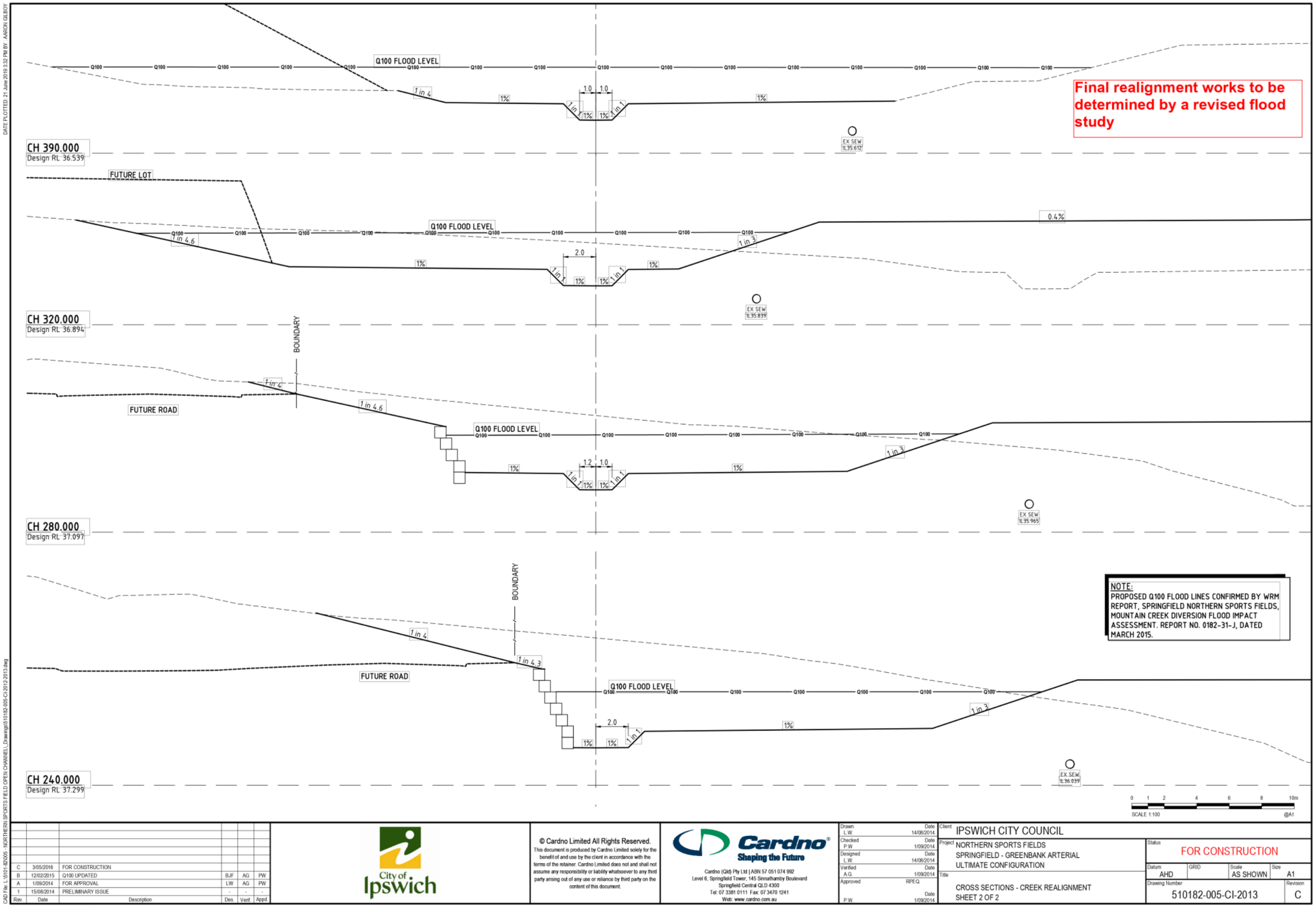
Checked P.W. Date 1/09/2014
Designed L.W. Date 14/08/2014
Verified A.G. Date 1/09/2014
Approved RPEQ. P.W. Date 1/09/2014
Client IPSWICH CITY COUNCIL
Project NORTHERN SPORTS FIELDS
SPRINGFIELD - GREENBANK ARTERIAL
ULTIMATE CONFIGURATION
Title CROSS SECTIONS - CREEK REALIGNMENT
SHEET 1 OF 2
Status FOR CONSTRUCTION
Datum AHD GRID Scale AS SHOWN Size A1
Drawing Number 510182-005-CI-2012 Revision C


DATE PLOTTED: 21 June 2019 3:32 PM BY: AARON GILBOY
Q100 FLOOD LEVEL
Final realignment works to be determined by a revised flood study
CH 390.000
Design RL: 36.539
EX SEW
IL:35.612
FUTURE LOT
Q100 FLOOD LEVEL
0.4%
CH 320.000
Design RL: 36.894
EX SEW
IL:35.839
BOUNDARY
FUTURE ROAD
Q100 FLOOD LEVEL
EX SEW
IL:35.965
CH 280.000
Design RL: 37.097
BOUNDARY
NOTE:
PROPOSED Q100 FLOOD LINES CONFIRMED BY WRM REPORT, SPRINGFIELD NORTHERN SPORTS FIELDS, MOUNTAIN CREEK DIVERSION FLOOD IMPACT ASSESSMENT. REPORT NO. 0182-31-J, DATED MARCH 2015.
FUTURE ROAD
Q100 FLOOD LEVEL
CH 240.000
Design RL: 37.299
EX SEW
IL:36.039
SCALE 1:100
@A1
XREFs: XR-GRP-A1-HL-SHT
CAD File: L:\5101-82\005 - NORTHERN SPORTS FIELD OPEN CHANNEL\ Drawings\510182-005-CI-2012-2013.dwg
C 3/05/2016 FOR CONSTRUCTION
B 12/02/2015 Q100 UPDATED BJF AG PW
A 1/09/2014 FOR APPROVAL LW AG PW
1 15/08/2014 PRELIMINARY ISSUE - - -
Rev. Date Description Des. Verif. Appd.
City of Ipswich
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Checked P.W Date 1/09/2014
Designed L.W Date 14/08/2014
Verified A.G. Date 1/09/2014
Approved RPEQ P.W. Date 1/09/2014
Client IPSWICH CITY COUNCIL
Project NORTHERN SPORTS FIELDS
SPRINGFIELD - GREENBANK ARTERIAL
ULTIMATE CONFIGURATION
Title CROSS SECTIONS - CREEK REALIGNMENT
SHEET 2 OF 2
Status FOR CONSTRUCTION
Datum AHD GRID Scale AS SHOWN Size A1
Drawing Number 510182-005-CI-2013 Revision C

ANNEXURE 4 CULTURAL HERITAGE

QUEENSLAND GOVERNMENT
Environmental Protection Agency

288 Edward Street • Brisbane, Queensland • PO Box 2771 • BRISBANE GPO QLD 4001 • AUSTRALIA
Telephone (07) 3225 8443 • Facsimile (07) 3225 8723 • www.env.qld.gov.au

Enquiries Robert Neal
Telephone (07) 3225 8426
Your reference
Our reference 961RC256

25 June 1999

Chief Executive Officer
Ipswich City Council
PO Box 191
IPSWICH QLD 4305

Attention Mr Michael McMahon (A/Team Co-ordinator - Springfield)

Dear Mr McMahon

RE: Cultural Heritage Conservation Plan for the Springfield Development

I refer to your letter of 4 June 1999 requesting advice on the cultural heritage assessment and conservation plan for the Springfield Development. The following documents were supplied to this office and have been reviewed to develop an appropriate cultural heritage conservation plan for Springfield.

1. Alfredson, Gillian 1999. A Review of an Aboriginal Cultural Heritage Assessment and Clearance of the Springfield Development, Ipswich, Queensland. Unpublished Report. Chapel Hill: Alfredson Consulting Pty Ltd.
2. Satterthwait, Leonn 1998. An Aboriginal Cultural Heritage Assessment and Clearance of the Springfield Development, Ipswich, Queensland. Unpublished Report. Ipswich: The Ugarapul Tribal Aboriginal Corporation.
3. Correspondence from Dr Leonn Satterthwait, University of Queensland to Keilor Fox and McGhie dated 16 October 1998, 17 August 1998, 2 August 1998, 27 July 1998, 20 July 1998, 12 July 1998, and 5 July 1998,
4. Davies, SJ and A Stewart-Zerba 1994. A Cultural Heritage Assessment of the Proposed Camira Bypass Road and Rail Corridors from Richlands to Keidges Road, Redbank Plains, Moreton Shire, SEQ. St Lucia: UQASU Report No.233
5. Alfredson, Gillian 1991. Report on an Archaeological Inspection of a Proposed Integrated Development at Camira. Unpublished Report. Chapel Hill: Alfredson Consulting Pty Ltd.
6. Springfield Development Control Plan. Ipswich: Ipswich City Council. January 1997.
7. Springfield Master Concept Plan, Keilor Fox and McGhie. January 1999.

APPENDIX 4

100% recycled paper

Collectively, the above documentation provides a detailed record of the initiation, conduct, and results of a comprehensive investigation and assessment of the cultural heritage values of the Springfield Development.

Satterthwait (1998) identified 481 artefact find locations giving a find location density of 18 locations per square kilometre. On the basis of artifact density and proximity, Satterthwait identified 32 distinct areas within the Springfield Development area which may be described as archaeological sites. Satterthwait recommended the in situ protection of 63% (N= 20); collection 22% (N= 7); collection/protection for 14% (N=4); and no further action with respect to 3% (N= 1) which was previously disturbed.

Alfredson (1999) provides a peer review of Satterthwait's reports.

The cultural resource management plans developed by Satterthwait (1998) and reviewed by Alfredson (1999) were assessed by the Southern Region Cultural Heritage Program. Field inspection was also undertaken. The appropriate cultural heritage conservation plan for the Springfield Development was determined on these bases.

The thrust of the Environmental Protection Agency's heritage conservation planning in this instance is 'to ensure a good representative sample of the artefacts found on the Springfield Development are retained on-site'.

The following sites are considered to be adequately protected within proposed land allocations of the Master Concept Plan (January 1999): A, B, D, E, G, J, M, Q, U, X, Y, AA, DD, EE, GG.

The above sites are considered to be adequately protected within proposed land allocations of the Master Concept Plan (January 1999). To clarify, the areas of those sites that lie within the 'open space' or 'conservation' allocations as shown in the Master Concept Plan (January 1999) are considered to provide an adequate and appropriate representative sample of the known/identified archaeological heritage resources. The parts of the above sites which occur in zoning's other than 'open space' do not warrant protection or collection and should not pose constraint to development of the local area.

Some sites do not warrant protection or collection and should not pose constraint to development of the local area, as follows: C, F, G, I, K, O, R, S, T, W, Z, BB, CC, FF, and HH.

In some cases the proposed conservation area as shown in the Master Concept Plan is inadequate should be extended to provide additional protection for sites L, N and V.

Site P should be systematically collected in accordance with the recommendations of Satterthwait (1998) and Alfredson (1999). The financial responsibilities for this exercise lie with the Springfield Land Corporation.

Site H lies outside the Springfield Development.

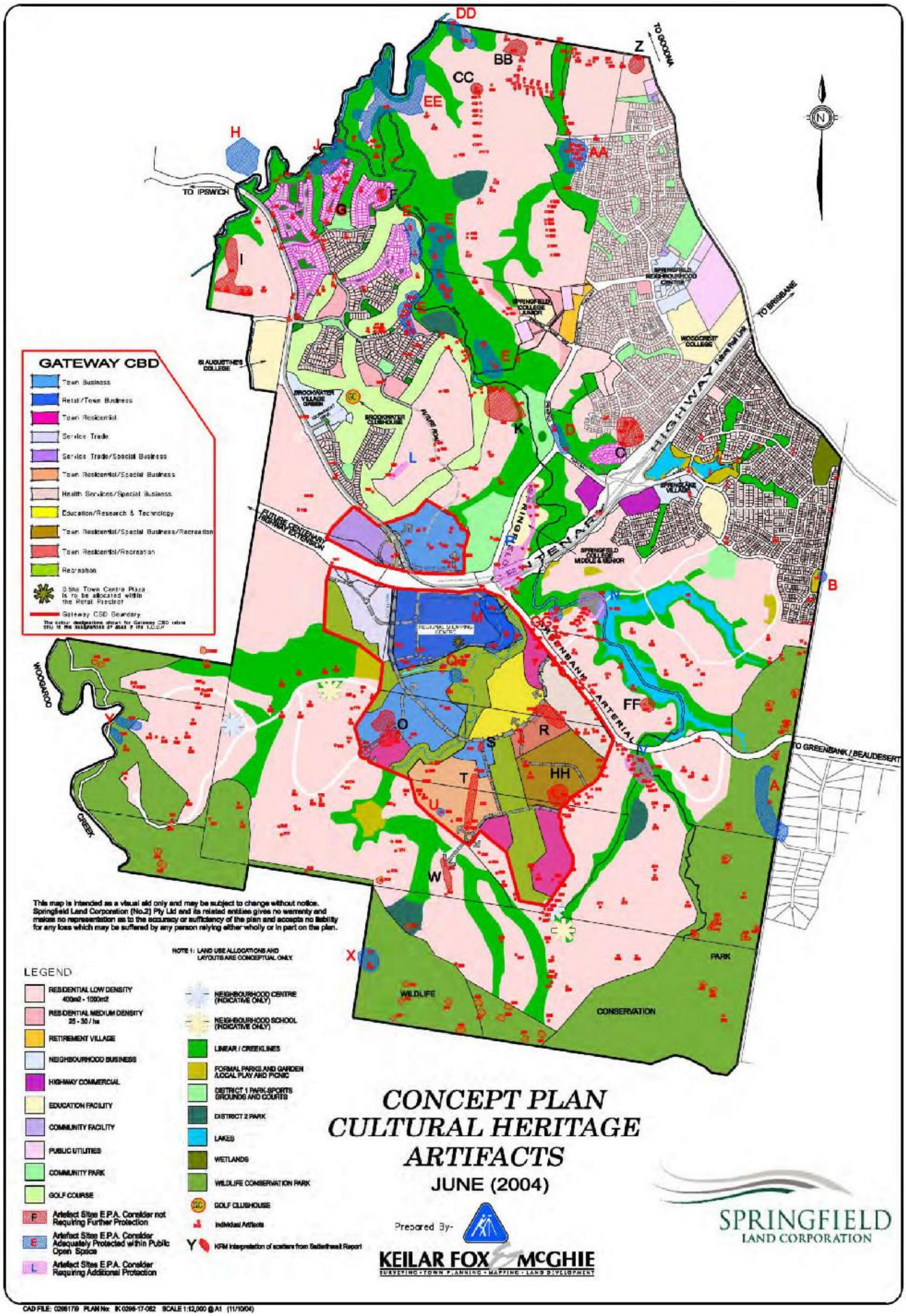
Should any Aboriginal, archaeological or historic sites, item or places may be identified, located or exposed during the course of the development, please cease operations and contact the Regional Manager (Cultural Heritage) on (07) 3225 8443.

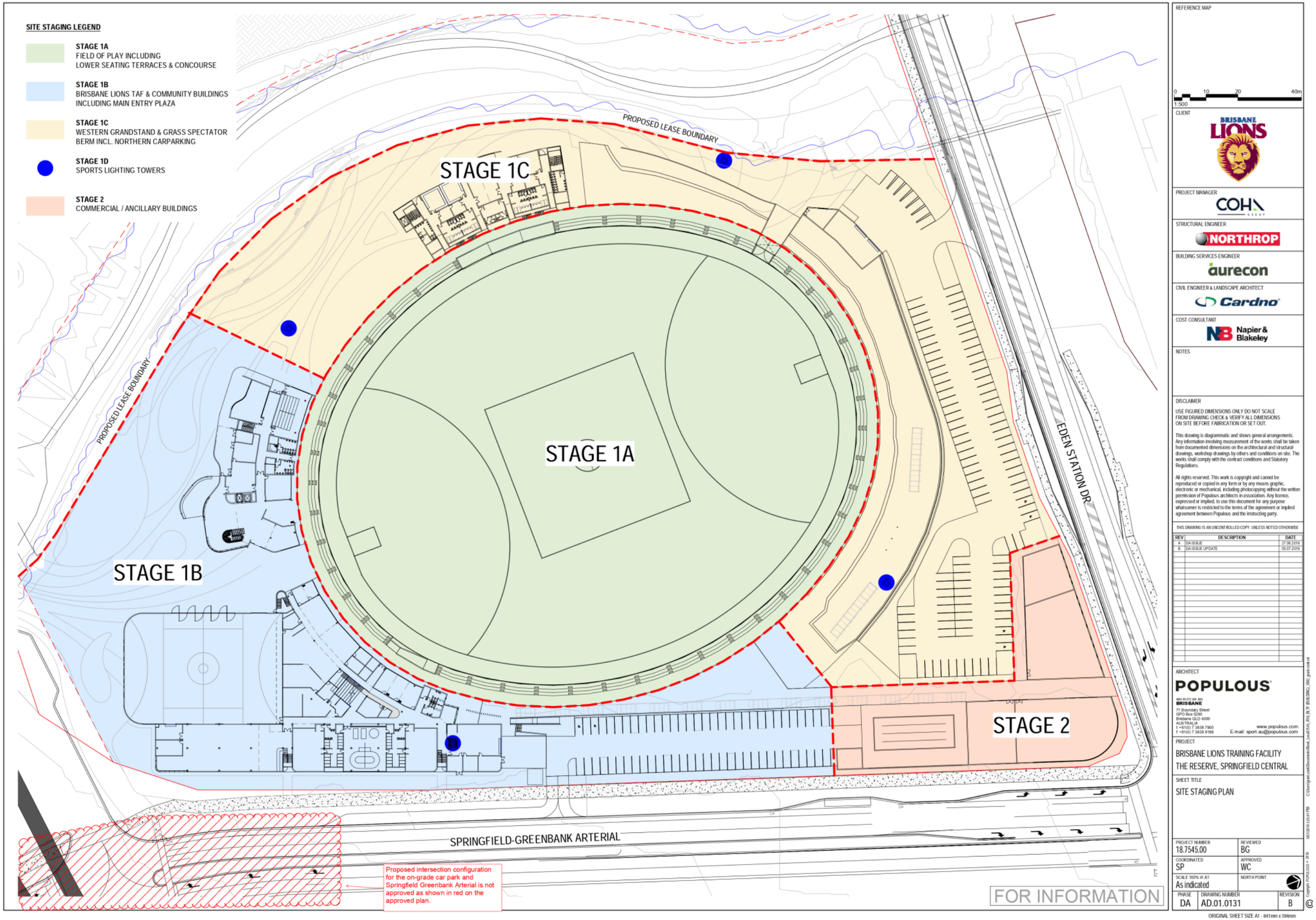
The above cultural heritage conservation plan collates and summarises the information previously supplied to Keilor Fox & McGhie in our correspondence dated 1 June 1999, 9 June 1999 and 16 June 1999.

Yours sincerely

Robert Neal
Regional Manager - Cultural Heritage
Southern Region
Environmental Protection Agency

Item 3 / Attachment 3.




SITE STAGING LEGEND
STAGE 1A
FIELD OF PLAY INCLUDING
LOWER SEATING TERRACES & CONCOURSE
STAGE 1B
BRISBANE LIONS TAF & COMMUNITY BUILDINGS
INCLUDING MAIN ENTRY PLAZA
STAGE 1C
WESTERN GRANDSTAND & GRASS SPECTATOR
BERM INCL. NORTHERN CARPARKING
STAGE 1D
SPORTS LIGHTING TOWERS
STAGE 2
COMMERCIAL / ANCILLARY BUILDINGS
PROPOSED LEASE BOUNDARY
STAGE 1C
STAGE 1A
STAGE 1B
STAGE 2
EDEN STATION DR
SPRINGFIELD-GREENBANK ARTERIAL
Proposed intersection configuration for the on-grade car park and Springfield Greenbank Arterial is not approved as shown in red on the approved plan.
FOR INFORMATION
REFERENCE MAP
0 10 20 40m
1:500
CLIENT
BRISBANE LIONS
PROJECT MANAGER
COHA
STRUCTURAL ENGINEER
NORTHROP
BUILDING SERVICES ENGINEER
aurecon
CIVIL ENGINEER & LANDSCAPE ARCHITECT
Cardno
COST CONSULTANT
Napier & Blakeley
NOTES
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REV | DESCRIPTION | DATE
A | DA ISSUE | 27.06.2019
B | DA ISSUE UPDATE | 05.07.2019
ARCHITECT
POPULOUS
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Brisbane QLD 4000
AUSTRALIA
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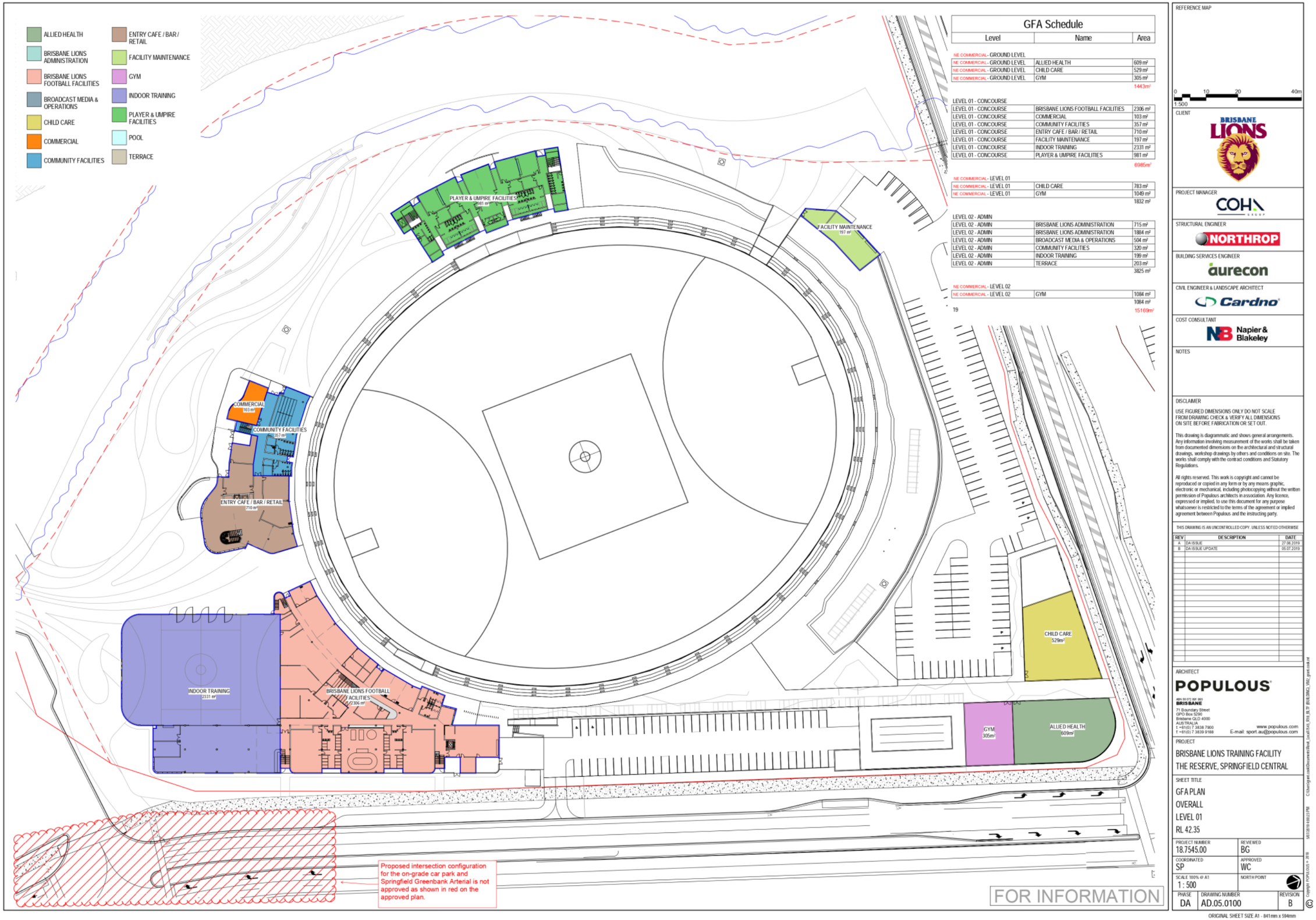
f +61(0) 7 3839 9188
www.populous.com
E-mail: sport.au@populous.com
PROJECT
BRISBANE LIONS TRAINING FACILITY
THE RESERVE, SPRINGFIELD CENTRAL
SHEET TITLE
SITE STAGING PLAN
PROJECT NUMBER 18.7545.00
REVIEWED BG
COORDINATED SP
APPROVED WC
SCALE 100% @ A1 As indicated
NORTH POINT
PHASE DA
DRAWING NUMBER AD.01.0131
REVISION B
ORIGINAL SHEET SIZE A1 - 841mm x 594mm



GFA Schedule

Level	Name	Area
NE COMMERCIAL - GROUND LEVEL		
NE COMMERCIAL - GROUND LEVEL	ALLIED HEALTH	609 m²
NE COMMERCIAL - GROUND LEVEL	CHILD CARE	529 m²
NE COMMERCIAL - GROUND LEVEL	GYM	305 m²
		1443m²
LEVEL 01 - CONCOURSE		
LEVEL 01 - CONCOURSE	BRISBANE LIONS FOOTBALL FACILITIES	2306 m²
LEVEL 01 - CONCOURSE	COMMERCIAL	103 m²
LEVEL 01 - CONCOURSE	COMMUNITY FACILITIES	357 m²
LEVEL 01 - CONCOURSE	ENTRY CAFE / BAR / RETAIL	710 m²
LEVEL 01 - CONCOURSE	FACILITY MAINTENANCE	197 m²
LEVEL 01 - CONCOURSE	INDOOR TRAINING	2331 m²
LEVEL 01 - CONCOURSE	PLAYER & UMPIRE FACILITIES	981 m²
		6985m²
NE COMMERCIAL - LEVEL 01		
NE COMMERCIAL - LEVEL 01	CHILD CARE	783 m²
NE COMMERCIAL - LEVEL 01	GYM	1049 m²
		1832 m²
LEVEL 02 - ADMIN		
LEVEL 02 - ADMIN	BRISBANE LIONS ADMINISTRATION	715 m²
LEVEL 02 - ADMIN	BRISBANE LIONS ADMINISTRATION	1884 m²
LEVEL 02 - ADMIN	BROADCAST MEDIA & OPERATIONS	504 m²
LEVEL 02 - ADMIN	COMMUNITY FACILITIES	320 m²
LEVEL 02 - ADMIN	INDOOR TRAINING	199 m²
LEVEL 02 - ADMIN	TERRACE	203 m²
		3825 m²
NE COMMERCIAL - LEVEL 02		
NE COMMERCIAL - LEVEL 02	GYM	1084 m²
		1084 m²
19		15169m²

