



City of
Ipswich

**IPSWICH
CITY
COUNCIL**

AGENDA

of the

GROWTH INFRASTRUCTURE AND WASTE COMMITTEE

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

**On Thursday, 11 March 2021
At 9.00 am**

<u>MEMBERS OF THE GROWTH INFRASTRUCTURE AND WASTE COMMITTEE</u>	
Mayor Teresa Harding (Chairperson) Councillor Paul Tully (Deputy Chairperson)	Councillor Sheila Ireland Councillor Jacob Madsen Deputy Mayor Marnie Doyle Councillor Andrew Fechner Councillor Kate Kunzelmann Councillor Russell Milligan Councillor Nicole Jonic

GROWTH INFRASTRUCTURE AND WASTE COMMITTEE AGENDA

9.00 am on Thursday, 11 March 2021

Council Chambers

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GROWTH INFRASTRUCTURE AND WASTE COMMITTEE NO. 2

11 MARCH 2021

AGENDA

DECLARATIONS OF INTEREST IN MATTERS ON THE AGENDA

BUSINESS OUTSTANDING

CONFIRMATION OF MINUTES

1. **REPORT - GROWTH INFRASTRUCTURE AND WASTE COMMITTEE NO. 2021(01) OF 11 FEBRUARY 2021**

This is the report of the Growth, Infrastructure and Waste Committee No. 2021(01) of 11 February 2021.

RECOMMENDATION

That the Minutes of the Meeting held on 11 February 2021 be confirmed.

OFFICERS' REPORTS

2. **BRASSALL BIKEWAY STAGE 6 - CONNECTING STRUCTURE OPTIONS**

This is a report concerning Brassall Bikeway Stage 6 and the options to progress the project in regards to the proposed connecting structure from the existing riverbank path at the Riverlink Shopping Centre to the northern end of the Bradfield Bridge.

RECOMMENDATION

- A. That Option 2: Lift, as outlined in the report by the Senior Transport Planner dated 5 February 2021, be adopted as the preferred way forward to progress the Brassall Bikeway Stage 6 project and be used to inform future planning, detailed design and construction activities.
- B. That the 'order of cost' for Option 2 (refer Recommendation A above), as identified in the report by the Senior Transport Planner dated 5 February 2021, be noted and considered for future investment programming activities.
- C. That upon construction of Option 2 (refer Recommendation A above), data monitoring activities be undertaken on Brassall Bikeway Stage 6 and Option 1:

Ramp, as outlined in the report by the Senior Transport Planner dated 5 February 2021, be further investigated if demand warrants.

3. IGO FREIGHT ACTION PLAN

This is a report concerning the development of the iGO Freight Action Plan (FAP), a key deliverable of iGO – The City of Ipswich Transport Plan.

RECOMMENDATION

That Council resolve:

- A. That the *iGO Freight Action Plan and Summary Report* – as detailed in Attachments 1 and 2 of the report by the Transport Planner (Transport Planning) dated 22 February 2021, be adopted.
- B. That the outcomes and key messages of the *iGO Freight Action Plan* be communicated to the community.
- C. That the *iGO Freight Action Plan* and Summary Report be sent to the Queensland Department of Transport and Main Roads and the Department of State Development, Tourism and Innovation for acknowledgement and support.

4. **ACQUISITION OF LAND FOR ROAD PURPOSES - SPRINGFIELD PARKWAY SHARED PATH UPGRADE PROJECT

This is a report concerning the acquisition of land for road purposes for the Springfield Parkway Shared Path Upgrade (Project).

RECOMMENDATION

- A. That Council having considered the details contained in this report, support the acquisition for strategic road purposes, of the area of land identified in Attachment 1 of this report, described as part of Lot 2 on RP868448 located at 36-38 Springfield Parkway, Springfield (“the Land”) by way of resumption agreement with (“the Landowner”). If Council fail to reach an agreement with the landowner for the acquisition of the land, recommendations B and D will apply as alternative recommendations to A and C.
- B. That Council resolve to exercise its power as a constructing authority for strategic road purposes, under the *Acquisition of Land Act 1967*, and take the land (by way of resumption) as the area of land being identified in Attachment 1 of this report, described as part of Lot 2 on RP868448 located at 36-38 Springfield Parkway, Springfield.

- C. That under s257(1)(b) of the *Local Government Act 2009* Council delegate the power to the Chief Executive Officer to be authorised to negotiate any agreement with the landowner for the amount of compensation payable by Council under any resumption agreement.
- D. That under s257(1)(b) of the *Local Government Act 2009* Council delegate the power to the Chief Executive Officer to be authorised to take the land for strategic road purposes (by way of resumption) described as part Lot 2 on RP868448 located at 36-38 Springfield Parkway, Springfield on behalf of Council, in its capacity as a constructing authority under the Acquisition of Land Act 1967.

5. CONTRACT EXTENSION - TI TREE BIOENERGY (WASTE DISPOSAL SERVICES)

This is a report recommending the extension of contract 09-10-264-2 Waste Disposal Services with Ti Tree Bioenergy.

The Scope of the 09-10-264-2 Waste Disposal Services Contract is for the provision of waste disposal services for waste generated from Council's weekly kerbside refuse collection services.

The Council endorsed the engagement of Ti Tree Bioenergy for the 09-10-264-2 Waste Disposal Services contract at the Council Ordinary Meeting of 9 November 2010 for a period of ten (10) years with the option to extend for one (1) further term of five (5) years.

The contract commenced on 22 March 2011 for a term of ten (10) years to 21 March 2021. The actual expenditure during the contract to date is \$9,200,000 over ten (10) years (not inclusive of the Waste Levy).

Council's decision on 9 November 2010 was for an option to extend the contract for a further five (5) years on the terms negotiated by the Chief Executive Officer.

The estimated expenditure for the term of this extension is \$14,000,000 (inclusive of the Waste Levy but excluding GST) for a five (5) year term. Funding is available from within the existing operational budget.

This report recommends to Council that the Chief Executive Officer be authorised to administer the extension option and that the current contract be extended by one (1) further term of five (5) years from 22 March 2021 to 21 March 2026.

RECOMMENDATION

- A. That the Chief Executive Officer be authorised to administer a contract extension for five (5) years for a value of up to fourteen million dollars (\$14,000,000) (inclusive of the Waste Levy but excluding GST) for the provision of waste disposal services, Contract No. 09-10-264-2, and to do any other acts necessary to implement Council's decision in accordance with section 13(3) of the *Local Government Act 2009*.

6. NOTICE OF MOTION RESPONSE - EXEMPTION FOR WASTE COLLECTION FEE - PURGA ABORIGINAL CEMETERY

This is the response to a notice of motion submitted by Councillor Ireland regarding exemption of waste collection fee – Purga Aboriginal Cemetery.

Councillor Ireland gave notice of her intention to move the following motion at the Growth Infrastructure and Waste Committee Meeting of 11 March 2021, being:

That Council investigate providing an exemption for the waste collection fee for the Purga Aboriginal Cemetery located on Carmichaels Road, Purga and provide a report back to the next Growth, Infrastructure and Waste Committee meeting to be held on 11 March 2021.

RECOMMENDATION

That Council continue to provide a waste collection service for the Purga Aboriginal Cemetery similar to that for Park bins and that no service charge is applied for this service.

7. WASTE AND CIRCULAR ECONOMY TRANSFORMATION DIRECTIVE - IMPLEMENTATION UPDATE

This is a report concerning an update on the implementation of the Waste and Circular Economy Transformation Directive and a discussion of the next steps for implementation of the directive.

RECOMMENDATION

That the report be received and the contents noted.

8. LOCAL GOVERNMENT ILLEGAL DUMPING PARTNERSHIP PROGRAM

In 2020, Ipswich City Council was successful in being awarded the maximum grant amount of \$200,000 for the Local Government Illegal Dumping Partnership Program to fund on-ground compliance officers to investigate and prevent illegally dumped waste entering Queensland's environment.

The program has been very successful in identifying offenders with over \$68,000 in fines issued to date since the start of the program and more than 670,000 litres of illegally dumped waste has been removed from the natural environment and disposed of correctly.

RECOMMENDATION

That the report be received and the contents noted.

9. RESIDENTIAL SWIMMING POOL SAFETY EDUCATION AND AWARENESS PROGRAM

This is a report concerning the details of the Residential Swimming Pool Safety Education and Awareness Program, first presented to Council in September 2020, in a report updating the outcome of the Proactive Pool Inspection Program. The report in September 2020, provided an overview on contemporary practices with respect to pool safety and awareness regarding childhood drownings and immersion incidents.

The recommendation adopted by Council was that a Residential Swimming Pool Safety Education and Awareness Program be developed and presented to Council for consideration.

RECOMMENDATION

That Council endorse the draft Residential Swimming Pool Safety Education and Awareness Program.

10. DEVELOPMENT APPLICATION RECOMMENDATION - MATERIAL CHANGE OF USE - GENERAL INDUSTRY (SHED KIT STORAGE WITH ANCILLARY OFFICE AND INCLUDING WELDING OF METAL BRACKETS FOR OFF-SITE SHED CONSTRUCTION) AT 262 HAIGSLEA AMBERLEY ROAD, WALLOON QLD 4306

This is a report concerning an application seeking approval for a Material Change of Use - General Industry (Shed Kit Storage with Ancillary Office and including Welding of Metal Brackets for off-site Shed Construction) at 262 Haigslea Amberley Road, Walloon QLD 4306.

Pursuant to the *Framework for Development Applications and Related Activities Policy* the application would normally be considered via delegated authority, however as there were more than 20 properly made submissions received to the proposal following public notification, the application is presented to Council for its consideration.

The proposed development has been assessed with regard to the applicable assessment benchmarks. The proposed development generally complies with the assessment benchmarks or can be conditioned to comply as outlined below.

RECOMMENDATION

That Council approve development application no. 4092/2020/MCU subject to conditions and attachments.

11. IED CAPITAL PORTFOLIO FINANCIAL PERFORMANCE REPORT - JANUARY 2021

This is a report concerning Infrastructure and Environment Department's (IED) capital portfolio financial performance for the period ending 31 January 2021.

RECOMMENDATION

That the monthly financial performance report on the Infrastructure and Environment Department's Capital Portfolio Budget for 2020-2021 be received and the contents noted.

12. EXERCISE OF DELEGATION REPORT

This is a report concerning applications that have been determined by delegated authority for the period 21 January 2021 to 25 February 2021.

RECOMMENDATION

That the report be received and the contents noted.

13. PLANNING AND DEVELOPMENT COURT ACTION STATUS REPORT

This is a report concerning a status update with respect to current Planning and Environment Court actions associated with development planning applications.

RECOMMENDATION

That the report be received and the contents noted.

NOTICES OF MOTION

MATTERS ARISING

GROWTH INFRASTRUCTURE AND WASTE COMMITTEE NO. 2021(01)

11 FEBRUARY 2021

MINUTES

COUNCILLORS' ATTENDANCE: Mayor Teresa Harding (Chairperson); Councillors Paul Tully, Sheila Ireland, Jacob Madsen, Deputy Mayor Marnie Doyle, Andrew Fechner, Kate Kunzelmann, Russell Milligan and Nicole Jonic

COUNCILLOR'S APOLOGIES: Nil

OFFICERS' ATTENDANCE: Chief Executive Officer (David Farmer), Acting General Manager Infrastructure and Environment (Sean Madigan), Animal Management Operations Manager (John Pukallus), Infrastructure Stakeholder Manager (Sharna Luscombe), General Manager Planning and Regulatory Services (Peter Tabulo), General Manager Corporate Services (Sonia Cooper), Chief Financial Officer (Jeff Keech), General Manager, Community, Cultural and Economic Development (Ben Pole), Manager Infrastructure Strategy (Tony Dileo), Manager, Assets and Portfolio (Cathy Murray), Manager, Economic and Community Development (Cat Matson), Manager Procurement (Richard White), Manager, Development Planning (Brett Davey), Senior Property Officer Acquisitions and Disposals (Alicia Rieck), Media and Communications Manager (Darrell Giles), Theatre Technician (Harrison Cate)

OTHER ATTENDANCE: Advisor to the Minister (Steve Greenwood)

DECLARATIONS OF INTEREST IN MATTERS ON THE AGENDA

Nil

BUSINESS OUTSTANDING

Nil

CONFIRMATION OF MINUTES

1. CONFIRMATION OF THE MINUTES OF THE MEETING HELD ON 3 DECEMBER 2020

DECISION

Moved by Councillor Andrew Fechner:
Seconded by Councillor Russell Milligan:

That the Minutes of the Meeting held on 3 December 2020 be confirmed.

AFFIRMATIVE

Councillors:

Harding

Tully

Ireland

Madsen

Doyle

Fechner

Kunzelmann

Milligan

Jonic

NEGATIVE

Councillors:

Nil

The motion was put and carried.

OFFICERS' REPORTS

2. CONTRACT VARIATION REPORT - EXTENSION OF CONTRACT 13420 KERBSIDE RECYCLING

This is a report recommending a variation to enable the extension of existing Contract 13420 Kerbside Recycling Services with Visy Paper Pty Ltd "Visy" for a period of up to ten (10) months until February 2022. This will ensure the continuity of essential services to the community in order to minimise waste disposal to landfill and maximise the recovery of resources for reuse or recycling, while the Council undertakes a review of future contracting options.

The current contract for weekly Kerbside Recycling was subject to a Tender Consideration Plan (TCP) endorsed by Council in early 2019. The contract commenced on 1 May 2019 with the option to extend for up to a further 12 (twelve) month period. On 21 April 2020, as agreed between the Parties, a contract extension and variation was executed to extend the agreement for an additional term and amend the contract expiry up to 30 April 2021.

The current contract expires on 30 April 2021. The purpose of this report is to enable Council to vary the contract to include an additional extension of the contractual arrangement with Visy Paper Pty Ltd "Visy" for a period of up to ten (10) months.

DECISION

Moved by Councillor Andrew Fechner:

Seconded by Councillor Nicole Jonic:

- A. That Council resolve to extend the contract with Visy Paper Pty Ltd for Household Recycling for a period of up to ten (10) months, with an additional cost of**

\$805,500 (GST Exclusive), under the same terms and conditions as the current agreement with Visy Paper Pty Ltd.

- B. That the Chief Executive Officer be authorised to negotiate and finalise the terms of the contract extension to be executed by Council, and to do any other acts necessary to implement Council's decision in accordance with section 13(3) of the *Local Government Act 2009* (Qld).**

AFFIRMATIVE

NEGATIVE

Councillors:

Councillors:

Harding

Nil

Tully

Ireland

Madsen

Doyle

Fechner

Kunzelmann

Milligan

Jonic

The motion was put and carried.

3. IED CAPITAL PORTFOLIO FINANCIAL PERFORMANCE REPORT - DECEMBER 2020

This is a report concerning Infrastructure and Environment Department's (IED) capital portfolio financial performance for the period ending 31 December 2020.

DECISION

Moved by Councillor Andrew Fechner:

Seconded by Councillor Kate Kunzelmann:

That the monthly financial performance report on the Infrastructure and Environment Department's Capital Portfolio Budget for 2020-2021 be received and the contents noted.

AFFIRMATIVE

NEGATIVE

Councillors:

Councillors:

Harding

Nil

Tully

Ireland

Madsen

Doyle

Fechner

Kunzelmann

Milligan

Jonic

The motion was put and carried.

4. IPSWICH INNER CBD CYCLE NETWORK CORRIDOR PLAN

This is a report concerning the outcomes of a corridor planning study for the Ipswich Inner CBD Cycle Network, a deliverable of iGO – *The City of Ipswich Transport Plan* and the *iGO Active Transport Action Plan*.

The purpose of the Ipswich Inner CBD Cycle Network Corridor Plan was to assess bikeway route alignment options and configurations in the Ipswich City Centre and for the preferred alignment, develop a high level concept design and a construction order of cost.

This planning will be used to inform Council's capital portfolio development, investment planning and development assessment activities and may be used for future applications to the Queensland Government *Cycle Network Local Government Grants Program*.

"The attachment/s to this report are confidential in accordance with section 275(1)(g) of the *Local Government Regulation 2012*."

DECISION

Moved by Councillor Andrew Fechner:

Seconded by Councillor Kate Kunzelmann:

- A. **That the preferred alignment and configuration of the Ipswich Inner CBD Cycle Network, as outlined in the report by the Senior Transport Planner dated 5 January 2021, be adopted and used to inform future planning and detailed design activities.**
- B. **That the footprint of the adopted alignment and configuration of the Ipswich Inner CBD Cycle Network (refer Recommendation A above) be protected through Council's strategic corridor preservation, tactical property acquisition and development assessment activities.**
- C. **That the properties located adjacent to the footprint of the adopted alignment and configuration of the Ipswich Inner CBD Cycle Network (refer Recommendation A above) be flagged as an interest to Council for future strategic active transport purposes in Council's property database.**
- D. **That the 'order of cost' identified in the report by the Senior Transport Planner dated 5 January 2021 for the preferred alignment and configuration of the Ipswich Inner CBD Cycle Network (refer Recommendation A above) be noted and considered for future investment programming activities.**
- E. **That the communication strategy identified in the report by the Senior Transport Planner dated 5 January 2021 be further developed and implemented for the Ipswich Inner CBD Cycle Network.**

AFFIRMATIVE

Councillors:

Harding

Tully

Ireland

Madsen

Doyle

Fechner

Kunzelmann

Milligan

Jonic

NEGATIVE

Councillors:

Nil

The motion was put and carried.

5. COMMUNITY CAT PROGRAM - ROSEWOOD PILOT

In July 2020 Council considered a request from the Australian Pet Welfare Foundation to partner with them in a pilot de-sexing and community education program. While Council declined the request at the time, the Foundation instituted its own trial program in the suburb of Rosewood, in full knowledge of Council officers.

The outcomes of the trial, in summary are positive, with strong support from the residents of Rosewood, as well as the statistics showing that a reasonable number of animals were dealt with by the Foundation and the feral cat issue is being managed.

There is the prospect of the Program being extended and such would generally have the support of officers.

"The attachment/s to this report are confidential in accordance with section 275(1)(i) of the Local Government Regulation 2012."

DECISION

Moved by Councillor Russell Milligan:

Seconded by Councillor Kate Kunzelmann:

That Council receive and note the report on the Community Cat Program - Rosewood Pilot.

AFFIRMATIVE

Councillors:

Harding

Tully

Ireland

Madsen

Doyle

NEGATIVE

Councillors:

Nil

Fechner
Kunzelmann
Milligan
Jonic

The motion was put and carried.

6. PLANNING AND ENVIRONMENT COURT ACTION STATUS REPORT

This is a report concerning a status update with respect to current Planning and Environment Court actions associated with development planning applications.

DECISION

Moved by Deputy Mayor Marnie Doyle:
Seconded by Councillor Nicole Jonic:

That the report be received and the contents noted.

AFFIRMATIVE
Councillors:
Harding
Tully
Ireland
Madsen
Doyle
Fechner
Kunzelmann
Milligan
Jonic

NEGATIVE
Councillors:
Nil

The motion was put and carried.

7. EXERCISE OF DELEGATION REPORT

This is a report concerning applications that have been determined by delegated authority for the period 23 November 2020 to 21 January 2021.

DECISION

Moved by Councillor Kate Kunzelmann:
Seconded by Deputy Mayor Marnie Doyle:

That the report be received and the contents noted.

AFFIRMATIVE
Councillors:
Harding
Tully

NEGATIVE
Councillors:
Nil

Ireland
Madsen
Doyle
Fechner
Kunzelmann
Milligan
Jonic

The motion was put and carried.

NOTICES OF MOTION

8. **NOTICE OF MOTION - EXEMPTION FOR WASTE COLLECTION FEE - PURGA
ABORIGINAL CEMETERY**

This is a notice of motion submitted by Councillor Sheila Ireland concerning an exemption fee for waste collection for the Purga Aboriginal Cemetery.

Councillor Sheila Ireland gave notice of her intention to move the following motion at Council's Growth Infrastructure and Waste Committee of 11 February 2021:

DECISION

Moved by Councillor Sheila Ireland:

Seconded by Councillor Jacob Madsen:

That Council investigate providing an exemption for the waste collection fee for the Purga Aboriginal Cemetery located on Carmichaels Road, Purga and provide a report back to the next Growth, Infrastructure and Waste Committee meeting to be held on 11 March 2021.

Further information to support the Notice of Motion:

The Purga Aboriginal Cemetery is a Reserve and the Trustees of the property are Purga Elders & Descendants Aboriginal Corporation. As a cemetery they are exempt from general rates and the fire levy, however, they are not exempt from Utility Charges. The Trustees have advised that they believe people travelling to and from Hardings Paddock are using the bin as there are no rubbish facilities at Hardings Paddock.

AFFIRMATIVE

Councillors:

Harding

Tully

Ireland

Madsen

Doyle

Fechner

Kunzelmann

NEGATIVE

Councillors:

Nil

Milligan
Jonic

The motion was put and carried.

9. NOTICE OF MOTION - OVERGROWN COUNCIL PARKS, RESERVES AND FOOTPATHS

This is a notice of motion submitted by Councillor Andrew Fechner concerning overgrown Council parks, reserves and footpaths.

Councillor Andrew Fechner gave notice of his intention to move the following motion at the Growth, Infrastructure and Waste Committee of 11 February 2021:

DECISION

Moved by Councillor Andrew Fechner:
Seconded by Councillor Russell Milligan:

- A. That the Chief Executive Officer be authorised to take the immediate action required to clear the backlog of overgrown council open spaces including making required budget amendments.**
- B. That a report be prepared which includes:**
- 1. An update on council's mowing activities over the 2020-2021 summer season and how these activities compare to previous summers.**
 - 2. The number of complaints received by council about overgrown council open spaces over the 2020-2021 summer season.**
 - 3. Information on the number of council staff and contractors engaged to respond to overgrown council open spaces over the 2020-2021 summer season.**
 - 4. Options which may enhance council's response to high-growth periods including consideration of seasonal variations to established mowing schedules.**
- C. That the report be presented to a future meeting of the Growth, Infrastructure and Waste Committee to ensure that any required changes are in place prior to the 2021-2022 summer season.**

Background Information:

Over the last several weeks, significant community concerns have been raised about the overgrown condition of many council parks, reserves and footpaths following recent rain.

It is appreciated that Ipswich has experienced a relatively wet summer and it is

acknowledged that council staff have worked diligently to mow and maintain parks across the city.

However, it is important that council endeavour to ensure that during high-growth periods, our open spaces are maintained to a level which meets community expectations in a cost effective manner.

AFFIRMATIVE

Councillors:

Harding

Tully

Ireland

Madsen

Doyle

Fechner

Kunzelmann

Milligan

Jonic

NEGATIVE

Councillors:

Nil

The motion was put and carried.

MATTERS ARISING

Nil

PROCEDURAL MOTIONS AND FORMAL MATTERS

The meeting commenced at 9.00 am.

The meeting closed at 9.26 am.

Doc ID No: A6769594

ITEM: 2

SUBJECT: BRASSALL BIKEWAY STAGE 6 - CONNECTING STRUCTURE OPTIONS

AUTHOR: SENIOR TRANSPORT PLANNER

DATE: 5 FEBRUARY 2021

EXECUTIVE SUMMARY

This is a report concerning Brassall Bikeway Stage 6 and the options to progress the project in regards to the proposed connecting structure from the existing riverbank path at the Riverlink Shopping Centre to the northern end of the Bradfield Bridge.

RECOMMENDATION/S

- A. That Option 2: Lift, as outlined in the report by the Senior Transport Planner dated 5 February 2021, be adopted as the preferred way forward to progress the Brassall Bikeway Stage 6 project and be used to inform future planning, detailed design and construction activities.**
- B. That the 'order of cost' for Option 2 (refer Recommendation A above), as identified in the report by the Senior Transport Planner dated 5 February 2021, be noted and considered for future investment programming activities.**
- C. That upon construction of Option 2 (refer Recommendation A above), data monitoring activities be undertaken on Brassall Bikeway Stage 6 and Option 1: Ramp, as outlined in the report by the Senior Transport Planner dated 5 February 2021, be further investigated if demand warrants.**

RELATED PARTIES

A conflict of interest may be perceived, given Council's previous resolution in 2017 to acquire land at Lot 54 on SP 222487, 48 W M Hughes Street as a parcel of land to complete open space along the Bremer River and provide a corridor for the Brassall Bikeway Stage 6.

Related parties are provided in Attachment 1.

ADVANCE IPSWICH THEME

Managing growth and delivering key infrastructure

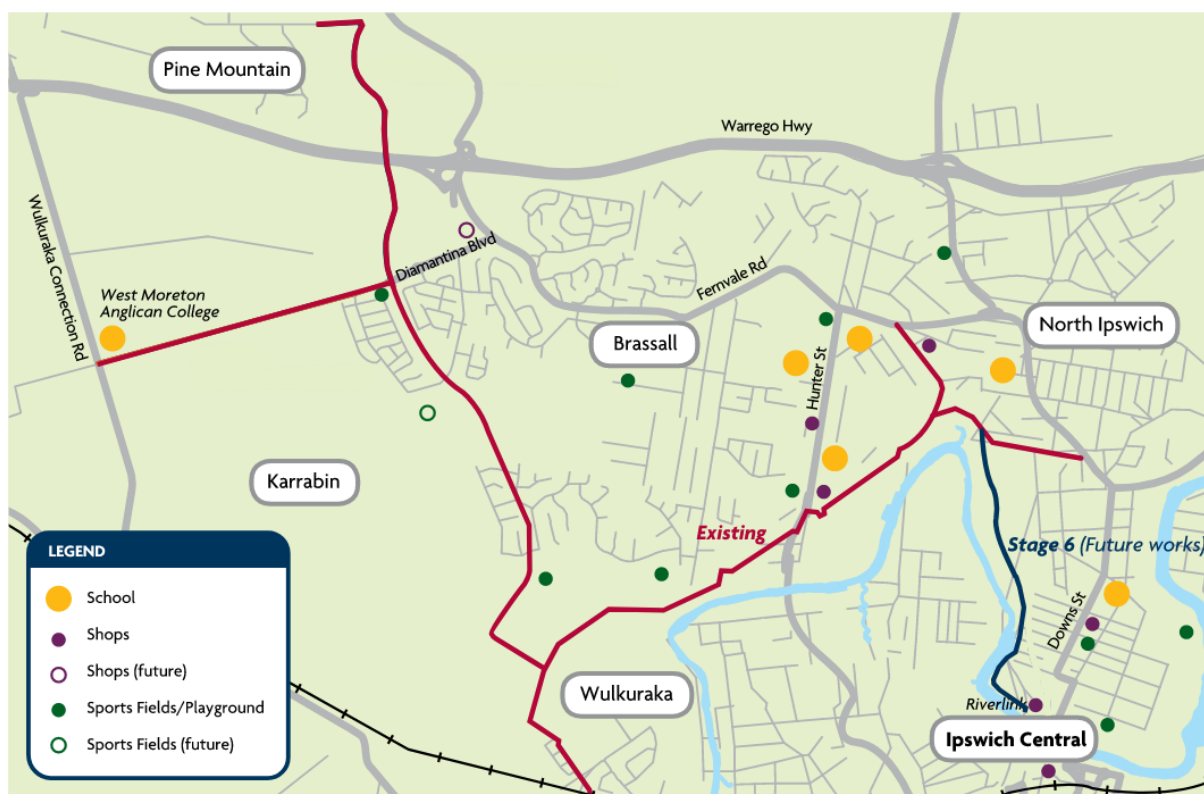
PURPOSE OF REPORT/BACKGROUND

Strategic Context

The Brassall Bikeway is a high quality path for use by pedestrians and cyclists. When fully complete, the Brassall Bikeway will link the Ipswich City Centre with the suburbs of North Ipswich, Brassall, Wulkuraka, Karrabin and Pine Mountain and to the 161km Brisbane Valley Rail Trail. The Brassall Bikeway is also part of the Queensland Government's *South East Queensland Principal Cycle Network Plan (PCNP)* and identified within Council's *iGO Active Transport Action Plan (ATAP)* as a principal cycle route (i.e. commuter bikeway).

The Brassall Bikeway has been split into seven stages. Stages 1-5 and 7 have already been completed (refer figure 1). Completion of these stages has been possible through a joint funding partnership with the Queensland Government's *Cycle Network Local Government Grants Program*.

Figure 1 – Brassall Bikeway Network



The bikeway currently ends next to the Railway Workshops Museum in North Ipswich, with the missing link starting at W M Hughes Street and ending at the Bradfield Bridge. For planning purposes, this section of the project is known as 'Brassall Bikeway Stage 6'. Stage 6 is the last stage and the critical missing link which will complete the Brassall Bikeway, providing a vital commuter link from the northern suburbs of Ipswich into the city for pedestrians and cyclists.

Project History

In June 2017, Council approved the Brassall Bikeway Stage 6 Corridor Planning Study which investigated the bikeway alignment options between the existing stages of the bikeway at W M Hughes Street and the Ipswich CBD. The identified preferred alignment for the bikeway followed the Bremer River (keeping to the top of bank through 48 W M Hughes Street) and then used a ramp structure to connect from the riverbank level back to the Bradfield Bridge, which provides access across the Bremer River to the Ipswich CBD (refer Figure 2). This alignment, while being the most costly and slightly less direct in the initial assessment, had significant benefits in terms of safety, reduced conflict points, reduced private property impacts and increased path user comfort.

Figure 2 – Brassall Bikeway Stage 6 Preferred Alignment



From here, an engineering consultancy firm was engaged to undertake the detailed design work, including further detailed concept development regarding the possible ramp options from the Bremer Riverbank existing path to the Bradfield Bridge (refer to Figure 3). The overall outcome of the conceptual works found that any type of connecting structure would likely cost in the order of \$8 - \$14 million (depending on the ramp design) due to the length and size of the structure, the site constraints and location (refer to Attachment 2 for further information).

The analysis work also identified that any type of connecting structure in that location would significantly impact on the hydraulics to the river both up and down stream. The impacts are difficult to avoid and also significantly increased the cost and scope for the works. Council are not supportive of a connecting structure within this section of the Bremer River that would create an actionable nuisance to other property owners. At this point, the option of a lift from the riverbank to the Bradfield Bridge was also tabled as an option (cost estimate of approx. \$3.5 million).

Figure 3 – Bradfield Bridge from the existing riverside path



Given the identified costs of the ramp options (which exclude the additional cost of the shared path connection to the north of the Riverlink Medical Centre), Council met with Department of Transport and Main Roads (DTMR) representatives to understand the Queensland Government's position given the existing 50/50 funding arrangement for detailed design on the project and a potential future cycle grant application for construction funding through the *Cycle Network Local Government Grants Program*. DTMR representatives confirmed that the cost estimates for the ramp options were a significant cost for the Queensland Government and that a lift option was not preferred. Consequently, DTMR requested that the previously discarded alignments for the bikeway which used portions of the railway easement corridor through the Riverlink Shopping Centre (refer Attachment 3) be re-investigated in more detail to re-confirm that the ramp or lift was the only option to proceed with the project. Leda Holdings Pty Ltd also requested a new alignment be re-investigated which utilised the entire railway easement corridor (refer to Option 4 within Attachment 3)

The railway easement alignment analysis work was undertaken by Council officers during the period of August 2018 to September 2019. The main concerns identified with using the railway alignment options were the complexities associated with crossing the pedestrian link between the east and west Riverlink Shopping Centre buildings, the risks to Council related to the two railway level crossings (the Riverlink driveway and Lowry Street), the presence of an existing 2m wide Energex easement and high voltage underground power within the railway easement corridor and meeting DTMR and Queensland Rail design standard and safety requirements in the constrained railway environment. This analysis concluded that the original approved 2017 alignment, inclusive of a ramp or a lift from the Bremer Riverbank to the Bradfield Bridge, is still the preferred alignment for the Brassall Bikeway Stage 6 project.

The results were discussed with DTMR in October 2019, along with the identification of three possible ways forward for the project:

1. **Ramp** - Re-engage another consultant to further develop the ramp options to see if costs could be reduced from the previous estimates. This would also require having a

greater focus on flooding impacts as all ramp options identified to date had significant impacts. From here, proceed with the project based on the most feasible ramp design.

2. **Lift** - While DTMR had provided previous advice that a lift was not preferred, this option relates to further developing and proceeding with the project based on a large 'ikea style' lift with wrap around stairs instead of a ramp access to the Bradfield Bridge. It was acknowledged that this does break cycle connectivity but it also provides disability compliant access, of which the ramp options currently do not.
3. **Interim Stages Solution** - While DTMR had provided previous advice that breaking the project into stages without identifying the ultimate connection to the Bradfield Bridge was not preferred, this option involves constructing just the northern portion of the bikeway and completing a ramp or lift to the Bradfield Bridge at a later stage to allow for further demand to grow and greater 'spreading out' of capital costs to Council.

Feedback received from DTMR on these options acknowledged the technical constraints and difficulties associated with the project and also a preference from DTMR to have some form of connection rather than nothing. Further, should Council proceed with a lift option, this would be a first for DTMR and would have to be considered carefully as part of any future cycle grant application.

Consequently, detailed design for the project has been placed on hold and 50/50 funding from DTMR has ended until the resolution of property negotiations (currently ongoing) and until there has been a determination from Council of a way forward regarding the connection from the Bremer Riverbank to the Bradfield Bridge.

Options Discussion

1. Ramp

Advantages

- Possibility that a cheaper, more feasible ramp design can be identified. Current designs of the ramp are in the order of \$8 - \$14 million.
- The experience for the bikeway end user is consistent along the entire bikeway and no dismount is required.
- The identified connecting ramp structure could become an iconic city shaping piece of infrastructure, assisting with the Ipswich CBD redevelopment efforts.
- More likely to attract *Cycle Network Local Government Grants Program 50/50* detailed design and construction funding. However, this could further delay the project delivery and increase the project costs in order to meet DTMR technical specifications and reporting requirements.

Disadvantages

- An alternative ramp design that is more feasible and financially sustainable for Council to deliver may not be identified. This may cause the project progress to be

halted completely or delayed further as Council further investigates cost implications of a ramp to the Three Year Capital Works Portfolio.

- All ramp designs developed to date have not been disability compliant and a new design is also unlikely to achieve this. However, a disability compliant pathway is already available through the Riverlink Shopping Centre complex.
- The cycle connection at the southern end of the Bradfield Bridge in the Ipswich CBD already requires a dismount to access Tulumur Place, therefore there is already a disruption to the bikeway end user experience. There is potential for this connection to be improved in the future, but it is many years away.
- All ramp designs to date have identified significant flooding impacts.
- All ramp designs to date have additional property impacts to the Riverlink Shopping Centre.

2. Lift

Advantages

- The cost estimate is considered more feasible to Council in our current fiscally constrained environment. The current cost estimate for a lift is \$3.5 million.
- Provides a more feasible short-term solution which would allow the project to progress.
- Provides a disability compliant connection.
- Flooding impacts are still likely, though are significantly less than a ramp option and can be mitigated with a top mounted lift system.
- Likely to involve less property impacts to Riverlink Shopping Centre than any ramp option.

Disadvantages

- Requires a dismount from the bikeway end user, so it cannot be considered a quality bikeway connection. However, it does provide a form of cycle connection and is better than no connection at all.
- Unlikely to obtain *Cycle Network Local Government Grants Program* 50/50 detailed design and construction funding as it does not meet the program's technical requirements.

3. Interim Stages Solution

Advantages

- Allows for a greater 'spreading out' and more sustainable spend of capital costs to Council.
- Provides Council with more time to identify and develop an acceptable solution for the Bradfield Bridge connection.

Disadvantages

- Further delays the provision of a connection of the bikeway into the Ipswich CBD. This would raise further concerns by the Ipswich Community as there is already criticism on how long it has taken to deliver this stage of the bikeway.

- Could raise risk and liability issues for Council should bikeway end users choose to make their way through the Riverlink Shopping Centre to access the Bradfield Bridge and an incident occurs where no public access route can be signed.
- It is unknown if this approach would attract *Cycle Network Local Government Grants Program 50/50* detailed design and construction funding given DTMR's previous preference for Council to identify the ultimate connection to the Bradfield Bridge.

Proposal

Given the importance of establishing this critical missing link and completing the full Brassall Bikeway network to the CBD, Council is committed to finalising an outcome that is both cost effective and user friendly. Therefore, based on the advantages and disadvantages for each option discussed above, it is proposed that Council proceed with the project on the basis of Option 2, a lift connection between the existing Bremer Riverbank pathway and the Bradfield Bridge. This will allow a connection to be delivered in the short term and in a more financially responsible manner.

It is also proposed that once the project is constructed and there is a connection between the existing stages of the Brassall Bikeway and the Ipswich CBD, that data monitoring activities be undertaken to further understand the demand levels on this stage of the bikeway. Should demand grow over time and require it, an additional ramp structure can be re-investigated at this time, possibly in conjunction with connection improvements to the southern end of the Bradfield Bridge to Tulumur Place.

It is acknowledged that this option will likely not attract 50/50 detailed design and construction funding through the *Cycle Network Local Government Grants Program*. However, it will mean the project timing can be expedited and the cost is more feasible for Council to deliver as the project will not have to conform to DTMR technical and reporting requirements.

LEGAL/POLICY BASIS

This report and its recommendations are consistent with the strategic direction outlined in the endorsed iGO – City of Ipswich Transport Plan, the iGO Active Transport Action Plan and Queensland Government's South East Queensland Principal Cycle Network Plan.

RISK MANAGEMENT IMPLICATIONS

The Brassall Bikeway represents a significant investment by both Council and the Queensland Government into sustainable transport infrastructure which is connected, convenient and safe.

Council officers have received frequent requests over the years from the Ipswich community enquiring when Council will provide the final link between W M Hughes Street, North Ipswich and the Ipswich CBD. Failing to provide this link will severely compromise the full potential of this bikeway as a 'commuter bikeway' and the ability of Council to deliver on the objectives of iGO, iGO ATAP and the SEQ PCNP.

However, there are also substantial financial risks to Council associated with the delivery of this project, mostly due to the stakeholders impacted and the required crossing of the Bremer River to obtain access to the Ipswich CBD. This is why multiple planning investigations into alternative alignment options and river crossing options (i.e. new high level bridge, new low level bridge, widening of David Trumpy Bridge etc.) have already been undertaken in previous years resulting in the three alignment options being assessed and presented to Council as part of the 2017 Corridor Planning Study. Additional investigations since this time have re-confirmed the position and preferred alignment of the 2017 Corridor Planning Study and provided a way forward for Council to deliver this extremely complex project in the current fiscal environment.

FINANCIAL/RESOURCE IMPLICATIONS

Of the \$273,000 allocated to the project for design in the 2019-2020 FY budget, \$127,031 was spent, primarily on further alignment investigations and on developing the detailed concepts for the ramp options.

A summary of the high level construction order of cost for the entire Brassall Bikeway Stage 6 project (shared path north of the Riverlink Medical Centre + Bradfield Bridge connecting structure option) is provided in Table 1 below. Please note that should grant approval from DTMR be achieved through the *Cycle Network Local Government Grants Program*, Council and DTMR would enter into a 50/50 funding agreement for the construction of the project.

Table 1: Brassall Bikeway Stage 6 Full Alignment High Level Order of Cost*

	Shared Path + Ramp**	Shared Path + Lift
Order of Cost	\$13.5 - \$22 million	\$ 5.8 million

*All cost estimates include a 30% contingency

** Includes cost variation depending on the type of ramp structure selected

Further, should vehicular access be required to 48 W M Hughes St, North Ipswich additional cross-sectional width is required in two locations of the shared path alignment north of the Riverlink Medical Centre and this would result in additional earthworks or structure due to adjacent steep river embankments. The cost for the additional structures is estimated at approx. \$1.15 million for a mass block retaining type structure. It is noted that any vehicular access proposed by development for 48 W M Hughes St would need to be assessed by Council's Planning and Regulatory Services Department on its merit as part of any development application.

Within Council's adopted Three Year Capital Works Portfolio there is currently \$733,000 allocated in 2022-2023 FY for planning and design. Given recent project advancements, it is proposed to bring forward and nominate \$170,000 in 2021-2022 FY for the re-initiation of detailed design activities, \$1.75 million in 2022-2023 FY to finish the design and start construction, \$1.5 million in 2023-2024 FY to continue construction and the remaining amount required to complete construction in future years as part of the development of next year's three year capital works portfolio.

COMMUNITY AND OTHER CONSULTATION

Completed Consultation

The strategic intent of Brassall Bikeway Stage 6 is identified within publically available documents such as iGO, iGO ATAP, the SEQ PCNP and Ipswich Planning Scheme. It has also been included within project newsletters distributed to the community as part of the construction works of Stage 4, 5 and 7 of the bikeway. No public community consultation activities specifically focused on the project have occurred to date.

As part of the development of the 2017 Brassall Bikeway Stage 6 Corridor Planning Study and the subsequent alignment analysis work, consultation with internal stakeholders from Council's Infrastructure and Environment Department and Planning and Regulatory Services Department was undertaken in relation to transport planning, traffic operations, open space planning, strategic land use planning, development assessment, heritage, property services and technical civil design considerations via multiple project workshops and the circulation of draft concept plans.

External consultation activities with DTMR grant funding representatives, DTMR cycle technical design specialists, Queensland Rail representatives, Railway Workshops Museum representatives and Leda Holding Pty Ltd as an affected land owner were also undertaken about various aspects of the project.

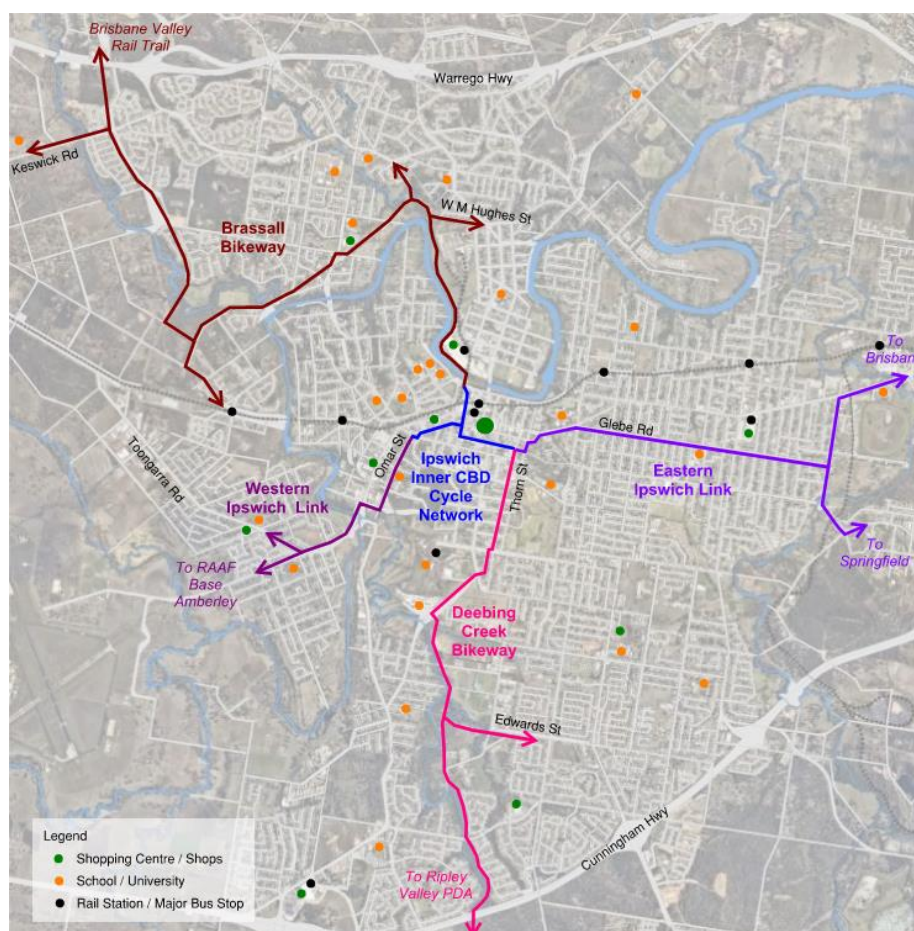
Planned Consultation

The project team proposes to undertake a high level community consultation exercise in mid-2021 to:

- Explain the intent behind all of the cycle projects in and surrounding Ipswich Central as a whole (refer Figure 4 over), including the status of existing and planned bikeway projects to the north, south, east and west of the Ipswich CBD;
- This will include information relating to the Brassall Bikeway Stage 6 project; and
- This will also include detailed information on the Eastern Ipswich Bikeway Stage 1 project, which is to be constructed in 2022 and is a current engagement priority.

The timing of the public engagement has been selected to align with council's current resourcing capabilities, existing engagement schedule and provides time to prepare for the engagement program. Opportunities to comment will be provided via community information sessions, briefings to interest groups (including the cycling, walking and business communities) and online via Shape Your Ipswich.

Figure 4 – Brassall Bikeway Stage 6 Strategic Context






CONCLUSION

Council officers have received frequent requests over the years from the Ipswich community enquiring when Council will provide the final bikeway link between W M Hughes Street, North Ipswich and the Ipswich CBD known as 'Brassall Bikeway Stage 6'. Failing to provide this link will severely compromise the full potential of the existing Brassall Bikeway network.

Findings of the investigations undertaken by Council to date have confirmed that the original approved 2017 alignment for Brassall Bikeway Stage 6, inclusive of a ramp or a lift from the Bremer Riverbank to the Bradfield Bridge, is still the preferred alignment. It also identified that the current ramp designs are of substantial cost and flooding risk to Council.

Three options were identified to progress the project, whereby Option 2 for a lift connection between the existing Bremer Riverbank pathway and the Bradfield Bridge has been identified as the preferred way to proceed. This will allow a connection to be delivered in the short term and in a more financially responsible manner. Should demand grow over time and require it, an additional ramp structure can be re-investigated.

ATTACHMENTS AND CONFIDENTIAL BACKGROUND PAPERS

1.	Related Parties ↓ 
2.	Brassall Bikeway Stage 6 Ramp Options Summary Report ↓ 
3.	Brassall Bikeway Stage 6 Route Alignment Options ↓ 

Jessica Cartlidge

SENIOR TRANSPORT PLANNER

I concur with the recommendations contained in this report.

Mary Torres

INFRASTRUCTURE STRATEGY AND PLANNING MANAGER

I concur with the recommendations contained in this report.

Tony Dileo

MANAGER, INFRASTRUCTURE STRATEGY

I concur with the recommendations contained in this report.

Sean Madigan

ACTING GENERAL MANAGER - INFRASTRUCTURE AND ENVIRONMENT

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

RELATED PARTIES

Property Address	Owner	Landuse
2C Pine St, North Ipswich	Ipswich City Council Program 30	Vacant Land
2 The Terrace, North Ipswich	Lipoma Pty Ltd	Shopping Centre
48 W M Hughes St, North Ipswich	Lipoma Pty Ltd	Vacant Land
19a North St, North Ipswich	Queensland Rail Limited	Tourist Attraction (Railway Workshops Museum)
22 W M Hughes St, North Ipswich	Lipoma Pty Ltd	Vacant Land





Brassall Bikeway Stage 6 Ramp Options Summary Report

INTRODUCTION

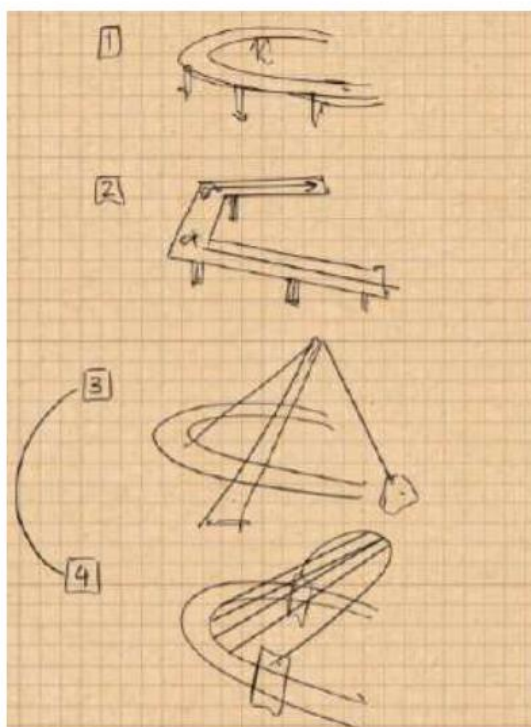
In March 2018, Council engaged an engineering consultancy to undertake the detailed design works for Brassall Bikeway Stage 6. This included further conceptual works for the connecting structure from the existing path at the Bremer River Bank up to the Bradfield Bridge. A summary of the findings of this conceptual work is provided below.

BACKGROUND OF RAMP CONCEPT OPTION ASSESSMENT

As a consequence of the change in level from the existing Bremer River path (approx. RL 10.0) to the level of the Bradfield Bridge (approx. RL 21.0), a substantial length of elevated structure is required to transition from the existing path to the Bradfield Bridge.

Further, because of minimum clearance requirements, the identified connection point to the bridge nominated to the engineering consultancy by Council and the need for the ramp to be of a suitable shape to permit a functional bikeway to operate, a curved, segmented profile is required to achieve this (refer Figure 1 below).

Figure 1 – Direction from Council Project Meeting (April 2018)

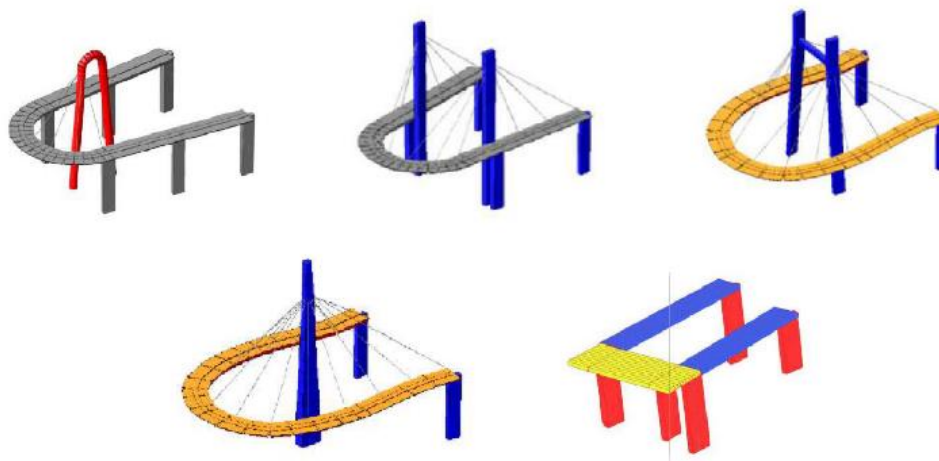


SHORTLISTED RAMP OPTIONS

The assessment considered a number of options for the connecting structure based on Council's initial brief whereby each option has varying impacts and associated costs. A number of designs were dismissed as having less merit than other options (refer Figure 2).



Figure 2: Dismissed Ramp Arrangements

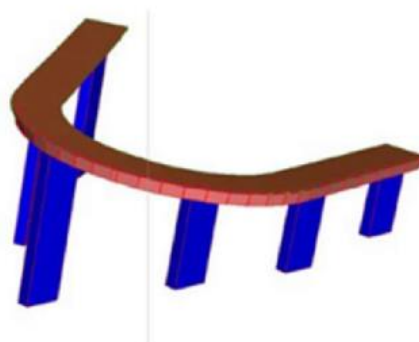


Below is a summary of the more feasible options which were identified.

Option One – Steel bridge type structure

- **Estimated cost – \$8,500,000** (connection section only – construction only)
- This is the simplest option provided for the connection, with a sweeping curve elevated structure. This design requires a number of large rectangular piers (approximately 900mm by 2000-3000mm) at staggered locations, and the deck structure would be 1250mm thick.
- Total length of the connection structure from ground level to the Bradfield Bridge is approximately 200m with varying longitudinal grades (i.e. 0% for 31m, 3% for 37m and 5% for 176m)
- Impacts – This option has the most significant flood impact with major obstruction to flood waters due to the offset piers and thickness of the deck. It also has the potential to create significant issues upstream due to the dam like affect that will be caused.

Figure 3: Option 1 Ramp Design



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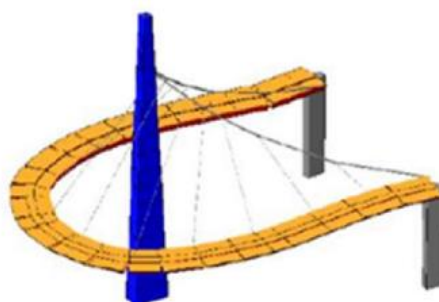
TOGETHER WE PROUDLY ENHANCE THE QUALITY OF LIFE FOR OUR COMMUNITY



Option Two – Suspended cable stay structure

- **Estimated cost – \$ 14,500,000** (connection section only – construction only)
- This design is based upon reducing the number of piers by using a central column and a cable stayed structure. It would require only two piers and one central column and reduces the depth of the deck. It would create an improved aesthetic outcome compared to option 1. The middle pier would be approximately 2100mm by 2600mm.
- The total length of the cable bridge ramp is approximately 125m with an additional approx. 75m of concrete lead in ramp structure to connect to the ground. This option also has varying longitudinal grades (i.e. 0% for 5m of the cable ramp, 3% for 125m of the cable ramp and 5% for 115m of the lead in ramp).
- Impacts – This design still has a flooding impact, however it is significantly reduced compared to option 1 due to the number of piers and thickness of the deck. It also would not have the same dam like affect as Option One.

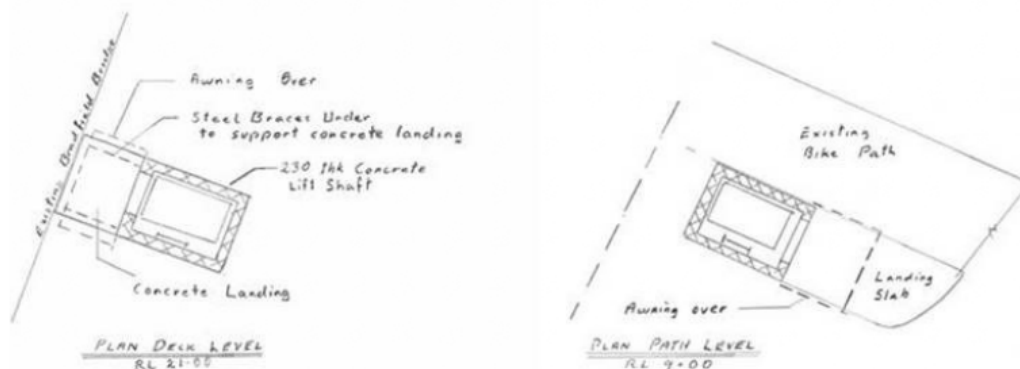
Figure 4: Option 2 Ramp Design



Option Three – Lift and stairs from existing ground river bank level to Bradfield Bridge

- **Estimated cost - \$3,500,000** (lift installation – supply and install only, not including ancillary works required for access to the lift)
- Installation of cycle friendly lift to the eastern side of the Bradfield Bridge (top mount running gear) with external stairs.
- Lift dimensions – Flexible at this stage, though would look to at least be able to provide for two cyclists side by side and to enter and exit the lift in a forward direction, noting that the decision on the lift width will have flooding impacts that also need to be considered.
- Impacts - Whilst this option does create a 'stop' in the cycle journey, it significantly decreases the cost of the works and lessens the flood impact compared to the other options while still providing a level of cycle connectivity.
- External stairs would also be provided around the structure from the existing pathway to the Bradfield Bridge.

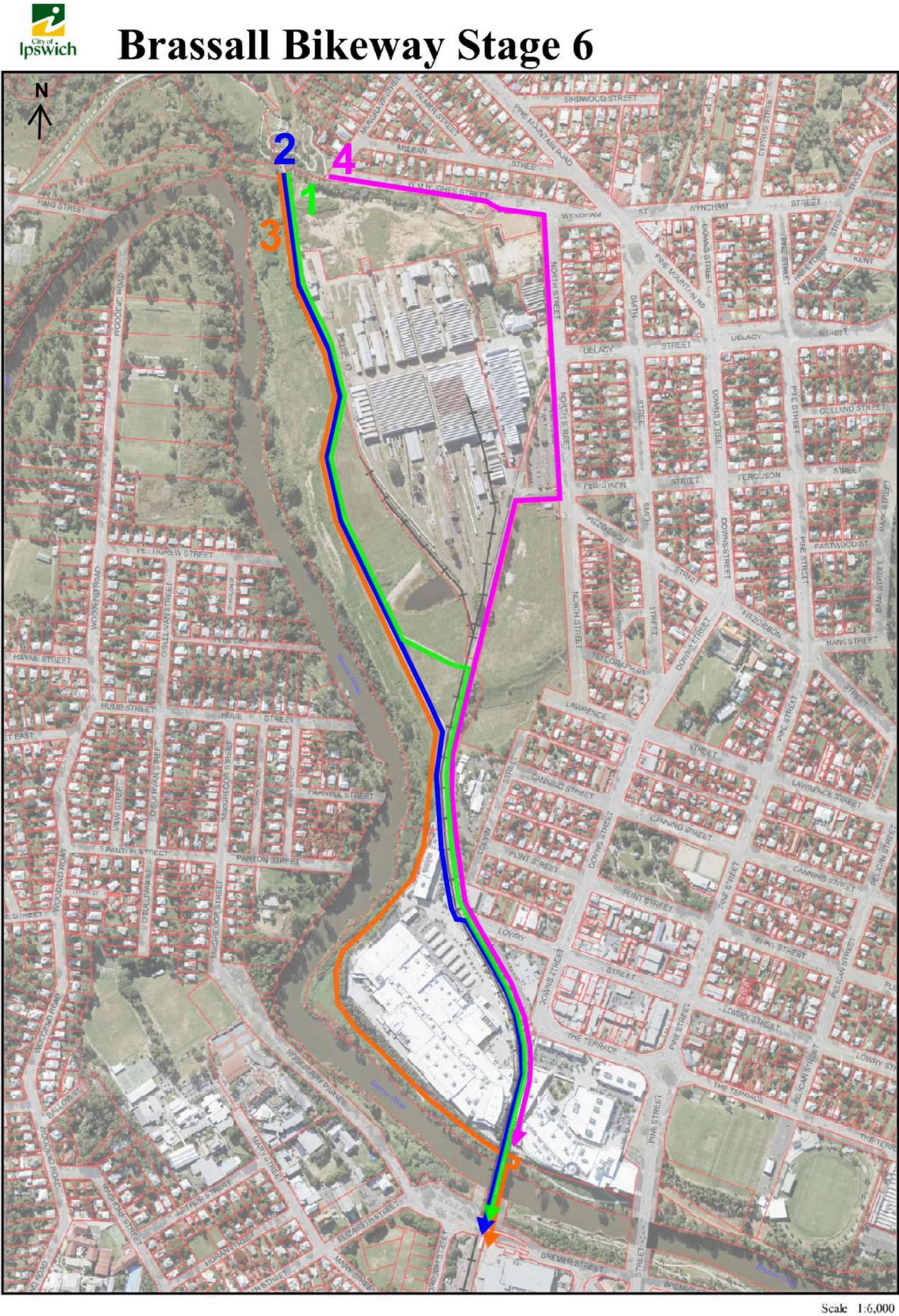
Figure 5: Option 3 Lift Design



All of the above options have varying constructability issues and risk. The estimated costs do not include specialist design or construction required to accommodate potential geotechnical issues. Some of the works may need to be serviced from barge and crane from the river. Further, it should be noted that all cost estimates are only for the connecting structure to the Bradfield Bridge and exclude the portion of the bikeway between Lowry Street and W M Hughes Street (near the Railway Workshops Museum).

CONCLUSION

The overall outcome of this report found that any type of connection structure would likely cost in the order of \$8,000,000 to \$14,000,000 due to the length and size of the structure, the site constraints and location. In addition, the analysis identified that any type of connecting structure in that location would significantly impact on the hydraulics to the river both up and down stream. The impacts are difficult to avoid and also significantly increased the cost and scope for the works. Council are not supportive of a connecting structure within this section of the Bremer River that would create an actionable nuisance to other property owners.



Doc ID No: A6652285

ITEM: 3
SUBJECT: IGO FREIGHT ACTION PLAN
AUTHOR: TRANSPORT PLANNER (TRANSPORT PLANNING)
DATE: 22 FEBRUARY 2021

EXECUTIVE SUMMARY

This is a report concerning the development of the iGO Freight Action Plan (FAP), a key deliverable of iGO – The City of Ipswich Transport Plan.

RECOMMENDATION/S

That Council resolve:

- A. That the *iGO Freight Action Plan and Summary Report* – as detailed in Attachments 1 and 2 of the report by the Transport Planner (Transport Planning) dated 22 February 2021, be adopted.
- B. That the outcomes and key messages of the *iGO Freight Action Plan* be communicated to the community.
- C. That the *iGO Freight Action Plan and Summary Report* be sent to the Queensland Department of Transport and Main Roads and the Department of State Development, Tourism and Innovation for acknowledgement and support.

RELATED PARTIES

There is no declaration of conflicts of interest regarding this report. Details of the related parties that were consulted as part of the development of the FAP are provided below under the 'community and other consultation' heading.

ADVANCE IPSWICH THEME

Managing growth and delivering key infrastructure

PURPOSE OF REPORT/BACKGROUND

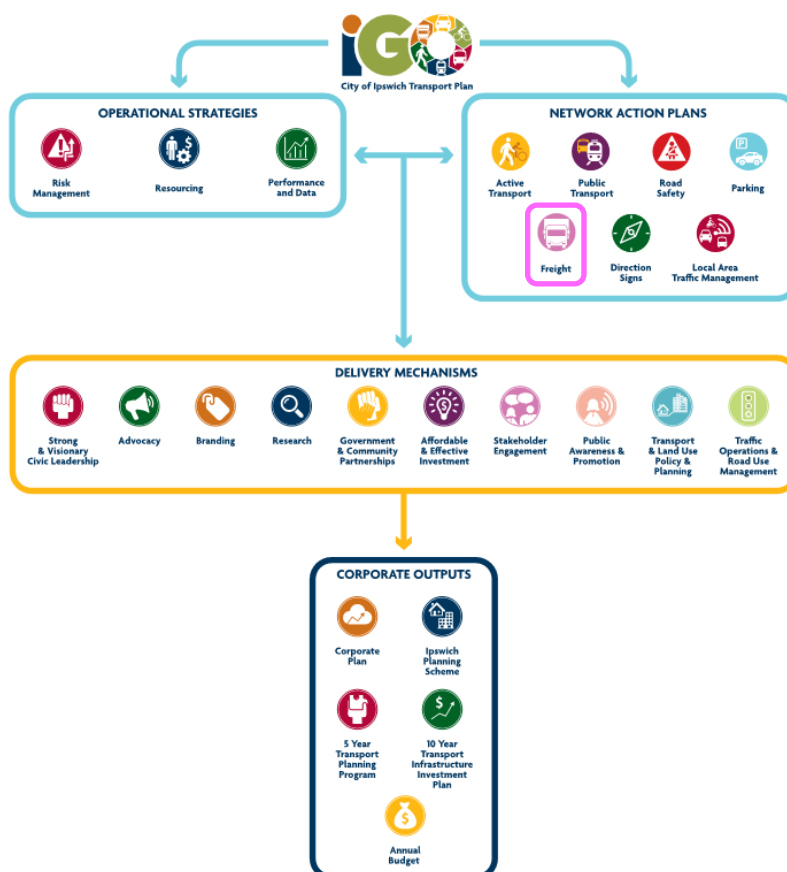
Background

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

The iGO delivery structure (refer Figure 1 below) includes the development and implementation of a number of more detailed network action plans relating to the following transport elements:

- Active Transport;
- Public Transport;
- Road Safety;
- Parking;
- **Freight**;
- Direction Signs; and
- Local Area Traffic Management

Figure 1: iGO Delivery Structure



The development of a FAP is supported by action F6 of iGO, which states the following:

“Develop a Freight Action Plan which completes a strategic assessment of the existing and future local road freight network in Ipswich with the aim to improve freight local road access and support the use of Higher Productivity Heavy Vehicles to freight supporting, generating or attracting areas and businesses”

The development of the FAP commenced in late 2019 and the technical report was completed in November 2020. Ipswich City Council has worked closely with key stakeholders

to formulate a clear vision, provide guidance and formulate the necessary actions for improving the freight network within the City of Ipswich.

Premise

The freight industry is a key pillar of the Ipswich economy contributing \$1.5 Billion annually (in 2016) across the primary, secondary and road transport sectors to the regional economy.

The City of Ipswich is strategically located at the junction of the Ipswich Motorway, Warrego Highway and Cunningham Highway, all of which are part of the National Land Transport Network (NLTN). The city benefits from having strong accessibility to markets in the east, west and south by both rail and road networks, as well as having an abundance of available greenfield industrial land (one third of the available industrial land in SEQ).

The diverse industrial nature of Ipswich sees major movements of numerous raw materials (notably coal and grain from the Darling Downs & mined products from the Surat Basin) and manufactured goods, of which the City of Ipswich accounts for on average 22.5% of Queensland's total manufacturing exports. This combined with the transportation of goods to support the city's vibrant centres and businesses as well as services to meet the demand of the city's growing population is impacting on the city's roads with increasing congestion and delays.

Whilst the transportation of freight across the city is predominantly road based, the city is poised to become a major rail freight hub in coming years as the Inland Rail project and a potential intermodal freight terminal at Ebenezer comes to fruition. Combined with ever increasing change in logistics and warehousing, on-line shopping, technological advances in performance based autonomous and electric freight vehicles, and delivery of goods via alternative means including small electric vehicles and drones, it is essential that Ipswich identifies and plans for the growing and diverse needs of the freight industry in the next 15 – 20 years.

iGO Freight Action Plan

The development of the FAP has seen Council working with key state agencies, freight industry and local businesses to identify the opportunities and challenges facing the city and to develop key strategies and actions that need to be implemented over coming years. The full FAP report can be found in Attachment 1 of this report, and a summary report can be found in Attachment 2.

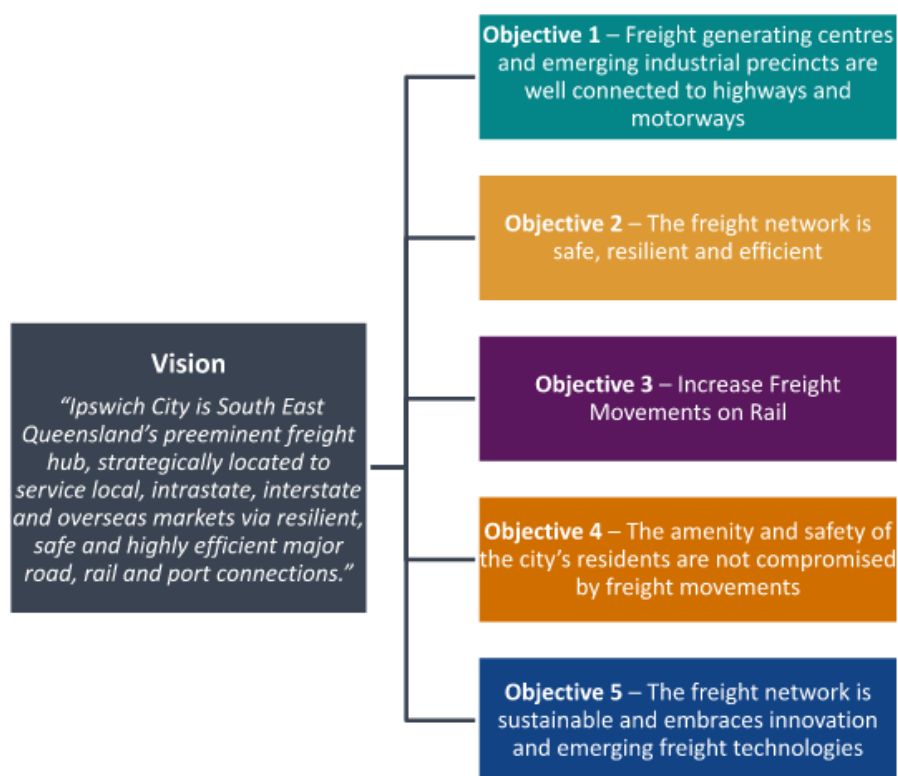
For ease of reference, a summary of the key components of the FAP are outlined in Table 1 noted below.

Table 1: iGO FAP Key Components

ELEMENT	DETAILS / COMMENTS	MORE INFORMATION
INTRODUCTION	<p><u>WHAT IS FREIGHT</u></p> <ul style="list-style-type: none"> Summary of the multi-faceted nature of freight 	Pages 4 – 6 in Attachment 2
FREIGHT IN IPSWICH	<p><u>FREIGHT IN IPSWICH</u></p> <ul style="list-style-type: none"> Ipswich is located at the confluence of three (3) National Land Transport Network road routes Ipswich has more than one-third of all available industrial zoned land in SEQ Ipswich is a main thoroughfare for mined and agricultural products reaching the local market and the Port of Brisbane Ipswich accounts for on average, 22.5% of Queensland's total manufacturing exports (between 2000-01 & 2017-18) An intermodal terminal at Ebenezer on the planned Inland Rail could open opportunities for logistics and warehousing industries in Ipswich <p><u>FREIGHT GENERATORS</u></p> <ul style="list-style-type: none"> Existing industrial precincts <ul style="list-style-type: none"> Redbank Motorway Estate Citiswich Business Park Carole Park Industrial Estate Swanbank/ New Chum Enterprise Area Dinmore RAAF Base Amberley Parts of Yamanto, Churchill, Bundamba, Blackstone, North Tivoli and Wulkuraka Emerging industrial precincts <ul style="list-style-type: none"> Ebenezer / Willowbank City Centres 	Pages 7-11 in Attachment 2
ISSUES & OPPORTUNITIES	<p><u>ISSUES</u></p> <ul style="list-style-type: none"> Increased road congestion Diminishing road capacity Freight derived impacts on local amenity Problematic 'last mile' freight journeys <p><u>OPPORTUNITIES</u></p> <ul style="list-style-type: none"> Shifting freight to rail Embracing new technologies Improving centre amenity Improving network sustainability Rationalising the road freight network 	Pages 12-15 in Attachment 2

<p>ASPIRATIONS</p>	<p><u>VISION</u> <i>"Ipswich City is South East Queensland's preeminent freight hub, strategically located to service local, intrastate, interstate and overseas markets via resilient, safe and highly efficient major road, rail and port connections."</i></p> <p><u>OBJECTIVES</u></p> <ul style="list-style-type: none"> • Objective 1: Freight Generating Centres and Emerging Industrial Precincts are well connected to Highways and Motorways. • Objective 2: The Freight network is safe, resilient and efficient. • Objective 3: Increase Freight Movements on Rail. • Objective 4: The amenity and safety of the city's residents are not compromised by freight movements. • Objective 5: The freight network is sustainable and embraces innovation and emerging freight technologies. 	<p>Pages 16-17 in Attachment 2</p>
<p>DELIVERY</p>	<p><u>ACTIONS</u></p> <p>The plan establishes 38 actions which have on-going, short and medium term timeframes, with actions led by council and its delivery partners.</p> <p><u>TIMEFRAMES</u></p> <p>Each action is given a timeframe that outlines Council's freight priorities. They are defined as:</p> <ul style="list-style-type: none"> • Signature (actions that can be undertaken immediately) • Short (< 5 years) • Medium (5–10 years) • On-going (actions that are already underway and/or will occur across all timeframes) <p><u>FUNDING</u></p> <p>Funding for the completion of each action will largely be the responsibility of the identified lead agency. There are also opportunities for council to apply for funding grants from the state and/or federal governments to assist with the roll out the defined actions.</p> <p><u>MONITORING AND REVIEW</u></p> <p>To monitor the progress of the implementation of the actions, five (5) targets have been devised. Each target links back directly to an objective and have been developed to be easily measurable on a cyclical basis. Where possible, the measures have been taken and/or calculated from readily available data already collected by either ICC or TMR.</p>	<p>Pages 18-29 in Attachment 2</p>

Figure 2: Vision and Objectives



Whilst it is acknowledged that several of the actions are capital intensive, there are also several actions that can be undertaken by Council relatively quick and easy and are less capital intensive. A list of Council's 'signature' projects are identified in Table 2 below.

Table 2: Council's 'signature' projects

ID	Proposed Action	Lead Stakeholder
1.3	Review and advance planning for the road network within the Ebenezer Regional Industrial Area	ICC
1.4	Review and advance planning for North-South and East-West linkages to the Swanbank Industrial Area	ICC
2.9	Investigate opportunities for collecting and using freight data to improve freight efficiency and inform infrastructure design	TMR/ICC
4.2	Review and identify projects to separate active transport and freight movements along designated freight routes, including removing conflicts between freight vehicle and trailer parking in bicycle lanes	ICC
4.8	Review and refine the ICC Road Hierarchy Map with an emphasis on network resilience, ensuring that alternative access routes discourage freight movements through sensitive areas.	ICC

LEGAL/POLICY BASIS

This report and its recommendations are consistent with the following legislative provisions:

RISK MANAGEMENT IMPLICATIONS

The most significant risks to the successful delivery of the FAP is political support (from all levels of Government) and adequate and timely funding. In both instances the risks are highly likely to materialise and if not addressed, represent an unacceptable risk to the successful delivery of the FAP.

The private sector also has a critical role to play if Ipswich is to become the 'preeminent' freight hub of South East Queensland. Engagement with the Department of State Development, Tourism and Innovation (DSDTI) determined that the emergence of an intermodal freight terminal at Ebenezer would need to be driven by the private sector, not by the State Government.

If the planned intermodal terminal at Ebenezer is not realised, there will be implications to the attractiveness of Ebenezer as a manufacturing and logistics hub. If this is the case, supporting road capacity projects such as the Western Ipswich Bypass, upgrades to the Cunningham and Warrego Highways may struggle to get momentum/ traction from a delivery perspective.

FINANCIAL/RESOURCE IMPLICATIONS

It is requested that funding be allocated in the 2021-2022 FY operational budget to move forward Action 1.3, one of the 'signature' projects of the FAP. This project is of considerable importance given the development pressures Council are currently experiencing within the broader Ebenezer/Willowbank industrial precinct and the impending delivery of the Inland Rail corridor. A study titled 'Ebenezer Area Road Network Strategy' has been included in the draft 2021-2022 Operational budget to undertake progression of Action 1.3.

All other funding requirements of iGO FAP will be considered on a project by project basis (starting with the 'signature' projects) and if additional funds or alternative funding models are required, will be requested of Council via the appropriate processes.

COMMUNITY AND OTHER CONSULTATION

Several internal and external stakeholders were engaged as part of this program. The stakeholders were divided into key groups namely internal ICC stakeholders, government agency stakeholders and industry stakeholders (refer to Figure 3 for all stakeholder engagement activities undertaken).

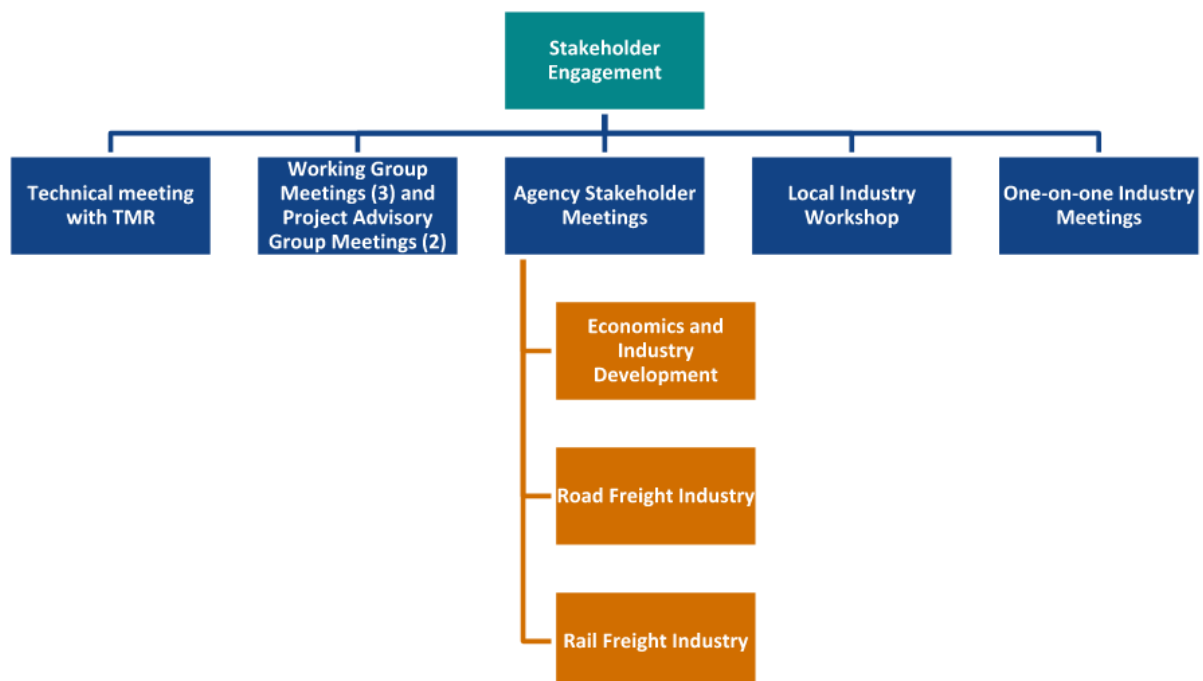
More than 70 business and industry representatives were invited to participate in the industry workshop. Table 3 lists the key stakeholders who engaged with Council through this program.

Table 3: List of Stakeholders

STAKEHOLDERS	ENGAGEMENT PARTICIPATION					
	MEETING 1	MEETING 2	MEETING 3	WORKSHOP	ONE ON ONE MEETING	PAG/WG
IPSWICH CITY COUNCIL (ICC)						
Infrastructure and Environment Department (IED)	X	X	X	X		X
Community, Cultural and Economic Development Department (CCED)	X					X
Planning and Regulatory Services Department (PRS)	X					X
STATE GOVERNMENT						
Department of Transport and Main Roads						
Program Delivery and Operations						X
Transport Strategy and Planning		X	X			X
Land Transport Safety and Regulation						X
Queensland Rail			X			
Department of State Development, Tourism and Innovation						
Manufacturing, Industry and Regions						X
FEDERAL GOVERNMENT						
Department of Infrastructure, Transport, Cities and Regional Development	X					
INDUSTRY						
Local Government Association of Queensland (LGAQ)	X	X				
Queensland Transport and Logistics Council (QTLC)		X				
Aurizon			X			

Queensland Trucking Association (QTA)		X		X		
Australian Rail Track Corporation (ARTC)	X		X			
Pacific National			X			
Port of Brisbane	X					
Goodman					X	
Ipswich Chamber of Commerce					X	
AVID Property					X	
Ten30 Couriers				X		
Citiswich Industrial Park				X		
Watco East West				X		
LR & PJ General Freight Services				X		

Figure 3: Stakeholder Engagement Activities







CONCLUSION

The *iGO Freight Action Plan (FAP)*, a key action from *iGO – The City of Ipswich Transport Plan*, has now been completed and its outcomes are ready to be considered by Council with the view of obtaining formal endorsement to commence its delivery.