REFERENCE MAP

0 10 20 40m
1:500

CLIENT
BRISBANE LIONS

PROJECT MANAGER
COHA GROUP

STRUCTURAL ENGINEER
NORTHROP

BUILDING SERVICES ENGINEER
aurecon

CIVIL ENGINEER & LANDSCAPE ARCHITECT
Cardno

COST CONSULTANT
Napier & Blakeley

NOTES

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REV	DESCRIPTION	DATE
A	DA ISSUE	27.06.2019
B	DA ISSUE UPDATE	05.07.2019

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E-mail: sport.au@populous.com

PROJECT
BRISBANE LIONS TRAINING FACILITY
THE RESERVE, SPRINGFIELD CENTRAL

SHEET TITLE
GFA PLAN
OVERALL
LEVEL 01
RL 42.35

PROJECT NUMBER	REVIEWED
18.7545.00	BG
COORDINATED	APPROVED
SP	WC
SCALE 100% @ A1	NORTH POINT
1 : 500	
PHASE	DRAWING NUMBER	REVISION
DA	AD.05.0100	B

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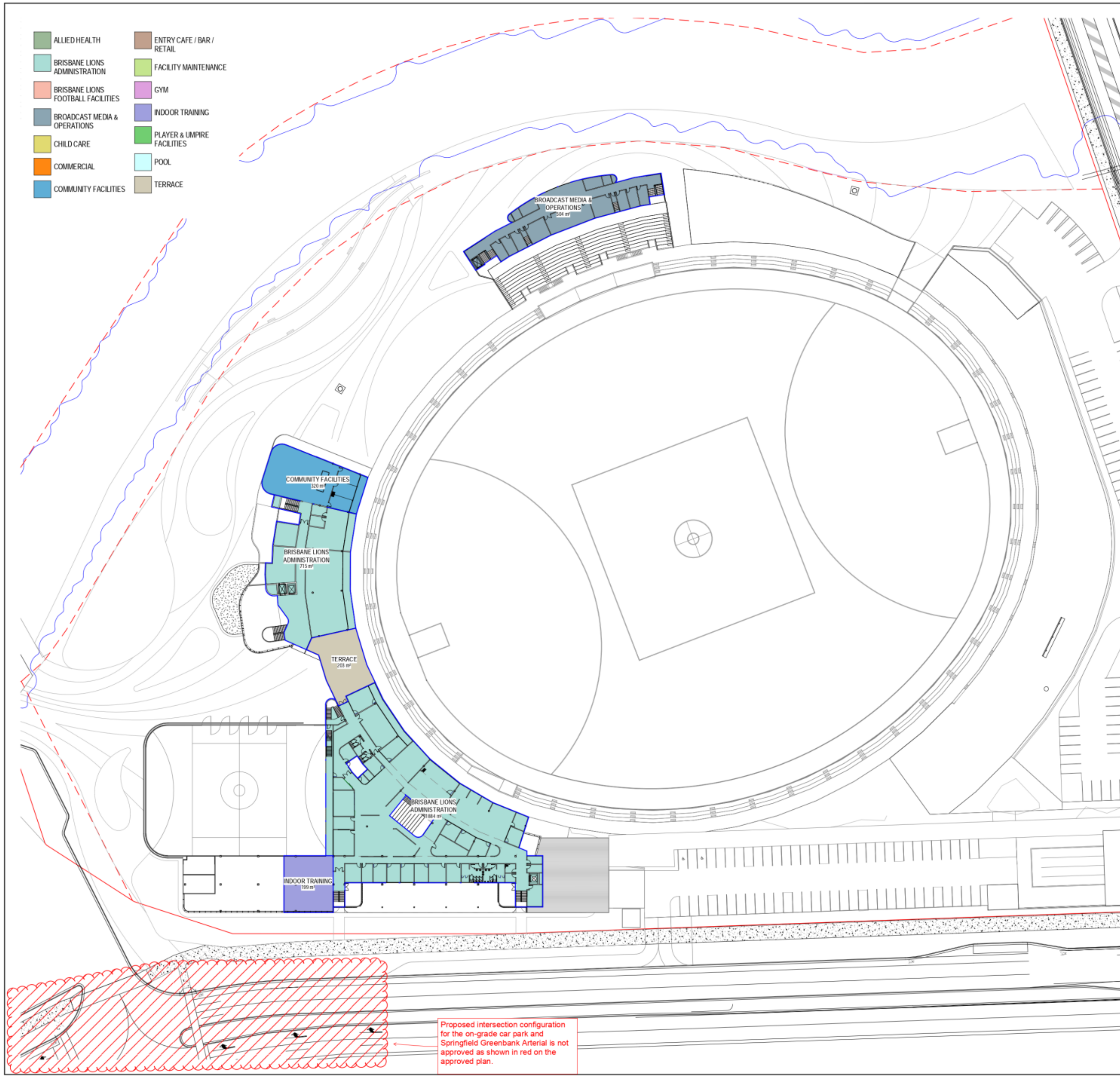
ORIGINAL SHEET SIZE A1 - 841mm x 594mm

Item 4 / Attachment 1.



GFA Schedule

Level	Name	Area
NE COMMERCIAL - GROUND LEVEL		
NE COMMERCIAL - GROUND LEVEL	ALLIED HEALTH	609 m²
NE COMMERCIAL - GROUND LEVEL	CHILD CARE	529 m²
NE COMMERCIAL - GROUND LEVEL	GYM	305 m²
		1443m²
LEVEL 01 - CONCOURSE		
LEVEL 01 - CONCOURSE	BRISBANE LIONS FOOTBALL FACILITIES	2306 m²
LEVEL 01 - CONCOURSE	COMMERCIAL	103 m²
LEVEL 01 - CONCOURSE	COMMUNITY FACILITIES	357 m²
LEVEL 01 - CONCOURSE	ENTRY CAFE / BAR / RETAIL	710 m²
LEVEL 01 - CONCOURSE	FACILITY MAINTENANCE	197 m²
LEVEL 01 - CONCOURSE	INDOOR TRAINING	2331 m²
LEVEL 01 - CONCOURSE	PLAYER & UMPIRE FACILITIES	981 m²
		6985m²
NE COMMERCIAL - LEVEL 01		
NE COMMERCIAL - LEVEL 01	CHILD CARE	783 m²
NE COMMERCIAL - LEVEL 01	GYM	1049 m²
		1832 m²
LEVEL 02 - ADMIN		
LEVEL 02 - ADMIN	BRISBANE LIONS ADMINISTRATION	715 m²
LEVEL 02 - ADMIN	BRISBANE LIONS ADMINISTRATION	1884 m²
LEVEL 02 - ADMIN	BROADCAST MEDIA & OPERATIONS	504 m²
LEVEL 02 - ADMIN	COMMUNITY FACILITIES	320 m²
LEVEL 02 - ADMIN	INDOOR TRAINING	199 m²
LEVEL 02 - ADMIN	TERRACE	203 m²
		3825 m²
NE COMMERCIAL - LEVEL 02		
NE COMMERCIAL - LEVEL 02	GYM	1084 m²
		1084 m²
19		15169m²

REFERENCE MAP

0 10 20 40m
1:500

CLIENT: BRISBANE LIONS

PROJECT MANAGER: COHA GROUP

STRUCTURAL ENGINEER: NORTHROP

BUILDING SERVICES ENGINEER: aurecon

CIVIL ENGINEER & LANDSCAPE ARCHITECT: Cardno

COST CONSULTANT: Napier & Blakeley

NOTES

DISCLAIMER

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REV	DESCRIPTION	DATE
A	DA ISSUE	27.06.2019
B	DA ISSUE UPDATE	05.07.2019

ARCHITECT

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PROJECT

BRISBANE LIONS TRAINING FACILITY
THE RESERVE, SPRINGFIELD CENTRAL

SHEET TITLE

GFA PLAN
OVERALL
LEVEL 02
RL 46.55

PROJECT NUMBER	REVIEWED
18.7545.00	BG
COORDINATED	APPROVED
SP	WC
SCALE 100% @ A1	NORTH POINT
1 : 500	

PHASE	DRAWING NUMBER	REVISION
DA	AD.05.0200	B

ORIGINAL SHEET SIZE A1 - 841mm x 594mm

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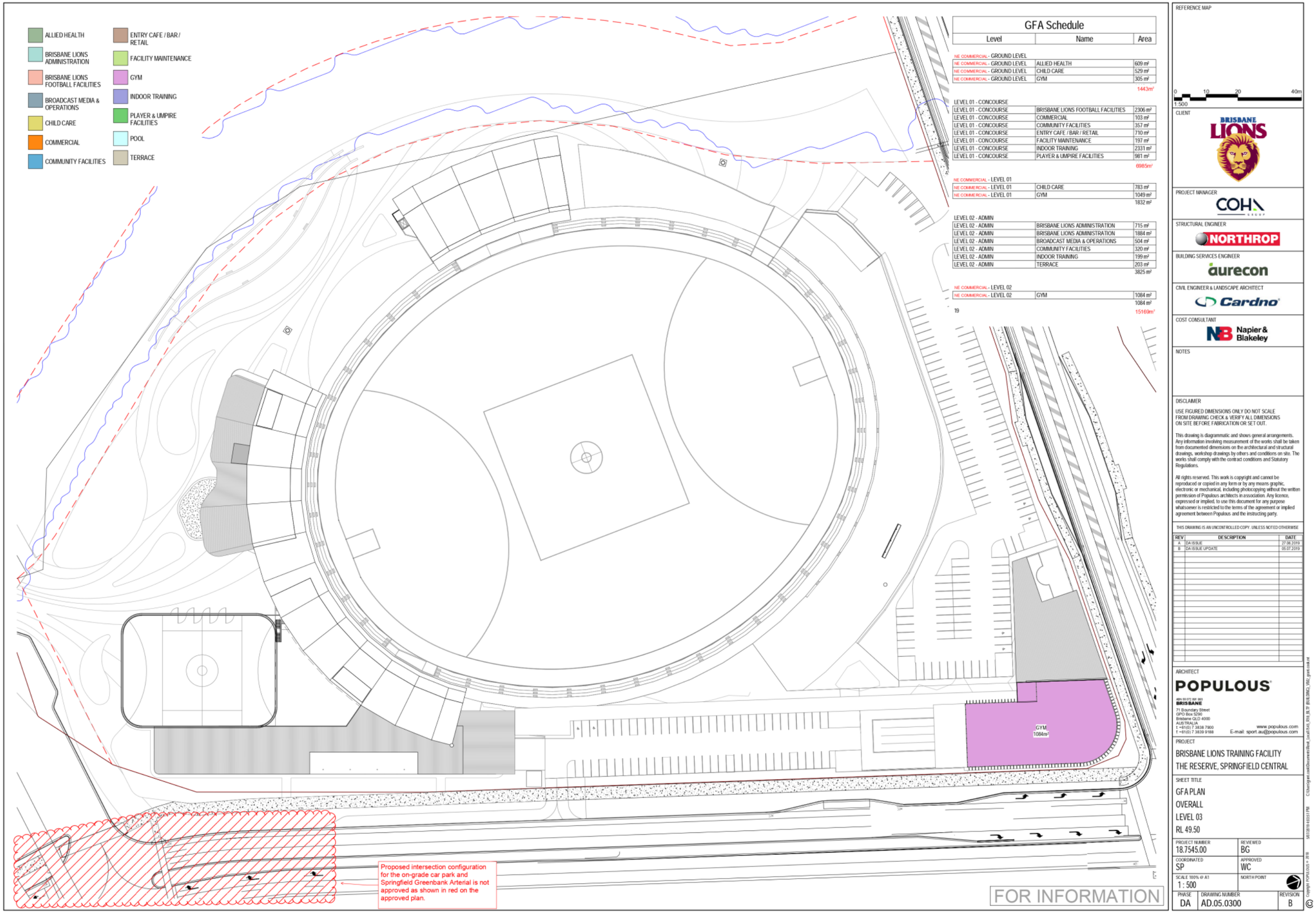
ALLIED HEALTH
BRISBANE LIONS ADMINISTRATION
BRISBANE LIONS FOOTBALL FACILITIES
BROADCAST MEDIA & OPERATIONS
CHILD CARE
COMMERCIAL
COMMUNITY FACILITIES
ENTRY CAFE / BAR / RETAIL
FACILITY MAINTENANCE
GYM
INDOOR TRAINING
PLAYER & UMPIRE FACILITIES
POOL
TERRACE
GFA Schedule
Level | Name | Area
NE COMMERCIAL - GROUND LEVEL
NE COMMERCIAL - GROUND LEVEL | ALLIED HEALTH | 609 m²
NE COMMERCIAL - GROUND LEVEL | CHILD CARE | 529 m²
NE COMMERCIAL - GROUND LEVEL | GYM | 305 m²
1443m²
LEVEL 01 - CONCOURSE
LEVEL 01 - CONCOURSE | BRISBANE LIONS FOOTBALL FACILITIES | 2306 m²
LEVEL 01 - CONCOURSE | COMMERCIAL | 103 m²
LEVEL 01 - CONCOURSE | COMMUNITY FACILITIES | 357 m²
LEVEL 01 - CONCOURSE | ENTRY CAFE / BAR / RETAIL | 710 m²
LEVEL 01 - CONCOURSE | FACILITY MAINTENANCE | 197 m²
LEVEL 01 - CONCOURSE | INDOOR TRAINING | 2331 m²
LEVEL 01 - CONCOURSE | PLAYER & UMPIRE FACILITIES | 981 m²
6985m²
NE COMMERCIAL - LEVEL 01
NE COMMERCIAL - LEVEL 01 | CHILD CARE | 783 m²
NE COMMERCIAL - LEVEL 01 | GYM | 1049 m²
1832 m²
LEVEL 02 - ADMIN
LEVEL 02 - ADMIN | BRISBANE LIONS ADMINISTRATION | 715 m²
LEVEL 02 - ADMIN | BRISBANE LIONS ADMINISTRATION | 1884 m²
LEVEL 02 - ADMIN | BROADCAST MEDIA & OPERATIONS | 504 m²
LEVEL 02 - ADMIN | COMMUNITY FACILITIES | 320 m²
LEVEL 02 - ADMIN | INDOOR TRAINING | 199 m²
LEVEL 02 - ADMIN | TERRACE | 203 m²
3825 m²
NE COMMERCIAL - LEVEL 02
NE COMMERCIAL - LEVEL 02 | GYM | 1084 m²
1084 m²
19
15169m²
GYM
1084m²
Proposed intersection configuration for the on-grade car park and Springfield Greenbank Arterial is not approved as shown in red on the approved plan.
FOR INFORMATION
REFERENCE MAP
0 10 20 40m
1:500
CLIENT
BRISBANE LIONS
PROJECT MANAGER
COHA GROUP
STRUCTURAL ENGINEER
NORTHROP
BUILDING SERVICES ENGINEER
aurecon
CIVIL ENGINEER & LANDSCAPE ARCHITECT
Cardno
COST CONSULTANT
Napier & Blakeley
NOTES
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REV | DESCRIPTION | DATE
A | DA ISSUE | 27.06.2019
B | DA ISSUE UPDATE | 05.07.2019
ARCHITECT
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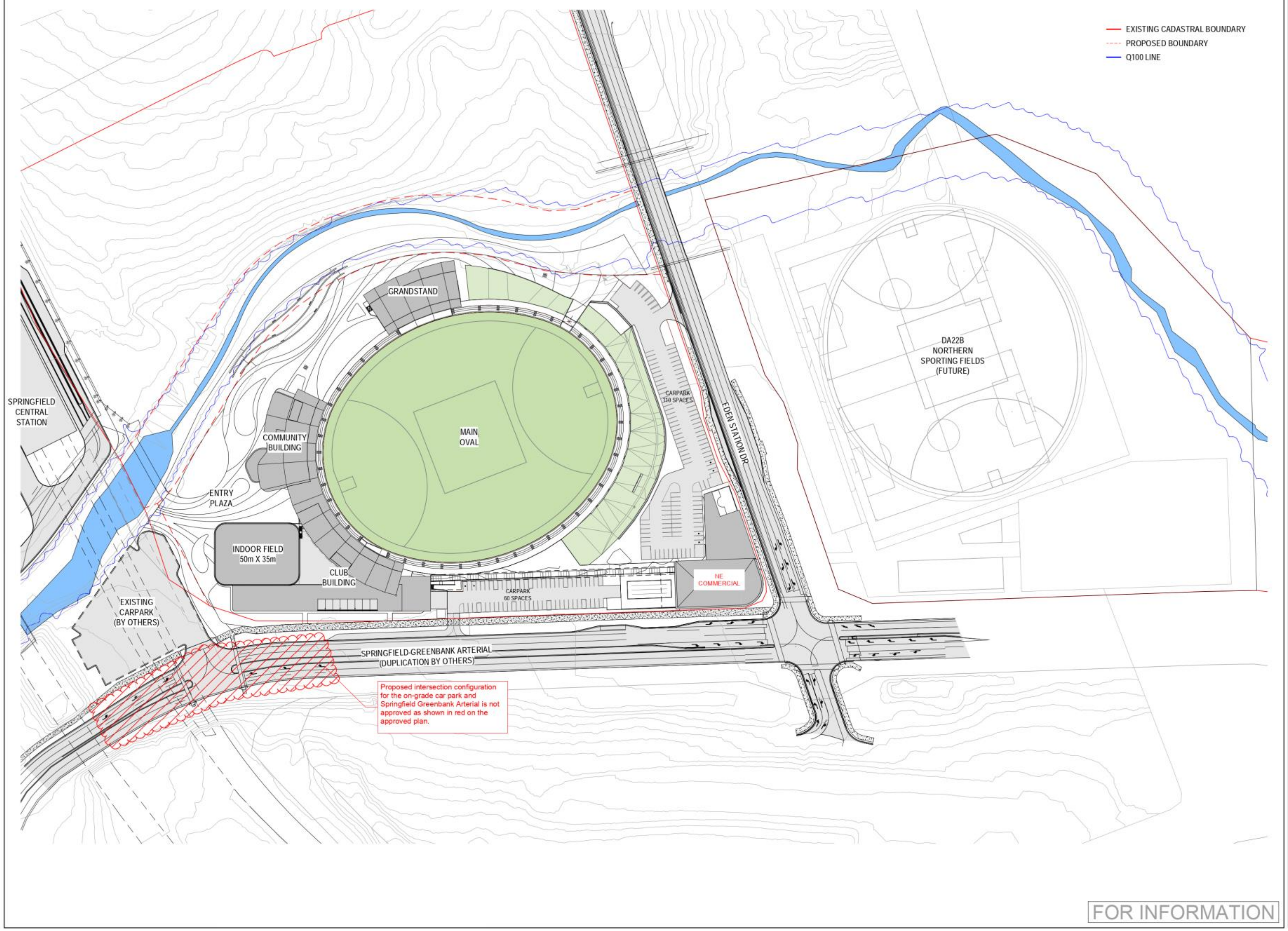
PROJECT
BRISBANE LIONS TRAINING FACILITY
THE RESERVE, SPRINGFIELD CENTRAL
SHEET TITLE
GFA PLAN
OVERALL
LEVEL 03
RL 49.50
PROJECT NUMBER 18.7545.00
REVIEWED BG
COORDINATED SP
APPROVED WC
SCALE 100% @ A1 1 : 500
NORTH POINT
PHASE DA
DRAWING NUMBER AD.05.0300
REVISION B
ORIGINAL SHEET SIZE A1 - 841mm x 594mm

Item 4 / Attachment 1.



REFERENCE MAP

0 20 40 80m
1:1000

CLIENT

PROJECT MANAGER

STRUCTURAL ENGINEER

BUILDING SERVICES ENGINEER

CIVIL ENGINEER & LANDSCAPE ARCHITECT

COST CONSULTANT

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REV	DESCRIPTION	DATE
A	SCHEMATIC DESIGN ISSUE	08.02.2019
B	ISSUE FOR PL MEETING	06.03.2019
C	VM REVIEW ISSUE	26.04.2019
D	VM UPDATE ISSUE	17.05.2019
E	FOR INFORMATION	22.05.2019
F	DA BACKGROUND ISSUE	17.06.2019
G	INDOOR FIELD REDUCTION	19.06.2019
H	DA ISSUE	27.06.2019
I	DA ISSUE UPDATE	05.07.2019

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PROJECT

BRISBANE LIONS TRAINING FACILITY
THE RESERVE, SPRINGFIELD CENTRAL

SHEET TITLE

SITE PLAN
OVERALL

PROJECT NUMBER	REVIEWED
18.7545.00	BG
COORDINATED	APPROVED
SP	WC
SCALE 100% @ A1	NORTH POINT
1 : 1000	

PHASE	DRAWING NUMBER	REVISION
DA	AD.16.0001	I

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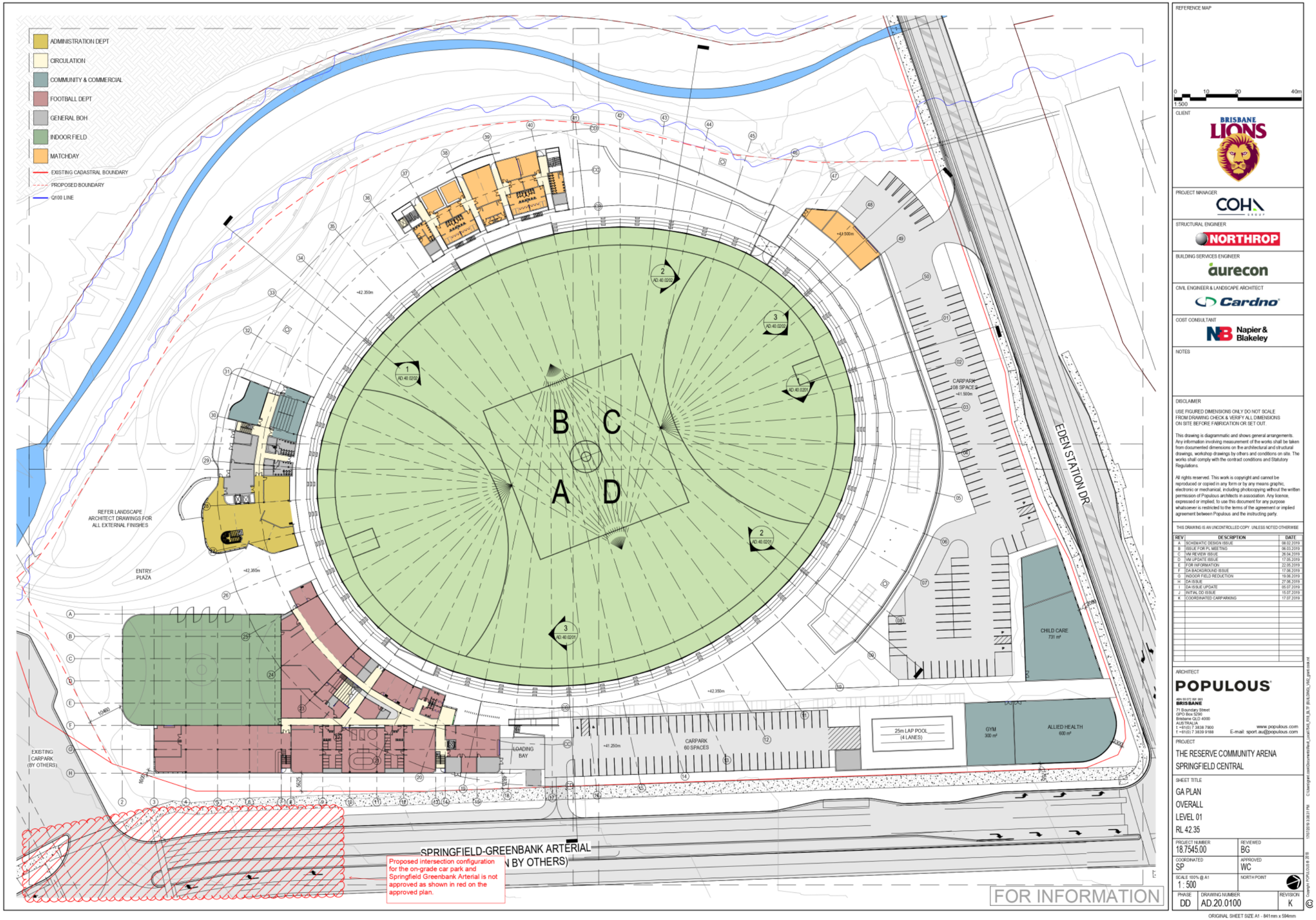
ORIGINAL SHEET SIZE A1 - 841mm x 594mm

Item 4 / Attachment 1.