Substantial consultation activities were undertaken in the development of the plan whereby local and industry knowledge were used to identify opportunities and challenges from a road and rail freight perspective. Thirty eight (38) actions have been identified for Council and its delivery partners to undertake, each of which fall under one of five freight objectives for the city.

ATTACHMENTS AND CONFIDENTIAL BACKGROUND PAPERS

1.	iGO Freight Action Plan - Technical Report  
2.	iGO Freight Action Plan - Summary Report  

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I concur with the recommendations contained in this report.

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ACTING GENERAL MANAGER - INFRASTRUCTURE AND ENVIRONMENT

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



iGO Freight Action Plan

Technical Consolidated Report



9 February 2021



iGO Freight Action Plan
Technical Consolidated Report



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EXECUTIVE SUMMARY

PSA Consulting along with The Comms Team and CDM Smith have been engaged by Ipswich City Council (ICC) to develop the iGO Freight Action Plan (FAP). This Technical Consolidated Report captures the activities undertaken and findings of the entirety of the development of the iGO FAP. It draws on the content contained in the following reports:

- Stakeholder Engagement Report;
- Issues and Opportunities Report;
- Economic Analysis Report; and
- Strategy Development Report.

Following the development of this report, a Summary Report will be prepared which captures the findings of the entire project in a format that can then be graphically designed and become a public facing document.

Economic Analysis

To provide a level of understanding on the current economics of freight and industrial land uses in Ipswich, economic analysis was undertaken. The analysis included the following:

- Economic overview of Ipswich;
- Regional strategic freight network and assets;
- External factors affecting freight flows;
- Employment projections for freight catchments;
- Projected freight demand and generation;
- Comparative freight travel times;
- Benefits of freight to the Ipswich regional economy; and
- Cost of congestion associated with freight movements in Ipswich.

Ipswich is positioned to become the preeminent freight hub in SEQ, capitalising on a well-connected freight network avoiding potential bottlenecks in transportation to Brisbane, western Queensland, the Northern Territory and southern states.

From an economic perspective, the key drivers for the development of the actions within the iGO FAP are to ensure that freight is able to move efficiently. The importance of freight for Ipswich is centred around the following:

- Freight is a major employment generator across the City of Ipswich LGA with significant growth in freight generation anticipated to 2041, particularly within Ripley Valley and the Ipswich CBD and surrounding catchments.
- For the City of Ipswich LGA, direct gross operating surplus from freight reliant inputs is anticipated to almost double between 2016 and 2041 from \$522.72 million to \$892.09 million.
- Over the 18 year period from 2000-01 to 2017-18, manufacturing has consistently been the most significant export sector for the City of Ipswich LGA, contributing an average of over 20% of the total Queensland value for manufacturing exports.

Stakeholder Engagement

This first phase of the project involved Stakeholder Consultation which took place from December 2019 till February 2020. The stakeholder consultation included the following:

- Three stakeholder meetings were divided into these key topic areas:
 - Meeting 1: Economics and industry development;
 - Meeting 2: Road freight; and
 - Meeting 3: Rail freight.

- One-on-one meetings were coordinated for stakeholders with more specific interests or those who could not attend the industry workshop. The meetings enabled the project team to obtain detailed input on the issues and opportunities identified by these stakeholders.
- The industry workshop provided an opportunity to engage with local freight operators and business. This provided an opportunity to seek grass-roots input into the issues faced by operators. Following the workshop, a number of teleconferences were convened with key Ipswich businesses that were unable to attend on the day.
- In addition to the engagement activities that took place, a Project Advisory Group (PAG) and a Project Working Group (WG) have been established with representatives from ICC and the State Government.

Issues and opportunities discussed as part of the stakeholder engagement sessions, provided input into the development of the vision, objectives and targets of the FAP as well as providing focus points for the evaluation of the current freight task.

Strategic Framework

To support and grow a vibrant industrial sector operating in and passing through the City, it is vital that the iGO FAP include a Strategy that guides federal, state and local government investments to improve the connectivity and efficiency of freight links across the city. The Strategy needs to support the city's industries both in the transport of import raw materials and the export of manufactured and agriculture goods; ensure the efficient movement of local freight to and from businesses and residents across the city; and align with iGO – City of Ipswich Transport Plan (iGO).

The vision of the iGO FAP was determined to be:

"Ipswich City is South East Queensland's preeminent freight hub, strategically located to service local, intrastate, interstate and overseas markets via resilient, safe and highly efficient major road, rail and port connections."

The following objectives underpin the iGO FAP:

- Objective 1 – Freight generating centres and emerging industrial precincts are well connected to highways and motorways
- Objective 2 – The freight network is safe, resilient and efficient
- Objective 3 – Increase Freight Movements on Rail
- Objective 4 – The amenity and safety of the city's residents are not compromised by freight movements
- Objective 5 – The freight network is sustainable and embraces innovation and emerging freight technologies

A set of resultant actions were developed for each objective.

Evaluation of Current Freight Task, Issues and Opportunities

An evaluation of the current freight task was undertaken across five key areas which correspond to each of the five objectives:

- Connectivity of freight generating centres and industrial precincts;
- Freight network safety, resiliency and efficiency;
- Freight movements by rail;
- Ipswich City's amenity and safety; and
- Sustainability, innovation and emerging trends.

The freight task was evaluated by examining the existing road and rail freight networks, the current freight imports and exports from the city as well as through freight movements and the freight generators and attractors within Ipswich. The review then continued to look at performance of the future road network and the proposed road upgrades. Freight routes were reviewed for B-Doubles, Higher Mass Limit (HML) vehicles, One Tonne Mass Transfer (1TMT) vehicles and Performance Based Standards (PBS) Type 2 vehicles. Inland rail's alignment and timeframes were indicated, with a discussion about the absent dedicated freight rail link between Acacia Ridge and the Port of Brisbane according to an earlier study that was done. Mention was also made of state and federal funding being made available to continue work on a business case for a dedicated Port of Brisbane Connection as part of an Inland Rail deal with the federal government.

A review of the traffic modelling for road network performance demonstrated that during the 2016 AM and PM scenarios most of the congestion in the road network occurs outside of the City of Ipswich Local Government Area (LGA) during the AM peak period. This is consistent with patterns of employees travelling to work in the greater Brisbane area. The most heavily congested road within Ipswich is the Warrego Highway which is carrying a mix of through and local traffic. Heavy congestion is evident on the Warrego Highway from the boundary of the City of Ipswich LGA west to Chuwar. Across Ipswich, the proportion of Commercial Vehicles (CV) using each road link remains relatively consistent for 2016. Evidence of roads being highly utilised for freight can be seen on local roads accessing land zoned for industrial purposes. For the PM 2016 scenario, increased proportion of CVs travelling on roads through Calvert was identified, which suggests that key freight attractors in this area are moving freight only during the afternoon.

In terms of the future road performance, by 2036, the Ipswich road network is significantly more congested during the AM peak period. Of importance to note is the increase in congestion on roads providing access to industrial zoned land which will have an adverse impact on vehicle movement to/from these freight generators and attractors. Of the major highways running through the City of Ipswich LGA, the Warrego Highway continues to experience the highest congestion.

In terms of identifying freight Issues and Opportunities, the following aspects were recognised:

- Limitations of road network capacity to support freight movements into the future, with particular mention to:
 - Upgrade of Cunningham Highway (Yamanto to Amberley);
 - Proposed Western Ipswich Bypass (Cunningham Highway to Warrego Highway); and
 - River Road Dinmore Realignment.
- Freight vehicle access issues to existing and emerging industrial estates;
- Impact of Inland Rail and Ebenezer intermodal terminal;
- Local amenity issues road and rail;
- Road freight hierarchy;
- Loading zones in the Ipswich City Centre;
- Problematic 'last mile' freight journeys;
- Second Bremer river crossing;
- Redundant multi-combination routes;
- Trailer parking;
- Road signs, road marking and industrial road capacity;
- Industrial land use review;
- Road freight engineering issues;
- Impacts of new technology on future roads transport networks; and
- Opportunities to increase rail freight.

Delivery and Implementation

Each action of the iGO FAP was identified as being either ongoing, short- or long-term. In addition to the timeframe for implementation, each action's alignment with each of the three overarching freight policy items for freight as identified in iGO:

- Policy Area 1 – Identify, Plan and Protect 'Places for Freight';
- Policy Area 2 – Manage the Safe and Efficient Movement of Freight; and
- Policy Area 3 – Support Freight Network Enhancements.

Actions were also assigned a lead agency (either ICC, the Department of Transport and Main Roads (TMR), the Department of State Development, Tourism and Innovation (DSDTI), or the Queensland Police Service (QPS)).

Item 2 / Attachment 1.

IGO Freight Action Plan
Technical Consolidated Report



Signature projects were identified from the actions. Where possible, they should be prioritised over other actions identified for implementation within the same timeframe for delivery. The prioritisation of these actions will enable Council to make significant progress, taking advantage of opportunities to solidify Ipswich as the leader in freight for South East Queensland (SEQ).

The actions identified as signature projects are:

- Action 1.3: Review and advance planning for the road network within the Ebenezer Regional Industrial Area;
- Action 1.4: Review and advance planning for North-South and East-West linkages to the Swanbank Industrial Area;
- Action 2.9: Investigate opportunities for collecting and using freight data to improve freight efficiency and inform infrastructure design;
- Action 4.2: Review and identify projects to separate active transport and freight movements along designated freight routes, including removing conflicts between freight vehicle and trailer parking in bicycle lanes; and
- Action 4.8: Review and refine the ICC Road Hierarchy Map with an emphasis on network resilience, ensuring that alternative access routes discourage freight movements through sensitive areas.

These signature projects are all able to be completed by ICC without the need for external input from TMR or other agencies. They provide ICC with an excellent opportunity to further advance the standing of the city for freight.

Monitoring and Review

In order to measure the effectiveness of the objectives of the iGO FAP, several targets were devised which link directly back to the objectives. Successful implementation of the actions will enable the targets to be met. Targets were devised to be easily measurable using data that is already being collected by ICC and/or TMR.

The relationship between the vision, objectives and targets is shown below.

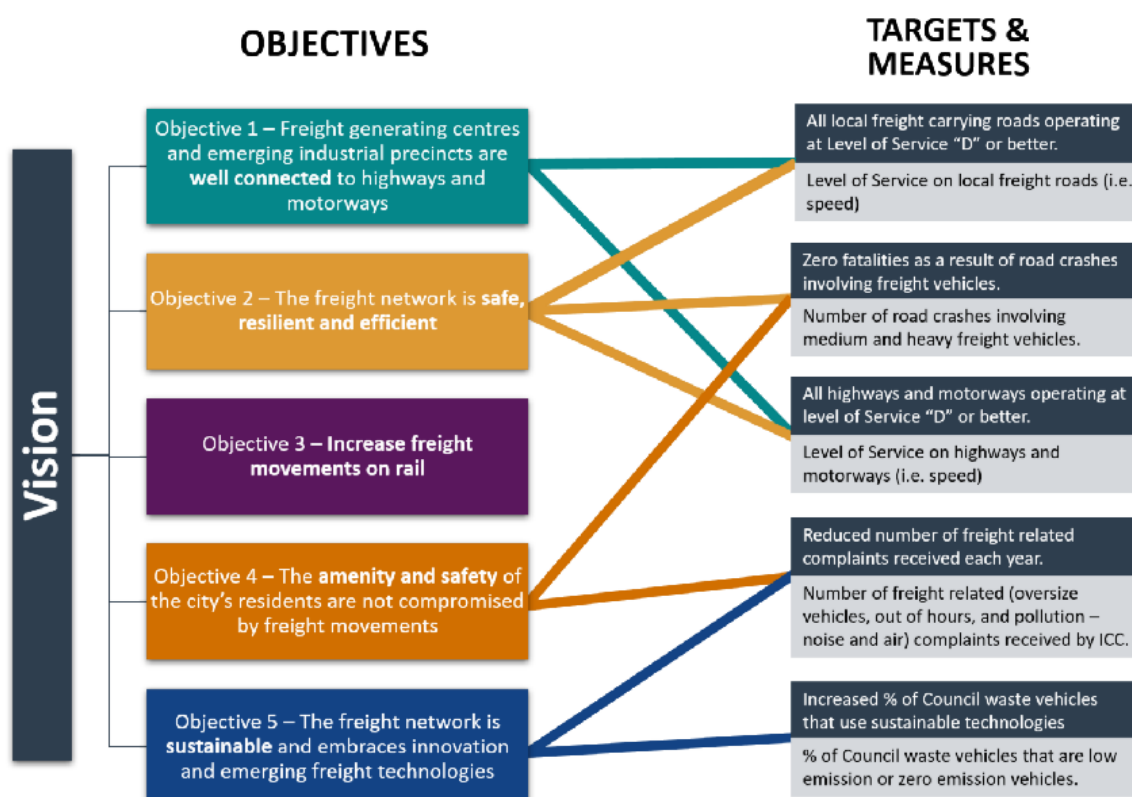


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LIST OF ACRONYMS

1TMT	One Tonne Mass Transfer
AAGR	Average Annual Growth Rate
ARRT	Acacia Ridge Rail Terminal
BMT	Brisbane Multimodal Terminals
CWEA	Charlton Wellcamp Enterprise Area
CV	Commercial Vehicle
DSDTI	QLD Department of State Development, Tourism and Innovation
FAP	Freight Action Plan
GRP	Gross Regional Product
GSP	Gross State Product
HML	Higher Mass Limits
ICC	Ipswich City Council
ISTM	Ipswich Strategic Transport Model
LGA	Local Government Area
LGIP	Local Government Infrastructure Plan
PAG	Project Advisory Group
PBS	Performance Based Standards
POB	Port of Brisbane
QFM	Queensland Freight Model
QPS	Queensland Police Service
RPT	Regular Public Transport
RSAP	Road Safety Action Plan
SCT	Specialised Container Transport
SEQ	South East Queensland
SEQSTM	South East Queensland Strategic Transport Model
SWIC	South Western Industrial Corridor
TEU	Twenty-foot Equivalent Shipping Container
TMR	QLD Department of Transport and Main Roads
WG	Working Group

1 INTRODUCTION

PSA Consulting along with its partners The Comms Team and CDM Smith was engaged by Ipswich City Council (ICC) to develop the iGO Freight Action Plan (FAP).

According to the Advance Ipswich Plan, a City should be well connected for freight, as outlined in Figure 1.



Figure 1: Advance Ipswich Plan (Managing Growth and Delivering Key Infrastructure Theme) (Source: iGO 2016)

There are a number of Council strategies and planning documents which relate directly and indirectly to the development of a Freight Strategy that will see the city accommodate efficient freight movements over coming decades whilst ensuring the safety of other road users. Figure 2 illustrates iGO's policy context, noting that the State Government's Moving Freight Strategy has been superseded by the Queensland Freight Strategy (2019).



Figure 2: iGO in Context (Source: iGO 2016)

1.1 BACKGROUND

The City of Ipswich developed their City of Ipswich Transport Plan, branded as 'iGO' in 2016. It serves the purpose of being ICC's masterplan for the City's transport future. The iGO strategy outlines Council's aspirations to advance the city's transport network to accommodate a growing population. The development of the FAP is an iGO priority action.

1.2 POLICY CONTEXT

The local, state and federal jurisdictional policy context for the iGO FAP are outlined below.

1.2.1 Local Policy Context

The iGO policies which are relevant to the development of the FAP include the following:

Policy 1 - Identifying, Planning and Protecting 'Places for Freight'

Description: Identifying and focusing freight supporting, generating and attracting development into appropriate areas and ensuring that access to these uses from strategic freight routes is well-planned and protected.

Throughout Ipswich, these appropriate areas or freight "nodes" need to be equipped to deal with and support any freight-related activities. Relevant aspects include access off the road network/rail network to enter and exit these freight "nodes". The land use planning (Ipswich Planning Scheme) for these freight "nodes" needs to be conducive to foster a freight-supportive environment, thereby making it attractive for freight companies to purchase and establish their operations.

Policy 2 – Managing the Safe and Efficient Movement of Freight

Description: Outside of pre-approved freight routes, Council is focused on providing a balance between freight efficiency and community safety, amenity and environmental expectations.

The management of safe and efficient movement of freight is required to ensure the freight industry has access to efficient freight routes throughout the city that can be easily navigated around the clock. Care should be taken by all road and rail authorities to efficiently maintain, manage and update this infrastructure.

Policy 3 – Supporting Freight Network Enhancements

Description: Supporting and contributing towards the development and continued enhancement of the strategic freight network.

As emphasized during the stakeholder engagement sessions, the main issue for transporting freight is seldom the long-distance middle section of the freight trip, but often the first and last mile of the trip. Therefore, it is important to focus on the freight network in its entirety. Although a balance should be maintained in areas with mixed uses, consideration needs to be given to alternative solutions in response to problematic freight issues that have the potential to reduce the liveability of residents living along road freight routes.

1.2.2 State Policy Context

At the State Government level, the Queensland Freight Strategy (2019) was perused, which linked shared commitments with the five Transport Coordination Plan Objectives:

- Build Effective Partnerships – Customer Experience and Affordability;
- Unlock Economic Opportunity – Efficiency and Productivity;
- Smarter Connectivity and Access – Community Connectivity;
- A Resilient Freight System – Environment and Sustainability; and
- Safer Freight Movements – Safety and Security.

1.2.3 Federal Policy Context

The national policy context included a review of the National Freight and Supply Chain Strategy. In this document, actions the federal government will take are listed as follows:

- Smarter and targeted infrastructure investment;
- Enable improved supply chain efficiency;

- Better planning, coordination and regulation; and
- Better freight location and performance data.

The ideal environment includes:

- Improved efficiency and international competitiveness;
- Safe, secure and sustainable operations;
- A fit for purpose regulatory environment;
- Innovative solutions to meet freight demand;
- A skilled and adaptable workforce; and
- An informed understanding and acceptance of freight operations.

1.3 WHAT IS FREIGHT?

Freight transport is the physical process of transporting commodities, merchandise, goods and cargo. There are typically two main components of freight movement namely raw materials and manufactured /refined goods. Generally, the movement of raw materials is undertaken using larger higher mass vehicles, while the movement of finished products differs depending on the location of the final destination.

Heavy mass freight vehicles generally deliver finished products to a distribution centre where they are transferred to smaller vehicles for delivery to the retail outlet or direct to the consumer. The surge in popularity of on-line trade and shopping is seeing significant growth in courier deliveries of freight.

Freight movement of goods typically uses one or more modes, namely road, rail, sea and air. Whilst air freight movements have traditionally involved commercial planes, the growth of drones to deliver light freight is seen as an important growth industry in coming years.

In 2011/12 there was 600 billion tonne kilometres of domestic freight transported across Australia with 49% of this freight delivered by rail, 35% being road freight, 17% being coastal sea freight, and less than 0.01% being delivered via air freight¹.

In the 2015 Queensland Transport and Logistics Council report, it was estimated that Queensland's freight task would increase from 1,643 Mt to 1,741 Mt by 2026. This supports the economic justification that large tonnages and long-distance movement of goods is most suitable using rail or coastal freight.

The Port of Brisbane is the State's largest multi-cargo port with a 10.2% increase in containerised freight in the 2018-19 Financial Year. It is estimated that this number will continue to grow from 1.35 million Twenty-foot Equivalent Shipping Containers (TEU) in the 2018-19 Financial Year to over 5 million TEUs by 2050². The SEQ road and rail freight networks servicing the Port of Brisbane (POB) is critical to accommodate this projected increase in freight movement. Locally, Brisbane has 97.5% of containerised goods to and from the Port transported on trucks via road. It is believed that a dedicated rail line between the Port of Brisbane and Acacia Ridge would greatly assist this growth outlook.

Ipswich is located at a prime location for freight being in close proximity to four of the State's busiest highways and motorways. With the Warrego and Cunningham highways converging at the eastern side of the city, Ipswich is an ideal location for warehouse and distribution for companies targeting transporting goods between Brisbane and southern states, the Northern Territory and western Queensland.

Although Ipswich saw the first railway line built in Queensland, the import and export of goods into and from the city's industries via rail is minimal. However, there is considerable movement of bulk coal and seasonal grain rail freight through the city to the port via the Main Rail Line. The proposed standard gauge Inland Rail Corridor will provide an alternate rail line through the city. The Inland Rail project is considering the possibility of an intermodal terminal at Ebenezer in Willowbank as discussed in the Australian Rail Track Corporation Business Case for Inland Rail 2015³.

¹ Source: https://www.bitre.gov.au/sites/default/files/Freightline_01.pdf

² Source: <https://www.portbris.com.au/getmedia/b793e8b5-edee-4945-850f-6fec8835720/DAE-Connecting-Inland-Rail-to-the-Port-of-Brisbane.pdf>

³ Source: <https://www.inlandrail.gov.au/regional-development/intermodal-terminals>

*iGO Freight Action Plan
Technical Consolidated Report*



1.4 STRUCTURE OF THE REPORT

This Technical Consolidated Report captures the activities undertaken and findings of the entirety of the development of the iGO FAP. It draws on the content contained in the following reports:

- Stakeholder Engagement Report;
- Issues and Opportunities Report;
- Economic Analysis Report; and
- Strategy Development Report.

Aside from initial chapters providing a summary of the economic analysis and stakeholder engagement activities undertaken as part of the project, this report is organised by each Objective proposed for the overall iGO FAP. Concluding chapters of the report detail an implementation plan for the actions including prioritisation and timeframes for delivery.

2 ECONOMIC ANALYSIS

This economic assessment includes an overview of the existing economic environment of the City of Ipswich Local Government Area (LGA) with a focus on gross regional product, value added, regional imports and exports and employment by industry trends. The regional strategic freight network and assets within South East Queensland (ports, airports and intermodal terminals) have been analysed, with the movement of agricultural and resource freight through the City of Ipswich LGA also assessed.

The external factors affecting freight flows in Ipswich have also been considered and factored into this analysis in order to inform the projected future freight flows. The assessment estimates the existing and projected future freight task in the City of Ipswich LGA to 2041, including a breakdown of freight movements by sub-catchment. High level analysis is also presented relating to the benefits and costs of freight to the Ipswich City economy.

The five sub-catchments identified and assessed were:

- Western Ipswich;
- Ripley Valley;
- Greater Springfield;
- Ipswich CBD and Surrounds; and
- South Western Industrial Corridor (SWIC) Extension.

2.1 ECONOMIC OVERVIEW OF IPSWICH

Ipswich is positioned to become the preeminent freight hub in SEQ, capitalising on a well-connected freight network avoiding potential bottlenecks in transportation to Brisbane, western Queensland, the Northern Territory and southern states.

From an economic perspective, the key drivers for the development of the actions within the iGO FAP are to ensure that freight is able to move efficiently. The importance of freight for Ipswich is centred around the following:

- Freight is a major employment generator across the City of Ipswich LGA with significant growth in freight generation anticipated to 2041, particularly within Ripley Valley and the Ipswich CBD and surrounding catchments.
- For the City of Ipswich LGA, direct gross operating surplus from freight reliant inputs is anticipated to almost double between 2016 and 2041 from \$522.72 million to \$892.09 million.
- Over the 18 year period from 2000-01 to 2017-18, manufacturing has consistently been the most significant export sector for the City of Ipswich LGA, contributing an average of over 20% of the total Queensland value for manufacturing exports.

Key findings from the economic overview of the City of Ipswich LGA and the defined freight catchments are detailed below:

- Real Gross Regional Product (GRP) in the City of Ipswich LGA has grown from \$4,419.9m in 2000-01 to \$9,417.6m in 2017-18. In 2017-18, Ipswich LGA contributed 3.0% to Queensland Gross State Product (GSP);
- Total value added in the City of Ipswich LGA increased from \$3,743.2 million in 2000-01 to \$7,841.9 million in 2017-18, or by 4.4% per annum;
- The industry sectors which made the most significant contributions to value added in the City of Ipswich LGA were manufacturing, public administration and safety, construction, health care and social assistance and education and training. Combined, these five industries accounted for \$4,482.0 million of value added or 57.2% of the total value added recorded in the City of Ipswich LGA in the 2017-18 financial year;
- The total value of imports in the City of Ipswich LGA was \$3,247.3 million in 2000-01 and increased to \$8,590.0 million in 2017-18, representing an Annual Average Growth Rate (AAGR) of 5.9% per annum. The top five sectors contributing to the value of total imports in Ipswich LGA were manufacturing, financial and insurance services, health care and social assistance, professional, scientific and technical services and agriculture, forestry and fishing;

- Manufacturing has consistently been the most significant import sector in the 2000-01 to 2017-18 period. There is a wide range of goods manufactured within the City of Ipswich LGA, so it is possible that these imports may be for intermediate goods in the manufacturing supply chain;
- The total value of exports in the City of Ipswich LGA is estimated to have grown from \$3,406.6 million in 2000-01 to \$4,464.9 million in 2017-18. The most significant sectors in terms of export value in the City of Ipswich LGA were manufacturing, transport, postal & warehousing, public administration & safety, mining and electricity, gas, water and waste services;
- Over the last two Censuses, the three most significant industries of employment within the City of Ipswich LGA were preschool and school education, other store based retailing and food and beverage services;
- As of the 2016 Census, employment was highest within the Ipswich CBD and Surrounds freight catchment and the SWIC Extension freight catchment. The rate of employment growth between the 2011 and 2016 Censuses was highest within the Greater Springfield freight catchment and Ripley Valley freight catchment; and
- An overview of the major employment precincts within each freight catchment identified that the Western Ipswich and SWIC Extension freight catchments are mostly of an industrial nature, whereas freight flows within the Greater Springfield catchment are likely to be dominated by business activity within sectors servicing the household sector.

2.2 REGIONAL STRATEGIC FREIGHT NETWORK AND ASSETS

The SEQ Strategic Freight Network includes:

- Port of Brisbane, including terminal facilities, shipping channel and Port of Brisbane Motorway;
- A network of airports connecting SEQ to regions throughout Australia and the rest of the world, including major airports such as Brisbane Airport, Gold Coast Airport, Sunshine Coast Airport, Archerfield Airport and the region's newest airport Toowoomba Wellcamp Airport;
- Transport and logistics hubs including:
 - North East corridor (areas adjacent to or readily accessible from the Gateway Motorway including Australia TradeCoast, Eagle Farm, Hendra, Nudgee, Northgate, Geebung, Virginia and Zillmere);
 - South Western corridor (areas adjacent to or readily accessible from the Ipswich Motorway including Acacia Ridge, Acacia Ridge Rail Terminal (ARRT), Archerfield, Rocklea, Darra, Wacol, Richlands, Carole Park, Riverview, Dinmore, Redbank and Amberley with a subsidiary hub located along the Logan Motorway including Browns Plains and Parkinson/Larapinta);
 - Southern and Gold Coast corridor (areas adjacent to or readily accessible from the Pacific Motorway between Beenleigh and Nerang including Staplyton, Yatala, Coomera, Oxenford and Gaven and along Southport-Nerang Road at Molendinar, Ernest and Ashmore); and
 - Sunshine Coast corridor (areas adjacent to or readily accessible from Maroochydore Road and the Bruce Highway at Buderim, Kunda Park, Forest Glen, Woombye, Nambour and Yandina);
- Major rail connections including:
 - Dual gauge rail link from the ARRT to the Port of Brisbane;
 - Standard gauge railway linking the ARRT to the National Interstate Rail Network and interstate ports (including Sydney, Melbourne and Fremantle);
 - Narrow gauge rail network, connecting SEQ to regions throughout Queensland;
- Major road connections including:
 - Major highways (including the Warrego Highway, Cunningham Highway, Brisbane Valley Highway, D'Aguilar Highway, and Bruce Highway);
 - Major urban and motorway corridors including Brisbane Urban Corridor, the Ipswich Motorway, Logan Motorway, Gateway Motorway, Sunshine Motorway and Pacific Motorway;
 - Arterial road linkages between Acacia Ridge and motorways (including Ipswich Motorway and Logan Motorway) and the Brisbane Urban Corridor;

- Maroochydore Road connecting the Bruce Highway and Sunshine Motorway; and
- Southport Nerang Road.

The City of Ipswich LGA has high volumes of freight passing through either destined for or returning from the Port of Brisbane (the primary regional export port) or the major Regular Public Transport (RPT) airports in SEQ. SEQ is anticipated to be impacted by inland rail and other major freight and logistics investments that will enable the movement of interstate and intrastate freight.

The major regional intermodal terminals in operation or proposed are Brisbane Multimodal Terminals (BMT), Specialised Container Transport (SCT) Intermodal Terminal, Acacia Ridge Rail Terminal, Ebenezer Intermodal Terminal (proposed), InterlinkSQ Toowoomba (proposed) and Charlton Wellcamp Enterprise Area (CWEA) intermodal terminal (proposed).

Regional intermodal terminals often orientate towards the transport of freight in which the area has a significant export. For example, the proposed Toowoomba based terminals (InterlinkSQ and the CWEA Terminal) are therefore more likely to orientate towards the transport of bulk agricultural commodities such as cotton, beef and grain. However, terminals located in proximity to the Brisbane Metropolitan Area (such as the proposed Ebenezer Intermodal Terminal in Ipswich) are likely to facilitate the transport of containerised freight throughout the region.

Agricultural production from the Darling Downs – Maranoa, Toowoomba and Wide Bay SA4s is likely destined for the Rocklea markets in Brisbane, transported via the Cunningham Highway, Warrego Highway or the Ipswich Motorway. These markets are the largest fresh produce markets in SEQ and facilitation more than \$1.3 billion in produce sales every year.

SEQ also contains two of the largest beef processing and manufacturing companies in Australia. The first is Teys whose SEQ abattoir is in Beenleigh, within the Logan City LGA. It was estimated that Teys account for 21% of Queensland beef processing and capacity in 2018. This facility is directly connected to existing freight networks in Toowoomba via the Logan Motorway.

The second producer is Beef City in Dinmore, within the City of Ipswich LGA. Beef City is owned and operated JBS Australia, JBS has been estimated to account for 33.6% of Queensland's total beef processing capacity. Both producers cause impacts for freight networks in SEQ as cattle need to be bought into Ipswich in order to reach the processing plants, and then requires the freight network to transport the final product for domestic distribution or for exports.

SEQ and Ipswich are used as a thoroughfare for exporting mined products from the Surat Basin to the Port of Brisbane for further distribution. Therefore, despite the exhausted resource deposits in SEQ there remains to be significant implications for freight networks as a result of natural resource extraction and exportation.

2.3 EXTERNAL FACTORS AFFECTING FREIGHT FLOWS

The Inland Rail project could be a catalyst for the Port of Brisbane challenging the dominance of Melbourne and Sydney as import ports and distribution centres. Currently, approximately 40% of Australia's seaborne general containerised freight continue being handled through Port of Melbourne, with a further 20% to 30% of that national seaborne containerised freight task continuing to be handled through Port Botany (Sydney). The major land-based freight corridors include road freight entering SEQ from the west via the Warrego Highway and Cunningham Highway, and entering the south via the Pacific Highway. Containerised rail freight is brought into Queensland via the Sydney-Brisbane inter-state rail line, as illustrated in Figure 3.

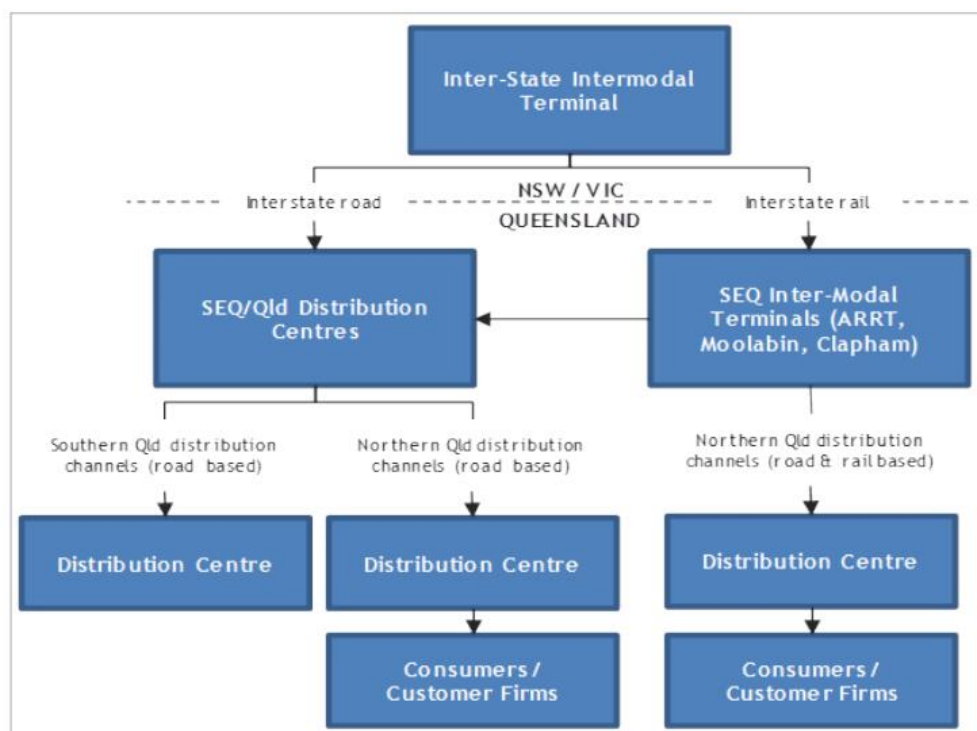


Figure 3: Schematic Overview of Current Freight Flows, SEQ (Source: CDM Smith)

The development of Inland Rail would increase the competitiveness of the Port of Brisbane relative to the Port of Melbourne. Reduced rail haulage times and increased rail freight reliability between Brisbane and Melbourne afforded by Inland Rail allied with the potential to reduce sea freight cruising times by ~48 hours would incentivise the landing of international sea freight at the Port of Brisbane for distribution to the remainder of the eastern seaboard.

Figure 4 illustrates a schematic network of how increasing the landing of eastern seaboard or national freight loads at the Port of Brisbane would play out in a network sense.

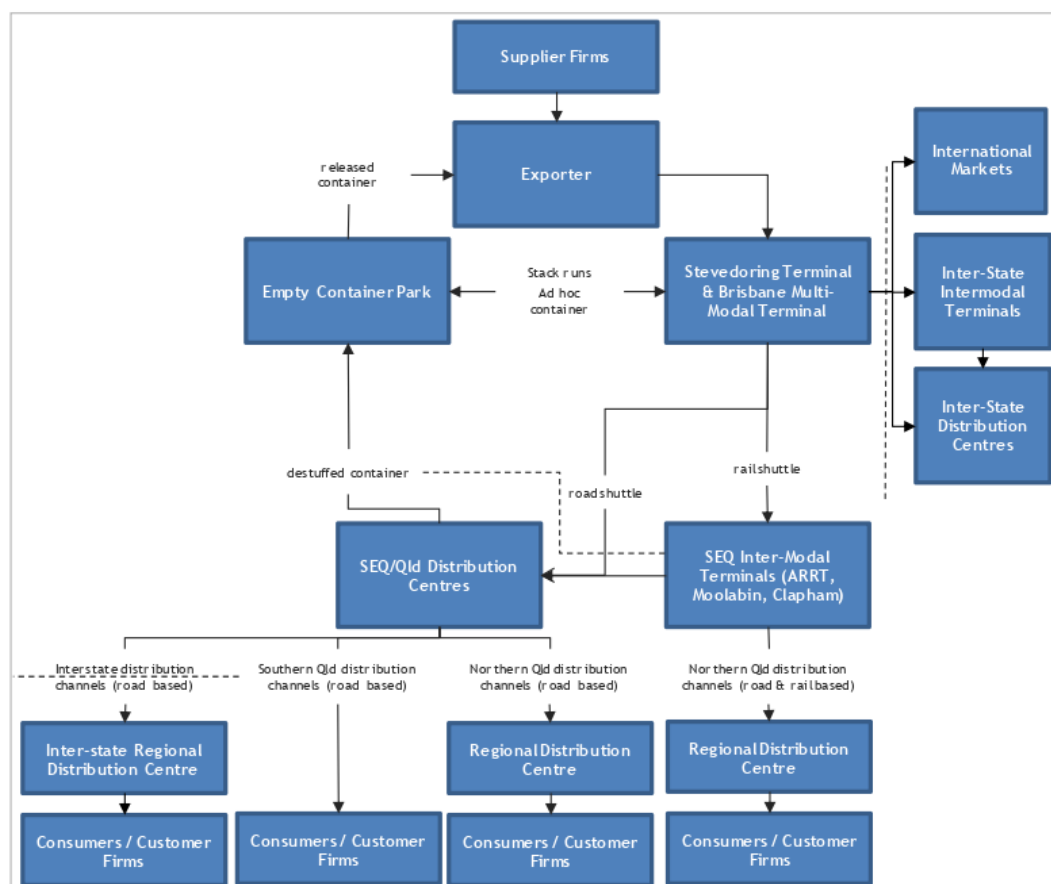


Figure 4: Schematic Overview of Potential Freight Flows (Source: CDM Smith)

To facilitate the breadth of the supply chain in SEQ (and Queensland) that could result from increased freight flows through the Port of Brisbane, freight networks need to be modular. To effectively manage these extended supply chains data sharing, efficiency and process orientated technologies can be used.

2.4 EMPLOYMENT PROJECTIONS FOR FREIGHT CATCHMENTS

The key findings relating to employment projections by freight catchment are detailed below:

- Total employment within the City of Ipswich LGA is projected to increase from 67,928 persons in 2016 to 128,799 persons in 2041, or by 2.6% per annum.
- Within the freight catchments, employment growth is anticipated to be highest within the Ripley and Western Ipswich freight catchments, increasing at an average annual rate of 9.8% and 3.4% per annum, respectively.
- Conversely, employment projections indicate employment in the SWIC Extension and Greater Springfield freight catchments are anticipated to grow at a slower rate compared to the other identified freight catchments and the City of Ipswich LGA between 2016 and 2041, increasing at an average annual growth rate of 1.7% and 2.3% per annum, respectively.

2.5 PROJECTED FREIGHT DEMAND AND GENERATION

Total freight demanded within each freight catchment in the City of Ipswich LGA is anticipated to increase as follows:

- Western Ipswich: Increase from 22,069 tonnes in 2016 to 75,575 tonnes in 2041 or by 5.0% per annum;
- Ripley Valley: Decrease from 811,179 tonnes in 2016 to 449,291 tonnes in 2041 or by 2.3% per annum;

- Greater Springfield: Increase from 69,419 tonnes in 2016 to 135,787 tonnes in 2041 or by 2.7% per annum;
- Ipswich CBD and surrounds: Increase from 1,102,273 tonnes in 2016 to 1,319,808 tonnes in 2041 or by 0.7% per annum; and
- SWIC Extension: Increase from 565,391 tonnes in 2016 to 733,111 tonnes in 2041 or by 1.0% per annum.

Total freight generated within each freight catchment in the City of Ipswich LGA is anticipated to increase as follows:

- Western Ipswich: Increasing from 48,911 tonnes in 2016 to 140,474 tonnes in 2041 or by 4.3% per annum;
- Ripley: Increasing from 69,034 tonnes in 2016 to 617,354 tonnes in 2041 or by 9.2% per annum;
- Greater Springfield: Increasing from 54,211 tonnes in 2016 to 153,213 tonnes in 2041 or by 4.2% per annum;
- Ipswich CBD and surrounds: Increasing from 411,492 tonnes in 2016 to 881,579 tonnes in 2041 or by 3.1% per annum; and
- SWIC Extension: Increasing from 2,163,467 tonnes in 2016 to 2,462,220 tonnes in 2041 or by 0.5% per annum.

2.6 COMPARATIVE FREIGHT TRAVEL TIMES

With respect to travel time and congestions, Ipswich fares well against other freight networks in Sydney, Melbourne and Perth. The average speed is 70 km/hr in peak hour along the freight corridors, whilst off peak the average speed is 71 km/hr, therefore indicating that road congestion at peak hour is limited along the identified road corridors. By comparison Melbourne, Sydney and Perth record larger variances in travel times between peak and off peak periods.

It is relevant to consider comparable road freight corridors to Ipswich because it enables an analysis of freight infrastructure and how it affects freight transport efficiency. The locations across Sydney, Melbourne and Perth only have road transport infrastructure, therefore there are no opportunities to move freight and avoid congestion. The City of Ipswich LGA, however, is proximate to an array of existing and potential freight infrastructure which could position Ipswich (and SEQ) and a logistics hub.

ShapingSEQ identifies Ebenezer as a major enterprise and industrial area in the western corridor of SEQ. Ebenezer is located approximately 23 kilometres south of the existing Ipswich Railway Station (MEIA). It is proposed that Ebenezer will be the site of 1,050 hectares of industrial zoned land to cater for manufacturing, logistics, freight support and other large footprint industries. Due to the suburb's proximity to existing rail infrastructure and to the proposed Inland Rail development, Ebenezer is also a potential future site for an intermodal terminal. However, developing an intermodal terminal in Ebenezer is contingent on the ongoing progression of Inland Rail.

If developed, the Ebenezer intermodal hub could service the Warrego Highway, Cunningham Highway, Ipswich Motorway road freight corridors heading east to the Port of Brisbane or west for further distribution. The intermodal hub would also service existing rail networks heading all directions and the Inland Rail to connect Melbourne with Toowoomba's growing freight network and Brisbane's existing network.

Neither Sydney, Melbourne nor Perth (comparative freight networks) have comparable facilities along the identified corridors when compared to the proposed Ebenezer development. These opportunities position SEQ as a freight and logistics hub and provide prospects for Ipswich to capitalise on providing a well-connected freight network which avoids potential bottlenecks in transportation to capital cities.

2.7 BENEFITS OF FREIGHT TO THE IPSWICH REGIONAL ECONOMY

The benefits of freight to the Ipswich regional economy was considered for the primary, secondary and road transport industries as these sectors have been identified as the key freight demand and generating sectors. The definition of the primary, secondary and road transport industries have been defined based on the following single digit ANZSIC categories:

- Primary sectors: Agriculture, forestry and fishing and mining;
- Secondary sectors: Manufacturing and wholesale trade; and
- Road transport: Transport, postal and warehousing.

For the City of Ipswich LGA, direct gross operating surplus from freight reliant inputs is anticipated to increase from \$522.72 million in 2016 to \$892.09 million in 2041, with total contribution from freight reliant inputs as follows:

- Primary Sector: total contribution to gross operating surplus anticipated to increase from \$123.15 million 2016 to \$196.78 million in 2041;
- Secondary Sector: total contribution to gross operating surplus anticipated to increase from \$291.85 million in 2016 to \$512.77 million in 2041; and
- Road Transport sector: total contribution to gross operating surplus anticipated to increase from \$107.71 million in 2016 to \$182.53 million in 2041.

2.8 COST OF CONGESTION ASSOCIATED WITH FREIGHT MOVEMENTS IN IPSWICH

In 2016, the cost of congestion to passenger vehicles associated with heavy vehicle movements along each freight route was anticipated to be highest for the Warrego Highway and lowest for the Centenary Highway. In 2016, travel time costs associated with heavy vehicle movements were typically highest in the AM period for outbound traffic movements, except for the Centenary Highway which faced the highest travel time costs in the AM period for inbound traffic movements.

Between 2016 and 2036, the increase in the cost of congestion to passenger vehicles is anticipated to be highest for the Warrego Highway (increasing from \$3,471,311 in 2016 to \$5,157,746 in 2036) and lowest for the Cunningham Highway (increasing from \$1,319,798 in 2016 to \$1,577,949 in 2036).

3 STAKEHOLDER ENGAGEMENT

3.1 GOAL AND METHODOLOGY

The findings from the industry and stakeholder engagement were utilised as inputs into the development of the iGO FAP. The stakeholder engagement was conducted between December 2019 and February 2020 with the goal being to identify and consult with a broad range of government and industry stakeholders to identify existing and potential freight issues and opportunities facing the city which can be considered and addressed by the iGO FAP.

Direct and face-to-face consultation and engagement was undertaken to achieve meaningful and genuine inputs from key stakeholders and industry. The program included stakeholder meetings, one-on-one meetings and an industry workshop.

The stakeholder meetings were divided into three key topic areas:

- Meeting 1: Economics and industry development;
- Meeting 2: Road freight; and
- Meeting 3: Rail freight.

The stakeholder meetings provided a forum for a number of agencies and stakeholders to provide information and engage in discussion on important local freight issues.

One-on-one meetings were coordinated for stakeholders with more specific interests or those who could not attend the industry workshop. The meetings enabled the project team to obtain detailed input on the issues and opportunities identified by these stakeholders.

The industry workshop provided an opportunity to engage with local freight operators and business. This provided an opportunity to seek grass-roots input into the issues faced by operators. Following the workshop, several teleconferences were convened with key Ipswich businesses that were unable to attend on the day.

In addition to the engagement activities that took place, a Project Advisory Group (PAG) and a Project Working Group (WG) have been established with representatives from ICC and the State Government.

3.2 KEY STAKEHOLDERS

Several internal and external stakeholders were engaged as part of this program. The stakeholders were divided into key grouping namely internal ICC stakeholders, government agency stakeholders and industry stakeholders.

More than 70 business and industry representatives were invited to participate in the industry workshop. Table 1 lists the key stakeholders who were engaged through this program.

Table 1: Stakeholder Engagement (Source: The Comms Team)

STAKEHOLDERS	ENGAGEMENT PARTICIPATION				
	MEETING 1	MEETING 2	MEETING 3	WORKSHOP	ONE-ON-ONE MEETING
Ipswich City Council (ICC)					
Infrastructure and Environment Department – Infrastructure Strategy Branch	X	X	X	X	X
Community, Culture and Economic Development (CCED) Department – Economic and Community Development Branch	X				
Planning and Regulatory Services (PRS) Department – City Design Branch	X				

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STAKEHOLDERS	ENGAGEMENT PARTICIPATION				
	MEETING 1	MEETING 2	MEETING 3	WORKSHOP	ONE-ON-ONE MEETING
State Government					
Department of Transport and Main Roads -					
Infrastructure Management and Delivery					
Rail planning			X		
Manufacturing Freight Performance and Reports			X		
Transport Strategy and Planning		X			
Queensland Rail			X		
Federal Government					
Department of Infrastructure, Transport, Cities and Regional Development	X				
Industry					
Local Government Association of Queensland	X	X			
Queensland Transport and Logistics Council (QTLC)		X			
Aurizon			X		
Queensland Trucking Association (QTA)		X		X	
Australian Rail Track Corporation (ARTC)	X		X		
Pacific National			X		
Port of Brisbane	X				
Goodman					X
Ipswich Chamber of Commerce					X
AVID property					X
Ten30 Couriers				X	
Citiswih Industrial Park				X	
Watco East West				X	
LR & PJ General Freight Services				X	

Invitations were also sent to Economic Development Queensland (represented at the Working Group and the Project Advisory Group), Brisbane Airport Corporation, RACQ Cities Transport Taskforce, SEQ Council of Mayors, National Heavy Vehicle Regulator and Australian Road Research Board (ARRB) as well as to the Department of Defence RAAF Base Amberley, Queensland Police and Springfield Chamber of Commerce who were unable to attend the engagement sessions.

3.3 ENGAGEMENT ACTIVITIES

Figure 5 details the various engagement activities undertaken during this phase of the study.

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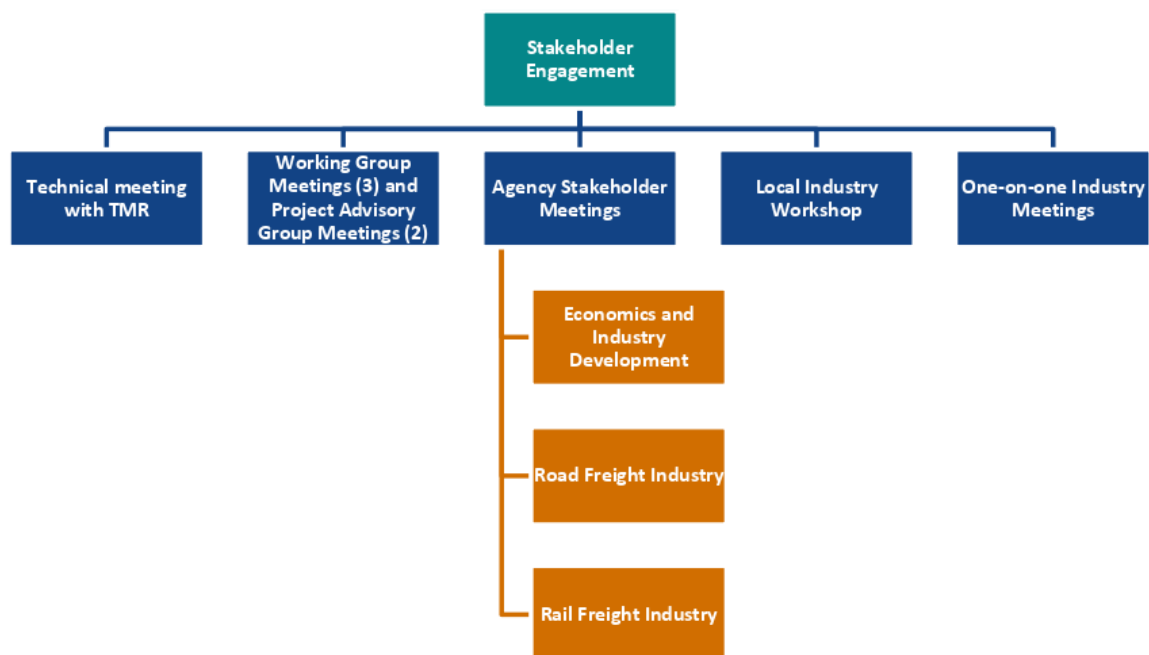


Figure 5: All Stakeholder Engagement Activities (Source: PSA)

4 STRATEGIC FRAMEWORK

To support and grow a vibrant industrial sector operating in and passing through the City, it is vital that the iGO FAP include a Strategy that guides federal, state and local government investments to improve the connectivity and efficiency of freight links across the city. The Strategy needs to support the city's industries both in the transport of import raw materials and the export of manufactured and agriculture goods; ensure the efficient movement of local freight to and from businesses and residents across the city; and align with iGO – The City of Ipswich Transport Plan as detailed in Figure 1.

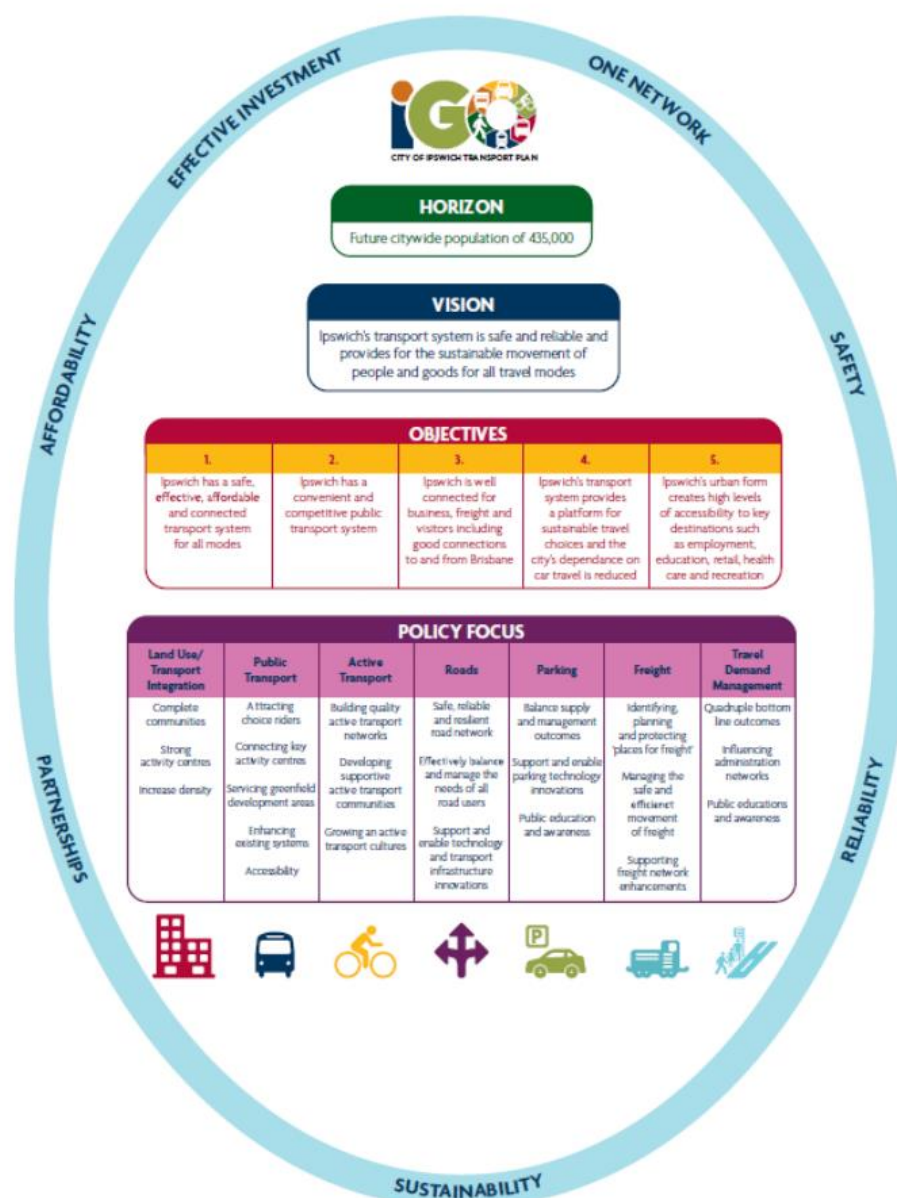


Figure 6: iGO Summary (Source: iGO 2016)

Figure 7 presents the vision and objectives of the FAP with further explanation of each provided below.

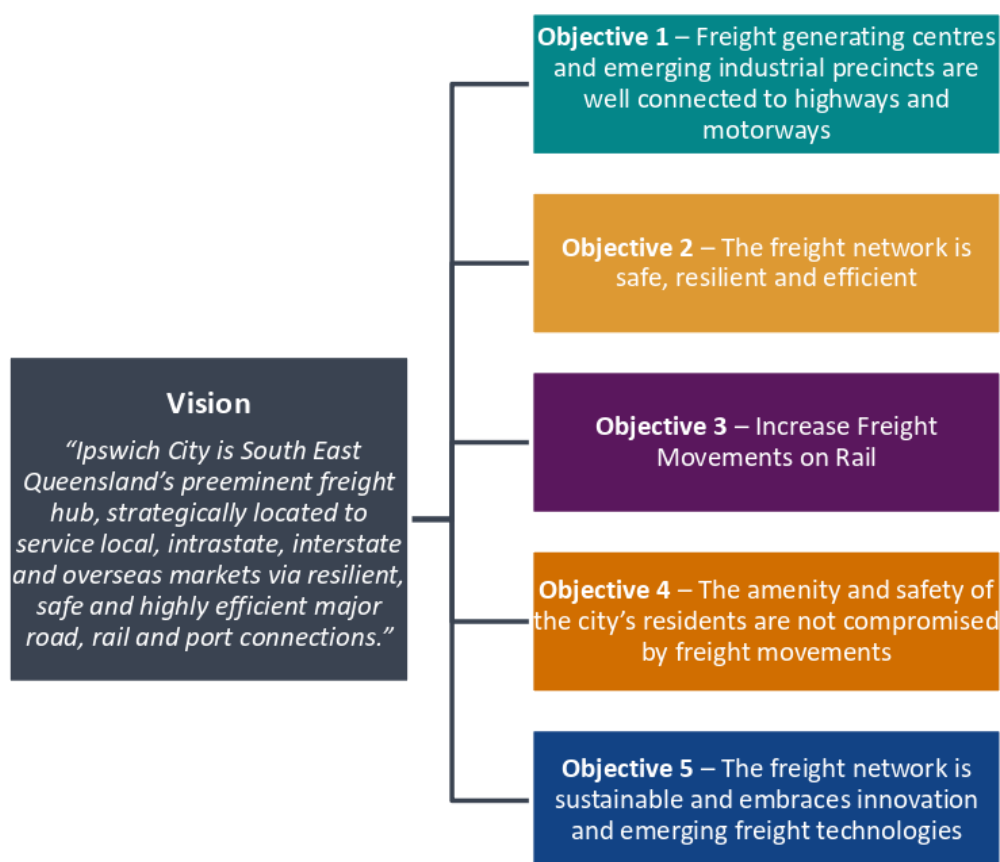


Figure 7: Vision and Objectives (Source: PSA)

4.1 VISION

The overall vision for iGO is - *Ipswich's transport system is safe and reliable and provides for the sustainable movement of people and goods for all travel modes.*

The vision of the iGO FAP is as follows:

"Ipswich City is South East Queensland's preeminent freight hub, strategically located to service local, intrastate, interstate and overseas markets via resilient, safe and highly efficient major road, rail and port connections."

4.2 OBJECTIVES

The five objectives outlined in Figure 7 underpin iGO FAP. Further explanations as to the desired outcomes of each objective are provided below.

By reaching the objectives, ICC will be placing themselves at the forefront of choice for industrial land developers and users. Goods will be able to be moved efficiently and cost-effectively relative to competing industrial areas. It needs to be recognised that varied types of freight both originate from within and traverse through Ipswich in relation to Brisbane City and the Ipswich Freight network is therefore involuntarily linked to other council areas' transport networks. Therefore, should delays occur on the adjacent transport networks it will result in affecting freight originating from Ipswich or moving through Ipswich. It is therefore in the interest of all council areas to prioritise the movement of freight.

From a holistic perspective, the attractiveness of the City of Ipswich LGA will increase as the ICC can show that freight is managed safely and efficiently. Freight involves sharing passenger transport networks, including both road and rail, as well as passing through/close to residential areas. Therefore, the integration of all transport-related activities needs to be ensured to provide a well-functioning transport system.

Objective 1 – Freight generating centres and emerging industrial precincts are well connected to highways and motorways

- Interchanges linking the emerging industrial areas to major road networks are in place early in the development of the precinct so that communities along alternative routes of the city's local road network are not subjected to heavy freight movements. (This is particularly pertinent to emerging industrial areas at Willowbank, Ebenezer and Swanbank).

Objective 2 – The freight network is safe, resilient and efficient

- The strategic advantage of Ipswich having efficient highway and motorway connectivity to key South East Queensland markets and the Port of Brisbane is protected at all costs through timely investment in key highway and motorway capacity upgrades by federal and state governments, and private toll road operators.
- The ongoing reduction of congestion accompanied by safety improvements along the city's major road network ensures freight operators enjoy time certain deliveries.
- The freight industry accepts its responsibility to comply with national heavy vehicle legislation, to monitor performance and to address any negative impacts.
- The operation of on-street loading zones and hours of operation for receiving businesses in commercial precincts across the city provide flexibility, to maximise the efficiency of deliveries to businesses and customers located in those precincts.

Objective 3 – Increase Freight Movements on Rail

- The lower operating costs of transporting bulk and containerised freight via the new Inland Rail or the existing QR Rail Lines are fully realised, and in turn, reduces the volume of long-distance freight transported into or through the city, via road.
- The proposed intermodal terminal at Ebenezer combined with efficient distribution networks to and from the facility provides tangible cost advantages to the industry over long-haul road transportation.

Objective 4 – The amenity and safety of the city's residents are not compromised by freight movements

- Freight vehicles using residential streets linking the front gate of existing industries across the city to major freight routes are safe and operational guidelines ensure the impact on local residential amenity is mitigated.
- The city uses its legislative, town planning and traffic management authority to ensure that sensitive residential areas across the city are not adversely impacted by heavy road freight vehicle movements.

Objective 5 – The freight network is sustainable and embraces innovation and emerging freight technologies

- Freight logistic companies ensure increasing environmental sustainability of fleets through modernisation of fleets, reduction of fossil fuel usage, harmful emission controls and noise controls.
- The city leads in facilitating the rollout of innovative and evolving transportation technologies, such as autonomous freight vehicles, electric freight vehicles, drones and the like, to ensure ongoing efficiencies in the transportation of freight and the associated reduction of road network usage.
- The city is flexible, resilient and responsive to changes in the industrial landscape ensuring all opportunities for increased economic activity and the associated economic benefits are maximised.

5 CONNECTIVITY OF FREIGHT GENERATING CENTRES AND INDUSTRIAL PRECINCTS

5.1 CURRENT FREIGHT MOVEMENTS

5.1.1 Existing Industrial Precincts and Accessibility

As identified in Figure 8, the Ipswich Planning Scheme has approximately 8,000 hectares of zoned industrial land across the City of Ipswich LGA. Of this, approximately 3,000 hectares has been developed. Of the remaining 5,000 hectares, some is considered unsuitable for development given it lies over areas that were mined for coal over the past 200 years and is subject to sediment and ground water pollution.

Figure 8 shows the various industrial developments that presently are being developed along with the substantial areas of future development at Willowbank and Ebenezer.

The Redbank Motorway Estate is located off the Ipswich Motorway at Redbank. There are 62 hectares of industrial development including logistics, manufacturing, warehousing and distribution lying adjacent to the Brisbane River with the potential to employ up to 2300 workers⁴. The estate has an approved B-Double truck access along with direct road access onto Brisbane's motorway network. About one kilometre from the Ipswich Motorway entrance, the Redbank Motorway Estate provides easy access to Brisbane, south via the Cunningham Highway or Logan / Pacific Motorways, and west via the Warrego Highway.

The Citiswiv Business Park is adjacent to the major intersection of the Warrego Highway, Brisbane Road, Cunningham Highway and Ipswich Motorway. It is a 350-hectare estate making it the largest industrial development in the State⁵. The business park caters for logistics, manufacturing, warehousing and distribution, construction and wholesale retail company and has close proximity to food production, major industry and enterprise areas.

Carole Park Industrial Estate is located approximately 15 kilometres north east of the Ipswich CBD, in close proximity to both the Ipswich Motorway and Centenary Highway. Suitable for low impact industries, it provides an ideal location for warehousing, logistics and manufacturing operations.

Swanbank is divided into three precincts namely Swanbank North, Central and South. Swanbank North is located east of the Cunningham Highway and south of Redbank Plains Road. Swanbank Central is located south of Swanbank North and accesses the Cunningham Highway via Swanbank Coal Road. Swanbank South is located between Swanbank Central and the Centenary Highway. Swanbank South accesses the Centenary Highway via Mount Juillerat Drive. The Swanbank development is marketed as a Distribution, Warehousing, Manufacturing and Hardstand Storage facility⁶, albeit there are concerns with the stability of some parts of the precinct due to past coal mining activities.

⁴ Source: <https://au.goodman.com/who-we-are/media-centre/news/goodman-commences-development-of-redbank-motorway-estate>

⁵ Source: <https://www.citiswiv.com.au/>

⁶ Source: <https://www.avid.com.au/wp-content/uploads/2016/10/swanbank-master-plan-services-brochure.pdf>

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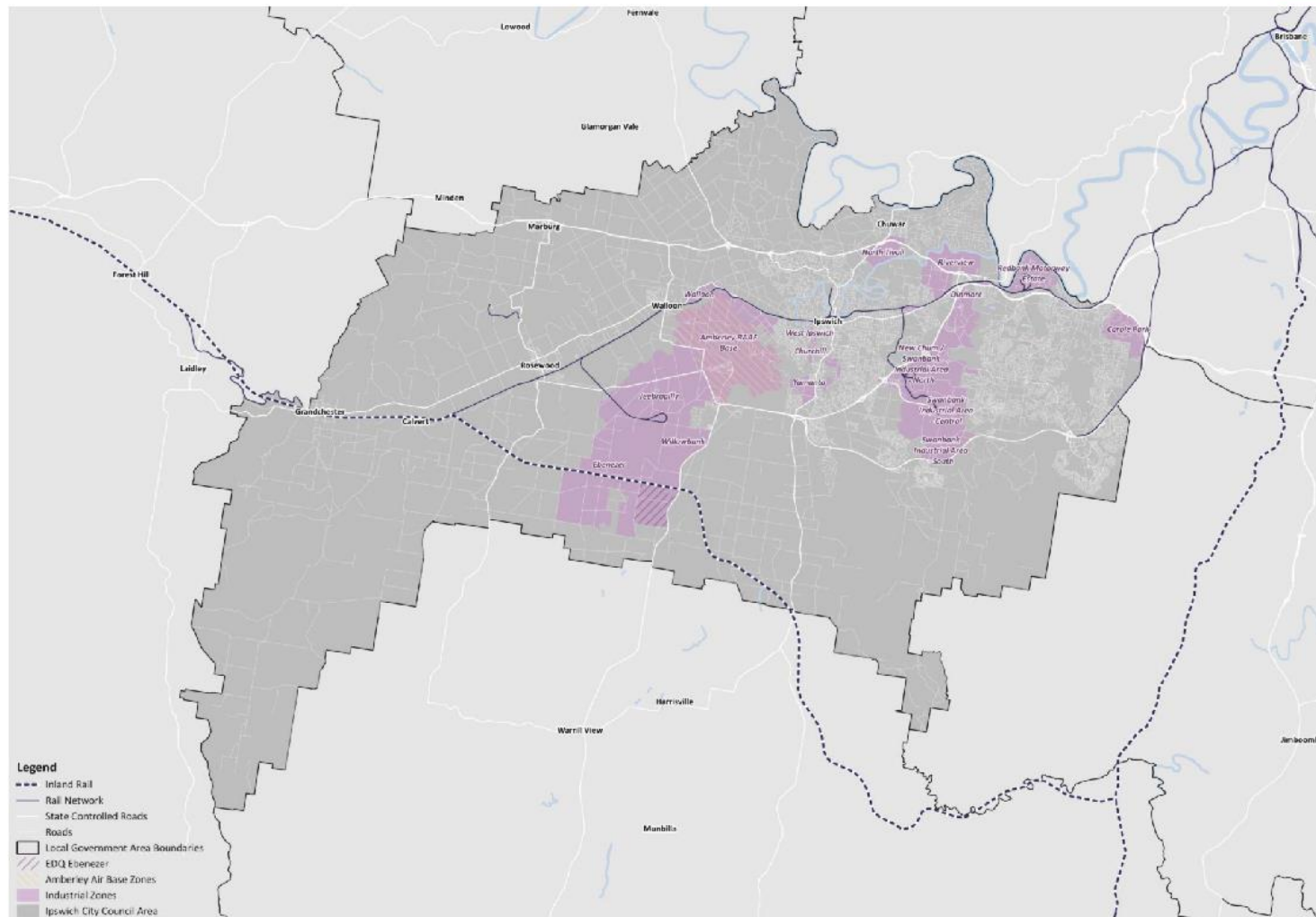


Figure 8: Industrial land use in the City of Ipswich (Source: ICC, PSA)

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Yamanto, incorporating Churchill Abattoir, is located north of the Cunningham Highway and east of the RAAF Amberley Base. The B-double route servicing this area includes the bottom section of Warwick Road (just north of the Cunningham Highway), then turns left into Saleyards Road, right into Hall Street and connects into Berry Street. There is currently no activity at this plant and none considered in the foreseeable future. The area services a viable local business and industry node. There is significant land between Hall Street and Warwick Road suitable for a mix of low impact business and industrial activities.

For the Blackstone area, which is located west of the Cunningham Highway, Mary Street is the road connecting this area to the Cunningham Highway and is classified as a 23m B-double route. Some industries have operated in this area in the past.

In the Wulkuraka area, a B-double route follows the Wulkuraka Connection Road, Karrabin Walloon Road, Dixon Street, Toongarra Road and Enterprise Street. This industrial precinct is located approximately midway between the Warrego and Cunningham Highways, east of the RAAF Amberley Base.

Emerging Industrial Precincts

Ebenezer and Willowbank, located west of the Cunningham Highway, forms part of future industrial land to support ongoing economic growth in the City of Ipswich LGA. Ebenezer is seen as a greenfield industrial area to possibly locate large scale manufacturing facilities, distribution centres, warehousing and an intermodal facility.

5.1.2 Port of Brisbane

The 2013 Export Logistics Chain Study Summary Report for the Port of Brisbane indicates that the most significant impediments and blockages in the Port's logistics chains and markets are:

- Road congestion and infrastructure conditions on sections of the Brisbane and regional road network, which increase travel times and operating costs;
- The condition of rail infrastructure and lack of connectivity, which restrict rail access to the Port;
- Regulations for heavy vehicle operations on some regional routes resulting in some commodities experiencing high port access costs.

The forecast container vehicle routes to and from the Port in 2031 is outlined in Figure 9. The forecast predicts that the number of trucks carrying full Twenty-foot Equivalent Shipping Containers (TEU) per day along the Ipswich Motorway and the Warrego Highway in 2031 will be between 500 and 1000 in comparison to between 200 and 500 in 2012.

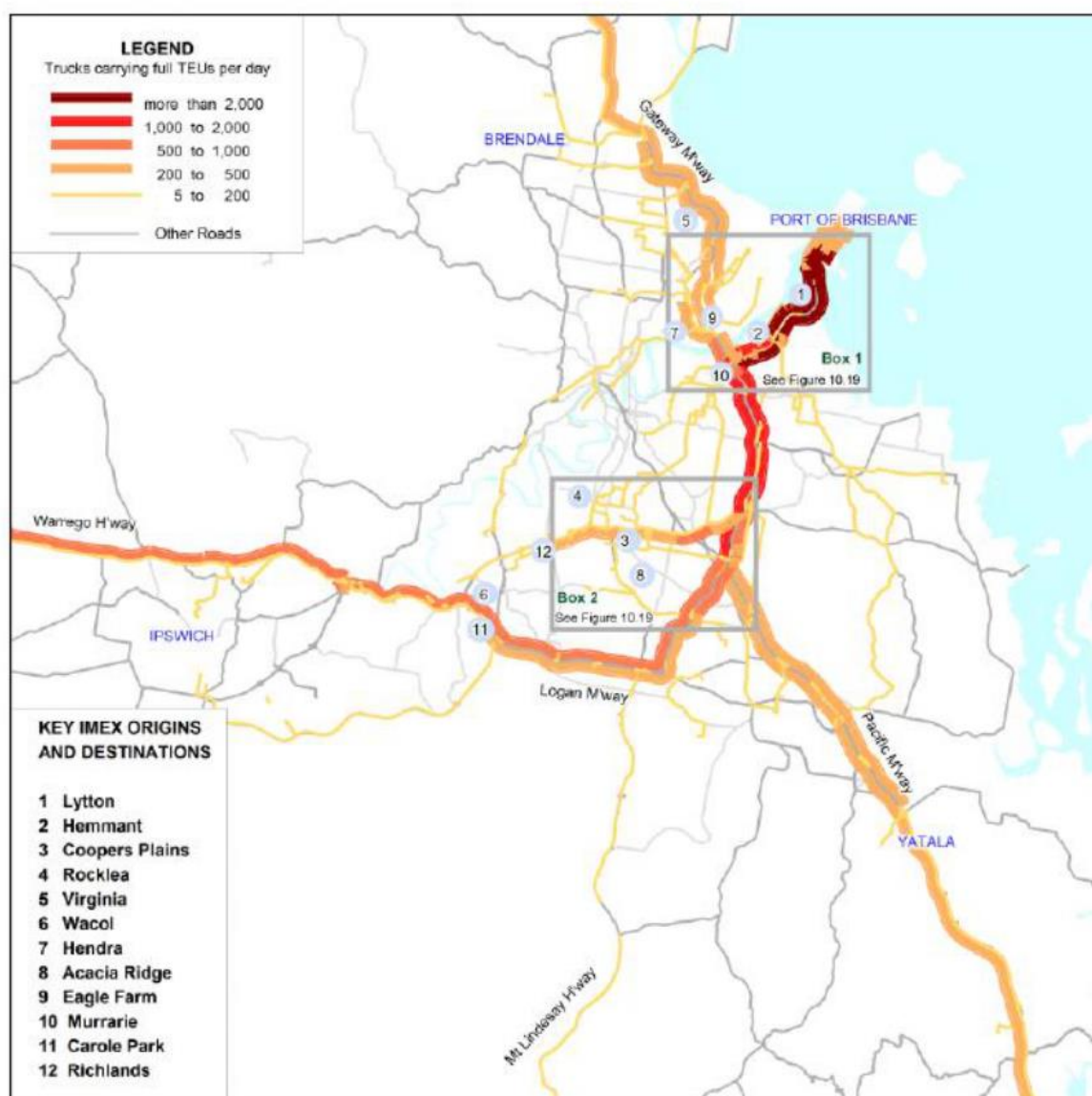


Figure 9: Forecast container vehicle routes to and from the Port in 2031 (average weekday one-way volumes) (Source: Export Logistics Chain Study Summary Report, July 2013)

5.2 ISSUES AND OPPORTUNITIES

5.2.1 Freight Vehicle Access Issues to Existing and Emerging Industrial Estates

Throughout the stakeholder consultation with local industries a number of site-specific accessibility issues were raised. Whilst minor in comparison to the major freight route capacity upgrades as previously discussed, the issues outlined below nevertheless are real and opportunities exist to improve accessibility.

Redbank Motorway Estate

At the intersection of Monash Road / Brisbane Terrace Road, commercial vehicles are experiencing delays. Rephasing of the signals giving priority to Monash Road traffic would reduce freight transport delays.

Citiswich Industrial Estate

The Ashburn Road / Warrego Highway and the Ashburn Road / Hoepner Road intersection can be congested. The latter will be improved once the extension of Hume Drive is complete. Nevertheless, the traffic being generated by Costco is affecting the performance of the Ashburn Road / Warrego Highway intersection. There is also a potential safety issue with traffic entering the Warrego Highway from River Road on-ramp merging with traffic on the highway exiting at the Ashburn Street off-ramp. Opportunities to improve safety and relieve congestion should be investigated.

Swanbank

The developer of Swanbank North has requested the duplication of Redbank Plains Road north from Newhill Drive to Collingwood Drive. This duplication is also in the ICC Local Government Infrastructure Plan (LGIP). Modelling supports this duplication as Redbank Plains Road / Augusta Parkway provides a direct route between Springfield and suburbs north of the Cunningham Highway. However, given the residential nature of this link, further investigation is required to determine if increasing the capacity of this route is the best option, from a freight route perspective.

With regard to Swanbank South, the developers are requesting a connection between Mount Juillerat Drive and Swanbank Coal Road. ICC has advised that physically the terrain makes this connection very difficult.

Willowbank Access to Cunningham Highway

Opportunity exists for ICC to identify how heavy freight vehicles will permanently access Willowbank industrial area and to have the route upgraded prior to any future major development of the Willowbank area.

5.2.2 Industrial Land Use review

The evolution of cities worldwide is seeing older industrial areas being transformed into vibrant high density residential, commercial and café precincts. The underlying mechanism for this transformation is the Ipswich Planning Scheme.

Whilst not identifying any specific inner-city industrial area for this treatment, the IGO FAP provides opportunity for ICC to consider if it wishes to be the catalyst for urban renewal of older industrial areas. The benefit of replacing former industrial land uses with new urban settings is that many of the freight related amenity issues dissipate over time.

5.3 RESULTANT ACTIONS

Objective 1 relates to the connectivity of freight generating centres and industrial precincts. The following actions have been developed which link to Objective 1 and build upon the above related issues and opportunities.

- 1.1. Review the Ipswich Planning Scheme to ensure new industrial areas are in close proximity to and have designated safe and efficient access points to highways and motorways.
- 1.2. Continue joint planning with TMR to identify safe and efficient access arrangements for new industrial areas in Ebenezer, Willowbank and Jeebropilly.
- 1.3. Review and advance planning for the road network within the Ebenezer Regional Industrial Area.
- 1.4. Review and advance planning for North-South and East-West linkages to the Swanbank Industrial Area.

6 FREIGHT NETWORK SAFETY, RESILIENCY AND EFFICIENCY

6.1 EXISTING ROAD FREIGHT NETWORK

The city has a strong network of major freight routes comprising National Land Transport Corridors, State controlled motorways and highways, and ICC arterial and sub-arterial roads. Most of the major freight routes are approved multi-combination freight routes and so most industries across the city are well supported with efficient freight access.

6.1.1 National Land Transport Corridors

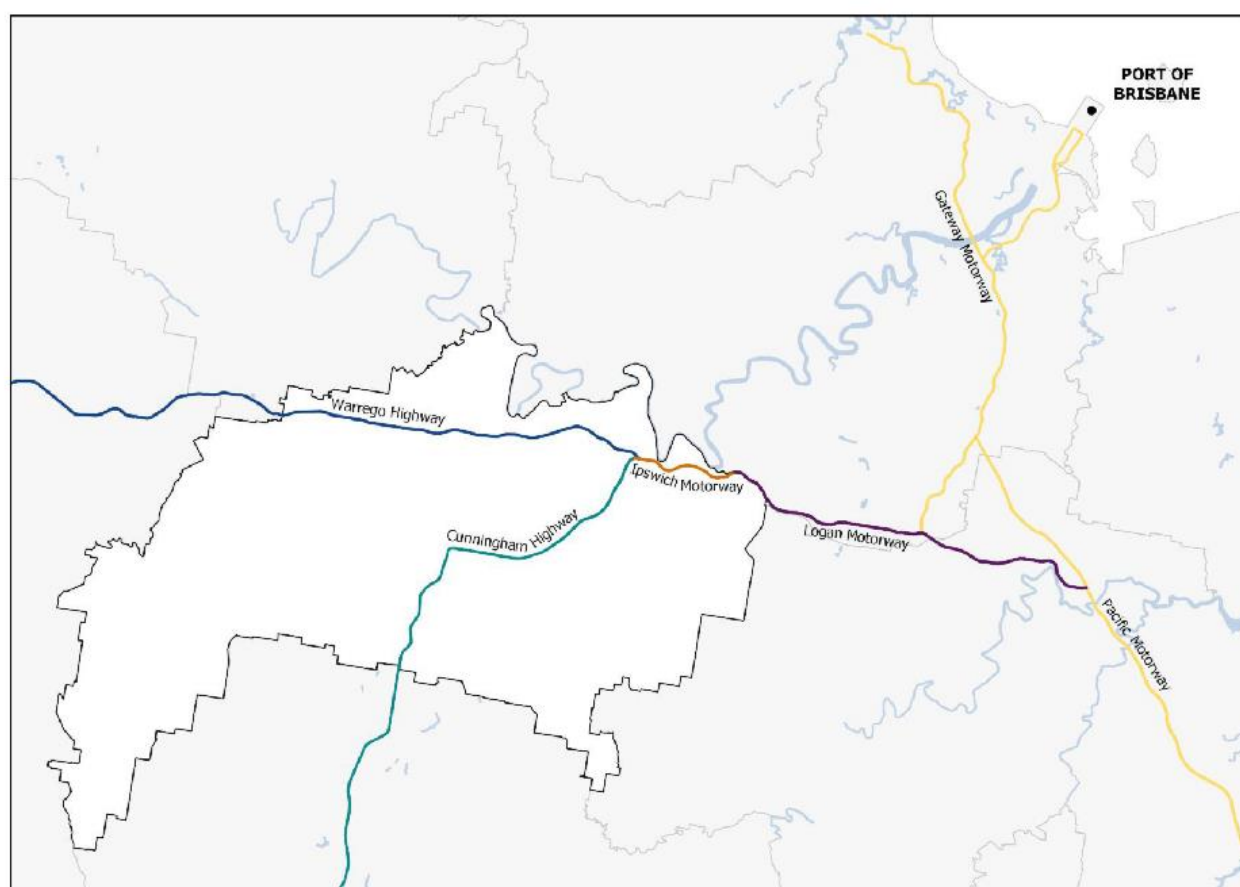


Figure 10: National Land Transport Corridors (Source: PSA)

As indicated in Figure 10, the National Road Network includes the Warrego Highway, Cunningham Highway and Ipswich Motorway – these roads are part of the National Land Transport Network connecting Australia's capital cities and major regional centres.

The Cunningham Highway is a key interstate freight corridor that forms part of the Sydney to Brisbane inland corridor. It is part of the National Land Transport Network servicing people and freight to and from Brisbane and to the Port of Brisbane from the west and vice versa. The Cunningham Highway currently transports approximately 2,700 heavy vehicles per day in 2016⁷. Within the City of Ipswich LGA boundary, the Cunningham Highway is mostly a single lane dual carriageway with the exception of the two-lane dual carriageway between Flinders View and Riverview. The Cunningham Highway intersects

⁷ Source: <https://www.infrastructureaustralia.gov.au/map/cunningham-highway-yamanto-interchange-ebenezer-creek>

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with the New England Highway at Warwick, south west of Ipswich and terminates at Riverview where the Ipswich Motorway begins.

The Warrego Highway is a two-lane dual carriageway and one of the State's principal east-west routes connecting people and freight from Charleville to Ipswich, covering a distance of more than 700 kilometres. Warrego Highway upgrades continue and ensure that freight capacity meets demand. Enabling more capacity benefits the agriculture, resources and tourism industries by having an efficient, safe and reliable Land Transport Network. The Warrego Highway transports about 5,700 heavy vehicles per day on the eastern section⁸.

With two national highways ending where the Ipswich Motorway begins, the Ipswich Motorway naturally encompasses high capacity as it connects Ipswich to Brisbane. The Ipswich Motorway links to either the Centenary Highway or Logan Motorway that connects to the Port of Brisbane with two-lane and three-lane dual carriageway sections, following predominantly an east-west orientation.

The Centenary Highway connects the Western Corridor (Ipswich, Springfield and the Ripley Valley) to Brisbane's inner north and CBD and is mostly a single carriageway with one lane per direction. The Western Corridor continues to grow with the Centenary Highway playing a significant role in the growth and connection of the corridor. Separate from the National Land Transport Network, investigations have been made and upgrades to improve efficiency and safety to the network.

⁸ Source: <https://www.tmr.qld.gov.au/-/media/aboutus/corpinfo/Publications/Warrego-Highway-Upgrade-Strategy>

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6.1.2 State Controlled Road Network

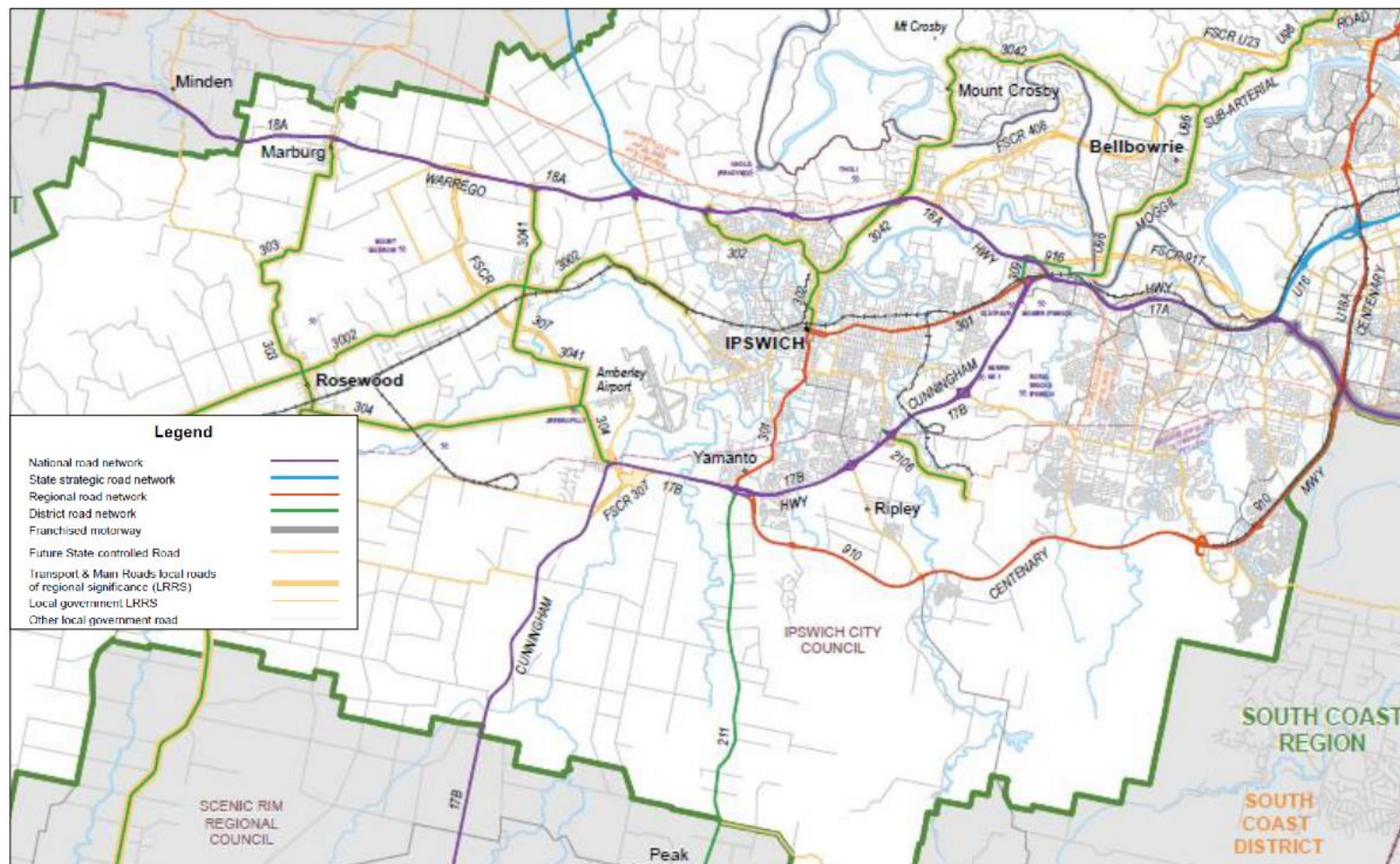


Figure 11: State-Controlled Roads within the City of Ipswich (Source: TMR)

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The State-controlled roads within the City of Ipswich are categorised into the National Road Network, State Strategic Road Network (SSR), Regional Road Network (RR) and the District Road Network (DR)/Transport & Main Roads Local Roads of Regional Significance (LRRS).

The National Road Network includes the Warrego Highway, the Cunningham Highway and the Ipswich Motorway as previously discussed. The State Strategic Road Network links key economic regions within and external to the State, accommodating for long distance travel. An example is the Brisbane Valley Highway.

The Regional Roads Network services the regions by linking commercial, freight and commuter traffic to these places. Typical roads in the City of Ipswich include the Centenary Highway, Warwick Road and Brisbane Road.

The District Road Network/TMR Local Roads of Regional Significance across Ipswich city include Haigslea -Amberley Road, Ipswich-Rosewood Road, Rosewood-Warrill View Road, Rosewood-Laidley Road, Rosewood-Marburg Road, Karrabin-Rosewood Road, Pine Street, Pine Mountain Road, Mount Crosby Road, Moggill Road, Swanbank Road and Ipswich-Boonah Road. The DR/LRRS network fits a shorter distance network mainly to link local government areas. They generally service local traffic demand and are feeder routes to the Regional and State Strategic road networks.

6.1.3 Ipswich City Council Road Hierarchy

The road hierarchy for Ipswich city is described in the Ipswich Planning Scheme. The Ipswich Planning Scheme identifies all arterial roads as primary freight and dangerous goods routes.

6.1.4 Multi-Combination Routes

In order to regulate and restrict heavy vehicles to certain routes across the State, TMR has gazetted multi-combination routes.

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MULTI-COMBINATION ROUTES IN QUEENSLAND

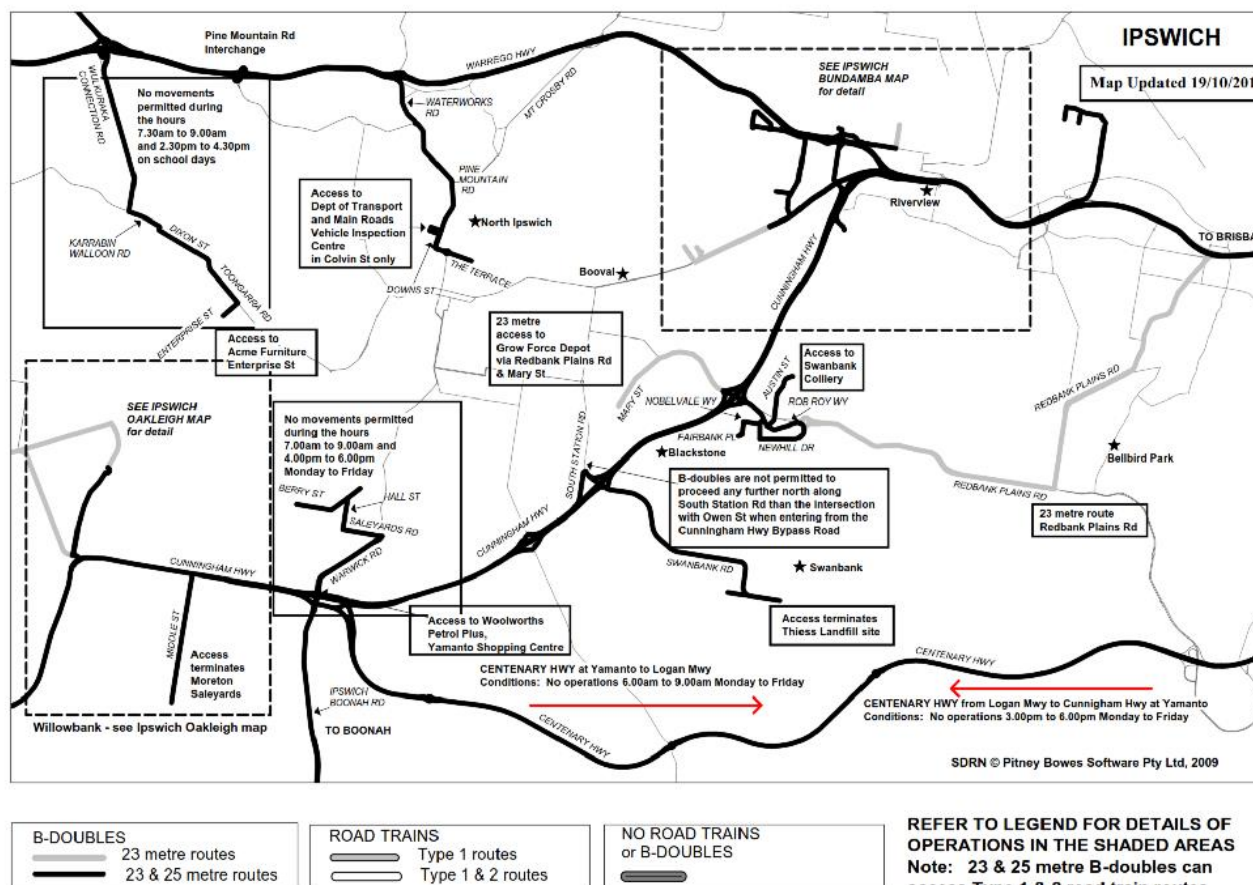


Figure 12: Multi-combination routes (Source: TMR)

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Figure 12 shows those highways and arterial road corridors that are permitted to carry 25 metre B-Double vehicles. These routes provide good coverage across the City of Ipswich and ensure that industrial areas can be serviced by suitably sized vehicles. (This map and the others adjacent to it is included in Appendix 3.)

TMR classifies each road based on the largest vehicle that can legally have access. These designations are as follows:

- B-Double vehicles up to 23m;
- B-Double vehicles up to 25m;
- Road train type 1;
- Road train type 2;
- Higher mass limits (HML) vehicles;
- Performance-based standards scheme; and
- 1 Tonne Tri-Axle Mass Transfer (1TMT) Allowance.

QLD Globe has been interrogated to determine the extent of each of these routes within and around the City of Ipswich LGA.

The Cunningham Highway, Centenary Highway and Warrego Highway are all permitted to carry B-Double vehicles up to 25m. In addition to these routes, isolated roads within Ipswich, are permitted to carry B-Double vehicles up to 23m. These roads provide connections to industrial areas within the city and allow vehicles to transport goods from major routes. Figure 13 shows the permitted B-Double vehicle routes within Ipswich.

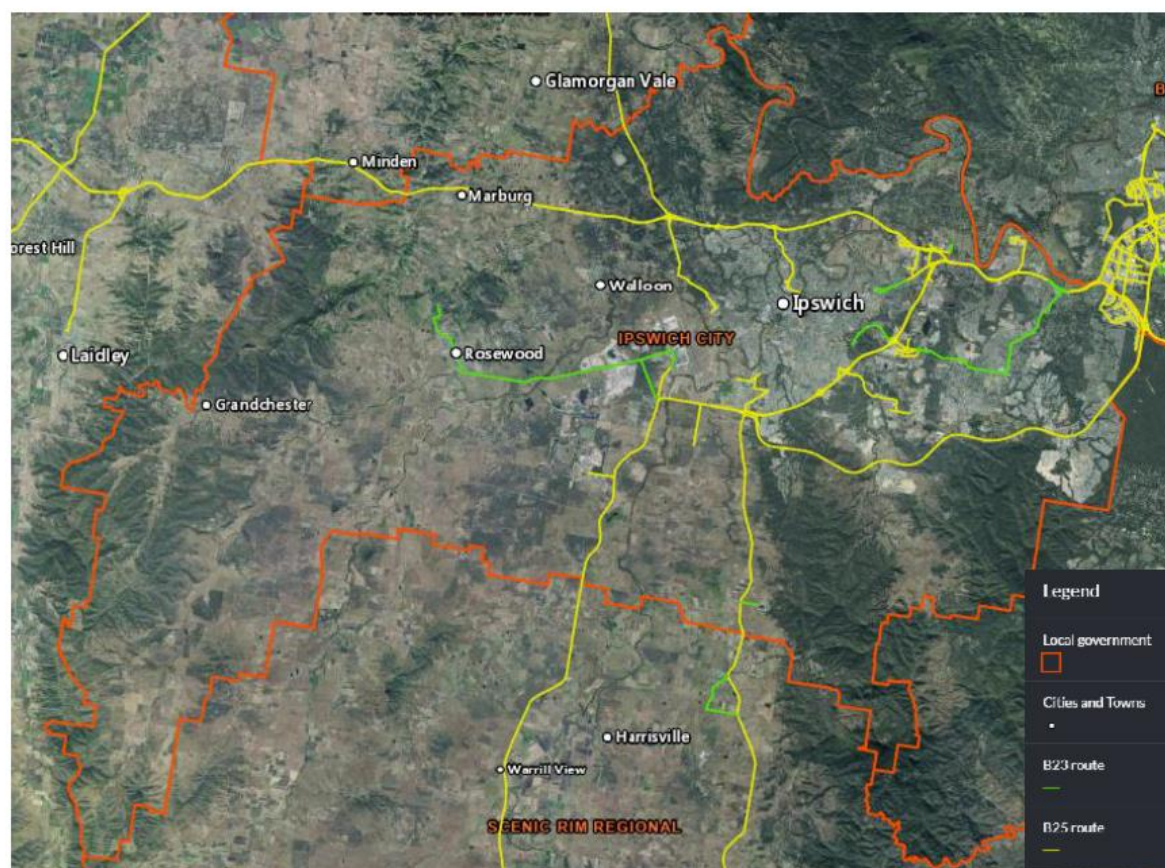


Figure 13: Permitted B-Double Vehicle Routes (Source: QLD Globe)

No road trains are able to access any roads within the City of Ipswich LGA. Type 1 Road Trains can travel as far east as Gatton on the Warrego Highway where they need to be broken down. This requirement has the most impact on the

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livestock transport to the Dinmore abattoir and depending on the length of journey, can result in livestock being off-loaded for resting purposes. Type 2 Road Trains can only travel as far east as Roma and St George and as such, are not relevant to this study.

In addition to the B-Double and Road Train routes, HML routes are also defined. Within the City of Ipswich LGA, HML vehicles are permitted on similar roads to B-Double vehicles as shown in Figure 14.



Figure 14: HML Vehicle Routes (Source: QLD Globe)

Allowance for 1TMT vehicles is also made on roads within Ipswich. These roads match the HML routes as shown in Figure 15.

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Figure 15: 1TMT Routes (Source: QLD Globe)

Major roads in Ipswich are also able to carry vehicles classified as PBS Type 2. These roads are shown in Figure 16.

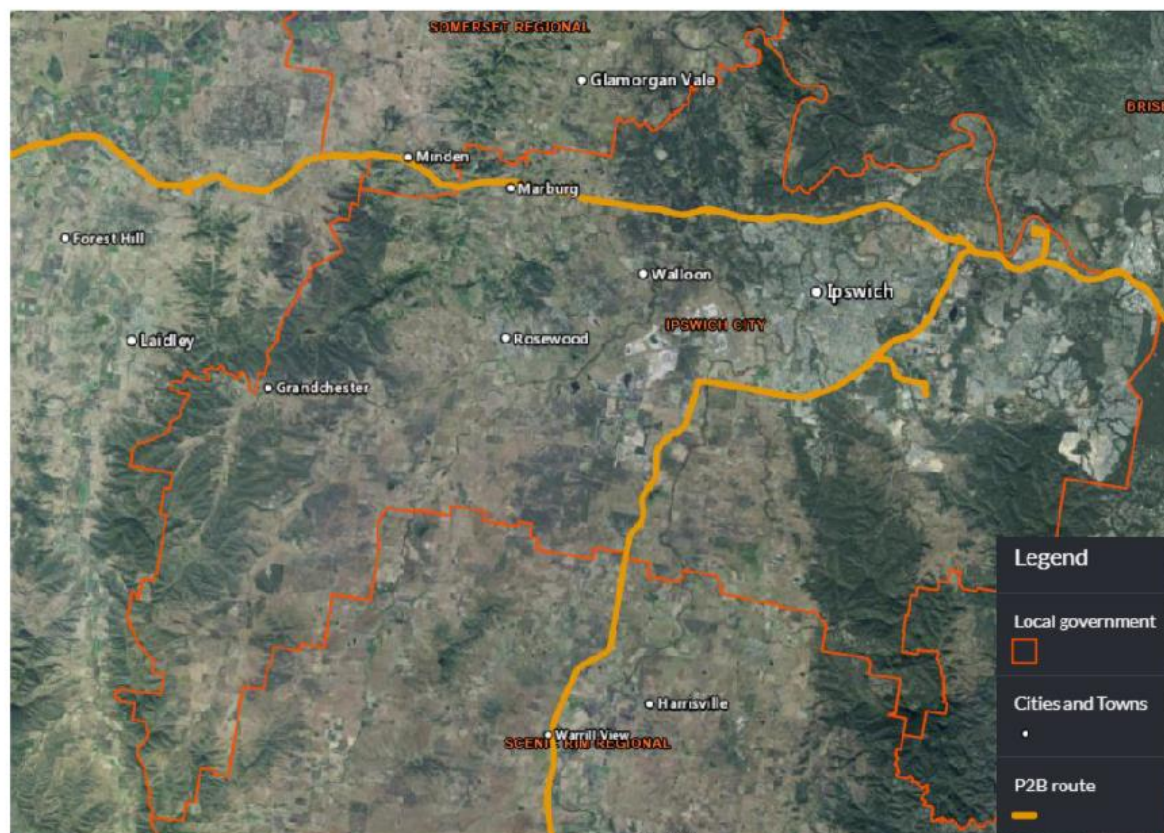


Figure 16: PBS Type 2 Routes (Source: QLD Globe)

6.2 CURRENT PERFORMANCE OF IPSWICH ROAD NETWORK

The existing performance of the Ipswich road network, particularly in relation to freight movements, has been analysed using 2016 outputs from SEQ Strategic Transport Model (SEQSTM). Three specific measures of the existing road network have been considered and will be discussed:

- Current performance of Ipswich road network;
- Current highly utilised freight roads within Ipswich; and
- Safety of Ipswich road network.

A good indicator of a road network's performance can be determined by analysing the volume to capacity ratio. That is, the ratio of the volume of traffic a road link is carrying compared to the capacity of that road link. The volume to capacity ratios of road links within Ipswich have been plotted using outputs of SEQSTM 2016 modelling scenario. Both the AM and PM peak periods have been analysed in order to gain a more complete understanding of the network. Figure 17 shows graphically the volume to capacity ratios of road links in Ipswich during the AM peak period.

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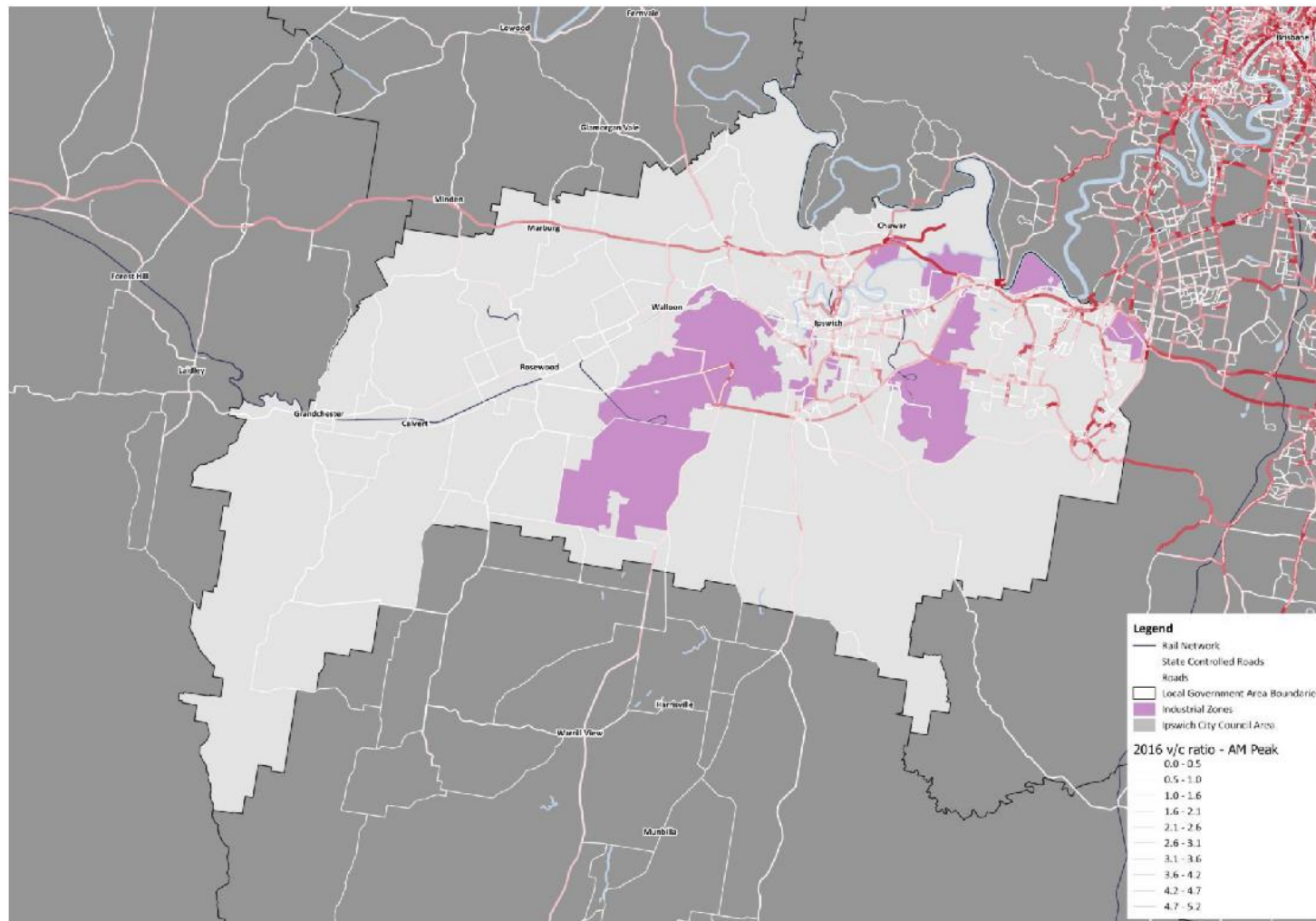


Figure 17: 2016 Volume to Capacity Ratio - AM Peak (Source: TMR, PSA)

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As can be seen, most of the congestion on the road network occurs outside of the City of Ipswich LGA during the AM peak period. This is consistent with employees travelling to work in the greater Brisbane area. The most heavily congested road within Ipswich is the Warrego Highway which is carrying a mix of through and local traffic. Heavy congestion is evident on the Warrego Highway from the boundary of the City of Ipswich LGA, west to Chuwar.

Similar observations can be made about current congestion during the PM peak period as shown in Figure 18.

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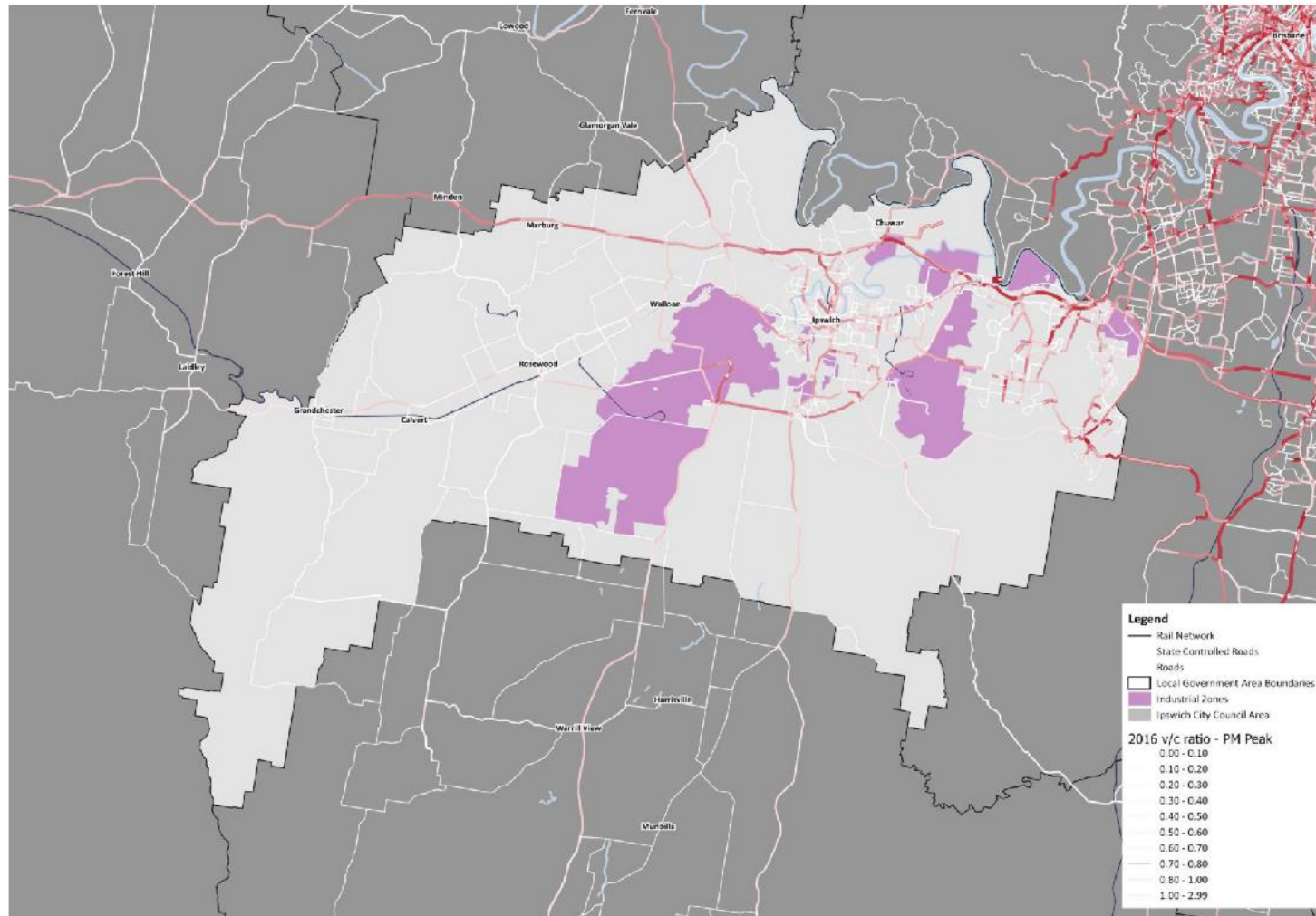


Figure 18: 2016 Volume to Capacity Ratio - PM Peak (Source: TMR, PSA)

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Congestion during the PM peak period displays similar patterns to congestion during the AM peak period. Within the City of Ipswich LGA, the Warrego Highway continues to experience heavy congestion. A key difference between the AM and PM peak period is that congestion during the PM peak period largely dissipates well before Chuwar around the Riverview area. This is around the area where the Warrego and Cunningham Highways separate from the Ipswich Motorway.

6.3 CURRENT HIGHLY UTILISED FREIGHT ROADS

Roads currently highly utilised by freight have been determined by adding together the volumes of rigid trucks and articulated vehicles on each road link and then determining their proportion of the total traffic. As an overarching category, rigid trucks and articulated vehicles have been combined and referred to in the analysis and this reporting as Commercial Vehicles (CV). The proportion of CVs on each road link has been calculated for both the AM and PM peak periods. Figure 19 shows this proportion for the AM peak period.

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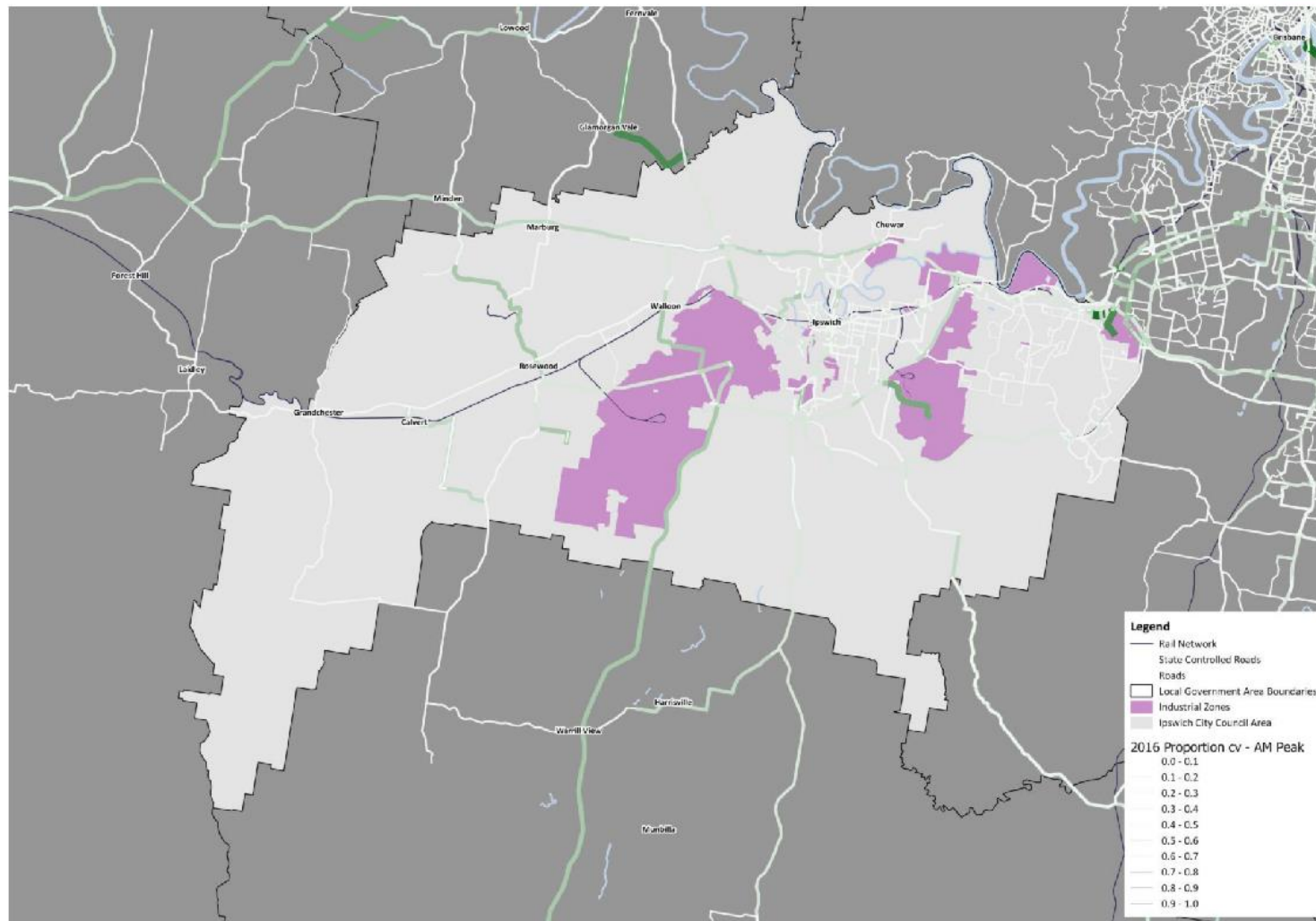


Figure 19: 2016 Proportion of CVs - AM Peak (Source: TMR, PSA)

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Across Ipswich, the proportion of CVs using each road link remains relatively consistent. Evidence of roads being highly utilised for freight can be seen on local roads accessing land zoned for industrial purposes.

The proportion of CVs using the Ipswich road network has also been determined during the PM peak period and is shown in Figure 20.

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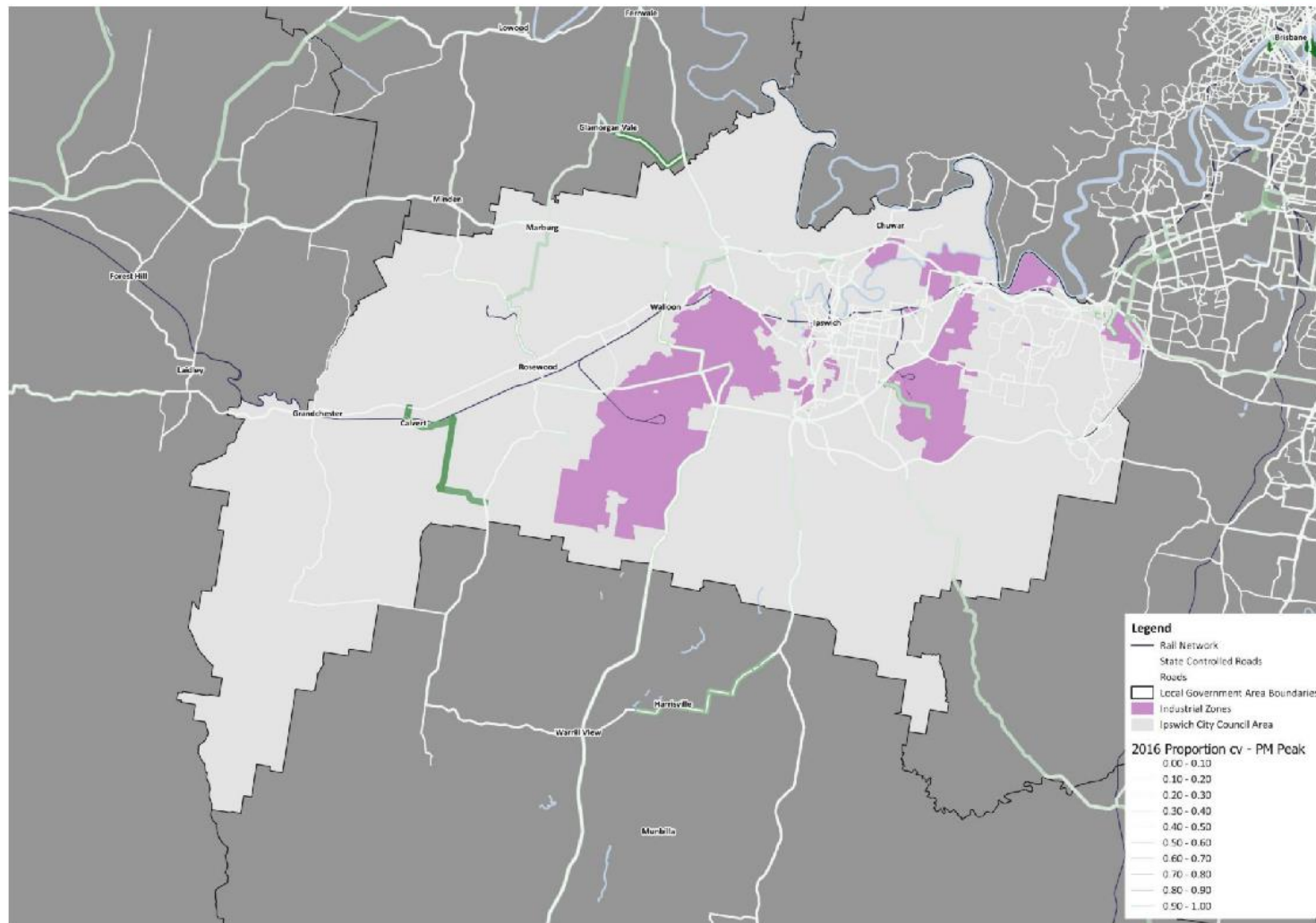


Figure 20: 2016 Proportion of CVs - PM Peak (Source: TMR, PSA)

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The proportion of CVs using the Ipswich road network during the PM peak period is mostly consistent with the AM peak period. Of note is the increased proportion of CVs travelling on roads through Calvert, which suggests that key freight attractors in this area are moving freight only during the afternoon. The utilisation of roads by freight vehicles accessing industrial zoned areas is also less pronounced during the PM peak period, which suggest that these movements are generally occurring during the AM peak period or at off-peak times.

6.4 PROPOSED ROAD ENHANCEMENT PROJECTS

For the purposes of this iGO FAP, the SEQSTM model outputs have been adopted. The SEQSTM, as with the ISTM, has incorporated many road upgrades in its forecast year models, to relieve the road congestion facing Ipswich in coming years. Figure 21 summarises the location of TMR and ICC road upgrades.

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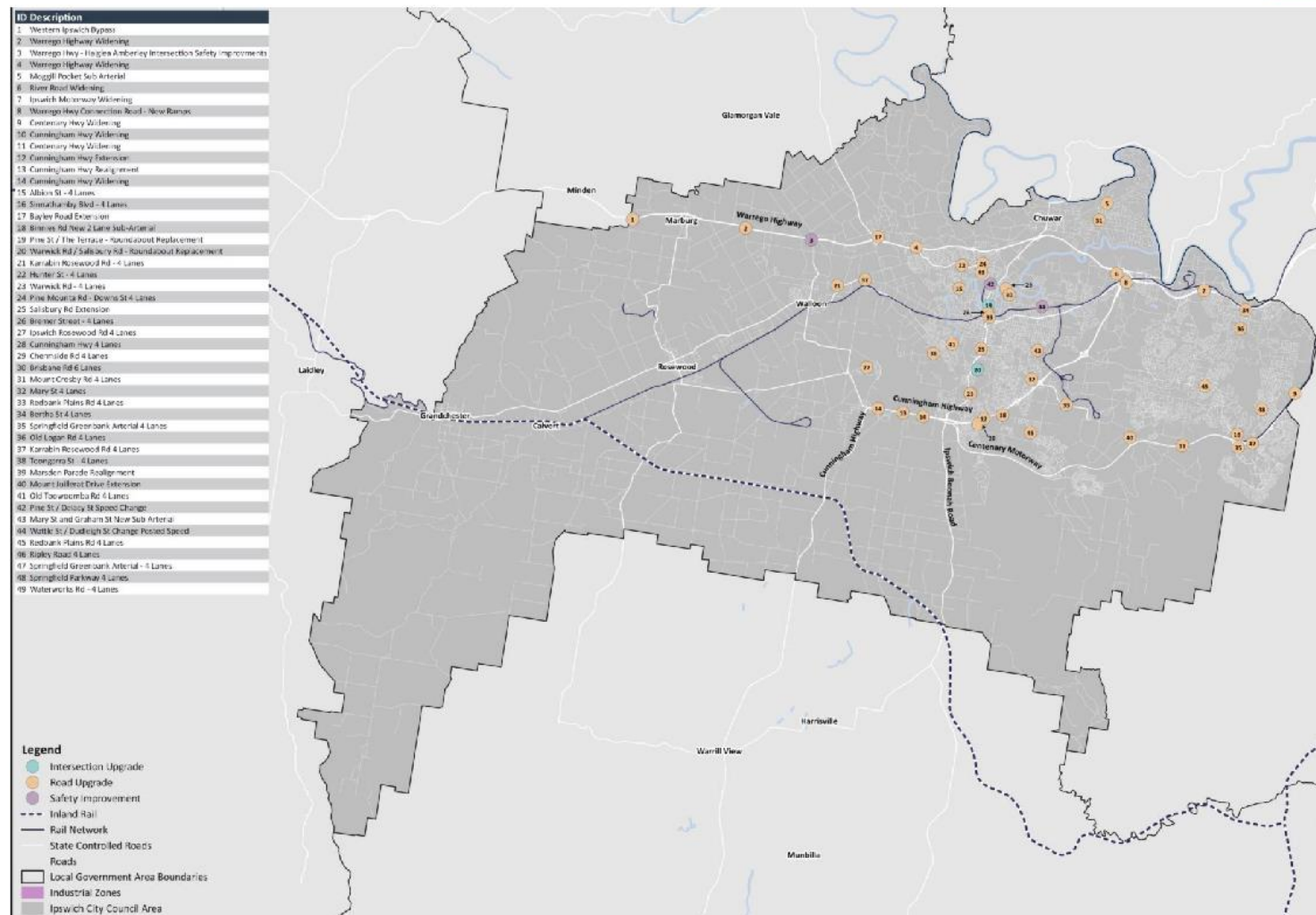


Figure 21: Proposed road upgrades by TMR and ICC (Source: PSA, ICC)

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6.5 PROJECTED PERFORMANCE OF IPSWICH ROAD NETWORK

The projected future performance of the Ipswich road network has been determined using outputs of the 2036 modelling scenario of the SEQSTM. Road capacity improvement projects included for this modelling scenario have been detailed in Section 6.4 of this report. The same key metrics (volume to capacity ratio and proportion of Commercial Vehicles) have been obtained for the 2036 future year as for the 2016 base year.

In Figure 22 the 24 hour (All Day) traffic volumes are indicated, with a darker red colour used to indicate a higher number of 24 hour (All Day) traffic volumes. The number of Commercial Vehicles is displayed for the Warrego, Cunningham, Centenary Highways and for the Ipswich Motorway. The percentage of Commercial Vehicles (number of Commercial Vehicles divided by total vehicles) on these Highways/Motorway range between 5% and 15%. The 24 hour (All Day) traffic volumes are the highest for the Centenary Highway (the section closest to the Logan Motorway) and the Ipswich Motorway for 2031.

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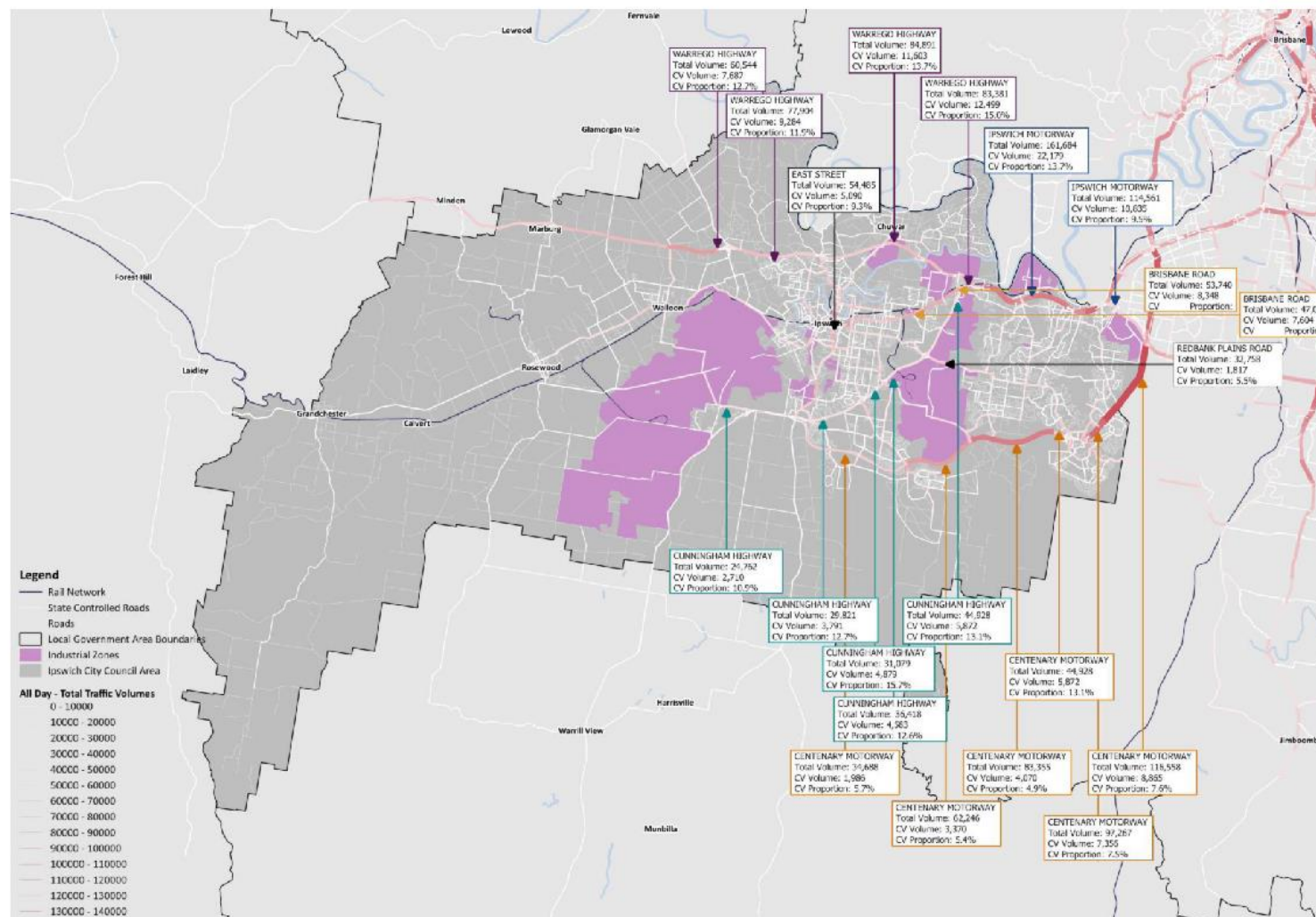


Figure 22: 2031 All Day (24 hour) Traffic Volumes with Commercial Vehicle Figures (Source: PSA, TMR)

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Further modelling indicates that by 2036, the Ipswich road network is significantly more congested during the AM peak period. Figure 23 shows high volume to capacity ratios for most of the major roads throughout Ipswich, especially the Warrego Highway. Of importance to note is the increase in congestion on roads providing access to industrial zoned land which will have an adverse impact on vehicle movement to/from these freight generators and attractors.

Heavier congestion again is anticipated to be observed during the PM peak, as shown in Figure 24. During the PM peak in the 2036 modelling scenario of the SEQSTM, congestion is anticipated to spread across the denser parts of Ipswich. High volume to capacity ratios are no longer limited to roads closer to Brisbane. Access to industrial areas within Ipswich will continue to experience congestion. Of the major highways running through the City of Ipswich LGA, the Warrego Highway continues to experience the highest congestion.

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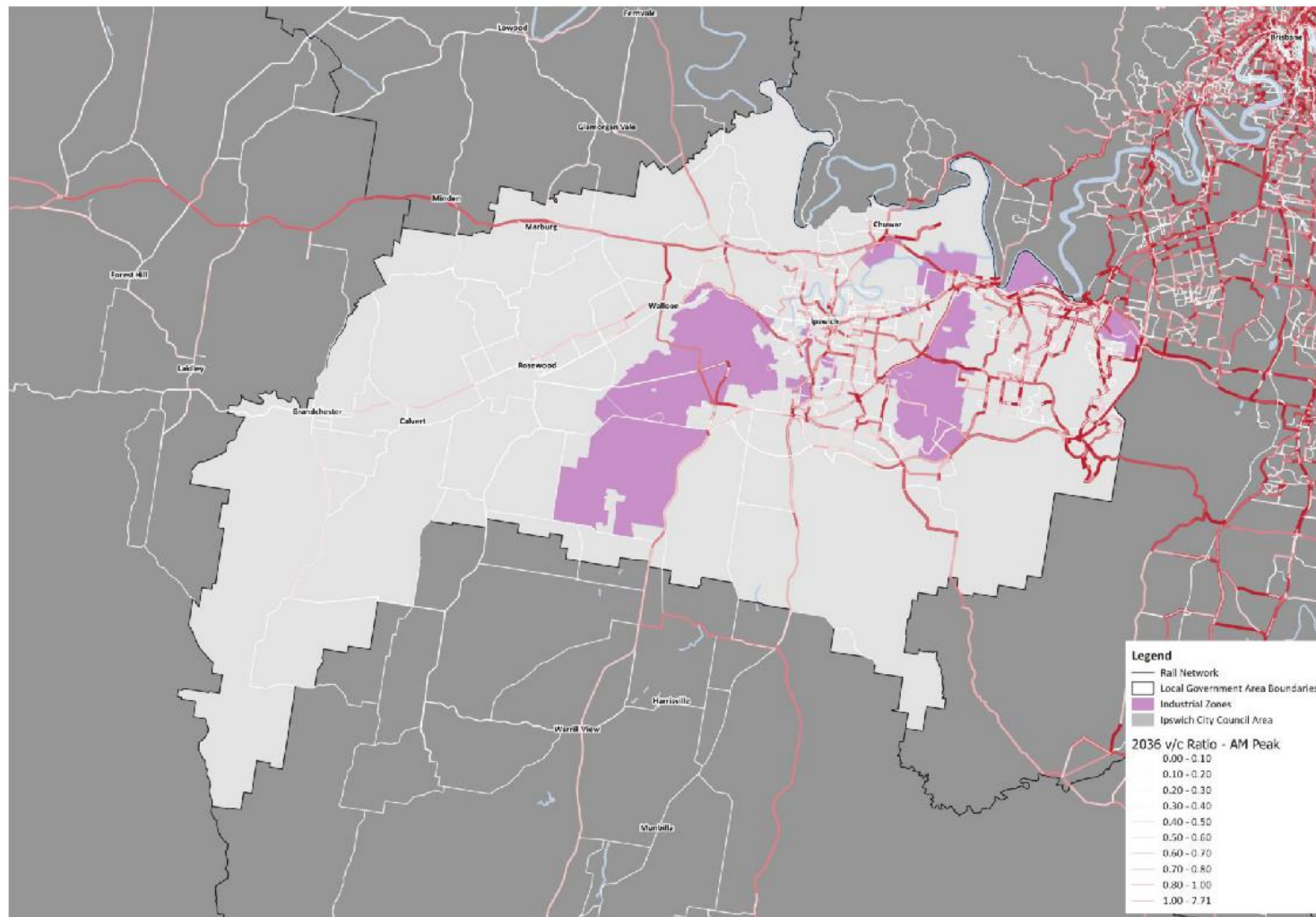


Figure 23: 2036 Volume to Capacity Ratio - AM Peak (Source: TMR, PSA)

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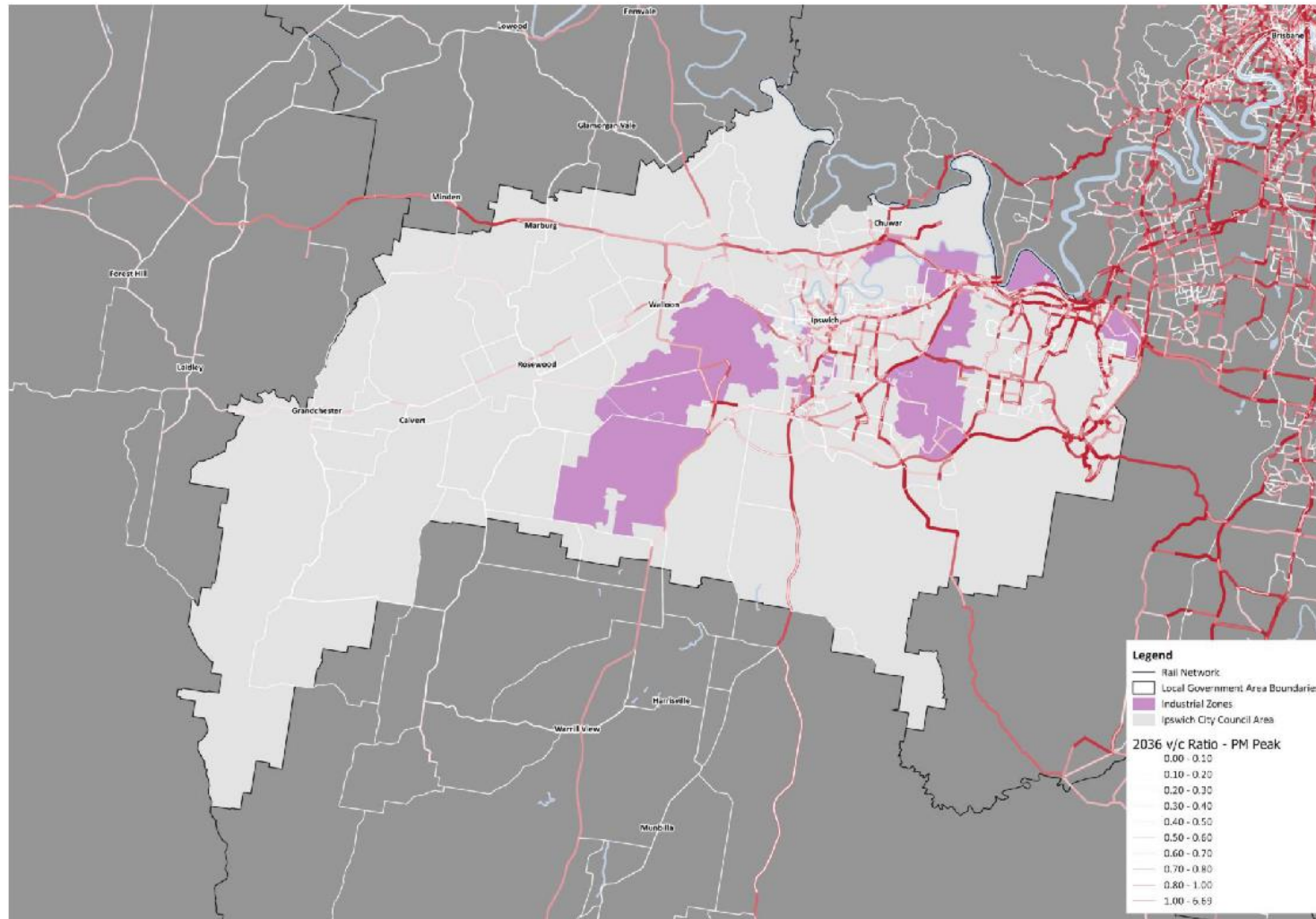


Figure 24: 2036 Volume to Capacity Ratio - PM Peak (Source: TMR, PSA)

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6.5.1 Future Heavily Utilised Freight Roads

The proportion of CVs using the Ipswich road network in the 2036 modelling scenario has also been determined. The proportion of CVs utilising each road link across the Ipswich road network in 2036 remains mostly consistent with 2016. Roads accessing industrial areas still have higher proportions of CVs utilising them. This suggests that the total number of vehicles using the road network has increased at the same rate as CVs. The only significant change to the proportion of CVs during the AM peak, is the high proportion of CVs now travelling through Calvert. Typical lower-order rural roads are now carrying additional CVs as a result of Ebenezer being developed. This previously occurred only during the PM peak.

During the PM peak period of the 2036 modelling scenario, the proportion of CVs using the road network is largely consistent with the 2016 scenario. There are no significant variations between the 2016 and 2036 scenarios in terms of the proportion of CVs utilising the road network. In isolated cases, there is evidence of the proportion decreasing and this is likely due to total vehicle volumes increasing at a faster rate than CVs.

6.6 ISSUES AND OPPORTUNITIES

6.6.1 Limitations of Road Network Capacity to Support Freight Movements into the Future

It must be stated up front that not all of the proposed road upgrades support freight movements. In fact, from a freight perspective some road upgrades, particularly those through the Ipswich CBD, should not be encouraged as a freight upgrade as they have the potential to draw more freight vehicles through the centre of the city.

That said, the modelling has highlighted that the following core freight routes of the city are in need of capacity upgrade in the form of additional lanes, at some future point in time:

- Ipswich Motorway – 8-lanes Logan Motorway to Dinmore;
- Cunningham Highway – 4-lanes Ripley Road to Amberley (includes a new interchange at Amberley as well as the possible extension of the 4-lanes to Ebenezer should development of the EDQ estate and the intermodal terminal accelerate the growth of heavy freight vehicles accessing the area;
- Warrego Highway – 6-lanes Dinmore to Brisbane Valley Highway; and
- Centenary Highway – 4-lanes Logan Motorway to Yamanto.

The modelling has also highlighted the importance of the Western Ipswich Bypass linking the Warrego Highway and the Cunningham Highway. Not only is this link essential to support the future development of industry in the Willowbank / Ebenezer area, it is required to relieve both north-south freight movements linking the highways through the CBD as well as potentially reducing east-west movements of freight vehicles servicing existing industrial estates to the west of the CBD around Wulkuraka.

The planning of upgrades to Ipswich's motorway and highways is at various stages. For example, TMR is presently developing a Centenary Highway Duplication Master Plan to assist the Department with staging the duplication roll-out.

TMR has also undertaken preliminary planning and concept designs for the Haigslea-Amberley Road / Cunningham Highway intersection and the Western Ipswich Bypass.

By way of comparison with the modelling assumption regarding future road upgrade projects, the SEQ People Mass Movement Study (2019) has detailed 11 projects that will assist in the movement of people across the City of Ipswich. In addition to railway extensions, rapid bus transit and fast rail projects, there are five Ipswich focussed road projects as follows:

- Centenary Motorway Upgrade Projects: Moggill Road to Sumners Road Interchange 6 lanes; Logan Motorway to Springfield and Springfield to Yamanto (4 lane upgrade) (\$1.1 billion);
- Norman Street Bridge: additional crossing of the Bremer River to remove traffic from CBD; 4 lane bridge with bicycle lanes and pedestrian pathway (\$200 million - P90 cost estimate \$372 million according to the Ipswich Regional Centre Strategy);
- Warrego Highway Upgrade Projects: Dinmore to Toowoomba - 6 lanes Dinmore to Brisbane Valley Highway and 4 lane upgrades and interchanges to Toowoomba (\$1.88 billion);

- Logan Motorway Upgrade project: Ipswich Motorway to Mt Lindsay Highway and Wembley Road to the Pacific Motorway (\$1.2 billion); and
- Western Ipswich Bypass and Cunningham Highway Upgrades: Connecting the Warrego Highway and Cunningham Highway and upgrades to the Cunningham Highway from Yamanto to Amberley (including the Amberley interchange) (\$700 million).

In the knowledge that capacity upgrades will be required in coming decades to the major freight spines across the city, opportunity exists for the IGO FAP to prioritise with TMR the most efficient and effective roll-out of these upgrades and to assist the Department procure Federal funding where possible.

Upgrade of Cunningham Highway (Yamanto to Amberley)

Following detailed engineering, environmental and traffic investigations, TMR has developed a concept plan to upgrade the Cunningham Highway between Yamanto and Amberley.

The project will include:

- a realignment of the highway between Yamanto and Ebenezer Creek;
- an upgrade of the Cunningham Highway and Ipswich-Rosewood Road intersection (refer to Figure 25);
- left-in/left-out only access to Middle Road;
- an overpass over the new connection road;
- a new service road between Ipswich-Rosewood Road and Warwick Road; and
- new pedestrian and cycle facilities.

The concept plan seeks to support the additional traffic expected to be generated from the ongoing expansion of the RAAF Base at Amberley and the proposed development of Ebenezer / Willowbank industrial areas.

The preferred option and business case were submitted to the Federal Government in mid-2012, requesting funding approval for design and construction. TMR is awaiting the outcome of this funding request. The Department intends for the proposed upgrade to be included as part of infrastructure upgrades under the Planning Act 2016. As part of the designation process, TMR has completed a draft Environmental Approvals Report (EAR). The project is the first step towards the future Western Ipswich Bypass and will help reduce congestion, improve safety and provide greater efficiency for freight along the highway.

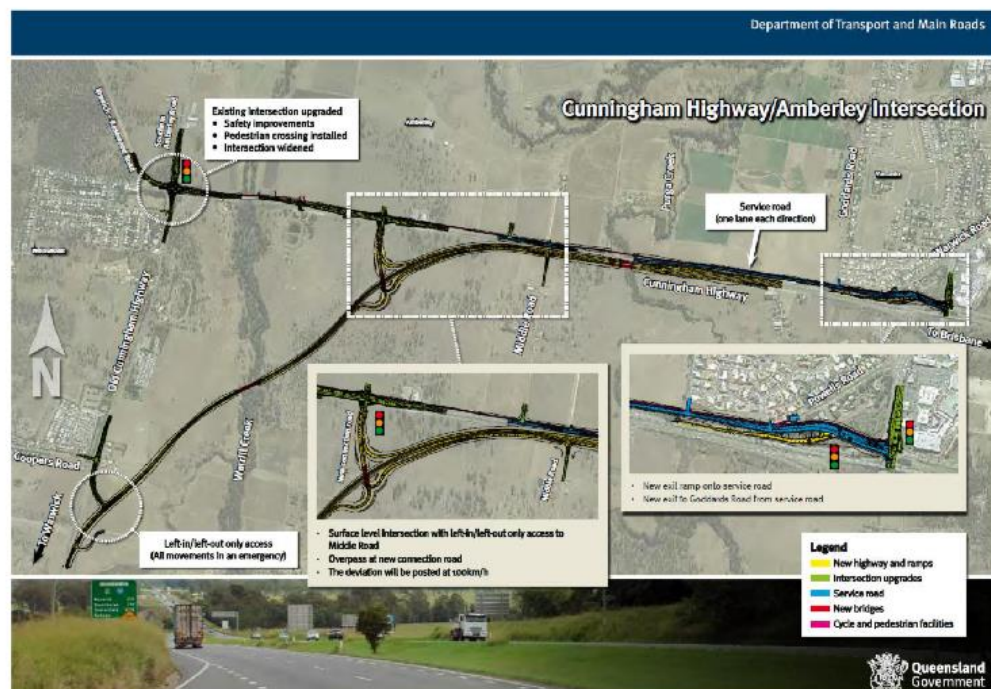


Figure 25: Cunningham Highway/Amberley Intersection upgrade (Source: TMR)

Proposed Western Ipswich Bypass (Cunningham Highway to Warrego Highway)

In 1999, TMR commissioned consultants to undertake the Western Ipswich Bypass Study, to assist the State Government with deciding whether to preserve a road corridor between the Warrego and Cunningham Highways. The study was conducted in four stages:

- **Stage 1: Needs investigation.** This showed the need for a road between the Warrego and Cunningham Highways and that further investigation was required. The need was based on a requirement for a more efficient route for through traffic between the two highways and future urban and industrial growth to the west of the Ipswich CBD.
- **Stage 2: Identification of corridor options.** Three options were investigated. Issues involving impacts on the community, business impacts and the social and natural environment were assessed for each option.
- **Stage 3: Corridor Analysis.** This identified the preferred corridor for the proposed Western Ipswich Bypass as west of Walloon with a northern alignment east of Haigslea providing the best possible overall outcome (see Figure 26).
- **Stage 4: Impact Assessment Study.** This involved a detailed investigation of the preferred corridor option and was completed October 2002.

The current status of the project is as indicated above, no further work has commenced.

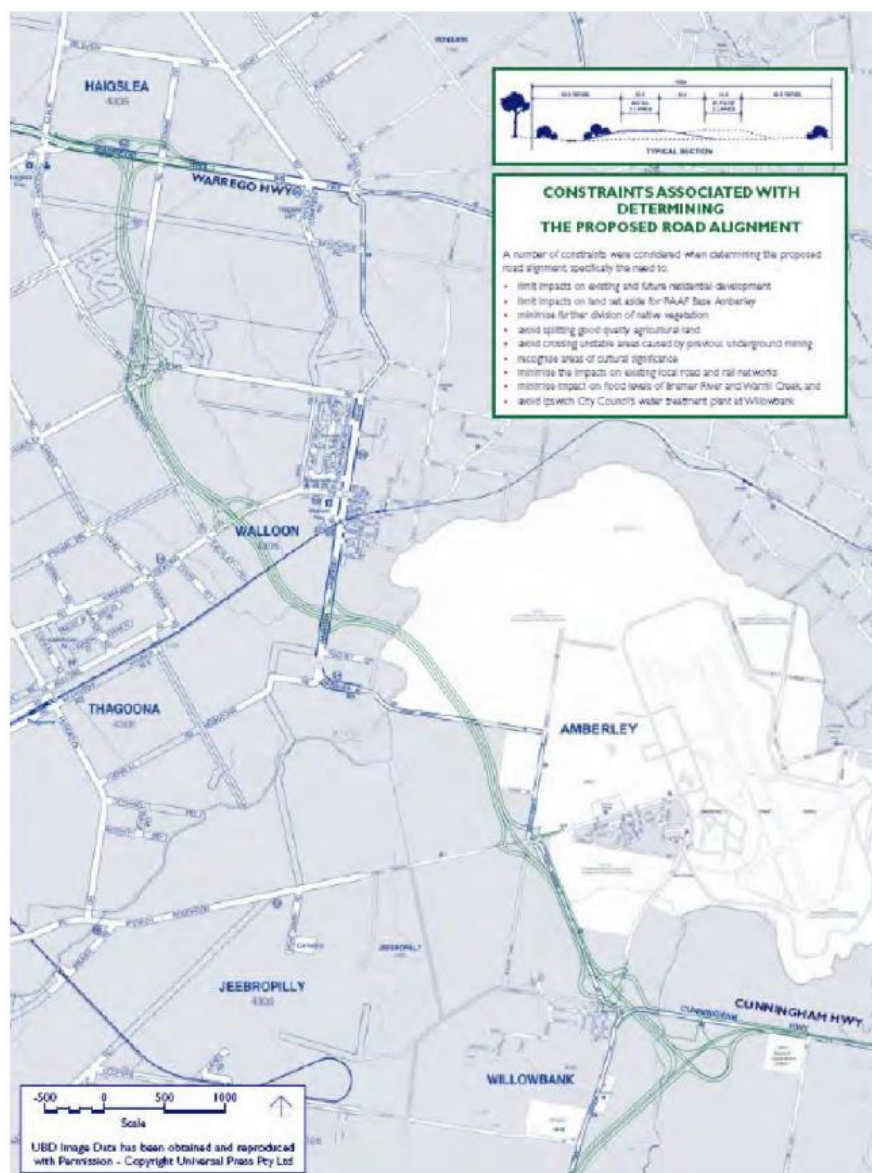


Figure 26: Proposed Western Ipswich Bypass Alignment (Source: TMR)

River Road Dinmore Realignment

River Road Dinmore is a gazetted B-Double route linking the Cunningham Highway, Warrego Highway and the Dinmore meatworks. With 24-hour access, heavy freight traffic using this residential street causes amenity issues. As part of the State-controlled network, TMR has been investigating realignment options. No concept designs are currently available.

Goodna Bypass

The Goodna Bypass corridor was conceived as a deviation and alternative option to the upgrading of the Ipswich Motorway between Dinmore and Gables. In 2007, the Federal Government took the decision to upgrade the existing motorway and ceased planning for this deviation. In July 2008, the then Minister for Main Roads and Local Government, the Honourable Warren Pitt MP, announced that the federal and state governments had decided to preserve the corridor and retain properties acquired to date. The current status is summarised as follows, whilst Transport and Main Roads is protecting the corridor for the future, there are no current proposals for construction within the corridor. The Goodna bypass alignment is represented in Figure 27.

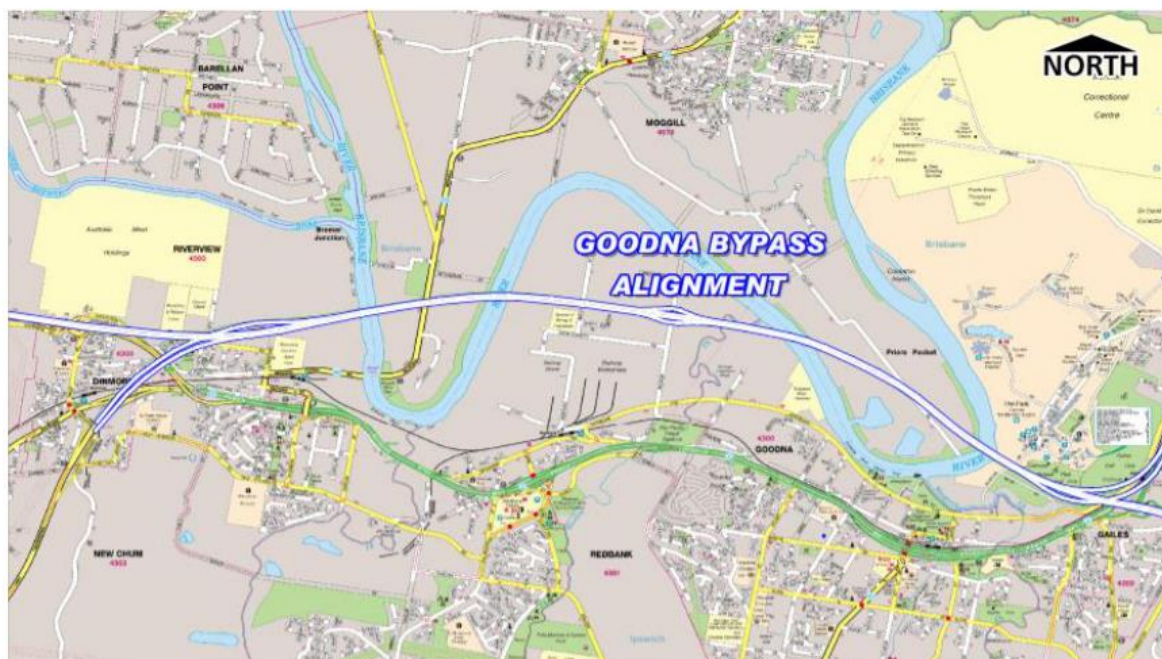


Figure 27: Goodna Bypass Alignment (Source: TMR)

Warrego Highway Upgrade Strategy

Over the next 20 years, the Warrego Highway Upgrade Strategy will seek to progressively upgrade the Warrego highway to full motorway standard along its full length in South East Queensland. This will include upgrading the highway to six lanes between Dinmore and Blacksoil, removal of at-grade intersections and property accesses and the construction of interchanges.

Safety upgrades, including intersection improvements, shoulder widening and safety barriers, are proposed to address existing and developing safety issues prior to upgrading to full motorway standard. A major issue on this section is the management of highway access to improve road safety. Developing and implementing effective access management plans are essential to ensure the function of the highway is maintained and, over time, allows progressive upgrading to motorway standard whilst minimising impacts on adjoining land uses.

As can be seen in Figure 28 and Table 2, the Warrego Highway section that falls within the City of Ipswich LGA includes the Safety Improvement Program Stages 1 and 2, the Blacksoil Interchange which is complete and the future Dinmore to Blacksoil 6-laning.

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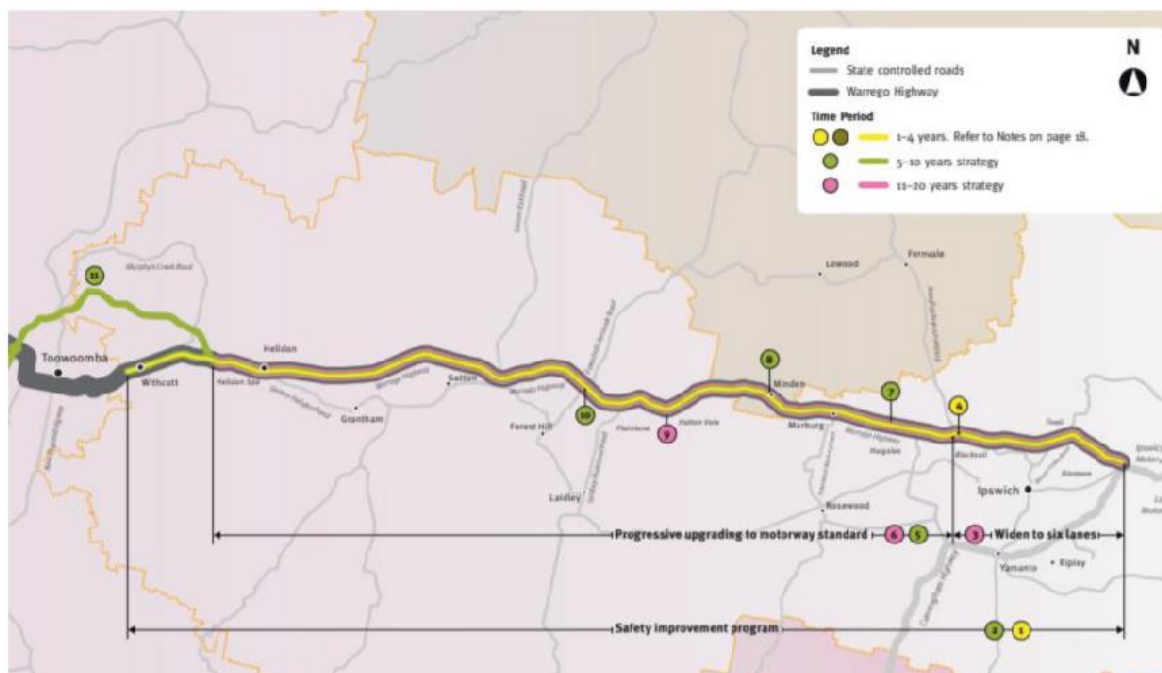


Figure 28: Warrego Highway Upgrade Strategy – Brisbane to Toowoomba (Source: TMR, 2012)

Table 2: Warrego Highway Upgrade Strategy – Brisbane to Toowoomba (Source: TMR, 2012)

Number	Name	What	Why	When
1 ⁽¹⁾	Warrego Highway Safety Improvement Program – Stage 1	Upgrade intersections, removal of roadside hazards and installation of guardrail between Dinmore and Withcott	Improve road safety through cost-effective treatments	1-4 years
4 ⁽²⁾	Blacksoil Interchange	Construct interchange at junction with Brisbane Valley Highway and Wulkuraka Connection Road and provision of service roads	Improve road safety, reduce congestion and improve freight efficiency by removing all at-grade crossings of the Warrego Highway	1-4 years
2	Warrego Highway Safety Improvement Program – Stage 2	Upgrade intersections, removal of roadside hazards and installation of guardrail between Dinmore and Withcott	Improve road safety on high crash-risk sections of highway	5-10 years
5	Blacksoil to Helidon Spa motorway upgrade	Commence construction of service roads and rationalise highway access to bring highway up to motorway standard	Improve road safety, traffic efficiency and capacity by removing at-grade cross traffic and turning conflicts	5-10 years
7	Haigslea overpass	Construct overpass at the location of the future Western Ipswich Bypass interchange and construction of connection to Haigslea-Amberley Road	Improve road safety, traffic efficiency and capacity by replacing existing at-grade intersection	5-10 years
8	Minden interchange	Construct new interchange at Lowood-Minden Road and Tallegalla Road at Minden	Improve road safety, traffic efficiency and capacity by replacing existing at-grade intersection	5-10 years
10	Glenore Grove interchange	Construct new interchange at Forest Hill-Fernvale Road at Glenore Grove	Improve road safety, traffic efficiency and capacity by removing at-grade cross-traffic turning conflicts	5-10 years
11	Toowoomba Second Range Crossing	Construct a new crossing of the Toowoomba Range and a bypass of Toowoomba City	Improve road safety, freight efficiency, traffic capacity and reliability by providing a high-standard crossing of the Toowoomba Range, and improve local amenity in Toowoomba	5-10 years
3	Dinmore to Blacksoil 6-laning	Widen section to six lanes	Improve road safety, traffic capacity and freight efficiency on heavily-trafficked section of highway	11-20 years
6	Blacksoil to Helidon Spa motorway upgrade (continued)	Complete construction of service roads and rationalise highway access to bring highway up to motorway standard	Improve road safety, traffic efficiency and capacity by removing at-grade cross traffic and turning conflicts	11-20 years
9	Hatton Vale interchange	Construct new interchange at Summerholm Road at Hatton Vale	Improve road safety, traffic efficiency and capacity by replacing existing at-grade intersection	11-20 years

NOTES:

(1) Queensland Government commitment in 2011-12 State Budget to address urgent capacity and safety needs.

(2) Jointly funded by Australian and Queensland Governments.

(3) Currently unfunded; subject to Australian Government funding approval, with construction proposed over a four year period to meet current demand.

(4) Federally funded.

6.6.2 Proposed Road Freight Map

A legacy of the development of Ipswich is that a number of the city's industrial areas are surrounded by residential areas and that freight vehicles need to share arterial road space with private vehicles. Whilst there is acceptance that articulated freight vehicles have a right to use the city's arterial roads, the tolerance of residents quickly reduces when the number and size of those vehicles dominate the road space.