REFERENCE MAP

0 10 20 40m
1:500

CLIENT
BRISBANE LIONS

PROJECT MANAGER
COHA GROUP

STRUCTURAL ENGINEER
NORTHROP

BUILDING SERVICES ENGINEER
aurecon

CIVIL ENGINEER & LANDSCAPE ARCHITECT
Cardno

COST CONSULTANT
Napier & Blakeley

NOTES

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F	DA BACKGROUND ISSUE	17.06.2019
G	INDOOR FIELD REDUCTION	19.06.2019
H	DA ISSUE	27.06.2019
I	DA ISSUE UPDATE	05.07.2019
J	INITIAL DD ISSUE	15.07.2019
K	COORDINATED CARPARKING	17.07.2019

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PROJECT
THE RESERVE COMMUNITY ARENA
SPRINGFIELD CENTRAL

SHEET TITLE
GA PLAN
OVERALL
LEVEL 01
RL 42.35

PROJECT NUMBER	REVIEWED
18.7545.00	BG
COORDINATED	APPROVED
SP	WC
SCALE 100% @ A1	NORTH POINT
1 : 500	
PHASE	DRAWING NUMBER	REVISION
DD	AD.20.0100	K

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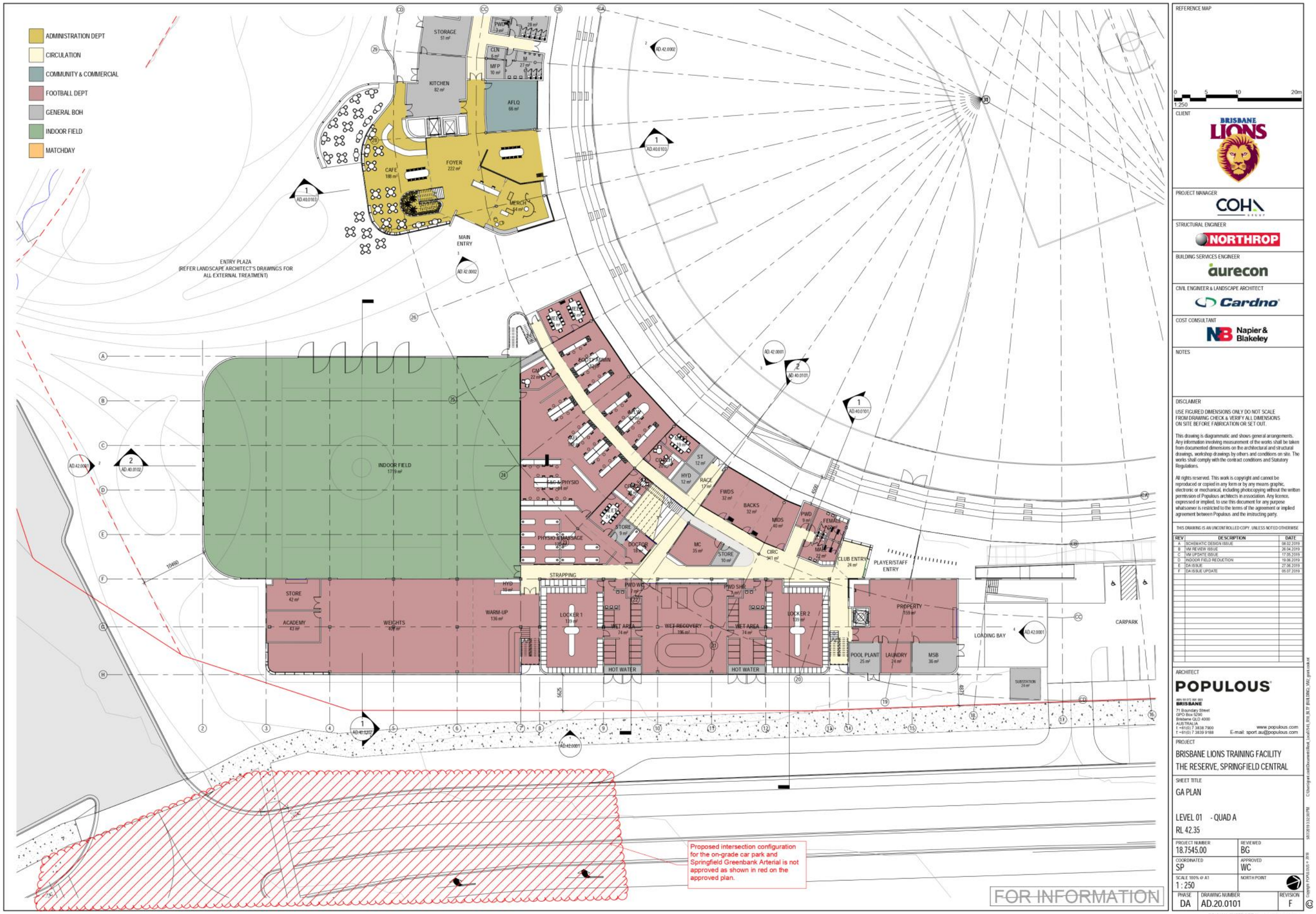
ORIGINAL SHEET SIZE A1 - 841mm x 594mm



REFERENCE MAP

0 5 10 20m
1:250

CLIENT

BRISBANE LIONS

PROJECT MANAGER

COHA GROUP

STRUCTURAL ENGINEER

NORTHROP

BUILDING SERVICES ENGINEER

aurecon

CIVIL ENGINEER & LANDSCAPE ARCHITECT

Cardno

COST CONSULTANT

Napier & Blakeley

NOTES

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C	VM UPDATE ISSUE	17.05.2019
D	INDOOR FIELD REDUCTION	19.06.2019
E	DA ISSUE	27.06.2019
F	DA ISSUE UPDATE	05.07.2019

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PROJECT

BRISBANE LIONS TRAINING FACILITY
THE RESERVE, SPRINGFIELD CENTRAL

SHEET TITLE

GA PLAN

LEVEL 01 - QUAD A
RL 42.35

PROJECT NUMBER	REVIEWED
18.7545.00	BG
COORDINATED	APPROVED
SP	WC
SCALE 100% @ A1	NORTH POINT
1 : 250	

PHASE	DRAWING NUMBER	REVISION
DA	AD.20.0101	F

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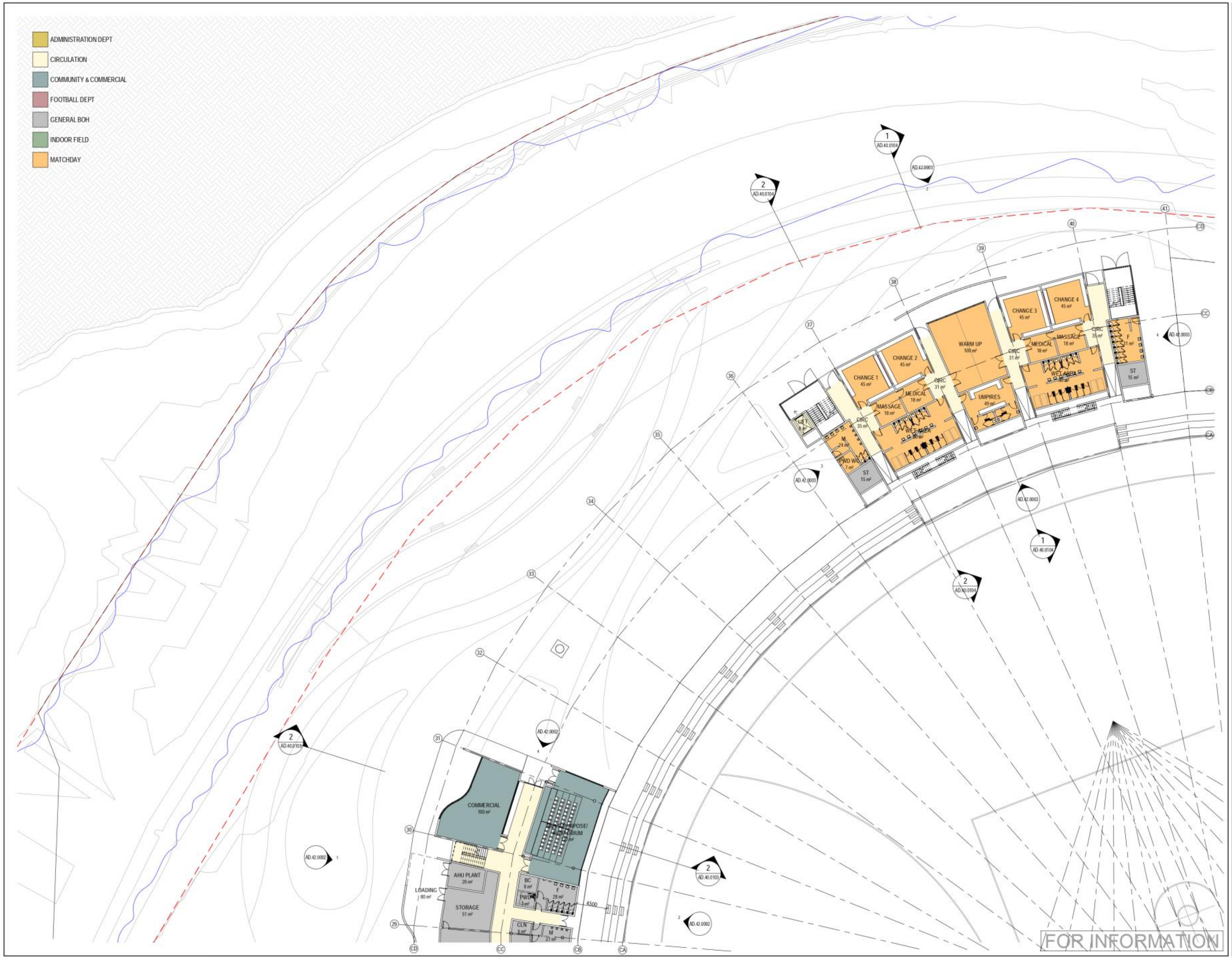

REFERENCE MAP

1:250

CLIENT

BRISBANE LIONS

PROJECT MANAGER

COHA

STRUCTURAL ENGINEER

NORTHROP

BUILDING SERVICES ENGINEER

aurecon

CIVIL ENGINEER & LANDSCAPE ARCHITECT

Cardno

COST CONSULTANT

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B	VM REVIEW ISSUE	26.04.2019
C	VM UPDATE ISSUE	17.05.2019
D	DA ISSUE	27.06.2019
E	DA ISSUE UPDATE	05.07.2019

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PROJECT

BRISBANE LIONS TRAINING FACILITY
THE RESERVE, SPRINGFIELD CENTRAL

SHEET TITLE

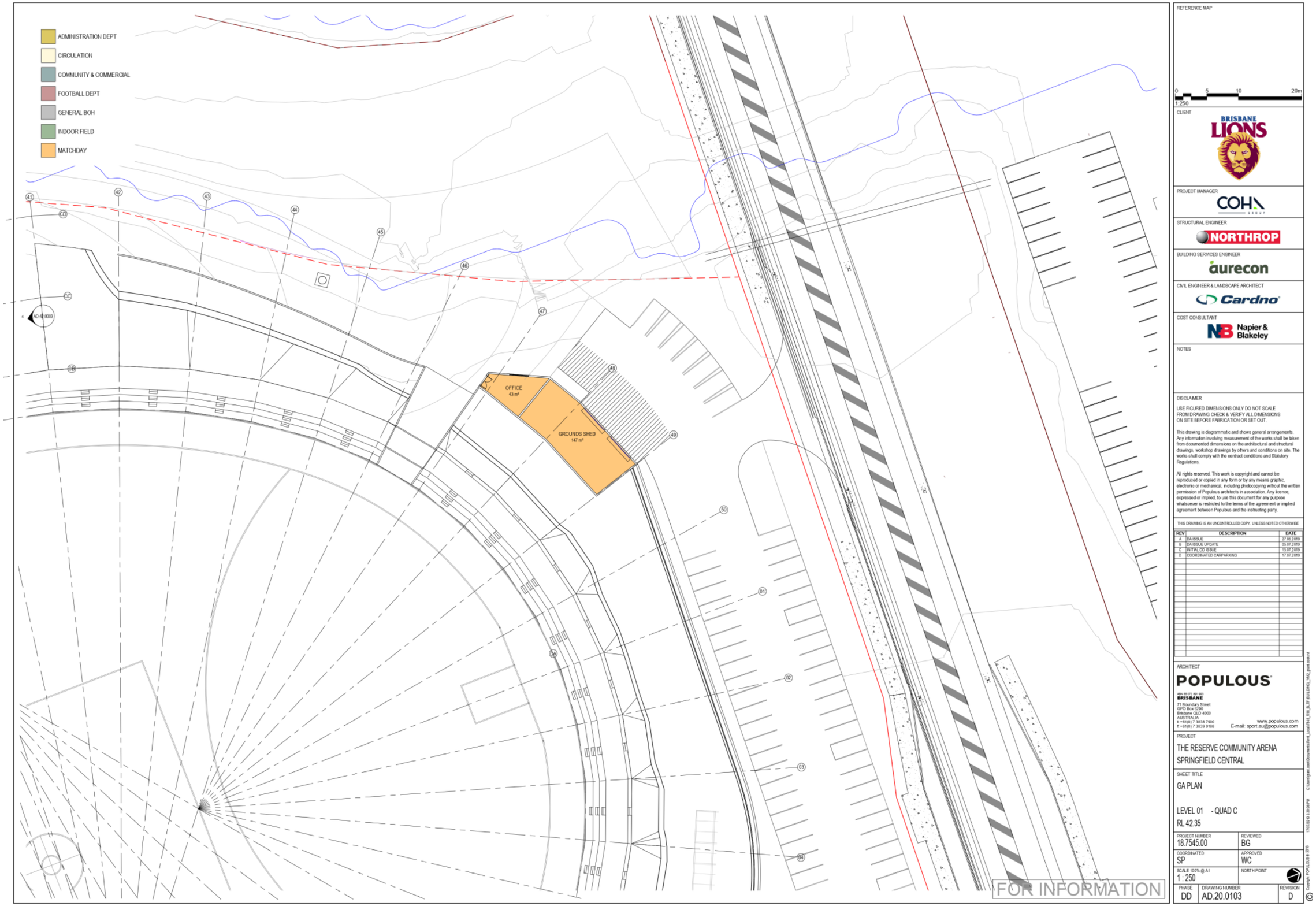
GENERAL ARRANGEMENT PLAN

LEVEL 01 - QUAD B
RL 42.35

PROJECT NUMBER	REVIEWED
18.7545.00	BG
COORDINATED	APPROVED
SP	WC
SCALE 100% @ A1	NORTH POINT
1 : 250	

PHASE	DRAWING NUMBER	REVISION
DA	AD.20.0102	E

ORIGINAL SHEET SIZE A1 - 841mm x 594mm



REFERENCE MAP

0 5 10 20m
1:250

CLIENT

BRISBANE LIONS

PROJECT MANAGER

COHA GROUP

STRUCTURAL ENGINEER

NORTHROP

BUILDING SERVICES ENGINEER

aurecon

CIVIL ENGINEER & LANDSCAPE ARCHITECT

Cardno

COST CONSULTANT

Napier & Blakeley

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REV	DESCRIPTION	DATE
A	DA ISSUE	27.06.2019
B	DA ISSUE UPDATE	05.07.2019
C	INITIAL DD ISSUE	15.07.2019
D	COORDINATED CARPARKING	17.07.2019

ARCHITECT

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PROJECT

THE RESERVE COMMUNITY ARENA
SPRINGFIELD CENTRAL

SHEET TITLE

GA PLAN

LEVEL 01 - QUAD C
RL 42.35

PROJECT NUMBER	REVIEWED
18.7545.00	BG
COORDINATED	APPROVED
SP	WC
SCALE 100% @ A1	NORTH POINT
1 : 250	

PHASE	DRAWING NUMBER	REVISION
DD	AD.20.0103	D

ORIGINAL SHEET SIZE A1 - 841mm x 594mm

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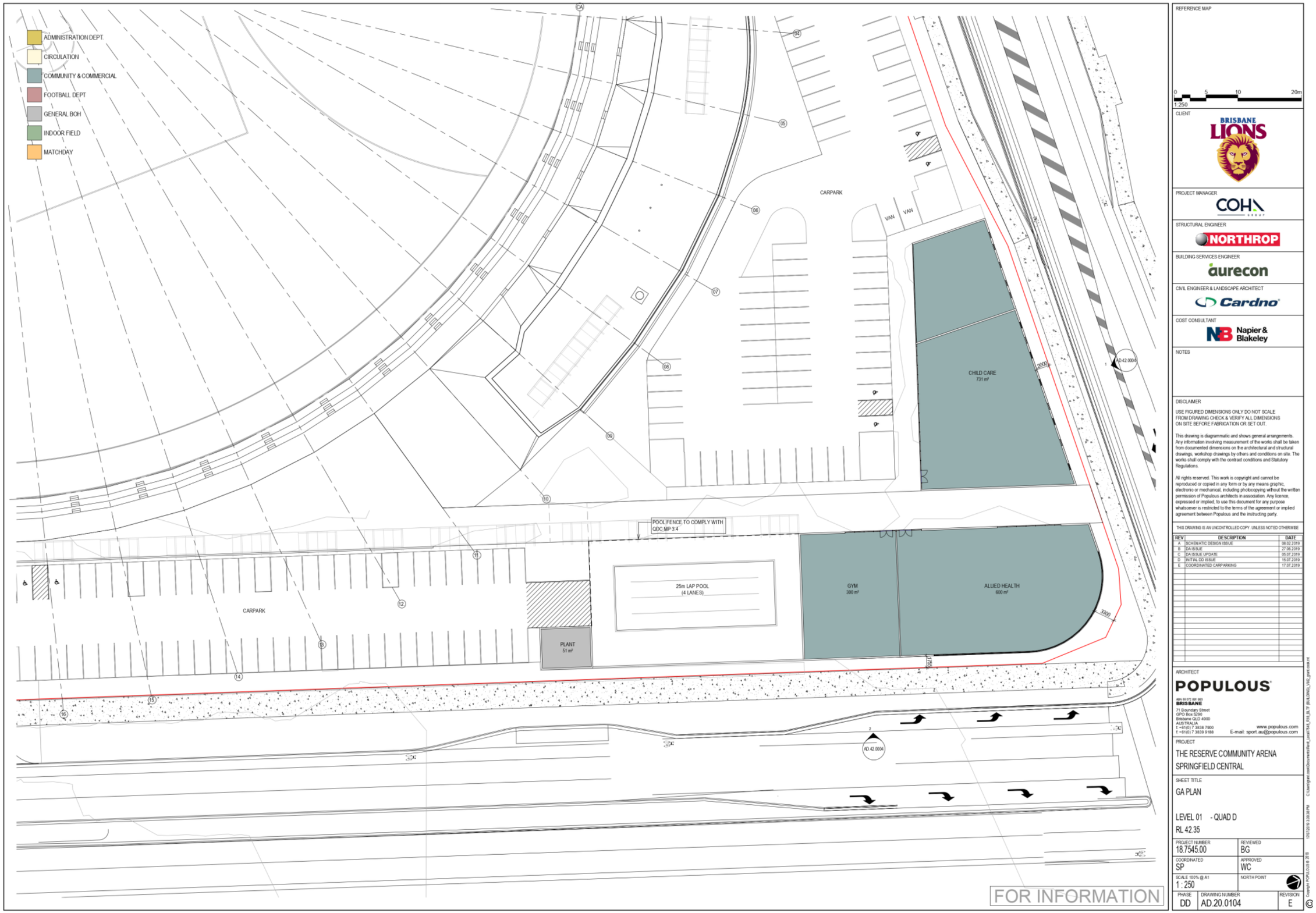

REFERENCE MAP

0 5 10 20m
1:250

CLIENT
BRISBANE LIONS

PROJECT MANAGER
COHA GROUP

STRUCTURAL ENGINEER
NORTHROP

BUILDING SERVICES ENGINEER
aurecon

CIVIL ENGINEER & LANDSCAPE ARCHITECT
Cardno

COST CONSULTANT
Napier & Blakeley

NOTES

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A	SCHEMATIC DESIGN ISSUE	08.02.2019
B	DA ISSUE	27.06.2019
C	DA ISSUE UPDATE	05.07.2019
D	INITIAL DD ISSUE	15.07.2019
E	COORDINATED CARPARKING	17.07.2019

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PROJECT
THE RESERVE COMMUNITY ARENA
SPRINGFIELD CENTRAL

SHEET TITLE
GA PLAN

LEVEL 01 - QUAD D
RL 42.35

PROJECT NUMBER	REVIEWED
18.7545.00	BG
COORDINATED	APPROVED
SP	WC
SCALE 100% @ A1	NORTH POINT
1 : 250	

PHASE	DRAWING NUMBER	REVISION
DD	AD.20.0104	E

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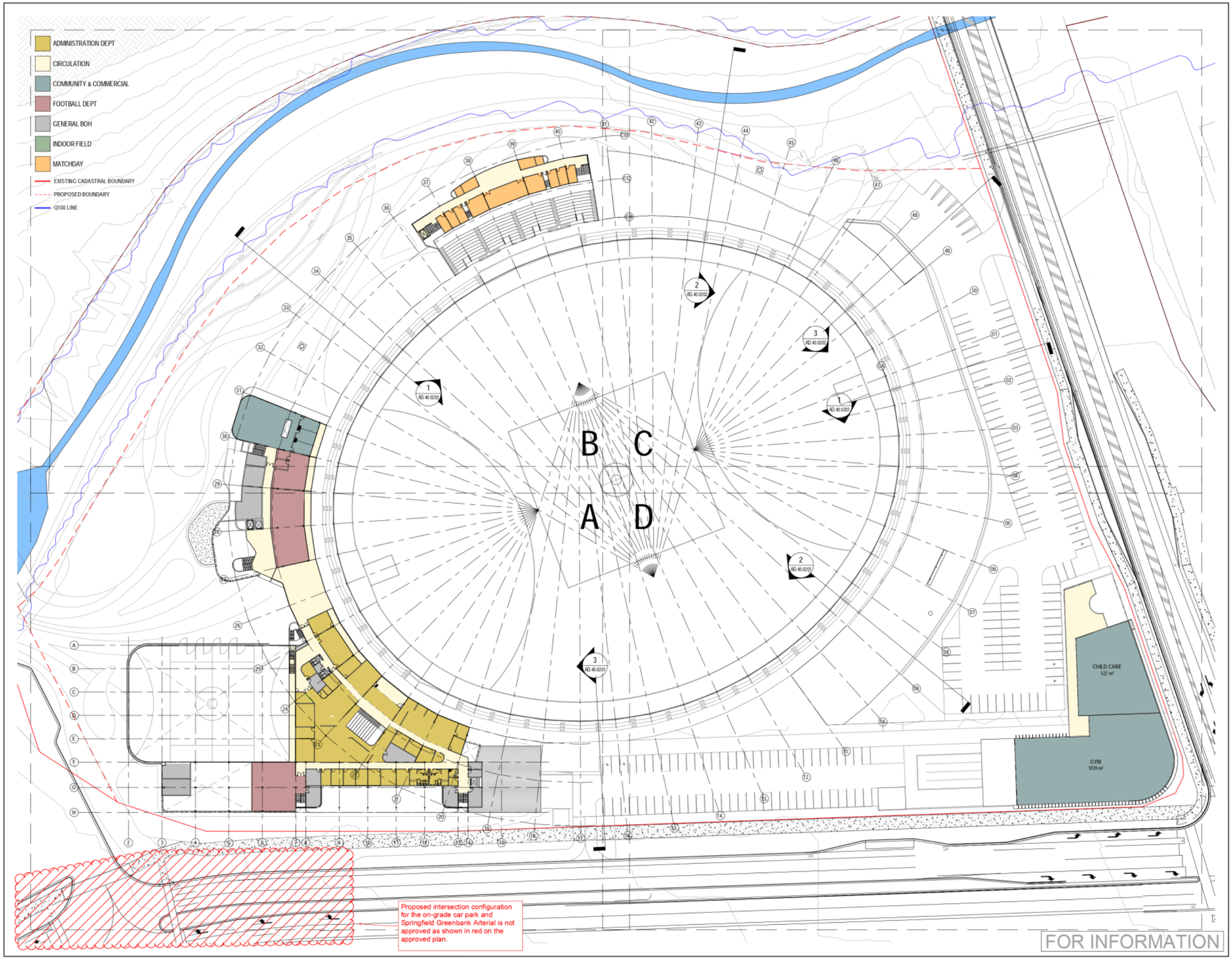
17/07/2019 3:00:28 PM

ORIGINAL SHEET SIZE A1 - 841mm x 594mm



REFERENCE MAP

0 10 20 40m
1:500

CLIENT

BRISBANE LIONS

PROJECT MANAGER

COHA GROUP

STRUCTURAL ENGINEER

NORTHROP

BUILDING SERVICES ENGINEER

aurecon

CIVIL ENGINEER & LANDSCAPE ARCHITECT

Cardno

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B	ISSUE FOR PL MEETING	06.03.2019
C	VM REVIEW ISSUE	26.04.2019
D	VM UPDATE ISSUE	17.05.2019
E	INDOOR FIELD REDUCTION	19.06.2019
F	DA ISSUE	27.06.2019
G	DA ISSUE UPDATE	05.07.2019

ARCHITECT

POPULOUS

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PROJECT

BRISBANE LIONS TRAINING FACILITY
THE RESERVE, SPRINGFIELD CENTRAL

SHEET TITLE

GA PLAN
OVERALL
LEVEL 02
RL 46.55

PROJECT NUMBER	REVIEWED
18.7545.00	BG
COORDINATED	APPROVED
SP	WC
SCALE 100% @ A1	NORTH POINT
1 : 500	

PHASE	DRAWING NUMBER	REVISION
DA	A.D.20.0200	G

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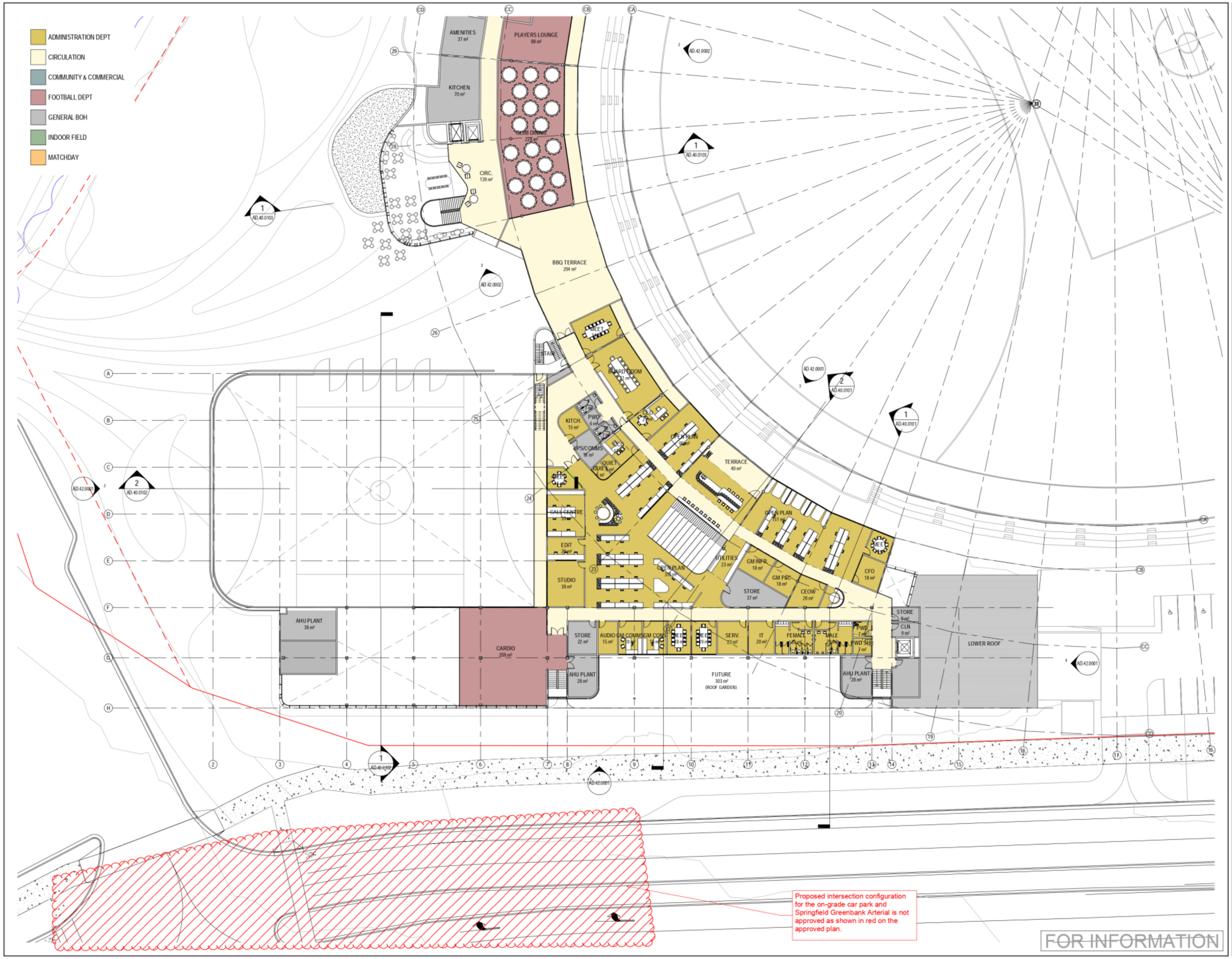
ORIGINAL SHEET SIZE A1 - 841mm x 594mm

Item 4 / Attachment 1.



REFERENCE MAP

1:250

CLIENT: BRISBANE LIONS

PROJECT MANAGER: COHA

STRUCTURAL ENGINEER: NORTHROP

BUILDING SERVICES ENGINEER: aurecon

CIVIL ENGINEER & LANDSCAPE ARCHITECT: Cardno

COST CONSULTANT: Napier & Blakeley

NOTES

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REV	DESCRIPTION	DATE
A	SCHEMATIC DESIGN ISSUE	08.02.2019
B	VM REVIEW ISSUE	26.04.2019
C	VM UPDATE ISSUE	17.05.2019
D	INDOOR FIELD REDUCTION	19.06.2019
E	DA ISSUE	27.06.2019
F	DA ISSUE UPDATE	05.07.2019

ARCHITECT

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PROJECT

BRISBANE LIONS TRAINING FACILITY
THE RESERVE, SPRINGFIELD CENTRAL

SHEET TITLE

GA PLAN

LEVEL 02 - QUAD A
RL 46.55

PROJECT NUMBER 18.7545.00	REVIEWED BG
COORDINATED SP	APPROVED WC
SCALE 100% @ A1 1 : 250	NORTH POINT

PHASE	DRAWING NUMBER	REVISION
DA	AD.20.0201	F

ORIGINAL SHEET SIZE A1 - 841mm x 594mm

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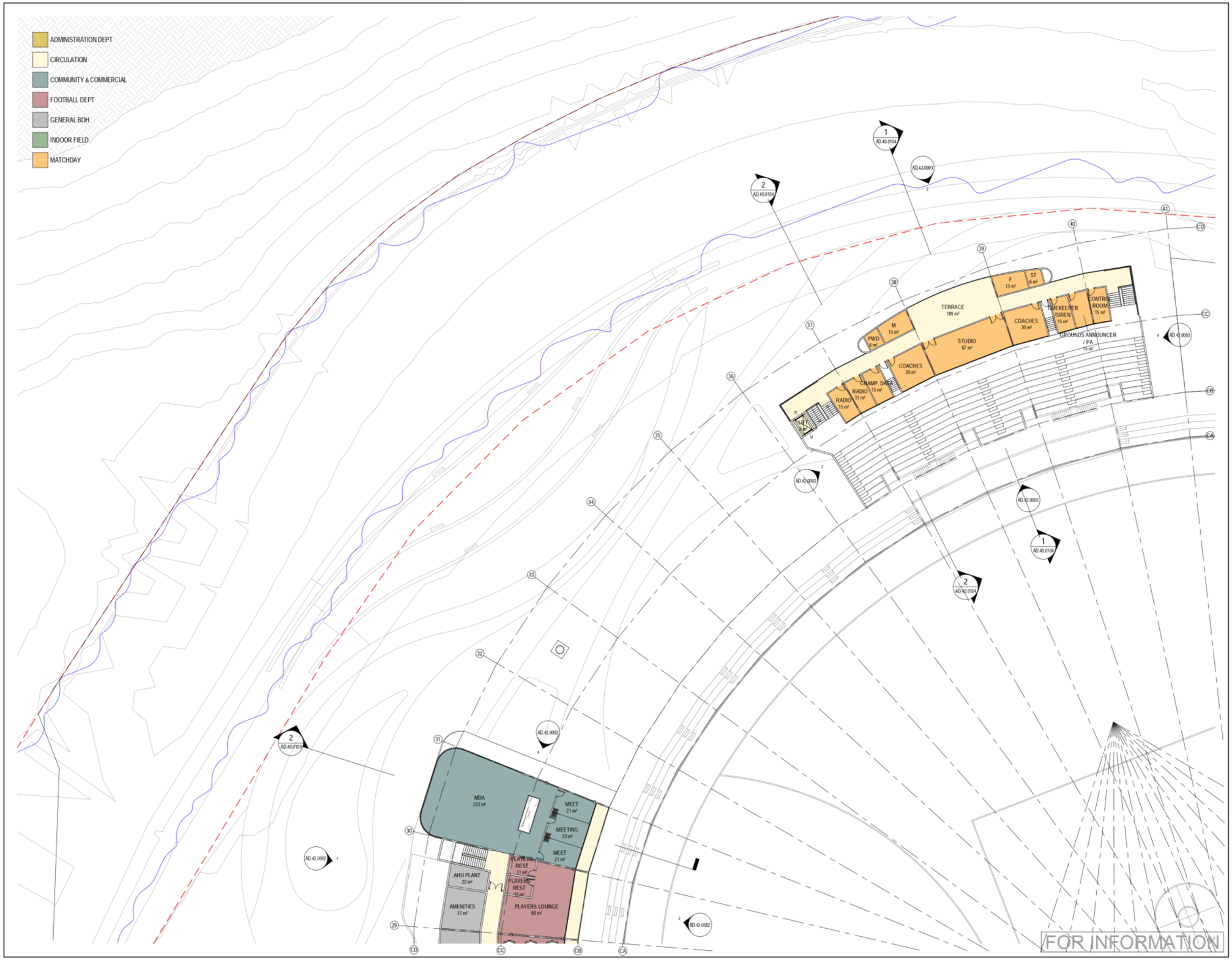

REFERENCE MAP

0 5 10 20m
1:250

CLIENT

BRISBANE LIONS

PROJECT MANAGER

COHA GROUP

STRUCTURAL ENGINEER

NORTHROP

BUILDING SERVICES ENGINEER

aurecon

CIVIL ENGINEER & LANDSCAPE ARCHITECT

Cardno

COST CONSULTANT

Napier & Blakeley

NOTES

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REV	DESCRIPTION	DATE
A	SCHEMATIC DESIGN ISSUE	08.02.2019
B	VM REVIEW ISSUE	26.04.2019
C	VM UPDATE ISSUE	17.05.2019
D	DA ISSUE	27.06.2019
E	DA ISSUE UPDATE	05.07.2019

ARCHITECT

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PROJECT

BRISBANE LIONS TRAINING FACILITY
THE RESERVE, SPRINGFIELD CENTRAL

SHEET TITLE

GA PLAN

LEVEL 02 - QUAD B
RL 46.55

PROJECT NUMBER	REVIEWED
18.7545.00	BG
COORDINATED	APPROVED
SP	WC
SCALE 100% @ A1	NORTH POINT
1 : 250	
PHASE	DRAWING NUMBER	REVISION
DA	AD.20.0202	E

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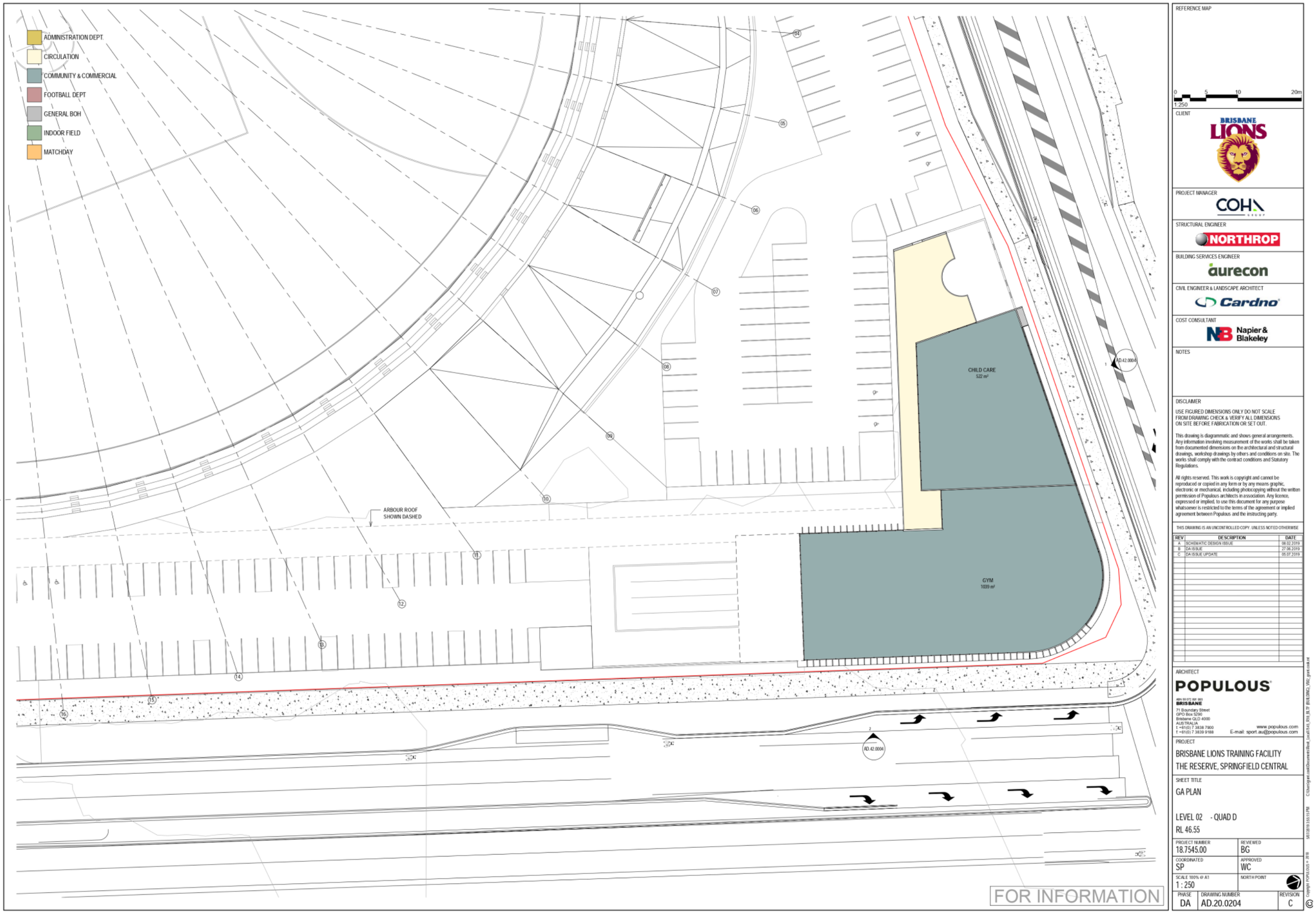
ADMINISTRATION DEPT
CIRCULATION
COMMUNITY & COMMERCIAL
FOOTBALL DEPT
GENERAL BOH
INDOOR FIELD
MATCHDAY
CHILD CARE
522 m²
GYM
1039 m²
ARBOUR ROOF
SHOWN DASHED
AD.42.0004
FOR INFORMATION
REFERENCE MAP
0 5 10 20m
1:250
CLIENT
BRISBANE LIONS
PROJECT MANAGER
COHA GROUP
STRUCTURAL ENGINEER
NORTHROP
BUILDING SERVICES ENGINEER
aurecon
CIVIL ENGINEER & LANDSCAPE ARCHITECT
Cardno
COST CONSULTANT
Napier & Blakeley
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REV DESCRIPTION DATE
A SCHEMATIC DESIGN ISSUE 08.02.2019
B DA ISSUE 27.06.2019
C DA ISSUE UPDATE 05.07.2019
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PROJECT
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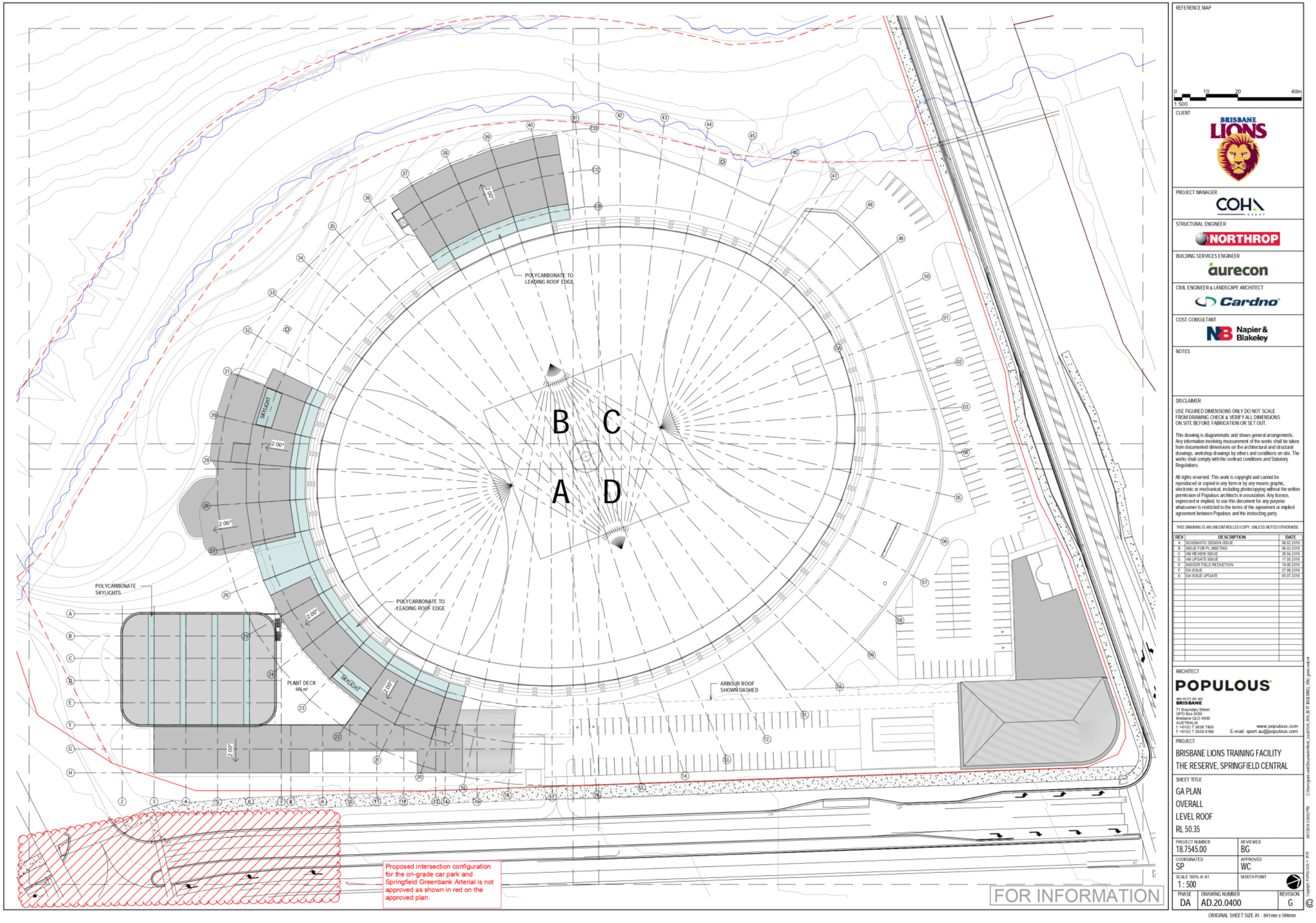
THE RESERVE, SPRINGFIELD CENTRAL
SHEET TITLE
GA PLAN
LEVEL 02 - QUAD D
RL 46.55
PROJECT NUMBER 18.7545.00
REVIEWED BG
COORDINATED SP
APPROVED WC
SCALE 100% @ A1 1 : 250
NORTH POINT
PHASE DA
DRAWING NUMBER AD.20.0204
REVISION C
ORIGINAL SHEET SIZE A1 - 841mm x 594mm



REFERENCE MAP

0 10 20 40m
1:500

CLIENT

BRISBANE LIONS

PROJECT MANAGER

COHA GROUP

STRUCTURAL ENGINEER

NORTHROP

BUILDING SERVICES ENGINEER

aurecon

CIVIL ENGINEER & LANDSCAPE ARCHITECT

Cardno

COST CONSULTANT

Napier & Blakeley

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REV	DESCRIPTION	DATE
A	SCHEMATIC DESIGN ISSUE	08.02.2019
B	ISSUE FOR PL MEETING	06.03.2019
C	VM REVIEW ISSUE	26.04.2019
D	VM UPDATE ISSUE	17.05.2019
E	INDOOR FIELD REDUCTION	19.06.2019
F	DA ISSUE	27.06.2019
G	DA ISSUE UPDATE	05.07.2019

ARCHITECT

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PROJECT

BRISBANE LIONS TRAINING FACILITY
THE RESERVE, SPRINGFIELD CENTRAL

SHEET TITLE

GA PLAN
OVERALL
LEVEL ROOF
RL 50.35

PROJECT NUMBER	REVIEWED
18.7545.00	BG
COORDINATED	APPROVED
SP	WC
SCALE 100% @ A1	NORTH POINT
1 : 500	

PHASE	DRAWING NUMBER	REVISION
DA	AD.20.0400	G

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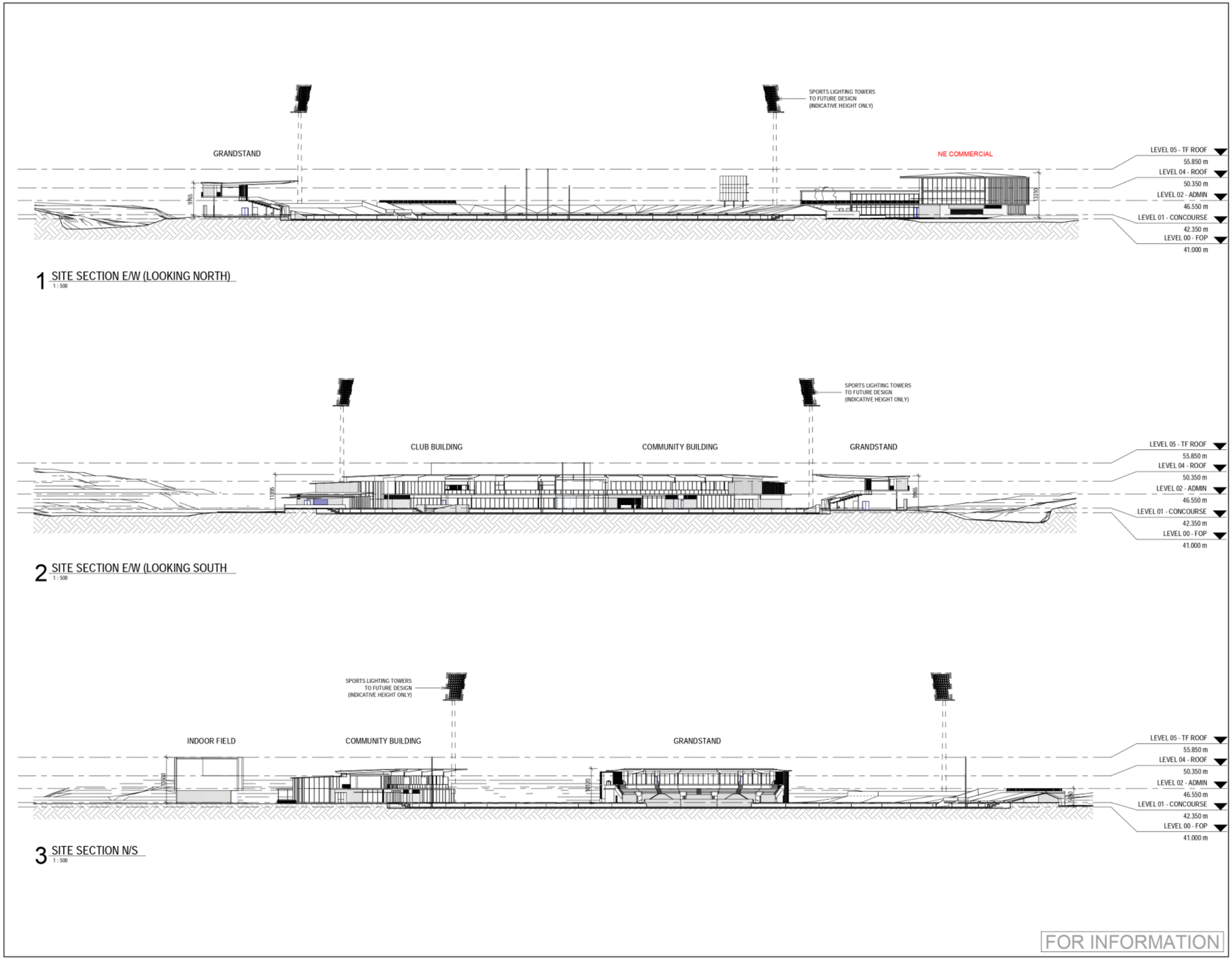
ORIGINAL SHEET SIZE A1 - 841mm x 594mm


GRANDSTAND
SPORTS LIGHTING TOWERS
TO FUTURE DESIGN
(INDICATIVE HEIGHT ONLY)
NE COMMERCIAL
9765
13310
LEVEL 05 - TF ROOF
55.850 m
LEVEL 04 - ROOF
50.350 m
LEVEL 02 - ADMIN
46.550 m
LEVEL 01 - CONCOURSE
42.350 m
LEVEL 00 - FOP
41.000 m
1 SITE SECTION E/W (LOOKING NORTH)
1 : 500
CLUB BUILDING
COMMUNITY BUILDING
GRANDSTAND
SPORTS LIGHTING TOWERS
TO FUTURE DESIGN
(INDICATIVE HEIGHT ONLY)
11895
9965
LEVEL 05 - TF ROOF
55.850 m
LEVEL 04 - ROOF
50.350 m
LEVEL 02 - ADMIN
46.550 m
LEVEL 01 - CONCOURSE
42.350 m
LEVEL 00 - FOP
41.000 m
2 SITE SECTION E/W (LOOKING SOUTH
1 : 500
SPORTS LIGHTING TOWERS
TO FUTURE DESIGN
(INDICATIVE HEIGHT ONLY)
INDOOR FIELD
COMMUNITY BUILDING
GRANDSTAND
10120
LEVEL 05 - TF ROOF
55.850 m
LEVEL 04 - ROOF
50.350 m
LEVEL 02 - ADMIN
46.550 m
LEVEL 01 - CONCOURSE
42.350 m
LEVEL 00 - FOP
41.000 m
3 SITE SECTION N/S
1 : 500
FOR INFORMATION
REFERENCE MAP
0 10 20 40m
1:500
CLIENT
BRISBANE LIONS
PROJECT MANAGER
COHA GROUP
STRUCTURAL ENGINEER
NORTHROP
BUILDING SERVICES ENGINEER
aurecon
CIVIL ENGINEER & LANDSCAPE ARCHITECT
Cardno
COST CONSULTANT
Napier & Blakeley
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REV | DESCRIPTION | DATE
A | SCHEMATIC DESIGN ISSUE | 08.02.2019
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C | DA ISSUE UPDATE | 05.07.2019
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PROJECT
BRISBANE LIONS TRAINING FACILITY
THE RESERVE, SPRINGFIELD CENTRAL
SHEET TITLE
SITE SECTIONS
OVERALL
PROJECT NUMBER 18.7545.00
REVIEWED BG
COORDINATED SP
APPROVED WC
SCALE 100% @ A1 1 : 500
NORTH POINT
PHASE DA
DRAWING NUMBER AD.40.0001
REVISION C
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5/07/2019 2:12:27 PM
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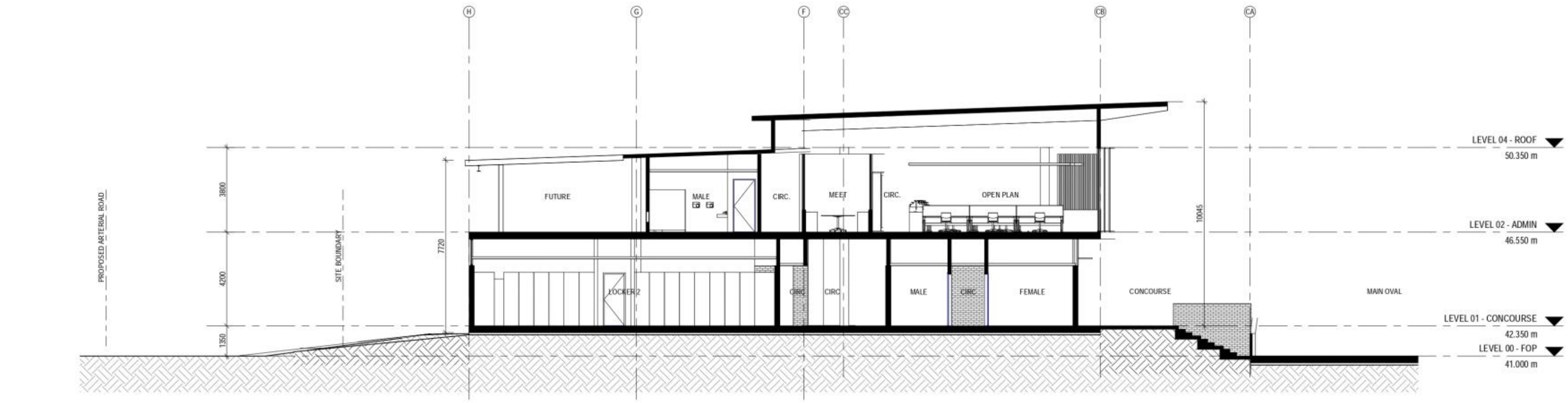
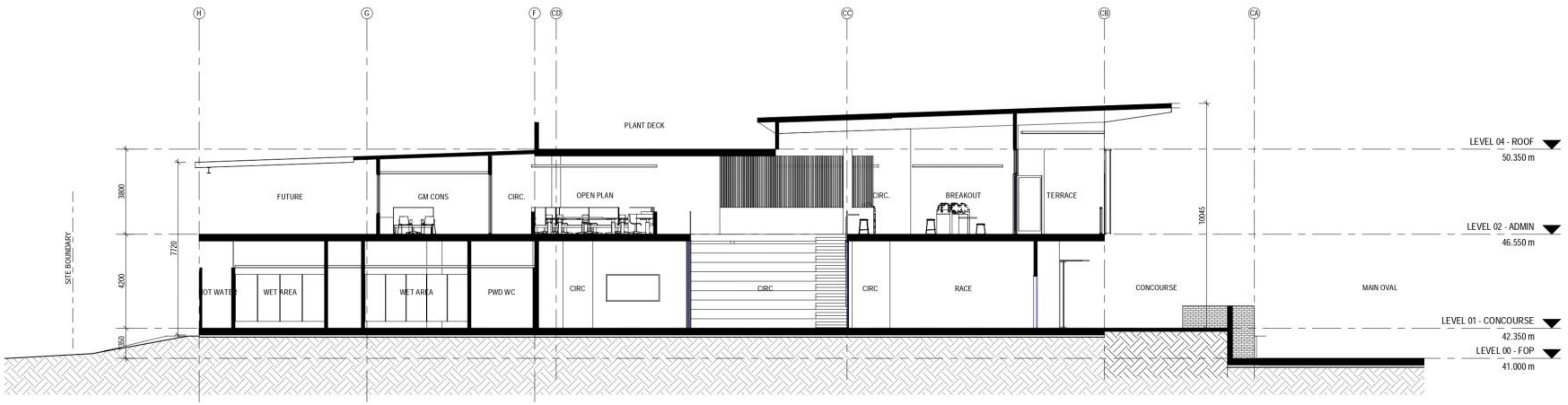