With reference to iGO, freight routes are divided into principal freight routes and secondary freight routes.

The principal freight routes are as follows:

- Ipswich Motorway (Brisbane to Sydney route)
- Cunningham Highway (Brisbane to Sydney route)
- Warrego Highway (Brisbane to Darwin route)

The secondary freight routes include:

- Centenary Highway [Logan Motorway to Yamanto]
- Ipswich-Rosewood Road and Haigslea-Amberley Road (Haigslea to Amberley) [Note the Western Ipswich Bypass will perform this function in the future]
- Logan Motorway (within the City of Ipswich LGA)
- Cobalt Street, Carole Park [access to Carole Park]
- Francis Street/Monash Road, Redbank [access to Redbank Motorway Estate]
- Redbank Plains Road, Swanbank [access to Swanbank North]
- River Road – Aberdare Street – Chum Street, Dinmore/New Chum [River Road possible re-alignment/bypass, connection into New Chum Solid Waste Landfill]
- Swanbank Road, Flinders View/Swanbank [access to Swanbank Central]
- Wulkuraka Connection Road – Karrabin-Rosewood Road – Toongarra Road, Karrabin/Wulkuraka [connection from Warrego Highway into the west of Ipswich]

It is a recommendation of the iGO FAP that the classification of the freight routes be changed. Designations between principal and secondary freight routes should continue to be made as shown in Figure 29. Principal routes are those that are part of a National Land Transport Corridor, while secondary routes are other important freight routes with hierarchical classifications above sub-arterial.

Full mapping outputs are also included in a higher resolution in Appendix 1.

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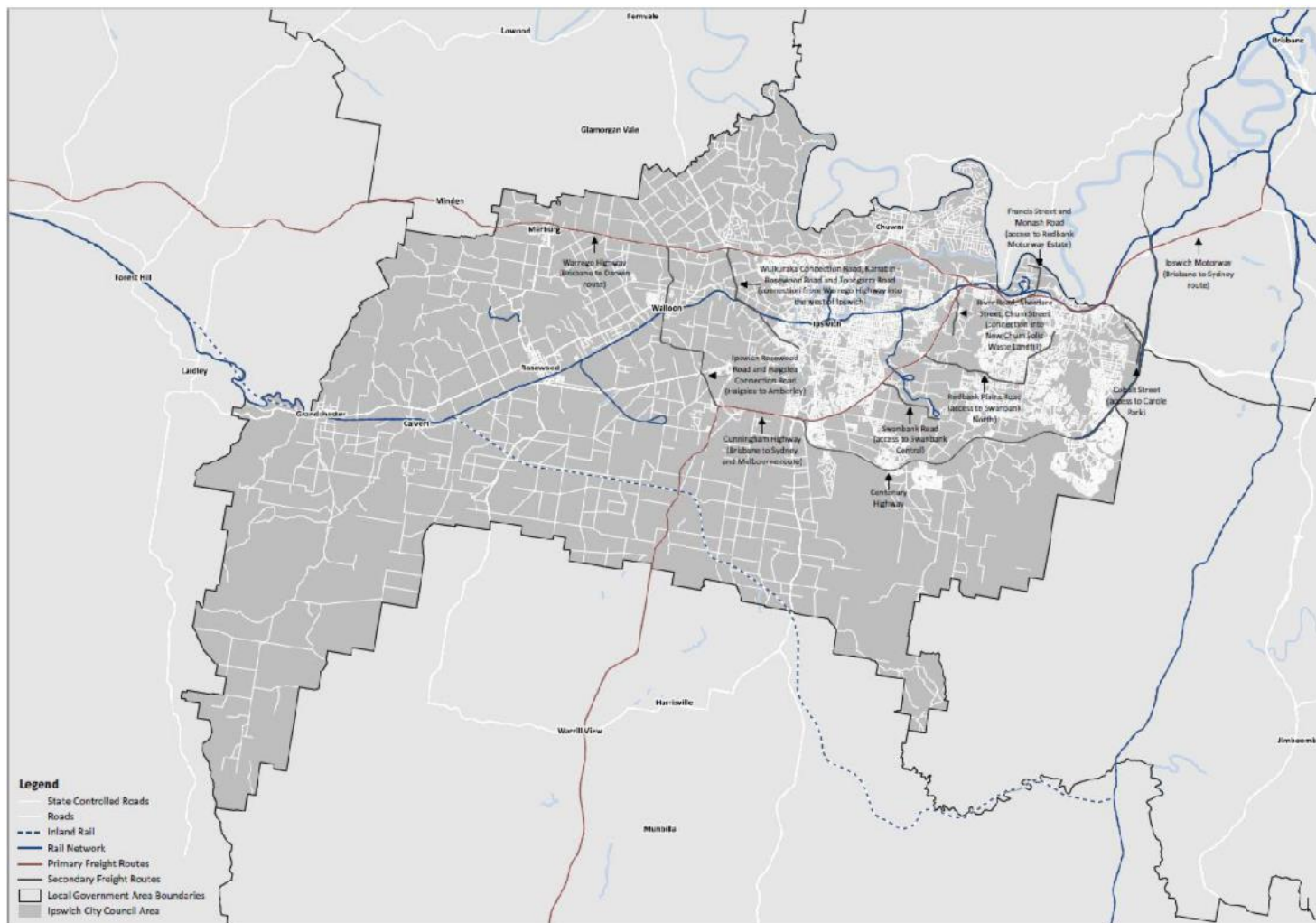


Figure 29: Principal and Secondary Freight Routes (Source: PSA, ICC)

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There are of course many other freight routes across the city servicing existing industrial areas, as the TMR gazetted B-double routes as discussed earlier in this report would show.

On the other hand, it is noted that freight vehicles are developing their own unofficial freight routes through residential areas. Examples include residential streets in Goodna / Gales being used to access Carole Park industrial area. Other emerging unofficial freight routes include Springfield to Cunningham Highway via Augusta Parkway and Redbank Plains Road, and access roads into Willowbank.

6.6.3 Second Bremer River Crossing

For centres such as the Ipswich City Centre, there are limited road connections for freight vehicles. As a result, there is a significant volume of freight vehicles passing through the city centre. This is problematic from a traffic operations and amenity perspective. Non-essential through traffic within the city centre (including freight vehicles) also creates added congestion, which has implications for freight vehicles of which the city centre is the final destination.

Whilst it is acknowledged that centres within the City of Ipswich are important freight generators, the balance between the 'link' function and 'place' function of a centre needs to be appropriately managed. Providing alternative connections for freight movements, such as the Second Bremer River Crossing has potential to remove non-essential through traffic out of the Ipswich City Centre, providing an improved pedestrian environment for the centre.

6.6.4 Ipswich Centre Loading Zones

The IGO includes a Parking User Priority Hierarchy for Ipswich CBD (refer to Figure 30).

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Figure 30: Parking User Priority Hierarchy (Source: iGO 2016)

Throughout the stakeholder engagement, a need was identified to increase either the number, or the utilisation and rate of turnover of loading zones specifically for courier freight. Whilst this request was not CBD location specific, it is not uncommon for the courier industry in other major cities to raise such a matter.

The traditional model of loading zone usage is changing as more on-line shopping and deliveries of smaller parcels occur. Whereas in past years, the loading zone was typically of a size to satisfy the unloading of a rigid tray truck or Pantech and the duration of stay was sufficient to unload significant quantities of goods, loading zones to suit courier vehicles are shorter in length and duration of stay far less.

Opportunity exists for the iGO FAP to undertake an audit of centre loading zones across the CBD and to identify existing loading zones that potentially could be adapted for courier van usage.

6.6.5 Problematic 'last mile' freight journeys

The 'last mile' issues being experienced in the CBD are likely to increase across the city as online ordering and courier deliveries increase. Online deliveries are revolutionising door to door deliveries exponentially increasing the number and speed of movements between distribution centres and the delivery points. This will increasingly see delivery vehicles moving through residential areas more frequently, impacting the residential neighbourhoods, congesting the streets and intersections, and struggling to find off-loading space within busy commercial areas.

6.6.6 Road signs, Road marking and industrial road capacity

Throughout stakeholder engagement it was identified that some road signs relating to freight are out of date. Opportunity exists to undertake a review across the city to review all signs and to remove/update old signs as required.

There was also mention of how in some access roads to older industrial areas off Warwick Road, car parking along the access road to the industrial area made it difficult for trucks to navigate. Opportunity exists for ICC to consider restricting on-street parking where this is an issue.

6.7 RESULTANT ACTIONS

Objective 2 relates to the safety, efficiency and resilience of the freight network. Actions developed to contribute towards fulfilling Objective 2 build upon the identified issues and opportunities and are as follows:

- 2.1 Continue to work with TMR to plan, program and advocate for specific upgrades to address capacity constraints for major road freight transportation corridors and in particular:
 - Warrego Highway East master plan including:
 - Warrego Highway Interchange upgrades
 - Warrego Highway upgrade to six lanes
 - Western Ipswich Bypass linking Cunningham Highway to Warrego Highway
 - Cunningham Highway duplication from Ripley Road to Amberley Interchange
 - Redbank Plains Road / Cunningham Highway Interchange Upgrade
 - Amberley Interchange Upgrade
 - Centenary Highway duplication from Springfield to Yamanto
 - River Road Improvement project
- 2.2 Ensure any future freight routes external to industrial estates are at sub-arterial standard as a minimum to comply with the ICC Road Hierarchy map and the ICC Freight Hierarchy map.
- 2.3 Ensure that the Ipswich Planning Scheme adapts to the evolving needs and standards of the freight industry for all vehicle specifications including end of trip infrastructure and decoupling areas.
- 2.4 Undertake an audit of exiting road signs and road markings within existing and emerging freight centres and along heavy vehicle routes to identify and remove redundant and inconsistent signage.
- 2.5 Undertake an audit of major freight access routes to industrial areas to identify and investigate solutions to address where road furniture or on-street parking reduces road capacity and efficiency.
- 2.6 Identify problematic first and last mile freight access to existing centres and industrial areas, such as Monash Road, Redbank, and implement freight priority measures such as signal optimisation.
- 2.7 Investigate incident management measures to maintain accessibility for industrial areas through measures such as digital communications.
- 2.8 Enable the expansion of the freight network and the ongoing rollout of multicomination (Performance Based Standards) vehicles by ensuring corridors are fit for purpose.
- 2.9 Investigate opportunities for collecting and using freight data to improve freight efficiency and inform infrastructure design.
- 2.10 Collaborate with QPS and TMR to ensure compliance on the major freight road network.
- 2.11 Review the utilisation of loading zones in centres to ensure the number and size of bays as well as time limitation reflects the needs of the freight industry.

7 FREIGHT MOVEMENTS BY RAIL

7.1 EXISTING RAIL FREIGHT NETWORK

7.1.1 Existing Queensland Rail Network

The Main Line commences at Roma Street Station and extends 161 km west to Toowoomba⁹. It was the first narrow gauge (1,067 mm) main line constructed in the world. The section between Roma Street and Corinda has an axle load of 20 tonnes with the remainder a 16 tonne axle load. The speed limit is 100km/h to Rosewood (the extent of the Brisbane urban passenger rail service) and 80km/h west of this. Freight and coal trains are limited to 60km/h and 20km/h respectively when traveling downhill from Harlaxton to Murphys Creek.

The West Moreton system runs over 314 kilometres between Rosewood and Miles¹⁰. The West Moreton system adjoins the Main Line to the east of Rosewood and the far-west section of the Western system at Miles. Various branch lines of the Western system also run off the West Moreton system. The system links rail services from Brisbane to the west and south west of the state and is a major artery to the Darling Downs via the Toowoomba Range. Thermal coal is the predominant commodity hauled on the West Moreton system. Grain is also on the system on a seasonal basis. Long distance passenger services in addition to freight, the Westlander long distance passenger service travels the 777 kilometres between Roma Street and Charleville twice weekly.

7.1.2 Inland Rail

In 2015, the Federal Government committed to a standard gauge inland railway linking the rich farming regions along the eastern seaboard to ports at Brisbane and Melbourne¹¹. Not only would the railway benefit the agriculture industry but greatly relieve the dependence on road-based freight transportation of containerised freight.

The Inland Rail line connects Brisbane to Melbourne (Acacia Ridge to Tottenham) and when complete, will be 1,700 kilometres long, utilising 1,100 kilometres of existing rail. The development will allow for an increased capacity enabling the use of double stacked, 1,800m long trains with a 21-tonne axle load. The capacity of each train will be equivalent to 110 B-double trucks. From 2015 a 10-year schedule was developed with the first works commencing in 2017 and the first train to operate in 2025. The construction timeframes for the 13 individual projects that make up the Inland Rail master project are listed in Table 3.

Table 3: Inland Rail Construction Timeframes (Source: ARTC)

PROJECT	CONSTRUCTION
Kagaru to Acacia Ridge & Bromelton	2023-2024
Calvert to Kagaru	2021-2025
Helidon to Calvert	2021-2025
Gowrie to Helidon	2021-2025
NSW/QLD Border to Gowrie	2022-2025
North Star to NSW/QLD Border	Mid 2022- mid 2024
Narrabri to North Star	2020-2022
Narromine to Narrabri	Late 2021-2025
Parkes to Narromine	2018-2020
Stockinbingal to Parkes	2020-2025
Illabo to Stockinbingal	2022-2023
Albury to Illabo	2021-2025

⁹ Source: https://en.wikipedia.org/wiki/Main_Line_railway,_Queensland

¹⁰ Source: <https://www.queenslandrail.com.au/forbusiness/the-regional-network/west-moreton-system>

¹¹ Source: ARTC – The Case for Inland Rail

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Of particular relevance to the iGO FAP is the section of Inland Rail which runs from Calvert to Kagaru. This new section of the rail alignment passes through Ebenezer giving the potential opportunity for a future intermodal terminal to be developed. Figure 31 shows this section of the route.

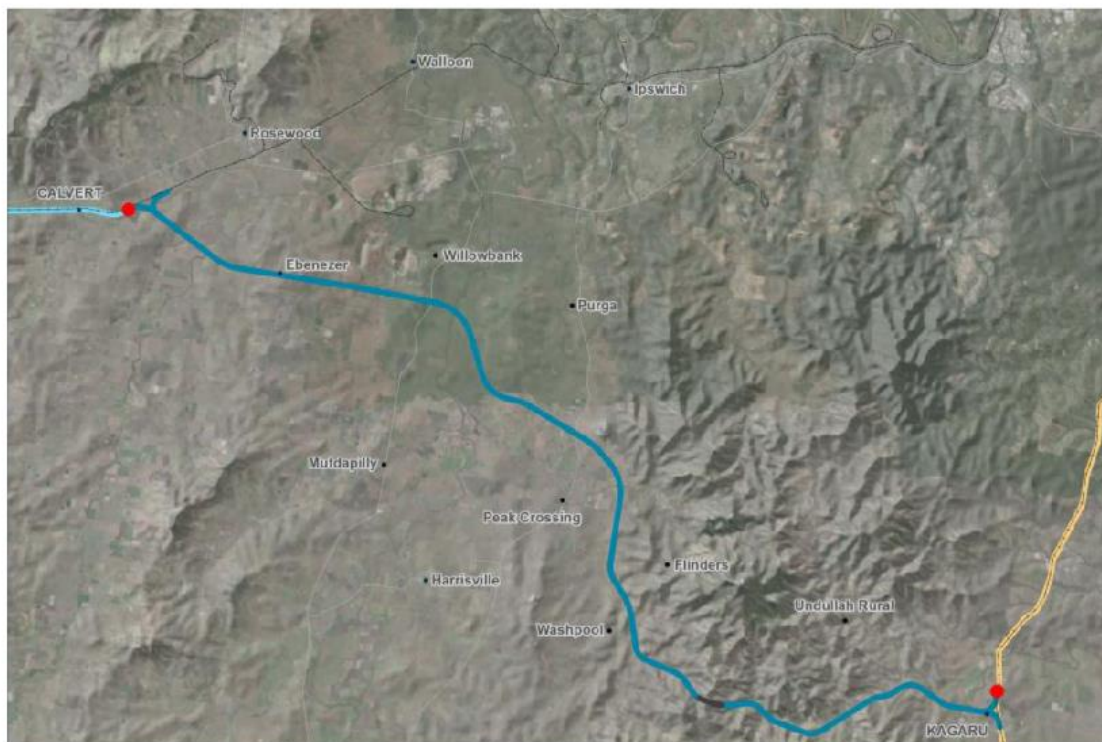


Figure 31: Inland Rail Alignment - Kagaru to Calvert (Source: ARTC)

Figure 32 shows both the existing Queensland Rail network as well as the planned Inland Rail Alignment, indicating the significance of Ipswich's location with relevance to rail coverage and alludes to the even more important role Ipswich might play in the future rail freight task.

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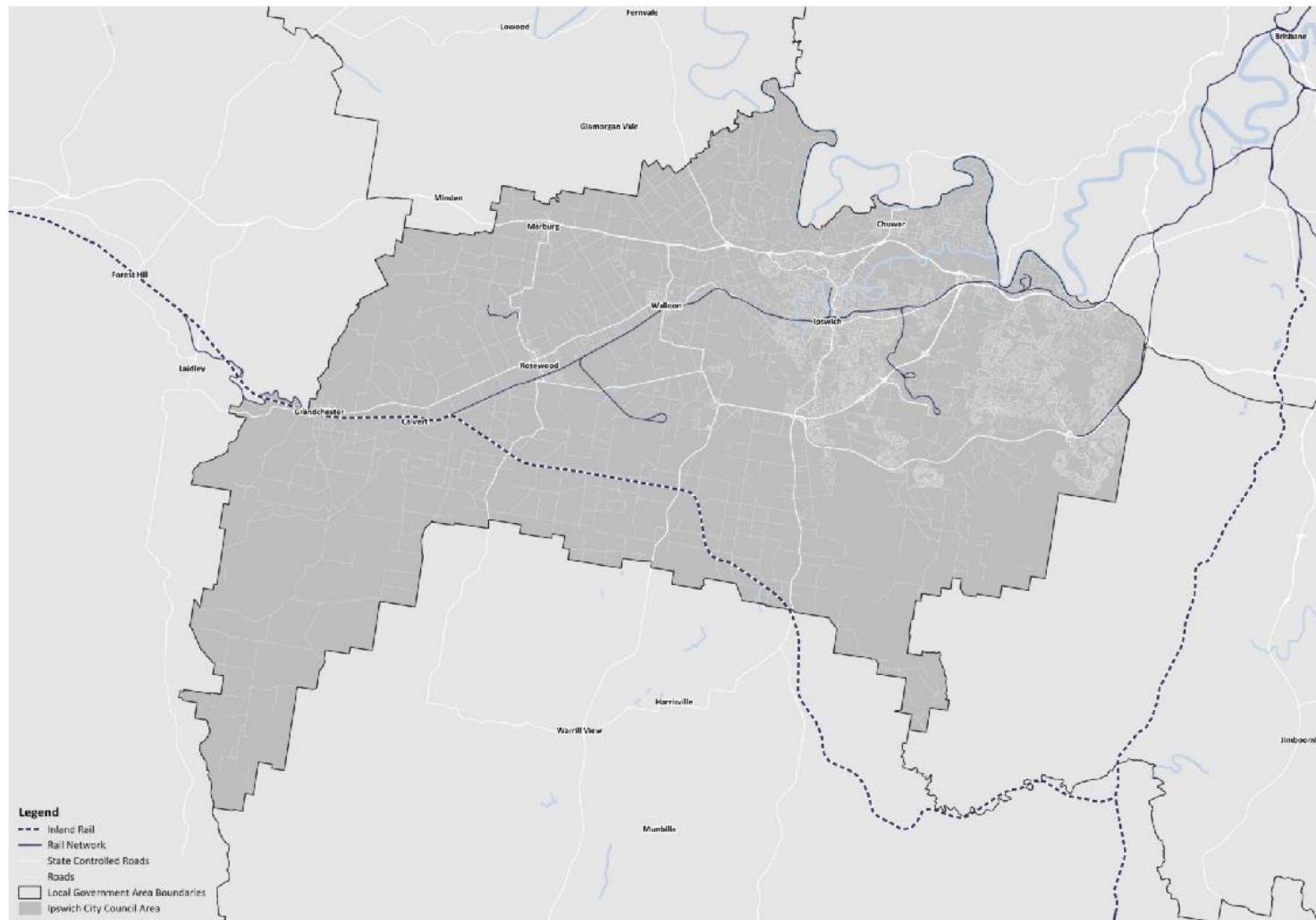


Figure 32: Future Inland Rail and Existing Queensland Rail Alignments (Source: ARTC, PSA)

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Extension from Acacia Ridge to the Port of Brisbane

A report has been prepared for the Port of Brisbane¹² investigating the need for a rail extension of the Inland Rail from Acacia Ridge to the Port of Brisbane, solely for the purpose of freight.

Investment in rail infrastructure projects that enable switching transport tasks from road to rail (where it is cost effective for industry and the supply chain to do so), can yield economic, social and environmental benefits. A number of factors influence the decision between road and rail, including cost, transit time, service reliability and availability. Price is the primary driver for virtually all traffic, particularly in the general freight market.

According to the 2018 report by Deloitte Access Economics, the decoupling of freight and passenger services through establishing a dedicated freight link from Acacia Ridge to Port of Brisbane (especially when considered as part of a dedicated freight link from source areas all the way through to the Darling Downs and border regions) would deliver a combination of lower costs, better transit times, better reliability and much enhanced operational availability. Taken together, these factors would act to facilitate a marked switch from road to rail to levels much closer to (and over time, maybe greater than) those currently experienced at ports in Sydney, Melbourne and Fremantle.

According to an online news article published in November, 2019¹³, the State Government has secured federal money to fund a business case for a dedicated Port of Brisbane connection as part of an Inland Rail deal with the federal government (\$10 million from the state and \$10 million from the federal government, totalling \$20 million). This business case's funding will be available from the 2020/21 financial year.

7.2 ISSUES AND OPPORTUNITIES

7.2.1 Impact of Inland Rail and Ebenezer Intermodal Terminal

This iGO FAP study has become acutely aware as to the importance of Ebenezer and Willowbank in providing industrial land to support ongoing economic growth to the City of Ipswich for coming decades. Ebenezer has the potential to be the city's next major greenfield industrial area to locate large scale manufacturing, distribution centres and warehousing, once areas such as Citiswih and Redbank Motorway Estate are fully developed.

However, the consultation has revealed that some industry leaders question the distance of Ebenezer from Brisbane and the Gold Coast citing that many of their major industrial clients are hesitant of being located further away from their markets and that Dinmore is realistically the furthest west that companies wish to be located.

That said, the provision of an intermodal terminal at Ebenezer as part of the Inland Rail project, is a game changer and many agree that this facility will be the catalyst for manufacturing, logistics, warehousing and distribution centres establishing in areas around this facility.

The major driver for the Inland Rail business case is the transportation of inbound containers from the Port of Melbourne to SEQ. It is envisaged that Inland Rail will transport double stacked containers on 1,800m long trains with each train reducing the interstate road freight task by 110 B-double trucks. This significant reduction in interstate road freight haulage will be offset by a significant increase in local container transportation to and from SEQ multi-modal terminals at Acacia Ridge, Bromelton and Ebenezer.

¹² "Establishing the Need for the Last Mile | Making the Case for a Dedicated Freight Rail Link from Acacia Ride to the Port of Brisbane" Deloitte Access Economics (2018)

¹³ Source: <https://www.railexpress.com.au/queensland-bags-brisbane-port-link-business-case-light-rail-funding-in-inland-rail-deal/>

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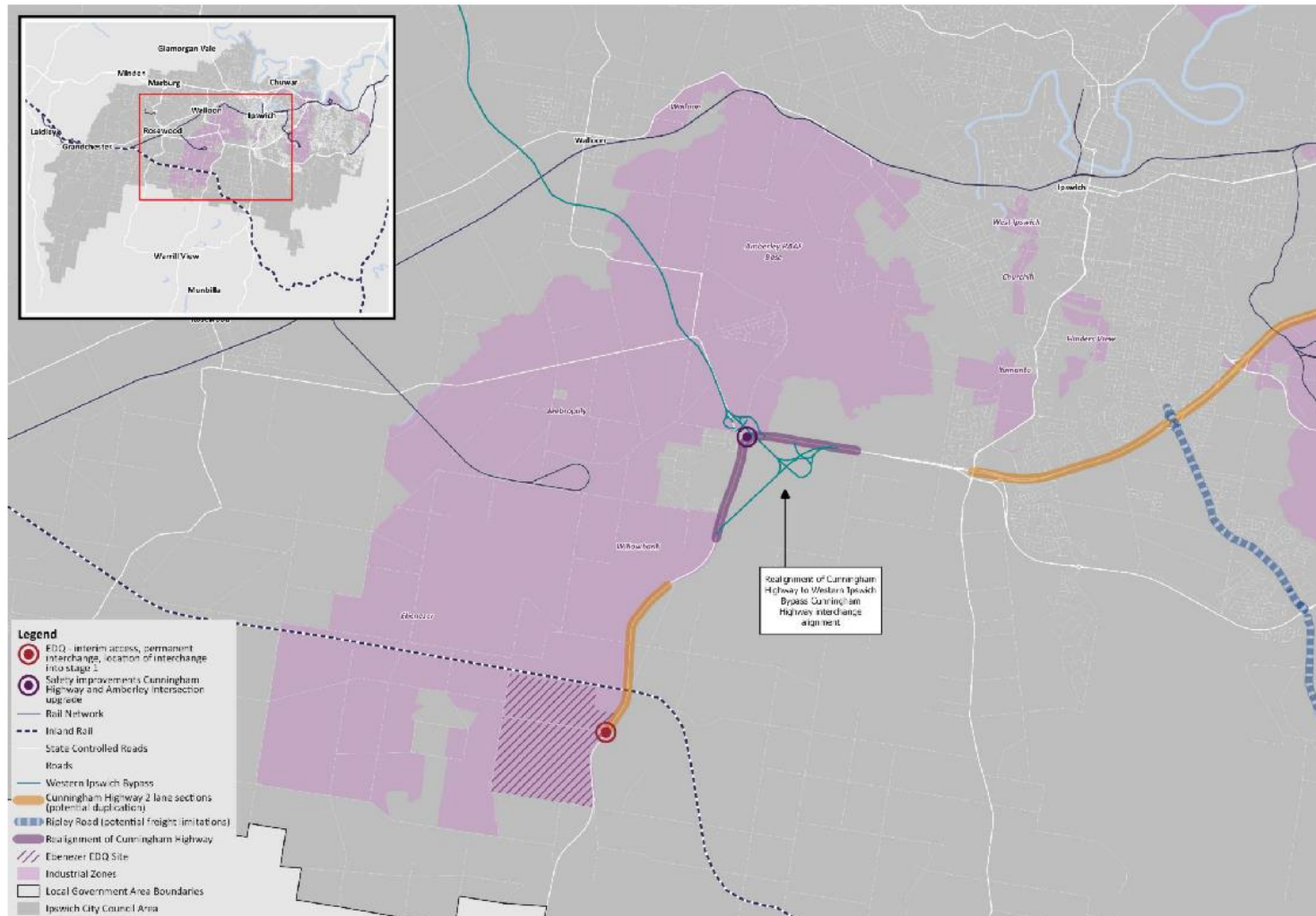


Figure 33: Ebenezer and Willowbank Industrial Areas (Source: PSA, ICC)

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With regard to Figure 33, EDQ is in the process of staging the development of 350 hectares of industrial land in the shaded area. As can be seen in Figure 33, the EDQ site is adjacent to the proposed Inland Rail, which has the construction of this leg of the project opening in 2025.

The EDQ site is opposite the potential intermodal terminal site. One of the unknowns at this stage is if Inland Rail will provide a dedicated freight rail line from Acacia Ridge to the Port of Brisbane. The provision of a dedicated standard gauge freight rail line all the way to the Port of Brisbane would provide even more priority to developing Ebenezer as a major terminal for inbound containers from Brisbane as well as southern ports.

Irrespective of whether Inland Rail is extended to the Port of Brisbane or terminates at Acacia Ridge, the large industrial allotments at Ebenezer will be attractive to logistic, warehousing and distribution centre operators. As such a robust and efficient road freight network will be required.

Ebenezer is fortunate to be located adjacent to the Cunningham Highway, one of the major highways linking Brisbane to Sydney. As already discussed, there is a need to duplicate the highway west of Ripley Road. This will be a priority when Ebenezer intermodal terminal commences operation.

Unfortunately, access to Ebenezer and Willowbank from the Warrego Highway is problematic as it depends on using substandard sections of the Ipswich-Rosewood and the Haigslea-Amberley roads. This link between the Warrego and Cunningham Highways is marginal for major freight movements and as such, TMR has planning and concept design for the Western Ipswich Bypass, as previously discussed.

Given it is only a matter of time for industrial estates at Ebenezer and Willowbank to develop, opportunity exists for TMR to finalise planning for this link so that timely funding streams can be established.

7.2.2 Opportunities to Increase Rail Freight

Inland rail is seen as a catalyst to encourage more rail freight to/from Brisbane to major destinations such as Melbourne and Sydney and regional centres in western Queensland and north-west New South Wales.

The provision of a second freight line from the Darling Downs will provide competition and reduced bulk freight cartage costs, particularly for grain and coal exports through the Port of Brisbane.

As previously stated, Inland Rail will see a seismic shift in containerised freight across the eastern seaboard, with as many as 150 interstate B-double road freight trips being replaced by one 1,800m double stacked train on Inland Rail.

Whilst the Ebenezer intermodal freight terminal is seen as a major point for offloading containers into SEQ, this facility is not seen as being a major exporter of product south. Nevertheless, and irrespective of exports through Ebenezer as previously discussed, interregional trips to and from the intermodal facility at Ebenezer are over time destined to be significant. As such the iGO FAP has a responsibility to ensure all planning, funding and construction of major road upgrades along the Cunningham Highway along with the new Western Ipswich Bypass are in place to meet the demand by the freight industry.

7.3 RESULTANT ACTIONS

Objective 3 relates to the opportunity for increased movement of freight by rail. Three actions have been identified which should be progressed in order to fulfil Objective 3. They build upon the identified issues and opportunities and are as follows:

- 3.1 Continue to advocate for the timely construction of the Inland Rail Project including the development of the Ebenezer intermodal freight hub.
- 3.2 Continue to advocate for the use of rail freight on key strategic corridors (aligning with Queensland Freight Strategy) particularly container freight.
- 3.3 Encourage development of intermodal facilities and container logistic facilities with strong linkages to the Port of Brisbane.

8 CITY OF IPSWICH'S AMENITY AND SAFETY

8.1 SAFETY OF IPSWICH ROAD NETWORK

Road safety is an important aspect to consider in the development of the iGO FAP. A detailed assessment of road safety and crash statistics was undertaken during the development of the iGO Road Safety Action Plan (RSAP). Analysis contained in the iGO RSAP has been adapted for use in the iGO FAP with a specific focus on crashes involving heavy vehicles.

Table 4 charts the involvement of CVs in fatal road crashes from 2013-2017. To acknowledge the task that smaller delivery vehicles undertake in the overall freight system, utility and panel vans have been included in the classification of Commercial Vehicles for the purposes of this assessment.

Table 4: Commercial Vehicle Involvement in Fatal Crashes - 2013-2017 (Source: ICC, PSA)

YEAR	UTILITY / PANEL VAN		RIGID TRUCK		ARTICULATED TRUCK		B-DOUBLE/TRIPLE, ROAD TRAIN		TOTAL	
	Number of Crashes	Percent of Total	Number of Crashes	Percent of Total	Number of Crashes	Percent of Total	Number of Crashes	Percent of Total	Number of Crashes	Percent of Total
2013	2	40%	0	0%	1	20%	0	0%	3	60%
2014	0	0%	1	14%	0	0%	0	0%	1	14%
2015	2	22%	0	0%	0	0%	0	0%	2	22%
2016	3	25%	0	0%	0	0%	1	8%	4	33%
2017	1	14%	1	14%	0	0%	0	0%	2	28%
TOTAL	8	20%	2	5%	1	2.5%	1	2.5%	12	30%

In total, fatal road crashes involving CVs made up 30% of all fatal road crashes over the period 2013-2017.

Similar analysis has been undertaken to determine the involvement of CVs in serious injury road crashes from 2013-2017. The results of this are shown in Table 5.

Table 5: Commercial Vehicle Involvement in Serious Injury Crashes - 2013-2017 (Source: ICC, PSA)

YEAR	UTILITY / PANEL VAN		RIGID TRUCK		ARTICULATED TRUCK		B-DOUBLE/TRIPLE, ROAD TRAIN		TOTAL	
	Number of Crashes	Percent of Total	Number of Crashes	Percent of Total	Number of Crashes	Percent of Total	Number of Crashes	Percent of Total	Number of Crashes	Percent of Total
2013	50	18.5%	9	3.3%	6	2.2%	1	0.4%	66	24.4%
2014	50	16.3%	4	1.3%	4	1.3%	1	0.3%	59	19.2%
2015	54	15.9%	12	3.5%	10	2.9%	2	0.6%	78	22.9%
2016	48	15.4%	9	2.9%	6	1.9%	4	1.3%	67	21.5%
2017	46	14.0%	7	2.1%	8	2.4%	6	1.8%	67	20.4%
TOTAL	248	15.9%	41	2.6%	34	2.2%	14	0.9%	337	21.6%

In total, serious injury road crashes involving CVs made up 21.6% of all serious injury road crashes over the period 2013-2017. Therefore, it can be reasoned that crashes involving CVs constitute quite a significant part of all fatal crashes (close to a third) and to a lesser extent, however still a significant part of serious injury crashes (just over a fifth of all serious injury crashes) during the period 2013-2017. In terms of road safety risks, these figures should be borne in mind.

8.2 ISSUES AND OPPORTUNITIES

8.2.1 Local Amenity Issues Road and Rail

During the stakeholder engagement, a number of local amenity issues relating to freight transportation were identified.

Hall Street, Yamanto

ICC have received complaints from residents living in Hall Street, Yamanto (refer to Figure 34). Hall Street provided direct access from Warwick Road to the old Churchill Abattoir which has now closed. Alternative routes from Warwick Road include Saleyards Road and Berry Street. Opportunities to consider include the identification of an alternative route to the facility, the rezoning of the facility, local area traffic management along Hall Street and whether this area still has a need for a B-double route. The B-double route that is currently gazetted is indicated in Figure 34 including the bottom section of Warwick Road, turning left into Saleyards Road, right into Hall Street and then connecting into Berry Street.

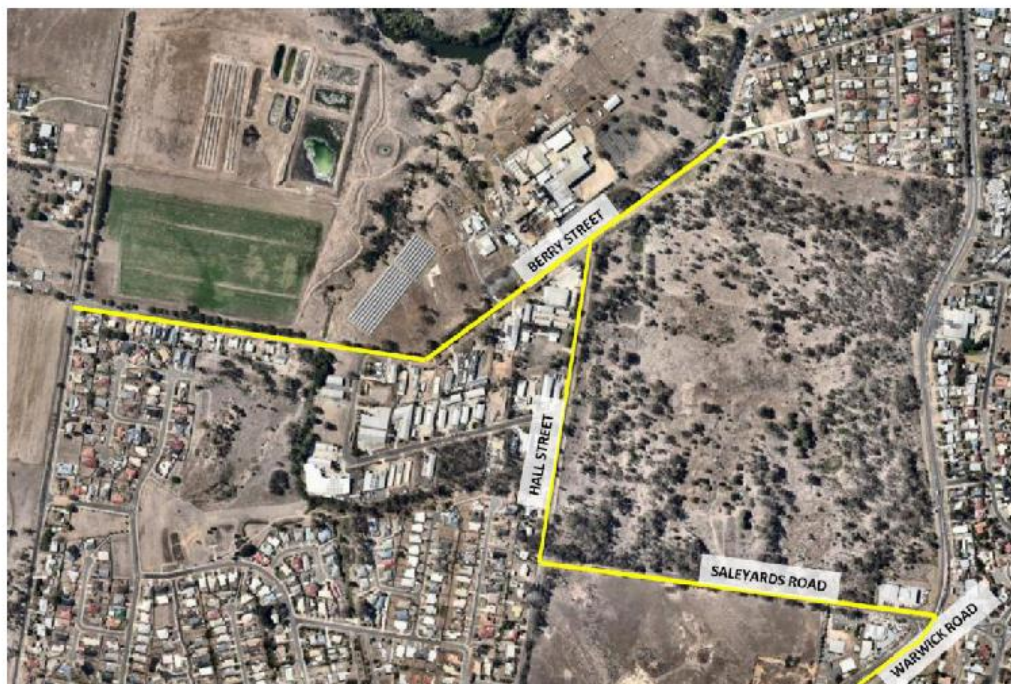


Figure 34: Hall Street, Yamanto (Source: Nearmap, PSA)

Briggs Street, Churchill

The B-double route from Warwick Road to the industrial estate fronting Briggs Road is via Carr Street and Cemetery Road. The amenity of the local residents is being affected. Opportunities for alternative routes include Ripley Road and Edwards Street from the Cunningham Highway, and a new link to Warwick Road which should be examined.



Figure 35: Briggs Road, Churchill (Source: Nearmap, PSA)

Brisbane Terrace, Goodna

Freight vehicles are using Brisbane Terrace, Goodna (see Figure 36) to avoid congestion at the interchange of Collingwood Drive and Ipswich Motorway. Opportunities to install traffic calming devices along Brisbane Road should be considered.

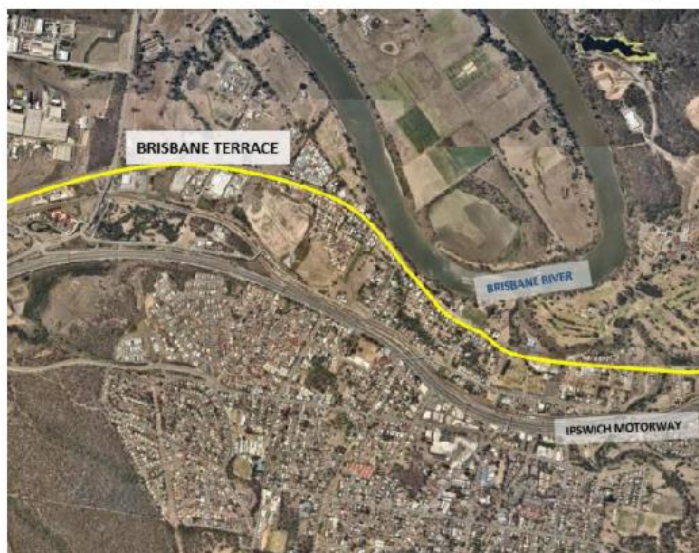


Figure 36: Brisbane Terrace, Goodna (Source: Nearmap, PSA)

Addison Road Carole Park Industrial Area

Heavy vehicles to/from Carole Park Industrial Area use streets like Addison Road and other residential streets in Goodna and Gailles to avoid congestion which also triggers amenity issues. Opportunities to consider local area traffic management plans for these areas should be considered.

QR Rail Corridors

The first railway in Queensland from Ipswich to Grandchester was constructed in 1865. By 1875, the railway had been extended east from Ipswich to Brisbane. Whilst the number of lines along the corridor has increased with the increase of services over the past 145 years, the alignment through Ipswich is relatively unchanged.

Both Queensland Rail's City Train passenger services and freight trains operated by various private operators use the track. Whilst the City Train services are electrified, freight trains are diesel powered. Given there are no curfews on freight trains using the track, the amenity of residents living in close proximity to the corridor can be impacted. Queensland Rail has erected noise barriers along sensitive sections of track where noise intrusion into residential communities has been a problem. This study is unaware of any further attempts by QR to mitigate noise aspects.

8.2.2 Redundant Multi-Combination routes

There are a number of redundant multi-combination routes across the city which is a legacy of old industrial complexes no longer being operational. Some of these gazetted routes are in residential streets, an outcome of the past where an industry was established in semi-rural areas of the city, only to be surrounded over the decades by residential subdivisions.

Examples of redundant B-double routes include:

- Mary Street - Blackstone [was relevant in terms of the old fertiliser factory];
- Gledson Street – Bundamba; and
- Jacaranda Street - Booval dairy factory closed.

Opportunity exists for the iGO FAP to identify all redundant multi-combination routes across the city and to have these gazetted accordingly to reflect the changed nature of the road.

8.2.3 Trailer Parking

Trailer parking has been witnessed and mentioned in the stakeholder meetings. Whilst in some areas it is problematic, there is not widespread issue with trailers being parked along the kerbside lane of industrial roads. The following areas have been identified as being used for trailer parking:

- Toongarra Road – Wulkuraka;
- Ashburn Road – Citiswich;
- Redbank Plains Road opposite Austin Street;
- Warrego Highway at the weigh station; and
- Hall Street - close to Churchill Abattoir.

There are no doubt many other locations.

Opportunity exists for the iGO FAP to identify suitable roads where trailer parking could be permitted and to regulate the practice through the enactment of a local law.

8.3 RESULTANT ACTIONS

Objective 4 relates to the reduction of the impact of freight on the safety and amenity of the City of Ipswich. The following actions have been identified associated with Objective 4 and build upon the issues and opportunities which have been identified.

- 4.1 Monitor crash statistics along designated freight routes and take remedial action where unsafe operations exist.
- 4.2 Review and identify projects to separate active transport and freight movements along designated freight routes, including removing conflicts between freight vehicle and trailer parking in bicycle lanes.
- 4.3 Investigate Ipswich Planning Scheme and local law amendments to enable flexibility of delivery hours where it can be demonstrated that local amenity is not impacted.
- 4.4 Consider freight impacts on residential amenity in the development of the iGo Local Area Traffic Management Action Plan.

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- 4.5 Support TMR to ensure noise and emission levels of heavy road and rail freight vehicles comply with the required specifications.
- 4.6 Undertake community education and awareness campaigns about the importance of freight and how it can assist with a sustainable transport future for Ipswich.
- 4.7 Identify redundant multi-combination freight routes across the city and remove from the National Heavy Vehicle Regulator register of approved routes such as Mary Street (Blackstone) and Jacaranda Street (Booval).
- 4.8 Review and refine the ICC Road Hierarchy map with an emphasis on network resilience, ensuring that alternative access routes discourage freight movements through sensitive areas.
- 4.9 Progress the design and construction of the Ipswich City Centre Orbital Road System to encourage non-essential freight vehicle movements out of the core of the Ipswich City Centre and improve resilience of the freight network.

9 SUSTAINABILITY, INNOVATION AND EMERGING TRENDS

9.1 ISSUES AND OPPORTUNITIES

9.1.1 Impacts of New Technology on Future Roads Transport Networks

Road freight has entrenched itself as the most efficient and effective transportation mode for all local, interregional and interstate freight movements. However, this mantle is under threat as new technologies encroach on the road freight market.

Drones for example are starting to emerge as a viable alternative to courier deliveries particularly for small lightweight parcels. A number of trials are underway across Australia to assist regulators set operational boundaries for this industry.

Research and trials continue on the development of autonomous vehicle technologies. Whilst the timeframes indicate that it will still be some time before autonomous vehicles will be permitted to operate in open systems, it is certain that freight operators will have fleets with autonomous vehicles in the foreseeable future. However, for the purposes of the iGO FAP, it is not expected to have a significant impact on the Ipswich road freight network in the next five to ten years.

9.1.2 Opportunities to Improve Network Sustainability

Whilst it is acknowledged that Council have limited role in improving the sustainability of the freight network as a whole, there are a number of initiatives that Council can implement and support. An opportunity exists for Council to investigate ways of making its waste vehicle fleet more sustainable.

Several Local Governments across Australia, such as the City of Fremantle (WA)¹⁴, Sutherland Shire Council (NSW)¹⁵, Blue Mountains City Council (NSW)¹⁶ and the City of Casey (VIC)¹⁷, have implemented or have trialled electric powered waste collection vehicles as part of their waste management fleets.

9.2 RESULTANT ACTIONS

Objective 5 addresses the opportunities and challenges presented by emerging trends and technologies, innovation and sustainability. Based on the issues and opportunities identified for Objective 5, the following actions have been identified:

- 5.1 Investigate opportunities to make Council's fleet (including waste vehicles) more sustainable.
- 5.2 Ensure that planning for new infrastructure is positioned to adapt to climate change including flood resilience.
- 5.3 Investigate opportunities for the incorporation of low-cost smart road safety initiatives in alignment with the iGo Intelligent Transport Systems Strategy.
- 5.4 Encourage and support the piloting of new innovative technologies and processes such as drones .
- 5.5 Support the development and deployment of integrated corridor management techniques, autonomous vehicles, innovative fleet management and smart logistics tools.
- 5.6 Ensure local laws are flexible to allow for emerging freight trends.
- 5.7 Further promote out of centre collection facilities in order to reduce freight related trips into and out of centres.
- 5.8 Advocate the use of smart real time information sensors, Variable Message Signs, and data network communications on freight routes to avoid delays.
- 5.9 Partner with and support the freight industry to be more adaptable and flexible, incorporating improved resilience measures.

¹⁴ <https://www.fremantle.wa.gov.au/news-and-media/28102019-introducing-evie-electric-rubbish-truck>

¹⁵ <https://www.theleader.com.au/story/6241077/electric-garbage-truck-trial-for-shire/>

¹⁶ <https://bluemountainsgazette.com.au/story/6931778/blue-mountains-city-council-trials-electric-garbage-truck/>

¹⁷ <https://www.casey.vic.gov.au/news/electric-waste-trucks-arrive-casey>

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- 5.10 Promote the incorporation of innovative technologies such as vehicle charging stations within new industrial areas.
- 5.11 Take advantage of opportunities for grant funding to assist with freight enhancement projects.

10 DELIVERY AND IMPLEMENTATION

Following the development of actions which align with each of the five objectives, this section of the report discusses the delivery and implementation of the actions.

10.1 TIMEFRAMES, RESPONSIBILITIES AND POLICY ALIGNMENT

Table 6 shows the following for each action:

- The timeframe for implementation being either:
 - Ongoing;
 - Short term (<5 years); or
 - Long term (5-10 years).
- The agency (or agencies) who will lead the implementation of the action. Identified agencies include:
 - Ipswich City Council (ICC);
 - QLD Department of Transport and Main Roads (TMR);
 - QLD Department of State Development, Tourism and Innovation (DSDTI); and
 - Queensland Police Service (QPS).
- The action's links to the following policy areas identified in iGO for freight:
 - Policy Area 1 – Identify, Plan and Protect 'Places for Freight';
 - Policy Area 2 – Manage the Safe and Efficient Movement of Freight; and
 - Policy Area 3 – Support Freight Network Enhancements.

Actions highlighted in the 'salmon' colour and with an asterisk in the timeframe column have been identified as "signature projects" and are further discussed in Section 10.2 of this report.

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Table 6: Timeframes, Responsibilities and Policy Alignment of Actions (Source: PSA)

OBJECTIVES AND ACTIONS	TIMEFRAME			LEAD	POLICY ALIGNMENT		
	ONGOING	SHORT TERM (<5 YEARS)	MEDIUM TERM (5-10 YEARS)		POLICY AREA 1 – IDENTIFY, PLAN AND PROTECT ‘PLACES FOR FREIGHT’	POLICY AREA 2 – MANAGE THE SAFE AND EFFICIENT MOVEMENT OF FREIGHT	POLICY AREA 3 – SUPPORT FREIGHT NETWORK ENHANCEMENTS
Objective 1: Freight generating centres and emerging industrial precincts are well connected to highways and motorways							
1.1 Review the Ipswich Planning Scheme to ensure new industrial areas are in close proximity to and have designated safe and efficient access points to highways and motorways.				ICC			
1.2 Continue joint planning with TMR to identify safe and efficient access arrangements for new industrial areas in Ebenezer, Willowbank and Jeebropilly.				TMR / ICC			
1.3 Review and advance planning for the road network within the Ebenezer Regional Industrial Area.		*		ICC			
1.4 Review and advance planning for North-South and East-West linkages to the Swanbank Industrial Area.		*		ICC			
Objective 2: The Freight network is safe, resilient and efficient							
2.1 Continue to work with TMR to plan, program and advocate for specific upgrades to address capacity constraints for major road freight transportation corridors and in particular: <ul style="list-style-type: none">Warrego Highway East master plan including:<ul style="list-style-type: none">Warrego Highway Interchange upgradesWarrego Highway upgrade to six lanesWestern Ipswich Bypass linking Cunningham Highway to Warrego Highway				TMR / ICC (with funding from Australian Federal Government as necessary for National Highways)			

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OBJECTIVES AND ACTIONS	TIMEFRAME			LEAD	POLICY ALIGNMENT		
	ONGOING	SHORT TERM (<5 YEARS)	MEDIUM TERM (5-10 YEARS)		POLICY AREA 1 – IDENTIFY, PLAN AND PROTECT ‘PLACES FOR FREIGHT’	POLICY AREA 2 – MANAGE THE SAFE AND EFFICIENT MOVEMENT OF FREIGHT	POLICY AREA 3 – SUPPORT FREIGHT NETWORK ENHANCEMENTS
<ul style="list-style-type: none"> Cunningham Highway duplication from Ripley Road to Amberley Interchange Redbank Plains Road / Cunningham Highway Interchange upgrade Amberley Interchange Upgrade Centenary Highway duplication from Springfield to Yamanto River Road Improvement project 							
2.2 Ensure any future freight routes external to industrial estates are at sub-arterial standard at a minimum to comply with the ICC Road Hierarchy map and the ICC Freight Hierarchy map.				ICC			
2.3 Ensure that the Ipswich Planning Scheme adapts to the evolving needs and standards of the freight industry for all vehicle specifications including end of trip infrastructure and decoupling areas.				ICC			
2.4 Undertake an audit of exiting road signs and road markings within existing and emerging freight centres and along heavy vehicle routes to identify and remove redundant and inconsistent signage.				TMR / ICC			
2.5 Undertake an audit of major freight access routes to industrial areas to identify and investigate solutions to address where road furniture or on-street parking reduces road capacity and efficiency.				ICC			

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OBJECTIVES AND ACTIONS	TIMEFRAME			LEAD	POLICY ALIGNMENT		
	ONGOING	SHORT TERM (<5 YEARS)	MEDIUM TERM (5-10 YEARS)		POLICY AREA 1 – IDENTIFY, PLAN AND PROTECT ‘PLACES FOR FREIGHT’	POLICY AREA 2 – MANAGE THE SAFE AND EFFICIENT MOVEMENT OF FREIGHT	POLICY AREA 3 – SUPPORT FREIGHT NETWORK ENHANCEMENTS
2.6 Identify problematic first and last mile freight access to existing centres and industrial areas, such as Monash Road, Redbank, and implement freight priority measures such as signal optimisation.				ICC			
2.7 Investigate incident management measures to maintain accessibility for industrial areas through measures such as digital communications.				ICC			
2.8 Enable the expansion of the freight network and the ongoing rollout of multicomination (Performance Based Standards) vehicles by ensuring corridors are fit for purpose.				ICC			
2.9 Investigate opportunities for collecting and using freight data to improve freight efficiency and inform infrastructure design.		*		ICC / TMR			
2.10 Collaborate with QPS and TMR to ensure compliance on the major freight road network.				TMR / QPS / ICC			
2.11 Review the utilisation of loading zones in centres to ensure the number and size of bays as well as time limitation reflects the needs of the freight industry.				ICC			
Objective 3: Increase Freight Movements on Rail							
3.1 Continue to advocate for the timely construction of the Inland Rail Project including the development of the Ebenezer intermodal freight hub.				ICC			
3.2 Continue to advocate for the use of rail freight on key strategic corridors (aligning with Queensland Freight Strategy) particularly container freight.				ICC			

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OBJECTIVES AND ACTIONS	TIMEFRAME			LEAD	POLICY ALIGNMENT		
	ONGOING	SHORT TERM (<5 YEARS)	MEDIUM TERM (5-10 YEARS)		POLICY AREA 1 – IDENTIFY, PLAN AND PROTECT ‘PLACES FOR FREIGHT’	POLICY AREA 2 – MANAGE THE SAFE AND EFFICIENT MOVEMENT OF FREIGHT	POLICY AREA 3 – SUPPORT FREIGHT NETWORK ENHANCEMENTS
3.3 Encourage development of intermodal facilities and container logistic facilities with strong linkages to the Port of Brisbane.				ICC			
Objective 4: The amenity and safety of the city’s residents are not compromised by freight movements							
4.1 Monitor crash statistics along designated freight routes and take remedial action where unsafe operations exist.				ICC / TMR			
4.2 Review and identify projects to separate active transport and freight movements along designated freight routes, including removing conflicts between freight vehicle and trailer parking in bicycle lanes.		*		ICC			
4.3 Investigate Ipswich Planning Scheme and local law amendments to enable flexibility of delivery hours where it can be demonstrated that local amenity is not impacted.				ICC			
4.4 Consider freight impacts on residential amenity in the development of the iGO Local Area Traffic Management Action Plan.				ICC			
4.5 Support TMR to ensure noise and emission levels of heavy road and rail freight vehicles comply with the required specifications.				TMR / ICC			
4.6 Undertake community education and awareness campaigns about the importance of freight and how it can assist with a sustainable transport future for Ipswich.				ICC			
4.7 Identify redundant multi-combination freight routes across the city and remove from the National Heavy Vehicle Regulator				ICC			

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OBJECTIVES AND ACTIONS	TIMEFRAME			LEAD	POLICY ALIGNMENT		
	ONGOING	SHORT TERM (<5 YEARS)	MEDIUM TERM (5-10 YEARS)		POLICY AREA 1 – IDENTIFY, PLAN AND PROTECT ‘PLACES FOR FREIGHT’	POLICY AREA 2 – MANAGE THE SAFE AND EFFICIENT MOVEMENT OF FREIGHT	POLICY AREA 3 – SUPPORT FREIGHT NETWORK ENHANCEMENTS
register of approved routes such as Mary Street (Blackstone) and Jacaranda Street (Booval).							
4.8 Review and refine the ICC Road Hierarchy map with an emphasis on network resilience, ensuring that alternative access routes discourage freight movements through sensitive areas.		*		ICC			
4.9 Progress the design and construction of the Ipswich City Centre Orbital Road System to encourage non-essential freight vehicle movements out of the core of the Ipswich City Centre and improve resilience of the freight network.				ICC			
Objective 5: The freight network is sustainable and embraces innovation and emerging freight technologies							
5.1 Investigate opportunities to make Council's fleet (including waste vehicles) more sustainable.				ICC			
5.2 Ensure that planning for new infrastructure is positioned to adapt to climate change including flood resilience.				TMR / ICC			
5.3 Investigate opportunities for the incorporation of low-cost smart road safety initiatives in alignment with the iGO Intelligent Transport Systems Strategy.				ICC			
5.4 Encourage and support the piloting of new innovative technologies and processes such as drones.				ICC / TMR / DSDTI			

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OBJECTIVES AND ACTIONS	TIMEFRAME			LEAD	POLICY ALIGNMENT		
	ONGOING	SHORT TERM (<5 YEARS)	MEDIUM TERM (5-10 YEARS)		POLICY AREA 1 – IDENTIFY, PLAN AND PROTECT ‘PLACES FOR FREIGHT’	POLICY AREA 2 – MANAGE THE SAFE AND EFFICIENT MOVEMENT OF FREIGHT	POLICY AREA 3 – SUPPORT FREIGHT NETWORK ENHANCEMENTS
5.5 Support the development and deployment of integrated corridor management techniques, autonomous vehicles, innovative fleet management and smart logistics tools.				ICC			
5.6 Ensure local laws are flexible to allow for emerging freight trends.				ICC			
5.7 Further promote out of centre collection facilities in order to reduce freight related trips into and out of centres.				ICC			
5.8 Advocate the use of smart real time information sensors, Variable Message Signs, and data network communications on freight routes to avoid delays.				ICC			
5.9 Partner with and support the freight industry to be more adaptable and flexible, incorporating improved resilience measures.				ICC			
5.10 Promote the incorporation of innovative technologies such as vehicle charging stations within new industrial areas.				ICC			
5.11 Take advantage of opportunities for grant funding to assist with freight enhancement projects.				ICC			

* Identifies the action as a “signature project”.

10.2 PRIORITISATION

Actions identified by the 'salmon' colour and an asterisk in Table 6 are recommended signature projects which can be completed within a 5 year timeframe. Where possible, they should be prioritised over other actions identified for implementation within the same timeframe for delivery. The prioritisation of these actions will enable Council to make significant progress, taking advantage of opportunities to solidify Ipswich as the leader in freight for South East Queensland.

The actions identified as signature projects are:

- Action 1.3: Review and advance planning for the road network within the Ebenezer Regional Industrial Area;
- Action 1.4: Review and advance planning for North-South and East-West linkages to the Swanbank Industrial Area;
- Action 2.9: Investigate opportunities for collecting and using freight data to improve freight efficiency and inform infrastructure design;
- Action 4.2: Review and identify projects to separate active transport and freight movements along designated freight routes, including removing conflicts between freight vehicle and trailer parking in bicycle lanes; and
- Action 4.8: Review and refine the ICC Road Hierarchy Map with an emphasis on network resilience, ensuring that alternative access routes discourage freight movements through sensitive areas.

These signature projects are all able to be completed by ICC without the need for external input from TMR or other agencies. They provide ICC with an excellent opportunity to further advance the standing of the city for freight.

10.3 FUNDING

Funding for the completion of each action will largely be the responsibility of the organisation who has been identified as the lead agency. To assist with funding, various grant programs are available from the state and federal government. Action 5.11 has been created to ensure that these grant programs are taken advantage of where possible.

11 MONITORING AND REVIEW

To monitor the progress of the implementation of the actions, several targets have been devised. Each target links back directly to an objective, however the successful completion of actions will enable the targets to be met. Targets were defined to be easily measurable on a regular basis. Where possible, the measures have been taken and/or calculated from readily available data already collected by either ICC or TMR.

Table 7 outlines each target identified and the associated measure used to evaluate the objectives.

Table 7: Targets and Measures (Source: PSA)

TARGET	MEASURE
All local freight carrying roads operating at Level of Service "D" or better.	Level of Service on local freight roads (i.e. speed)
Zero fatalities as a result of road crashes involving freight vehicles.	Number of road crashes involving medium and heavy freight vehicles.
All highways and motorways operating at level of Service "D" or better.	Level of Service on highways and motorways (i.e. speed)
Reduced number of freight related complaints received each year.	Number of freight related (oversize vehicles, out of hours, and pollution – noise and air) complaints received by ICC.
Increased % of Council waste vehicles that use sustainable technologies	% of Council waste vehicles that are low emission or zero emission vehicles.

The link between objectives, targets and measures is shown graphically in Figure 37.

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Figure 37: Objectives, Targets and Measures (Source: PSA)

11.1 REQUIRED DATA INPUTS AND CALCULATIONS

A key consideration when developing the targets for the iGO FAP was ensuring that each target was able to be easily measurable using data that, where possible, is already being collected by either ICC or TMR.

11.1.1 Level of Service on Local Roads, Highways and Motorways

Level of Service (LoS) is used for two targets: one target involving local roads, and the other involving highways and motorways. The calculation of LoS uses input data from the ICC Annual Strategic Traffic Counts for local roads and traffic data from TMR for highways and motorways. There are multiple methods of calculating LoS, however for ease of measurability, average speed has been used for the purposes of the iGO FAP. This is data that is already collected for local roads as part of the ICC Annual Strategic Traffic Counts. A ratio between the average speed and the posted speed limit is then calculated.

The traffic conditions associated with the various levels of service are described in the Highway Capacity Manual as follows:

- LoS A describes primarily free-flow operation. Vehicles are complete unimpeded in their ability to manoeuvre within the traffic stream. Control delay at the boundary intersections is minimal. The travel speed exceeds 80% of the posted speed limit;
- LoS B describes reasonably unimpeded operation. The ability to manoeuvre within the traffic stream is only slightly restricted and control delay at the boundary intersections is not significant. The travel speed is between 67% and 85% of the posted speed limit;
- LoS C describes stable operation. The ability to manoeuvre and change lanes at mid-segment locations may be restricted than at LoS B. Longer queues at the boundary intersections may contribute to lower travel speeds. The travel speed is between 50% and 67% of the posted speed limit;
- LoS D indicates a less stable condition in which small increases in flow may cause substantial increases in delay and decreases in travel speed. This operation may be due to adverse signal progression, high volume, or inappropriate signal timing at the boundary intersections. The travel speed is between 40% and 50% of the posted speed limit;
- LoS E is characterised by unstable operation and significant delay. Such operations may be due to some combination of adverse progression, high volume, and inappropriate signal timing at the boundary intersections. The travel speed is between 30% and 40% of the posted speed limit; and
- LoS F is characterised by flow at extremely low speed. Congestion is likely occurring at the boundary intersections, as indicated by high delay and extensive queuing. The travel speed is 30% or less of the posted speed limit.

The data is presented as the percentage of all roads (either local roads or highways and motorways) that correspond to each LoS. Data from both the AM and PM peak hour should be utilised and displayed separately.

11.1.2 Number of Road Crashes

Targeting having zero fatalities as a result of road crashes involving freight vehicles is measured by the number of road crashes involving medium and heavy freight vehicles. Using the dataset "Road Crash Locations" from the QLD Government Open Data Portal, the number of road crashes involving trucks can be extracted and categorised by crash type. For comparison purposes, the number of hospitalisations and fatalities have been included.

The data output has been presented as the number of hospitalisation and fatality truck crashes that have occurred in each year. Yearly trends of crash occurrences can then be observed.

11.1.3 Number of Freight Related Complaints Received

The number of freight related complaints received by ICC should be obtained from ICC's Customer Service team. Each year a reduction in the number of complaints should be seen to reduce which would show that the actions implemented have been successful.

11.1.4 Percentage of Council Waste Vehicles that are low emission or zero emission vehicles

The percentage of Council waste vehicles that are EVs, low emission or zero emission can be determined from Council's information on their current vehicle fleet.

11.2 SAMPLE DATA OUTPUTS AND INFOGRAPHICS

Updates to the data should be undertaken on at least a yearly basis to ensure that an ongoing maintenance and review process is being undertaken. Sample data outputs and infographics have been created for each of the targets.

Figure 38 shows the sample output for Level of Service. It is applicable for both the target pertaining to local roads, as well as highways and motorways. The graph utilises actual data obtained from ICC.

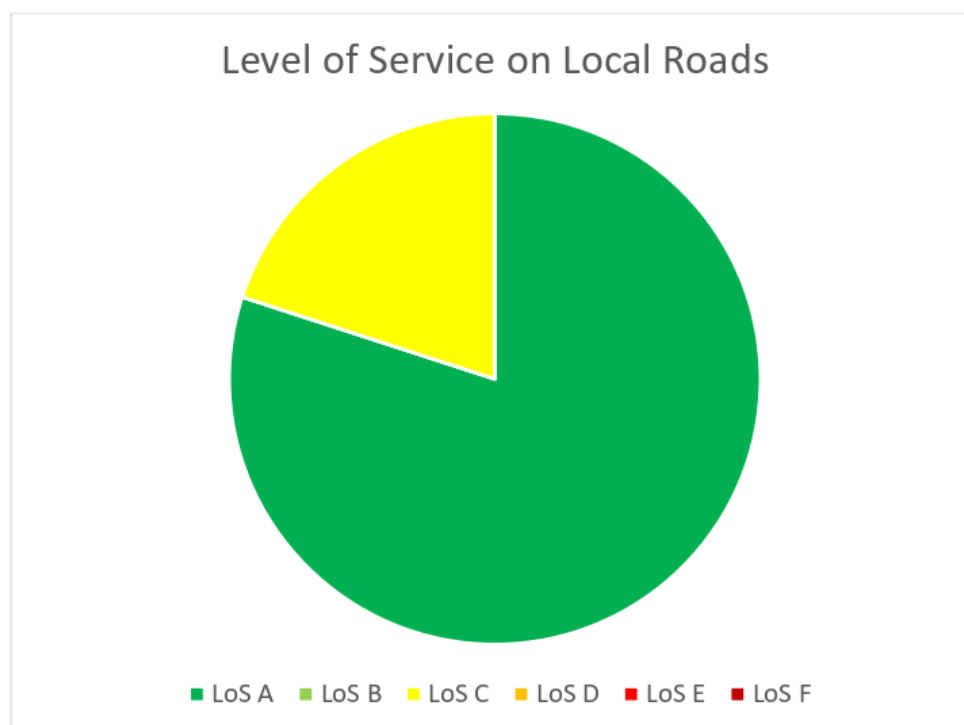


Figure 38: Sample Output for Level of Service (Source: PSA, ICC)

A sample output for the number of crashes involving trucks is shown in Figure 39. The graph utilises actual data obtained from TMR.

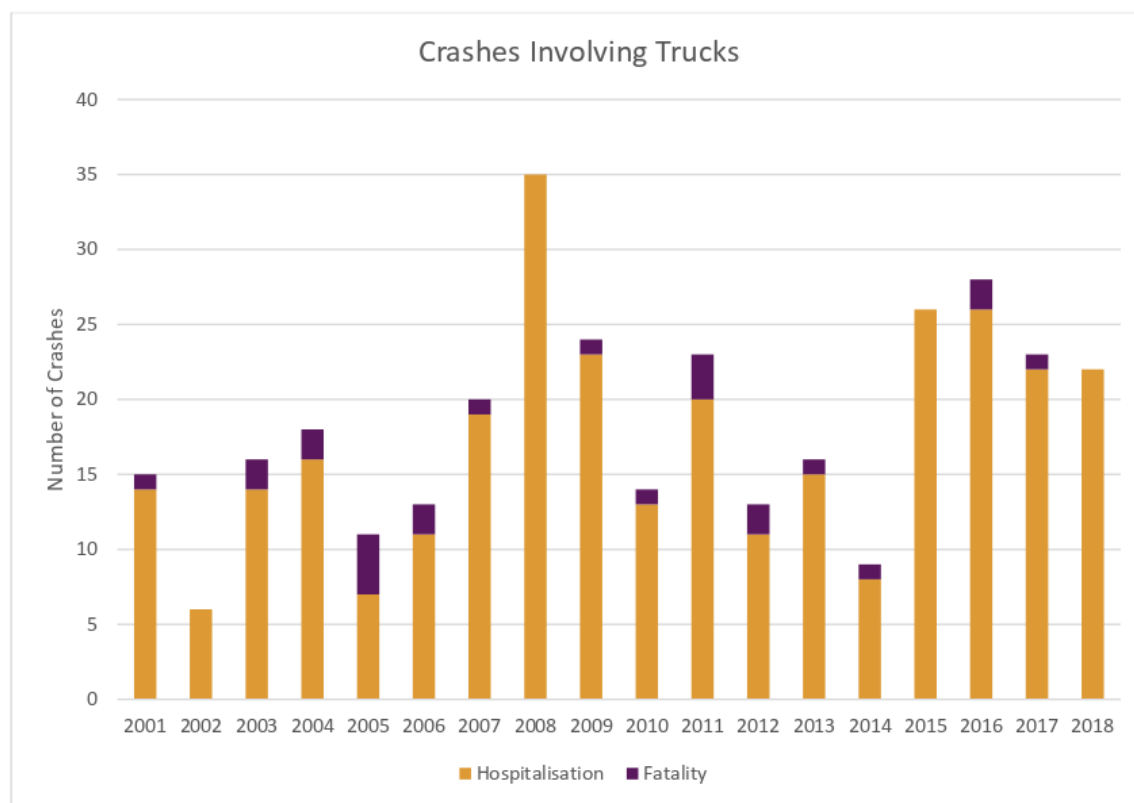


Figure 39: Sample Output for Number of Crashes Involving Trucks (Source: PSA, TMR)

Displaying data over a number of years enables trends in the number of crashes across multiple years to be observed.

A sample of a method for graphically displaying the number of freight related complaints received is shown in Figure 40. Actual data has not been sourced for this graphic, rather the number is an example only.

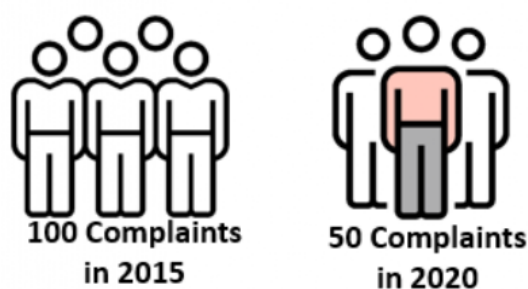


Figure 40: Sample Output for Number of Freight Related Complaints Received (Source: PSA)

Finally, Figure 41 shows a sample graphic that can be used to display the percentage of Council waste vehicles that are low emission or zero emission vehicles. Again the numbers provided are representative only and are used for the purposes of providing an example only. Actual data has not been sourced.

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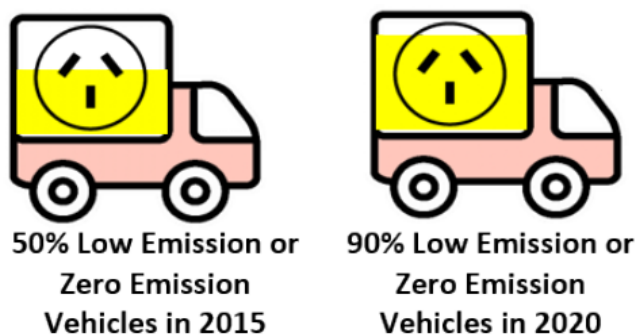


Figure 41: Sample Output for Percentage of Council Waste Vehicles that are Low Emission or Zero Emission (Source: PSA)

A sample dashboard type output which shows the objectives, targets, measures and infographics is included as Figure 42.

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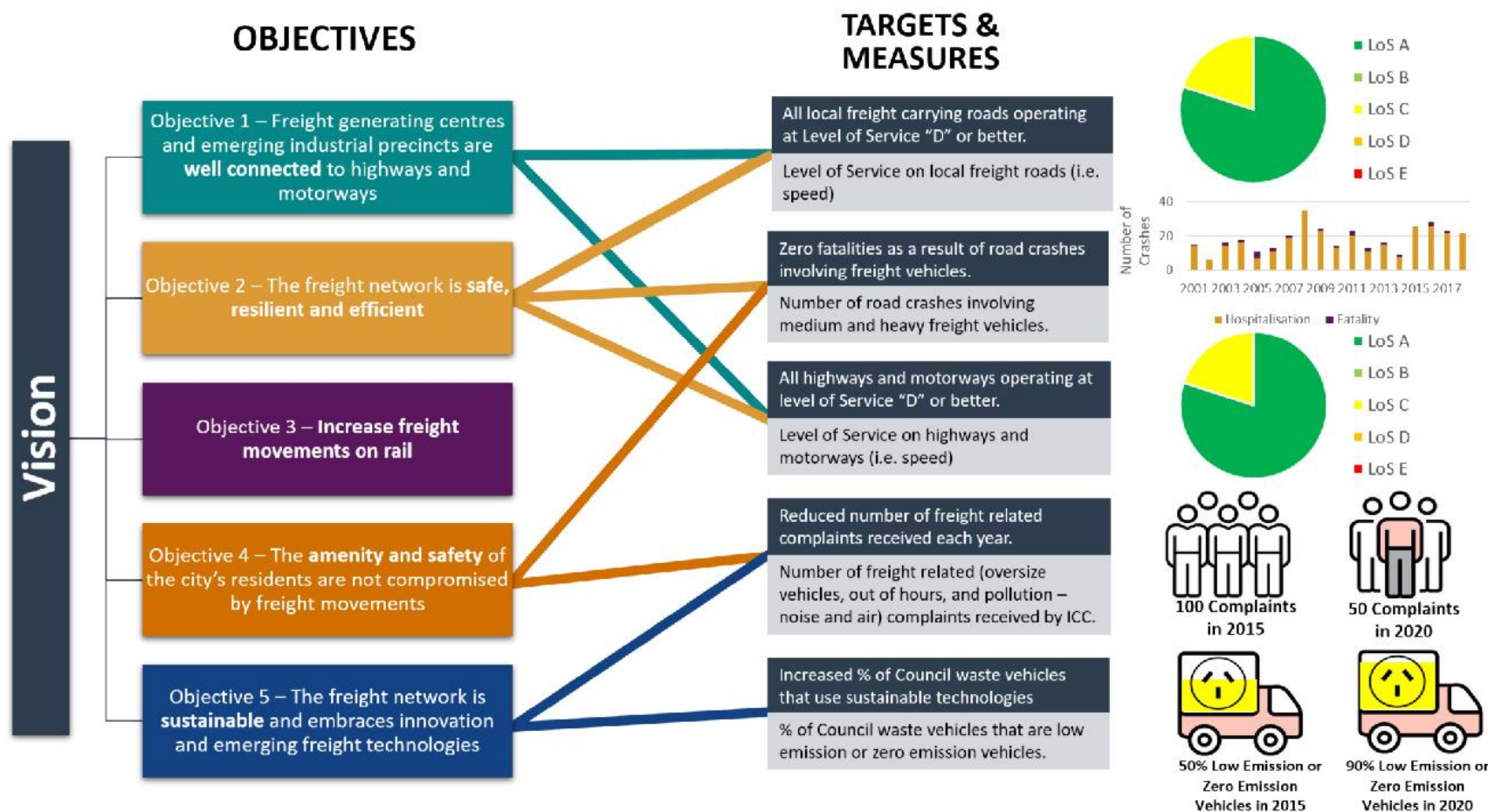


Figure 42: Sample Dashboard Output (Source: PSA)

12 CONCLUSION

PSA Consulting together with The Comms Team and CDM Smith have been engaged by Ipswich City Council to develop the iGO Freight Action Plan. This Technical Consolidated report contains the findings of all stages of the project and is informed by the following previous documents:

- Stakeholder Engagement Report;
- Issues and Opportunities Report;
- Economic Analysis Report; and
- Strategy Development Report.

This first phase of the project involved Stakeholder Consultation which took place from December 2019 to February 2020.

The next step of the iGO FAP included the strategy development which consisted of the Vision, Objectives and Actions. The vision of the iGO FAP is as follows:

"Ipswich City is South East Queensland's preeminent freight hub, strategically located to service local, intrastate, interstate and overseas markets via resilient, safe and highly efficient major road, rail and port connections."

The following Objectives underpin the iGO FAP:

- Objective 1 – Freight generating centres and emerging industrial precincts are well connected to highways and motorways
- Objective 2 – The freight network is safe, resilient and efficient
- Objective 3 – Increase Freight Movements on Rail
- Objective 4 – The amenity and safety of the city's residents are not compromised by freight movements
- Objective 5 – The freight network is sustainable and embraces innovation and emerging freight technologies

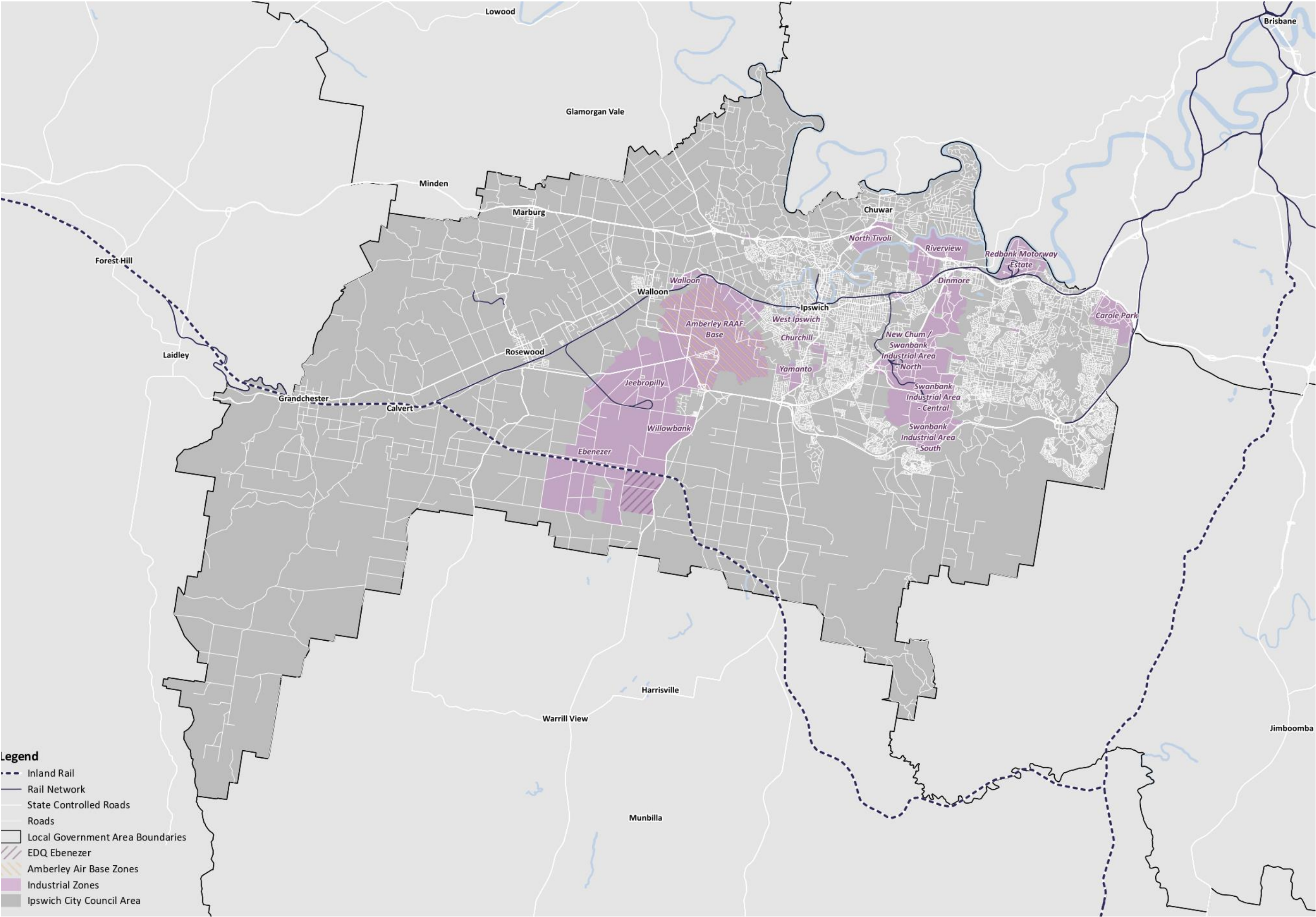
Actions were developed which fit within each of the five objectives. This report details the process for delivery and implementation of the actions which includes a comprehensive process of monitoring and review. To this end, targets have been developed which link back to the objectives and allow the successful implementation of the actions to be measured.