1 GRIDS 20-21 - AMENITIES
1 : 100



2 GRIDS 22-23 - INTERNAL GRANDSTAND / PLAYERS RACE
1 : 100

FOR INFORMATION

REFERENCE MAP

1:100

CLIENT: BRISBANE LIONS

PROJECT MANAGER: COHA

STRUCTURAL ENGINEER: NORTHROP

BUILDING SERVICES ENGINEER: aurecon

CIVIL ENGINEER & LANDSCAPE ARCHITECT: Cardno

COST CONSULTANT: Napier & Blakeley

NOTES

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REV	DESCRIPTION	DATE
A	SCHEMATIC DESIGN ISSUE	08.02.2019
B	VM REVIEW ISSUE	30.04.2019
C	VM UPDATE ISSUE	17.05.2019
D	DA ISSUE	27.06.2019
E	DA ISSUE UPDATE	05.07.2019

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PROJECT
BRISBANE LIONS TRAINING FACILITY
THE RESERVE, SPRINGFIELD CENTRAL

SHEET TITLE
GA SECTIONS
CLUB BUILDING

PROJECT NUMBER 18.7545.00	REVIEWED BG
COORDINATED SP	APPROVED WC
SCALE 100% @ A1 1 : 100	NORTH POINT

PHASE	DRAWING NUMBER	REVISION
DA	AD.40.0101	E

ORIGINAL SHEET SIZE A1 - 841mm x 594mm

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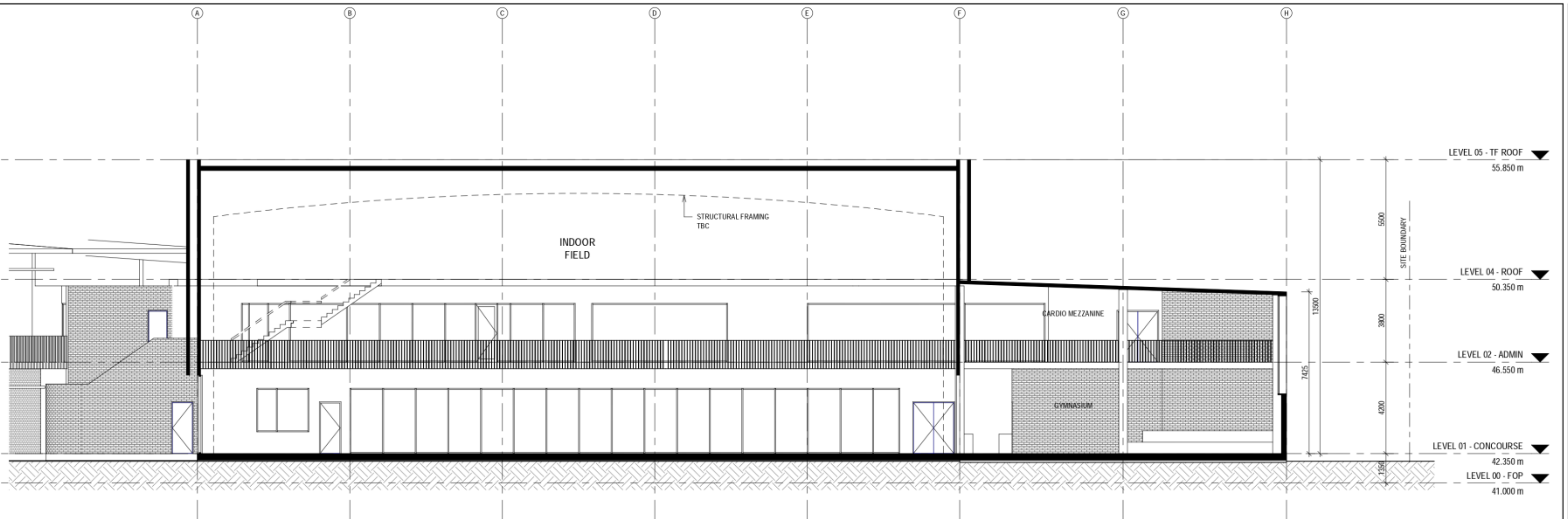
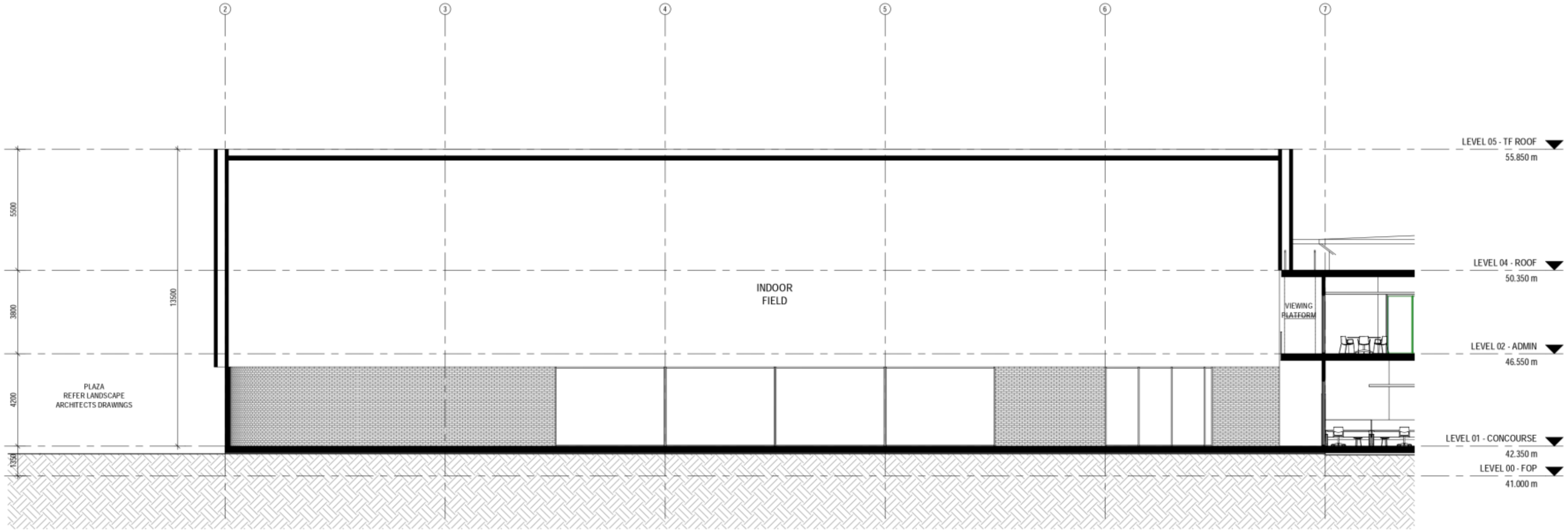


1 INDOOR TRAINING FIELD - CROSS SECTION
1 : 100



2 INDOOR TRAINING FIELD - LONG SECTION
1 : 100

FOR INFORMATION

REFERENCE MAP

CLIENT: BRISBANE LIONS

PROJECT MANAGER: COHA

STRUCTURAL ENGINEER: NORTHROP

BUILDING SERVICES ENGINEER: aurecon

CIVIL ENGINEER & LANDSCAPE ARCHITECT: Cardno

COST CONSULTANT: Napier & Blakeley

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D	DA ISSUE UPDATE	05.07.2019

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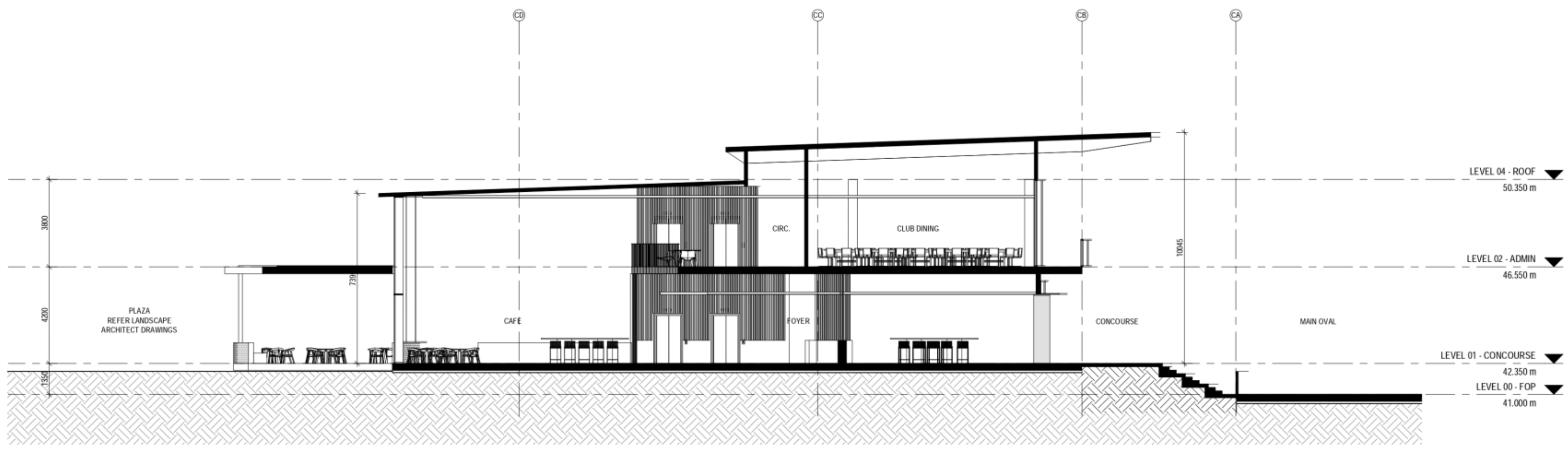
PROJECT: BRISBANE LIONS TRAINING FACILITY
THE RESERVE, SPRINGFIELD CENTRAL

SHEET TITLE: GA SECTIONS
INDOOR FIELD

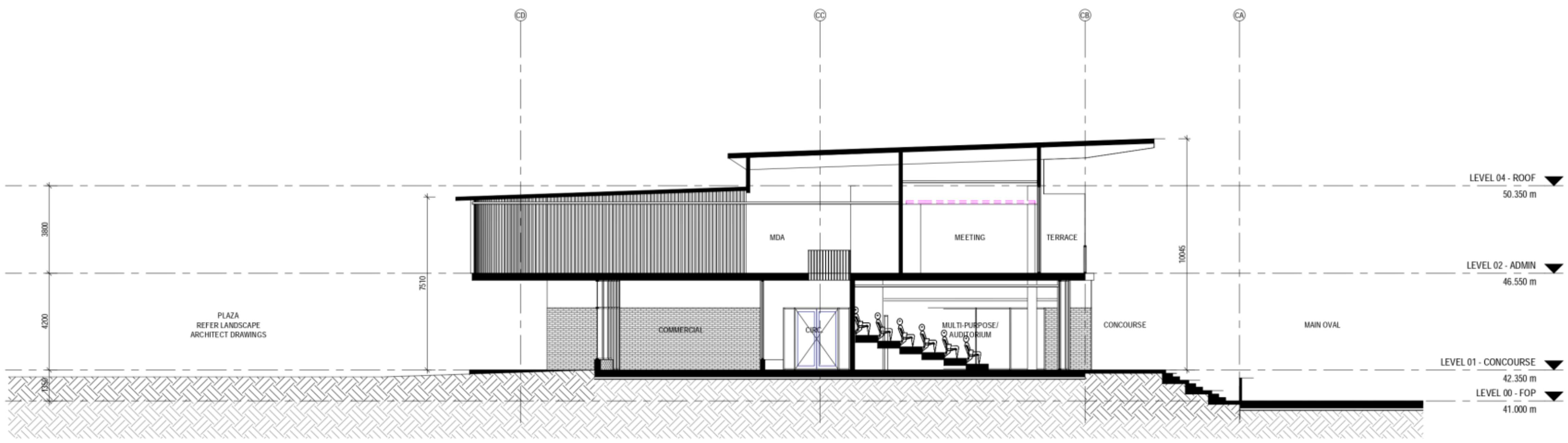
PROJECT NUMBER: 18.7545.00	REVIEWED: BG
COORDINATED: SP	APPROVED: WC
SCALE 100% @ A1: 1 : 100	NORTH POINT
PHASE: DA / DRAWING NUMBER: AD.40.0102	REVISION: D

ORIGINAL SHEET SIZE A1 - 841mm x 594mm

Item 4 / Attachment 1.



1 GRIDS 27-28 - MAIN ENTRY
1 : 100



2 GRIDS 30-31 - COMMUNITY
1 : 100

FOR INFORMATION

REFERENCE MAP

1:100

CLIENT

BRISBANE LIONS

PROJECT MANAGER

COHA GROUP

STRUCTURAL ENGINEER

NORTHROP

BUILDING SERVICES ENGINEER

aurecon

CIVIL ENGINEER & LANDSCAPE ARCHITECT

Cardno

COST CONSULTANT

Napier & Blakeley

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D	DA ISSUE UPDATE	05.07.2019

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PROJECT

BRISBANE LIONS TRAINING FACILITY
THE RESERVE, SPRINGFIELD CENTRAL

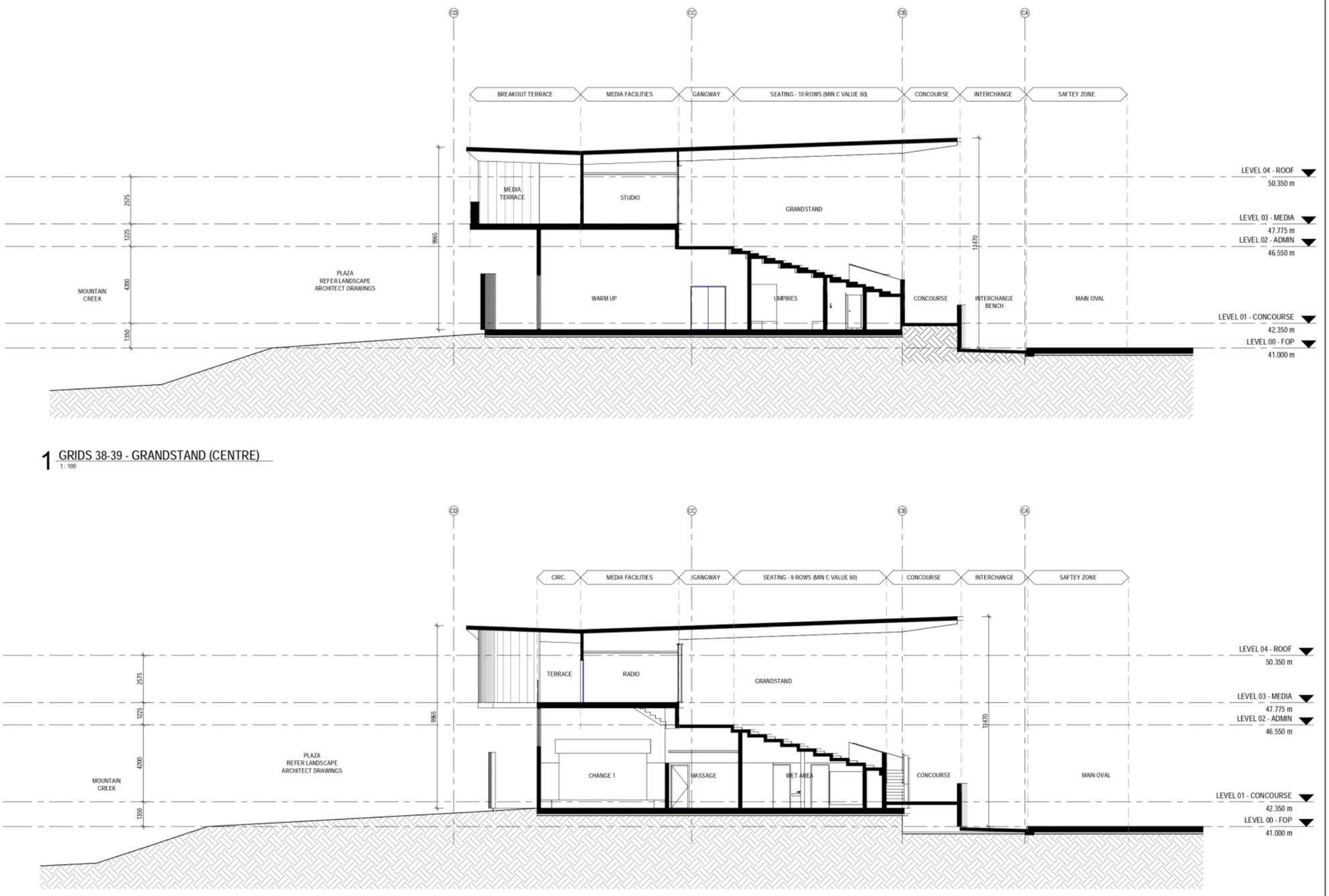
SHEET TITLE

GA SECTIONS
COMMUNITY BUILDING

PROJECT NUMBER	REVIEWED
18.7545.00	BG
COORDINATED	APPROVED
SP	WC
SCALE 100% @ A1	NORTH POINT
1 : 100	

PHASE	DRAWING NUMBER	REVISION
DA	AD.40.0103	D

ORIGINAL SHEET SIZE A1 - 841mm x 594mm



1 GRIDS 38-39 - GRANDSTAND (CENTRE)
1 : 100

2 GRIDS 37-38 - GRANDSTAND
1 : 100

FOR INFORMATION

REFERENCE MAP

0 2 4 8m
1:100

CLIENT
BRISBANE LIONS

PROJECT MANAGER
COHA GROUP

STRUCTURAL ENGINEER
NORTHROP

BUILDING SERVICES ENGINEER
aurecon

CIVIL ENGINEER & LANDSCAPE ARCHITECT
Cardno

COST CONSULTANT
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PROJECT
BRISBANE LIONS TRAINING FACILITY
THE RESERVE, SPRINGFIELD CENTRAL

SHEET TITLE
GA SECTIONS
GRANDSTAND

PROJECT NUMBER	REVIEWED
18.7545.00	BG
COORDINATED	APPROVED
SP	WC
SCALE 100% @ A1	NORTH POINT
1 : 100	

PHASE	DRAWING NUMBER	REVISION
DA	AD.40.0104	D

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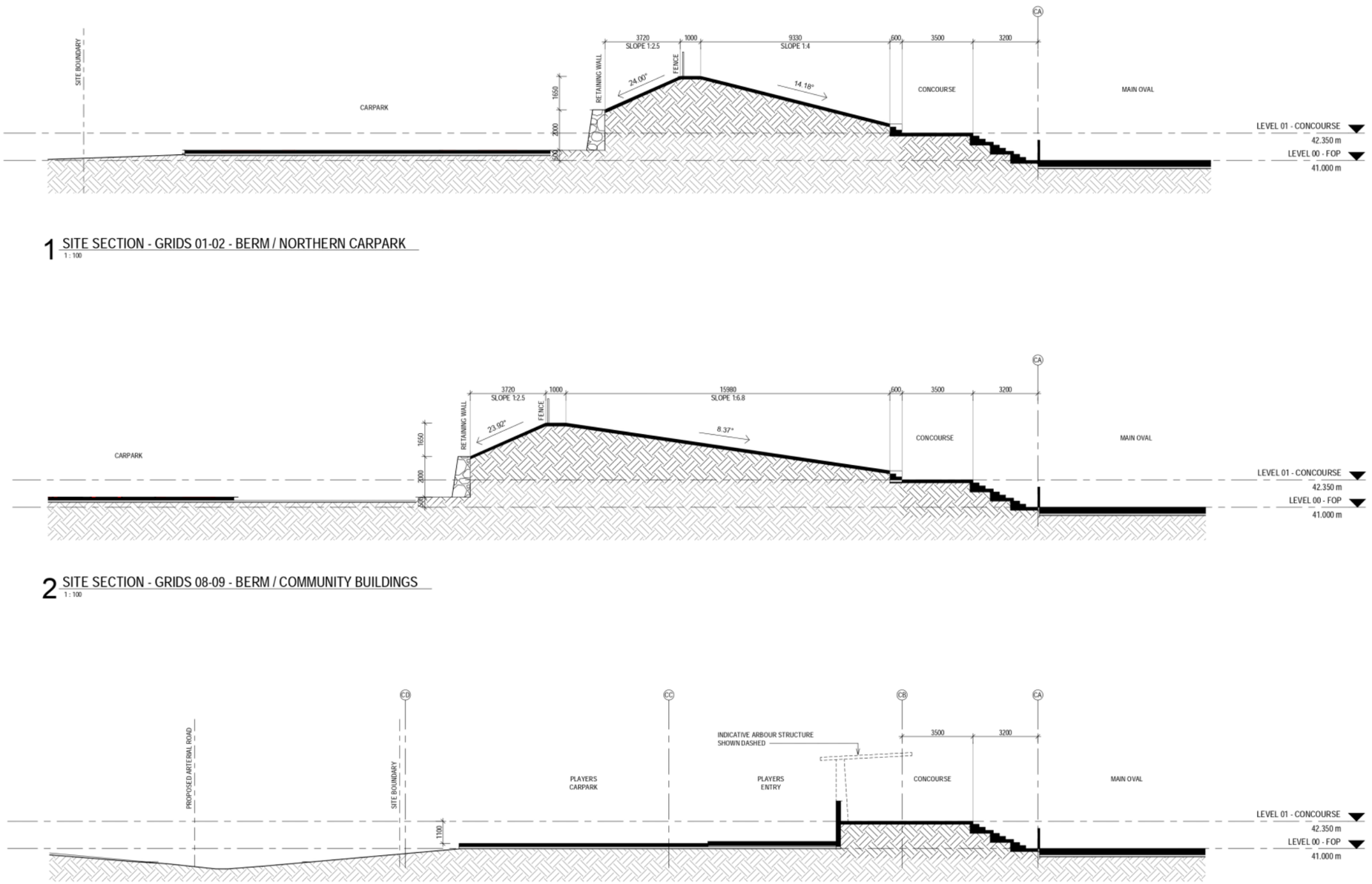
SITE BOUNDARY
CARPARK
3720
SLOPE 1:2.5
1000
9330
SLOPE 1:4
600
3500
3200
RETAINING WALL
FENCE
24.00°
14.18°
1650
2000
250
CONCOURSE
MAIN OVAL
LEVEL 01 - CONCOURSE
42.350 m
LEVEL 00 - FOP
41.000 m
1 SITE SECTION - GRIDS 01-02 - BERM / NORTHERN CARPARK
1 : 100
CARPARK
3720
SLOPE 1:2.5
1000
15980
SLOPE 1:6.8
600
3500
3200
RETAINING WALL
FENCE
23.92°
8.37°
1650
2000
250
CONCOURSE
MAIN OVAL
LEVEL 01 - CONCOURSE
42.350 m
LEVEL 00 - FOP
41.000 m
2 SITE SECTION - GRIDS 08-09 - BERM / COMMUNITY BUILDINGS
1 : 100
PROPOSED ARTERIAL ROAD
SITE BOUNDARY
PLAYERS
CARPARK
PLAYERS
ENTRY
INDICATIVE ARBOUR STRUCTURE
SHOWN DASHED
3500
3200
CONCOURSE
MAIN OVAL
1100
LEVEL 01 - CONCOURSE
42.350 m
LEVEL 00 - FOP
41.000 m
3 SITE SECTION - GRIDS 16-17 - PLAYERS CARPARK
1 : 100
NOTE:
DRAWING TO BE READ IN CONJUNCTION WITH
LANDSCAPE ARCHITECTS DRAWINGS
FOR INFORMATION
REFERENCE MAP
0 2 4 8m
1:100
CLIENT
BRISBANE LIONS
PROJECT MANAGER
COHA GROUP
STRUCTURAL ENGINEER
NORTHROP
BUILDING SERVICES ENGINEER
aurecon
CIVIL ENGINEER & LANDSCAPE ARCHITECT
Cardno
COST CONSULTANT
Napier & Blakeley
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REV | DESCRIPTION | DATE
A | FOR INFORMATION | 22.05.2019
B | NORTHERN BERM UPDATES | 26.06.2019
C | DA ISSUE | 27.06.2019
D | DA ISSUE UPDATE | 05.07.2019
ARCHITECT
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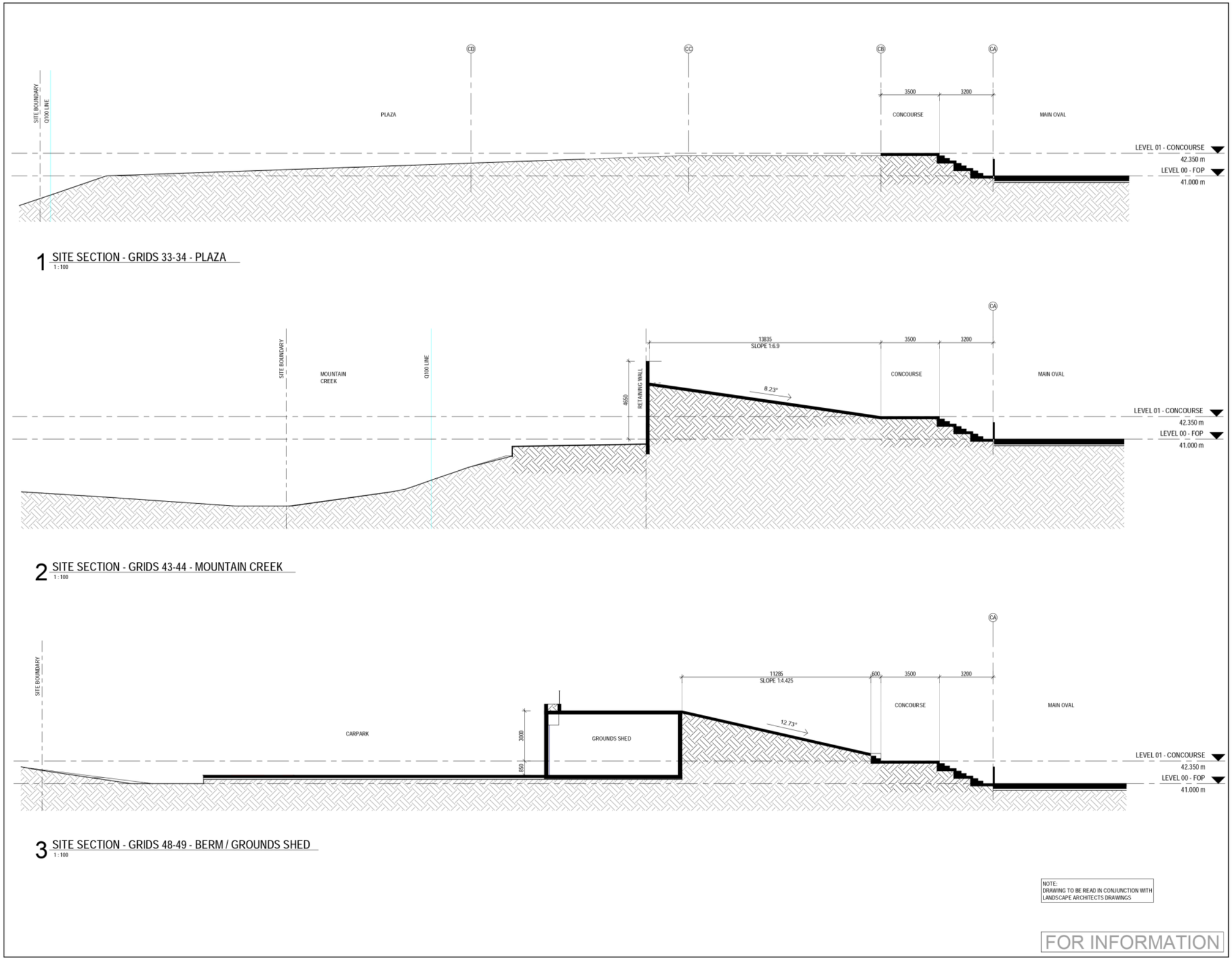
PROJECT
BRISBANE LIONS TRAINING FACILITY
THE RESERVE, SPRINGFIELD CENTRAL
SHEET TITLE
SITE SECTIONS - SHEET 1
PROJECT NUMBER 18.7545.00
REVIEWED BG
COORDINATED SP
APPROVED WC
SCALE 100% @ A1 1 : 100
NORTH POINT
PHASE DA
DRAWING NUMBER AD.40.0201
REVISION D
ORIGINAL SHEET SIZE A1 - 841mm x 594mm