*iGO Freight Action Plan
Consolidated Report*

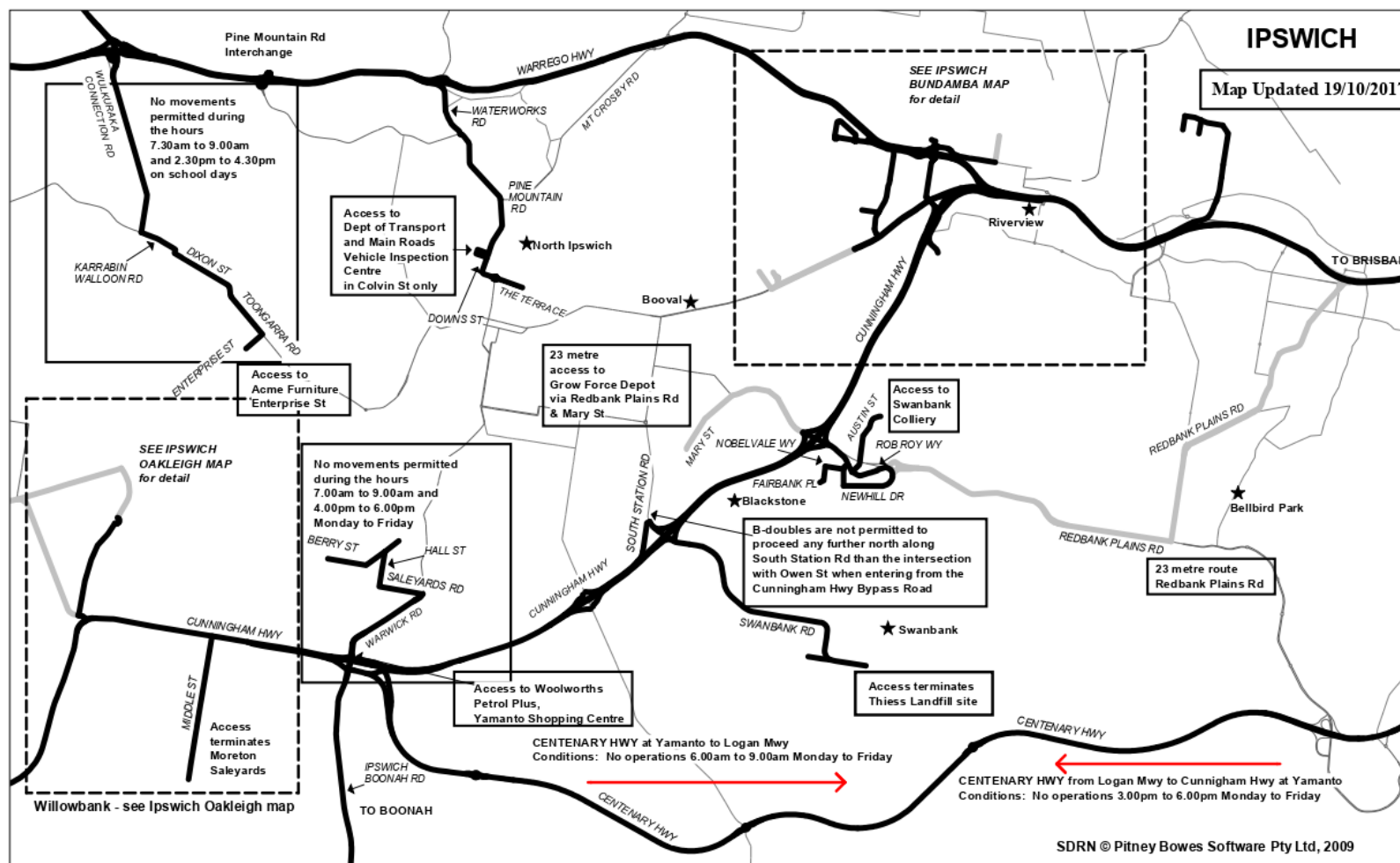


APPENDIX 1: MAPS

AP01



MULTI-COMBINATION ROUTES IN QUEENSLAND



B-DOUBLES

- 23 metre routes
- 23 & 25 metre routes

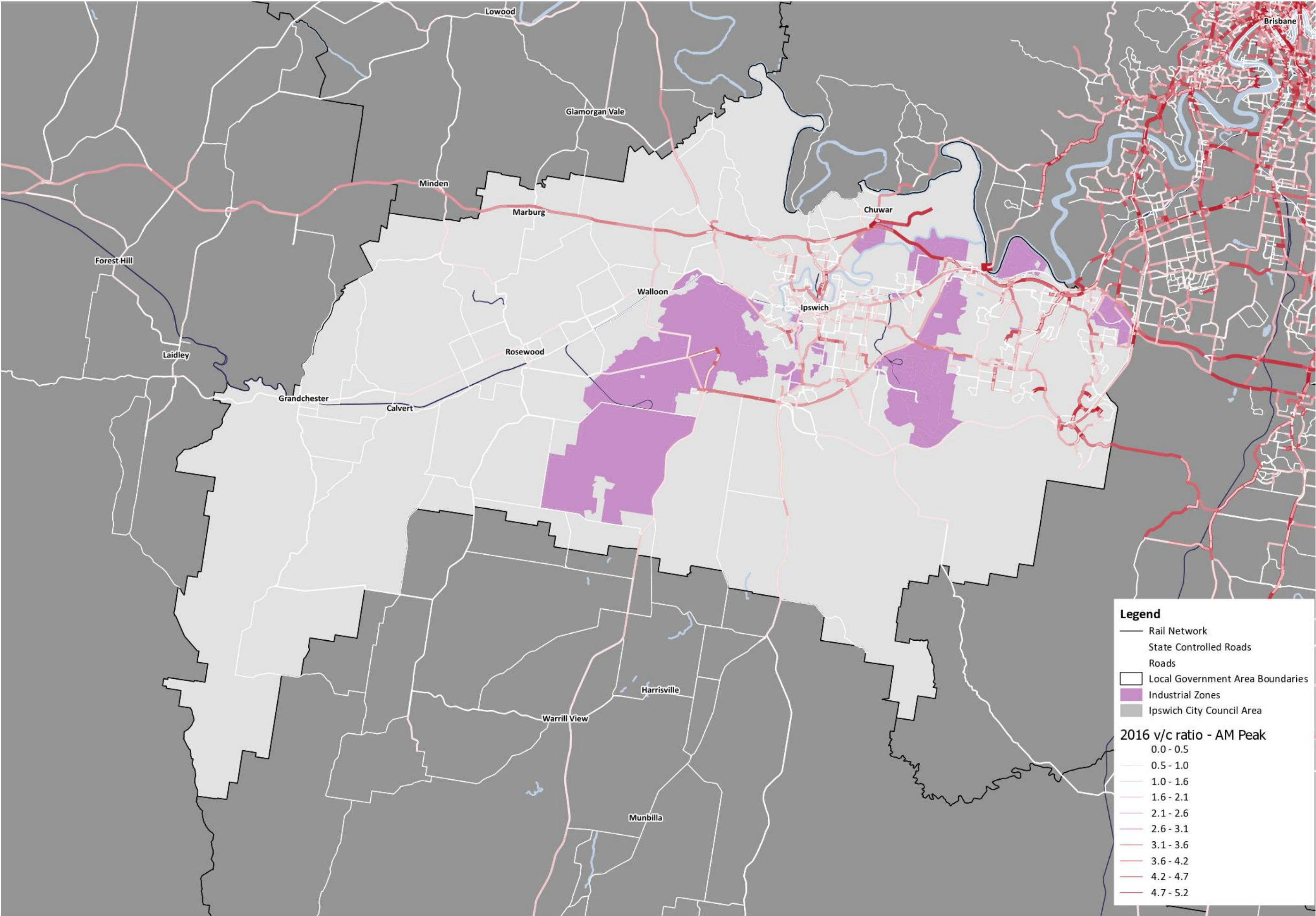
ROAD TRAINS

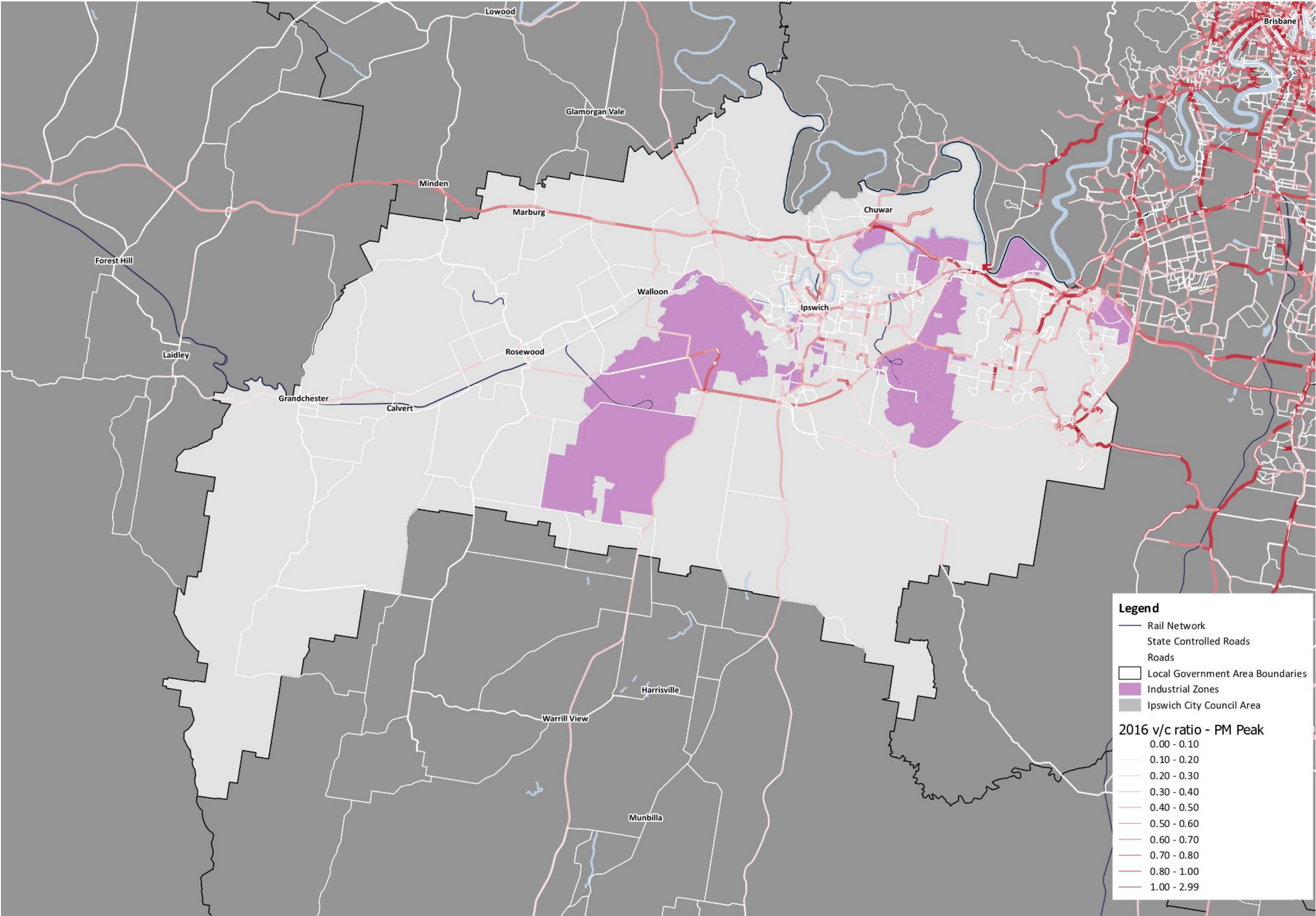
- Type 1 routes
- Type 1 & 2 routes

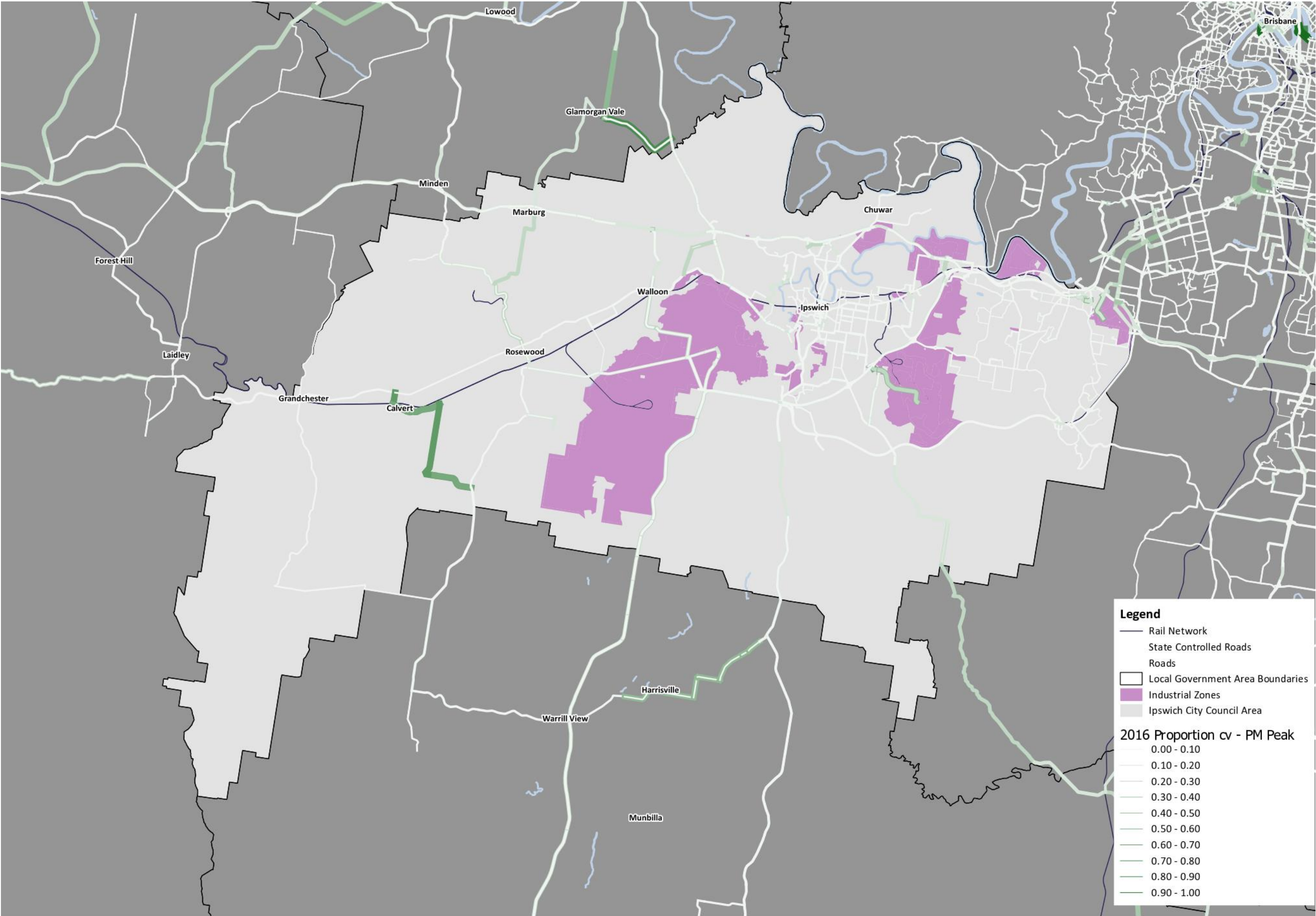
NO ROAD TRAINS or B-DOUBLES

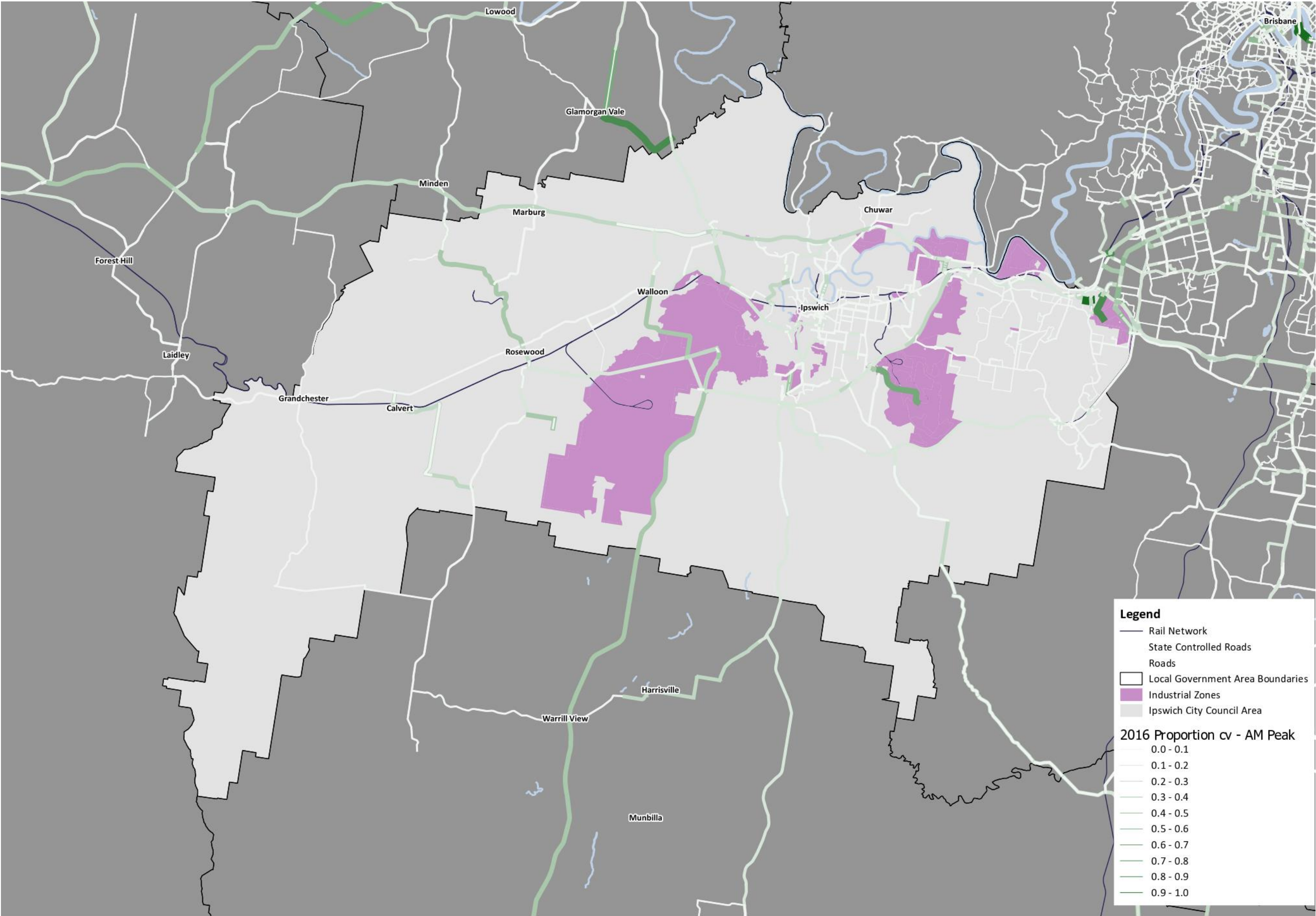
REFER TO LEGEND FOR DETAILS OF OPERATIONS IN THE SHADED AREAS

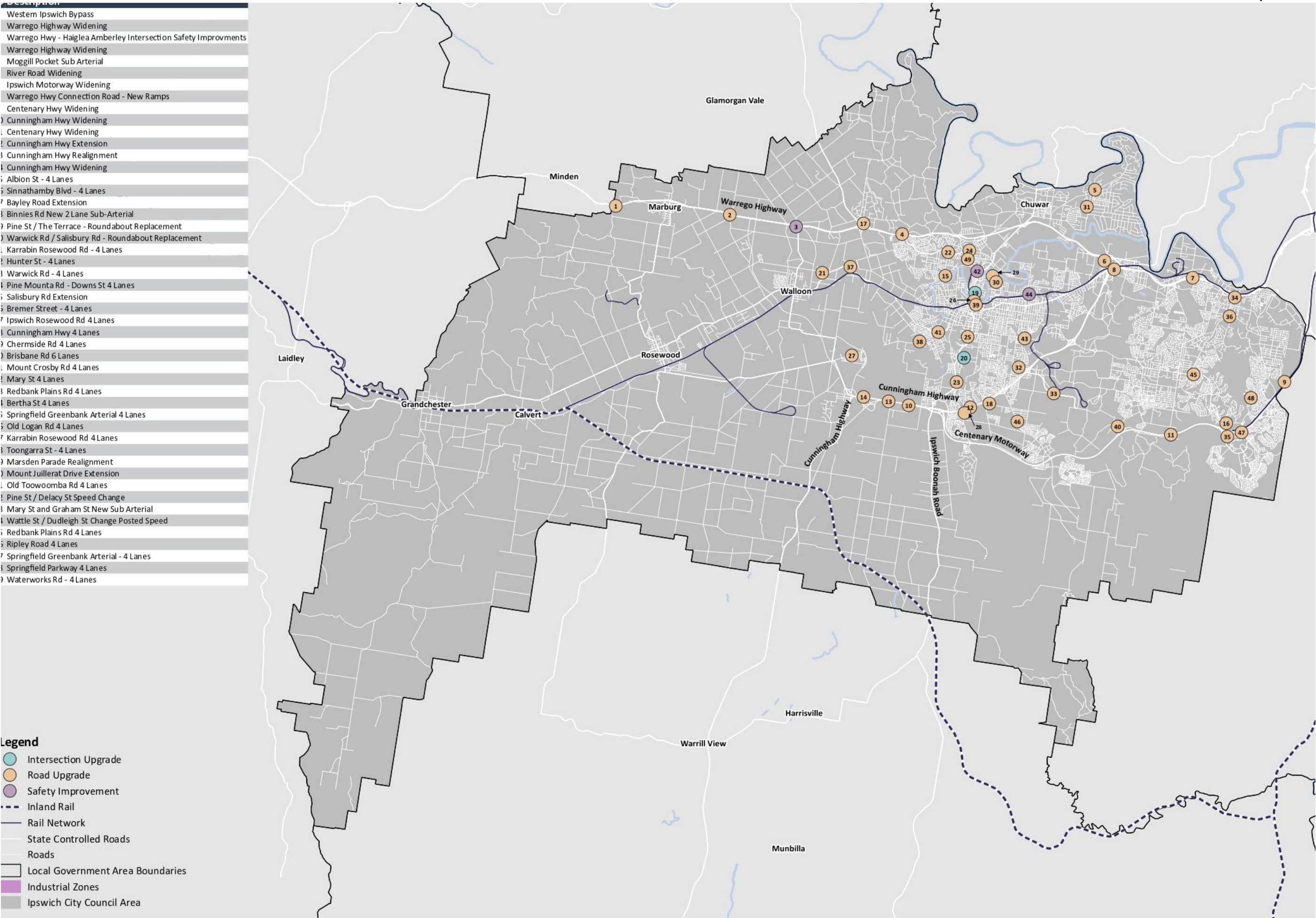
Note: 23 & 25 metre B-doubles can access Type 1 & 2 road train routes

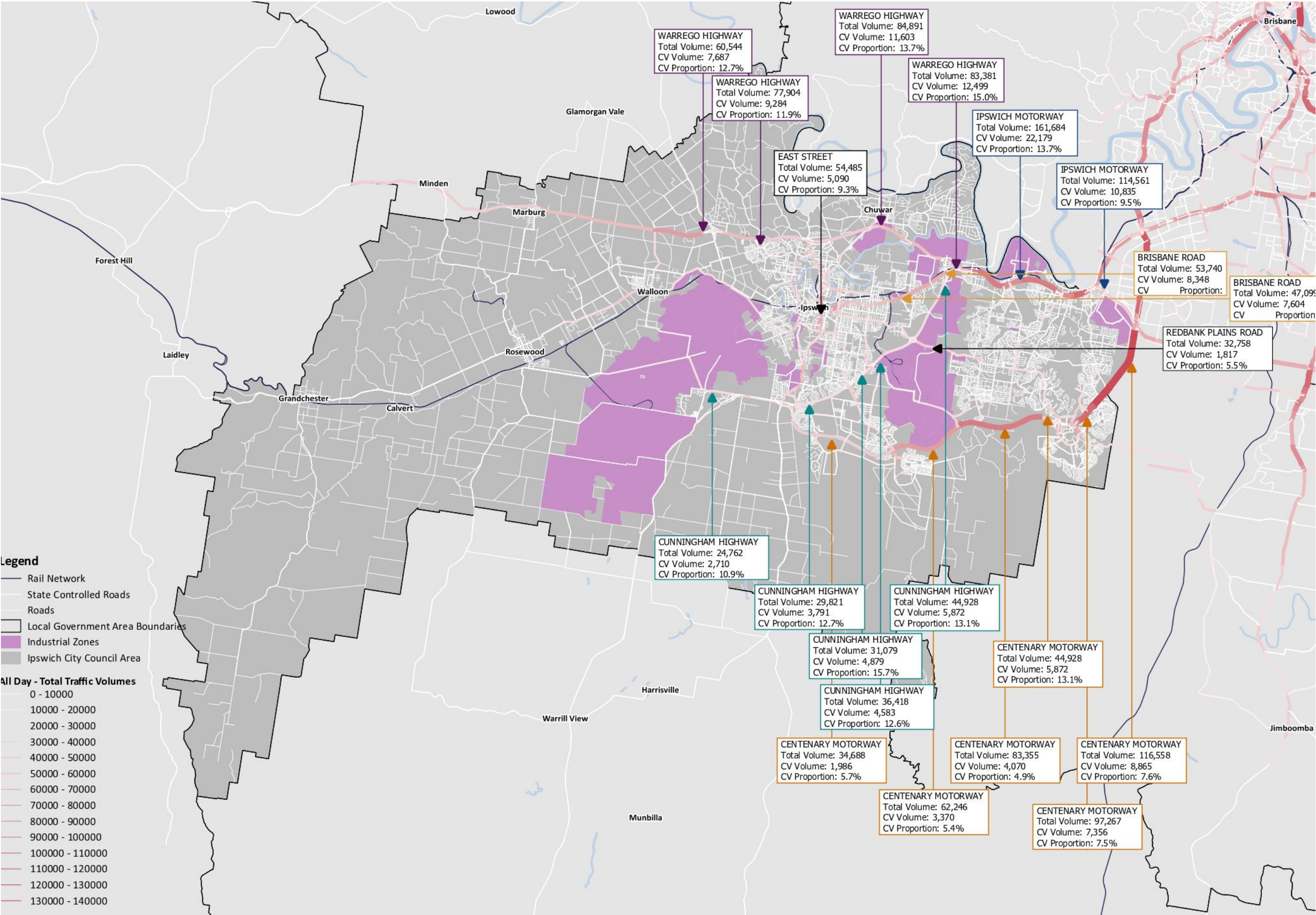


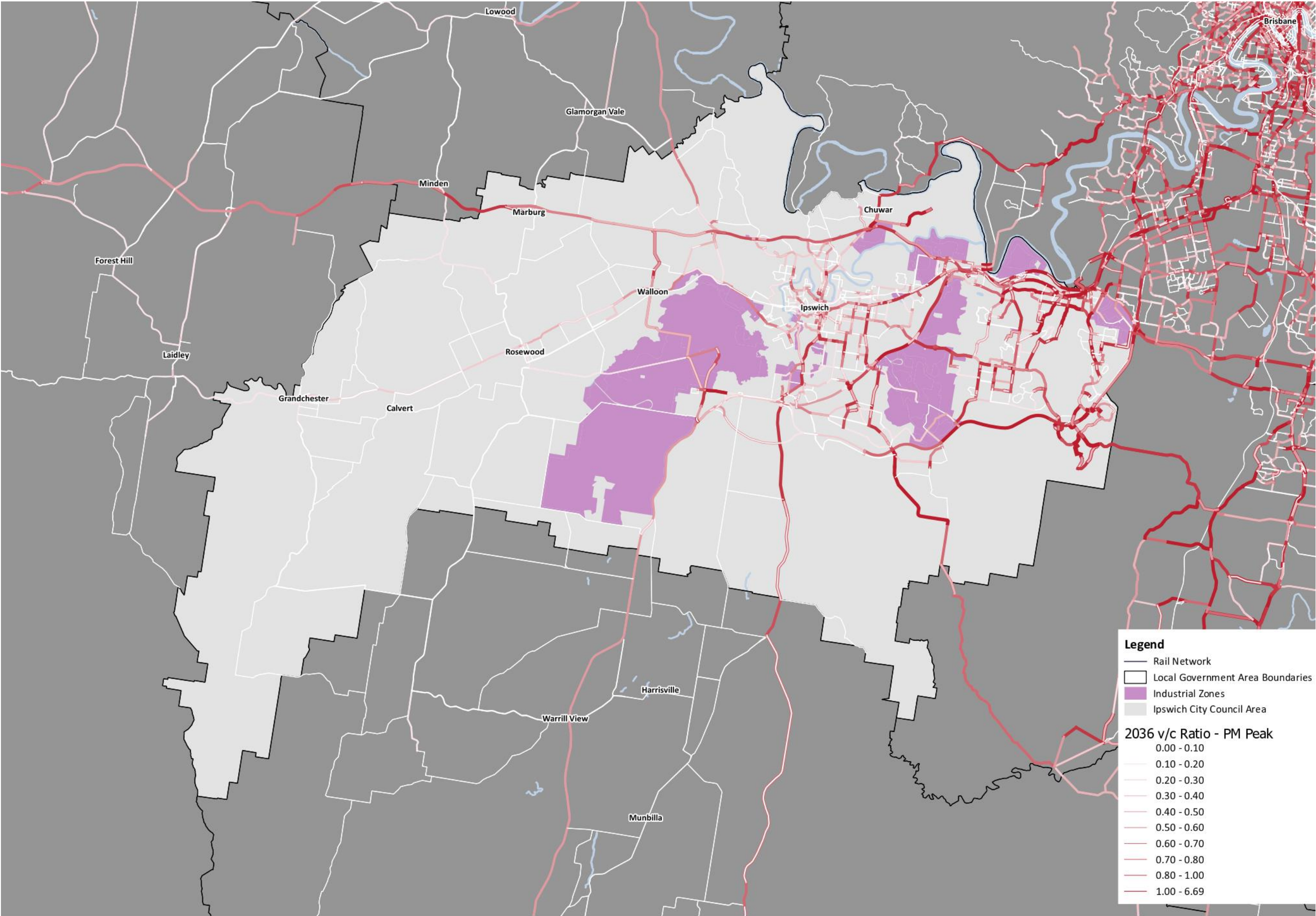


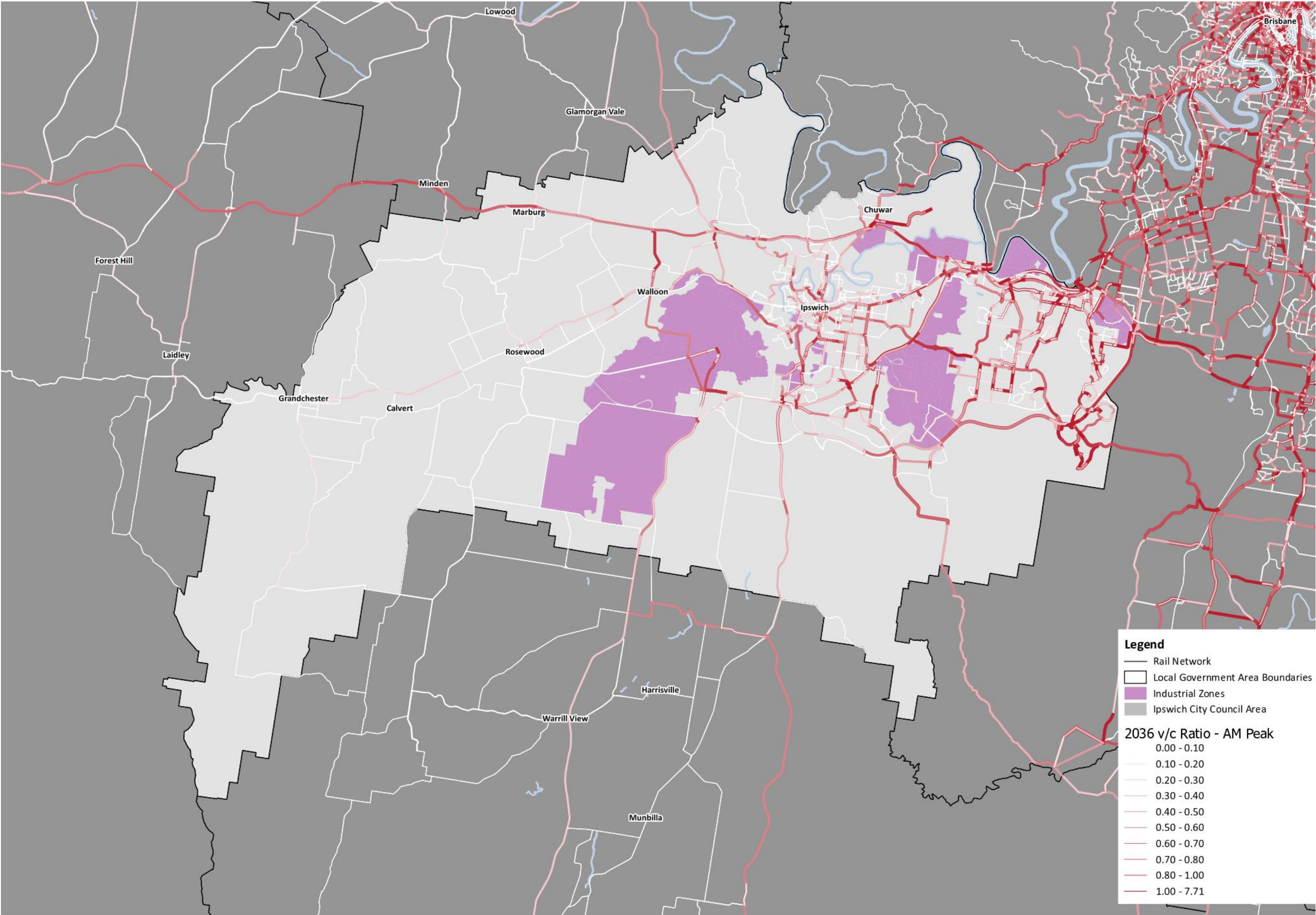


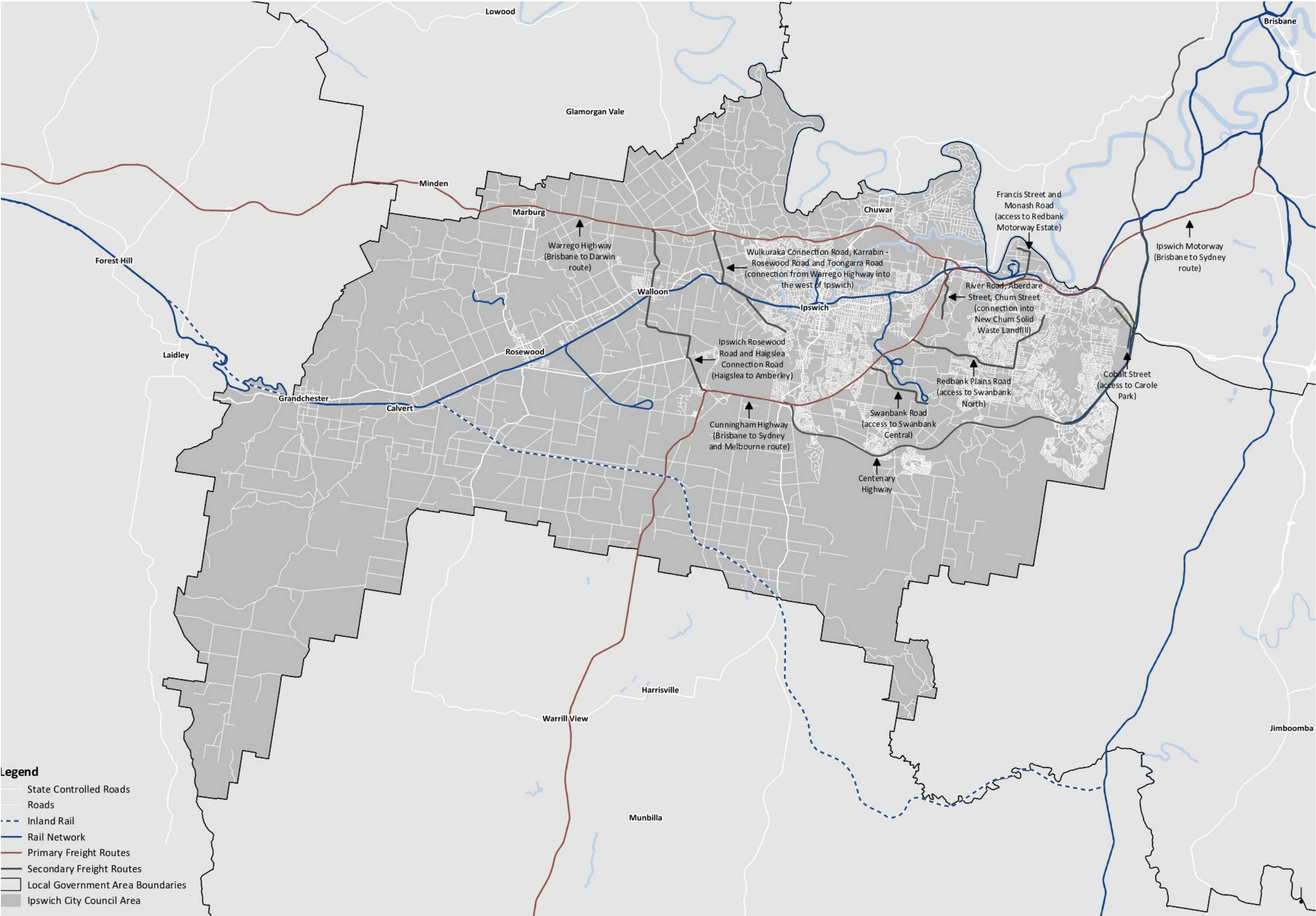




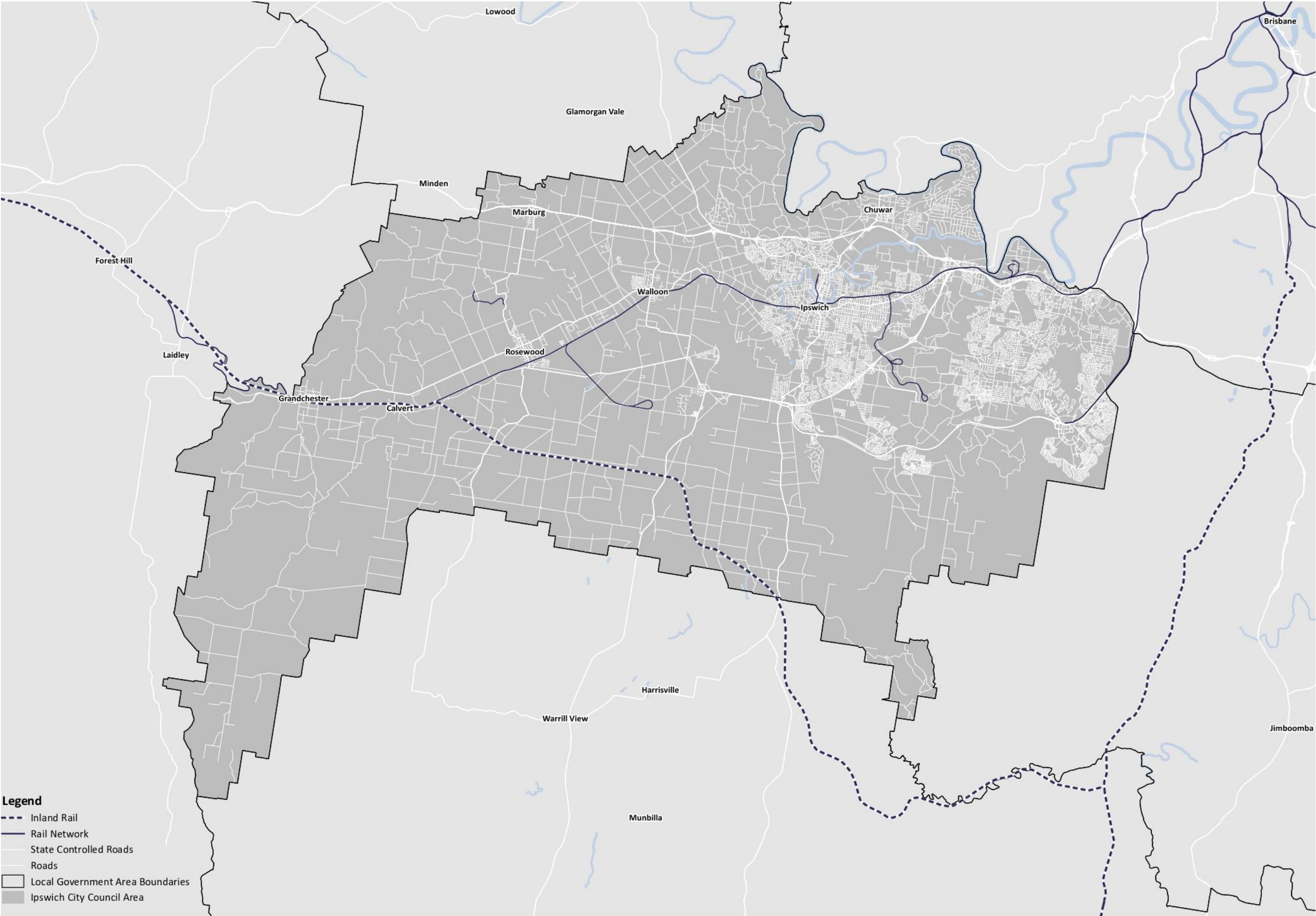








- Legend**
- State Controlled Roads
 - Roads
 - Inland Rail
 - Rail Network
 - Primary Freight Routes
 - Secondary Freight Routes
 - Local Government Area Boundaries
 - Ipswich City Council Area

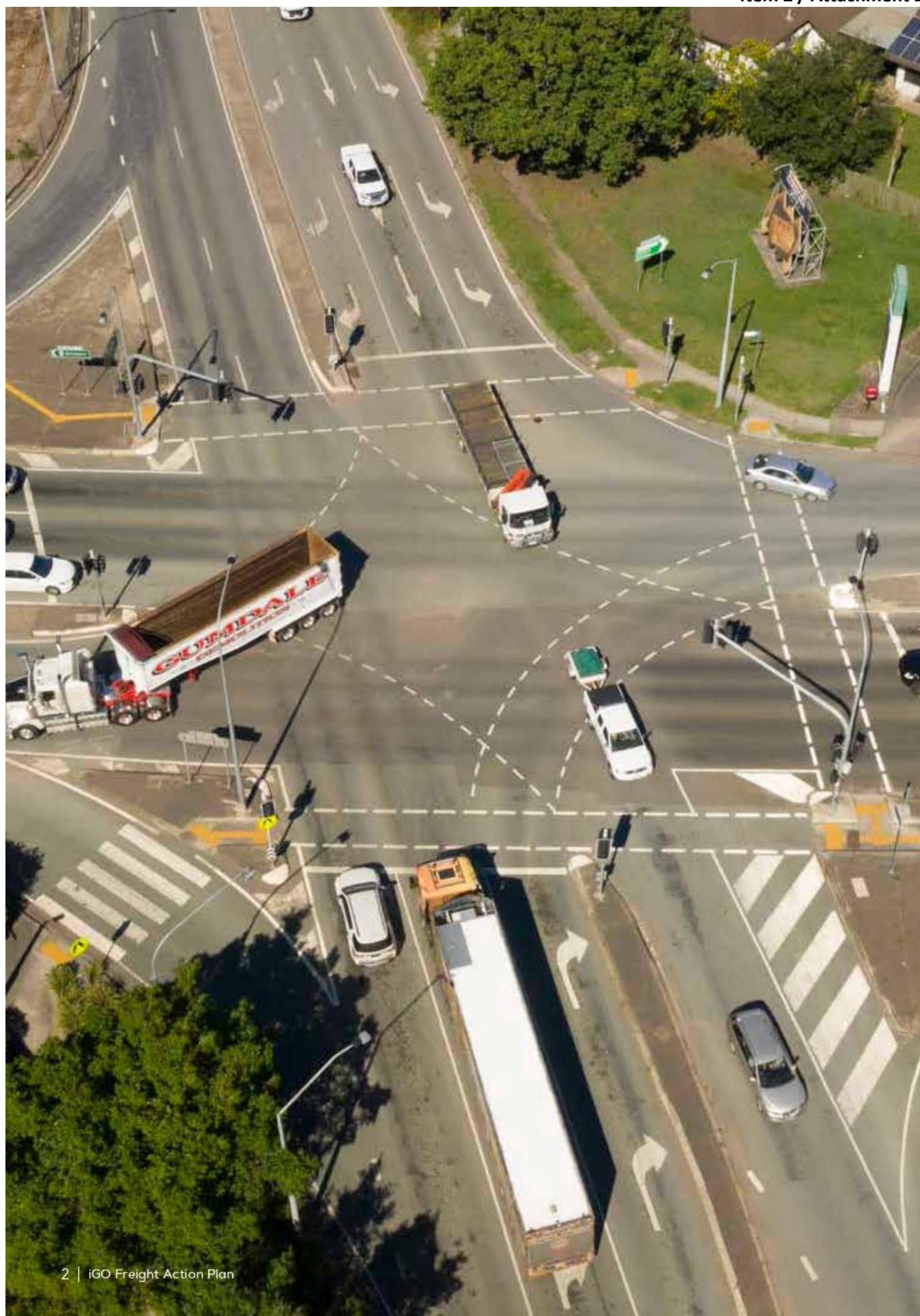


City of Ipswich **iGO Freight Action Plan** Summary Report

December 2020



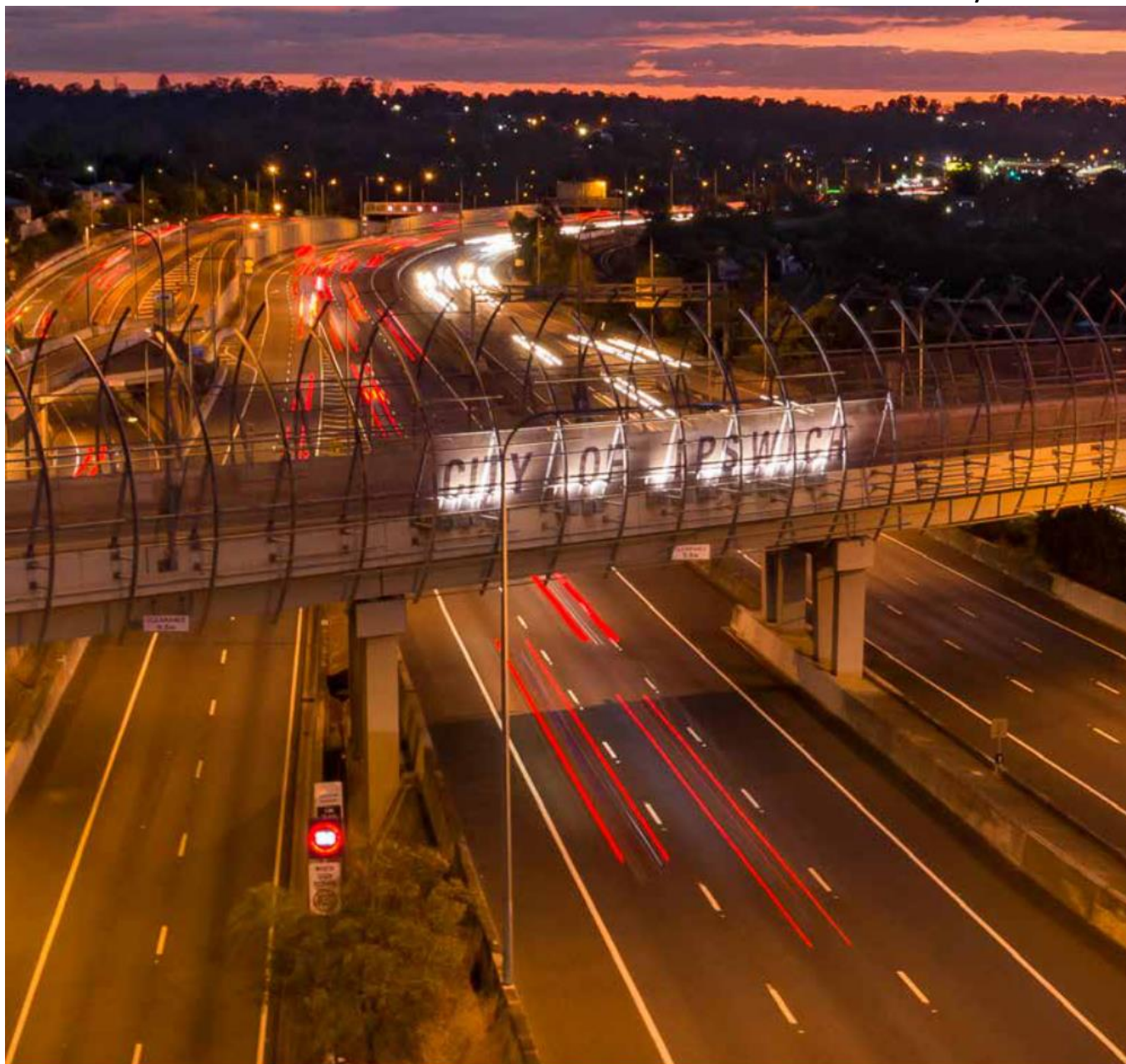
Item 2 / Attachment 2.



2 | iGO Freight Action Plan

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INTRODUCTION

INTRODUCTION

The freight industry is a key pillar of the Ipswich economy contributing \$1.5 billion annually (in 2016) across the primary, secondary and road transport sectors to the regional economy.

The city is dependent on the freight industry to deliver essential goods and services to support and assist local industries and businesses to fully capitalise on the strategic advantages of Ipswich, those being its location on major interstate and intrastate highways, motorways and rail lines, the abundance of greenfield industrial land, and its close proximity to South East Queensland markets and the Port of Brisbane.

The City of Ipswich Transport Plan (branded 'iGO') is Ipswich City Council's (council) masterplan for Ipswich's transport future. It responds to current and future transport challenges and outlines council's aspirations to advance the city's transport system to accommodate a future population of 435,000 people.

The development of the iGO Freight Action Plan, a key action of iGO, has seen council working with key state agencies, freight industry and local businesses to identify the challenges facing the city and to develop key strategies and actions that need to be implemented over coming years. This will ensure that industries and businesses across the city are supported and grow by having efficient, safe and sustainable freight networks that link the city's freight generating centres, as well as domestic and overseas markets.

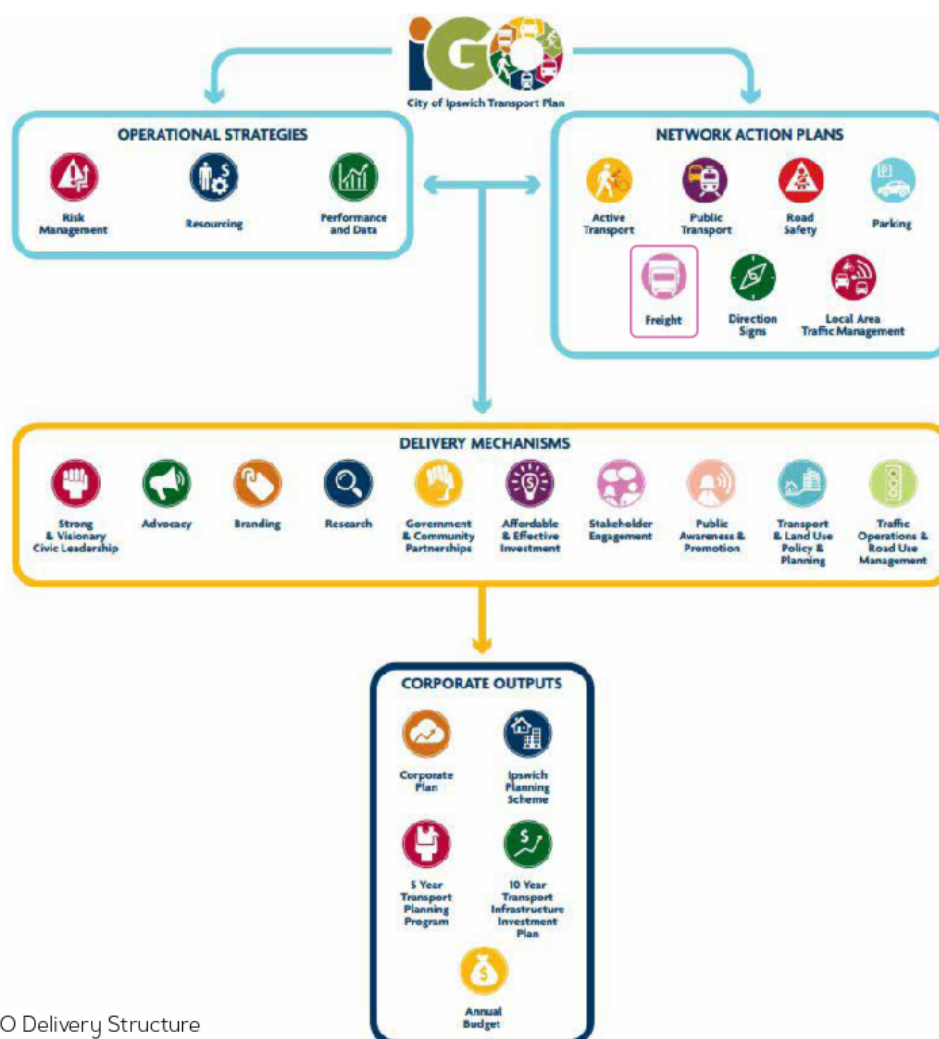


Figure 1: iGO Delivery Structure
(City of Ipswich Transport Plan, 2016)

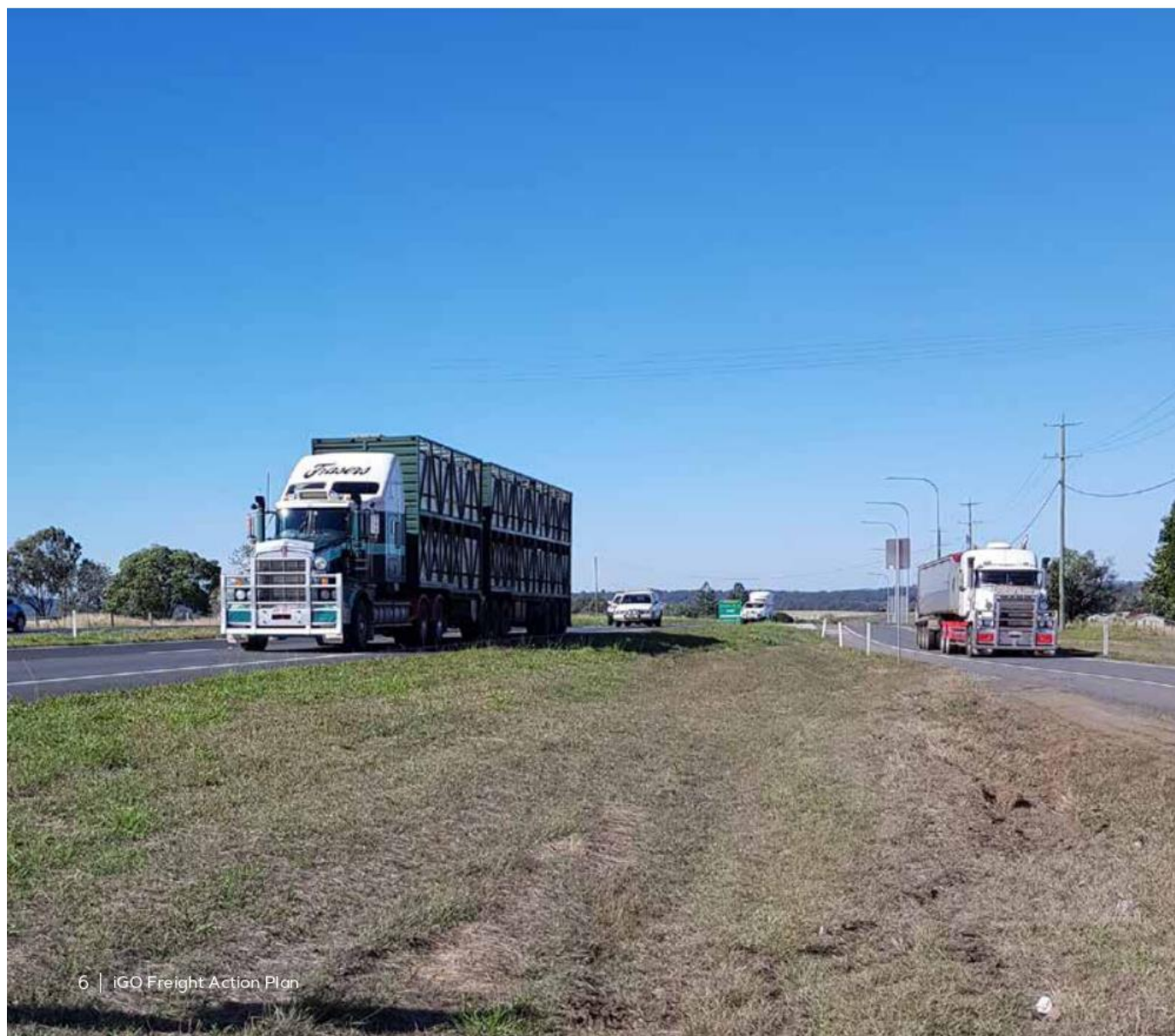
WHAT IS FREIGHT?

Freight transport is the physical process of moving commodities, merchandise, goods and cargo. There are typically two main components of freight movement, namely the movement of raw materials and the movement of manufactured/refined goods.

The movement of raw materials is undertaken using predominantly larger higher mass vehicles, while the movement of finished products differs depending on the location of the final destination.

Heavy mass freight vehicles generally deliver finished products to a distribution centre where they are transferred to smaller vehicles for delivery to the retail outlet or direct to the consumer. The surge in popularity of online trade and shopping is seeing significant growth in courier deliveries of freight.

Freight movement of goods typically uses one or more modes, namely road, rail, sea and air. Whilst air freight movements have traditionally involved commercial planes, the growth of drones to deliver light freight is seen as an important growth industry in coming years.



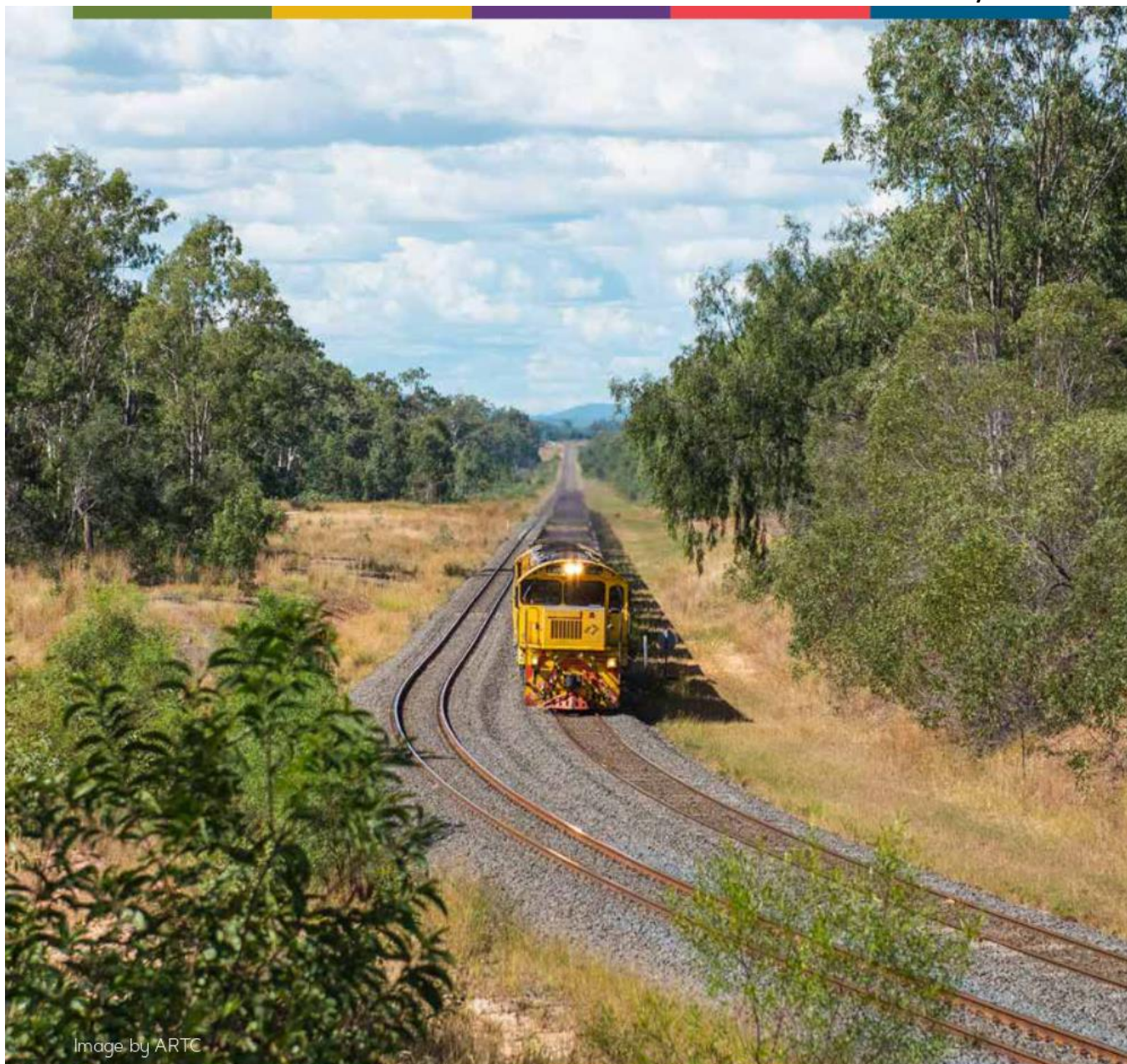


Image by ARTC

FREIGHT IN IPSWICH

FREIGHT IN IPSWICH

The City of Ipswich is strategically located at the junction of the Ipswich Motorway, Warrego Highway and Cunningham Highway, all of which are part of the National Land Transport Network (NLTN) (Figure 2 below). The city benefits from having strong accessibility to markets in the east, west and south by both rail and road networks.

The city also benefits from an abundance of available industrial land, more than 1/3 of the available industrial land in South East Queensland. The Ipswich Planning Scheme has identified approximately 8,000 hectares of zoned industrial land across the city. Of this, approximately 3,000 hectares has been developed.

The diverse industrial nature of Ipswich sees major movements of numerous raw materials (notably coal and grain from the Darling Downs and mined products from the Surat Basin) and manufactured goods across

the city. This combined with the transportation of goods to support the city's vibrant centres and businesses as well as services to meet the demand of the city's growing population is impacting on the city's roads with increasing congestion and delays.

Whilst the transportation of freight across the city is predominantly road based, the city is poised to become a major rail freight hub in coming years as the Inland Rail project and a potential intermodal freight terminal at Ebenezer comes to fruition. Combined with ever increasing change in logistics and warehousing, online shopping, technological advances in performance based autonomous and electric freight vehicles, and delivery of goods via alternative means including small electric vehicles and drones, it is essential that Ipswich identifies and plans for the growing and diverse needs of the freight industry in the next 15–20 years.

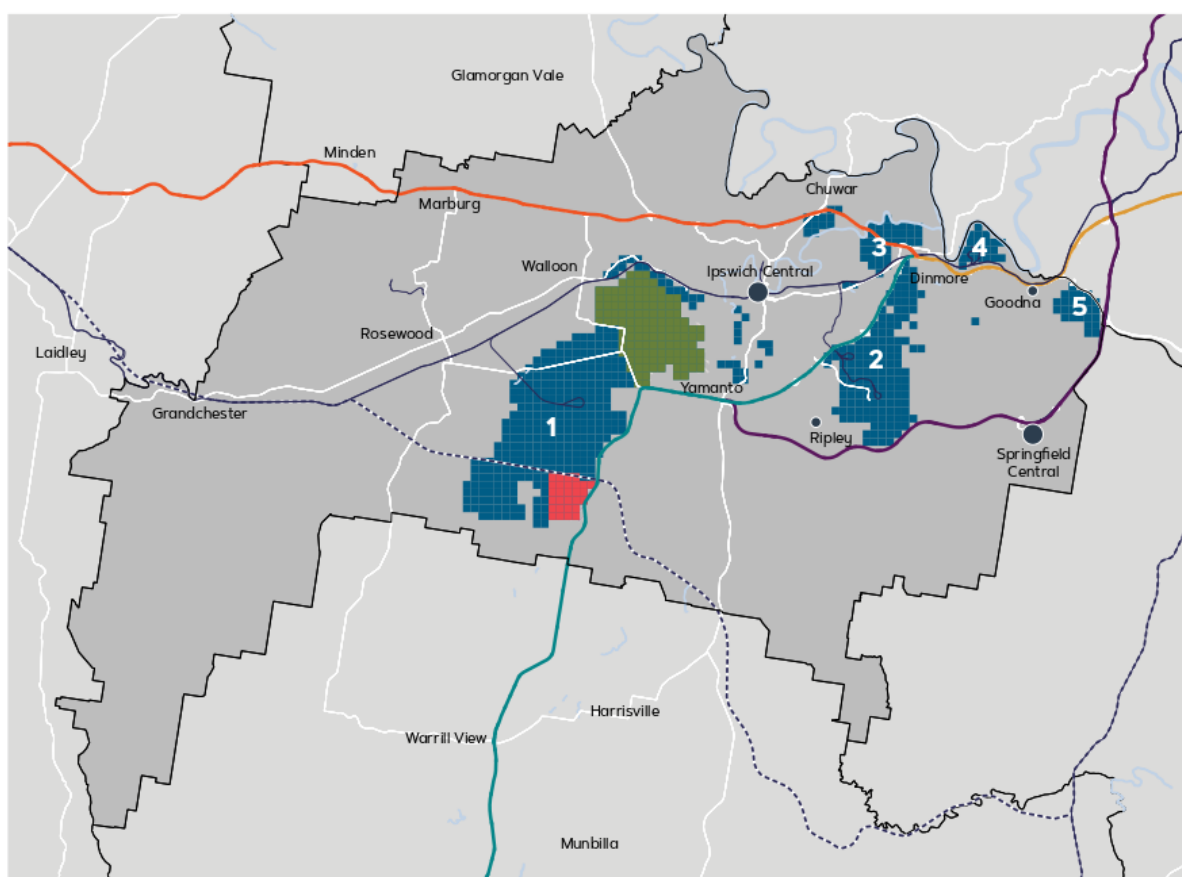
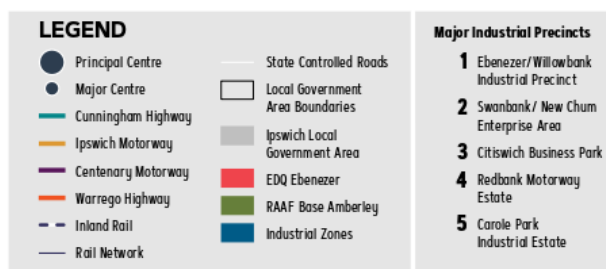
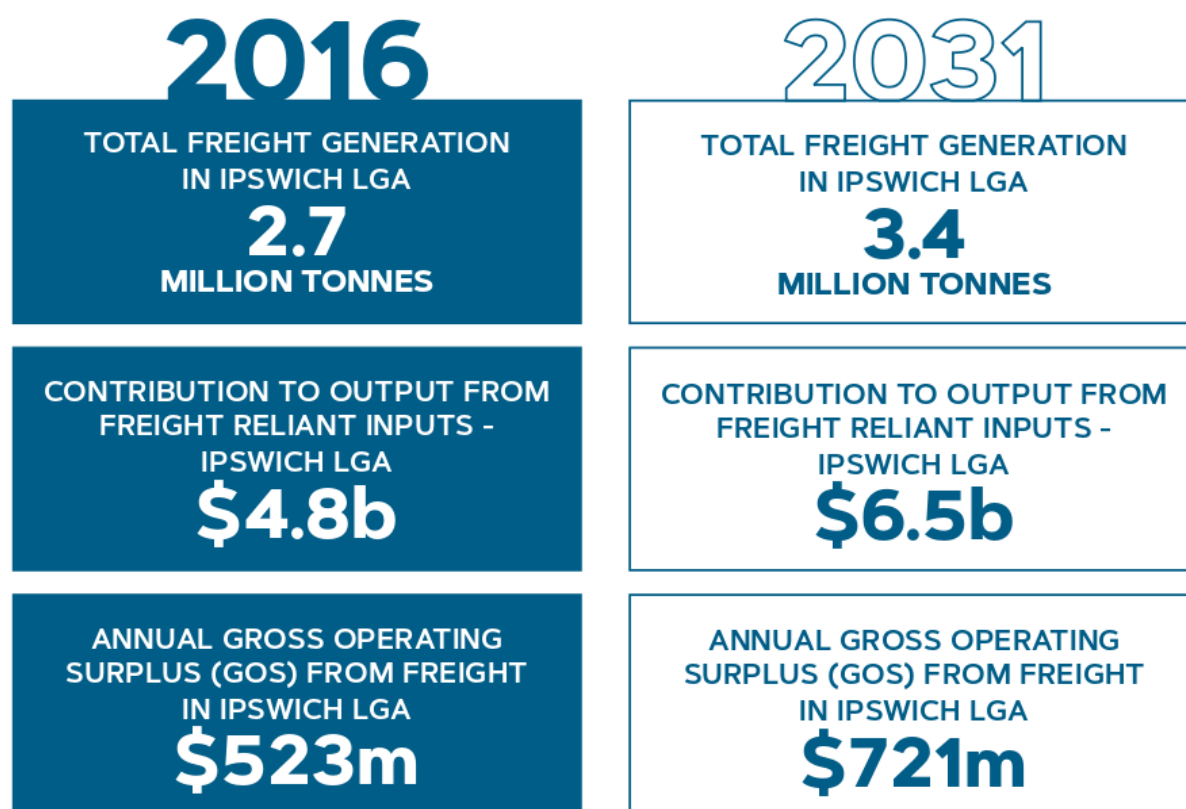


Figure 2: Major freight routes within the Ipswich LGA





Freight statistics in Ipswich
Source: CDM Smith 2020



Projected growth of freight in Ipswich
Source: CDM Smith 2020

FREIGHT GENERATORS

EXISTING INDUSTRIAL PRECINCTS

The existing industrial precincts supporting the city's vibrant economy include the following:

- **Redbank Motorway Estate**, located west of the Ipswich Motorway on the Redbank peninsula and houses logistics, manufacturing, warehousing and distribution centres. The Redbank Motorway Estate provides easy access to southern states via the Cunningham Highway, east to the Port of Brisbane and greater Brisbane markets via the Ipswich/Logan/Pacific and Gateway Motorways, and to western Queensland and the Northern Territory via the Warrego Highway.
- **Citiswich Business Park** is in close proximity to the major congruence of the Warrego Highway, Cunningham Highway, Ipswich Motorway and Brisbane Road. The business park caters for logistics, manufacturing, warehousing and distribution, construction and wholesale retail and has close proximity to food production, major industry and enterprise areas.
- **Carole Park Industrial Estate** is located approximately 15km north-east of the Ipswich CBD, in close proximity to both the Ipswich Motorway and Centenary Highway. The industrial estate is suitable for low impact industries, warehousing, logistics and manufacturing operations.

- **Swanbank/New Chum Enterprise Area** is situated near the junction of the Cunningham Highway, Warrego Highway and Ipswich Motorway. Part of the enterprise area (east of the Cunningham Highway and south of Redbank Plains Road) contains a number of manufacturing warehouse and logistic operations. Much of the land within the boundaries of the New Chum Enterprise Area is significantly altered from its natural state. This land is highly constrained for traditional development forms predominately owing to its past coal and clay mining, and landfill operations.
- **Dinmore** is home to a number of industries including the JBS Dinmore Meats facility. The plant is the largest beef abattoir in the southern hemisphere and has good access to major highways and the rail network.
- **RAAF Base Amberley** is located north of the Cunningham Highway and Haigslea-Amberley Road intersection. The base is home to a number of defence related aeronautical industries supporting the base activities.

There are a number of other industrial areas located across the city. Each plays an important role in housing small to medium industries supplying the local area with services and goods. These include **Yamanto, Churchill, Bundamba, Blackstone, North Tivoli and Wulkuruka**. Many have existing B-double gazetted roads providing multicomination vehicle access from the industrial areas to the city's arterial road network.

EMERGING INDUSTRIAL PRECINCTS

Ebenezer/Willowbank

The emerging Ebenezer/Willowbank industrial precinct is located adjacent to the Cunningham Highway, approximately 14km south-west of the Ipswich City Centre. It is proposed that the Ebenezer/Willowbank industrial precinct will cater for manufacturing, logistics, freight support and other large footprint industries.

There are a number of factors which support the development of this precinct:

- the construction of Inland Rail, which will dissect the precinct and the potential for a major intermodal freight hub at this location
- the limited stock of large sized greenfield industrial lots within South East Queensland
- access to a large employment base
- proximity to the Cunningham Highway (Sydney to Brisbane inland corridor) and other major road networks
- relative proximity to markets within South East Queensland and the Port of Brisbane.

CITY CENTRES

Each centre with the City of Ipswich requires efficient freight accessibility at all times during the day. Whilst many larger establishments have on-site loading facilities, there is still high demand for on-street loading zones.

As with all cities across the world, the success of online shopping has seen substantial demand for on-street commercial loading zones by courier vehicles. This is placing competitive pressure on the utilisation of loading zones as traditional longer stay users are needing to compete with increasing number of short stay couriers.

It is also important that traffic congestion within centres and along major arterial roads do not impose undue delay costs onto the cost of goods or time of delivery. Whilst not a major issue at present, congestion within Ipswich's centres will be an issue that will need to be addressed with the freight industry in the future.





ISSUES AND OPPORTUNITIES

STAKEHOLDER ENGAGEMENT

During the development of the iGO Freight Action Plan (iGO FAP), council actively engaged with industry, government bodies and local businesses within the city.

Stakeholder engagement was conducted between December 2019 and February 2020 with the goal being to identify existing and potential freight issues and opportunities facing the city.

ISSUES

INCREASED ROAD CONGESTION

Traffic congestion, whilst aggravating and costly for general traffic, is even more disruptive for road freight operators. Delays due to traffic congestion can be expensive for road freight operators, whereby increased vehicle operating costs and costs of delay have detrimental impacts to the greater supply chain and consumer. Heavy vehicles are also less likely to seek alternative routes when there is road congestion, particularly if they are a restricted vehicle type¹.

In 2016, the cost of congestion to passenger vehicles associated with heavy vehicle movements along each freight route was highest for the Warrego Highway and lowest for the Cunningham Highway. By 2031, the annual cost of congestion to passenger vehicles travelling along the city's highway/motorway network is anticipated to be approximately \$9.1 million per annum.

IMPACTS ON AMENITY

There is often a negative perception of freight movements (notably high-productivity freight vehicles) in urban areas where residents are less likely to acknowledge the economic benefits of such movements.

Freight movements, whilst providing numerous benefits to the local economy also generate a number of negative externalities such as air, noise and visual pollution.

Freight movements associated with new development can be restricted to certain times of the day as a way of protecting the local amenity of an area. However, time restrictions can also force freight vehicles to deliver during narrow windows which may not be the most efficient time of the operator, particularly if during peak travel periods where road congestion is at its greatest.

PROBLEMATIC 'LAST MILE' FREIGHT JOURNEYS

Online deliveries are revolutionising door to door deliveries, exponentially increasing the number and speed of movements between distribution centres and the delivery points. This will increasingly see delivery vehicles moving through residential areas more frequently, impacting the residential neighbourhoods, congesting the streets and intersections, and struggling to find off-loading space within busy commercial areas.

DIMINISHING ROAD CAPACITY

The future demand on the road freight network will increase as the city also grows. Road upgrades and freight infrastructure enhancements can often be costly, presenting a challenge for all levels of government.

Modelling has indicated that the following core freight routes will require capacity upgrades in the future to cater for future demand:

- **Ipswich Motorway** – 8-lanes Logan Motorway to Dinmore
- **Cunningham Highway** – 4-lanes Ripley Road to Amberley (includes a new interchange at Amberley as well as the possible extension of the 4-lanes to Ebenezer should development of the EDQ estate and the intermodal terminal accelerate the growth of heavy freight vehicles accessing the area)
- **Warrego Highway** – 6-lanes Dinmore to Brisbane Valley Highway
- **Centenary Highway** – 4-lanes Logan Motorway to Yamanto
- **Western Ipswich Bypass** – a connection linking the Warrego Highway to the Cunningham Highway, which will support the future development of the Ebenezer/Willowbank industrial area.

¹Delbosc, A. & Young, W. (2017) 'Traffic Engineering and Management' 7th Edition, Monash Institute of Transport Studies, Melbourne, Australia

OPPORTUNITIES

SHIFTING FREIGHT MOVEMENTS TO RAIL

Inland rail is seen as a catalyst to encourage more rail freight to/from Brisbane to major destinations such as Melbourne and Sydney and regional centres in western Queensland and north-west New South Wales. The provision of a second freight line from the Darling Downs will provide competition and reduced bulk freight cartage costs, particularly for grain and coal exports through the Port of Brisbane.

Inland Rail will also see a seismic shift in containerised freight across the eastern seaboard, with as many as 150 interstate B-double road freight trips being replaced by one 1,800 metre double stacked train on the Inland Rail.

There are many potential benefits of the Inland Rail project, one of them being the potential to alleviate congestion on the major road freight routes within Ipswich.