REFERENCE MAP

0 2 4 8m
1:100

CLIENT
BRISBANE LIONS

PROJECT MANAGER
COHA GROUP

STRUCTURAL ENGINEER
NORTHROP

BUILDING SERVICES ENGINEER
aurecon

CIVIL ENGINEER & LANDSCAPE ARCHITECT
Cardno

COST CONSULTANT
Napier & Blakeley

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REV	DESCRIPTION	DATE
A	FOR INFORMATION	22.06.2019
B	NORTHERN BERM UPDATES	26.06.2019
C	DA ISSUE	27.06.2019
D	DA ISSUE UPDATE	05.07.2019

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PROJECT
BRISBANE LIONS TRAINING FACILITY
THE RESERVE, SPRINGFIELD CENTRAL

SHEET TITLE
SITE SECTIONS - SHEET 2

PROJECT NUMBER	REVIEWED
18.7545.00	BG
COORDINATED	APPROVED
SP	WC
SCALE 100% @ A1	NORTH POINT
1 : 100	
PHASE	DRAWING NUMBER	REVISION
DA	AD.40.0202	D

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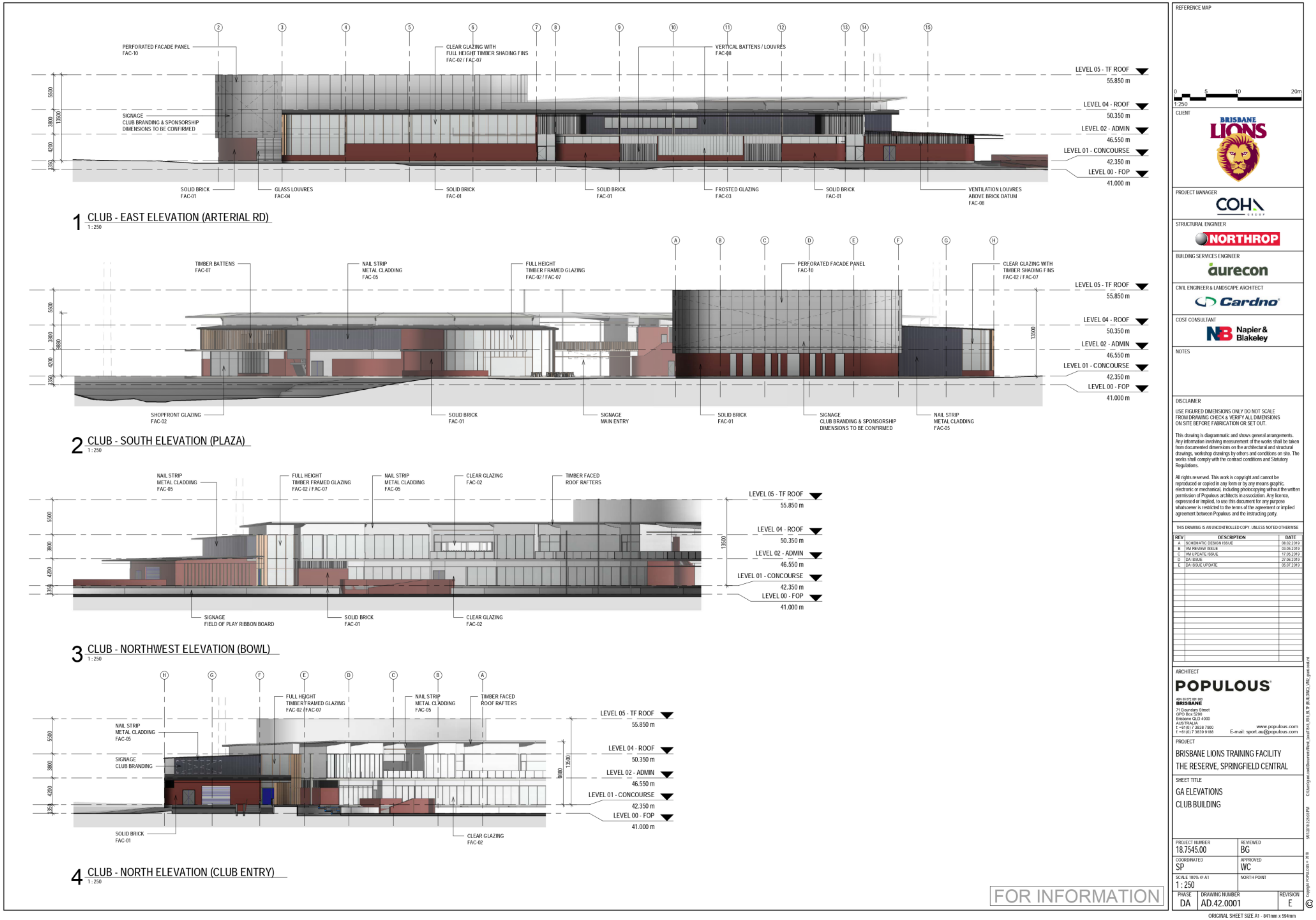
1 CLUB - EAST ELEVATION (ARTERIAL RD)
1 : 250
2 CLUB - SOUTH ELEVATION (PLAZA)
1 : 250
3 CLUB - NORTHWEST ELEVATION (BOWL)
1 : 250
4 CLUB - NORTH ELEVATION (CLUB ENTRY)
1 : 250
LEVEL 05 - TF ROOF
55.850 m
LEVEL 04 - ROOF
50.350 m
LEVEL 02 - ADMIN
46.550 m
LEVEL 01 - CONCOURSE
42.350 m
LEVEL 00 - FOP
41.000 m
PERFORATED FACADE PANEL
FAC-10
CLEAR GLAZING WITH
FULL HEIGHT TIMBER SHADING FINS
FAC-02 / FAC-07
VERTICAL BATTENS / LOUVRES
FAC-08
SIGNAGE
CLUB BRANDING & SPONSORSHIP
DIMENSIONS TO BE CONFIRMED
SOLID BRICK
FAC-01
GLASS LOUVRES
FAC-04
FROSTED GLAZING
FAC-03
VENTILATION LOUVRES
ABOVE BRICK DATUM
FAC-08
TIMBER BATTENS
FAC-07
NAIL STRIP
METAL CLADDING
FAC-05
FULL HEIGHT
TIMBER FRAMED GLAZING
FAC-02 / FAC-07
SHOPFRONT GLAZING
FAC-02
SIGNAGE
MAIN ENTRY
CLEAR GLAZING
FAC-02
TIMBER FACED
ROOF RAFTERS
SIGNAGE
FIELD OF PLAY RIBBON BOARD
SIGNAGE
CLUB BRANDING
FOR INFORMATION
REFERENCE MAP
CLIENT
BRISBANE LIONS
PROJECT MANAGER
COHA
STRUCTURAL ENGINEER
NORTHROP
BUILDING SERVICES ENGINEER
aurecon
CIVIL ENGINEER & LANDSCAPE ARCHITECT
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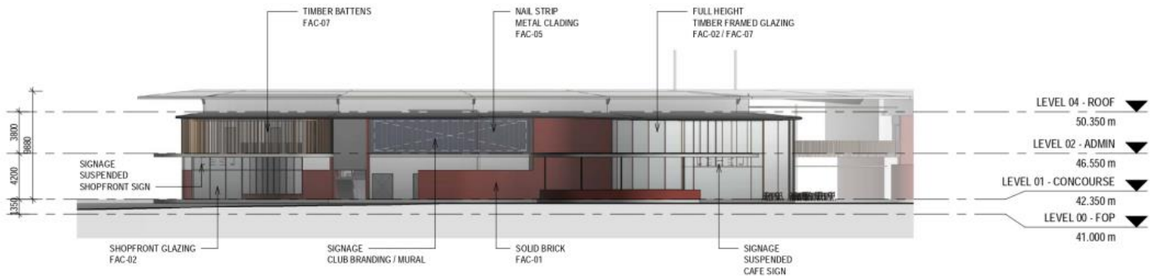
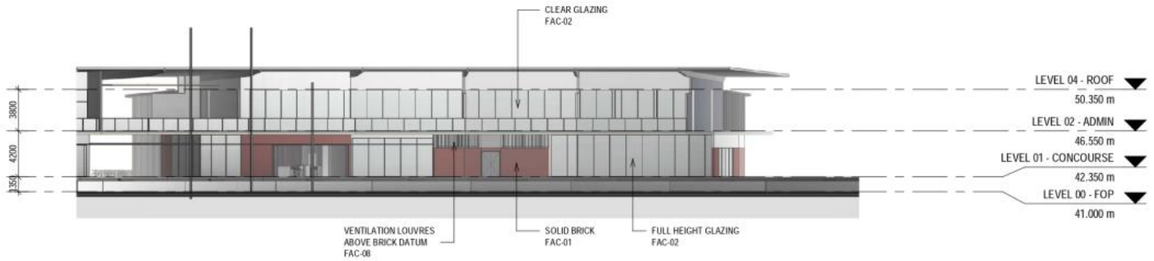
A SCHEMATIC DESIGN ISSUE
B VM REVIEW ISSUE
C VM UPDATE ISSUE
D DA ISSUE
E DA ISSUE UPDATE
ARCHITECT
POPULOUS
PROJECT
BRISBANE LIONS TRAINING FACILITY
THE RESERVE, SPRINGFIELD CENTRAL
SHEET TITLE
GA ELEVATIONS
CLUB BUILDING
PROJECT NUMBER
18.7545.00
REVIEWED
BG
COORDINATED
SP
APPROVED
WC
1 : 250
PHASE
DA
DRAWING NUMBER
AD.42.0001
REVISION
E
ORIGINAL SHEET SIZE A1 - 841mm x 594mm



1 COMMUNITY - SOUTH ELEVATION (PLAZA)
1 : 250



2 COMMUNITY - NORTH ELEVATION (BOWL)
1 : 250

3 COMMUNITY - EAST ELEVATION (MAIN ENTRY)
1 : 250

4 COMMUNITY - WEST ELEVATION
1 : 250

FOR INFORMATION

REFERENCE MAP

0 5 10 20m
1:250

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BRISBANE LIONS

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COHA GROUP

STRUCTURAL ENGINEER
NORTHROP

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REV	DESCRIPTION	DATE
A	SCHEMATIC DESIGN ISSUE	08.02.2019
B	VM REVIEW ISSUE	03.05.2019
C	DA ISSUE	27.06.2019
D	DA ISSUE UPDATE	05.07.2019

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PROJECT
BRISBANE LIONS TRAINING FACILITY
THE RESERVE, SPRINGFIELD CENTRAL

SHEET TITLE
GA ELEVATIONS
COMMUNITY BUILDING

PROJECT NUMBER	REVIEWED
18.7545.00	BG
COORDINATED	APPROVED
SP	WC
SCALE 100% @ A1	NORTH POINT
1 : 250	

PHASE	DRAWING NUMBER	REVISION
DA	AD.42.0002	D

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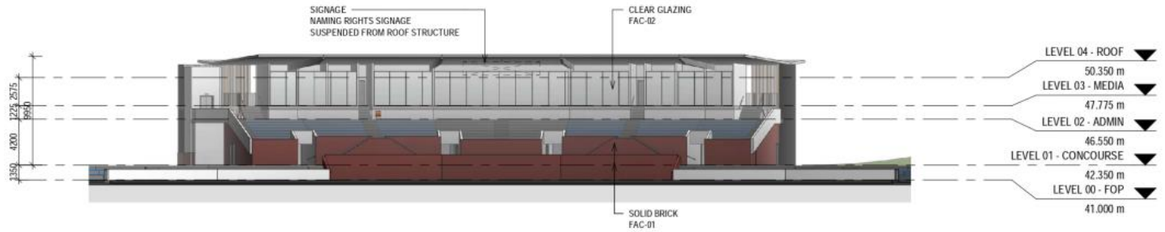
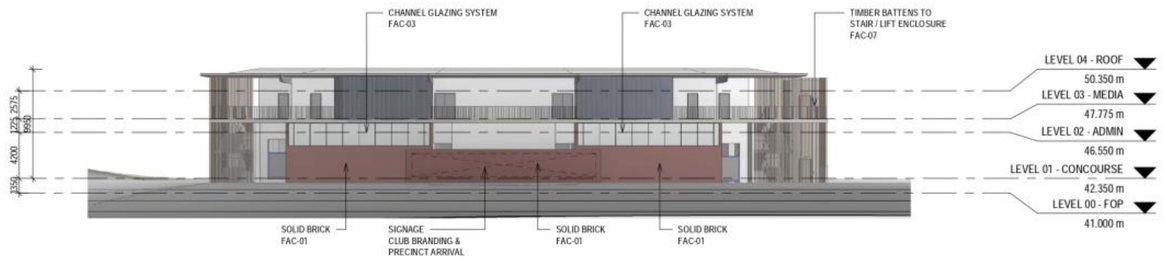
ORIGINAL SHEET SIZE A1 - 841mm x 594mm

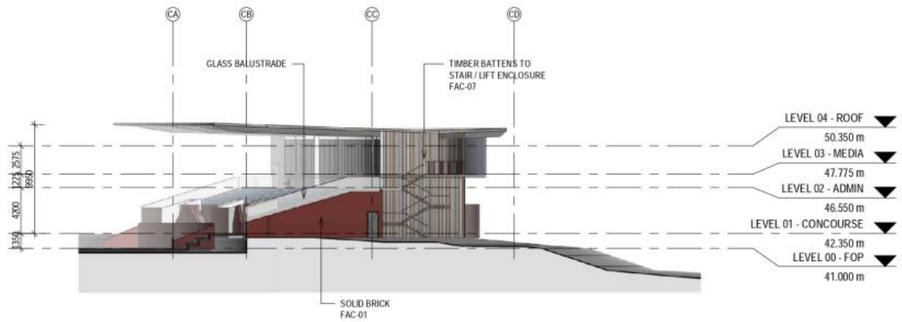


1 GRANDSTAND - EAST ELEVATION (BOWL)
1 : 250



2 GRANDSTAND - WEST ELEVATION (CREEK)
1 : 250

3 GRANDSTAND - SOUTH ELEVATION
1 : 250



4 GRANDSTAND - NORTH ELEVATION
1 : 250

FOR INFORMATION

REFERENCE MAP

0 5 10 20m
1:250

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BRISBANE LIONS

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COHA GROUP

STRUCTURAL ENGINEER
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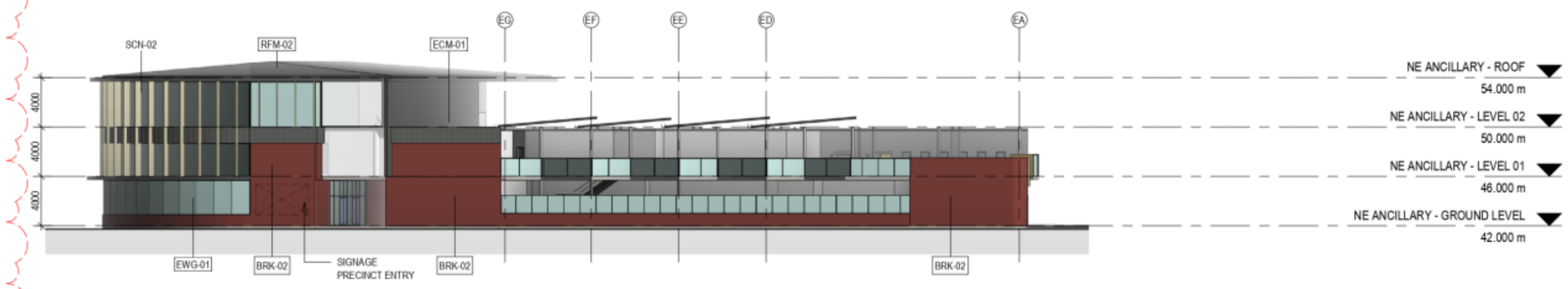
PROJECT
BRISBANE LIONS TRAINING FACILITY
THE RESERVE, SPRINGFIELD CENTRAL

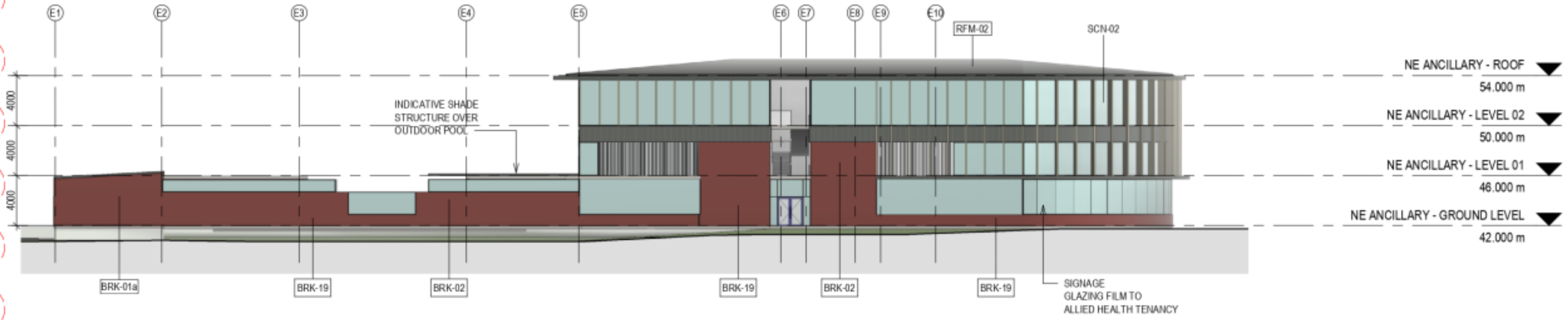
SHEET TITLE
GA ELEVATIONS
GRANDSTAND

PROJECT NUMBER	REVIEWED
18.7545.00	BG
COORDINATED	APPROVED
SP	WC
SCALE 100% @ A1	NORTH POINT
1 : 250	
PHASE	DRAWING NUMBER	REVISION
DA	AD.42.0003	D

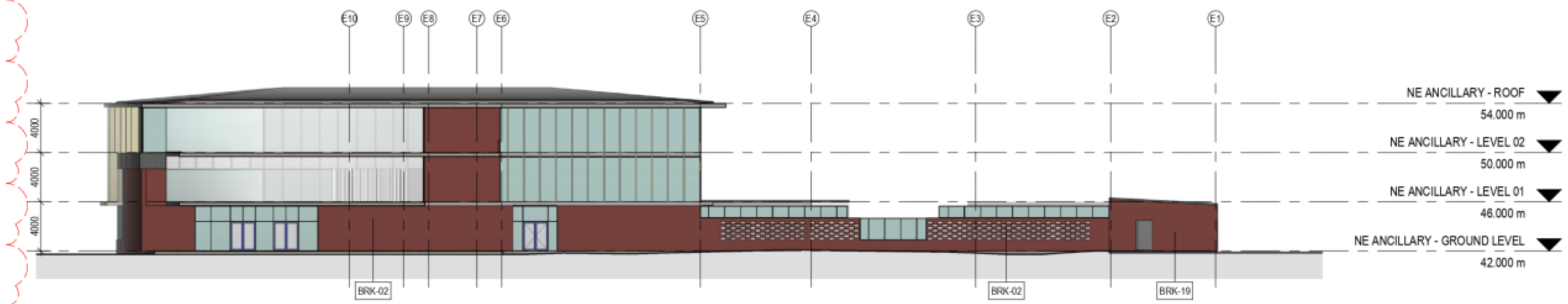
ORIGINAL SHEET SIZE A1 - 841mm x 594mm



1 NE COMMERCIAL BUILDINGS - NORTH ELEVATION (EDEN STATION DR)
1 : 250



2 NE COMMERCIAL BUILDINGS - EAST ELEVATION (ARTERIAL ROAD)
1 : 250



3 NE COMMERCIAL BUILDINGS - WEST ELEVATION (ARTERIAL ROAD)
1 : 250

4 NE COMMERCIAL BUILDINGS - SOUTH ELEVATION (EDEN STATION DR)
1 : 250

NOTE: NECB BUILDING CURRENTLY UNDER REVIEW

FACADE TYPES LEGEND

REFER EXTERNAL FINISHES SCHEDULE AD.13.0003 FOR SYSTEM DETAILS

FACADES

BLK-01	COMMON 190 FACE BLOCKWORK - PAINTED
BLK-01a	COMMON 190 FACE BLOCKWORK - PAINTED (CORE-FILLED)
BLK02	DECORATIVE 190 FACE BLOCKWORK HONED FINISH, HALF HEIGHT SERIES
BLK-02a	DECORATIVE 190 FACE BLOCKWORK HONED FINISH, HALF HEIGHT SERIES
BRK-01	FACE BRICK - VENEER
BRK-01a	FACE BRICK - SOLID CAVITY
BRK-02	FEATURE FACE BRICKWORK - HIT & MISS PATERN
BRK-03	FEATURE FACE BRICKWORK - TEXTURED PATTERN
BRK-04	'FLEXBRICK' FACADE SYSTEM
ECC-01	PRE-FINISHED FC CLADDING WITH TIMBER BATTENS
ECC-02	PAINTED FC CLADDING (LIGHT)
ECC-03	PAINTED FC CLADDING (DARK)
ECM-01	PROFILED METAL CLADDING TYPE 1
ECM-02	PROFILED METAL CLADDING TYPE 2
ECP-01	POLYCARBONATE CLADDING - UNDER REVIEW
SCN-01	HARDWOOD TIMBER BATTENS
SCN-02	ALUMINIUM SHADING FINS
SCN-03	ALUMINIUM BATTEN SCREEN

GLAZING

EWG-01	CENTRELINE ALUM. FRAMED CLEAR GLAZING WITH SILICONE BUTT JOINTED PANELS
EWG-02	CENTRELINE TOP & BOTTOM ALUM. CHANNEL FRAMELESS GLAZING SYSTEM W SLIDING PANELS
EWG-03	CENTRELINE ALUM. FRAMED CLEAR GLAZING WITH OPERABLE GLAZED STACKING DOORS
EWG-04	FLUSHLINE ALUM. FRAMED CURTAIN WALL GLAZING
EWG-05	FLUSHLINE ALUM. FRAMED SHOPFRONT GLAZING
EWG-06	CENTRELINE ALUM. FRAMED GLAZING
EWG-07	VERTICAL U-SHAPED PROFILED GLASS WITH ALUM. TOP & BOTTOM CHANNEL eg PROFILIT

ROOFING

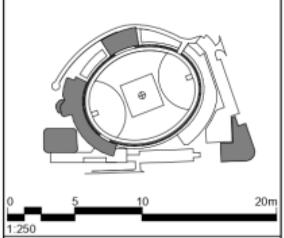
RFM-01	METAL ROOF SHEETING eg. KLIPLOK
RFM-02	METAL ROOF SHEETING eg. KLIPLOK
RFX-01	POLYCARBONATE - MULTI-CELL
RFX-02	POLYCARBONATE SKYLIGHT

BALUSTRADES

BLG-01	CANTILEVERED GLASS BALUSTRADE
BLG-02	CANTILEVERED GLASS BALUSTRADE (GRANDSTAND)
BLG-03	FRAMED GLASS BALUSTRADE
BLM-01	PERFORATED METAL BALUSTRADE
BLM-02	PAINTED MILD STEEL BALUSTRADE
BLM-03	STAINLESS STEEL BALUSTRADE

FOR INFORMATION

REFERENCE MAP



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REV	DESCRIPTION	DATE
A	DA ISSUE	27.06.2019
B	DA ISSUE UPDATE	05.07.2019
C	INITIAL DD ISSUE	15.07.2019
D	ISSUED FOR ECI - RFP	31.07.2019
E	50% DD ISSUE	11.09.2019
F	FOR INFORMATION	05.11.2019
G	80% DESIGN DEVELOPMENT	26.11.2019
H	100% DESIGN DEVELOPMENT	20.12.2019

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PROJECT
THE RESERVE COMMUNITY ARENA
SPRINGFIELD CENTRAL

SHEET TITLE
GA ELEVATIONS
NE ANCILLARY BUILDINGS

PROJECT NUMBER 7545	REVIEWED BG
COORDINATED SP	APPROVED WC
SCALE 100% @ A1 1 : 250	NORTH POINT

PHASE	DRAWING NUMBER	REVISION
DD	AD.42.0004	H

ORIGINAL SHEET SIZE A1 - 841mm x 594mm

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1. Decision Details:

Development	Approval Type	Decision	Currency Period
Area Development Plan (a) Nominate land as a Special Development Area for a Park (Premier Sport Facility including Community Building, Public Building, Commercial Premises, Club, Restaurant, Produce/Craft Market, Indoor Recreation, Outdoor Recreation, Outdoor Entertainment, Radio Station, Television Station, Reception and Function Rooms, Educational Establishment, Tourist Facility, Sports Complex and Child Care Centre (Crèche) as ancillary land uses), Child Care Centre, and Medical Centre; (b) Permit the development of a Park (Premier Sports Facility including Community Building, Public Building, Commercial Premises, Club, Restaurant, Produce/Craft Market, Indoor Recreation, Outdoor Recreation, Outdoor Entertainment, Radio Station, Television Station, Reception and	Development Permit	Approved in full subject to the conditions set out in Attachment A	6 years

Development	Approval Type	Decision	Currency Period
Function Rooms, Educational Establishment, Tourist Facility, Sports Complex and Child Care Centre (Crèche) as ancillary land uses), Child Care Centre and Medical Centre in five (5) stages.			

2. Conditions of Assessment Manager (Ipswich City Council)

Refer to Attachment A for Assessment Manager conditions.

3. Approved Plans Specifications and Drawings

The approved plans, specifications and drawings for this development approval are:

(a) The plans and documents referred to in the table below (including the amendments that are required to be made to those plans and documents); and
(b) Where the amended version of the plans and documents referred to in the table below have been approved by the Assessment Manager, the amended version of those plans and documents.

The plans referenced below are included as Attachment B of this decision notice.

APPROVED PLANS				
Reference No.	**Description & Revision No.**	**Prepared By**	**Date**	**Amendments Required**
Aspect of development: all				
AD.01.0131	Site Staging Plan, Rev. B	Populous	5 Jul 2019	Proposed intersection configuration for the on-grade car park and Springfield Greenbank Arterial is not approved as shown in red on the approved plan.
AD.05.0100	GFA Plan Overall Level 01, Rev. B	Populous	5 Jul 2019	Proposed intersection configuration for the on-grade car park and Springfield Greenbank Arterial is not approved as shown in red on the approved plan.

				GFA Schedule to be amended as shown in red.
AD.05.0200	GFA Plan Overall Level 02, Rev. B	Populous	5 Jul 2019	Proposed intersection configuration for the on-grade car park and Springfield Greenbank Arterial is not approved as shown in red on the approved plan. GFA Schedule to be amended as shown in red.
AD.05.0300	GFA Plan Overall Level 03, Rev. B	Populous	5 Jul 2019	Proposed intersection configuration for the on-grade car park and Springfield Greenbank Arterial is not approved as shown in red on the approved plan. GFA Schedule to be amended as shown in red.
AD.16.0001	Site Plan Overall, Rev. I	Populous	5 Jul 2019	Proposed intersection configuration for the on-grade car park and Springfield Greenbank Arterial is not approved as shown in red on the approved plan. NE Commercial to be shown as indicated in red.
AD.20.0100	GA Plan Overall Level 01, Rev. K	Populous	17 Jul 2019	Proposed intersection configuration for the on-grade car park and Springfield Greenbank Arterial is not approved as shown in red on the approved plan. N/A
AD.20.0101	GA Plan Level – Quad A, Rev. F	Populous	5 Jul 2019	Proposed intersection configuration for the on-grade car park and

				Springfield Greenbank Arterial is not approved as shown in red on the approved plan.
AD.20.0102	General Arrangement Plan Level 01 – Quad B, Rev. E	Populous	5 Jul 2019	N/A
AD.20.0103	GA Plan Level 01 – Quad C, Rev. D	Populous	17 Jul 2019	N/A
AD.20.0104	GA Plan Level 01 – Quad D, Rev. E	Populous	17 Jul 2019	N/A
AD.20.0200	GA Plan Overall Level 02	Populous	5 Jul 2019	Proposed intersection configuration for the on-grade car park and Springfield Greenbank Arterial is not approved as shown in red on the approved plan.
AD.20.0201	GA Plan Level 02 – Quad A, Rev. F	Populous	5 Jul 2019	Proposed intersection configuration for the on-grade car park and Springfield Greenbank Arterial is not approved as shown in red on the approved plan.
AD.20.0202	GA Plan Level 02 – Quad B	Populous	5 Jul 2019	N/A
AD.20.0204	GA Plan Level 2 – Quad D, Rev. C	Populous	5 Jul 2019	N/A
AD.20.0400	GA Plan Overall Level Roof, Rev. G	Populous	5 Jul 2019	Proposed intersection configuration for the on-grade car park and Springfield Greenbank Arterial is not approved as shown in red on the approved plan.
AD.40.0001	Site Sections Overall, Rev. C	Populous	5 Jul 2019	N/A
AD.40.0101	GA Sections Club Building, Rev. E	Populous	5 Jul 2019	N/A
AD.40.0102	GA Sections Indoor Field, Rev. D	Populous	5 Jul 2019	N/A

AD.40.0103	GA Sections Community Building, Rev. D	Populous	5 Jul 2019	N/A
AD.40.0104	GA Sections Grandstand, Rev. D	Populous	5 Jul 2019	N/A
AD.40.0201	Site Sections – Sheet 1, Rev. D	Populous	5 Jul 2019	N/A
AD.40.0202	Site Sections – Sheet 2, Rev. D	Populous	5 Jul 2019	N/A
AD.42.0001	GA Elevations Club Building, Rev. E	Populous	5 Jul 2019	N/A
AD.42.0002	GA Elevations Community Building, Rev. D	Populous	5 Jul 2019	N/A
AD.42.0003	GA Elevations Grandstand, Rev. D	Populous	5 Jul 2019	N/A
AD.42.0004	GA Elevations NE Commercial Buildings, Rev. H	Populous	20 Dec 2019	N/A
SPECIFICATIONS/DRAWINGS				
Reference No.	**Description & Revision No.**	**Prepared By**	**Date**	**Amendments Required**
Aspect of development: all				
5103-42	Brisbane Lions Football Club Mountain Creek Realignment Flood Impact Assessment Revision 1	Cardno (Qld) Pty Ltd	26 February 2020	Subject to amendments as required by Condition 25(a) - Flooding.
18105345-001-R-Rev0	Stage 1 Geotechnical Investigation Springfield Central Sports Ground Revision 0	Golder Associates Pty Ltd	16 January 2020	N/A
1-21240	Geotechnical Investigation The Brisbane Lions Australian Football Club Revision 1	Soil Surveys	17 May 2019	N/A

4. Referral Agencies

Not applicable to this decision.

5. Further Development Permits

Further development permits, as required by the *Planning Act 2016,* must be obtained before the development can be carried out in respect of any operational works, building works and plumbing works in relation to this approval prior to the commencement of works pursuant to the *Planning Act 2016*.

6. Environmental Authority

Not applicable to this decision.

7. Properly Made Submissions

Not applicable to this decision.

8. Currency period for the approval (section 85 of *Planning Act 2016*)

The currency period for this approval is as outlined in part 1 – 'decision details' of this decision notice, starting the day the approval takes effect. Unless the currency period is extended by the Assessment Manager pursuant to section 87 of the *Planning Act 2016*, this development approval lapses in accordance with section 85 of the *Planning Act 2016.*

9. When approval lapses if development started but not completed— variation approval

Not applicable to this decision.

10. Infrastructure

Not applicable to this decision.

11. Infrastructure Charges

(a) Council will give an infrastructure charges notice for this development pursuant to section 119 of the *Planning Act 2016*.

(b) From 1 July 2014, the Central SEQ Distributor-Retailer Authority (QUU) will issue all Infrastructure Charges Notices for charges relating to water and wastewater. For further information, it is recommended that you contact QUU's developer customer service team on (07) 3432 2200.

12. Resolution of Disputes or Differences

Any person, including any applicant to the Council for approval, any person relying on or affected by such decision may give notice of a dispute or difference.

A notice outlining the dispute or difference must be given to the Chief Executive Officer of the Council by hand delivery or certified mail, no later than 14 calendar days after the dispute or difference arises or within 14 calendar days of the facts or circumstances giving rise to the dispute or difference becoming known to that person or within 14 calendar days after such facts or circumstances ought to have become known to that person, whichever is the earliest.

The notice of dispute must identify the subject matter of the dispute or difference and the provision(s) of the Springfield Structure Plan in respect of which the dispute or difference arises and such notice shall contain or be accompanied by adequate particulars of the dispute or difference and all relevant written material relating thereto.

Section 11 of the Springfield Structure Plan sets out further information about the resolution of disputes or differences. An extract from the Springfield Structure Plan about the resolution of disputes or differences is attached to this decision notice.

Attachment A
Assessment Manager's Conditions
File No: 5911/2019/ADP
Location: 60 Springfield Greenbank Arterial, SPRINGFIELD CENTRAL QLD 4300, 7003 Eden Station Drive, SPRINGFIELD CENTRAL QLD 4300, 7001 Centenary Highway, SPRINGFIELD CENTRAL QLD 4300
Proposal: Special Development Area for a Park (Premier Sport Facility including Community Building, Public Building, Commercial Premises, Club, Restaurant, Produce/Craft Market, Indoor Recreation, Outdoor Recreation, Outdoor Entertainment, Radio Station, Television Station, Reception and Function Rooms, Educational Establishment, Sports Complex, Child Care Centre (Crèche) and Tourist Facility as ancillary land uses), Child Care Centre and Medical Centre.

Assessment Manager (Ipswich City Council) Conditions		
Conditions applicable to this approval under the Planning Act 2016		
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 24 – Dictionary of the *Planning Regulation 2017*) for the application and adherence to all relevant Council Local Laws and/or the *Ipswich Planning Scheme* (including Planning Scheme Policies) unless otherwise varied by this approval or varied by a condition of this approval. Note: Any variation in the development from that approved herein may constitute assessable development pursuant to the *Planning Act 2016*.	From the commencement of the construction of the development and at all times thereafter.
2.	**Minor Alterations**	
	Notwithstanding the requirements detailed in this approval, any other minor alterations accepted in writing by the assessment manager will suffice.	At all times after the approval is granted.
3.	**Development Plans**	
(a)	The applicant must undertake the development generally in accordance with the approved plans outlined in part 3 of this development permit.	From the commencement of the construction of the development and at all times thereafter.
(b)	The applicant must ensure that: (a) the Child Care Centre (Crèche), being an ancillary use, is limited to providing child minding services to persons employed to work on the premises; OR	From the commencement of the use of Stage 2 and at all times thereafter.

	(b) In the event the Child Care Centre (Crèche) is not being conducted as an ancillary use (i.e. Child Care Centre) and detailed in (a), the applicant must pay infrastructure charges as detailed in the Infrastructure Charges Notice (or Infrastructure Charges Notice recalculation as required by the relevant Adopted Charges Resolution).	

4.	**Hours of Construction**	
	Unless otherwise approved in writing by the assessment manager, construction works must only occur within the hours as defined in *Planning Scheme Policy 3 – General Works Part 5, Section 5.1.3*.	At all times during construction of the development.

5.	**Requirements before the Development may Start**	
	The applicant must reconfigure the lot boundaries to facilitate the realignment of Mountain Creek and to ensure that the proposed development is located on one allotment (*cf.* Development Application 6063/2019).	Prior to the commencement of the use.

6.	**Visual Treatment of Plant and Equipment**	
(a)	The applicant must ensure all plant and equipment (inclusive of tanks, air conditioning units, compressors, generators, ducting, ventilation and the like): (i) is not located between any building and the dedicated road/railway reserve; or (ii) is appropriately screened (and ventilated) from view from any dedicated road, railway reserve and public right of way.	Prior to the commencement of the use and at all times thereafter.
(b)	The applicant must, where screening is required pursuant to (a), submit for written approval by the assessment manager details of the screening method or device. All screening must be of materials similar in appearance and specification to those used in the construction of buildings on the premises and adjacent premises.	Prior to the lodgement of the application for building work for the relevant stage.
(c)	The applicant must construct and maintain all screening in accordance with the approval issued by the assessment manager.	Prior to the commencement of the use and at all times thereafter.

7.	**Lighting**	
	Unless otherwise approved by the assessment	Prior to the commencement of

	manager, the applicant must ensure that all lighting is designed, constructed, and operated to ensure compliance with the requirements of the Australian Standard AS4282:2019 and the AS1158 series, and does not cause nuisance to the occupants of nearby properties or passing traffic.	the relevant use and at all times thereafter.

8.	**Car Parking – Use and Maintenance**	
(a)	Unless otherwise approved by the assessment manager, the applicant must provide a minimum of 170 car parking spaces for the development.	Prior to the commencement of the use and at all times thereafter.
(b)	Unless otherwise approved by the assessment manager, the applicant must ensure all parking areas are: (i) Kept exclusively for parking for the development; (ii) Used exclusively for parking for the development; (iii) Accessible to both staff and customers during any approved hours of operation (unless otherwise indicated on the approved plans); (iv) Appropriately signposted at the entry/entries to the car park (eg "Staff and Customer Parking") in accordance with AS1742; and (v) Maintained in perpetuity.	Prior to the commencement of the use and at all times thereafter.

9.	**Landscape Master Plan**	
(a)	The applicant must submit to the Assessment Manager for approval a Landscape Master Plan. The Landscape Master Plan must include, *inter alia*, the following: (i) Annotated plans, levels, details and sections of the full extent of works to be undertaken as part of the development; (ii) Schedules of proposed planting (trees, shrubs and groundcovers), which must include the following details: • Waterway and riparian corridor; • Location of stormwater quality and quantity infrastructure;	In conjunction with the lodgement of the application for operational works (landscaping).

	• Bank stability; • Civic plazas and hardstand areas; • Irrigation areas (including playing surfaces); • Trees, shrubs, groundcovers, turf areas; • Trellises, arbours etc; and • Planting provision to meet the requirements of Council's Streetscape Design Guidelines and associated planting standards. (iii) Ensure that tree canopy is maximised wherever possible to provide cooling, comfort and shade to pedestrians and patrons, including: • Shade analysis to guide natural and artificial design response and passive cooling outcomes; • Thoroughfares; • Shared paths; • Esplanades; • Eden Station Drive pedestrian environments and verge; • Springfield Greenbank Arterial pedestrian environment and verge; and • Consideration to be given to western aspect of civic and hardstand areas and the need to cool, shade and give necessary comfort to areas susceptible to high temperatures. (iv) Include all landscape works associated with each of the following phases of the site development: • Pre-development; • During development; • Post development; and • Ultimate. (v) Demonstrate that that the premier sporting facility achieves the equivalent of one (1) citywide level sporting facility consistent with the desired standards of service for a Citywide level sportsgrounds and courts, as detailed in the Local Government Infrastructure Plan complies with the desired standards of service for a Citywide Sportsground and Courts public park in accordance with the Local Government Infrastructure Plan and Implementation Guideline No. 27.	
(b)	The applicant must ensure that any fencing proposed is limited to painted open pool style fencing, or other	In conjunction with the lodgement of the application for

	alternative as approved by the assessment manager.	operational works (landscaping).
(c)	The applicant must provide and maintain landscaping and fencing works in accordance with the approved landscape master plan.	Prior to the commencement of the use and at all times thereafter.
(d)	The applicant must submit to the assessment manager a Certificate of Compliance for Landscape Works completed by a qualified landscape designer stating the works have been completed in accordance with requirements of the approved landscape plan.	Prior to the commencement of the use for the relevant stage.

10.	**Public Art**	
(a)	The applicant must submit, for written approval by the assessment manager, a plan specifying public art in accordance with Implementation Guideline Number 31 – Public Art Provision by Major Developments of the *Ipswich Planning Scheme*.	Contemporaneously with the lodgement of the application for operational works (Landscaping).
(b)	The applicant must provide and maintain public art in accordance with the approved public art plan. Note: The public art can include the commission of designers to create functional items for internal and external environments that may include, but may not be limited to, chairs and seating, desks and tables, lighting, door handles, textiles, signage, and the design and treatment of floors, paving, walls, building facades, windows, doors and fencing. This may include the purchase of existing works to be permanently sited in public places or the provision of community cultural facilities.	Prior to the commencement of the use and at all times thereafter.

11.	**Building Finishes**	
(a)	The external features of the building must be painted/finished in the colour or colours as identified on the approved plans outlined in part 3 of this approval.	Prior to the commencement of the use and at all times thereafter.
(b)	Should the applicant propose changes to the colour scheme or materials schedule from those identified on the approved plans, the applicant must receive prior written approval for the final colour scheme and materials schedule from the assessment manager.	Prior to the commencement of the use and at all times thereafter.

12.	**Trade Materials, Products and Plant**	
	The applicant must store all trade materials, products and plant within the confines of the building and/or approved storage areas.	From the commencement of the use and at all times thereafter.

13.	**Loading and Unloading**	
	Unless otherwise approved by the assessment manager, the applicant must undertake all loading and unloading at the approved location detailed on the approved plans outlined in part 3 of this development permit.	From the commencement of the use and at all times thereafter.

14.	**Public Toilets**	
(a)	The applicant must provide public toilet facilities in accordance with the provisions of the National Construction Code, which must remain open for access at all times during the operation of the development.	From the commencement of the use and at all times during the approved hours of operation thereafter.
(b)	Where wall hung urinals are provided, the applicant must provide at least one such urinal for use by young children and installed in accordance with the manufacturer's specifications.	From the commencement of the use and at all times during the approved hours of operation thereafter.
(c)	The applicant must provide at least one wash basin, with a rim height not exceeding 600mm, per room for use by young children.	From the commencement of the use and at all times during the approved hours of operation thereafter.

15.	**Waste Storage and Collection - Medical Centre**	
(a)	The applicant must ensure that the disposal of sharps is directed into an environmentally friendly sharps container. All storage medical and sharps containers will be supplied by an approved clinical waste collection company. Maintain a record of clinical waste collection receipts onsite. All medical and sharps waste bins must be serviced on site with no street side collection	From the commencement of the Medical Centre and at all times thereafter.
(b)	The applicant must ensure that all collections undertaken is performed by trained personnel disposing to approved and licensed disposal facilities.	From the commencement of the Medical Centre and at all times thereafter.
(c)	The applicant must ensure that all contaminated waste is stored on site in a clearly labelled receptacle which has been specifically designed for the storage of the contaminated waste and will remain in the storage cupboard until collection by a licensed waste contractor.	From the commencement of the Medical Centre and at all times thereafter.

16.	**Park Naming**	
	The applicant must submit to Council a list of three (3) proposed park names and the corresponding name meanings for any new park. Council reserves the right to accept any or none of the proposed names.	In conjunction with the lodgement of a development application for operational works that creates the related park.

17.	**Utility Services**	
(a)	The applicant must connect the development to reticulated water supply, sewer infrastructure, and underground electricity supply and telecommunication utilities.	Prior to commencement of the use.
(b)	The applicant must provide to the assessment manager written evidence (e.g. connection certificate) from each particular service provider stating that the development has been connected to applicable utility service or has a current supply agreement.	Prior to commencement of the use.

18.	**Access, Parking and Manoeuvring Areas**	
(a)	The applicant must construct and maintain all parking, access and manoeuvring areas of concrete, bitumen or equivalent materials approved by the assessment manager.	From the commencement of the use and at all times thereafter.
(b)	The applicant must line-mark all parking, access and manoeuvring areas in accordance with the relevant Australian Standard.	From the commencement of the use and at all times thereafter.
(c)	The applicant must make provision for all vehicles to enter and exit the site in forward gear.	From the commencement of the use and at all times thereafter.

19.	**Traffic – Road Network Upgrade**	
(a)	Unless otherwise approved in writing by the Assessment Manager as part of a Traffic Impact Assessment referred to in 19 (e), the applicant must provide design details for the intersection of the Eden Station Drive Access and Eden Station to a signalised standard. The scope and function of the intersection is to be defined through the revised traffic impact assessment required by condition 19(e) – Traffic – Road Network Upgrade.	Prior to the submission of an application for operational works.
(b)	The applicant must construct the intersection of the Eden Station Drive Access and Eden Station Drive generally in accordance with approved drawings/design as required by Condition 19(a) – Traffic – Road Network Upgrade above.	Prior to the commencement of the use.
(c)	Unless otherwise approved in writing by the Assessment Manager as part of a Traffic Impact Assessment referred to in 19 (e), the applicant must provide access to the car park located off the Springfield Greenbank Arterial. The applicant may submit a traffic report for a	Prior to the submission of an application for operational works.

	proposed left – in, left-out intersection (including a left turn auxiliary lane on the Springfield Greenbank Arterial). The scope and function of the intersection is to be defined through the revised traffic impact assessment required by Condition 19(e) – Traffic – Road Network Upgrade. The design must include details of: (i) the auxiliary lane in the ultimate Springfield Greenbank Arterial location; (ii) how the intersection will function in the interim until such time as the ultimate Springfield Greenbank Arterial is constructed; and (iii) how the intersection will function in the context of the intersections of the Springfield Greenbank Arterial and the existing and new commuter carpark.	
(d)	The applicant must construct the left turn auxiliary lane in the Springfield Greenbank Arterial generally in accordance with approved drawings/design as required by Condition 19 (c) – Traffic – Road Network Upgrade.	Prior to the commencement of the use.
(e)	The applicant must submit a revised traffic impact assessment for approval by the assessment manager. The traffic impact assessment must be prepared and signed by an RPEQ and, *inter alia*, include a response to the following items: (i) Springfield Greenbank Arterial/Site Access Intersection: • Provide details of the access control and demonstrate how queuing to the Springfield Greenbank Arterial will be prevented; • Include details of the Austroads turn warrant assessment to confirm the appropriate turn lane treatment; • Provide additional information to determine whether this left turn treatment will have any impacts on the current and proposed access to the QR commuter carpark to the south. (ii) Eden Station Drive/Site Access Intersection:	Prior to the submission of an application for the first operational works.

	• Update the intersection assessment to a four way intersection and include the scenario with the stadium site access operating in conjunction with the existing temporary commuter car park; • Provide details of pedestrian and cyclist provisions in the intersection design; • Update and re-run the analysis with the inclusion of three east bound through lanes in the ultimate intersection layout; • Clarify the alignment of the proposed stadium access in relation to the existing temporary carpark access; • Include the peak weekday use of the future sportsfield to the north of Eden Station Drive; • Clarify whether the intersection requires signalisation at 2022 or 2032; • Clarify the trip generation with regard to vehicles turning right out of the site into Eden Station Drive; and • Clarify the directional split and re run the assessment based on a directional split of 100% in the AM and 100% out the PM for the Admin, Café/merch, football operations, and childcare staff. (iii) Coach Access and Parking: • Management of the proposed coach access route through shared pedestrian concourse must be detailed as part of the Event Management Plan prepared under Condition 19(h); • Provide swept path templates for the Eden Station Drive access that indicate that a coach can enter and exit the site without entering opposing traffic lanes; and • Submit revised swept paths at an appropriate scale to demonstrate movement of the coach through the site; and • Limited to player coach access and emergency	

	vehicles that must be detailed as part of the Event Management Plan (iv) Service Vehicle Access: • Provide additional detail of refuse vehicle servicing of the Childcare Centre, Medical Centre and Sports Complex (Gym) from both the Springfield Greenbank Arterial and Eden Station Drive; and • Provide revised design details and swept paths, ensuring the service vehicles remain within the correct traffic lane. (v) Provide details of bicycle parking and end of trip facilities, in accordance with the relevant Australian Standard.	
(f)	Where identified as a requirement of the approved traffic impact assessment, required by Condition 19(e) – Traffic – Road Network Upgrade, the applicant must provide revised design drawings for written approval by the assessment manager.	Prior to the lodgement of the application for operational works.
(g)	The applicant must undertake any works required as a result of the revised designs, generally in accordance with the approved design required by Condition 19(f) – Traffic – Road Network Upgrade.	Prior to the commencement of the use.
(h)	The applicant must submit an Event Management Plan (EMP) for approval by the Assessment Manager. The EMP must include the following: (i) The EMP must be developed in collaboration with, *inter alia*, Council, Department of Transport and Main Roads (TMR), Queensland Police Service, adjacent landowners and the owners of Orion Shopping Centre; (ii) The EMP must consider a scenario where the stadium is at capacity (ie. 8,000 patrons) not only the 70% utilisation capacity of 5,600 patrons outlined in the Traffic Impact Assessment; (iii) When determining the proportion of traffic that will arrive by the various modes, include a response to the following points: • No event shuttle services being provided by Translink; and	Within 3 months of commencement of the use.

	• The existing Translink bus services listed in Table 2-2 of the Cardno Traffic Impact Assessment either do not operating on weekends, or potential finish too early to service the Stadium site for an evening event. (vi) In the event that parking facilities located on another parcel of land is proposed as part of the EMP, the applicant must provide written consent from the relevant landowner(s). (vii) Demonstrate how the use of lighting will comply with Condition 7 - Lighting.	
(i)	The applicant must not conduct any event on the premises.	Prior to approval of an Event Management Plan by the assessment manager.

20.	**Street-lighting**	
(a)	The applicant must provide a detailed design for street lighting for any cycleways, pathways and any new street lighting required as a result of the upgrade of the access points to Eden Station Drive and Springfield Greenbank Arterial for the proposed development generally in accordance with *Planning Scheme Policy 3 – General Works, Part* 1 of the *Ipswich Planning Scheme* and the *AS/NZS 1158* series.	In conjunction with the lodgement of the application for operational works.
(b)	The applicant must provide street lighting for all roads, cycleways and pathways for the proposed development generally in accordance with the approved design as required by Condition 20(a) – Street-lighting.	Prior to the commencement of the use.

21.	**Stormwater Quantity Management**	
(a)	The applicant must discharge stormwater runoff from all impervious areas to Mountain Creek.	From the commencement of the use and at all times thereafter.
(b)	The applicant must submit a Site Based Stormwater Management Plan (SMP) to the assessment manager for approval, prepared and certified by a suitably qualified RPEQ, with detailed hydraulic calculations for all storm events up to and including the 1% AEP, in accordance with QUDM, Council's *Implementation Guideline 24 - Stormwater Management* and Council's *Planning Scheme Policy 3 - General Works*. This report must identify, *inter alia*, the following: (i) The catchment details and hydrological	Prior to the lodgement of the application for operational works.

	parameters used to inform the SMP; (ii) Pre and post development, and mitigated flow calculations; (iii) Nomination of lawful point(s) of discharge associated drainage system; (iv) Management strategies to ensure no-worsening at the nominated lawful point(s) of discharge; and (v) Stormwater management layout plans identifying the area and location of detention devices, major and minor drainage systems, any easements, long and cross sections of the site identifying the existing and proposed ground levels in reference to inlet/outlet structures of stormwater management devices.	
(c)	The applicant must construct the stormwater quantity management system for the proposed development, generally in accordance with approved design as required by Condition 21(b) – Stormwater Quantity Management.	Prior to the commencement of the use.
(e)	The applicant must provide screen or external barriers / fencing in accordance with the approved safety audit recommendations required by Condition 27(c) – Design Standards.	Prior to the commencement of the use.