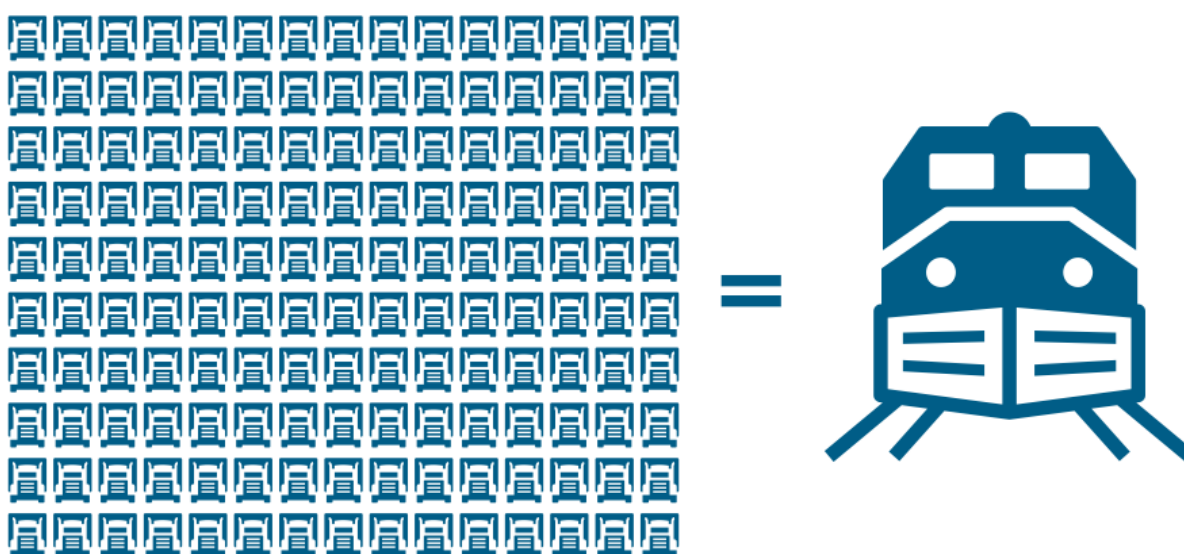


Figure 3: Capacity of a double stacked train compared to an interstate B-Double

EMBRACING NEW TECHNOLOGIES

Road freight has entrenched itself as the most efficient and effective transportation mode for all local, interregional and interstate freight movements. However, this mantle is under threat as new technologies encroach on the road freight landscape.

Drones for example are starting to emerge as a viable alternative to courier deliveries particularly for small lightweight parcels. A number of trials are underway across Australia to assist regulators set operational boundaries for this industry.

Research and trials continue on the development of autonomous vehicle technologies. Whilst the timeframes indicate that it will still be some time before autonomous vehicles will be permitted to operate in open systems, it is certain that freight operators will have fleets with autonomous vehicles in the foreseeable future.

RATIONALISING THE ROAD FREIGHT NETWORK

There are a number of redundant multi-combination routes across the city which is a legacy of old industrial complexes no longer being operational. Some of these gazetted routes are in residential streets, an outcome of the past where an industry was established in semi-rural areas of the city, only to be surrounded over the decades by residential subdivisions.

Opportunity exists to identify all redundant multi-combination routes across the city and to have these gazetted accordingly to reflect the changed nature of the road.

IMPROVING CENTRE AMENITY

Centres often have the challenge of balancing the competing function of urban streets. There is often conflict between the 'link' function of an urban street (prioritisation of vehicle through movements) and the 'place' function of an urban street (streets that foster pedestrian activity and are considered a destination in their own right)².

The presence of non-essential through traffic (including freight movements) within centres such as the Ipswich City Centre has many detrimental effects such as increased traffic congestion, traffic noise, increased road accidents as well as detracting from the 'place' function of urban streets within centres.

The planned Ipswich City Centre Orbital Road System will provide a longer term solution for local freight movements travelling between suburbs and throughout Ipswich without the need to travel through the Ipswich City Centre.

In particular, the proposed Second Bremer River Crossing (in the vicinity of Norman Street), which forms part of the orbital road system, will encourage heavy vehicle movements out of the core of the Ipswich City Centre, hence providing council with opportunity to pedestrianise the centre.

IMPROVING NETWORK SUSTAINABILITY

Whilst it is acknowledged that council have a limited role in improving the sustainability of the freight network as a whole, there are a number of initiatives that council can implement and support. An opportunity does exist for council to investigate ways of making its waste vehicle fleet more sustainable.

A number of councils across Australia, such as the City of Fremantle (WA)³, Sutherland Shire Council (NSW)⁴, Blue Mountains City Council (NSW)⁵ and the City of Casey (Vic)⁶ have implemented or have trialled electric powered waste collection vehicles as part of their waste management fleets.



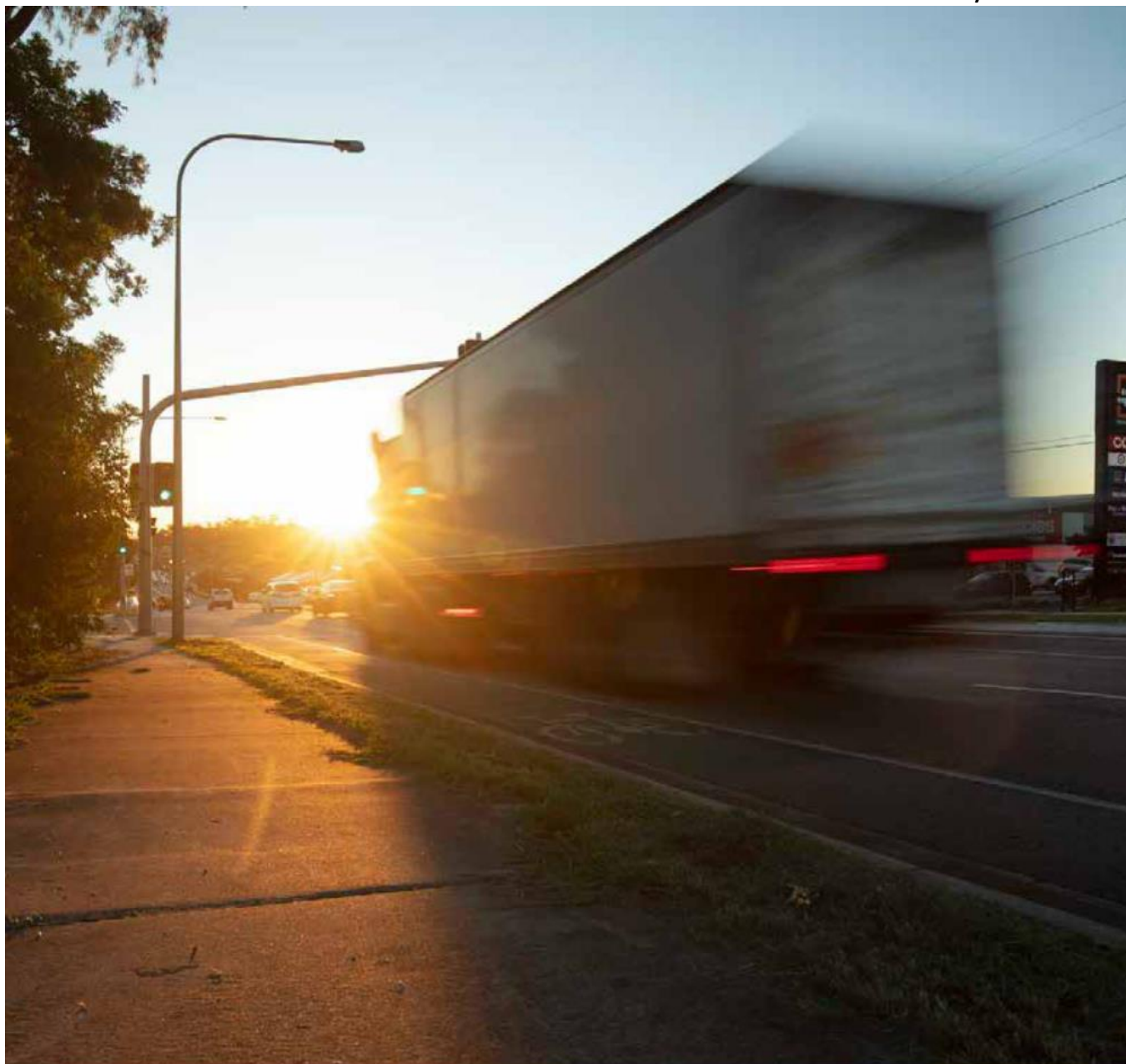
² Jones, P. & Boujenko, N. (2009) 'Link' and 'Place': A New Approach to Street Planning and Design', Road & Transport Research: A Journal of Australian and New Zealand Research and Practice 18, 4: 38.

³ Fremantlewa.gov.au/news-and-media/28102019-introducing-evie-electric-rubbish-truck

⁴ Theleader.com.au/story/6241077/electric-garbage-truck-trial-for-shire/

⁵ Bluemountainsgazette.com.au/story/6931778/blue-mountains-city-council-trials-electric-garbage-truck/

⁶ Casey.vic.gov.au/news/electric-waste-trucks-arrive-casey



ASPIRATIONS

VISION

Throughout the development of the iGO FAP, there has been a comprehensive targeted consultation process. Through this process, the following vision for freight in Ipswich has been identified:

'Ipswich City is South East Queensland's pre-eminent freight hub, strategically located to service local, intrastate, interstate and overseas markets via resilient, safe and highly efficient major road, rail and port connections.'

OBJECTIVES

There are five objectives underpinning the iGO FAP.

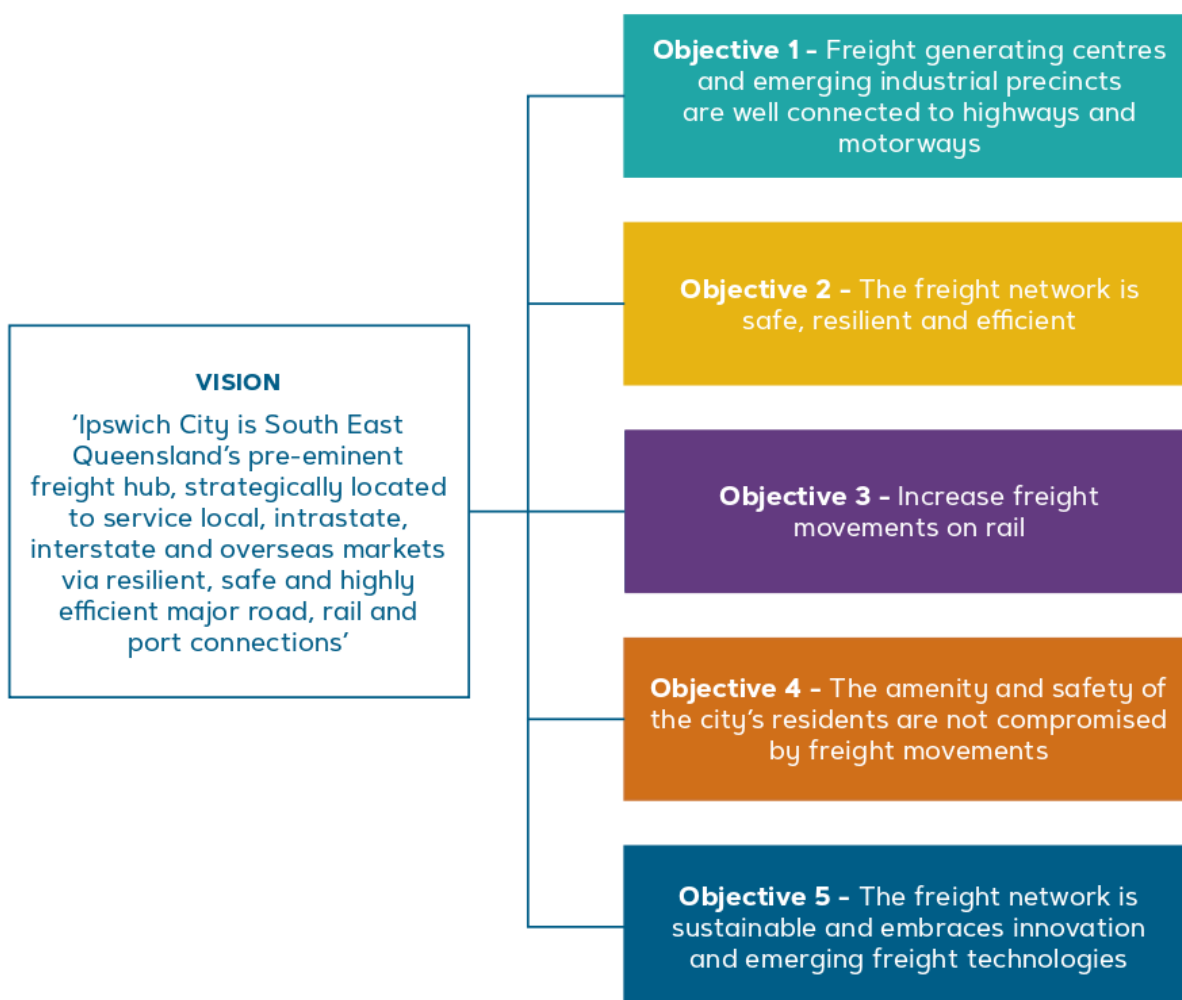
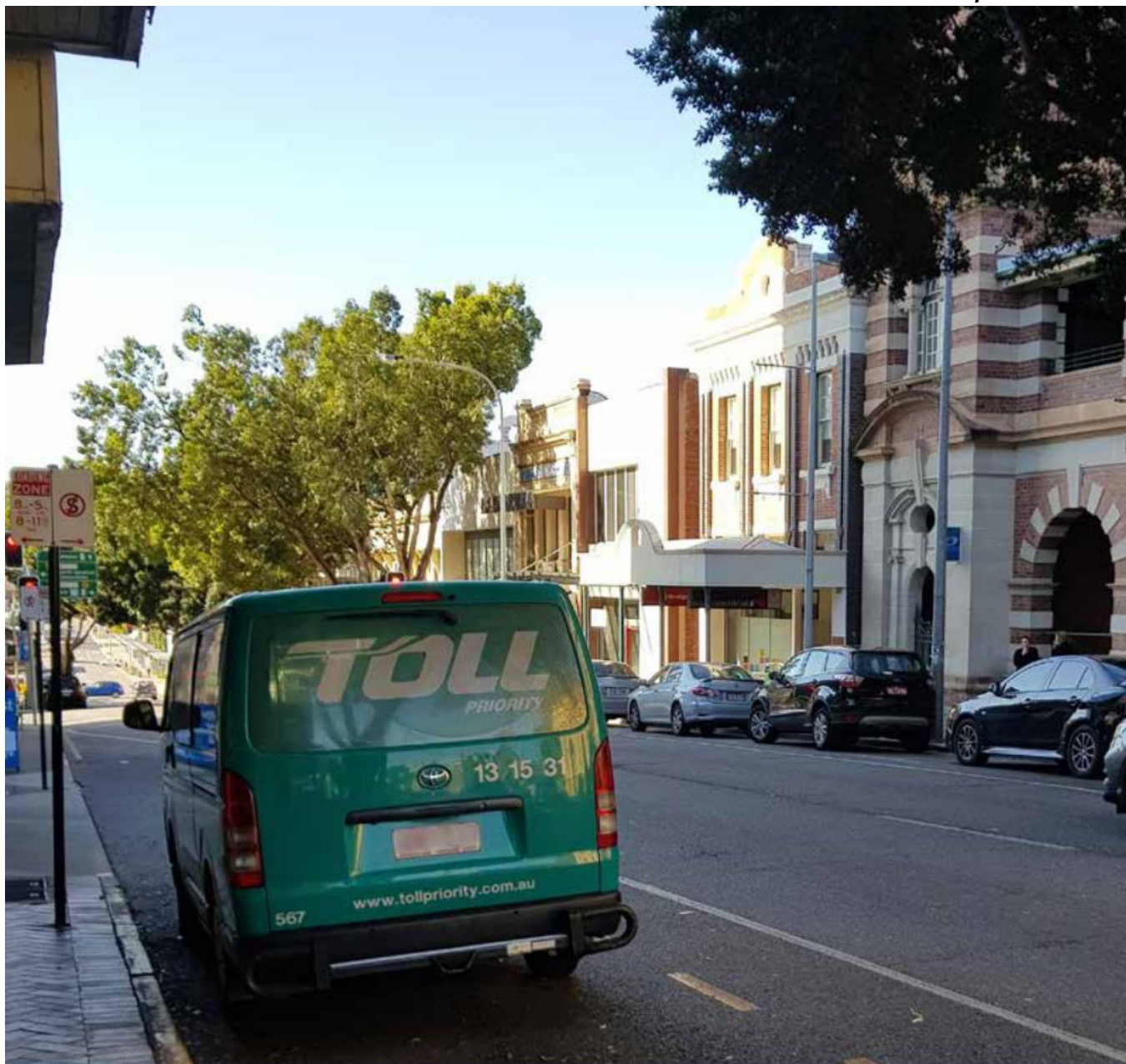


Figure 4: Vision and objectives



DELIVERY

ACTIONS

The action plan has been developed based on the five Objectives:

- Objective 1: Freight Generating Centres and Emerging Industrial Precincts are well connected to Highways and Motorways
- Objective 2: The freight network is safe, resilient and efficient
- Objective 3: Increase freight movements on rail
- Objective 4: The amenity and safety of the city's residents are not compromised by freight movements
- Objective 5: The freight network is sustainable and embraces innovation and emerging freight technologies.

TIMEFRAMES

Each action is given a timeframe that outlines council's freight priorities. They are defined as:

- Signature (actions that can be undertaken immediately)
- Short (< 5 years)
- Medium (5-10 years)
- On-going (actions that are already underway and/or will occur across all timeframes).

SIGNATURE PROJECTS

ID	Proposed action
1.3	Review and advance planning for the road network within the Ebenezer Regional Industrial Area.
1.4	Review and advance planning for north-south and east-west linkages to the Swanbank Industrial Area.
2.9	Investigate opportunities for collecting and using freight data to improve freight efficiency and inform infrastructure design.
4.2	Review and identify projects to separate active transport and freight movements along designated freight routes, including removing conflicts between freight vehicle and trailer parking in bicycle lanes.
4.8	Review and refine the ICC Road Hierarchy Map with an emphasis on network resilience, ensuring that alternative access routes discourage freight movements through sensitive areas.



**OBJECTIVE 1: FREIGHT GENERATING CENTRES AND EMERGING INDUSTRIAL PRECINCTS
ARE WELL CONNECTED TO HIGHWAYS AND MOTORWAYS**

ID	Proposed action	Timeframe			Lead
		Ongoing	Short (<5 years)	Medium (5-10 years)	
1.1	Review the Ipswich Planning Scheme to ensure new industrial areas are in close proximity to and have designated safe and efficient access points to highways and motorways.				ICC
1.2	Continue joint planning with TMR to identify safe and efficient access arrangements for new industrial areas in Ebenezer, Willowbank and Jeebropilly.				TMR/ICC
1.3	Review and advance planning for the road network within the Ebenezer Regional Industrial Area.				ICC
1.4	Review and advance planning for north-south and east-west linkages to the Swanbank Industrial Area.				ICC



OBJECTIVE 2: THE FREIGHT NETWORK IS SAFE, RESILIENT AND EFFICIENT

ID	Proposed action	Timeframe			Lead
		Ongoing	Short (<5 years)	Medium (5-10 years)	
2.1	<p>Continue to work with TMR to plan, program and advocate for specific upgrades to address capacity constraints for major road freight transportation corridors and in particular:</p> <ul style="list-style-type: none"> Western Ipswich Bypass linking Cunningham Highway to Warrego Highway Cunningham Highway duplication from Ripley Road to Amberley Interchange Redbank Plains Road/Cunningham Highway Interchange upgrade Amberley Interchange upgrade Centenary Highway duplication from Springfield to Yamanto Warrego Highway Interchange upgrades River Road Improvement project Warrego Highway upgrade to six lanes 				TMR/ICC (with funding from Federal Government as necessary for National Highways)
2.2	<p>Ensure any future freight routes external to industrial estates are at sub-arterial standard at a minimum to comply with the ICC Road Hierarchy map and the ICC Freight Hierarchy map.</p>				ICC

Item 2 / Attachment 2.

ID	Proposed action	Timeframe			Lead
		Ongoing	Short (<5 years)	Medium (5-10 years)	
2.3	Ensure that the Ipswich Planning Scheme adapts to the evolving needs and standards of the freight industry for all vehicle specifications including end of trip infrastructure and decoupling areas.				ICC
2.4	Undertake an audit of existing road signs and road markings within existing and emerging freight centres and along heavy vehicle routes to identify and remove redundant and inconsistent signage.				TMR/ICC
2.5	Undertake an audit of major freight access routes to industrial areas to identify and investigate solutions to address where road furniture or on-street parking reduces road capacity and efficiency.				ICC
2.6	Identify problematic first and last mile freight access to existing centres and industrial areas, such as Monash Road, Redbank, and implement freight priority measures such as signal optimisation.				ICC
2.7	Investigate incident management measures to maintain accessibility for industrial areas through measures such as digital communications.				ICC
2.8	Enable the expansion of the freight network and the ongoing rollout of multi-combination (Performance Based Standards) vehicles by ensuring corridors are fit for purpose.				ICC
2.9	Investigate opportunities for collecting and using freight data to improve freight efficiency and inform infrastructure design.				TMR/ICC
2.10	Collaborate with QPS and TMR to ensure compliance on the major freight road network.				TMR/QPS/ ICC
2.11	Review the utilisation of loading zones in centres to ensure the number and size of bays as well as time limitation reflects the needs of the freight industry.				ICC



OBJECTIVE 3: INCREASED FREIGHT MOVEMENTS ON RAIL

ID	Proposed action	Timeframe			Lead
		Ongoing	Short (<5 years)	Medium (5-10 years)	
3.1	Continue to advocate for the timely construction of the Inland Rail Project including the development of the Ebenezer intermodal freight hub.				ICC
3.2	Continue to advocate for the use of rail freight on key strategic corridors (aligning with Queensland Freight Strategy) particularly container freight.				ICC
3.3	Encourage development of intermodal facilities and container logistic facilities with strong linkages to the Port of Brisbane.				ICC

Item 2 / Attachment 2.



**OBJECTIVE 4: THE AMENITY AND SAFETY OF THE CITY'S RESIDENTS
ARE NOT COMPROMISED BY FREIGHT MOVEMENTS**

ID	Proposed action	Timeframe			Lead
		Ongoing	Short (<5 years)	Medium (5-10 years)	
4.1	Monitor crash statistics along designated freight routes and take remedial action where unsafe operations exist.				TMR/ICC
4.2	Review and identify projects to separate active transport and freight movements along designated freight routes, including removing conflicts between freight vehicle and trailer parking in bicycle lanes.				ICC
4.3	Investigate Ipswich Planning Scheme and local law amendments to enable flexibility of delivery hours where it can be demonstrated that local amenity is not impacted.				ICC
4.4	Consider freight impacts on residential amenity in the development of the iGO Local Area Traffic Management Action Plan.				ICC
4.5	Support TMR to ensure noise and emission levels of heavy road and rail freight vehicles comply with the required specifications.				TMR/ICC

ID	Proposed action	Timeframe			Lead
		Ongoing	Short (<5 years)	Medium (5-10 years)	
4.6	Undertake community education and awareness campaigns about the importance of freight and how it can assist with a sustainable transport future for Ipswich.				ICC
4.7	Identify redundant multi-combination freight routes across the city and remove from the National Heavy Vehicle Regulator register of approved routes such as Mary Street (Blackstone) and Jacaranda Street (Booval).				ICC
4.8	Review and refine the ICC Road Hierarchy Map with an emphasis on network resilience, ensuring that alternative access routes discourage freight movements through sensitive areas.				ICC
4.9	Progress the design and construction of the Ipswich City Centre Orbital Road System to encourage non-essential freight vehicle movements out of the core of the Ipswich City Centre and improve resilience of the freight network.				ICC



OBJECTIVE 5: THE FREIGHT NETWORK IS SUSTAINABLE AND EMBRACES INNOVATION AND EMERGING FREIGHT TECHNOLOGIES

ID	Proposed action	Timeframe			Lead
		Ongoing	Short (<5 years)	Medium (5-10 years)	
5.1	Investigate opportunities to make council's fleet (including waste vehicles) more sustainable.				ICC
5.2	Ensure that planning for new infrastructure is positioned to adapt to climate change including flood resilience.				TMR/ICC
5.3	Investigate opportunities for the incorporation of low-cost smart road safety initiatives in alignment with the iGO Intelligent Transport Systems Strategy.				ICC
5.4	Encourage and support the piloting of new innovative technologies and processes such as drones and active transport.				TMR/DSDTI/ICC
5.5	Support the development and deployment of integrated corridor management techniques, autonomous vehicles, innovative fleet management and smart logistics tools.				ICC

ID	Proposed action	Timeframe			Lead
		Ongoing	Short (<5 years)	Medium (5-10 years)	
5.6	Ensure local laws are flexible to allow for emerging freight trends.				ICC
5.7	Further promote out of centre collection facilities in order to reduce freight related trips into and out of centres.				ICC
5.8	Advocate the use of smart real time information sensors, Variable Message Signs, and data network communications on freight routes to avoid delays.				ICC
5.9	Partner with and support the freight industry to be more adaptable and flexible, incorporating improved resilience measures.				ICC
5.10	Promote the incorporation of innovative technologies such as vehicle charging stations within new industrial areas.				ICC
5.11	Take advantage of opportunities for grant funding to assist with freight enhancement projects.				ICC

FUNDING

Funding for the completion of each action will largely be the responsibility of the organisation that has been identified as the lead agency. However, there are opportunities for council to apply for funding grants from the state and/or federal governments to assist with the roll out of the defined actions.

MONITORING AND REVIEW

The iGO FAP will be updated every five years to ensure that emerging freight issues are captured and addressed in on-going action delivery.

To monitor the progress of the implementation of the actions, several targets have been devised. Each target links back directly to an objective and has been developed to be easily measurable on a cyclical basis. Where possible, the measures have been taken and/or calculated from readily available data already collected by either ICC or TMR.

Figure 5 (below) outlines each target identified and the associated measure used to evaluate the objectives.

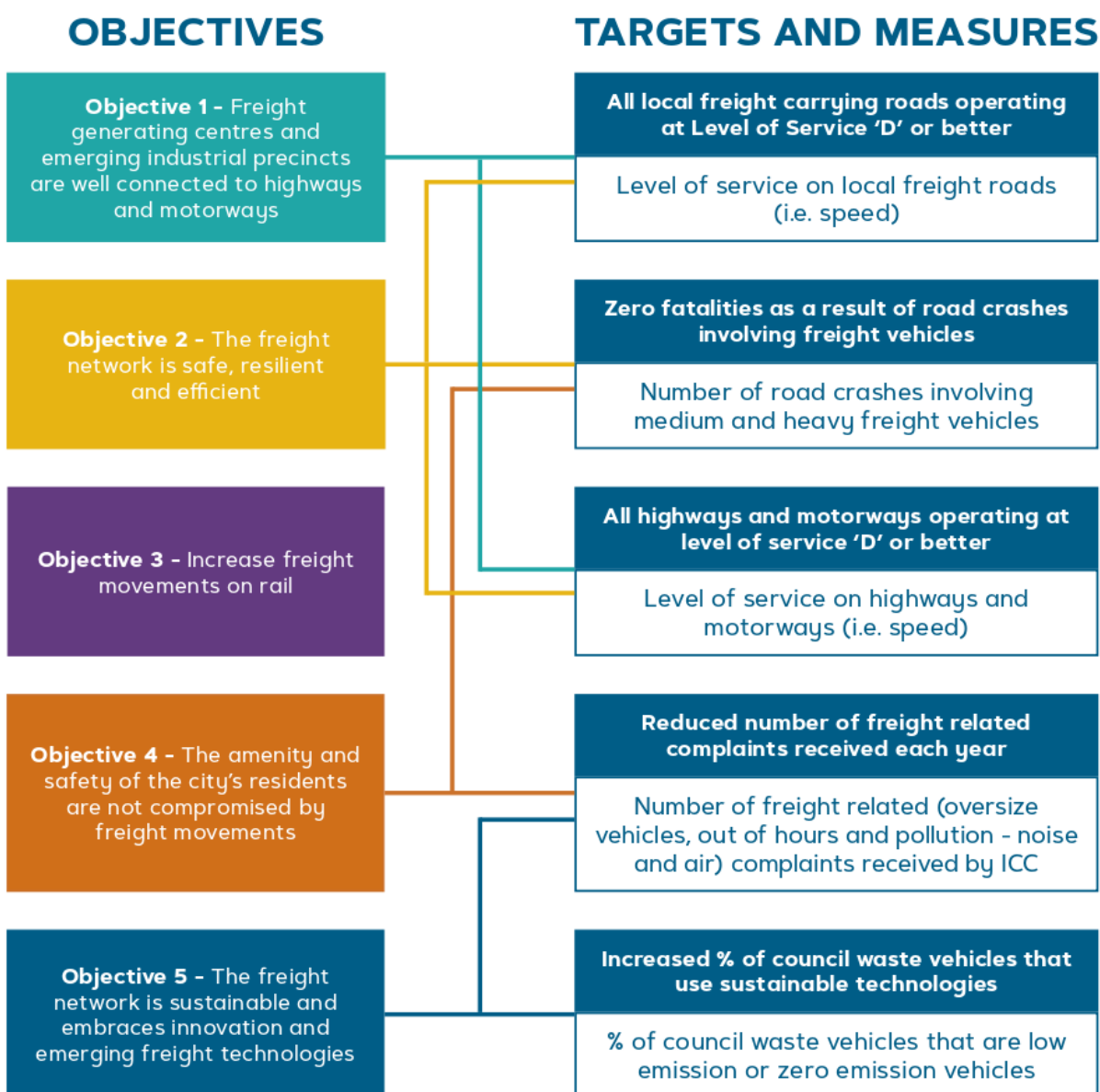


Figure 5: Targets and measures

ACKNOWLEDGEMENTS

The iGO FAP is a collaborative initiative and council acknowledges all key stakeholders for their contributions to the development and implementation of the plan. Special thanks are given to the following organisations who provided substantial input into the development of the plan:

- The Department of Transport and Main Roads
- The Department of State Development, Tourism and Innovation.



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ITEM: 4

SUBJECT: ACQUISITION OF LAND FOR ROAD PURPOSES - SPRINGFIELD PARKWAY SHARED PATH UPGRADE PROJECT

AUTHOR: SENIOR PROPERTY OFFICER (ACQUISITIONS AND DISPOSALS)

DATE: 23 FEBRUARY 2021

EXECUTIVE SUMMARY

This is a report concerning the acquisition of land for road purposes for the Springfield Parkway Shared Path Upgrade (Project).

RECOMMENDATION

- A. That Council having considered the details contained in this report, support the acquisition for strategic road purposes, of the area of land identified in Attachment 1 of this report, described as part of Lot 2 on RP868448 located at 36-38 Springfield Parkway, Springfield ("the Land") by way of resumption agreement with ("the Landowner"). If Council fail to reach an agreement with the landowner for the acquisition of the land, recommendations B and D will apply as alternative recommendations to A and C.
- B. That Council resolve to exercise its power as a constructing authority for strategic road purposes, under the *Acquisition of Land Act 1967*, and take the land (by way of resumption) as the area of land being identified in Attachment 1 of this report, described as part of Lot 2 on RP868448 located at 36-38 Springfield Parkway, Springfield.
- C. That under s257(1)(b) of the *Local Government Act 2009* Council delegate the power to the Chief Executive Officer to be authorised to negotiate any agreement with the landowner for the amount of compensation payable by Council under any resumption agreement.
- D. That under s257(1)(b) of the *Local Government Act 2009* Council delegate the power to the Chief Executive Officer to be authorised to take the land for strategic road purposes (by way of resumption) described as part Lot 2 on RP868448 located at 36-38 Springfield Parkway, Springfield on behalf of Council, in its capacity as a constructing authority under the *Acquisition of Land Act 1967*.

RELATED PARTIES

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

ADVANCE IPSWICH THEME

Managing growth and delivering key infrastructure

PURPOSE OF REPORT/BACKGROUND

The City of Ipswich Transport Plan (iGO), identifies the need to upgrade/duplicate Springfield Parkway and Springfield Greenbank Arterial to four lanes, to meet the population and employment growth in the area and the associated travel demands. These links are also identified as a principal cycle route within Council's iGO Active Transport Action Plan and the Department of Transport and Main Roads SEQ Principal Cycle Network Plan 2016.

Springfield Parkway is a key road linking Old Logan Road in the north to the Centenary Highway in the south, also providing access to the Springfield Town Centre via Springfield Greenbank Arterial. The road functions as a sub-arterial link to the north of the Springfield Greenbank Arterial and as an arterial link to the south.

The project brief was to undertake full detailed design for a 3.0m wide, bike and pedestrian shared use concrete pathway within the western/northern verge of Springfield Parkway from Old Logan Road to Topaz Road, a length of approximately 650 metres.

During detailed design, it was uncovered that a section of existing footpath is encroaching into private property described as Lot 2 on SP868448, located at 36-38 Springfield Parkway, Springfield. This property is a privately owned commercial property comprising a strip of shops with four tenancies. Initially, design attempted to maintain the existing kerb alignment, however there was insufficient verge distance to develop a compliant kerb ramp at the 3.0m width required by the project brief.

As such a land acquisition is required with an estimated area of 6m² (subject to survey). The required land is currently used as existing footpath that encroaches onto private property. There are no buildings located over the land required.

Additionally the required land is burdened by a "right of way and services" easement benefiting the adjacent Springfield Fair Shopping Centre. The easement runs across the entire northern boundary of the subject property and has a total area of 94m². As such Council will also need to acquire the 6m² (subject to survey) of easement from the owners of the adjacent shopping centre for the land to be dedicated as road reserve. However, it is not considered to be a significant imposition as the land to be acquired will be dedicated as road which somewhat suits the purpose of the easement for right of way and services.

LEGAL/POLICY BASIS

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

RISK MANAGEMENT IMPLICATIONS

The following key risks may apply to Council if the land acquisition is not completed:

1. Compliance/Community Service levels – shortening the kerb ramp or narrowing the path width to avoid property impact would not meet design criteria.
2. Reputational – Council has indicated construction is to occur in the current Financial Year.
3. It is likely construction works will commence in this financial year (2020-2021) prior to the acquisition being completed. Although other sections of works can commence in areas not reliant on the acquisition a situation may arise where a section of the project is left incomplete until the acquisition can be completed.

FINANCIAL/RESOURCE IMPLICATIONS

Expenses relating to the resumption of land by agreement will form part of the project budget from the Capital Project Funding for the 2020-2021 and 2021-2022 budget.

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

COMMUNITY AND OTHER CONSULTATION

Community sessions have been held in relation to the overall Springfield Parkway Upgrade in late 2019 at the adjacent Springfield Fair Shopping Centre, as well as at Orion Shopping Centre (Springfield Central).



Property Services and a Stakeholder Officer held an onsite meeting with the property owner on the 16th February 2021 to discuss the Project and required acquisition. Overall the owner was supportive of both the project and acquisition of the land. Issues raised were fair compensation for the land and the possibility of Council removing a large paperbark tree adjacent to the acquisition area. It was mentioned to the owner that monetary compensation for the land is based on an independent valuation (currently being prepared) and a request to have the tree removed, which is currently damaging the existing footpath, has been passed on to project officers for consideration. The project officer has since advised it has been confirmed that the demolition plans for the project require the tree to be removed and replaced in an alternative location.

CONCLUSION

It is recommended that Council proceed with the compulsory acquisition of 6m² (subject to survey) and subsequent burdening easement as a “Constructing Authority” under the *Acquisition of Land Act 1967* over part of land described as Lot 2 on SP868448, located at 36-38 Springfield Parkway, Springfield.

In the first instance, Council will make all reasonable attempts to negotiate by agreement with the property owner when issuing both the Notice of Intention to Acquire (NIA) and following Notice of Intention to Resume (NIR). Therefore, Council will first seek to acquire the land by way of a resumption agreement with the consent of the owner, however, if this is unsuccessful, Council will exercise its power under the *ALA* and make application to the relevant Minister for the land to be taken.

ATTACHMENTS AND CONFIDENTIAL BACKGROUND PAPERS

1.	Location Map  
	CONFIDENTIAL
2.	Title Search for Lot 2 SP868448 - 36-38 Springfield Parkway Springfield
3.	Acquisition Plan

Paul Lee

SENIOR PROPERTY OFFICER (ACQUISITIONS AND DISPOSALS)

I concur with the recommendations contained in this report.

Brett McGrath

PROPERTY SERVICES MANAGER

I concur with the recommendations contained in this report.

Anthony Dunleavy

MANAGER, LEGAL AND GOVERNANCE (GENERAL COUNSEL)

I concur with the recommendations contained in this report.

Sean Madigan

ACTING GENERAL MANAGER - INFRASTRUCTURE AND ENVIRONMENT

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Item 3 / Attachment 1.



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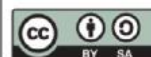
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Printed Date: 23 Feb 2021



Doc ID No: A6828432

ITEM: 5

SUBJECT: CONTRACT EXTENSION - TI TREE BIOENERGY (WASTE DISPOSAL SERVICES)

AUTHOR: GOODS AND SERVICES CATEGORY SPECIALIST

DATE: 2 MARCH 2021

EXECUTIVE SUMMARY

This is a report recommending the extension of contract 09-10-264-2 Waste Disposal Services with Ti Tree Bioenergy.

The Scope of the 09-10-264-2 Waste Disposal Services Contract is for the provision of waste disposal services for waste generated from Council's weekly kerbside refuse collection services.

The Council endorsed the engagement of Ti Tree Bioenergy for the 09-10-264-2 Waste Disposal Services contract at the Council Ordinary Meeting of 9 November 2010 for a period of ten (10) years with the option to extend for one (1) further term of five (5) years.

The contract commenced on 22 March 2011 for a term of ten (10) years to 21 March 2021. The actual expenditure during the contract to date is \$9,200,000 over ten (10) years (not inclusive of the Waste Levy).

Council's decision on 9 November 2010 was for an option to extend the contract for a further five (5) years on the terms negotiated by the Chief Executive Officer.

The estimated expenditure for the term of this extension is \$14,000,000 (inclusive of the Waste Levy but excluding GST) for a five (5) year term. Funding is available from within the existing operational budget.

This report recommends to Council that the Chief Executive Officer be authorised to administer the extension option and that the current contract be extended by one (1) further term of five (5) years from 22 March 2021 to 21 March 2026.

RECOMMENDATION

- A. That the Chief Executive Officer be authorised to administer a contract extension for five (5) years for a value of up to fourteen million dollars (\$14,000,000) (inclusive of the Waste Levy but excluding GST) for the provision of waste disposal services, Contract No. 09-10-264-2, and to do any other acts necessary to**

implement Council's decision in accordance with section 13(3) of the *Local Government Act 2009*.

RELATED PARTIES

There are no declarations of any conflicts of interest.

The incumbent contractor is Ti Tree Bioenergy (ABN 67 450 387 919).

ADVANCE IPSWICH THEME

Caring for the environment

PURPOSE OF REPORT/BACKGROUND

The Scope of the 09-10-264-2 Waste Disposal Services Contract is for the provision of waste disposal services for waste generated from Council's weekly kerbside refuse collection services.

The Council endorsed the engagement of Ti Tree Bioenergy for the 09-10-264-2 Waste Disposal Services contract at Council Ordinary Meeting of 9 November 2010 for a period of ten (10) years with the option to extend a further one (1) term of five (5) years period. An extract from the Council Ordinary Meeting of 09 November 2010 provides additional details below:

EXTRACT

9. [TENDER NO. 09-10-264 WASTE DISPOSAL SERVICES](#)

With reference to a report by the Ipswich Waste Services Manager dated 21 October 2010 concerning Tender No. 09-10-264 for Waste Disposal Services.

RECOMMENDATION

- A. That Tender No. 09-10-264 for Waste Disposal Services, be awarded to Ti Tree Bio Energy and Thiess Services Pty Ltd.
- B. That the Chief Executive Officer be authorised to negotiate and finalise the terms of a contract with Ti Tree Bio Energy and Thiess Services Pty Ltd for a period of 10 years, with an option to extend the contract for a further five (5) years, in consultation with the Chairperson of the City Works Committee and the Deputy Mayor.
- C. That Council enter into a contract with Ti Tree Bio Energy and Thiess Services Pty Ltd for a period of ten (10) years, with an option to extend the contract for a further five (5) years on the terms negotiated by the Chief Executive Officer.

The Contract commenced on 22 March 2011 for a term of ten (10) years to 21 March 2021. The actual expenditure during the contract to date is \$9,200,000 over ten (10) years (not inclusive of the Waste Levy).

Council's decision at recommendation C above was for an option to extend the contract for a further five (5) years on the terms negotiated by the Chief Executive Officer.

OPTIONS

Options available to Council include:

- a) exercise of the available option to extend the contract with Ti Tree Bioenergy for a further five (5) year term in line with the Council decision of 2010 which followed a tender process. Council officers are satisfied with the contractual performance of the supplier over the life of the contract; or
- b) twelve (12) month extension of the contract with Ti Tree Bioenergy while other options, including but not limited to a new open market tender procurement process, are considered.

The recommended option is a) to execute the further five (5) year term with Ti Tree Bioenergy.

LEGAL/POLICY BASIS

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

RISK MANAGEMENT IMPLICATIONS

The Waste Disposal Services Contract offers a vital service to the community; the endorsement of the extension will ensure continuity of service to the community and support the ability for Council to continue disposing waste materials in an environmentally responsible matter.

FINANCIAL/RESOURCE IMPLICATIONS

The estimated expenditure for the term of this extension is \$14,000,000 (inclusive of the Waste Levy but excluding GST) for a five (5) year term. Funding is available from within the existing operational budget.

COMMUNITY AND OTHER CONSULTATION

This extension has been consulted with the Resource Recovery Manager, Infrastructure and Environment Department who endorses the recommendation of this report.

CONCLUSION

This report recommends to Council that the Chief Executive Officer be authorised to administer the extension option and that the current contract be extended by one (1) further term of five (5) years from 22 March 2021 to 21 March 2026.

Samuel Carbone-Mora

GOODS AND SERVICES CATEGORY SPECIALIST

I concur with the recommendations contained in this report.

Richard White

MANAGER, PROCUREMENT

I concur with the recommendations contained in this report.

Sonia Cooper

GENERAL MANAGER CORPORATE SERVICES

I concur with the recommendations contained in this report.

Sean Madigan

ACTING GENERAL MANAGER - INFRASTRUCTURE AND ENVIRONMENT

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ITEM: 6

SUBJECT: NOTICE OF MOTION RESPONSE - EXEMPTION FOR WASTE COLLECTION FEE -
PURGA ABORIGINAL CEMETERY

AUTHOR: RESOURCE RECOVERY MANAGER

DATE: 2 MARCH 2021

EXECUTIVE SUMMARY

This is the response to a notice of motion submitted by Councillor Ireland regarding exemption of waste collection fee – Purga Aboriginal Cemetery.

Councillor Ireland gave notice of her intention to move the following motion at the Growth Infrastructure and Waste Committee Meeting of 11 March 2021, being:

That Council investigate providing an exemption for the waste collection fee for the Purga Aboriginal Cemetery located on Carmichaels Road, Purga and provide a report back to the next Growth, Infrastructure and Waste Committee meeting to be held on 11 March 2021.

RECOMMENDATION

That Council continue to provide a waste collection service for the Purga Aboriginal Cemetery similar to that for Park bins and that no service charge is applied for this service.

RELATED PARTIES

There are no related parties for this report

ADVANCE IPSWICH THEME

Caring for the environment

PURPOSE OF REPORT/BACKGROUND

Ipswich Waste Services currently supply collection activities for the Purga Aboriginal Cemetery on an ad-hoc basis, less than monthly and appear to be based on requests only. There are no records of the property previously being charged for a waste service, nor is the property currently being charged for a waste service. This is a legacy arrangement and there are no records that provide certainty around the original intent of the provision of the bin to the property.

There is currently no provision within the rating resolution that would allow for the exemption of such a service. Nor is there a provision or concession within any of the waste policies that allow for the exempting or waiving of such a service. The exemption of such a service can be written into policy and/or the rating resolutions. While policy can be amended as required, the rating resolutions can only be adopted through the annual budget process. The Resource Recovery Section and Finance Branch are working towards this for adoption as soon as possible.

In the interim, given the very limited level of service provided to the property and considering the land use of the property, being a cemetery, it is reasonable for the waste service to be considered in a similar manner to that of a park bin service. This would allow for the service to continue to be provided on an ad-hoc basis without the need to charge for the service.

LEGAL/POLICY BASIS

This report and its recommendations are consistent with the following legislative provisions:
Local Government Act 2009
Waste Reduction and Recycling Act 2011

RISK MANAGEMENT IMPLICATIONS

By providing a service similar to that of a park bin service, there is limited risk to Council or the community in the collection of waste from the Purga Aboriginal Cemetery. The Resource Recovery Section and Finance Branch are currently working towards resolving the issues around the exempting or waiving of services fees, and rating resolutions for adoption as soon as possible.

FINANCIAL/RESOURCE IMPLICATIONS

There are no significant financial or resource implications in providing the ad-hoc service as per the current arrangements in the short term, or until the policy work is completed.

COMMUNITY AND OTHER CONSULTATION

This report has been developed in consultation with Council's Finance Branch in regards to the waiving of fees and rates.

CONCLUSION

Council currently provides a collection service for the Purga Aboriginal Cemetery on an ad-hoc basis, primarily driven through services requests.

As there is currently no provision within the rating resolution that would allow for the exemption of such a service, nor a provision or concession within any of the waste policies it is recommended that Council continues this service similar to that for Park bins.

ATTACHMENTS

Nil

David McAlister
RESOURCE RECOVERY MANAGER

I concur with the recommendations contained in this report.

Kaye Cavanagh
MANAGER, ENVIRONMENT AND SUSTAINABILITY

I concur with the recommendations contained in this report.

Sean Madigan
ACTING GENERAL MANAGER - INFRASTRUCTURE AND ENVIRONMENT

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Doc ID No: A6821256

ITEM: 7

SUBJECT: WASTE AND CIRCULAR ECONOMY TRANSFORMATION DIRECTIVE -
IMPLEMENTATION UPDATE

AUTHOR: MANAGER, DEVELOPMENT PLANNING

DATE: 26 FEBRUARY 2021

EXECUTIVE SUMMARY

This is a report concerning an update on the implementation of the Waste and Circular Economy Transformation Directive and a discussion of the next steps for implementation of the directive.

RECOMMENDATION/S

That the report be received and the contents noted.

RELATED PARTIES

There are no specific related parties in respect to the directive.

ADVANCE IPSWICH THEME

Caring for the community

PURPOSE OF REPORT/BACKGROUND

On 3 December 2020, Council resolved to adopt the 'Waste and Circular Economy Transformation Directive' (the Directive) which prioritises the protection of the health and wellbeing of our community and environment, liveability of our city, and future vibrancy of our economy.

The Council further resolved that during the first quarter of 2021, a program Strategy and Implementation Plan will be developed, which considers and scopes viable levers and options. This includes, but is not limited to:

- Exercising legal and policy pathways
- Enhancing governance and compliance frameworks and mechanisms
- Leveraging government procurement and purchasing power
- Developing collaborative partnerships across government, industry, academia and the community;
- Concerted and consistent advocacy efforts

- Review of land-use planning instruments
- Undertaking significant infrastructure planning
- Delivering and supporting community and industry capacity building and education
- Best practice data and information sharing
- Sourcing new streams of funding and investment (including levy remodelling)
- Facilitating circular economy industry and market development.

A detailed project management plan is in train to assist in the execution of the Directive. Attachment 1 is a summary of core immediate actions proposed in order to address the Directive as well as the Strategy and Implementation Plan. In addition, the program manager (Brett Davey) has been appointed to continue the preparation and implementation of the program.

Frequent updates will be provided regarding the evolution of the Strategy and Implementation Plan to the Growth, Infrastructure and Waste Committee. Importantly the Strategy and Implementation Plan will need to be an evolving document to be able to best address the objectives of the directive.

Finally, regular briefing and workshopping with Councillors will be planned to ensure that Councillors are both aware of the tracking of the program, core initiatives and any achievements.

LEGAL/POLICY BASIS

This report and its recommendations are consistent with the following legislative provisions:

Not Applicable

RISK MANAGEMENT IMPLICATIONS

There are no risk management issues associated with this recommendation.

FINANCIAL/RESOURCE IMPLICATIONS

There are no budget or resourcing implications associated with this report. There are financial and resourcing implications associated with the implementation of the Directive. These will be considered in upcoming budget preparations.

COMMUNITY AND OTHER CONSULTATION



No consultation has been undertaken or required for this report.

CONCLUSION

The internal program of work, alongside the establishment of a joint-taskforce with the Queensland Government, will begin to enable Council to more cohesively address the myriad of complex waste industry and management challenges and opportunities faced by the city today and in the future.

This report is the first of several, and includes a high level overview of the program and the next immediate steps. Further updates will be provided to the Council.

ATTACHMENTS AND CONFIDENTIAL BACKGROUND PAPERS

1.	Waste and Circular Economy Transformation Directive Implementation Program Update  
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Brett Davey

MANAGER, DEVELOPMENT PLANNING

I concur with the recommendations contained in this report.

Peter Tabulo

GENERAL MANAGER, PLANNING AND REGULATORY SERVICES

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Waste Principles - High Level Strategy and Implementation Plan

Principle	Principle Description (5 year corporate plan commitments)	Policy Lever / Action	Scope	Actions	First Month Actions (T-11Months)
Establish a Waste Code of Practice	To achieve better outcomes for our community, we will guide best practice among waste producers and operators by creating and implementing an Ipswich Waste Code of Practice in partnership with key stakeholders.	Waste Code of Practice	Prepare a Waste Code of Practice which conveys the expectations of our community to guide both the operations and improvements of existing facilities and the development of new facilities such that impacts on our community are managed.	Prepare a Waste Code Engage Industry and community for comment Adopt Code of Practice Seek buy in from industry Pursue with compliance program	Draft Waste Code Draft compliance program timing and priority list to continue compliance work to date
Drive Industry Best Practice	We will create and adopt a diverse range of policies and measures which we will use to: advocate for other levels of Government to deliver legislative reform, drive industry transformation, and guide Ipswich City Council to deliver best practice waste management services on behalf of our community.	Joint Waste Task Force with DES Prepare instruments to guide lobbying for government reform New Planning Scheme Waste Levy Waste Strategic Planning	Prepare a range of policy responses with identified areas of responsibility (including State Government) to address the issues being experienced by our community. We can also consider our own contribution to industry best practice, including the ability to influence the industry through our own waste operations and contracts.	Undertake review of best practice opportunities Undertake a review of opportunities to incentivise best practice	Undertake review of best practice opportunities
Strong Compliance Culture	We will use the full power of Council's policy and legal instruments to drive performance improvements of waste management operations within our communities. We will monitor and enforce approval conditions with greater diligence and we will hold the State Government to account to take greater action on matters for which it is responsible.	Joint Waste Task Force with DES Prepare instruments to guide lobbying for government reform New Planning Scheme	Improve our collective compliance and enforcement regime including cooperation with the State Government to better manage the impacts of the waste industry being experienced by our community. Advocate for the state government to invest in compliance and enforcement of environmental standards as the primary responsible agency.	Identify all current uses to undertake a self-assessment and invite them to voluntarily self-scrutinise Engage with DES (Waste Levy and ERA Compliance) Implement a compliance audit or series of identify risks and opportunities and un-enforceable/absent EA conditions. Negotiate investigation plans and communicate EA amendments where applicable with DES. Implement a compliance maintenance regime Review opportunities to utilise waste contracts to drive industry behaviour.	Arrange first joint waste task force meeting. Correspond with all operators to invite them to self-audit, flag the planned audits (TBA) and invite them to contact WCETM Meet with DES Waste Levy and ERA Compliance Teams Meet with DES Era Assessment Team Consider the current suite of compliance options and their pros and cons.
Strategic and Sequenced	We will advocate for and seek to ensure the orderly sequencing and proper	Joint Waste Task Force with DES	Determine Council's planning instruments and other mechanisms to facilitate sequenced remediation	Identify the extent of voids that are currently existing and do not have a valid approval to undertake a landfill	Review existing mapping of voids Collate title and owner information as well as land and mining

Remediation	remediation of mining voids and end-of-life sites across the Ipswich local government area, and seek for a range of alternate remediation options to be considered. Strategic sequencing will be based on infrastructure, topographical, environmental and social opportunities and constraints. We will proactively seek appropriate investment and funding to ensure community benefits are realised from site remediation.	Prepare instruments to guide lobbying for government reform	There is a legacy of former landfills, former mining voids and a range of other sites which are likely to require management and remediation to minimise impacts on our community and to prevent a potential legacy into the future. This will require significant investment from the State Government who is principally responsible for issues associated with the mining of minerals and environmental standards associated with waste facility closure and post closure care.	Contact landowners to identify plans and any opportunities Understand obligations from Mining Leases and Plans of Operation With agreement from landowners, seek an open tender of potential solutions for the remediation or stabilisation and beneficial use.	tenures
Protect Our Residential Amenity	We will actively discourage new waste industry developments in close proximity to residential areas where it is clear the development impacts will not be manageable onsite and will negatively detract from amenity. At the same time we will discourage residential encroachment in close proximity to areas designated for future industrial development.	Prepare instruments to guide lobbying for government reform New Planning Scheme	Develop more extensive planning controls to be incorporated into our new planning scheme to address both amenity and reverse amenity impacts associated with growth of residential areas and industrial areas.	Undertake targeted stakeholder engagement to: <input type="checkbox"/> Reinforce the importance of reporting issues to the pollution hotline <input type="checkbox"/> Reinforce to the industry and operators regarding the potential impacts that the industry are having on residents Engage with DES on overall strategy with pollution hotline (as well as compliance program as noted above) Engage with State Planner on the position of the State Government on Planning for Waste.	Draft Stakeholder Engagement Plan
Partnering and Collaboration	We will lead and work collaboratively with all levels of government and SEQ Councils to transform the region's management of waste streams from linear to a circular 'recycle-reuse-remake' solution to achieve an overall reduction of waste going to landfill in Ipswich.	Joint Waste Task Force with DES Prepare instruments to guide lobbying for government reform Waste Organisations and Peak Body	The challenge of waste management is not ours alone to address. As time goes on, more and more landfills in SEQ will reach capacity. It is critical that in order to protect our community and the interests of our community, we both plan for our ongoing waste needs (see below) and the needs of the region. Improvements to the waste management practices of the community requires cooperation from all levels of government, and does not stop at local government boundaries. Develop an engagement protocol to work with government and industry around the end markets and product stewardship.	Establish joint waste task force (ICC / DES) Educate our community (Stakeholder Engagement Plan) on our contribution to the problem and the benefits of us improving our behaviours locally Engage with the community on waste reduction targets for Ipswich City Council Residents Implement engagement strategy to achieve target Form a circular economy strategy group of council and industry stakeholders to explore the economic opportunities for Ipswich	Arrange first Meeting of joint waste task force
Lead by Example	We will investigate and progressively adopt relevant best practice waste collection and management solutions;	Joint Waste Task Force with DES Prepare	Adopt best practice and proven technology in Council's waste management operations (includes procurement).	Use market power where available to drive higher standards (Ipswich requires regional collaboration in some circumstances to achieve best results) Potential costs to the community through higher standards set	Meet with IED staff to completely understand the business relating to waste generation and disposal

	and we will provide clear market signals and explicit benchmarks so best-practice commercial operators will invest in Ipswich with confidence.	instruments to guide lobbying for government reform Waste Strategic Planning		in contracts, and through striving to lead by example increase Encourage neighbouring local authorities and other major generators to set similar high standards in their contracts Encourage and incentivise our waste contractors to be compliant and adopt best practice.	
Leverage Waste Industry Opportunities	We will seek to influence State and Commonwealth waste management policies and strategies and we will align our current and future waste management activities and attract funding so we can leverage industry development opportunities.	Prepare instruments to guide lobbying for government reform Waste Strategic Planning Waste Levy	Consider best practice and emerging technology in Council's strategic planning for waste. Work with DES to proportionally allocate the waste levy and other funding to deliver on waste management best practices and waste and recycling industry opportunities in Ipswich.	Review opportunities for the use of the Waste Levy in improving our practices. Opportunity for Council to maximise opportunities for State and Federal funding to incentivise the market and best practice Leveraging funding to deliver waste and recycling industry opportunities in accordance with the Waste Management and Resource Recovery Strategy.	Review Waste Levy Policy Framework, summarise to inform Council.
Create a better return for Ipswich	We will advocate for fair and equitable compensation, investment and benefits proportionate to the waste volumes processed in Ipswich from both industry and other levels of government.	Joint Waste Task Force with DES Prepare instruments to guide lobbying for government reform Waste Levy	Investment in Ipswich to address the issues being experienced from the waste industry including but not limited to traffic and amenity. Determine opportunities and mechanisms to achieve the principle.	Review opportunities for the use of the Waste Levy in improving our practices. Review the differential rate to reflect the estimate of the emerging costs to Council of its activities in managing the large volumes of waste from outside its jurisdiction (eg transport, infrastructure, enforcement costs, environmental activities and long term impacts).	Review Waste Levy Policy Framework, summarise to inform Council.
Plan for the Future	Through policy intervention and industry collaboration we will ensure that all landfill and waste processing sites, once they are closed, do not leave a negative legacy impact on the city or our residents.	Prepare instruments to guide lobbying for government reform Waste Strategic Planning Waste Levy	Develop strategic plans for our waste needs into the future, considering emerging technologies and best practice. A Strategic plan for sites which are a legacy for Ipswich, including but not limited to legacy waste sites, voids from mining of minerals and other materials and plans for ongoing rehabilitation / management of legacy sites. This includes sites owned by Council as well as those that may be privately owned. Develop a plan / have a clear understanding of future uses of landfill sites so they are remediated for fit for	Focus of the Joint Task Force Identify funding mechanisms to ensure the rehabilitation and long term management of former landfill sites. Further investigation into alternate uses of mining voids. DES/DNRM to engage with ICC around long term outcomes for mining sites and voice. Review of EA conditions specific to post closure conditions such as rehabilitation plans, engineering closure plans, after use options, performance controls and ongoing monitoring of gas and groundwater to be undertaken under short term planning. Seek Federal and State Governments support for zones, compliance and monitoring.	Review existing mapping of voids Collate title and owner information as well as land and mining tenures Engage with DNRM to seek information on void status and Management / Rehab requirements

			purpose use that benefits the community.	Promote planning between the Statement Government, ICC and industry operators over the longer term use of abandoned mining/completed landfill sites	
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Doc ID No: A6799656

ITEM: 8

SUBJECT: LOCAL GOVERNMENT ILLEGAL DUMPING PARTNERSHIP PROGRAM

AUTHOR: PRINCIPAL OFFICER (PROJECTS)

DATE: 17 FEBRUARY 2021

EXECUTIVE SUMMARY

In 2020, Ipswich City Council was successful in being awarded the maximum grant amount of \$200,000 for the Local Government Illegal Dumping Partnership Program to fund on-ground compliance officers to investigate and prevent illegally dumped waste entering Queensland's environment.

The program has been very successful in identifying offenders with over \$68,000 in fines issued to date since the start of the program and more than 670,000 litres of illegally dumped waste has been removed from the natural environment and disposed of correctly.

RECOMMENDATION

That the report be received and the contents noted.

RELATED PARTIES

The Department of Environment and Science is administering the Local Government Illegal Dumping Partnerships Program.

There was no declaration of conflicts of interest in relation to this Grant Deed.

ADVANCE IPSWICH THEME

Caring for the environment

PURPOSE OF REPORT/BACKGROUND

The Illegal Dumping Partnerships Program aims to reduce litter and illegal dumping in the Ipswich City Council area by implementing a more considered proactive approach. Continuing to concentrate efforts on cleaning up the increasing volumes of litter and illegal dumping is both costly and unsustainable for the ratepayers and the environment.

Detailed reporting is provided to the Department of Environment and Science on a monthly basis as a requirement of the Grant Deed. The following information regarding the program is from the commencement of the program to 31 January 2021.

Total Reported Incidents	Successful Compliance Actions	Pin's Issued	Volume of waste (ltrs) identified	Volume of waste (ltrs) removed	Closed investigations	Ongoing Investigations
614	152	28	988674	673496	538	26

Through the detailed reporting required by the Department of Environment and Science, it is possible to identify specific issues in relation to dumping trends such as:

- 67% of dumping occurs on a roadway;
- 64% of waste dumped is household rubbish;
- 56% of compliance actions have been 'waste cleaned up by unknown persons after investigation tape has been used'; 'Warning Issued and waste cleaned up by offender' or a 'Penalty Infringement Notice issued' to an alleged offender.

In the previous three years prior to the program, an average of 9 penalty infringements were issued per year. With the increased service levels that dedicated illegal dumping officers allow, there is a greater capacity to undertake proactive inspections, conduct complex investigations, install more covert cameras and dedicate time to monitor illegal dumping hotspots. The results delivered since the commencement of the program, are evidence the increased service levels can achieve a better result with dumping investigations. This is due to the available time to review the gathered evidence and provide a proactive response with the monitoring of hotspots, which then results in a greater volume of waste being removed from the natural environment by offenders and hence a reduction of cost to Council for clean-ups.

Proactive hot spot monitoring with covert cameras have proven to be very effective in catching offenders with 11 additional infringements already issued in February.

LEGAL/POLICY BASIS

This report and its recommendations are consistent with the following legislative provisions:

Waste Reduction and Recycling Act 2011

RISK MANAGEMENT IMPLICATIONS

Grant funding for the Illegal Dumping Partnerships Program has fully financed two Compliance Officer Positions for the purpose of investigating illegal dumping matters. There has been no indication that the grant funding will continue beyond the current grant allocation. It is known that other Local Government recipients of the same grant who have completed their program have not had the funding extended by the Department of Environment and Science. To continue the program, the Compliance Officer Positions need to be funded by Council or service levels will need to be adjusted to the previous reactive only response.

FINANCIAL/RESOURCE IMPLICATIONS

Total Grant was \$200,000 GST exclusive. This funding is not likely to be extended.

The grant funded two full time compliance officers and 1 vehicle dedicated to investigate and respond to illegal dumping occurrences under the *Waste Reduction and Recycling Act 2011*.

Discussions will be held as part of the preparation of the 2021-2022 Budget as to whether the programme continues as a Council funded initiative.

COMMUNITY AND OTHER CONSULTATION

Consultation is conducted with the Department of Environment and Science as per the specified activity schedule in the Illegal Dumping and Partnerships Program Grant Deed. Consultation takes the form of monthly progress reports, financial acquittal reports and online meetings and training with the Departments representatives. The Department has accepted all the submitted progress reports.

Community engagement on Social media has indicated that the majority of people support the investigation of illegal dumping and detecting offenders.

CONCLUSION

The Illegal Dumping Partnerships Program is a collaborative approach by the Queensland State Government and Queensland Local Governments to address the challenges created by illegal dumping across the state.

A notable increase in the number of offenders detected and prescribed penalty infringement notices issued has already occurred by allocating dedicated officers to the investigation of illegal dumping. This in turn should then lead to an increase in illegally dumped waste being removed by the offender and reducing cost to Council.

Graham Schultz

PRINCIPAL OFFICER (PROJECTS)

I concur with the recommendations contained in this report.

Alisha Connaughton

MANAGER, COMPLIANCE

I concur with the recommendations contained in this report.

Peter Tabulo

GENERAL MANAGER, PLANNING AND REGULATORY SERVICES

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

Doc ID No: A6821119

ITEM: 9

SUBJECT: RESIDENTIAL SWIMMING POOL SAFETY EDUCATION AND AWARENESS PROGRAM

AUTHOR: MANAGER, COMPLIANCE

DATE: 25 FEBRUARY 2021

EXECUTIVE SUMMARY

This is a report concerning the details of the Residential Swimming Pool Safety Education and Awareness Program, first presented to Council in September 2020, in a report updating the outcome of the Proactive Pool Inspection Program. The report in September 2020, provided an overview on contemporary practices with respect to pool safety and awareness regarding childhood drownings and immersion incidents.

The recommendation adopted by Council was that a Residential Swimming Pool Safety Education and Awareness Program be developed and presented to Council for consideration.

RECOMMENDATION/S

That Council endorse the draft Residential Swimming Pool Safety Education and Awareness Program.

RELATED PARTIES

- Poolwerx and Australian Red Cross
- Queensland Ambulance Service
- Hannah Foundation
- Bunnings
- Royal Life Saving Society
- Kids Alive – Do the Five
- Laurie Lawrence Swim School and Learn2swim
- Queensland Building & Construction Commission

- Just Sports n Fitness
- There was no declaration of conflicts of interest.

ADVANCE IPSWICH THEME

Caring for the community

PURPOSE OF REPORT/BACKGROUND

Whether it's the backyard pool, public pool, dams, fish ponds, creeks or a bucket, swift water/flooding, young children (under 5) are naturally fascinated by water yet don't understand the dangers. The *Royal Life Saving* advocate that a compliant pool barrier is only a secondary defence to effective adult supervision and learning basic CPR which has a greater likelihood in reducing immersions and saving lives.

Furthermore, the research has revealed that education and awareness programs, strategies and events were far more likely to deliver the key messages more widely and to all ages. The advantage is that the positive messages extend to the Ipswich community reaching those who do not have a regulated pool rather than individual pools owners.

The purpose of the report is to detail the draft Residential Swimming Pool Safety Education and Awareness Program and the associated engagement with the industry. The draft program is in Attachment 1.

Council officers have had preliminary discussions with those organisations identified in the draft program resulting in a positive reception and willingness to be involved.

Additionally, in accordance with section 246ATC of the Building Act, Council is required to provide advisory information prescribed under regulation to swimming pool owners. This information can be provided on a rates notice or by flyer. Work is currently being undertaken to provide this information in the April rates notices.

The following timeline of industry partnerships and educational strategies has been proposed;

Month	Partner	Program
April 2021	Poolwerx, Red Cross & Queensland Amulance	Promotes CPR Awareness
June 2021	Hannah Foundation	Community talk on water safety
August 2021	Bunnings World Water Week	Talk to Trades and community presentation on water safety and compliant fencing
September 2021	Royal life Saving Society & Just Sports n Fitness	School Holidays Learn2swim and water awareness

October 2021	Kids Alive do the 5 (To be Confirmed) Bunnings – National Water Week	Water safety lessons Talk to Trades and community presentation on water safety and compliant fencing
November 2021	Mitre 10 / Real Estate Agents	Education on requirement for pool fencing safety certificates
December 2021	Laurie Lawrence & D&D Technologies (Pool Gate safety hardware supplier)	Check your pool gate
January 2022	Ipswich City Council & Just Sports n Fitness	Australia Day Program
February 2022	Ipswich City Council & Just Sports n Fitness	Development of New Pool Water Safety Program
March 2022	Community Development	Promote Pool Water Safety program with Ipswich early educators network and educators link
April 2022	Poolwerx & Red Cross	Promotes CPR Awareness
May 2022	To be confirmed	
June 2022	Ipswich City Council / Just Sports n Fitness	Development of New Pool Water Safety Program

LEGAL/POLICY BASIS

This report and its recommendations are consistent with the following legislative provisions:

- Planning Act 2016*
- Building Act 1975*
- Building Regulation 2006*
- Local Government Act 2009*

RISK MANAGEMENT IMPLICATIONS

- Although not legislatively required the risks associated with not undertaking any proactive approach to Residential Swimming Pool Safety and Awareness arises in relation to public perception that Council is not doing enough to mitigate the dangers of childhood drownings.
- Industry research including that of the peak body *Royal Life Saving*, identified that education and awareness strategies such as free learn to swim programs, CPR training sessions, stakeholder partnering strategies and pool fence community information sessions were the best options in trying to decrease the likelihood and

risk of childhood immersions.

FINANCIAL/RESOURCE IMPLICATIONS

An amount of \$20,000 has been allocated in the 2020-2021 budget for the media and marketing pool safety campaign. Budget for continuation of the Pool Safety Education and Awareness Program will be considered as part of the 2021-2022 budget deliberations.

COMMUNITY AND OTHER CONSULTATION

Consultation was undertaken with the external stakeholders as identified in the draft program and have agreed to partner with Council over the proposed Pool Safety Education and Awareness Program. Consultation feedback has been positive and the organisations are supportive of the program.

Internal stakeholders consulted include;



- Sport and Recreation,
- Stakeholder Engagement,
- Rates/Property Coordinator,
- Marketing Services,
- Indigenous Community Development Officer,
- Coordination & Performance,
- Community Development and
- Children and Youth Development Officer.

All internal stakeholders consulted have agreed with the proposal in this report and provided relevant support to assist the implementation of the program.

CONCLUSION

Industry research has identified that education and awareness strategies focused on water safety, active adult supervision and training for CPR First Aid is the priority to reduce swimming pool immersion incidents. As a result of the research it is believed that improved outcomes can be achieved by Council in delivering a Residential Swimming Pool Safety and Awareness Program by partnering with the industry.

ATTACHMENTS AND CONFIDENTIAL BACKGROUND PAPERS

1.	Proposed Residential Swimming Pool Safety Education and Awareness Program - March 2021  
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Alisha Connaughton
MANAGER, COMPLIANCE

I concur with the recommendations contained in this report.

Peter Tabulo
GENERAL MANAGER, PLANNING AND REGULATORY SERVICES

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

25th February 2021

M E M O R A N D U M

TO: MANAGER COMPLIANCE, PLANNING AND REGULATORY SERVICES

FROM: PROGRAM OFFICER (REGULATED POOLS)

RE: **REPORT ON PROPOSED RESIDENTIAL SWIMMING POOL SAFETY EDUCATION AND AWARENESS PROGRAM**

Executive Summary

Council is preparing to deliver a Residential Swimming Pool Safety Education and Awareness Program targeted at partnering with organisations and industry to deliver proactive water safety initiatives. The program is to be delivered in a multifaceted structure to promote awareness of pool and water safety to internal stakeholders and the Ipswich Community.

Background

Whether it's the backyard pool, public pool, dams, fish ponds, creeks, a bucket, or swift water/flooding, young children (under five) are naturally fascinated by water yet have no understanding of the dangers present.

The *Royal Life Saving* advocate that a compliant pool barrier is only a secondary defence, recommending, that effective adult supervision and learning basic CPR has a greater likelihood in reducing immersions and saving lives. The *Queensland Family & Child Commission* confirms that children under the age of five are most at risk, with 50% of drowning's, in the age group, in Queensland, attributable to pools.

Research was undertaken into current industry trends and strategies, to understand the safety recommendations and educational tools utilised to reduce childhood drowning's. Consultation was also conducted with other south east Queensland local governments on current pool inspection programs and the associated outcomes. It was ascertained that an emphasis on active adult supervision and water safety, above pool fence inspections had a greater reach to reduce drowning and immersions. This is due to a number of factors which are pool fencing inspections only assure compliance at the time of inspection and only reaches owners of a pool when in comparison, water safety messaging has capacity to reach all members of the community and inform safety around all water not just pools.

The program has a focus on four actions which are Supervise, Educate, Action and Learn. The four action points have been used to develop the acronym SEAL as a way to easily communicate the key messaging. The acronym has been developed to describe an internal or external facing event or program. It will be used externally when running an event that targets all the elements of the safety education and awareness program and internally when engaging with stakeholders to create awareness of pool compliance and the relevant legislation.

External Facing (marketing to design logo)

- S -Supervise in the pool / shut the gate
- E- Educate / enclose pool with a fence
- A- Active supervision / Action check pool gate and fence
- L- Learn to swim and CPR

Internal Facing (Marketing to design logo)

- S-Spatial Data, Research and Analytics
- E-Engagement of Stakeholders and Community
- A-Awareness and Education
- L-Legislation, Feedback and Advocacy



Community and Stakeholder Engagement

Collaboration, partnering and advocating with water safety organisations such as Poolwerx and Royal Life Saving was conducted to develop consistent strategies and messaging towards the prevention of childhood drowning within the Ipswich region. Council can take an active role in reducing residential swimming pool immersion incidents by boosting awareness of water safety initiatives, delivering prevention strategies, support learn to swim and CPR programs and promotion of pool and spa fencing compliance. All programs target children under the age of five however will also involve community groups, such as Access and Inclusion and Indigenous Australians.

Council has the opportunity to promote water safety and foster partnerships with similar initiatives.

- Identify all water hazards – pools, baths, creek, dams, ponds, buckets,
- Publicising for active adult supervision,
- Water familiarisation, school, public and private swimming lessons,
- Promote Community wide CPR and rescue skills,
- Partner with water safety organisations and pool shops.

External Stakeholder Partnerships already established are:

- Poolwerx,
- Queensland Ambulance Committee service,
- Royal Life Saving Society,
- Just Sport n' Fitness,
- Kids Alive Do the 5 Laurie Lawrence,
- Bunnings.

Stake holder engagement will be conducted to improve communication of water safety education messages and aim to achieve greater legislative compliance with regard to pools and spas.

- Engage with industry and government stakeholders providing feedback on legislation, forms and accessibility of information to the public.
- Increase community awareness and encourage identification and reporting of non-compliant pools and spas in the Ipswich area.
- Engage with residential home occupiers with pools and provided education on pool safety requirements and recommendations. The water safety message will also be incorporated to reinforce active supervision along with pool safety compliance.

Education and Awareness

Community education raises awareness of the importance of backyard swimming pool safety. Educating pool owners on the critical role of supervision coupled with the safety requirements for swimming pools and fences will be an important strategy to achieve success. It is not operationally achievable for compliance officers to inspect every swimming pool in Ipswich and research has highlighted that education and awareness will have a far greater reach into the community.

Messaging to target groups has been detailed below:

Parents

- Active Supervision by Parents and Adults,
- Basic pool survival skills Kids alive do the 5, Learn2Swim water safety program with parent involvement,
- School age children participate in water awareness and familiarisation programs,
- Parents having access to basic CPR awareness programs.

Children

- Educators' Link to deliver key programs, messages and information through schools as well as educational programs, services and resources including water safety and awareness programs at Council pools, this also includes Early Childcare Centre's.

Pool Owners:

- Be accountable and educated on compliance and pool fence maintenance,
- Be safety aware and keep furniture and climbable aids well away from pool fences, do not prop the gate open, adult supervision,
- Ensure due diligence - Educate pool owners and prospective pool owners regarding pool/spa barrier compliance, checklists available, what is expected as part of purchasing a property with a pool,
- Complete basic CPR awareness programs.

Council and Stakeholders:

- Council Officers must be an educator not just an enforcer – Education Link,
- Council must maintain records of properties, approvals, certificates, inspections, compliance and notices and issue penalties for non-compliance as applicable. This will require interdepartmental cooperation and external stakeholder collaboration with the Queensland Building and Construction Commission (QBCC),
- Council instigated water safety campaigns throughout the year,
- Council must be a prominent source of accessible pool safety information and promote stakeholder links and connections.

Marketing campaigns

- Promote SEAL,
- Safety requirements for swimming pools,
- Active supervision,
- Pool Legislation and Compliance,
- Children's Package books – (e.g. kids alive do the 5),
- Internal Staff training,
- Promotional Video of four elements,
- Up to date web content,
- Fact Sheets.

Grants and Funding

It is anticipated that where available grants and funding will assist to develop and expand events and education and awareness program to reach a far greater proportion of the Ipswich community.

Funding will come through the following avenues:

- Good will partnerships and promotion of stakeholder events (internal and external),
- Collaboration with stakeholders on messaging,
- Grant Applications,
- Budget allocation for marketing in 2021/2022 financial year.

Legislative Requirements:

In Queensland, residential swimming pools and spas are required to have a pool safety barrier that meets the pool safety standard in accordance with the *Building Act 1975* (BA). These requirements were mandated by the State Government to reduce the risk of children under five drowning in residential swimming pools and spas.

Swimming pool legislation falls within the *Building Act 1975* (BA), with operational responsibility with the Queensland Building and Construction Commission (QBCC) and policy responsibility with the Department of Energy and Public Works (DEPW). Local Governments are assigned the responsibility to educate and create awareness of the safety requirements under the Building Act.

Spatial Data, Research and Analytics:

Varying sources of data from QBCC (pool safety register), Pathway applications, GIS mapping and the customer engagement system will be utilised to establish a database with all pools identified in Ipswich. Analytics will then be conducted against the QBCC pool safety register and any identified deficiencies reported.



The benefits of research and the GIS analytics will identify

- unregistered pools
- registered pools
- pool safety certificate compliance and accountability
- gaps in data
- owner occupier vs Sold and leased properties
- seasonal compliance (i.e. inflatables)
- Unapproved pools and spas
- Decommissioned pools and spas
- New Approval dates for safety certificates


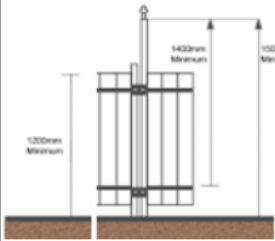

Proposed Program Calendar

The proposed program calendar details the calendar of events envisaged to commence in April 2021 and extend until June 2022. The program calendar lists internal and external water safety education and awareness events and practical information sessions for requirements to achieve a compliant pool or spa fence. The following events and programs have been developed with the aim to raise awareness and skills related to water safety, such as CPR, learn to swim, pool and spa fencing compliance and safe swimming practices.




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Date	Program	Description
March 2021	Quadrennial Notice: (Rates) 16 th April	2021 Swimming Pool Safety Advisory Notice POOL OWNERS! Are you meeting Queensland's current pool safety standards? For further information go to https://www.ipswich.qld.gov.au/services/planning-and-property/building/swimming-pools-and-spas Is your pool registered with the QBCC? For further information go to www.qbcc.qld.gov.au
April 2021 	Partnership – Poolwerx and Australian Red Cross Online Free CPR	<p>April Pools day is supported by the Australian Red Cross and Kids Alive. April Pools Day will launch on the 1st April 2021, offering the community access to free Cardio Pulmonary Resuscitation (CPR) course online</p> <p>April Pools Day is a way of creating awareness and educating people about the importance of CPR and helping put life-saving skills into the hands of as many Australians as possible. Every person who learns CPR is a potential life saved, because the faster one receives CPR the more likely they are to survive."</p> <p>The program is intended at giving people the confidence and knowledge to step in and take action in the case of a life-threatening immersion incident.</p>
April 2021 	CPR Awareness Program (Practical CPR by using Manikins)	<p>The QAS endorses the LAC-led CPR Awareness Program This Program can make a real difference to someone's life, and the lives of their loved ones such as children in a swimming pool immersion incident.</p> <p>CPR is easy to learn and can help save lives The CPR Awareness Program is a Local Ambulance Committees (LAC) program that aims to provide the community with skills, confidence and essential knowledge to respond to an immersion. At a CPR Awareness session, community members will become familiar with the life-saving skill of single operator adult CPR.</p> <p>Outcome – Providing homeowners with Community Engagement Programs, providing resources to create awareness and education of CPR, to build confidence when responding to an immersion incident. Also creates awareness of supervision of children should be 'at arms length'. Provide members of the community with equitable access to a comprehensive range of progressive education and awareness sessions. Provision of education through activities and awareness of resources and services for education and support. Services are free to home owners and tenants with pools.</p>




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May 2021	Fact Sheets	Fact sheets as follows; <ul style="list-style-type: none"> wading pools and spas step by step on how to register pool decommissioning pools and the process Update website
	Hannah Foundation Education Talk	<p>Andrew Plint – from the Hannah foundation who lost a child via drowning, speaking on the importance of checking gates, fences, supervision, CPR and being pool compliant.</p> <p>Outcome: Education and awareness of the importance of supervision of a child and how easily they can drown. Also education and awareness of water safety, education and awareness on pool compliance, and pool registration.</p>
June 2021		
June - August 2021	Presentation and educational stand	Proposed Quarterly talk with Ipswich Early Educators Network and Educators link and a Council stand
July 2021	Internal Staff Training and Feedback Review	Seek Feedback and collate feedback from events Workplace training sessions spas, swimming pools and fencing, wading pools
August 2021	Make your Pool Safe this year	<p>This is a program to Create awareness and educate the community to check their latches, hinges, gate and fence and be sure they are in good working order</p> <p>For those that have not registered their pool.</p> <p>Produce video about how check the gate, fences, hinges, climbable objects, CPR signage and learn to, Step by step on how to apply for a pool safety certificate</p> <p>Outcome: Providing education and awareness through how to videos of the importance of pool compliancy and providing informative information to the homeowners or tenants of Ipswich to be sure this summer their pool is safe.</p>
		
August 2021 	Bunnings – World Water Week	<p>Partnering up with Bunnings in august for World Water Week. It is about creating awareness and an education to staff, the community and trades about basic wading pool legislation to convey to their customers, pool gates, fencing and other requirements needed to be complaint.</p> <p>Outcome: Providing education and awareness of the importance of pool compliance to the community of Ipswich to ensure their pool is safe.</p>


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<p>September 2021</p> 	<p>Royal Life Saving Society Program</p>	<p>The Royal Life Saving Society will run the program below to either 2 - 4 sites. Proposed to run in the 1st Week of September School Holidays.</p> <p>This program will comprise of a ½ - 1 day event that would include:</p> <ul style="list-style-type: none"> • Water sessions of 30minutes • Intro into water familiarisation lessons for parents and babies • CPR awareness for parents • Demonstration of basic CPR for infants and children • Water Safety education • Importance of Supervision • Dangers at various aquatic locations • Impact of drowning • Activities and games for children • Dry land rescue practice • Water safety games and activities <p>Outcome: Partnerships with other stakeholders in providing information, resources, education and awareness of the importance of pool safety, supervision, CPR at all the Ipswich pools.</p>
<p>September to October 2021</p> 	<p>Learn2swim</p>	<p>This program consists of the following: 5 half hour water safety lessons for those 0 – 5 years of age. 1 Lesson each day for the entire week.</p> <p>Outcome: Education to parents and children about water safety and the required supervision. Information about pool compliance and registration. This program is aimed at educating parents on the importance of teaching children under five to swim.</p>
<p>October 2021</p>	<p>Kids Alive Do the 5</p>	<p>Proposal to partner with Ipswich Libraries First 5 Forever program designed to increase literacy. Provision of books and activity packs with water safety messaging.</p>
<p>October 2021</p> 	<p>Bunnings Stall National Water Week</p>	<p>Partnering up with Bunnings in October for National Water Week. It is about creating awareness and an education to staff, the community and trades about basic wading pool legislation to convey to their customers, pool gates, fencing and other requirements needed to be compliant.</p> <p>Outcome: Providing education and awareness of the importance of pool compliance to the community of</p>

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		Ipswich to ensure their pool is safe.
November 2021	Real Estate Engagement / Mitre 10	<p>Engagement of Real Estate Agents on Pool Safety and requirement for pool safety certificates if selling or renting a property</p> <p>Outcome: Increased compliance with pool safety certificates being registered with the QBCC.</p>
<p>December 2021</p> 	National Check Your Pool Gate Month	<p>This program is to remind and educate pool owners to check their latches, hinges, gate and fence and be sure they are in good working order. Summer is the best time to check these things because that is when most drowning's occur.</p> <p>Outcome: Educational and Awareness of Pool compliancy through educational video on Council website.</p>
<p>26th January 2022</p> 	Australia Day Fun Day themed around Water Safety	<p>Lagoon Orion fun Day Gazebo water safety activities, show bags, competitions, educational and awareness on supervision of children.</p> <p>Outcome: Water safety awareness increased with both children and parents.</p>
<p>3 weeks before end of each term March + June 2022</p> 	New Ipswich City Council Pool Program	<p>This program is to educate parents and children on water safety with 3 free water safety lessons, each child and parent can only do the program once. This program may save a toddler's life by getting them familiar with water and create confidence in the water. This program is for the entire community.</p> <p>Program to run as follows: Last 3 weeks of every term – 1 per week for each age group Water Safety program for 5's and under 3 x water safety lessons for 0-5 year olds Ratio 1:8 6 month to 1 year old 2 – 3 years old 4 -5 year old</p> <p>The program may be run at each pool depending on the</p>

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		<p>time of year. Goodna and Leichardt pool all four terms because they have heated indoor pools, Bundamba and Rosewood Terms 3 and 4 because they are outdoor pools.</p> <p>Outcome: An educational and awareness program of a free water safety program for children and awareness to parents of supervision.</p>
<p>April 2022</p> 	<p>Partnership – Poolwerx and Australian Red Cross</p> <p>Online Free CPR</p>	<p>April Pools day is supported by the Australian Red Cross and Kids Alive. April Pools Day will launch on the 1st April 2021, offering the community access to free Cardio Pulmonary Resuscitation (CPR) course online</p> <p>April Pools Day is a way of creating awareness and educating people about the importance of CPR and helping put life-saving skills into the hands of as many Australians as possible. Every person who learns CPR is a potential life saved, because the faster one receives CPR the more likely they are to survive.”</p> <p>The program is intended at giving people the confidence and knowledge to step in and take action in the case of a life-threatening immersion incident.</p>

Doc ID No: A6769366

ITEM: 10

SUBJECT: DEVELOPMENT APPLICATION RECOMMENDATION - MATERIAL CHANGE OF USE
- GENERAL INDUSTRY (SHED KIT STORAGE WITH ANCILLARY OFFICE AND
INCLUDING WELDING OF METAL BRACKETS FOR OFF-SITE SHED
CONSTRUCTION) AT 262 HAIGSLEA AMBERLEY ROAD, WALLOON QLD 4306

AUTHOR: SENIOR PLANNER (DEVELOPMENT)

DATE: 5 FEBRUARY 2021

EXECUTIVE SUMMARY

This is a report concerning an application seeking approval for a Material Change of Use - General Industry (Shed Kit Storage with Ancillary Office and including Welding of Metal Brackets for off-site Shed Construction) at 262 Haigslea Amberley Road, Walloon QLD 4306.

Pursuant to the *Framework for Development Applications and Related Activities Policy* the application would normally be considered via delegated authority, however as there were more than 20 properly made submissions received to the proposal following public notification, the application is presented to Council for its consideration.

The proposed development has been assessed with regard to the applicable assessment benchmarks. The proposed development generally complies with the assessment benchmarks or can be conditioned to comply as outlined below.

RECOMMENDATION

That Council approve development application no. 4092/2020/MCU subject to conditions and attachments.

RELATED PARTIES

The related parties to this application are:

- Christopher and Cheryl Gratton C/- LandPartners Pty Ltd (Applicant and Town Planning Consultant). The primary contact is Harriet Veal, Town Planner.
- Christopher Gratton (Land Owner).
- Gibson Architects Pty Ltd (Proposal Plan). The primary contact is Mark Gibson, Architect and Director.
- Decibell Consulting Pty Ltd (Environmental Noise Impact Report). The primary contact is John Cristaudo.
- Hunt Michel and Partners Pty Ltd (Site-Based Stormwater Quality Management Plan). The primary contact is Daniel Michel, Director.

- Geleon (Traffic and Transport Assessment). The primary contact is James Goodman, Traffic Engineer.
- Moreton Geotechnical Services Pty Ltd (Desktop Mining Study). The primary contact is Ken Grubb, Engineering Geologist.

ADVANCE IPSWICH THEME LINKAGE

Managing growth and delivering key infrastructure

PURPOSE OF REPORT/BACKGROUND

SITE ADDRESS:	262 Haigslea Amberley Road, WALLOON QLD 4306
APPLICATION TYPE:	Material Change of Use
PROPOSAL:	Material Change of Use - General Industry (Shed Kit Storage with Ancillary Office and including Welding of Metal Brackets for off-site Shed Construction)
ZONE:	Future Urban (Sub Area FU04 – Walloon/ Thagoona)
OVERLAYS:	OV3 – Mining Constrained Area; OV7A – Building Height Restriction Area 15m & Transitional Surface & OV7B – 8km Existing Committed Urban Townships Buffer
APPLICANT:	Christopher and Cheryl Gratton C/- LandPartners Pty Ltd
OWNER:	Christopher Gratton
EXISTING OR PROPOSED TRADING NAMES:	Chris Gratton Sheds
APPLICATION NO:	4092/2020/MCU
AREA:	10,120m ²
REFERRAL AGENCIES:	Queensland Treasury
EXISTING USE:	Single Residential Dwelling and associated structures
PREVIOUS RELATED APPROVALS:	Nil
DATE RECEIVED:	29 May 2020
DECISION PERIOD START DATE:	17 December 2020
EXPECTED DETERMINATION DATE:	2 March 2021

SITE LOCATION:

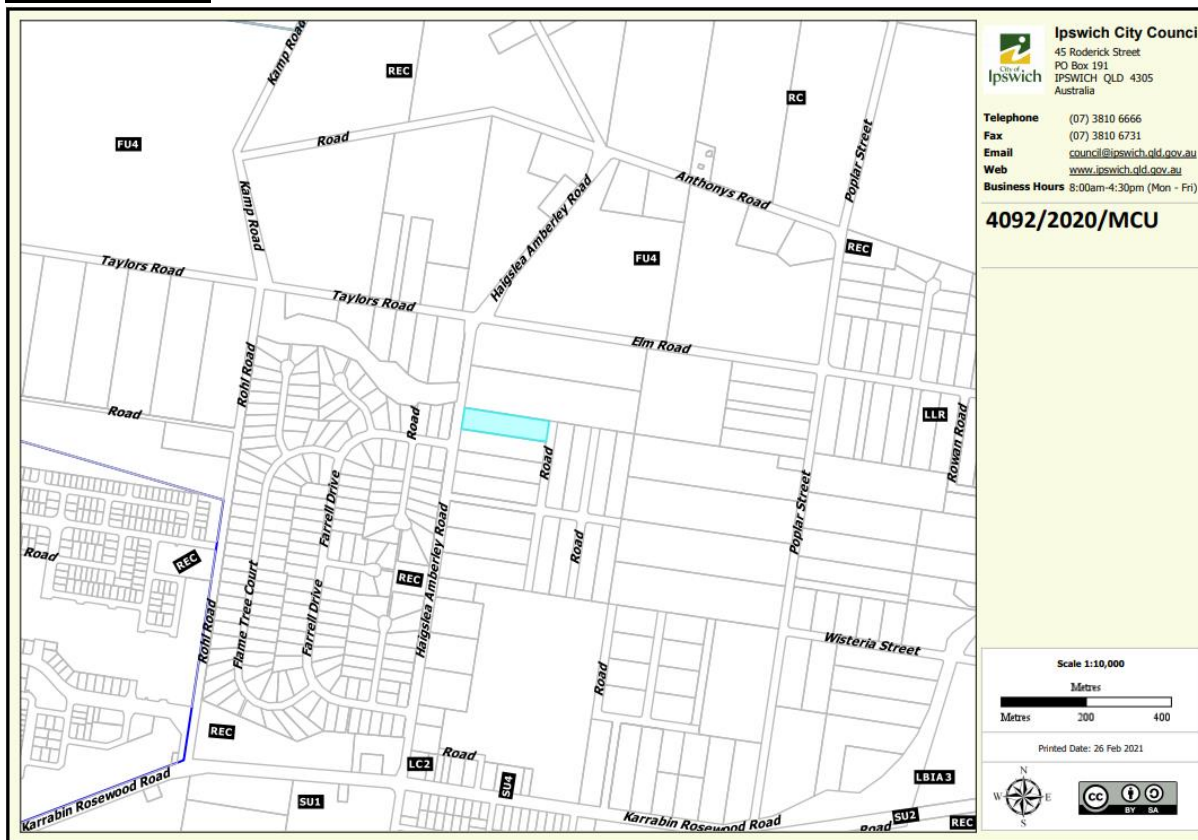


Figure 1 – Site locality - Cadastral

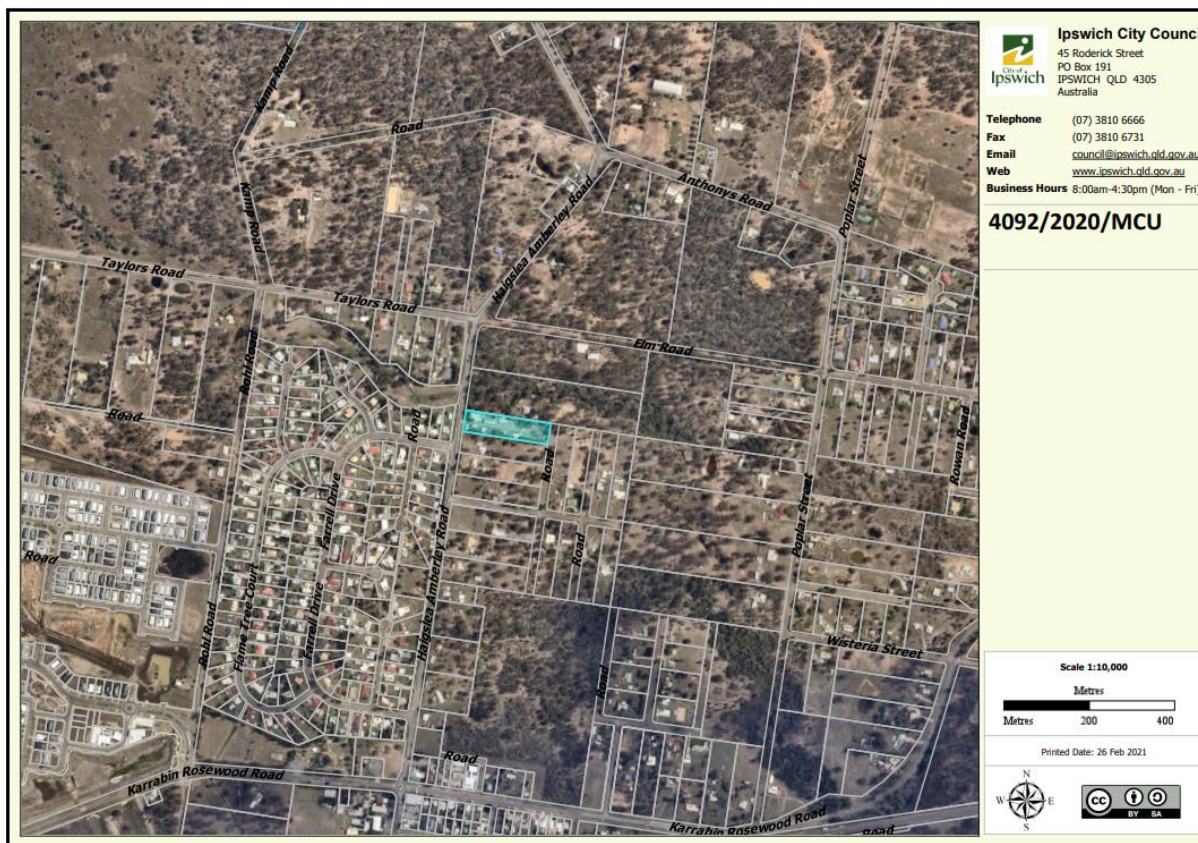


Figure 2 – Site Locality – Aerial (image current as of 4 November 2020) source: Nearmap

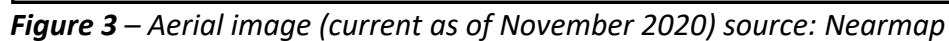
[illegible]

Figure 4 – Proposal plan

SITE DETAILS AND SURROUNDING LAND USES:

The subject site located at 262 Haigslea Amberley Road is rectangular in shape and consists of a total site area of 10,120m². Presently, the site contains a single residential dwelling; and a series of structures which are utilised for the purpose of an existing off-site shed construction business, operating as 'Chris Gratton Sheds'.

The site is located on Haigslea Amberley Road, a state controlled road, and is located approximately 800m from the main street of the Walloon Township. The site is presently surrounded by large acreage rural lifestyle allotments, primarily containing single residential dwellings and associated outbuildings.

Zone

The site is situated within the Future Urban Zone of the *Ipswich Planning Scheme 2006* and located within the FU04 – Walloon/ Thagoona Sub Area. The overall outcomes sought in the Walloon/ Thagoona sub area are for an emerging urban growth corridor facilitating future residential development to cater for a population of approximately 42,000 people. A Land Use Concept Master Plan (LUCMP) for the sub area has been developed in order to integrate the urban community into residential, local business and industry, retail, commercial and community uses in supporting the Walloon Township and the Thagoona railway station. The subject site has been identified within the LUCMP as appropriate for residential development; and is primarily to cater for urban low density, sewerred residential uses. The Sub Area acknowledges that the ultimate form, scale and mass envisaged by the LUCMP will eventuated over a period of time, and is responsive to small scale, low impact interim land uses prior to the area developing to its ultimate vision.

History

On 27 March 2019, a Show Cause Notice was issued by Council in relation to an alleged non-compliance with the *Planning Act 2016*, identifying an industrial use operating from the premises. Subsequently, an Enforcement Notice was issued on 17 July 2019. On 29 May 2020, the applicant lodged the subject development application in response to these notices.

It has been identified that the business has operated from the premises since the late 1970's, though investigations have revealed that the development ought to have obtained approval at the time it commenced, pursuant to the *1974 Moreton Shire Planning Scheme*.

PROPOSAL:

The development application is for Material Change of Use - General Industry (Shed Kit Storage with Ancillary Office and including Welding of Metal Brackets for off-site Shed Construction). The applicant has sought approval for the development as an interim use, for a period of five (5) years.

The subject site is utilised by Chris Gratton Sheds for the supply and distribution of custom-built sheds, garages, carports and awnings. The business provides a service whereby sheds and the like are designed in consultation with customers to meet individual requirements. The site contains an office (130m² in area) whereby administrative activities occur, as well as staff toilet facilities and a lunchroom (81m² in area). There are three (3) full time administration staff working standard business hours, 8.00am to 5.00pm, Monday to Friday. These staff are responsible for managing the shed installation process, including shed designs and necessary approvals.

The materials for the sheds are not manufactured or altered on site, with the finalised shed design sent to the supplier, and the shed kits consisting of pre-cut steel building materials to construct the shed subsequently delivered to the site. The shed kits are then loaded onto vehicles for assembly at the relevant customer's property. Deliveries generally take place no more than twice a day. A minor modification to the pre-fabricated shed components is required to be undertaken on site, where welding of base plates and frames will be undertaken within the confines of the existing shed (150m² in area). Welding activities will be generally undertaken by one (1) casual welder for an average of 6-7 hours, one (1) day per week.

There are three (3) full time shed installers which attend the site from 6.30am, Monday to Friday in their private vehicles to collect the pre-fabricated shed kits and travel to the relevant customer property. The staff park in the designated staff car parking bays provided on the site. The in-house Small Rigid vehicles are loaded prior to the close of business for next day delivery, Monday to Friday only. These vehicles are left parked on site at the completion of the day to ensure minimal noise is created in the mornings. Following delivery and installation of the products, the installers return to site and reload for the following day, with the installers generally leaving by 4pm, Monday to Friday.

A maximum of 20 pre-fabricated sheds are stored on the site at any one time and within the designated storage areas (611m² in area), with the on-house vehicles able to bundle up to five (5) individual sheds onto the one (1) vehicle. Notably, a Traffic and Transport Assessment was submitted in support of the development application which demonstrated that entry and exit to the site in a forward gear is safe, including on-site vehicle manoeuvring; and the entry can accommodate the largest anticipated delivery vehicle, being an Articulated Vehicle (AV). Loading and unloading of the pre-fabricated sheds is to be undertaken in the designated loading area indicated on the proposal plan.

The business operates five (5) days per week on Monday through to Friday. Conditions have been included within the recommendation to limit the operation of the use from Monday to Friday, 6.30am to 6.30pm, including all operations, deliveries and the waste collection.

As the site is situated within the Future Urban (Sub Area FU04 – Walloon/ Thagoona) Zone; and intended to develop in the future for the purposes of smaller lot residential uses, the approval has been limited through conditions to a total duration of five (5) years, to provide for the future development of smaller lot residential dwellings consistent with the planning scheme. Conditions have been recommended to be included on the development permit to restrict the use generally to that which has been outlined above (from the perspective of

areas, staff numbers, hours of operation, vehicle movements etc), to ensure the use does not cause any unreasonable off site impacts.

State Controlled Road Matters

Access to the development site is via Haigslea Amberley Road, which is a state controlled road. As such, the application was referred to the state for assessment against the State Development Assessment Provisions, and a referral agency response was provided, approving the development subject to conditions.

Vehicular Parking and Manoeuvring

Turning templates have been submitted in accordance with the Australian Standards demonstrating that the largest anticipated vehicle is able to manoeuvre on site and enter and exit in a forward gear.

A total of eight (8) car parking spaces have been provided on the site, which complies with the requirements of the Parking Code (Part 12, division 9 of the *Ipswich Planning Scheme 2006*).

Conditions are recommended to be included to require all vehicle manoeuvring and car parking areas to be sealed to a basic standard (asphalt, concrete, bitumen or equivalent materials) to ensure there are no dust impacts off site.

Stormwater

A Stormwater Management Plan (SMP) was submitted in support of the development application. The SMP recommends stormwater is captured on site in a swale and discharged to the dam located on the adjoining property. Consent has been provided from the adjoining property owner for this arrangement, and subsequent operational works approval will be required for construction of the stormwater management system. Conditions are recommended to be included to require the provision of stormwater quality infrastructure on site, or the payment of a monetary offset contributions in lieu of providing the infrastructure, generally in accordance with Implementation Guideline No. 24 - Stormwater Management of the *Ipswich Planning Scheme 2006*.

Mining

The site is constrained by a mining development constraint overlay in the planning scheme, and a geotechnical report has been submitted in support of the proposed development, to address the provisions in the overlay. The geotechnical report has concluded that the site is beyond the influence of the nearest historic underground coal mining activities associated with the Old Walloon Colliery and there are no requirements for the proposed development.

Noise

An acoustic assessment has been submitted in support of the proposed development. Reasonable and relevant conditions have been included to place limitations on the operation of the use to ensure there are no off site acoustic impacts associated with the use. Manufacturing on site is restricted to the welding of the base plates and frames, which will only take place for 6-7 hours per week during day time hours on Monday to Friday. It is

considered that subject to ongoing compliance with the conditions imposed, the development will cause no noise nuisance to surrounding properties.

Waste Storage & Collection

It is intended that general waste to service the single residential dwelling will continue to be collected by kerbside collection. After the sheds are constructed there is usually some general waste materials, typically metal, that are intended to be taken back to site and collected from site on a weekly basis. The site contains an industrial waste bin which is intended to be stored and collected on site, once a fortnight. All details in relation to waste will be included within the recommended conditions of approval.

Summary

In summary, the proposed development has been assessed and is considered to comply, subject to conditions, with the relevant assessment benchmarks in the planning scheme, including the Future Urban Zone Code, Development Constraints Overlays Code, Commercial and Industrial Code and the Parking Code. The use is considered an appropriate interim use which has been limited for a period of five (5) years.

ASSESSMENT BENCHMARKS:

The application was subject to Impact Assessment and has been assessed against the assessment benchmarks set out by the categorising instruments in accordance with section 45(5)(a)(i) of the *Planning Act 2016*.

The relevant assessment benchmarks which have been applied for the purposes of this assessment are as follows:

Categorising Instrument	Assessment Benchmarks
<i>State Planning Policy July 2017, Part E</i>	Planning for liveable communities and housing Planning for economic growth Planning for environment and heritage Planning for safety and resilience to hazards Planning for infrastructure
<i>Ipswich Planning Scheme 2006</i>	Urban Areas Code (Part 4, division 8 – Future Urban Zone Code) Development Constraints Overlays Code (Part 11, division 4) Commercial and Industrial Code (Part 12, division 7) Parking Code (Part 12, division 9)

The development was found to comply with the applicable assessment benchmarks, except for those identified in the following table. The table details the reasons why the application is recommended to be approved despite the development not complying with the relevant assessment benchmark:

Categorising Instrument, Assessment benchmark	Reasons for approval despite non-compliance
<p>Section 4.8.2(2)(b) of the Future Urban Zone Code (Part 4, division 8 of the <i>Ipswich Planning Scheme 2006</i>):</p> <p><i>The Future Urban Zone caters primarily for low density, sewerred, urban residential uses and works.</i></p>	<p>The overall outcomes sought for the Future Urban Zone is to cater for low density, sewerred, urban residential uses and works. However, the Future Urban Zone Code also allows for 'interim uses and works' to occur prior to the establishment of the ultimate urban settlement pattern, providing they do not compromise the ultimate land use potential or pattern of development.</p> <p>Conditions have been included in the development permit to time limit the operation of the use for a period of (5) years unless otherwise agreed in writing by Council, and limit the scale and intensity of the use to ensure no off site amenity impacts.</p> <p>It is considered that on this basis, the development is a suitable interim use of the site.</p>

OTHER MATTERS GIVEN REGARD:

The application was given regard to, the following matters:

Relevant matter	Given regard to
<i>Planning Regulation 2017, s31(1)(b)</i>	<ul style="list-style-type: none"> (i) the strategic outcomes for the local government area stated in the planning scheme; and (ii) the purpose statement stated in the planning scheme for the zone and any overlay applying to the premises under the planning scheme; and (iii) the strategic intent and desired regional outcomes stated in the regional plan for a region; and (iv) the State Planning Policy, parts C and D; and (v) for premises designated by the Minister—the designation for the

	premises; and
<i>Planning Regulation 2017, s31(1)(f)</i>	Any development approval for, and any lawful use of, the premises or adjacent premises.
<i>Planning Regulation 2017, s31(1)(g)</i>	The common material.

OTHER RELEVANT MATTERS:

There are no other relevant matters applicable to the proposed development having regard to section 45(5)(b) of the *Planning Act 2016*.

OTHER RELEVANT INFORMATION:

Whilst the sites frontage to Haigslea Amberley Road does not contain either a kerb and channel or footpath system, as previously detailed, it is a State Controlled Road. The state have not required the construction of kerb and channel or footpath system along the sites frontage.

NOTICE ABOUT THE DECISION (STATEMENT OF REASONS):

In accordance with section 63 of the *Planning Act 2016*, a 'notice about the decision' is required for this application. Accordingly, a Statement of Reasons is included with this decision. This Statement of Reasons provides the justification for Council's decision.

INFRASTRUCTURE CHARGES AND INFRASTRUCTURE AGREEMENTS:

Pursuant to section 119 of the *Planning Act 2016*, an infrastructure charges notice has been given for roadworks totalling \$3,415.00.

These infrastructure charges are calculated based on the lesser of the charge rates stipulated in Schedule 2 (trunk infrastructure network charges) of Council's Adopted Infrastructure Charges Resolution or the maximum adopted charge calculated under the *Planning Act 2016* and the *Planning Regulation 2017* (and most recently *Planning Legislation (Fees and Other Amounts) Amendment Regulation 2020*). In this particular instance, infrastructure charges have been calculated based on Schedule 2 (trunk infrastructure network charges).

Infrastructure charges have been levied on the basis that as the proposal is for a material change of use that will place demand on the trunk infrastructure network, even though the development has been time limited for a period of five (5) years. Following payment of contributions, credits will be offset against any future development of the land following cessation of the General Industry and development for the intended outcomes pursuant to the planning scheme. It is also relevant to note that the development has operated on site for a substantial period of time without obtaining relevant approvals, placing demand on the transport infrastructure network.

LEGAL/POLICY BASIS

This report and its recommendations are considered to be generally consistent with the following legislative provisions:

- *Planning Act 2016*;
- *Planning Regulation 2017*;
- *Ipswich Planning Scheme 2006*; and
- *Planning Legislation (Fees and Other Amounts) Amendment Regulation 2020*.

RISK MANAGEMENT IMPLICATIONS

A risk to Council exists should the proposal not be determined in accordance with legislative requirements. The assessment and subsequent recommendations have been prepared to minimise the risk.

RESOURCE IMPLICATIONS

There are no resource implications associated with this report.

COMMUNITY AND OTHER CONSULTATION

STATE GOVERNMENT REFERRAL

The State Government via Queensland Treasury were a referral agency in respect to the proposed development as the site is located within 25m of a state controlled roadway (Haigslea Amberley Road). Queensland Treasury provided a referral agency response dated 16 December 2020, approving the development subject to conditions.

INTERNAL CONSULTATION

The application and common material was presented to Council's Initial Development Assessment Panel (consisting of various representatives from across the organisation) for review upon lodgement. At this meeting, it was determined that internal referral was required to the Engineering, Health and Environment Branch, primarily owing to matters relating to mining, stormwater, vehicle manoeuvring and waste collection and servicing.

An Engineering and Environment report dated 3 February 2021 was prepared and their recommendations have been incorporated into decision package.

Internal briefings have been held with the General Manager (Planning and Regulatory Services), the Manager, Development Planning and the Manager, Engineering, Health and Environment in relation to the development and the recommendation.

COMMUNITY CONSULTATION – LEGISLATIVE PUBLIC NOTIFICATION

As the development application is impact assessable, public notification was undertaken pursuant to the requirements detailed in the *Planning Act 2016*. The applicant undertook public notification from 24 September 2020 to 16 October 2020. During this period Council

received 21 Properly Made Submissions objecting to the proposed development. The 21 submissions were made on a standard pro-forma and as such, the matters raised were exactly the same across all 21 submissions. A summary of the matters raised in the submission include:

Matter raised	How matters were dealt with in reaching a decision
Land Use	
<p>The proposed development conflicts with the Land Use Concept Master Plan (LUCMP) for the development of the Walloon/ Thagoona area (Part 4, division 8 – Future Urban Zone Code of the <i>Ipswich Planning Scheme 2006</i>) in that the development:</p> <ul style="list-style-type: none"> • Compromises the future plan for low density residential development; • Is inconsistent with and in contradiction with the LUCMP; • Will jeopardise the intent of the Walloon Thagoona area; • Will impact the amenity of the existing and future residents once the area is developed. 	<p>The overall outcomes sought for the Future Urban Zone is to cater for low density, sewerred, urban residential uses and works. However, the Future Urban Zone Code also allows for ‘interim uses and works’ to occur prior to the establishment of the ultimate urban settlement pattern, providing they do not compromise the ultimate land use potential or pattern of development.</p> <p>Conditions have been included in the development permit to time limit the operation of the use for a period of (5) years unless otherwise agreed in writing by Council, and limit the scale and intensity of the use to ensure no off site amenity impacts.</p> <p>It is considered that on this basis, the development is a suitable interim use of the site.</p>
Future Operations & Manufacturing	
<p>There are concerns that if the development is approved the land use will expand; and there will be no regulation on specific quantities or materials to be stored or manufactured on the site.</p>	<p>Conditions of approval limit the land use consistent with the outcomes sought by the planning scheme for interim uses and works.</p> <p>Any expansions or changes to the approved development will require separate approval via either a change application or a new material change of use application.</p>
Traffic	
<p>The development will pose traffic impacts to existing and future resident through:</p>	<p>Access to the proposed development is via Haigslea Amberley Road. Haigslea Amberley</p>

<ul style="list-style-type: none">• An increase in trucks (delivery and pick up of steel); and• An increase in vehicles entering and exiting the site (deliveries, staff and customers).	<p>Road is a state controlled road. The development application was referred to the State Government (via Ipswich SARA) for assessment against the State Development Assessment Provisions in accordance with the <i>Planning Regulation 2017</i>.</p> <p>The State Government through Ipswich SARA provided a referral agency response dated 16 December 2020, approving the development subject to conditions (Reference No. 2006-17369 SRA). A statement of reasons was also attached to their response outlining their reasons for approval.</p> <p>Access and car parking conditions have also been included on the development permit to cater for vehicles entering and exiting the site.</p>
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Noise	
<p>The development will increase noise through:</p> <ul style="list-style-type: none"> • Truck movements; • Vehicle breaks; • Reverse beepers; • Air brakes; • Forklift movements; • Horns; • Staff and customer vehicles; • Plant and equipment (compressors, welders, angle grinders, metal saws); • Staff music; • Steel and metal manufacturing and forming; and • The dropping of metal products. 	<p>Through the development application process the applicant has submitted a range of supporting materials including an acoustic report and specific details of operations to be undertaken on site in connection with the development. This information has been relied upon to formulate appropriate conditions of approval which place limitations on the hours of operation, deliveries, maximum vehicles attending the site per day, noise (i.e. horns, music) and limitations on the scope of manufacturing of products, including the equipment to be used. It is considered that the development, in complying with the conditions of approval, will not cause any noise impacts off site.</p>
Dust	
<p>The development will create a dust nuisance to existing and future residents through dust by way of:</p> <ul style="list-style-type: none"> • Vehicles entering and existing the site; • Manoeuvring areas on the site; and • Manufacturing of steel materials. 	<p>Conditions of approval have been included which require that all loading, car parking and vehicle manoeuvring areas are sealed to a basic standard (i.e. bitumen, concrete or asphalt) in accordance with the requirements of the <i>Ipswich Planning Scheme 2006</i> and AS2890 series. Additionally, loading and unloading activities to the site will be limited to day time operations between 6.30am to 6.30pm, Monday to Friday.</p>
Submitted Information	
<p>Insufficient information has been provided to support the appropriateness of the use and its potential impacts that may be presented.</p>	<p>It is considered that the information submitted, including the further information submitted following public notification, is sufficient to demonstrate that the proposed development can be approved subject to conditions.</p>
Future Operators	
<p>Should the property be on sold, there are concerns that approval of the land use will</p>	<p>Conditions have been included within the decision package which time limit the use for</p>

<p>give future operators the potential to utilise the premises for other 'General Industry' activities and higher intensive uses that will be uncontrollable.</p>	<p>a period of five (5) years and limit the use of the premises during this period to the operation of a General Industry (shed kit storage with ancillary office and including welding of metal brackets for off-site shed construction) only.</p> <p>Any expansions or changes to the approved development will require separate approval via either a change application or a new material change of use application.</p>
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DRAFT CONDITIONS

On 16 February 2021, a draft decision package was sent to the applicant for comments in accordance with the Framework for Development Applications and Related Activities Policy.

On the 23 February 2021, the applicant made representations in relation to the draft decision package, seeking to amend Part 1 – Decision Details, Condition 9 – Fencing, Condition 17(a) – Access, Parking and Manoeuvring Areas and the Infrastructure Charges Notice. In particular, a summary of the matters requested and proposed course of action is detailed below:





- The draft conditions package included a currency period of 6 years, though the approval was limited to a duration of 5 years, until 11 March 2026. The applicant requested amendment to the currency period to align with the period specified by the time limits to approval condition outlined in Condition 7 – Time Limits to Approval. On review of this request, it is considered reasonable to allow an amendment to Part 1 – Decision Details to align with the five (5) year time limit to approval.
- The draft conditions package required a 1.8 metre high fence be constructed along the side and rear boundaries of the site. The applicant made representations seeking removal of the condition, on the basis that the use has been operating for more than 30 years without any complaints received, and existing landscaping and buildings currently mitigate any visual impacts to surrounding residents. Furthermore, the applicant stated the submitted noise report did not include recommendations to mitigate noise to the surrounding residents through the construction of a fence. In reviewing the applicants' representations, photos of the existing landscaping and fencing were obtained, which detail a combination of fencing, landscaping and building buffering the boundaries. The existing arrangements are considered sufficient to provide privacy and maintain an appropriate level of visual amenity to neighbouring properties and as such, the condition requiring fencing has been removed and replaced with a condition requiring the existing landscaping and fencing to be retained. The proposal plan has been amended to detail the location of this landscaping.

- The draft conditions package required the applicant to construct all parking access and manoeuvring areas of concrete, asphalt concrete, or bitumen. The applicant has made representations seeking to remove the requirement to seal these areas on that basis that they believe it is an unreasonable imposition on the development, in circumstances where the development is time limited to five (5) years. Upon review, the applicant's representations are not agreed to and the condition remains on the recommended development permit. It is considered that sealing all trafficable areas will minimise dust impacts to existing and proposed residents, and eliminate dirt and gravel being tracked onto the adjacent roadways. Potential dust nuisance was a matter raised in the submissions and the sealing of car parking and manoeuvring areas is an outcome sought by the planning scheme parking code.
- The draft decision package includes an Infrastructure Charges Notice (ICN), which provides a levied charge of \$3,415.00 for transport infrastructure charges in accordance with the Ipswich Adopted Infrastructure Charges Resolution (AICR). The applicant has submitted representations seeking to remove the Infrastructure Charges Notice (ICN) as the applicant considers that the development is temporary and should not incur infrastructure charges. A review of the applicant's representations has been undertaken and the applicants request is not agreed to. Transport infrastructure contributions are levied pursuant to the AICR and are to be used to fund identified trunk infrastructure as set out in the Local Government Infrastructure Plan, in connection with the increased demand on this infrastructure generated through development. The amount of the levied charge is calculated having regard to the vehicular movements anticipated by the addition of Gross Floor Area for particular uses. In this instance, the development has operated on site without contribution to the transport trunk infrastructure network for over 30 years and will continue to operate and place demand on the infrastructure network for a further 5 years. Upon cessation of the use, the infrastructure contributions paid will remain as a 'credit' on the land, and be offset against the demand generated by any future development on the site.

CONCLUSION

An assessment of the proposed for a Material Change of Use - General Industry (Shed Kit Storage with Ancillary Office and including Welding of Metal Brackets for off-site Shed Construction) at 262 Haigslea Amberley Road, Walloon QLD 4306 has been undertaken and it has been determined that the proposed development generally complies with the assessment benchmarks or can be conditioned to comply as outlined in the attached Statement of Reasons. It is therefore recommended that the development application be decided in accordance with the recommendations and attachments of this report.

ATTACHMENTS AND CONFIDENTIAL BACKGROUND PAPERS

1.	Decision Notice and Infrastructure Charges Notice ↓ 
2.	DA Plan Approved ↓ 
3.	Referral Agency Response - SARA ↓ 
4.	Statement of Reasons ↓ 

Artemis Phipps

SENIOR PLANNER (DEVELOPMENT)

I concur with the recommendations contained in this report.

Mitchell Grant

DEVELOPMENT ASSESSMENT CENTRAL MANAGER

I concur with the recommendations contained in this report.

Brett Davey

MANAGER, DEVELOPMENT PLANNING

I concur with the recommendations contained in this report.

Peter Tabulo

GENERAL MANAGER, PLANNING AND REGULATORY SERVICES

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

Your reference BR557727.000
Our reference 4092/2020/MCU:AP
Contact Officer Artemis Phipps
Telephone (07) 3810 6162



Ipswich City Council

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Christopher and Cheryl Gratton
C/- LandPartners Pty Ltd
(Attn: Harriet Veal)
Email: application@landpartners.com.au

11 March 2021

Dear Harriet

Re: Development Application – Approval
Application No: 4092/2020/MCU
Proposal: Material Change of Use - General Industry (Shed Kit Storage with Ancillary Office and including Welding of Metal Brackets for off-site Shed Construction)
Property Location: 262 Haigslea Amberley Road, WALLOON QLD 4306

I refer to the above development application which was decided on 11 March 2021.

Enclosed with this letter is the Decision Notice, including:

- ☐ Attachment A – Assessment Manager's Conditions
- ☐ Attachment B – Approved Plans
- ☐ Attachment C – Referral Agency Response
- ☐ Infrastructure Charges Notice
- ☐ Appeal Rights

If you have any queries regarding this application, please contact Mrs Artemis Phipps on the telephone number listed above.

Yours faithfully

Mitchell Grant
DEVELOPMENT ASSESSMENT CENTRAL MANAGER

CC. Urban Utilities
development@urbanutilities.com.au

Queensland Treasury
IpswichSARA@dsmip.qld.gov.au

Our Reference 4092/2020/MCU:AP
Contact Officer Artemis Phipps
Telephone (07) 3810 6162



11 March 2021

DECISION NOTICE APPROVAL
(Given under section 63(2) of the *Planning Act 2016*)

Applicant details

Applicant name: Christopher and Cheryl Gratton C/- LandPartners Pty Ltd
Applicant contact details: application@landpartners.com.au

Application details

Application number: 4092/2020/MCU
Application type: Material Change of Use
Description of proposed development: Material Change of Use - General Industry (Shed Kit Storage with Ancillary Office and including Welding of Metal Brackets for off-site Shed Construction)
Date application received: 29 May 2020

Site details

Property location: 262 Haigslea Amberley Road, WALLOON QLD 4306
Real property description: Lot 3 on RP125598

Decision

Date of decision: 11 March 2021
Decision Authority: Growth Infrastructure and Waste Committee

1. Decision Details:

Development	Approval Type	Decision	Currency Period
Material Change of Use - General Industry (Shed Kit Storage with Ancillary Office and including Welding of Metal Brackets for off-site Shed Construction)	Development Permit	Approved in full subject to the conditions set out in Attachment A	Valid until 11 March 2026 and in accordance with Condition 7 – Time Limit on Approval *

* This development approval has been issued during the COVID-19 applicable event declared under 275F of the *Planning Act 2016*. The period for undertaking the approved development may be subject to a further extension of time under section 275R of the *Planning Act 2016*.

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	Prepared By	Date	Amendments Required
Aspect of development: material change of use				
19501DD/P10	Site Plan	Gibson Architects	19 October 2020	N/A
SPECIFICATIONS/DRAWINGS				
Reference No.	Description	Prepared By	Date	Amendments Required
Aspect of development: material change of use				
219120.RP1 b	Site Based Stormwater Management Plan	Hunt Michel and Partners	12 September 2020	N/A

2020/30	Desktop Mining Study At 262 Haigslea - Amberley Road, Walloon	Moreton Geotechnical Services Pty Ltd	29 July 2020	N/A
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4. Referral Agencies

The referral agency for this application is:

Referral Agency	Referral Role	Aspect of Development Requiring Referral	Address
Queensland Treasury	Concurrence	State Controlled Road Matters Schedule 10, Part 9, Division 4, Subdivision 2, Table 4, Item 1 (<i>Planning Regulation 2017</i>)	Ipswich SARA Office Post: PO BOX 129, IPSWICH QLD 4305 Email: ipswichSARA@dsdm.ip.qld.gov.au Ph: 07 3432 2413

Refer to Attachment C for Referral Agency conditions.

5. Variation Approval

Not applicable to this decision.

6. 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 the use pursuant to the *Planning Act 2016*.

7. Environmental Authority

Not applicable to this decision.

8. Properly Made Submissions

There were 21 properly made submissions about the application received from the following submitters.

Name of principal submitter	Residential or business address	Electronic address (if provided)
1. Glenn Brennan	240 Haigslea Amberley Road, Walloon QLD 4306	glennbrennan1964@outlook.com
2. David Garle	4-6 Taylors Road, Walloon QLD 4306	david@qsi.net.au

3. Lynn Garle	4-6 Taylors Road, Walloon QLD 4306	
4. Leslie Ogden	4-6 Taylors Road, Walloon QLD 4306	
5. Phillip Ridley	8 Kingsley Street, Walloon QLD 4306	
6. Lynnette Coleman	250 Haigslea Amberley Road, Walloon QLD 4306	
7. Gemma Garle	6 Taylors Road, Walloon QLD 4306	
8. Jodie Jenke	17 Taylors Road, Walloon QLD 4306	rentals2@realwayipswich.com.au
9. Michelle May, Rodney Snow and Alyra Snow	70 Farrell Drive, Walloon QLD 4306	missy_moo301@hotmail.com
10. Barry Ddtt	10 Taylors Road, Walloon QLD 4306	
11. Lucas Smyly	10 Sycamore Street, Walloon QLD 4306	
12. Milton Smyly	10 Sycamore Street, Walloon QLD 4306	
13. Jodie Smyly	10 Sycamore Street, Walloon QLD 4306	
14. Cooper Smyly	10 Sycamore Street, Walloon QLD 4306	
15. Kim Freeman	19 Flame Tree Court, Walloon QLD 4306	Fiona.aleckson85@outlook.com
16. Paul Elliott	10 Brushbox Place, Walloon QLD 4306	
17. Christine, Beverley and Ray Messenger	534 Haigslea Amberley Road, Walloon QLD 4306	chrissey72@live.com.au
18. Ben Brown	74 Farrell Drive, Walloon QLD 4306	
19. Caitlyn Elmore	72 Farrell Drive, Walloon QLD 4306	
20. Jo Brown	74 Farrell Drive, Walloon QLD 4306	
21. Michael Edwards	72 Farrell Drive, Walloon QLD 4306	

9. Currency period for the approval (section 85 of the *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*.

This development approval has been issued during the COVID-19 applicable event declared under 275F of the *Planning Act 2016*. The period for undertaking the approved development may be subject to a further extension of time under section 275R of the *Planning Act 2016*.

10. When approval lapses if development started but not completed— variation approval

Not applicable to this decision.

11. Other requirements under section 43 of the *Planning Regulation 2017*

Not applicable to this decision.

12. Trunk Infrastructure

Not applicable to this decision.

13. 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.

14. Submitting Change Representations to Request a Negotiated Decision Notice

In accordance with section 75 of the *Planning Act 2016*, the applicant may submit change representations to request a negotiated decision notice, during the applicant’s appeal period, about changing a matter in the development approval (other than a matter stated because of a referral agency response or a development condition imposed under a direction by the Minister).

The applicant’s appeal period is 20 business days, and any change representations must be submitted and assessed during this time, unless the applicant suspends the appeal period. To ensure both the applicant and the assessment manager have sufficient time to consider the change representations, it is recommended that the applicant suspend the appeal period (refer to section 75(2) of the *Planning Act 2016*) prior to submitting their change representations. This will allow an additional 20 business days for the applicant to submit their change representations, if required, and up to 20 business days for the assessment manager to consider the representations from the date the change representations are received.

Ipswich City Council does not charge an application fee for the submission of change representations.

For more information, please refer to the State Government's fact sheet on Change Representations: <https://dilgpprd.blob.core.windows.net/general/factsheet-change-representations.pdf>.

15. **Appeal Rights**

Applicant's appeal rights

You have appeal rights in relation to this decision. An appeal may be made against, as applicable:

- ☐ the refusal of part of the development application; or
- ☐ a provision of the development approval; or
- ☐ if a development permit was applied for, the decision to give a preliminary approval.

An appeal must be started within 20 business days after this notice is given to you.

An appeal may be made to the Planning and Environment Court or, for certain matters which are identified in section 1(2) of Schedule 1 of the *Planning Act 2016*, to a development tribunal.

An appeal is started by lodging a notice of appeal with the registrar of the Planning and Environment Court or a development tribunal, as applicable. The notice of appeal must be in the approved form, succinctly state the grounds of the appeal and be accompanied by the required fee.

An appellant to the Planning and Environment Court must give a copy of the notice of appeal, within 10 business days after the appeal is started, to the persons identified in section 230(3) of the *Planning Act 2016*. A person who is appealing to the Planning and Environment Court must comply with the rules of the court that apply to the appeal.

Submitter's appeal rights

You have appeal rights in relation to this decision. An appeal may be made against, as applicable:

- ☐ the decision to give a development approval; or
- ☐ the decision to give an approval for a change application; or
- ☐ a provision of a development approval; or
- ☐ a failure to include a provision in the development approval.

An appeal may be made to the extent that the decision or matter relates to, as applicable:

- ☐ any part of the development application or change application that required impact assessment; or
- ☐ a variation request.

An appeal must be started within 20 business days after this notice is given to you.

An appeal may be made to the Planning and Environment Court. An appeal is started by lodging a notice of appeal with the registrar of the Planning and Environment Court. The notice of

appeal must be in the approved form, succinctly state the grounds of the appeal and be accompanied by the required fee.

An appellant to the Planning and Environment Court must give a copy of the notice of appeal, within 2 business days after the appeal is started, to the persons identified in section 230(3) of the *Planning Act 2016*. A person who is appealing to the Planning and Environment Court must comply with the rules of the court that apply to the appeal.

Chapter 6, Part 1 and Schedule 1 of the *Planning Act 2016* sets out further information about appeal rights.

An extract from the *Planning Act 2016* about appeal rights is attached to this decision notice.

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Attachment A
Assessment Manager's Conditions
File No: 4092/2020/MCU
Location: 262 Haigslea Amberley Road, WALLOON QLD 4306
Proposal: Material Change of Use - General Industry (Shed Kit Storage with Ancillary Office and including Welding of Metal Brackets for off-site Shed Construction)

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	
	<p>This approval incorporates as a condition, the applicant's common material (as defined in Schedule 24 – Dictionary of the <i>Planning Regulation 2017</i>) for the application and adherence to all relevant Council Local Laws and/or the <i>Ipswich Planning Scheme 2006</i> (including Planning Scheme Policies) unless otherwise varied by this approval or varied by a condition of this approval.</p> <p>Note: Any variation in the development from that approved herein may constitute assessable development pursuant to the <i>Planning Act 2016</i>.</p>	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	
	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.
4.	Hours of Construction	
	Unless otherwise approved in writing by the assessment manager, construction works must only occur within the hours as defined in <i>Planning Scheme Policy 3 – General Works Part 5, Section 5.1.3</i> .	At all times during construction associated with the development.
5.	Hours of Operation	
	The applicant must not conduct work or business and must not allow refuse collection or service vehicle access to the premises outside of Monday to Friday 6:30am to 6:30pm.	From the commencement of the use and at all times thereafter.

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6.	Particular Use	
	<p>The applicant must not use any of the structures associated with the General Industry (shed kit storage with ancillary office and including welding of metal brackets for off-site shed construction), inclusive of car parking and any associated outdoor areas on the premises, for any other purpose, unless, in the written opinion of the assessment manager, such use is ancillary and incidental to the predominant use of the premises for a General Industry (shed kit storage with ancillary office and including welding of metal brackets for off-site shed construction).</p> <p>Note: Reference to 'shed' in this condition may be taken to include garage, carport, pergolas, awnings, patios and the like.</p>	<p>From the commencement of the use and at all times thereafter.</p>
7.	Time Limit on Approval	
	<p>Unless approved in writing by the assessment manager, the applicant must cease the General Industry use and remove all associated equipment from the premises.</p>	<p>By 11 March 2026, or as otherwise agreed in writing by the assessment manager prior to this date.</p>
8.	Limits to Approval	
	<p>The applicant must operate the development at all times in accordance with the following limitations:</p> <p><u>Maximum staff numbers (on site at any one time)</u></p> <ul style="list-style-type: none"> <input type="checkbox"/> Three (3) full time administration staff; <input type="checkbox"/> One (1) part time/casual welder; and <input type="checkbox"/> Three (3) full time shed installers (primarily based off-site at the location of the shed install). <p><u>Maximum customer numbers</u></p> <ul style="list-style-type: none"> <input type="checkbox"/> Customers are to attend the site by appointment only and are limited to a maximum of 10 persons per day. <p><u>Waste Collection arrangements</u></p> <ul style="list-style-type: none"> <input type="checkbox"/> All waste is to be collected from the site within the approved hours of operation; <input type="checkbox"/> General waste is to be collected via kerbside collection; <input type="checkbox"/> Metal scrap waste is to be collected from the site on a once a week basis to ensure no long term stockpiling of material; and <input type="checkbox"/> Industrial waste is to be collected from the site on a fortnightly basis to ensure no long term 	<p>From the commencement of the use and at all times thereafter.</p>

	<p>stockpiling of material.</p> <p><u>Deliveries</u></p> <ul style="list-style-type: none"> There is to be a maximum of two (2) shed construction equipment/material deliveries per day of operation, which are to be undertaken within the approved hours of operation. <p><u>Welding of Metal Brackets for off-site Shed Construction</u></p> <ul style="list-style-type: none"> Limited to seven (7) hours per week, within the approved hours of operation. <p><u>Use Areas</u></p> <ul style="list-style-type: none"> The areas used in connection with the development must not exceed 130m² of office/ administration floor space, 125.62m² display area, 611.29m² storage area, 150m² welding floor area for metal brackets only for shed construction, 81m² toilet/ staff lunchroom floor area and 290m² truck parking area. 	
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9.	Fencing & Landscaping	
	The applicant must maintain all existing mature landscaping and fencing along the boundaries of the development as indicated on the plan listed in Part 3 – Approved Plans Specifications and Drawings.	From the commencement of the use and at all times thereafter.

10.	Acoustic Management	
(a)	The applicant must ensure the use of outdoor public address systems is restricted to emergency use only.	From the commencement of the use and at all times thereafter.
(b)	The applicant must ensure amplified music or live music is not played outdoors.	From the commencement of the use and at all times thereafter.
(c)	The applicant must ensure all metal grilles, metal plates or similar infrastructure that is subject to vehicular traffic is acoustically damped to prevent environmental nuisance.	From the commencement of the use and at all times thereafter.
(d)	In the event acoustic enclosures are required for external mechanical plant and equipment (including but not limited to air conditioning units, compressors, generators and the like) the applicant must ensure the enclosure is suitably ventilated and visually screened.	To be completed by 11 September 2021 and maintained at all times thereafter.

11.	Operational Activities	
(a)	Manufacturing works (other than welding of brackets as detailed in the common material submitted with the application) must not be undertaken on site.	From the commencement of the use and at all times thereafter.

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(b)	The welding of brackets must be undertaken within the approved building footprint nominated on the approved plans.	From the commencement of the use and at all times thereafter.
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12.	Trade Materials, Products, Plant and Storage	
(a)	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.
(b)	The applicant must not stack materials in areas that are not approved for storage as detailed on the approved plans listed in Part 3 – Approved Plans Specifications and Drawings.	From the commencement of the use and at all times thereafter.
(c)	The applicant must ensure that any vehicle parts, tyres or batteries are stored in an impervious bunded and roofed area.	From the commencement of the use and at all times thereafter.
(d)	The applicant must keep all storage areas visually clean and tidy. Screening is to be provided in storage areas where they can be seen from Haigslea Amberley Road or neighbouring properties.	From the commencement of the use and at all times thereafter.

13.	Loading and Unloading	
(a)	The applicant must undertake all loading and unloading at the approved location detailed on the approved plans listed in Part 3 – Approved Plans Specifications and Drawings.	From the commencement of the use and at all times thereafter.
(b)	The applicant must undertake all loading and unloading within the confines of the subject site.	From the commencement of the use and at all times thereafter.

14.	Small Rigid Vehicle Parking (Work Vehicles)	
	The applicant must park all small rigid vehicles (work vehicles) within the confines of the building/s or vehicle parking areas as detailed on the approved plans outlined in part 3 of this development permit.	From the commencement of the use and at all times thereafter.

15.	Lighting	
	Lighting used to illuminate any areas of the premises (i.e. security or flood lighting) must be designed, constructed, located and maintained to the satisfaction of the assessment manager so as not to cause nuisance to the occupants of nearby properties or passing traffic. All lighting must be angled or shaded in such a manner so that light does not directly illuminate any nearby premises or roadways and does not cause extraneous light to be directed or reflected upwards.	At all times.

16.	Car Parking – Use and Maintenance	
(a)	The applicant must provide a minimum of five (5) car parking spaces for the development.	To be completed by 11 September 2021 and maintained at all times thereafter.
(b)	<p>The applicant must ensure all parking areas are:</p> <ul style="list-style-type: none"> (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 (e.g. "Staff and Customer Parking") in accordance with AS1742. (v) Maintained in perpetuity. 	From the commencement of the use and at all times thereafter.
17.	Access, Parking and Manoeuvring Areas	
(a)	The applicant must construct all parking, access and manoeuvring areas of concrete, asphalt concrete or bitumen.	To be completed by 11 September 2021 and maintained at all times thereafter.
(b)	The applicant must line-mark all parking, access and manoeuvring areas in accordance with the relevant Australian Standard.	To be completed by 11 September 2021 and maintained at all times thereafter.
(c)	The applicant must make provision for all vehicles to enter and exit the site in a forward gear.	From the commencement of the use and at all times thereafter.
18.	Stormwater Quantity Management	
(a)	The applicant must provide an allotment drainage system which is designed in accordance with QUDM.	To be completed by 11 September 2021 and maintained at all times thereafter.
(b)	The applicant must discharge stormwater runoff from all impervious areas generally as detailed on the plan referenced as Drawing Number DA-01, Revision A, prepared by Hunt Michel and Partners and dated 12 September 2020.	From the commencement of the use and at all times thereafter.

(c)	The applicant must design stormwater quantity management for the development generally in accordance with the plan referenced as Drawing Number DA-01, Revision A, prepared by Hunt Michel and Partners and dated 12 September 2020 and the plan referenced as Site Based Stormwater Management Plan, prepared by Hunt Michel and Partners and dated 12 September 2020. The detailed design must be submitted for Council's approval.	Prior to or in conjunction with lodgement of the application for operational works.
(d)	The applicant must construct the stormwater quantity management system for the development, generally in accordance with approved design as required by Condition 18(c) above.	To be completed by 11 September 2021 and maintained at all times thereafter.

19.	Stormwater Quality	
(a)	<p data-bbox="287 884 957 1064">(i) The applicant must achieve the water quality objectives outlined in Table 2.3.1 of Planning Scheme Policy 3 - General Works of the <i>Ipswich Planning Scheme 2006</i> prior to stormwater runoff discharging from the site.</p> <p data-bbox="287 1064 957 1108"><u>Or</u></p> <p data-bbox="287 1108 957 1368">(ii) The applicant must pay a monetary offset contribution to the assessment manager in lieu of the provision of stormwater quality treatment infrastructure for the development in accordance with section 3.2.3 of Implementation Guideline No. 24 - Stormwater Management of the <i>Ipswich Planning Scheme 2006</i>.</p>	To be completed by 11 September 2021 and maintained at all times thereafter.

(b)	<p>Should the applicant choose to comply with (a)(i), the applicant must submit for written approval by the assessment manager, a stormwater quality management plan (SQMP) in accordance with Implementation Guideline No. 24 - Stormwater Management of the <i>Ipswich Planning Scheme 2006</i>. The SQMP must include the following items:</p> <ul style="list-style-type: none"> (i) Demonstrate stormwater runoff associated with the development achieves the water quality objectives outlined in Table 2.3.1 of Planning Scheme Policy 3 - General Works of the <i>Ipswich Planning Scheme 2006</i> prior to discharge from the site; (ii) Where MUSIC modelling is undertaken an electronic copy of the MUSIC .sqz file must be submitted to the assessment manager for review; and (iii) Details of the ongoing maintenance activities required for the entire stormwater treatment system. 	In conjunction with the lodgement of the first application for operational works.
(c)	Where the applicant chooses to comply with (a)(i), the applicant must submit operational works drawings showing the final locations and cross sections of stormwater infrastructure in accordance with the approved SQMP and section 2.3.5 of Planning Scheme Policy 3 - General Works of the <i>Ipswich Planning Scheme 2006</i> .	In conjunction with the lodgement of the first application for operational works.
(d)	Irrespective of whether (a)(i) or (a)(ii) are proposed, the applicant must ensure that all stormwater discharging from sealed surfaces 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. The applicant must submit to the assessment manager for approval details of the location and type of gross pollutant traps to be installed.	In conjunction with the lodgement of the first application for operational works.

20.	Stormwater Maintenance Plan	
(a)	In the event proprietary stormwater devices are proposed, the applicant must submit to the assessment manager, a stormwater maintenance plan for the entire stormwater system, prepared in accordance with Implementation Guideline No. 24 - Stormwater Management of the <i>Ipswich Planning Scheme 2006</i> .	To be completed by 11 September 2021 and maintained at all times thereafter.

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(b)	The applicant must implement the stormwater maintenance plan in perpetuity to the satisfaction of the assessment manager.	To be completed by 11 September 2021 and maintained at all times thereafter.
(c)	The applicant must maintain regular inspection records on site and make these records available to the assessment manager upon request for both the construction and operational phases. The inspection records must detail all actions undertaken as required by the approved stormwater maintenance plan.	From the commencement of the use and at all times thereafter.
(d)	The applicant must provide a copy of the signed 12 month supply agreement between the applicant and the stormwater filtration system supplier for the maintenance of the SPEL-treatment device(s).	To be completed by 11 September 2021.

21.	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 <i>Ipswich Planning Scheme 2006</i> . A detailed design for proposed earthworks and retaining walls (if any) must be submitted for Council's approval.	In conjunction with the lodgement of the application for operational works and during construction.
(b)	The applicant must undertake all the earthworks for the development as required by Condition 21(b) above.	To be completed by 11 September 2021 and maintained at all times thereafter.

22.	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 ESC Program and Plan and supporting documentation in accordance with IECA Best Practice Guidelines.	Prior to the pre-start meeting.

23.	Design Standards	
(a)	The applicant must design all internal works (stormwater drainage/ earthworks etc.) in accordance with <i>Planning Scheme Policy 3 - General Works, Implementation Guideline No. 24 – Stormwater Management and Implementation Guideline No. 28 – Dispersive Soil Management of the Ipswich Planning Scheme 2006</i> .	In conjunction with the lodgement of the application for operational works.
(b)	The applicant must submit to the assessment manager a Dispersive Soil Management Plan (DSMP), prepared by a suitably qualified person in accordance with Implementation Guideline No. 28 – Dispersive Soil Management of the <i>Ipswich Planning Scheme 2006</i> .	In conjunction with the lodgement of the application for operational works.

24.	Design Certifications	
(a)	The applicant must submit to the assessment manager a RPEQ design certification(s) stating that all civil and associated works have been designed in accordance with Council's specifications, infrastructure design standards and this approval.	In conjunction with the lodgement of the application for operational works.
(b)	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 Site Based Stormwater Management Plan, prepared by Hunt Michel and Partners dated 12 September 2020.	In conjunction with the lodgement of the application for operational works.
25.	Gas Bottles	
	Gas stored in bottles are stored and handled in accordance with <i>Australian Standard 4332 - The Storage and Handling of Gases in Cylinders</i> and <i>Queensland Work Health and Safety (WHS) Act 2011</i> .	From the commencement of the use and at all times thereafter.
26.	Hazardous Substances	
	<p>The applicant must ensure hazardous substances within containers of the volumes listed below are appropriately stored as follows:</p> <p>(a) Individual containers less than 15 litres are stored within an approved, bunded compound when not in use; and</p> <p>(b) Individual containers of greater than 15 litres are located within an impervious bunded area that is covered from ingress of stormwater and built to retain 100% of the capacity of the largest container plus 25% of the cumulative volume of stored hazardous substances.</p>	From the commencement of the use and at all times thereafter.
27.	Waste Storage and Collection	
(a)	The applicant must ensure all wash down waters from bin cleansing performed on the site are not discharged on site or into the stormwater infrastructure.	From the commencement of the use and at all times thereafter.
(b)	All metal scrap must be stored in an impervious, bunded and roofed area.	From the commencement of the use and at all times thereafter.
28.	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 reinstate all disturbed verge and open space areas with turf (including provision of topsoil to minimum depth of 50mm).	Prior to the commencement of the use.

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.	Mining
	The land to which this approval relates may have been worked by underground coal mining operations. Council, and its servants and agents, accept no liability or responsibility for any loss or damage to person or property of whatever nature or however caused as the direct or indirect consequence of the granting of the approval herein contained. Such approval has been granted at the request of the applicant and in reliance of information submitted by the applicant in support thereof.
2.	Fire Ants
(a)	In accordance with the <i>Biosecurity Act 2014</i> and the <i>Biosecurity Regulation 2016</i> , the State of Queensland has implemented movement controls in areas (Fire Ant Biosecurity Zones) of Queensland where the Red Imported Fire Ant (ant species <i>Solenopsis invicta</i>) 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 development approved herein, by its very nature, includes activities considered to be "high risk" in respect of controlling the spread of Fire Ants. The following lists show high risk activities and some precautions should be considered for implementation.
(d)	High risk activities can include: <ul style="list-style-type: none"> (i) Earthworks of a minor or major scale; (ii) Revegetation or rehabilitation; (iii) Import of fill onto a site; (iv) Export of fill or other materials such as soils, gravel, mulch and plants; and (v) Export off or import on to a site of construction and demolition waste and materials or green waste.

(e)	<p>Precautions for implementation:</p> <ul style="list-style-type: none"> (i) Checking for ants regularly; (ii) Checking all soil, fill and waste materials (construction and green waste) for ants; (iii) Asking questions about the quality and source of soil, fill and waste materials (construction and green waste); (iv) Keeping records of all movements of soil, fill and waste materials (construction and green waste); (v) Cleaning of all earthmoving or other soiled vehicles prior to exit from the site; and (vi) Informing staff and contractors about these precautions.
3.	<p>Section 73 of the <i>Planning Act 2016</i></p> <p>Pursuant to Section 73 of the <i>Planning Act 2016</i>, 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.</p>
4.	<p>Portable Long Service Leave</p> <p>Where the proposed works (civil and landscaping) are valued at \$150,000 or more and match the definition of Building and Construction Industry, the <i>Building and Construction Industry (Portable Long Service Leave) Act 1991</i> 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 <i>Planning Act 2016</i>.</p> <p>If you require clarification in regard to the <i>Building and Construction Industry (Portable Long Service Leave) Act 1991</i>, you should contact QLeave on 1800 803 481 (free call) or (07) 3212 6855.</p>
5.	<p>Local Government Regulation 2012</p> <p>This property may be subject to the provision of Section 116 of the <i>Local Government Regulation 2012</i>. 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 (e.g. 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.</p>
6.	<p>Acronyms and Terms</p> <p>Acronyms and terms used in this notice have the following meanings:</p> <ul style="list-style-type: none"> (a) RPEQ - A Registered Professional Engineer of Queensland suitably qualified and experienced in the particular area of expertise required. (b) DSMP – Dispersive Soil Management Plan which is prepared in accordance with Council Implementation Guideline No. 28 – Dispersive Soil Management and certified by RPEQ. (c) E&SCP – Erosion & Sediment Control Management Plan which is prepared in accordance with Planning Scheme Policy 3 – General Works and certified by RPEQ. (d) PSP 3 – Planning Scheme Policy 3 – General Works (e) QUDM – The <i>Queensland Urban Drainage Manual</i>, produced by the Queensland Department of Environment and Natural Resources (f) MUTCD - <i>The Manual of Uniform Traffic Control Devices</i>, published by DTMR (g) DTMR - Department of Transport and Main Roads

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(h)	DES – Department of Environment and Science
(i)	DNRME – Department of Natural Resources, Mines and Energy
(j)	DSDMIP – Department of State Development, Manufacturing, Infrastructure and Planning
(k)	AEP – Annual Exceedance Probability - used to define flood frequency and severity
(l)	AHD - Australian Height Datum (m)
(m)	Internal works - works performed within private property and includes but is not limited to, earthworks, driveways and stormwater management systems.

7.	Bonds
	Any bonding sought to be approved in relation to development will be considered in accordance with Planning Scheme Policy 3 – General Works of the <i>Ipswich Planning Scheme 2006</i> . 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 <i>Ipswich Planning Scheme 2 – Information Local Government May Request</i> . For clarification, where any inconsistency or conflict exists between design standards and other relevant technical publications, Council standards and specifications must take precedence.

9.	Proximity of Earthworks to Adjoining Property
	Where earthworks, including retaining structures, are proposed within 3.0 metres of the property boundary or are likely to affect adjoining property owners, the applicant must notify the affected property owners in writing, and obtain written comments from them, as detailed in Part 12, Division 15 - Specific Outcome 19 and Note 12.15.4K of the <i>Ipswich Planning Scheme 2006</i> . Written comments from the affected owners (or at least the supporting documentation of notification and consultation with the adjoining property owners to the Council's satisfaction) must be submitted to Council for consideration, in conjunction with any operational works application.

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 <i>Transport Infrastructure Act 1994</i> prior to undertaking any physical works within or adjacent to the boundary of the State-controlled road. These approvals are issued under the <i>Transport Infrastructure Act 1994</i> and constitute a separate process to seeking a Development Permit issued under the <i>Planning Act 2016</i> .

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 <i>Local Government Act 2009</i> prior to undertaking any physical works within or adjacent to the boundary of the Council-controlled road. These approvals are issued under the <i>Local Government Act 2009</i> and constitute a separate process to seeking a Development Permit issued under the <i>Planning Act 2016</i> . 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.	Hazardous Substances Where dangerous goods are stored on site, compliance with the Queensland <i>Work Health and Safety (WHS) Act 2011</i> is required. Enquiries regarding the storage of dangerous goods can be made by contacting Workplace Health and Safety Queensland on telephone number 1300 369 915.

DECISION NOTICE – INFRASTRUCTURE CHARGES

Decision Date: 11 March 2021

Council gives this infrastructure charges notice pursuant to section 119 of the *Planning Act 2016*.

Appeal Rights

You have appeal rights in relation to this notice. An appeal may be made against an infrastructure charges notice on one (1) or more of the following grounds:

(a) the notice involved an error relating to:

(i) the application of the relevant adopted charge; or

Examples of errors in applying an adopted charge:

- the incorrect application of gross floor area for a non-residential development
- applying an incorrect 'use category', under a regulation, to the development

(ii) the working out of extra demand, for section 120 of the *Planning Act 2016*; or

(iii) an offset or refund; or

(b) there was no decision about an offset or refund; or

(c) if the infrastructure charges notice states a refund will be given – the timing for giving the refund; or

(d) for an appeal to the Planning and Environment Court – the amount of the charge is so unreasonable that no reasonable relevant local government could have imposed the amount.

To remove any doubt, the *Planning Act 2016* declares that an appeal against an infrastructure charges notice must not be about:

(a) the adopted charge itself; or

(b) for a decision about an offset or refund:

(i) the establishment cost of trunk infrastructure identified in a local government infrastructure plan; or

(ii) the cost of infrastructure decided using the method included in the local government's charges resolution.

An appeal must be started within 20 business days after the infrastructure charges notice is given to you.

An appeal may be made to the Planning and Environment Court or to a development tribunal.

An appeal is started by lodging a notice of appeal with the registrar of the Planning and Environment Court or a development tribunal, as applicable. The notice of appeal must be in the approved form, succinctly state the grounds of the appeal and be accompanied by the required fee.

An appellant to the Planning and Environment Court must give a copy of the notice of appeal, within 10 business days after the appeal is started, to the persons identified in section 230(3) of the *Planning Act 2016*. A person who is appealing to the Planning and Environment Court must comply with the rules of the court that apply to the appeal.

Chapter 6, Part 1 and Schedule 1 of the *Planning Act 2016* sets out further information about appeal rights.

Attached is an extract from the *Planning Act 2016* about appeal rights.

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).

Application No: 4092/2020/MCU

Real Property Description: Lot 3 on RP125598

Property Location: 262 Haigslea Amberley Road, WALLOON QLD 4306

Development Approval Details: In accordance with Development Approval 4092/2020/MCU

Relevant Infrastructure Charges Resolution: Ipswich City Council Adopted Infrastructure Charges Resolution (No. 1) 2020

Levied Charge: \$3,415.00

Does the maximum adopted charge apply: No

Does an Offset or Refund apply: No

Is the land subject to an Infrastructure Agreement: No

Levied Charge Calculation:

Charge Category and Use	Applied Adopted Charge (see Table 1)	Demand	Levied Charge Relief	Levied Charge
General Industry	<u>Single Residential Dwelling</u> \$3,333.00 Transport (Charge area: RD50) <u>General Industry</u> \$24.10 Transport (Charge area: RD50)	<u>Development Demand</u> General Industry (280m ²) 280m ² x \$24.10 = \$6,748.00 <u>Demand Credit</u> 1 x 3 bedroom dwelling 1 x \$3,333.00 = \$3,333.00 <u>Additional Demand</u> \$6,748.00 - \$3,333.00	0% factor of charges relief	\$3,415.00 Transport Total = \$3,415.00

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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:

$$LC = ((AC \times AD) - LCR) - D$$

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 Queensland Urban Utilities.

ATTACHMENT 1 – INFRASTRUCTURE CHARGES CALCULATION METHODOLOGY**Table 1: Applied Adopted Charge Residential (RAL – Single Residential Dwelling)**

	Walloon	
Network	Charge Area	Charge
Transport	50	\$3,333.00
Public Parks	W1	\$10,177.00
Community Facilities	W1	\$469.00
Local Government Trunk Infrastructure Network Charge (LNC)	N/A	\$13,979.00
Water Supply	32	\$4,092.00
Sewerage	N/A	N/A
Distributor Retailer Trunk Infrastructure Network Charge (DNC)	N/A	\$4,092.00
Total Trunk Infrastructure Network Charge (Total NC)		\$18,071.00
Maximum Adopted Charge		\$30,226.70
Adopted Charge (AC)		<u>\$13,979.00</u>
Notes	The Total NC is less than the Maximum Adopted Charge and therefore the charge is applied in accordance with the <i>Ipswich Adopted Infrastructure Charges Resolution (No. 1) 2020</i> .	

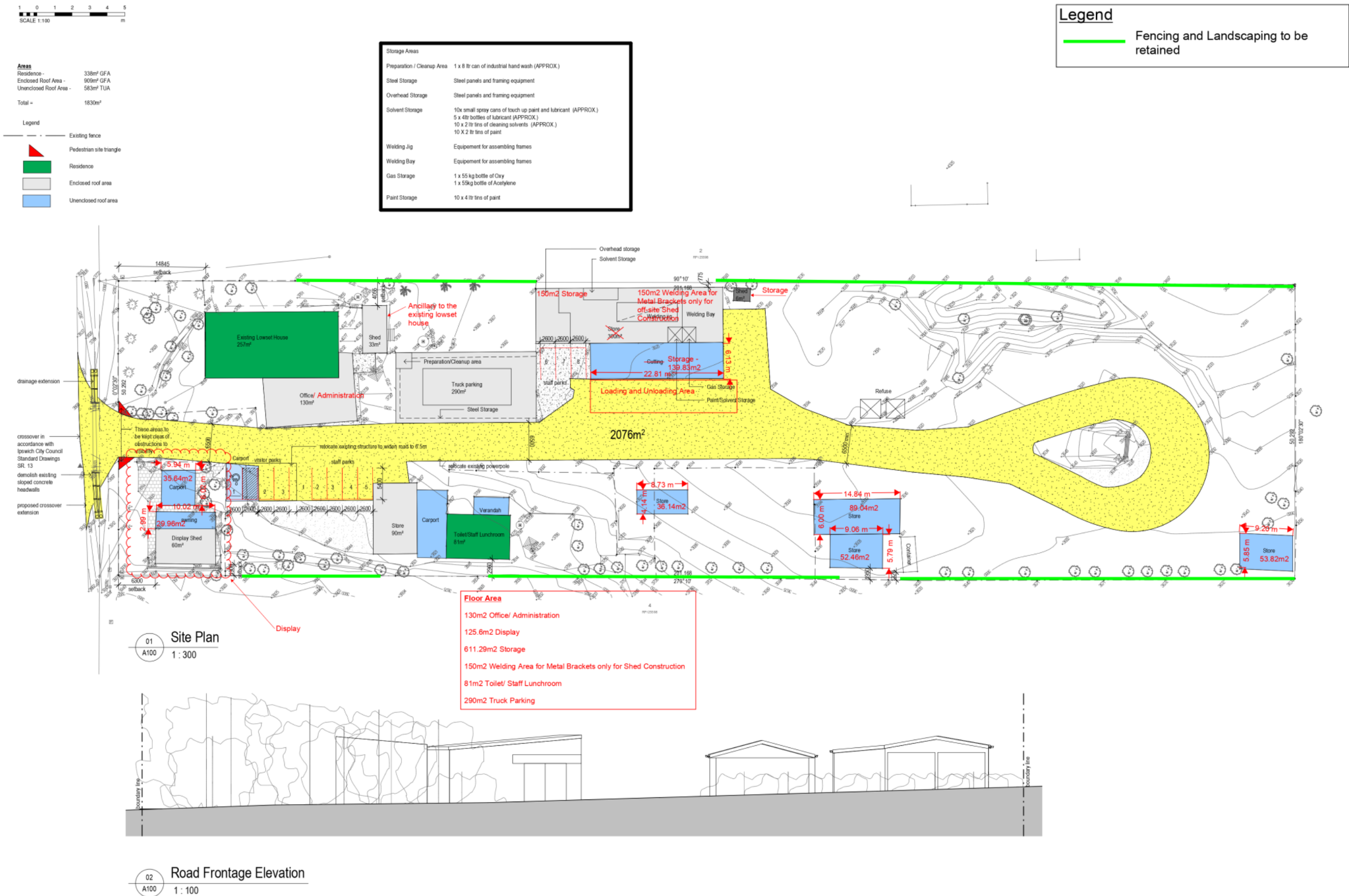
Table 2: Applied Adopted Charge Non Residential Use (MCU – General Industry)


	Walloon		
Network	Charge Area	Charge	(Proportion of MAC)
Transport	50	\$24.10	
Local Government Trunk Infrastructure Network Charge (LNC)		\$24.10	
Water Supply	32	\$11.16	
Sewerage	N/A	N/A	
Distributor Retailer Trunk Infrastructure Network Charge (DNC)	N/A	\$11.16	
Total Trunk Infrastructure Network Charge (Total NC)		\$35.26	
Maximum Adopted Charge		\$54.00	
Adopted Charge (AC)		\$24.10	
Notes	The Total NC is less than the Maximum Adopted Charge and therefore the charge is applied in accordance with the <i>Ipswich Adopted Infrastructure Charges Resolution (No. 1) 2020</i> .		

ATTACHMENT 2 - OFFSETS AND REFUNDS

There are no offsets or refunds applicable to this development.

DRAFT



				DRAWING		Site Plan		DWG No.		19501DD A100		ISSUE		P 10	
				PROJECT		Proposed Remediation Works		SCALE		As indicated @ A1					
				FOR		Chris & Cheryl Gratton		DATE		February 2020					
				AT		262 Haislea Amberly Road, Walloon QLD 4306		DRAWN		ZR					
				S:\19501\103 Drawings\02 Design Development\01 Architect\DD Rev6\19501DD-R18.rvt											
NOTES				AMEND DESCRIPTION		DATE BY									
				P10 Cross-over adjustment		19.10.2020 KCD									
				P9 Minor Amendments		28.08.2020 JN									
				P8 Crossover Amendment		11.08.2020 LVR									
				P7 Preliminary		28.05.2020 LVR									

RA6-N



SARA reference: 2006-17369 SRA
Council reference: 4092/2020/MCU
Applicant reference: BRSS7727.000

16 December 2020

Chief Executive Officer
Ipswich City Council
PO Box 1559
IPSWICH QLD 4305
development@ipswich.qld.gov.au

Attention: Ms Artemis Phipps

Dear Ms Artemis Phipps

SARA response—262-264 Haigslea Amberley Road, Walloon

(Referral agency response given under section 56 of the *Planning Act 2016*)

The development application described below was confirmed as properly referred by the State Assessment and Referral Agency (SARA) on 24 June 2020.