22.	**Stormwater Quality**	
(a)	The applicant must achieve the water quality objectives outlined in Table 2.3.1 of Planning Scheme Policy 3 General Works of the *Ipswich Planning Scheme* prior to stormwater runoff discharging from the site.	Prior to the commencement of the use and at all times thereafter
(b)	The applicant must submit for written approval by the assessment manager, a stormwater quality management plan (SQMP), demonstrating how the development will achieve the water quality objectives outlined in Table 2.3.1 of Planning Scheme Policy 3. The SQMP must: (i) Demonstrate consistency with the approved stormwater management plan (*cf*. Condition 21 – Stormwater Quantity Management); (ii) Maximise opportunities for stormwater capture and reuse and include: • rainwater harvesting for internal plumbing,	In conjunction with the lodgement of the first application for operational works.

	irrigation of sports fields etc; • passive irrigation of landscaped areas; and • infiltration through permeable pavement areas in car parks and pathway areas. (iii) Ensure stormwater discharge from car park and trafficable areas is treated through a gross pollutant trap that is able to achieve a discharge concentration of <10mg/L of free phase hydrocarbon in addition to other gross pollutants; (iv) Demonstrate that sufficient land area for stormwater treatment has been incorporated into the proposed site plan and detail how these measures will be delivered throughout the stages of the development; (v) Detail how natural water systems downstream of the proposed lawful point of discharge will be protected and enhanced (including Mountain Creek and downstream Opossum Creek); (vi) Incorporate input from an appropriately qualified landscape architect to ensure consistency with the intended landscaping design outcomes required by Condition 9- Master Landscape Plan; (vii) include drawings showing the locations and cross sections of all stormwater infrastructure required by Condition 21 - Stormwater Quantity Management and Condition 22 – Stormwater Quality; (viii) Detail the ongoing maintenance activities required for the entire stormwater treatment system; (ix) where the development is proposed to be staged, detail the staged delivery of the stormwater management solution; and (x) Where MUSIC modelling is undertaken an electronic copy of the MUSIC .sqz file must be submitted to the assessment manager for	

	review.	
(c)	The applicant must construct and maintain stormwater quality infrastructure in accordance with the approved SMP required by Condition 21(b) – Stormwater Quantity Management.	From the commencement of use and at all times thereafter.

23.	**Flooding**	
(a)	The applicant must submit to the assessment manager for written approval, a design for the proposed development, generally in accordance with recommendations of the flood report, prepared by Cardno titled Brisbane Lions Football Club, Mountain Creek Realignment, Flood Impact Assessment and dated 26 February 2020, subject to the following modifications: • The deletion of section 4.4 Sensitivity Analysis (Run BLFC16sen).	Prior to the lodgement of the application for operational works.
(b)	The applicant must construct the proposed development generally in accordance with the approved flood report as required by Condition 23(a) - Flooding.	Prior to the commencement of the use.

24.	**Earthworks**	
(a)	The applicant must design all earthworks (including earth retaining structures) in accordance with Planning Scheme Policy 3 – General Works, Part 4 of the *Ipswich Planning Scheme*.	In conjunction with the lodgement of the application for operational works and during construction.
(b)	The applicant must implement all dispersive soil management devices generally in accordance with recommendations of the approved DSMP report as required by Condition 27 - Design Standards.	From the commencement of work until completion

25.	**Geotechnical/Slope Stability**	
(a)	The applicant must submit to the assessment manager for written approval a detailed design for all works (drainage infrastructure, earthworks and retaining walls etc.), which complies with the recommendations of the geotechnical/slope stability reports as detailed in Part 3 of the decision notice.	In conjunction with the lodgement of the application for operational works.
(b)	The applicant must construct all works (drainage infrastructure, earthworks and retaining walls etc), generally in accordance with the approved detailed design as required by Condition 25(a) – Geotechnical/Slope Stability.	Prior to the commencement of the use.

26.	**Sediment & Erosion Management**	
	The applicant must engage a Registered Professional Engineer (RPEQ) or Certified Professional in Erosion and Sediment Control (CPESC), to prepare and certify for construction an Erosion and Sediment Control Program and Plan and supporting documentation in accordance with IECA Best Practice Guidelines.	Prior to the pre-start meeting.

27.	**Design Standards**	
(a)	The applicant must design all municipal works in accordance with *Planning Scheme Policy 3* - General Works and Implementation Guidelines 24 and 28 of the *Ipswich Planning Scheme*.	In conjunction with the lodgement of the application for operational works.
(b)	The applicant must design all internal works in accordance with *Planning Scheme Policy 3* - General Works and Implementation Guidelines 24 and 28 of the *Ipswich Planning Scheme*.	In conjunction with the lodgement of the application for operational works.
(c)	The applicant must submit a safety audit, to the assessment manager for written approval, for the drainage infrastructure (inlet and outlet structures, retention and detention basin etc.). The safety audit must be certified by a RPEQ, provide recommendations on the need for safety fencing and inlet and outlet screens and be prepared in accordance with AS/NZS ISO 31000:2009 'Risk Management – Principles and Guidelines' and QUDM.	In conjunction with the lodgement of the application for operational works.
(d)	The applicant must submit to the assessment manager for written approval, a Dispersive Soil Management Plan (DSMP) prepared by a suitably qualified person in accordance with Council's Implementation Guideline 28 – Dispersive Soil Management of the *Ipswich Planning Scheme*.	In conjunction with the lodgement of the application for operational works.

28.	**Design Certifications**	
(a)	The applicant must submit to the assessment manager a RPEQ (structural) certification stating that all cut/fill batters and retaining structures associated with proposed earthworks, access roads and building pads have been designed in accordance with the recommendations of the geotechnical/soil stability reports approved in Part 3 of this decision notice.	In conjunction with the lodgement of the application for operational works.
(b)	The applicant must submit to the assessment manager RPEQ design certification(s) stating that all civil and associated works have been designed in accordance with Council's specifications, infrastructure design	In conjunction with the lodgement of the application for operational works.

	standards, and this approval.	
(d)	The applicant must submit to the assessment manager a RPEQ certification stating that all proposed works have been designed in accordance with the recommendations of the flooding report approved in part 3 of this decision notice.	In conjunction with the lodgement of the application for operational works.
(e)	The applicant must submit to the assessment manager a RPEQ certification stating that all proposed works have been designed and constructed in accordance with the recommendations of the approved stormwater reports required by Condition 21 - Stormwater Quantity Management and Condition 22 – Stormwater Quality.	In conjunction with the lodgement of the application for operational works.

29.	**Further Works**	
(a)	The applicant must take due regard of all existing services when undertaking works associated with this development.	During the construction of the development and prior to commencement of use.
(b)	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.	During the construction of the development and prior to commencement of use.
(c)	The applicant must replace all streetscape landscaping to all disturbed verge areas.	Prior to commencement of use.
(d)	The applicant must reinstate all disturbed verge and open space areas with turf (including provision of topsoil to minimum depth of 50mm).	Prior to commencement of use.

30.	**Hours of Operation and Use Restrictions**	
(a)	Unless otherwise approved in writing by the assessment manager, the applicant must not conduct work or business from the premises outside the following hours, if the use creates audible noise at a nearby sensitive use: (i) Medical Centre, Child Care Centre must not conduct work or business outside the following hours: Monday to Sunday: 6am-10pm (ii) Football operations, including early and late training sessions and excluding Match Day operations (as outlined in item (iii) below):	From the commencement of the relevant use and at all times thereafter.

	Monday to Sunday: 6am – 10pm (iii) Football operations on televised Match Days: Friday to Sunday 6am – 12 midnight (iv) To the exception of (i), (ii) and (iii), and unless otherwise approved as part of an Event Management Plan, Outdoor Entertainment (excluding Outdoor Entertainment involving live music concerts) must not conduct work or business outside the following hours: Friday to Sunday: 7am-12 midnight (v) To the exception of (i), (ii) and (ii), Reception and Function Rooms, and Club must not conduct work or business outside the following hours: Monday to Sunday: 7am-12midnight *Note: Outdoor Entertainment Uses involving live music concerts are not permitted pursuant to this approval. Live Music Concert means live music performance in front of an audience, where such entertainment is not approved as part of an Event Management Plan.*	
(b)	Unless otherwise approved in writing by the assessment manager, the applicant must not conduct an Outdoor Entertainment use that involves live music concerts.	From the commencement of the use and at all times thereafter.

31.	**Acoustic Management**	
(a)	The applicant must ensure that noise levels associated with the use comply with the requirements of the *Environmental Protection Act 1994* and associated Policies at the nearest sensitive uses.	From the commencement of the use and at all times thereafter.
(b)	The applicant must submit certification from an appropriately qualified acoustic consultant, demonstrating that all mechanical plant and equipment (including but not limited to air conditioning units, compressors, generators and the like) has been designed and constructed to comply with the noise level limits contained within the *Environmental Protection Act 1994* when assessed at the property boundary of the use.	Prior to the commencement of the use.

(c)	The applicant must ensure that an acoustic management plan, detailing compliance with the conditions of this development approval, is submitted to the assessment manager for written approval as part of the Event Management Plan required by Condition 19(h) – Traffic – Road Network Upgrade.	Prior to the commencement of the Outdoor Entertainment use.

32.	**Waste Storage and Collection**	
(a)	The applicant must provide an adequate refuse collection service for the development.	From the commencement of the use and at all times thereafter.
(b)	The applicant must provide a dedicated screened waste storage area that accommodates the waste containers.	From the commencement of the use and at all times thereafter.
(c)	The applicant must ensure the area on which the bin(s) is stored, is screened, level, concreted and constructed in conjunction with the driveway surface with no intervening step, ledge, kerb or other obstruction.	From the commencement of the use and at all times thereafter.
(d)	The applicant must ensure all wash down waters from bin cleansing performed on the site is either: (i) Appropriately treated and discharged to sewer subject to a Trade Waste approval; or (ii) The services of a refuse bin cleaning company are engaged. No wash down waters are permitted to flow to a roadway, gutter, stormwater drain or waterway.	From the commencement of the use and at all times thereafter.
(e)	The applicant must ensure all waste bins are serviced on the site with no kerb side collection. Access for waste vehicle must allow forward motion entry to the refuse containers and forward motion exit from the site.	From the commencement of the use and at all times thereafter.

Assessment Manager (Ipswich City Council) Advice
The following advice is offered for your information only and should not be viewed as mandatory conditions of this approval.

1.	**Fire Ants**
(a)	In accordance with the *Biosecurity Act 2014* and the *Biosecurity Regulation 2016*, the State of Queensland has implemented movement controls in areas (Fire Ant Biosecurity Zones) of Queensland where the Red Imported Fire Ant (ant species *Solenopsis invicta*) has been detected.
(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 (24hrs). It should be noted that works involving movements of all materials associated with earthworks (import and export) within a fire ant biosecurity zone is subject to movement controls and failure to comply with the regulatory provisions is an offence under the Biosecurity Act 2014. The Fire Ant Biosecurity Zones, as well as general information can be viewed on the Department of Agriculture and Fisheries website www.daf.qld.gov.au/fireants.
(c)	The land over which you have made a development application is within a Fire Ant Biosecurity Zone. 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 Biosecurity Queensland to investigate the site and for you to implement any necessary matters required prior to the commencement of any works.

2.	**Portable Long Service Leave**
	Where the proposed works (civil and landscaping) are valued at $150,000.00 or more and match the definition of Building and Construction Industry, the *Building and Construction Industry (Portable Long Service Leave) Act 1991* requires that evidence of payment of the Portable Long Service Leave (QLeave) Levy be received by Council as a condition of issuing a development permit for building works, operational works and plumbing and drainage works applications, as defined under the *Planning Act 2016*. If you require clarification in regard to the *Building and Construction Industry (Portable Long Service Leave) Act 1991*, you should contact QLeave on 1800 803 481 (free call) or (07) 3212 6855.

3.	**Local Government Regulation 2012**
	This property may be subject to the provision of Section 116 of the *Local Government Regulation 2012*. This section of the regulation limits any increase in rates to a predetermined percentage. In accordance with Council's budget and rating resolutions, if the property is sold or reconfigured in any way (eg subdivision, dedication or partial dedication, amalgamation) this benefit will no longer apply. For further information please contact the Ipswich City Council Customer Contact Centre on (07) 3810 6666.

4.	**Section 73 of the Planning Act 2016**
	Pursuant to Section 73 of the *Planning Act 2016,* a development approval including any conditions of approval is binding on the owner, the owner's successor in title and any

	occupier of the land.

5.	**Indigenous Cultural Heritage**
	The Applicant is advised to ensure that any development obligations pursuant to the provisions of the Aboriginal Cultural Heritage Act 2003, the *Planning Act 2016* and the *Planning Regulation 2017* are complied with in respect to the proposed development. Applicants, developers and landowners have a duty of care under the legislation where items of cultural heritage significance are located, even if those items have not been previously recorded in a database. For more information, the applicant may seek information from the relevant Registered Aboriginal Cultural Heritage Body for the Ipswich Region the cultural heritage database, or seek the advice of the Department of Aboriginal and Torres Strait Islander and Multicultural Affairs.

6.	**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)	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 RPEQ.
(d)	E&SCP – Erosion & Sediment Control Management Plan which is prepared in accordance with Council Planning Scheme Policy 3 and certified by RPEQ.
(e)	PSP 3 – Council Planning Scheme Policy 3
(f)	QUDM – The *Queensland Urban Drainage Manual* , 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)	DES – Department of Environment and Science
(j)	DNRME – Department of Natural Resources, Mines and Energy
(k)	DSDMIP – Department of State Development, Manufacturing, Infrastructure and Planning
(l)	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.

7.	**Bonds**
	Any bonding sought to be approved in relation to development will be considered in accordance with Planning Scheme Policy 3 of the *Ipswich Planning Scheme*.

	The Bond, Licence Deed and conditions of security payment can be found online at http://www.ipswichplanning.com.au/development-planning/development-planning-information. Council's preference is for bonds to be submitted by way of a Bank Guarantee.

8.	**Operational Works Submission**
	The applicant must submit to the assessment manager all engineering drawings in accordance with the requirements of *Ipswich Planning Scheme 2 – Information Local Government May Request*. For clarification, where any inconsistency or conflict exists between design standards and other relevant technical publications, Council standards and specifications must take precedence.

9.	**Portable Long Service Leave**
	Where the proposed works (civil and landscaping) are valued at $150,000 or more and match the definition of Building and Construction Industry, the *Building and Construction Industry (Portable Long Service Leave) Act 1991* requires that evidence of payment of the Portable Long Service Leave (QLeave) Levy be received by Council as a condition of issuing a development permit for building works, operational works and plumbing and drainage works applications, as defined under the *Planning Act 2016*.

10.	**Telecommunication Conduit Infrastructure**
	The installation of telecommunication conduit and infrastructure is to be in accordance with the latest Communications Alliance publication or the Deployment of the NBN Co Conduit and Pit Network – Guidelines for Developers where it is triggered by the Australian Government policy on 'Fibre in new developments'.

11.	**Road Corridor Permit**
	The applicant is advised to seek approval from the Department of Transport and Main Roads under Sections 33 and 62 of the *Transport Infrastructure Act 1994* prior to undertaking any physical works within or adjacent to the boundary of the State-controlled road. These approvals are issued under the *Transport Infrastructure Act 1994* and constitute a separate process to seeking a Development Permit issued under the *Planning Act 2016*.

12.	**Road Permit Application**
	The applicant is advised to seek a Road Permit approval from Ipswich City Council pursuant to Sections 69 and 75 of the *Local Government Act 2009* prior to undertaking any physical works within or adjacent to the boundary of the Council-controlled road. These approvals are issued under the *Local Government Act 2009* and constitute a separate process to seeking a Development Permit issued under the *Planning Act 2016*. Please contact the Ipswich City Council office for further information via email: council@ipswich.qld.gov.au or telephone (07) 3810 6666.

13.	**Engineering Analysis**
	A detailed engineering analysis of the calculations and drawings, submitted as part of the

	approval process, has not been undertaken by Council. Neither Council nor council engineers have professionally reviewed or accredited the engineering design and are relying on the expertise and certification of the applicant's RPEQ engineer.

14.	**Report Assessment**
	The applicant is advised that should Council require the submission of an amended report prior to the lodgement and/or in conjunction with any Operational Works development application, a fee will apply in accordance with the current Council Fees and Charges.

15.	**Trade Waste**
	Waste water directed to sewer must only be carried out in compliance with an approved Trade Waste Permit for the site. All associated water treatment equipment (if any) must be covered by the permit, where released to sewer. Enquiries regarding Trade Waste requirements can be made by contacting Urban Utilities on telephone number 13 26 57.

16.	**Licencing**
(a)	**Food Licence** Where food is sold, served and or produced on the site there may be a need to hold a Food licence to do so under the *Food Act 2006*. Please contact the Planning and Regulatory Services Department of Ipswich City Council for advice regarding this matter on telephone number 3810 6666.
(b)	**Entertainment Venue Licence** The applicant/operator may be required to hold a permit for an Entertainment Venue under Council's *Local Law No. 3 (Commercial Licensing) 2013*. Please contact the Planning and Regulatory Services of Ipswich City Council for advice regarding this matter on telephone number 3810 6666.
(c)	**Swimming Pool Licence** The applicant may be required to hold a permit for the swimming pool in accordance with Council's *Local Law No. 3 (Commercial Licensing) 2013*. Please contact Planning and Regulatory Services Department of Ipswich City Council for advice regarding this matter on telephone number 3810 6666.
(d)	**Temporary Entertainment Event Permit** The applicant/operator may be required to hold a temporary Entertainment Event Permit under Council's *Local Law No. 3 (Commercial Licensing) 2013*. Where an application is made the applicant may be required to submit acoustic assessment and event management plan demonstrating compliance with relevant legislation.
(e)	**Liquor Licence** If the applicant/ operator proposes to sell alcohol a liquor licence may be required. For information on liquor licensing please contact the Office of Liquor and Gaming Regulation on 13QGOV.

INFRASTRUCTURE CHARGES NOTICE

This Infrastructure Charges Notice is issued by Council and relates to charges for the purposes of local government trunk infrastructure networks (transport, public parks and community facilities).

Application No:	5911/2019/ADP
Real Property Description:	Lot 160 SP 271657, Lot 64 SP 291400, Bal Lot 1 SP 251824
Property Location:	60 Springfield Greenbank Arterial, SPRINGFIELD CENTRAL QLD 4300, 7003 Eden Station Drive, SPRINGFIELD CENTRAL QLD 4300, 7001 Centenary Highway, SPRINGFIELD CENTRAL QLD 4300
Development Approval Details:	In accordance with Development Approval 5911/2019/ADP
Relevant Infrastructure Charges Resolution:	Ipswich City Council Adopted Infrastructure Charges Resolution (No. 1) 2019
Levied Charge:	Stage 1A: Nil Stage 1B: Nil Stage 1C: Nil Stage 1D: Nil Stage 2: $226,248.46 Total: $226,248.46
Does the maximum adopted charge apply:	Yes (Medical Centre & Child Care Centre)
Does an Offset or Refund apply:	No
Is the land subject to an Infrastructure Agreement:	Yes, the Springfield Infrastructure Agreement and the Springfield Town Centre Infrastructure Agreement is applicable.

Levied Charge Calculation:

Charge Category and Use	Applied Adopted Charge (see Table 1)	Demand	Levied Charge Relief	Levied Charge
Park (Premier Sports Facility)	Transport: Nil	Stage 1A – Playing Field (Lower Seating Terraces & Concourse) <u>Development Demand</u> *The maximum adopted charge under the planning regulation and adopted charges under the resolution is nil (cf. Schedule 16, Table 1, column 2 of the Planning Regulation 2017).* <u>Demand Credit</u>	N/A	Transport: = Nil

		Nil Additional Demand Nil		
Park (Premier Sports Facility)	Transport: Nil	Stage 1B – Training and Administration Facility & Community Buildings including Main Entry Plaza Development Demand *The maximum adopted charge under the planning regulation and adopted charges under the resolution is nil (cf. Schedule 16, Table 1, column 2 of the Planning Regulation 2017).* Demand Credit Nil Additional Demand = Nil	N/A	Transport: = Nil
Park (Premier Sports Facility)	Transport: Nil	Stage 1C - Western Grandstand & Grass Spectator Berm including Northern Carparking Development Demand *The maximum adopted charge under the planning regulation and adopted charges under the resolution is nil (cf. Schedule 16, Table 1, column 2 of the Planning Regulation 2017).* Demand Credit Nil Additional Demand = Nil	N/A	Transport: = Nil
Outdoor Lighting	Transport: Nil	Stage 1D – Outdoor Lighting Development Demand *The maximum adopted charge under the planning regulation and adopted charges under the resolution is nil (cf. Schedule 16, Table 1, column 2 of the Planning Regulation 2017).* Demand Credit N/A Additional Demand	N/A	Transport: = Nil

		N/A		
Park (Premier Sports Facility) – Sports Complex and Child Care Centre (Creche) Medical Centre Child Care Centre	Transport: Nil Transport: $113.74 Transport: $119.65	Stage 2 – Park (Premier Sports Facility) – Sports Complex and Child Care Centre (Crèche), Child Care Centre, Medical Centre <u>Development Demand</u> Park (Premier Sports Facility) – Sports Complex and Child Care Centre (Crèche): *The maximum adopted charge under the planning regulation and adopted charges under the resolution is nil (cf. Schedule 16, Table 1, column 2 of the Planning Regulation 2017).* Medical Centre: 609m² $113.74 /m² = $69,267.66 Child Care Centre: 1,312m² $119.65 /m² = $156,980.80 <u>Demand Credit</u> Nil <u>Additional Demand</u> $69,267.66 + $156,980.80 = $226,248.46	N/A	Transport: $226,248.46

Applied Adopted Charge	See Attachment 1 for an example calculation of the Applied Adopted Charge.
Details of Payment	
Payment Details:	Payment of the infrastructure charges must be made to Ipswich City Council. It is advised that credit cards, personal and/or company cheques cannot be accepted as payment for the above infrastructure charges. The only acceptable forms of payments are cash (EFT payments included) or bank cheques. The payee must quote the development application reference number when making payment.
Due date for payment	Payment of the levied charges is required *when the change happens* unless otherwise stated in an infrastructure agreement.
Automatic increases of levied charge:	The levied charges outlined in this notice shall be applicable for a period of **twelve (12) months from the date of the development approval,** and thereafter the levied charges outlined in this notice will be automatically increased, from the date of the charges notice to the date of the payment, by the lesser of the following amounts— (i) the difference between the levied charge and the maximum adopted charge Council could have levied for the development when the charge is paid; (ii) the increase worked out using the PPI, adjusted according to the 3-yearly PPI average, for the period starting on the day the levied charge is levied and ending on the day it is paid. '3-yearly PPI average' and 'PPI' have the meanings given in the *Planning Act 2016*.
General Information	
GST:	GST does not apply to payments or contributions made by developers to Government which relate/s to an application for the provision, retention, or amendment of a permission, exemption, authority or licence (however described) under the Planning Act 2016.
Authority for the charge:	The levied charges in this notice are payable in accordance with the *Planning Act 2016.*
How the charge is calculated:	The levied charge for the development is to be worked out by Council as follows: LC = ((AC x AD) - LCR) - D Where: LC is the levied charge for the development, which cannot be less than zero. AC is the applied adopted charge for the development. AD is the additional demand for the development. LCR is the levied charge relief for the development. D is the discount for the prescribed financial contribution.
Offsets and refunds	No offset or refund applies to this infrastructure charge notice unless otherwise specified in an infrastructure agreement.
Appeals:	Pursuant to chapter 6, part 1 and schedule 1 of the *Planning Act 2016* a person may appeal against an infrastructure charges notice.
When this notice stops having effect:	In accordance with section 119(11) of the *Planning Act 2016*, this notice stops having effect to the extent the development approval stops having effect.
Water and Wastewater Charges	This notice does not include water and wastewater charges. A charge notice for the distributor retailer networks charges will be provided separately by Urban Utilities.

ATTACHMENT 1 – INFRASTRUCTURE CHARGES CALCULATION METHODOLOGY

Table 1: Applied Adopted Charge - Park (Premier Sports Facility)

	Springfield Central		
Network	**Charge Area**	**Charge**	**(Proportion of MAC)**
Transport	RD5	Nil	-
Local Government Trunk Infrastructure Network Charge (LNC)		Nil	-
Water Supply	WT29	Nil	-
Sewerage	SW57	Nil	-
Distributor Retailer Trunk Infrastructure Network Charge (DNC)		Nil	-
Total Trunk Infrastructure Network Charge (Total NC)		Nil	-
Maximum Adopted Charge		Nil	
Adopted Charge (AC)		**Nil**	
	The maximum adopted charge under the planning regulation and adopted charges under the resolution is nil (cf. Schedule 16, Table 1, column 2 of the Planning Regulation 2017).		

Table 2: Applied Adopted Charge - Outdoor Lighting

	Springfield Central		
Network	**Charge Area**	**Charge**	**(Proportion of MAC)**
Transport	RD5	Nil	-
Local Government Trunk Infrastructure Network Charge (LNC)		Nil	-
Water Supply	WT29	Nil	-
Sewerage	SW57	Nil	-
Distributor Retailer Trunk Infrastructure Network Charge (DNC)		Nil	-
Total Trunk Infrastructure Network Charge (Total NC)		Nil	-
Maximum Adopted Charge		Nil	
Adopted Charge (AC)		**Nil**	
	The maximum adopted charge under the planning regulation and adopted charges under the resolution is nil (cf. Schedule 16, Table 1, column 2 of the Planning Regulation 2017).		

Table 3: Applied Adopted - Sports Complex (Indoor)

	Springfield Central		
Network	**Charge Area**	**Charge**	**(Proportion of MAC)**
Transport	RD5	$165.69	-
Local Government Trunk Infrastructure Network Charge (LNC)		$165.69	-
Water Supply	WT29	$4.99	-
Sewerage	SW57	$9.89	-
Distributor Retailer Trunk Infrastructure Network Charge (DNC)		$14.88	-
Total Trunk Infrastructure Network Charge (Total NC)		**$180.57**	$209.55
Maximum Adopted Charge		$209.55	
Adopted Charge (AC)		**$165.69**	
	The Total NC is greater than the Maximum Adopted Charge and therefore the Maximum Adopted Charge applies.		

Table 4: Applied Adopted Charge - Medical Centre

	Springfield Central		
Network	**Charge Area**	**Charge**	**(Proportion of MAC)**
Transport	RD5	$128.32	$113.74
Local Government Trunk Infrastructure Network Charge (LNC)		$128.32	$113.74
Water Supply	WT29	$12.47	$11.06
Sewerage	SW57	$24.71	$21.90
Distributor Retailer Trunk Infrastructure Network Charge (DNC)		$37.18	$32.96
Total Trunk Infrastructure Network Charge (Total NC)		$165.50	**$146.70**
Maximum Adopted Charge		$146.70	
Adopted Charge (AC)		**$113.74**[#]	
	The Total NC is greater than the Maximum Adopted Charge and therefore the Maximum Adopted Charge applies. [#] The AC is LNC/Total NC x MAC		

Table 5: Applied Adopted Charge - Child Care Centre

	Springfield Central		
Network	**Charge Area**	**Charge**	**(Proportion of MAC)**
Transport	RD5	$128.32	$119.65
Local Government Trunk Infrastructure Network Charge (LNC)		$128.32	$119.65
Water Supply	WT29	$9.73	$9.07
Sewerage	SW57	$19.28	$17.98
Distributor Retailer Trunk Infrastructure Network Charge (DNC)		$ 29.01	$27.05
Total Trunk Infrastructure Network Charge (Total NC)		$157.33	**$146.70**
Maximum Adopted Charge		$146.70	
Adopted Charge (AC)		**$119.65#**	
	The Total NC is greater than the Maximum Adopted Charge and therefore the Maximum Adopted Charge applies. # The AC is LNC/Total NC x MAC		