Response

Outcome:	Referral agency response – with conditions.
Date of response:	16 December 2020
Conditions:	The conditions in Attachment 1 must be attached to any development approval.
Advice:	Advice to the applicant is in Attachment 2 .
Reasons:	The reasons for the referral agency response are in Attachment 3 .

Development details

Description:	Development permit	Material change of use for General Industry – Manufacturing and Storing goods
SARA role:	Referral agency	
SARA trigger:	Schedule 10, Part 9, Division 4, Subdivision 2, Table 4, Item 1 (Planning Regulation 2017)	
		Material change of use of premises near a State transport corridor or that is a future State transport corridor
SARA reference:	2006-17369 SRA	

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2006-17369 SRA

Assessment Manager: Ipswich City Council
Street address: 262-264 Haigslea Amberley Road, Walloon
Real property description: Lot 3 on RP125598
Applicant name: Christopher and Cheryl Gratton
Applicant contact details: c/o LandPartners Pty Ltd, PO Box 1399
Milton QLD 4064
amanda.dryden@landpartners.com.au
State-controlled road access permit: This referral included an application for a road access location, under section 62A(2) of *Transport Infrastructure Act 1994*. Below are the details of the decision:

- Approved
- Reference: TMR20-030331
- Date: 10 December 2020

If you are seeking further information on the road access permit, please contact the Department of Transport and Main Roads at Metropolitan.IDAS@tmr.qld.gov.au

Representations

An applicant may make representations to a concurrence agency, at any time before the application is decided, about changing a matter in the referral agency response (section 30 of the Development Assessment Rules). Copies of the relevant provisions are in **Attachment 4**.

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

For further information please contact Judy Sandmann, Senior Planning Officer, on 3432 2405 or via email IpswichSARA@dsdmip.qld.gov.au who will be pleased to assist.

Yours sincerely



Warren Oxnam
Planning Manager SEQ West

enc Attachment 1 - Referral agency conditions
 Attachment 2 - Advice to the applicant
 Attachment 3 - Reasons for referral agency response
 Attachment 4 - Representations about a referral agency response provisions
 Attachment 5 - Approved plans and specifications

cc Christopher and Cheryl Gratton c/- LandPartners, Harriet.Veal@landpartners.com.au

Attachment 1—Referral agency conditions

(Under section 56(1)(b)(i) of the *Planning Act 2016* the following conditions must be attached to any development approval relating to this application) (Copies of the plans and specifications referenced below are found at Attachment 5)

No.	Conditions	Condition timing
Development permit for a Material change of use – General Industry – Manufacturing and Storing Goods		
Schedule 10, part 9, division 4, subdivision 2, table 4, item 1— Material change of use of premises near a State transport corridor —The chief executive administering the <i>Planning Act 2016</i> nominates the Director-General of the Department of Transport and Main Roads to be the enforcement authority for the development to which this development approval relates for the administration and enforcement of any matter relating to the following conditions:		
Vehicular Access to state-controlled road		
1.	<p>a) The road access location is to be located generally in accordance with Site Plan prepared by Gibson Architects, reference 19501DD A100, revision P10 and dated 19 October 2020.</p> <p>b) The road access works must be designed, constructed and maintained in accordance with Ipswich City Council's Standard Drawing titled 'Standard Commercial Driveway Invert and Slab Type A – Two Way Access', drawing no. SR.13.</p>	<p>(a) At all times</p> <p>(b) Prior to the commencement of use then at all times</p>

2006-17369 SRA

Attachment 2—Advice to the applicant

General advice	
1.	Terms and phrases used in this document are defined in the <i>Planning Act 2016</i> its regulation or the State Development Assessment Provisions (SDAP) v2.6. If a word remains undefined it has its ordinary meaning.
Road Works Approval	
2.	Under section 33 of the <i>Transport Infrastructure Act 1994</i> , written approval is required from the Department of Transport and Main Roads to carry out road works (including driveways) on a state-controlled road. Please contact the Department of Transport and Main Roads – Brisbane Metropolitan Office metropolitan.IDAS@tmr.qld.gov.au to make an application for road works approval. This approval must be obtained prior to commencing any works on the state-controlled road reserve. The approval process may require the approval of engineering designs of the proposed works, certified by a Registered Professional Engineer of Queensland (RPEQ). The road access works approval process takes time – please contact Transport and Main Roads as soon as possible to ensure that gaining approval does not delay construction.

2006-17369 SRA

Attachment 3—Reasons for referral agency response

(Given under section 56(7) of the *Planning Act 2016*)

The reasons for SARA's decision are:

With conditions, the development complies with *State code 1: Development in a state-controlled road environment* of the State Development Assessment Provisions. Specifically, the development:

- does not create safety hazard for users of a state-controlled road.
- does not compromise the structural integrity of state-controlled roads, road transport infrastructure or road works.
- does not result in a worsening of the physical condition or operating performance of state-controlled roads and the surrounding road network.
- does not compromise the state's ability to construct, or significantly increase the cost to construct state-controlled roads and future state-controlled roads.
- does not compromise the state's ability to maintain and operate state-controlled roads, or significantly increase the cost to maintain and operate state-controlled roads.
- does not compromise the structural integrity of public passenger transport infrastructure or compromise the operating performance of public passenger transport services.

Material used in the assessment of the application:

- The development application material and submitted plans.
- *Planning Act 2016*.
- Planning Regulation 2017.
- State Development Assessment Provisions v2.6.
- SARA DA Mapping system.

Attachment 4— Representations about a referral agency response provisions

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2006-17369 SRA

Attachment 5—Approved plans and specifications

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Date: 16 December 2020




TYPICAL DRIVEWAY PROFILE - SECTION A - A

1. Concrete N32 in accordance with the A.S.1379 and A.S.3600.
2. Reinforcing fabric to A.S.4671. 50mm top and edge cover Lap fabric 250mm.
3. Depths of concrete and reinforcing steel shown are the minimum requirements for good foundation conditions. and average traffic loading. Where this does not apply, depths of concrete and reinforcing shall be increased to suit specific conditions.
4. For dimension W, refer A.S.2890.1.2004 and A.S.2890.2.
5. Design of crossing may vary (eg. larger vehicles). Refer project documents.
6. Reprofile adjacent footpath to match driveway. Footpath earthworks adjoining concrete must be well compacted.
7. Existing footpath profile to be maintained where possible.
8. Compaction of subgrade 95% Standard to A.S.1289.5.1.1.
9. Where subgrade is less than CBR 5 excavate and provide imported materials to satisfaction of the Council's Engineer.
10. A Vehicular Access permit must be obtained from Council. Seek approval of location and levels prior to excavation.
11. The Engineer may direct that this dimension be varied. The verge profile for the access may be varied to suit difficult or existing situations with approval from Council's Engineer.
12. A grated drain may be provided on the inside of the property alignment as ascending entrances and piped to kerb and channel or gully. Refer project documents. Provide expansion joint if joining to concrete.
13. Expansion joints to be 10mm thick, full depth closed cell cross linked polyethylene foam (85–150kg/m³). All construction joints to be doweled.
14. For all vehicular access on Department of Transport and Main Roads declared roads, Department of Transport and Main Roads approval is required.
15. All dimensions are in millimetres unless noted otherwise.
16. Crossings designed to suit a B99 vehicle in accordance with A.S.2890.1.2004.

* Extent of roadway - invert of kerb.



City of
Ipswich

APPROVED 
CHIEF OPERATING OFFICER (WPR)
DATE 29-7-13

STANDARD COMMERCIAL DRIVEWAY
INVERT AND SLAB
TYPE A - TWO WAY ACCESS

SR.13

REV: E	DRAWER: 100
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Our ref TMR20-030331
Your ref BRSS7727.000
Enquiries Alison Critchley



Department of
Transport and Main Roads

10 December 2020

Decision Notice – Permitted Road Access Location (s62(1) Transport Infrastructure Act 1994)

This is not an authorisation to commence work on a state-controlled road¹

Development application reference number 4092/2020/MCU, lodged with Ipswich City Council involves constructing or changing a vehicular access between Lot 3RP125598, the land the subject of the application, and Haigslea Amberley Road (a state-controlled road).

In accordance with section 62A(2) of the *Transport Infrastructure Act 1994* (TIA), this development application is also taken to be an application for a decision under section 62(1) of TIA.

Applicant Details

Name and address Christopher and Cheryl Gratton c/o LandPartners Pty Ltd
PO Box 1399
Milton QLD 4064

Application Details

Address of Property 262 - 264 Haigslea Amberley Road, Walloon QLD 4306
Real Property Description 3RP125598
Aspect/s of Development Development Permit for Material Change of Use for General Industry - Manufacturing and Storing Goods

Decision (given under section 67 of TIA)

It has been decided to approve the application, subject to the following conditions:

No.	Conditions of Approval	Condition Timing
1	The permitted road access location between the subject site and Haigslea Amberley Road is to be in accordance with the site plan prepared by Gibson Architects, dated 19 October 2020, reference 19501DD A100 issue P10.	At all times.
2	Road access works comprising a 6.5m wide Category 2 type driveway crossover must be provided at the permitted access location, generally in accordance with Council's Standard Drawing SR.13. The said road access works are to be maintained in reasonable condition – at all times.	MCU - Prior to commencement of use

¹ Please refer to the further approvals required under the heading 'Further approvals'

No.	Conditions of Approval	Condition Timing
3	Direct access is prohibited between Haigslea Amberley Road and Lot 3 on RP125598 at any other location other than the permitted road access location described in Condition 1.	At all times.
4	Truck warning signs must be provided in accordance with the proposed warning signage plan prepared by Geleon.	Prior to commencement of use
5	The internal property gate must be removed or relocated back into the property so that a articulated Heavy Vehicle can prop off the carriageway verge.	Prior to commencement of use

Reasons for the decision

The reasons for this decision are as follows:

- a) This application was prepared in response to an enforcement notice issued by Ipswich City Council.
- b) Access to the site is currently provided via a state-controlled road (Haigslea Amberley Road).
- c) Safety risk mitigation measures have been nominated by the applicant.
- d) The proposed development is not expected to generate significant volumes of traffic on the state-controlled road network.

Please refer to **Attachment A** for the findings on material questions of fact and the evidence or other material on which those findings were based.

Information about the Decision required to be given under section 67(2) of TIA

1. There is no guarantee of the continuation of road access arrangements, as this depends on future traffic safety and efficiency circumstances.
2. In accordance with section 70 of the TIA, the applicant for the planning application is bound by this decision. A copy of section 70 is attached as **Attachment B**, as required, for information.

Further information about the decision

1. In accordance with section 67(7) of TIA, this decision notice:
 - a) starts to have effect when the development approval has effect; and
 - b) stops having effect if the development approval lapses or is cancelled; and
 - c) replaces any earlier decision made under section 62(1) in relation to the land.
2. In accordance with section 485 of the TIA and section 31 of the *Transport Planning and Coordination Act 1994* (TPCA), a person whose interests are affected by this decision may apply for a review of this decision only within 28 days after notice of the decision was given under the TIA. A copy of the review provisions under TIA and TPCA are attached in **Attachment C** for information.

3. In accordance with section 485B of the TIA and section 35 of TPCA a person may appeal against a reviewed decision. The person must have applied to have the decision reviewed before an appeal about the decision can be lodged in the Planning and Environment Court. A copy of the Appeal Provisions under TIA and TPCA is attached in **Attachment C** for information.

Further approvals

The Department of Transport and Main Roads also provides the following information in relation to this approval:

1. Road Access Works Approval Required – Written approval is required from the department to carry out road works that are road access works (including driveways) on a state-controlled road in accordance with section 33 of the TIA. This approval must be obtained prior to commencing any works on the state-controlled road. The approval process may require the approval of engineering designs of the proposed works, certified by a Registered Professional Engineer of Queensland (RPEQ). Please contact the department to make an application.

If further information about this approval or any other related query is required, Alison Critchley, Intern (Planning) should be contacted by email at Metropolitan.IDAS@tmr.qld.gov.au or on 3066 5835.

Yours sincerely



Stephen Smaha
Principal Advisor (Development Control)

Attachments: Attachment A – Decision evidence and findings
Attachment B - Section 70 of TIA
Attachment C - Appeal Provisions
Attachment D - Site Plan

Attachment A

Decision Evidence and Findings

Findings on material questions of fact:

- Haigslea Amberley Road has an 80km/h speed limit.
- This application was made in response to an enforcement notice issued by Ipswich City Council to formalise the existing General Industry use on the site which has been operational since 1977.
- The subject site has a frontage to state-controlled Haigslea Amberley Road along the western boundary and an unconstructed council-controlled road along the eastern boundary.
- Haigslea Amberley Road is a 2 lane undivided road with an 8m sealed pavement.
- The traffic volumes on Haigslea Amberley Road are 6,200vpd at Site 135536 (~1.5km north of the subject site).
- Only one crash has been reported on Haigslea Amberley Road within 150m of the subject site in the past five years (at the intersection with Farrell Drive).
- There is a guard rail on the western side of Haigslea Amberley Road opposite the subject site, from Farrell Drive to approximately 80m north of the subject site.
- The subject site currently gains direct access to Haigslea Amberley Road via a gravel driveway which is approximately 6.5m wide at the boundary and approximately 12m wide at the edge line.
- The subject site is currently serviced by 19m Articulated Vehicles (AV's).
- Access is to be upgraded to a 6.5m Category 2 driveway crossover in accordance with the Council's standard drawing SR.13, in the same location as the existing access.
- 11 car parking spaces are proposed.
- The proposed development is expected to generate 9 peak hour trips and have negligible impacts on the state-controlled road network.
- To address safety risks identified within a risk assessment, the access driveway will be widened, 2 truck warning signs installed, and the existing internal gate will be removed.
- As part of this application truck warning signs comprising W5-22A and W8-17-2A signs in accordance with MUTCD are to be provided.
- Sufficient sight distances are provided from the development.
- The proposed new access is to be built in accordance with the attached plan approved by TMR.
- The subject site already has direct access to the SCR network.

Evidence or other material on which findings were based:

Title of Evidence / Material	Prepared by	Date	Reference no.	Version/Issue
Planning Report	LandPartners Pty Ltd	29/05/2020	2004386	-
Traffic and Transport	Geleon	20/05/2020	50409-RP01-A	A

Assessment				
Information Request Response	LandPartners Pty Ltd	18/09/2020	BRSS7727.000-28-1	-
Response to Further Advice Notice	LandPartners Pty Ltd	1/12/2020	BRSS7727-000-38-1	-

Attachment B

Section 70 of TIA

Transport Infrastructure Act 1994

Chapter 6 Road transport infrastructure

Part 5 Management of State-controlled roads

70 Offences about road access locations and road access works, relating to decisions under s 62(1)

- (1) This section applies to a person who has been given notice under section 67 or 68 of a decision under section 62(1) about access between a State-controlled road and adjacent land.
- (2) A person to whom this section applies must not—
- (a) obtain access between the land and the State-controlled road other than at a location at which access is permitted under the decision; or
 - (b) obtain access using road access works to which the decision applies, if the works do not comply with the decision and the noncompliance was within the person's control; or
 - (c) obtain any other access between the land and the road contrary to the decision; or
 - (d) use a road access location or road access works contrary to the decision; or
 - (e) contravene a condition stated in the decision; or
 - (f) permit another person to do a thing mentioned in paragraphs (a) to (e); or
 - (g) fail to remove road access works in accordance with the decision.

Maximum penalty—200 penalty units.

- (3) However, subsection (2)(g) does not apply to a person who is bound by the decision because of section 68.

Attachment C
Appeal Provisions

Transport Infrastructure Act 1994
Chapter 16 General provisions

485 Internal review of decisions

- (1) A person whose interests are affected by a decision described in schedule 3 (the original decision) may ask the chief executive to review the decision.
- (2) The person is entitled to receive a statement of reasons for the original decision whether or not the provision under which the decision is made requires that the person be given a statement of reasons for the decision.
- (3) The *Transport Planning and Coordination Act 1994*, part 5, division 2—
 - (a) applies to the review; and
 - (b) provides—
 - (i) for the procedure for applying for the review and the way it is to be carried out; and
 - (ii) that the person may apply to QCAT to have the original decision stayed.

485B Appeals against decisions

- (1) This section applies in relation to an original decision if a court (the appeal court) is stated in schedule 3 for the decision.
- (2) If the reviewed decision is not the decision sought by the applicant for the review, the applicant may appeal against the reviewed decision to the appeal court.
- (3) The *Transport Planning and Coordination Act 1994*, part 5, division 3—
 - (a) applies to the appeal; and
 - (b) provides—
 - (i) for the procedure for the appeal and the way it is to be disposed of; and
 - (ii) that the person may apply to the appeal court to have the original decision stayed.
- (4) Subsection (5) applies if—
 - (a) a person appeals to the Planning and Environment Court against a decision under section 62(1) on a planning application that is taken, under section 62A(2), to also be an application for a decision under section 62(1); and

(b) a person appeals to the Planning and Environment Court against a decision under the Planning Act on the planning application.

(5) The court may order—

(a) the appeals to be heard together or 1 immediately after the other; or

(b) 1 appeal to be stayed until the other is decided.

(6) Subsection (5) applies even if all or any of the parties to the appeals are not the same.

(7) In this section—

original decision means a decision described in schedule 3.

reviewed decision means the chief executive's decision on a review under section 485.

Transport Planning and Coordination Act 1994
Part 5, Division 2 – Review of Original Decisions

31 Applying for review

- (1) A person may apply for a review of an original decision only within 28 days after notice of the original decision was given to the person under the transport Act.
- (2) However, if—
 - (a) the notice did not state the reasons for the original decision; and
 - (b) the person asked for a statement of the reasons within the 28 days mentioned in subsection (1)the person may apply within 28 days after the person is given the statement of the reasons.
- (3) In addition, the chief executive may extend the period for applying.
- (4) An application must be written and state in detail the grounds on which the person wants the original decision to be reviewed.

32 Stay of operation of original decision

- (1) If a person applies for review of an original decision, the person may immediately apply for a stay of the decision to the relevant entity.
- (2) The relevant entity may stay the original decision to secure the effectiveness of the review and any later appeal to or review by the relevant entity.
- (3) In setting the time for hearing the application, the relevant entity must allow at least 3 business days between the day the application is filed with it and the hearing day.
- (4) The chief executive is a party to the application.
- (5) The person must serve a copy of the application showing the time and place of the hearing and any document filed in the relevant entity with it on the chief executive at least 2 business days before the hearing.
- (6) The stay—
 - (a) may be given on conditions the relevant entity considers appropriate; and
 - (b) operates for the period specified by the relevant entity; and
 - (c) may be revoked or amended by the relevant entity.
- (7) The period of a stay under this section must not extend past the time when the chief executive reviews the original decision and any later period the relevant entity allows the applicant to enable the applicant to appeal against the decision or apply for a review of the decision as provided under the QCAT Act.

(8) The making of an application does not affect the original decision, or the carrying out of the original decision, unless it is stayed.

(9) In this section—
relevant entity means—

- (a) if the reviewed decision may be reviewed by QCAT—QCAT; or
- (b) if the reviewed decision may be appealed to the appeal court—the appeal court.

35 Time for making appeals

(1) A person may appeal against a reviewed decision only within—

- (a) if a decision notice is given to the person—28 days after the notice was given to the person; or
- (b) if the chief executive is taken to have confirmed the decision under section 34(5)—56 days after the application was made.

(2) However, if—

- (a) the decision notice did not state the reasons for the decision; and
- (b) the person asked for a statement of the reasons within the 28 days mentioned in subsection (1)(a);

the person may apply within 28 days after the person is given a statement of the reasons.

(3) Also, the appeal court may extend the period for appealing.



Development Assessment Rules—Representations about a referral agency response

The following provisions are those set out in sections 28 and 30 of the Development Assessment Rules¹ regarding **representations about a referral agency response**

Part 6: Changes to the application and referral agency responses

28 Concurrence agency changes its response or gives a late response

- 28.1. Despite part 2, a concurrence agency may, after its referral agency assessment period and any further period agreed ends, change its referral agency response or give a late referral agency response before the application is decided, subject to section 28.2 and 28.3.
- 28.2. A concurrence agency may change its referral agency response at any time before the application is decided if—
- (a) the change is in response to a change which the assessment manager is satisfied is a change under section 26.1; or
 - (b) the Minister has given the concurrence agency a direction under section 99 of the Act; or
 - (c) the applicant has given written agreement to the change to the referral agency response.²
- 28.3. A concurrence agency may give a late referral agency response before the application is decided, if the applicant has given written agreement to the late referral agency response.
- 28.4. If a concurrence agency proposes to change its referral agency response under section 28.2(a), the concurrence agency must—
- (a) give notice of its intention to change its referral agency response to the assessment manager and a copy to the applicant within 5 days of receiving notice of the change under section 25.1; and
 - (b) the concurrence agency has 10 days from the day of giving notice under paragraph (a), or a further period agreed between the applicant and the concurrence agency, to give an amended referral agency response to the assessment manager and a copy to the applicant.

¹ Pursuant to Section 68 of the *Planning Act 2016*

² In the instance an applicant has made representations to the concurrence agency under section 30, and the concurrence agency agrees to make the change included in the representations, section 28.2(c) is taken to have been satisfied.

Part 7: Miscellaneous

30 Representations about a referral agency response

- 30.1. An applicant may make representations to a concurrence agency at any time before the application is decided, about changing a matter in the referral agency response.³

³ An applicant may elect, under section 32, to stop the assessment manager's decision period in which to take this action. If a concurrence agency wishes to amend their response in relation to representations made under this section, they must do so in accordance with section 28.

Our Reference 4092/2020/MCU:AP
Contact Officer Artemis Phipps
Telephone (07) 3810 6162



STATEMENT OF REASONS

(Notice about the decision given under section 63(4) of the *Planning Act 2016*)

APPLICANT DETAILS

Applicant name: Christopher and Cheryl Gratton C/- LandPartners Pty Ltd

APPLICATION DETAILS

Application number: 4092/2020/MCU
Application type: Material Change of Use
Approval sought: Development Permit
Description of proposed development: Material Change of Use - General Industry (Shed Kit Storage with Ancillary Office and including Welding of Metal Brackets for off-site Shed Construction)
Level of Assessment: Impact

SITE DETAILS

Street address: 262 Haigslea Amberley Road, WALLOON QLD 4306
Real property description: Lot 3 on RP125598

DECISION

Date of decision: 11 March 2021
Decision: Approved in full with conditions
Decision Authority: Growth Infrastructure and Waste Committee

1. Reasons for the Decision:

The reasons for this decision are:

- ☐ The application was properly made and followed the Development Assessment Rules in effect.
- ☐ The application was assessed against the applicable Assessment Benchmarks.
- ☐ The assessment manager, after carrying out the assessment, found that the development complied with the relevant Assessment Benchmarks applicable to the development.
- ☐ The development was not prohibited development under a categorising instrument or local categorising instrument.

2. Assessment Benchmarks

The following are the assessment benchmarks applying for this development:

Categorising Instrument	Assessment Benchmarks
<i>State Planning Policy July 2017, Part E</i>	Planning for liveable communities and housing Planning for economic growth Planning for environment and heritage Planning for safety and resilience to hazards Planning for infrastructure
<i>Ipswich Planning Scheme 2006</i>	Urban Areas Code (Part 4, division 8 – Future Urban Zone Code) Development Constraints Overlays Code (Part 11, division 4) Commercial and Industrial Code (Part 12, division 7) Parking Code (Part 12, division 9)

3. Compliance with Benchmarks

The development was found to comply with the applicable assessment benchmarks, except for those identified in the following table. The table details the reasons why the application is recommended to be approved despite the development not complying with the relevant assessment benchmark:

Categorising Instrument, Assessment benchmark	Reasons for approval despite non-compliance
Section 4.8.2(2)(b) of the Future Urban Zone Code (Part 4, division 8 of the <i>Ipswich Planning Scheme 2006</i>): <i>The Future Urban Zone caters primarily for low density, sewerage, urban residential uses and works.</i>	The overall outcomes sought for the Future Urban Zone is to cater for low density, sewerage, urban residential uses and works. However, the Future Urban Zone Code also allows for 'interim uses and works' to occur prior to the establishment of the ultimate urban settlement pattern, providing they do not compromise the ultimate land use potential or pattern of development. Conditions have been included in the development permit to time limit the operation of the use for a period of (5) years unless otherwise agreed in writing by Council, and limit the scale and intensity of the use to ensure no off site amenity impacts. It is considered that on this basis, the development is a suitable interim use of the site.

4. Relevant matters

The application was given regard to, the following matters:

Relevant matter	Given regard to
<i>Planning Regulation 2017, s31(1)(b)</i>	<ul style="list-style-type: none"> (i) the strategic outcomes for the local government area stated in the planning scheme; and (ii) the purpose statement stated in the planning scheme for the zone and any overlay applying to the premises under the planning scheme; and (iii) the strategic intent and desired regional outcomes stated in the regional plan for a region; and (iv) the State Planning Policy, parts C and D; and (v) for premises designated by the Minister—the designation for the premises; and
<i>Planning Regulation 2017, s31(1)(f)</i>	Any development approval for, and any lawful use of, the premises or adjacent premises.
<i>Planning Regulation 2017, s31(1)(g)</i>	The common material.

5. Other Relevant Matters for development subject to impact assessment

Not applicable.

6. Matters raised in submissions for development subject to impact assessment

The following is a description of the matters raised in any submissions and how they were dealt with:

Matter raised	How matters were dealt with in reaching a decision
Land Use	
<p>The proposed development conflicts with the Land Use Concept Master Plan (LUCMP) for the development of the Walloon/ Thagoona area (Part 4, division 8 – Future Urban Zone Code of the <i>Ipswich Planning Scheme 2006</i>) in that the development:</p> <ul style="list-style-type: none"> <input type="checkbox"/> Compromises the future plan for low density residential development; <input type="checkbox"/> Is inconsistent with and in contradiction with the LUCMP; <input type="checkbox"/> Will jeopardise the intent of the Walloon Thagoona area; <input type="checkbox"/> Will impact the amenity of the existing and future residents once the area is 	<p>The overall outcomes sought for the Future Urban Zone is to cater for low density, sewerage, urban residential uses and works. However, the Future Urban Zone Code also allows for 'interim uses and works' to occur prior to the establishment of the ultimate urban settlement pattern, providing they do not compromise the ultimate land use potential or pattern of development.</p> <p>Conditions have been included in the development permit to time limit the operation of the use for a period of (5) years unless otherwise agreed in writing by Council, and limit the scale and intensity of the use to ensure no off site amenity impacts.</p> <p>It is considered that on this basis, the development is a suitable interim use of the</p>

developed.	site.
Future Operations & Manufacturing	
There are concerns that if the development is approved the land use will expand; and there will be no regulation on specific quantities or materials to be stored or manufactured on the site.	<p>Conditions of approval limit the land use consistent with the outcomes sought by the planning scheme for interim uses and works.</p> <p>Any expansions or changes to the approved development will require separate approval via either a change application or a new material change of use application.</p>
Traffic	
<p>The development will pose traffic impacts to existing and future resident through:</p> <ul style="list-style-type: none"> <input type="checkbox"/> An increase in trucks (delivery and pick up of steel); and <input type="checkbox"/> An increase in vehicles entering and exiting the site (deliveries, staff and customers). 	<p>Access to the proposed development is via Haigslea Amberley Road. Haigslea Amberley Road is a state controlled road. The development application was referred to the State Government (via Ipswich SARA) for assessment against the State Development Assessment Provisions in accordance with the <i>Planning Regulation 2017</i>.</p> <p>The State Government through Ipswich SARA provided a referral agency response dated 16 December 2020, approving the development subject to conditions (Reference No. 2006-17369 SRA). A statement of reasons was also attached to their response outlining their reasons for approval.</p> <p>Access and car parking conditions have also been included on the development permit to cater for vehicles entering and exiting the site.</p>
Noise	
<p>The development will increase noise through:</p> <ul style="list-style-type: none"> <input type="checkbox"/> Truck movements; <input type="checkbox"/> Vehicle breaks; <input type="checkbox"/> Reverse beepers; <input type="checkbox"/> Air brakes; <input type="checkbox"/> Forklift movements; <input type="checkbox"/> Horns; <input type="checkbox"/> Staff and customer vehicles; <input type="checkbox"/> Plant and equipment (compressors, welders, angle grinders, metal saws); 	<p>Through the development application process the applicant has submitted a range of supporting materials including an acoustic report and specific details of operations to be undertaken on site in connection with the development. This information has been relied upon to formulate appropriate conditions of approval which place limitations on the hours of operation, deliveries, maximum vehicles attending the site per day, noise (i.e. horns, music) and limitations on the scope of manufacturing of products, including</p>

Item 9 / Attachment 4.

Ipswich City Council

Page 5

<ul style="list-style-type: none"> <input type="checkbox"/> Staff music; <input type="checkbox"/> Steel and metal manufacturing and forming; and <input type="checkbox"/> The dropping of metal products. 	<p>the equipment to be used. It is considered that the development, in complying with the conditions of approval, will not cause any noise impacts off site.</p>
Dust	
<p>The development will create a dust nuisance to existing and future residents through dust by way of:</p> <ul style="list-style-type: none"> <input type="checkbox"/> Vehicles entering and existing the site; <input type="checkbox"/> Manoeuvring areas on the site; and <input type="checkbox"/> Manufacturing of steel materials. 	<p>Conditions of approval have been included which require that all loading, car parking and vehicle manoeuvring areas are sealed to a basic standard (i.e. bitumen, concrete or asphalt) in accordance with the requirements of the <i>Ipswich Planning Scheme 2006</i> and AS2890 series. Additionally, loading and unloading activities to the site will be limited to day time operations between 6.30am to 6.30pm, Monday to Friday.</p>
Submitted Information	
<p>Insufficient information has been provided to support the appropriateness of the use and its potential impacts that may be presented.</p>	<p>It is considered that the information submitted, including the further information submitted following public notification, is sufficient to demonstrate that the proposed development can be approved subject to conditions.</p>
Future Operators	
<p>Should the property be on sold, there are concerns that approval of the land use will give future operators the potential to utilise the premises for other 'General Industry' activities and higher intensive uses that will be uncontrollable.</p>	<p>Conditions have been included within the decision package which time limit the use for a period of five (5) years and limit the use of the premises during this period to the operation of a General Industry (shed kit storage with ancillary office and including welding of metal brackets for off-site shed construction) only.</p> <p>Any expansions or changes to the approved development will require separate approval via either a change application or a new material change of use application.</p>

Doc ID No: A6785164

ITEM: 11

SUBJECT: IED CAPITAL PORTFOLIO FINANCIAL PERFORMANCE REPORT - JANUARY 2021

AUTHOR: FINANCE OFFICER

DATE: 11 FEBRUARY 2021

EXECUTIVE SUMMARY

This is a report concerning Infrastructure and Environment Department's (IED) capital portfolio financial performance for the period ending 31 January 2021.

RECOMMENDATION/S

That the monthly financial performance report on the Infrastructure and Environment Department's Capital Portfolio Budget for 2020-2021 be received and the contents noted.

RELATED PARTIES

There are no related party matters or conflicts of interest associated with this report.

ADVANCE IPSWICH THEME

Managing growth and delivering key infrastructure

PURPOSE OF REPORT/BACKGROUND

The Infrastructure and Environment Department (IED) is responsible for the constructed and natural assets of the city and manages council's roads, traffic systems, buildings, parks, drains and natural areas. Management of council's environmental and sustainability responsibilities include conservation, waste, stormwater, cultural heritage and emergency events.

This monthly financial performance report provides a progress status of the IED 2020-2021 Capital Works Portfolio. Portfolio results are summarised by program and sub-program along with financial performance data on key projects and grant funded works.

Summary of the Reports Attached

The attached reports have been prepared to provide additional information in relation to the delivery of the IED Infrastructure Program. There are a large number of individual projects that make up the various Programs and Sub-Programs contained in these reports.

The following reports have been prepared as part of the overall Capital Portfolio Financial Performance report attached:

- Program Summary
- Sub-program Summary
- Key Projects
- Grant Projects
- Top 10 spends in month
- Budget Variances (larger)

As there are often various movements and variances in forecast total expenditure on individual projects, when compared to budgeted estimates, the sub-program and program level summaries provide a broader overview in relation to the management of the capital program as a whole.

Overview of Financial Performance for YTD January 2021

The 2020-2021 IED Capital Portfolio budget is \$86.6 million with a year to date (YTD) spend of \$23.5 million and an anticipated financial year spend of \$72.1 million as at 31 January 2021. A proposed budget amendment submission is expected to address the overall \$14.5 million variance which is primarily attributable to:

- Potential savings identified, mainly in:
 - Sealed Road Rehabilitation sub-program - approximately \$4.2 million;
 - other Asset Rehabilitation sub-programs - approximately \$1.1 million; and
 - Natural Environment/Stormwater sub-program - approximately \$1.1 million.
- As reported in previous reports, the larger projects where the forecast planned works will defer into the 2021-22 financial year include:
 - Sutton Park Skate Park (Parks Rehab) - due to delays in contractor procurement as no market response in initial tender process;
 - Pettigrew St Drainage works (Drainage Rehab) - due to delay in design finalisation and subsequent application for State Government permit approvals to work within the Bremer River;
 - Trevor St Rehabilitation (Street Furniture Rehab) - delayed with commencement of works - multi-year project with sufficient funding in current budget for 2021-22 FY;

- Denmark Hill (Enviroplan) - delay in finalising design and subsequent delay in commencement of bridge works, which is required to be completed prior to commencing other works;
 - Old Logan and Addison Roads signals (Road Safety & Ops) - delays during design process resulting in works carrying into next financial year;
 - Springfield Road upgrade group of projects (Strategic Transport).
- Projects forecasting planned works into future financial years, primarily:
 - Mary and William Streets signals (Strategic Transport) - due to delays with property acquisitions and service relocations.

The expenditure for January of \$3.8million was \$300k above the most recent forecast. IED capital expenditure is below budget year to date, with monthly spend forecast to increase considerably in February for the remainder of the financial year. Significant spends are anticipated from March through May in order to deliver remaining works.

Project budgets will be reviewed as part of Council's budget amendments, particularly where projects have been rescheduled within the three year capital program.

Capital Program Delivery

The Acting General Manager – Infrastructure and Environment Department, is reviewing the delivery of the capital program and departmental structure and processes.

While the changes being implemented are unlikely to directly impact the delivery forecasts for the current financial year, the changes will provide the basis for supporting the delivery of the capital program committed to as part of the adoption of the 2021-2022 and future budgets.

Some of the initial changes and actions to improve the delivery include:

- temporary increase to the size of the Design Section. This will enable the team to get ahead of scheduled programs and enable the design of works for delivery in the 2021-2022 year. Throughout the detailed design process, identification of services that require relocation can be identified, which are often the cause of project delays.
- the capital delivery team, under one Branch Manager, will be structured to ensure there are clear responsibilities and accountability for delivery from design to construction.
- direct contact and liaison with service and utility providers to ensure where possible more certainty and agreed timeframes in relation to the delivery of service relocations.

LEGAL/POLICY BASIS

This report and its recommendations are consistent with the following legislative provisions:

Not Applicable

RISK MANAGEMENT IMPLICATIONS

A budget amendment following the six month review is currently underway and the revised capital forecast expenditure will be included in this review. As mentioned above, while a number of contracts have been awarded following recent tender processes and works on the ground are increasing in February and early March, there are significant spends required from March through May in order to deliver the remaining works.

There are considerable savings and deferred works in relation to the rehabilitation program totalling approximately \$9 million in the 2020-2021 year and as mentioned previously this will substantially affect Council's asset sustainability ratio in the year.

While the majority of works for the delivery of the Springfield road projects are on track, there is some risk that full completion of Stage 3 will move to October 2022.

FINANCIAL/RESOURCE IMPLICATIONS

There are no specific financial implications as a result of this report at this stage. The impacts of the YTD performance will continue to be monitored.



COMMUNITY AND OTHER CONSULTATION

The contents of this report did not require any community consultation. Analysis and explanations of the variances are undertaken in conjunction with the IED. IED were consulted in relation to project progress and forecasted expenditure.

CONCLUSION

The financial performance report of the capital portfolio is included in Attachment 1.

ATTACHMENTS AND CONFIDENTIAL BACKGROUND PAPERS

1.	IED Capital Portfolio Financial Performance Report - Jan 2021  
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Rose McNiven

FINANCE OFFICER

I concur with the recommendations contained in this report.

Jeffrey Keech

CHIEF FINANCIAL OFFICER

I concur with the recommendations contained in this report.

Sonia Cooper

GENERAL MANAGER CORPORATE SERVICES

I concur with the recommendations contained in this report.

Sean Madigan
ACTING GENERAL MANAGER - INFRASTRUCTURE AND ENVIRONMENT

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



Ipswich City Council

**Capital Portfolio
Financial Performance Report**

JANUARY 2021

Infrastructure and Environment Department

2020-21 Capital Portfolio Financial Performance Report for January 2021

Introduction

The Infrastructure and Environment Department (IED) is responsible for the constructed and natural assets of the city and manages council's roads, traffic systems, buildings, parks, drains and natural areas. Management of council's environmental and sustainability responsibilities includes conservation, waste, stormwater, cultural heritage and emergency events.

Overview

Overall YTD expenditure currently \$23.5m against YTD Budget of \$40.6m resulting in a variance of \$17.1m or 42.2% under budget. The expenditure for January of \$3.8m was \$300k above the most recent forecast. Overall FY expenditure forecast expected to be \$72.1m against FY Budget of \$86.6m resulting in a variance of \$14.5m or 16.7% below budget. A proposed budget amendment submission is expected to address the \$14.5m variance which is primarily attributable to:

- Potential savings identified, mainly in:
 - Sealed Road Rehabilitation sub-program - approx \$4.2m;
 - other Asset Rehabilitation sub-programs - approx \$1.1m; and
 - Natural Environment/Stormwater sub-program - approx \$1.1m.
- Projects forecasting planned works into the 2021-22 financial year, largely for:
 - Sutton Park Skate Park (Parks Rehab) - due to delays in contractor procurement as no market response in initial tender process;
 - Pettigrew St Drainage works (Drainage Rehab) - due to delay in design finalisation and subsequent application for State Government permit approvals to work within the Bremer River;
 - Trevor St Rehabilitation (Street Furniture Rehab) - delayed with commencement of works - multi-year project with sufficient funding in current budget for 2021-22 FY;
 - Denmark Hill (Enviroplan) - delay in finalising design and subsequent delay in commencement of bridge works, which is required to be completed prior to commencing other works;
 - Old Logan and Addison Rds signals (Road Safety & Ops) - delays during design have led to construction carrying into next financial year;
 - Springfield Road upgrade group of projects (Strategic Transport).
- Projects forecasting planned works into future financial years, primarily:
 - Mary and William Sts signals (Strategic Transport) - due to delays with property acquisitions and service relocations.

Program Summary

IE Deliverable	Month			YTD			2020-21 Financial Year				
Capital Program	Actuals	Budget	Variance (Budget - Actuals)	Actuals	Budget	Variance (Budget - Actuals)	Forecast Remaining FY	Forecast Final Cost (exc C/O)	Adopted Budget	Current Approved Budget	Variance (Budget - Forecast)
Asset Rehabilitation	1,702,029	4,257,957	2,555,928	8,281,132	19,077,333	10,796,201	23,142,385	31,423,517	39,547,000	40,457,341	9,033,824
Corporate Facilities	71,455	16,268	(55,187)	664,205	685,184	20,979	686,937	1,351,142	2,519,000	2,267,226	916,084
Flood Mitigation & Drainage	145,056	30,500	(114,556)	304,932	559,500	254,568	237,485	542,417	1,680,000	1,180,000	637,583
Local Amenity	209,457	43,607	(165,850)	2,360,254	2,372,600	12,346	1,989,167	4,349,421	4,175,000	4,158,341	(191,080)
Parks, Sports & Environment	89,476	346,100	256,624	2,243,093	5,669,872	3,426,779	6,700,763	8,943,856	10,986,000	11,614,408	2,670,552
Transport & Traffic	1,470,068	2,345,079	875,011	7,360,883	8,670,274	1,309,391	12,727,969	20,088,852	21,190,000	20,489,889	401,037
Project Overheads	69,975	0	(69,975)	1,169,831	0	(1,169,831)	(1,169,831)	0	0	0	0
Total Infrastructure Program	3,757,515	7,039,511	3,281,996	22,384,328	37,034,763	14,650,435	44,314,876	66,699,204	80,097,000	80,167,205	13,468,001
Fleet	3,477	242,404	238,927	401,877	2,618,450	2,216,573	3,544,143	3,946,020	4,870,000	4,870,000	923,980
Waste	38,419	91,180	52,762	433,420	635,580	202,160	688,580	1,122,000	1,122,000	1,122,000	(0)
Specialist Equipment	3,114	20,491	17,377	248,066	297,546	49,480	83,554	331,620	404,000	404,000	72,380
Total Capital Portfolio	3,802,525	7,393,586	3,591,061	23,467,692	40,586,339	17,118,647	48,631,153	72,098,845	86,493,000	86,563,205	14,464,360

Item 10 / Attachment 1.

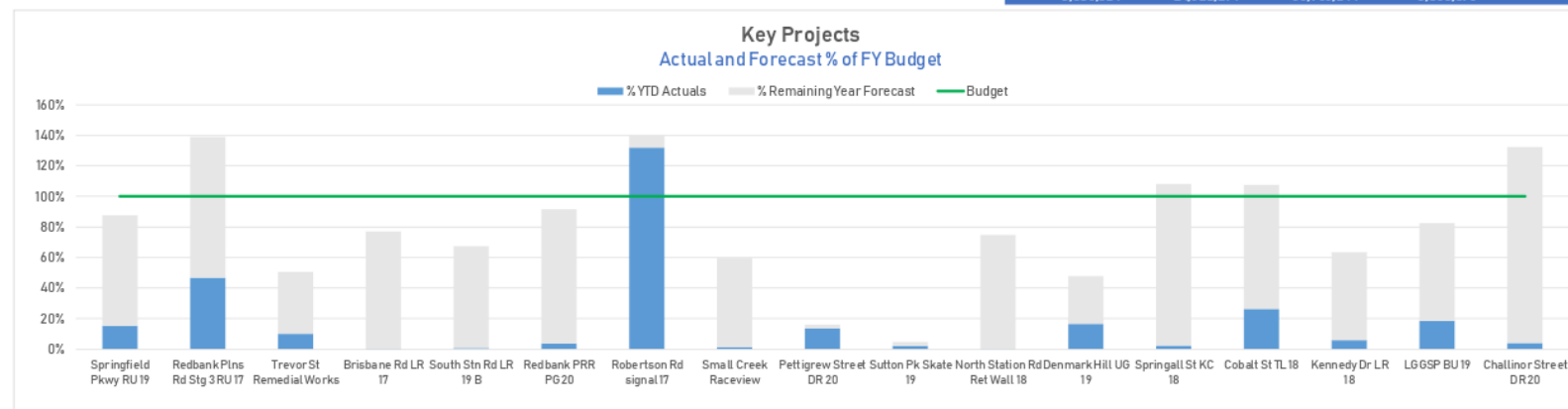
Sub-Program Summary

IE Deliverable Capital Sub-Program	Month			YTD			2020-21 Financial Year				
	Actuals	Budget	Variance (Budget - Actuals)	Actuals	Budget	Variance (Budget - Actuals)	Forecast Remaining FY	Forecast Final Cost (excl C/O)	Adopted Budget	Current Approved Budget	Variance (Budget - Forecast)
Bridge and Culvert Rehabilitation	111,305	124,500	13,195	421,738	1,393,500	971,762	1,318,952	1,740,690	1,857,000	1,857,000	116,310
Drainage Rehabilitation	76,504	119,500	42,996	627,054	1,869,500	1,242,446	2,206,042	2,833,096	3,550,000	3,885,000	1,051,904
Facility Rehabilitation	92,535	88,877	(3,658)	222,848	392,000	169,152	631,311	854,159	984,000	984,000	129,841
Kerb & Channel Rehab	10,075	44,050	33,975	258,989	279,382	20,393	1,042,149	1,301,138	1,073,000	1,073,000	(228,138)
Gravel Road Rehabilitation	147,178	202,824	55,646	1,745,218	1,669,217	(76,001)	841,434	2,586,652	2,572,000	2,572,000	(14,652)
Parks Rehabilitation	5,742	107,000	101,258	143,452	556,000	412,548	1,705,000	1,848,452	2,505,000	3,700,045	1,851,593
Path Rehabilitation	116,011	480,000	363,989	404,367	762,000	357,633	533,628	937,995	2,051,000	883,000	(54,995)
Landfill Rehabilitation	10,328	1,200	(9,128)	(4,210)	151,200	155,410	56,133	51,923	275,000	431,000	379,077
Sealed Road Rehabilitation	901,418	2,883,798	1,982,380	3,067,993	10,494,375	7,426,382	11,850,322	14,918,315	18,590,000	18,779,357	3,861,042
Sports Facility Rehabilitation	85,681	89,000	3,319	269,266	450,134	180,868	402,716	671,982	897,000	1,099,939	427,957
Street Furniture Rehabilitation	145,254	112,208	(33,046)	1,137,728	841,525	(296,203)	2,367,198	3,504,927	4,943,000	4,943,000	1,438,073
Water Quality Rehabilitation	0	5,000	5,000	(13,310)	218,500	231,810	187,500	174,190	250,000	250,000	75,810
Asset Rehabilitation total	1,702,029	4,257,957	2,555,928	8,281,132	19,077,333	10,796,201	23,142,385	31,423,517	39,547,000	40,457,341	9,033,824
New Facilities	66,281	1,268	(65,013)	457,309	359,194	(98,115)	31,000	488,309	928,000	979,699	491,390
Facility Upgrades	5,174	15,000	9,826	206,896	325,990	119,094	655,937	862,833	1,591,000	1,287,527	424,694
Corporate Facilities total	71,455	16,268	(55,187)	664,205	685,184	20,979	686,937	1,351,142	2,519,000	2,267,226	916,084
Flood Mitigation	141,669	0	(141,669)	142,673	250,000	107,327	0	142,673	750,000	250,000	107,327
Local Drainage	3,387	30,500	27,113	162,258	309,500	147,242	237,485	399,743	930,000	930,000	530,257
Flood Mitigation & Drainage total	145,056	30,500	(114,556)	304,932	559,500	254,568	237,485	542,417	1,680,000	1,180,000	637,583
Divisional Allocation	0	0	0	2,381	0	(2,381)	0	2,381	0	0	(2,381)
Kerb and Channel	207,877	16,107	(191,770)	2,345,489	2,345,100	(389)	1,694,167	4,039,656	3,625,000	3,608,341	(431,315)
Streetscape Improvements	1,580	27,500	25,920	12,384	27,500	15,116	295,000	307,384	550,000	550,000	242,616
Local Amenity total	209,457	43,607	(165,850)	2,360,254	2,372,600	12,346	1,989,167	4,349,421	4,175,000	4,158,341	(191,080)
Strategic Parks and Sports	13,679	37,000	23,321	244,970	440,000	195,030	729,284	974,254	1,099,000	1,047,000	72,746
Developer Funded Parks	16,026	154,789	138,763	334,828	527,288	192,460	2,301,500	2,636,328	3,720,000	3,129,500	493,172
Local Parks and Sports	7,006	22,071	15,065	258,888	191,784	(67,104)	293,488	552,376	515,000	567,000	14,624
Enviroplan	52,500	130,100	77,600	1,026,130	985,500	(40,630)	1,286,091	2,312,221	1,962,000	3,180,908	868,687
Natural Environ Stormwater	265	2,140	1,875	378,276	3,525,300	3,147,024	2,090,400	2,468,676	3,690,000	3,690,000	1,221,324
Parks, Sports & Environment total	89,476	346,100	256,624	2,243,093	5,669,872	3,426,779	6,700,763	8,943,856	10,986,000	11,614,408	2,670,552
Strategic Transport	1,224,599	772,055	(452,544)	5,172,018	4,149,239	(1,022,779)	7,554,393	12,726,411	13,317,000	12,486,445	(239,966)
Road Safety and Operations	51,816	763,605	711,789	821,691	2,126,770	1,305,079	1,891,819	2,713,510	3,391,000	3,534,000	820,490
Sustainable Travel	193,653	809,419	615,766	1,367,174	2,394,265	1,027,091	3,281,757	4,648,931	4,482,000	4,469,444	(179,487)
Transport & Traffic total	1,470,068	2,345,079	875,011	7,360,883	8,670,274	1,309,391	12,727,969	20,088,852	21,190,000	20,489,889	401,037
Project Overheads total	69,975	0	(69,975)	1,169,831	0	(1,169,831)	(1,169,831)	0	0	0	0
Total Infrastructure Program	3,757,515	7,039,511	3,281,996	22,384,328	37,034,763	14,650,435	44,314,876	66,699,204	80,097,000	80,167,205	13,468,001
Fleet	3,477	242,404	238,927	401,877	2,618,450	2,216,573	3,544,143	3,946,020	4,870,000	4,870,000	923,980
Waste	38,419	91,180	52,762	433,420	635,580	202,160	688,580	1,122,000	1,122,000	1,122,000	(0)
Specialist Equipment	3,114	20,491	17,377	248,066	297,546	49,480	83,554	331,620	404,000	404,000	72,380
Total Capital Portfolio	3,802,525	7,393,586	3,591,061	23,467,692	40,586,339	17,118,647	48,631,153	72,098,845	86,493,000	86,563,205	14,464,360

Item 10 / Attachment 1.

Key projects Based on highest budget values and excludes fleet, gravel resheeting and resurfacing programs. Other key projects could be identified based on input from Mayor and Councillors ie projects of community interest.

Project	Program	Sub-program	Project Phase	YTD Actual	Forecast FY Spend	Current Budget	FY Variance	FY Variance %
Springfield Pkwy RU 19	Transport And Traffic	Strategic Transport	3.0 Planning and Design	733,930	4,209,764	4,800,941	591,177	12%
Redbank Plns Rd Stg 3 RU 17	Transport And Traffic	Strategic Transport	3.0 Planning and Design	1,239,406	3,681,072	2,650,000	(1,031,072)	(39%)
Trevor St Remedial Works	Asset Rehabilitation	Street Furniture Rehabilitatio	4.0 Execution	226,205	1,146,670	2,270,000	1,123,330	49%
Brisbane Rd LR 17	Asset Rehabilitation	Sealed Road Rehabilitation	4.0 Execution	7,838	1,607,738	2,088,000	480,262	23%
South Stn Rd LR 19 B	Asset Rehabilitation	Sealed Road Rehabilitation	4.0 Execution	14,313	1,314,313	1,950,000	635,687	33%
Redbank PRR PG 20	Parks, Sport And Environment	Developer Funded Parks	4.0 Execution	70,273	1,722,273	1,882,000	159,727	8%
Robertson Rd signal 17	Transport And Traffic	Strategic Transport	4.0 Execution	2,396,044	2,546,044	1,815,587	(730,457)	(40%)
Small Creek Raceview	Parks, Sport And Environment	Natural Environment/Stormwater	4.0 Execution	21,966	1,073,966	1,804,000	730,034	40%
Pettigrew Street DR 20	Asset Rehabilitation	Drainage Rehabilitation	3.0 Planning and Design	232,275	277,275	1,735,000	1,457,725	84%
Sutton Pk Skate 19	Asset Rehabilitation	Parks Rehab Inc Memorials	2.0 Concept	29,652	67,152	1,420,045	1,352,893	95%
North Station Rd Ret Wall 18	Asset Rehabilitation	Street Furniture Rehabilitatio	4.0 Execution	3,585	972,585	1,300,000	327,415	25%
Denmark Hill UG 19	Parks, Sport And Environment	Enviroplan	3.0 Planning and Design	210,518	610,518	1,276,000	665,482	52%
Springall St KC 18	Local Amenity	Kerb And Channel	4.0 Execution	27,311	1,295,844	1,200,000	(95,844)	(8%)
Cobalt St TL 18	Transport And Traffic	Road Safety And Operations	4.0 Execution	314,308	1,285,945	1,196,000	(89,945)	(8%)
Kennedy Dr LR 18	Asset Rehabilitation	Sealed Road Rehabilitation	4.0 Execution	67,769	720,769	1,138,000	417,231	37%
LGGSP BU 19	Transport And Traffic	Sustainable Travel	3.0 Planning and Design	211,739	934,859	1,134,571	199,712	18%
Challinor Street DR 20	Asset Rehabilitation	Drainage Rehabilitation	4.0 Execution	43,683	1,454,488	1,100,000	(354,488)	(32%)
				5,850,814	24,921,274	30,760,144	5,838,870	



Comments

Redbank Plains Rd Stage 3 (multi-year project), currently forecast above budget this financial year, includes a \$794k prepayment for NBN works that are expected to be completed next financial year. Difficulties associated with major service conflict on Robertson Rd Traffic Signals project causing overspend and Challinor St contract value higher than original budget due to change in construction methodology.

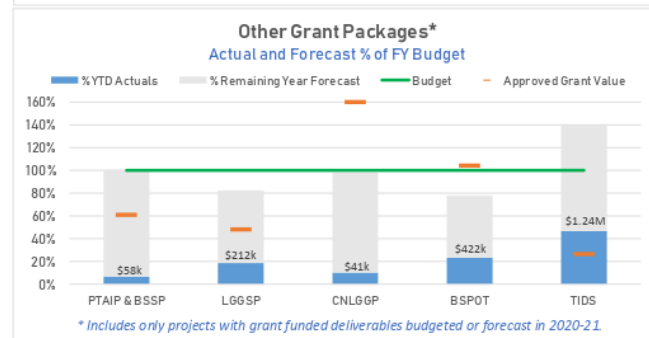
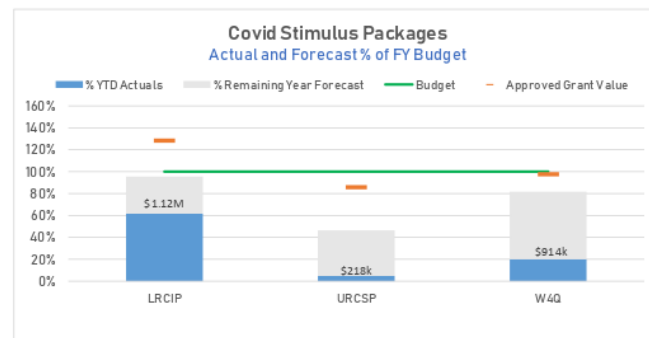
Potential savings identified on South Station Rd rehabilitation (B); Kennedy Dr Pavement Rehab; LGGSP bus stop upgrades; and on multi-year projects: Brisbane Rd rehabilitation; Small Creek (stage 3); and North Station Rd Retaining Wall. Deferral of construction works to 2021-22 for: Pettigrew St Drainage as a result of timing required to award design contract; Sutton Park Skate Park due to lack of response during initial tender process; and Trevor St Remedial Works with requirement for further hydraulic analysis prior to releasing for tender for construction. Some works also deferred on Denmark Hill Outdoor Learning Centre and Springfield Parkway upgrade project (multi-year project still expected to be completed on time).

There are a number of Springfield Road upgrades scheduled in the current and future years. Stage 1 is on track to be completed by agreed date of August 2022, and there is some risk that full completion for Stage 3 will move to October 2022. Stage 2 progressing to 80% design milestone with service relocation designs at various stages of progress and property acquisition for shared pathway being progressed.

External Grant Funded Capital Expenditure

Project expenditure data summarised by external grant funding package

Grant Program	YTD Actual	Forecast FY Spend	Current Budget	FY Variance	FY Variance %	Approved Grant Value
Covid Stimulus packages						
Local Roads & Community Infrastructure Program (LRCIP)	1,115,800	1,732,300	1,813,964	81,664	5%	2,327,860
Unite and Recover Community Stimulus Package (URCSP)	217,903	2,093,531	4,515,087	2,421,556	54%	3,870,000
Works for Queensland (W4Q)	913,660	3,711,255	4,546,000	834,745	18%	4,440,000
	2,247,362	7,537,085	10,875,051	3,337,966		10,637,860
Other Grant packages						
Passenger Transport Accessible Infrastructure Program (PTAIP) & Bus Stop Shelter Program (BSSP)	58,098	844,404	841,108	(3,296)	(0%)	513,435
Local Government Grants and Subsidies Program (LGGSP)	211,739	934,859	1,134,571	199,712	18%	546,050
Cycle Network Local Government Grants Program (CNLGGP)	40,850	390,009	397,367	7,358	2%	635,000
Black Spot (BSPOT)	421,759	1,410,618	1,816,000	405,382	22%	1,890,000
Transport Infrastructure Development Scheme (TIDS)	1,239,406	3,681,072	2,650,000	(1,031,072)	(38.91%)	705,446
	1,971,853	7,260,963	6,839,046	(421,917)		4,289,931
	4,219,215	14,798,048	17,714,097	2,916,049		14,927,791



Comments

Local Roads & Community Infrastructure Program (LRCIP):

McLean St completed under approved grant value with Waghorn St Footpath and Caledonian Park Shed currently forecast to come in under as well.

Unite and Recover Community Stimulus Package (URCSP):

Sutton Park Skate Park to be deferred to 2021-22 due to lack of response during initial tender process. Savings expected on Small Creek Raceview as contract has come in under budget and approved grant value. Expenditure is expected to pick up in February with works on Small Creek Raceview and Civic Centre External Fascia.

Works for Queensland (W4Q):

Forecast below budget with savings expected on Walter Zimmerman Park, Ipswich CBD Footpath and Redbank Plains Recreation Reserve Playground works. Expenditure is forecast to pick up from February 2020.

Passenger Transport Accessible Infra. & Bus Stop Shelter Programs (PTAIP & BSSP):

Commencement of package 1 works for eight bus stops forecast from March. Packages 2 - 4 scheduled from April through June with one site expected to be deferred to 2021-22 requiring property acquisition.

Local Government Grants and Subsidies Program (LGGSP):

Project savings anticipated. Also one site expected to be deferred to 2021-22 requiring property acquisition.

Cycle Network Local Government Grants Program (CNLGGP):

Due to delays resulting from discussions with funding provider around design reviews and a conflict in work areas between the Queens Park Embankment Stabilisation project and Queen Victoria Pde bikeway works, Eastern Ipswich bikeway construction is forecast to commence in 2021-22, and construction of Queen Victoria Pde is to be rescheduled to a future year. New funding will be sought in future years.

Black Spot (BSPOT):

Old Logan Rd Addison Rd signals project forecast into 2021-22. An extension of grant funding has been approved.

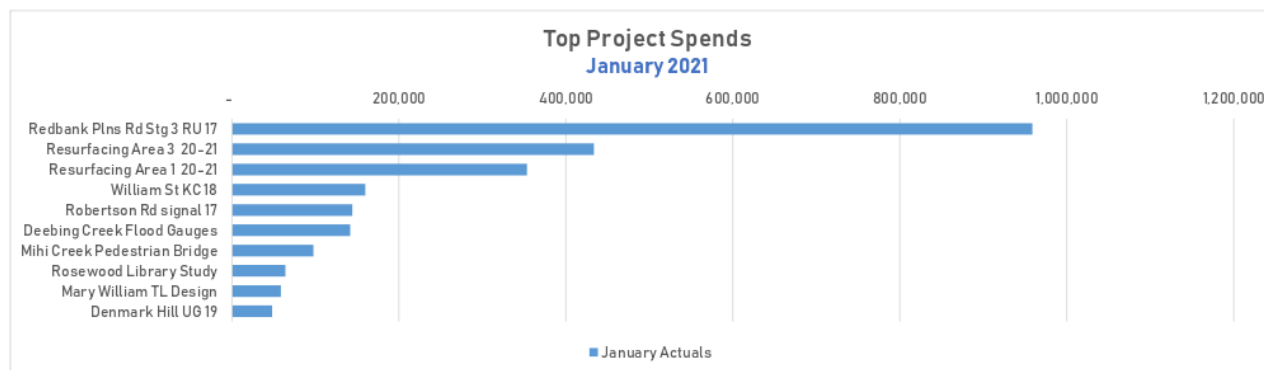
Transport Infrastructure Development Scheme (TIDS):

Redbank Plains Rd Stage 3 (multi-year project) forecast above budget for 2020-21 with service relocation works to occur earlier than previously planned to allow completion prior to road construction works commencing 2021-22.

Top 10 Project Spends

Period Actuals for the month of January

Project	Program	Sub-program	Project Phase	January Actuals
Redbank Plns Rd Stg 3 RU 17	Transport And Traffic	Strategic Transport	3.0 Planning and Design	958,678
Resurfacing Area 3 20-21	Asset Rehabilitation	Sealed Road Rehabilitation	4.0 Execution	433,716
Resurfacing Area 1 20-21	Asset Rehabilitation	Sealed Road Rehabilitation	4.0 Execution	353,479
William St KC 18	Local Amenity	Kerb And Channel	4.0 Execution	159,906
Robertson Rd signal 17	Transport And Traffic	Strategic Transport	4.0 Execution	144,378
Deebing Creek Flood Gauges	Flood Mitigation And Drainage	Flood Mitigation	4.0 Execution	141,669
Mihi Creek Pedestrian Bridge	Asset Rehabilitation	Bridge And Culvert Rehabilitat	4.0 Execution	97,629
Rosewood Library Study	Corporate Facilities	New Facilities	4.0 Execution	64,072
Mary William TL Design	Transport And Traffic	Strategic Transport	3.0 Planning and Design	58,645
Denmark Hill UG 19	Parks, Sport And Environment	Enviroplan	3.0 Planning and Design	48,297
				2,460,470



Forecast Budget Variances - Below Budget at 30 June 2021

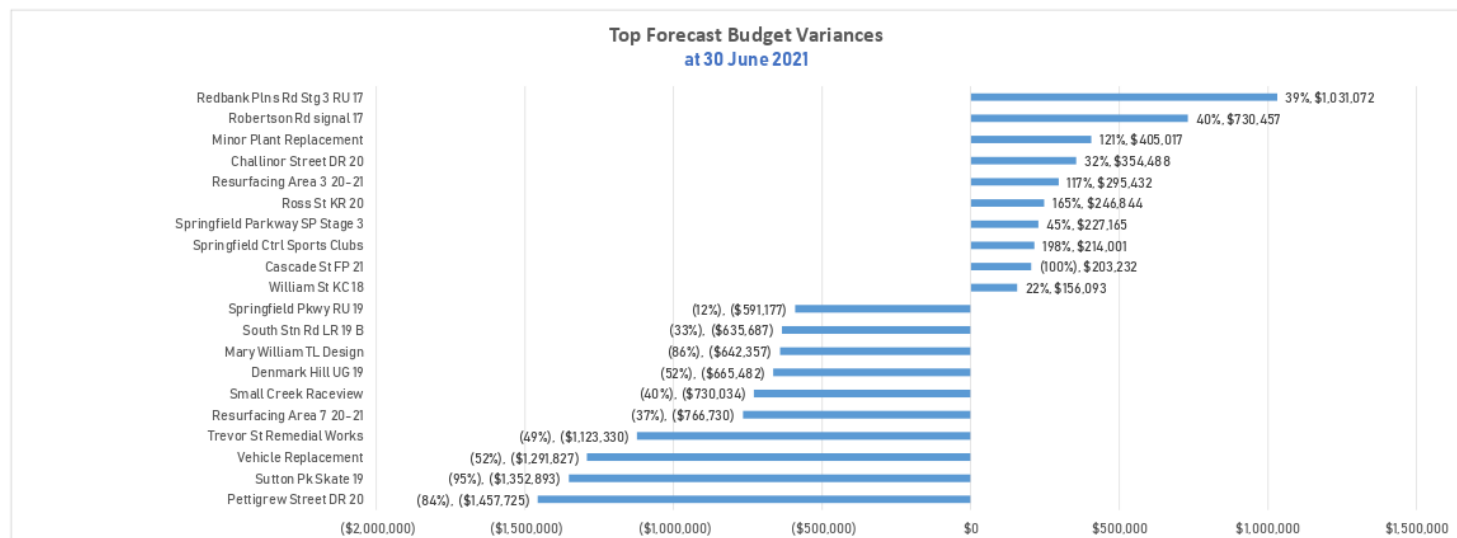
Projects selected by greatest budget variances forecast at 30 June 2021

Project	Program	Sub-program	Project Phase	YTD Actual	Forecast FY Spend	Current Budget	FY Variance	FY Variance %
Pettigrew Street DR 20	Asset Rehabilitation	Drainage Rehabilitation	3.0 Planning and Design	232,275	277,275	1,735,000	1,457,725	84%
Sutton Pk Skate 19	Asset Rehabilitation	Parks Rehab Inc Memorials	2.0 Concept	29,652	67,152	1,420,045	1,352,893	95%
Vehicle Replacement	Fleet	Fleet Capital	4.0 Execution	212,208	1,210,173	2,502,000	1,291,827	52%
Trevor St Remedial Works	Asset Rehabilitation	Street Furniture Rehabilitatio	4.0 Execution	226,205	1,146,670	2,270,000	1,123,330	49%
Resurfacing Area 7 20-21	Asset Rehabilitation	Sealed Road Rehabilitation	4.0 Execution	52,270	1,332,270	2,099,000	766,730	37%
Small Creek Raceview	Parks, Sport And Environment	Natural Environment/Stormwater	4.0 Execution	21,966	1,073,966	1,804,000	730,034	40%
Denmark Hill UG 19	Parks, Sport And Environment	Enviroplan	3.0 Planning and Design	210,518	610,518	1,276,000	665,482	52%
Mary William TL Design	Transport And Traffic	Strategic Transport	3.0 Planning and Design	86,270	104,643	747,000	642,357	86%
South Stn Rd LR 19 B	Asset Rehabilitation	Sealed Road Rehabilitation	4.0 Execution	14,313	1,314,313	1,950,000	635,687	33%
Springfield Pkwy RU 19	Transport And Traffic	Strategic Transport	3.0 Planning and Design	733,930	4,209,764	4,800,941	591,177	12%
				1,819,606	11,346,743	20,603,986	9,257,243	

Forecast Budget Variances - Above Budget at 30 June 2021

Projects selected by greatest budget variances forecast at 30 June 2021

Project	Program	Sub-program	Project Phase	YTD Actual	Forecast FY Spend	Current Budget	FY Variance	FY Variance %
William St KC 18	Local Amenity	Kerb And Channel	4.0 Execution	616,093	876,093	720,000	(156,093)	(22%)
Cascade St FP 21	Transport And Traffic	Sustainable Travel	3.0 Planning and Design	232	203,232	0	(203,232)	100%
Springfield Ctrl Sports Clubs	Parks, Sport And Environment	Strategic Parks And Sports	4.0 Execution	2,388	322,001	108,000	(214,001)	(198%)
Springfield Parkway SP Stage 3	Transport And Traffic	Strategic Transport	4.0 Execution	13,993	728,993	501,828	(227,165)	(45%)
Ross St KR 20	Asset Rehabilitation	Kerb And Channel Rehabilitatio	4.0 Execution	22,244	396,844	150,000	(246,844)	(165%)
Resurfacing Area 3 20-21	Asset Rehabilitation	Sealed Road Rehabilitation	4.0 Execution	518,432	548,432	253,000	(295,432)	(117%)
Challinor Street DR 20	Asset Rehabilitation	Drainage Rehabilitation	4.0 Execution	43,683	1,454,488	1,100,000	(354,488)	(32%)
Minor Plant Replacement	Fleet	Fleet Capital	4.0 Execution	185,239	741,017	336,000	(405,017)	(121%)
Robertson Rd signal 17	Transport And Traffic	Strategic Transport	4.0 Execution	2,396,044	2,546,044	1,815,587	(730,457)	(40%)
Redbank Plns Rd Stg 3 RU 17	Transport And Traffic	Strategic Transport	3.0 Planning and Design	1,239,406	3,681,072	2,650,000	(1,031,072)	(39%)
				5,037,756	11,498,218	7,634,415	(3,863,803)	



Comments

Redbank Plns Rd Stg 3 RU 17
Robertson Rd signal 17

Public utility service costs & timing unknown at budget development. Service relocations earlier than planned to allow completion prior to construction commencing 2021/22. Difficulties with France St drainage upgrades- water main relocation works redesign, unidentified Telstra/NBN services requiring specialist contractors, wet weather delays & saturated ground conditions causing significant changes to construction methodology, increased traffic control costs & reduced productivity to ensure site safety is maintained.

Minor Plant Replacement
Challinor Street DR 20
Resurfacing Area 3 20-21
Ross St KR 20
Springfield Parkway SP Stage 3
Springfield Ctrl Sports Clubs

Minor Plant Replacement Program reviewed and determined front deck lawn mowers required replacing which were not budgeted. Contract price awarded was greater than budget allocation due to change in construction methodology. Overall resurfacing program underspent. Additional budget for Area 3 will be drawn from resurfacing program savings. Additional scope has been identified through the design process which has led to and increased budgetary requirement. Final tendered price awarded was above the approved estimated budget. From 2019-20: one item remains, preventing payment. ICC & Lendlease agree to split costs for works as manufacturer info prevented lighting compliance. Lendlease to undertake works - possibly Jan-Feb, payment could be Feb/Mar. Given delays \$107k to be re-allocated next FY for 12 mths defects starting on completion of works. Public Transport Action Plan footpath project brought forward to provide safe connectivity for users. Funds to be sourced from IGO ATAP and PTAIP program savings.

Cascade St FP 21
William St KC 18
Springfield Pkwy RU 19
South Stn Rd LR 19 B
Mary William TL Design
Denmark Hill UG 19
Small Creek Raceview
Resurfacing Area 7 20-21
Trevor St Remedial Works
Vehicle Replacement
Sutton Pk Skate 19
Pettigrew Street DR 20

Additional budget required due to extra material and rock excavation costs. Multi-year project - service relocation works budget unrealised in 2020-21 due to requirement to undertake civil works first (cost and timing of which changed the spend profile). Project unable to be completed this financial year due to delays with Urban Utilities approvals. Project budget has been allocated in 2021/22FY. Multi-year project - Service relocations unable to be undertaken due to delays in property acquisition approvals. Budget allowed for in future financial year. Delays on delivery of the bridge and change to delivery strategy. Budget to be allowed for 2021-22FY. Expected savings - Construction contract prices were less than budget allocation due to competitive market. Expected savings - Construction contract value less than estimated budget allocation. Multi-year project - Further hydraulic analysis required prior to releasing the tender for construction, this delayed the project. Additional budget required for 2021-22FY. Expected savings - Lifecycle of passenger and commercial fleet approved for extension to 5 years & 100,000 kms. Savings can be redistributed to other fleet project overspends. Project delayed as required to be re-tendered due to no submissions being received in initial tender process. Budget reallocated 2021-22FY. Delivery of project deferred to next financial year (2021/22) due to timing required for design award.

Doc ID No: A6821262

ITEM: 12
SUBJECT: EXERCISE OF DELEGATION REPORT
AUTHOR: MANAGER, DEVELOPMENT PLANNING
DATE: 26 FEBRUARY 2021

EXECUTIVE SUMMARY

This is a report concerning applications that have been determined by delegated authority for the period 21 January 2021 to 25 February 2021.

RECOMMENDATION/S

That the report be received and the contents noted.

RELATED PARTIES

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

ADVANCE IPSWICH THEME

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

PURPOSE OF REPORT/BACKGROUND

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

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

LEGAL/POLICY BASIS

This report and its recommendations are consistent with the following legislative provisions:

Local Government Act 2009

Planning Act 2016

Economic Development Act 2012

RISK MANAGEMENT IMPLICATIONS

There are no risk management implications associated with this report.

FINANCIAL/RESOURCE IMPLICATIONS

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



COMMUNITY AND OTHER CONSULTATION

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

CONCLUSION

The Planning and Regulatory Services Department is responsible for the assessment and determination of development applications. Attachment 1 to this report provides a list of development applications that were determined by delegated authority for the period 21 January 2021 to 25 February 2021.

ATTACHMENTS AND CONFIDENTIAL BACKGROUND PAPERS

1.	Exercise Of Delegation Report  
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Brett Davey

MANAGER, DEVELOPMENT PLANNING

I concur with the recommendations contained in this report.

Peter Tabulo

GENERAL MANAGER, PLANNING AND REGULATORY SERVICES

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



PLANNING AND REGULATORY SERVICES

Development Applications Determined by Authority

Below is a list of Development Applications determined between 21 January 2021 and 25 February 2021

Total number of applications determined - 465

DIVISION 1					
Delegated Authority: 203 Application/s					
Application No.	Address	Decision Date	Decision	Determining Authority	Description
9157/2020/BORIST	5 Freycinet Lane, South Ripley	22/01/2021	Approved	Acting Engineering Delivery West Manager	Building over or near a Stormwater Drain - Dwelling
9528/2020/BORIST	7 Freycinet Lane, South Ripley	22/01/2021	Approved	Acting Engineering Delivery West Manager	Building Over or Near a Stormwater Drain - Dwelling
10435/2020/BORIST	3 Freycinet Lane, South Ripley	22/01/2021	Approved	Acting Engineering Delivery West Manager	Building over or near a stormwater drain - Single Dwelling
11290/2020/BR	434 Ripley Road, Ripley	21/01/2021	Approved	Building Regulatory Officer	Siting Variation - Patio
1525/2021/BR	25 Batman Drive, Redbank Plains	28/01/2021	Approved	Building Regulatory Officer	Siting Variation - Garage & Garaport
1741/2021/BR	1 Pitt Way, Redbank Plains	04/02/2021	Approved	Building Regulatory Officer	Siting Variation - Dwelling
2028/2021/BR	223 Cascade Street, Raceview	17/02/2021	Approved	Building Regulatory Officer	Amenity and Aesthetics - Demolition of a Dwelling
2200/2021/BR	101 Highbury Drive, Redbank Plains	11/02/2021	Approved	Building Regulatory Officer	Siting Variation - Carport
2462/2021/BR	39 Glasswing Street, Deebling Heights	18/02/2021	Approved	Building Regulatory Officer	Siting Variation - Patio
2708/2021/BR	3 Todwana Court, Raceview	12/02/2021	Approved	Building Regulatory Officer	Siting Variation - Carport
2716/2021/BR	208 Cedar Road, Redbank Plains	16/02/2021	Approved	Building Regulatory Officer	Siting Variation - Dwelling
3051/2021/BR	13 Willow Close, Raceview	22/02/2021	Approved	Building Regulatory Officer	Amenity and Aesthetics/Siting Variation - Shed/Garage
3639/2021/BR	110 Swanbank Coal Road, Swanbank	19/02/2021	Approved	Building Regulatory Officer	Amenity and Aesthetics - Demolition of a Toilet Block
11055/2020/BW	12 Candlenut Street, Ripley	04/02/2021	Approved	Building Certifier	Alterations and Additions to Dwelling - Front Deck and Rear Entertainment Area, Spa and Safety Barrier
11457/2020/BW	2654-2690 Cunningham Highway, Willowbank	27/01/2021	Approved	Building Certifier	Solar Ground Mount Structure – Clenergy Solar Terrace II
1121/2021/BW	9 Jocelyn Court, Raceview	28/01/2021	Approved	Building Certifier	Decommission of In-ground Swimming Pool and Safety Barrier
1310/2020/CA	7002 Rawlings Road, Deebling Heights	04/02/2021	Approved	Development Assessment West Manager	Reconfiguring of a Lot – One (1) Lot into Five (5) Lots; and Material Change of Use – Plan of Development [Two (2) Lot Types]
4433/2014/MAEXT/B	109-115 Willow Road, Redbank Plains	18/02/2021	Approved	Senior Planner (Development)	Extension Application - One (1) Lot into Twenty-nine (29) Lots plus Drainage Reserve
421/2017/MAEXT/C	25 Philip Street, Redbank Plains	17/02/2021	Approved	Senior Planner (Development)	Extension Application - One (1) lot into Two (2) lots

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6248/2018/MAMC/A	6-8 Samantha Street, Redbank Plains	28/01/2021	Approved	Acting Engineering Delivery East Manager	Minor Change - Road Work, Stormwater, Drainage Work, Earthworks and Clearing Vegetation, Streetscaping & Landscaping
4036/2015/MAMC/A	200 Mary Street, Blackstone	11/02/2021	Approved	Development Assessment Central Manager	Minor Change - Material Change of Use of Premises (Multiple Residential – Retirement Community – 205 dwellings plus a manager's office and residence)
8118/2009/MAMC/B	55 Champions Way, Willowbank	29/01/2021	Approved	Development Assessment West Manager	Minor Change Application - Special Industry - Regulated Waste Storage, Treatment, Recycling or Reprocessing and Composting and Soil Conditioner Manufacturing, including: ERA53 - Composting and soil conditioner manufacturing; ERA58 - Regulated waste treatment; and ERA 61 - Waste incineration & thermal treatment (Threshold 3 - incinerating or thermally treating other regulated waste)
6274/2019/MAMC/B	7000 Redbank Plains Road, Redbank Plains	17/02/2021	Approved	Acting Development Assessment East Manager	Minor Change - Combined Approval Material Change of Use - Multiple Residential (180 Dwellings in eight (8) stages) Material Change of Use - Single Residential (Fourteen (14) Dwellings) Reconfiguring a Lot - Two (2) Lots into Sixteen (16) Lots in Two (2) Stages
9904/2017/MAPDA/A	Lot 207 Unnamed Road, Deebling Heights	01/02/2021	Approved	Development Assessment West Manager	Amendment and Extension to Currency Period Application - Reconfiguring a Lot (1 Lot into 140 Residential Lots, 3 Balance Lots and a Park Lot) with Plan of Development (POD) for Houses (140 Dwellings) and Display Home, Sales Office and Advertising Devices
4678/2019/MAPDA/A	31-93 Cumner Road, White Rock	17/02/2021	Approved	Development Assessment West Manager	Amendment Application - Reconfiguring a Lot - Three (3) Lots into Two Hundred and Seventy Four (274) Residential Lots, Two (2) Local Recreation Parks, One (1) Future Local Sports Ground Lot, Five (5) Balance Lots (including 2 Conservation Lots), Six (6) Drainage Reserve Lots and Four (4) Linear Park Lots Material Change of Use - Plan of Development (POD) for a House over Two Hundred and Seventy Four (274) residential lots
6114/2020/MCU	205 Kruger Parade, Redbank Plains	29/01/2021	Approved	Development Assessment East Manager	Material Change of Use - Service/Trades Use (Extension to Self-Storage Facility)
1205/2021/MCU	25 Pitt Way, Redbank Plains	03/02/2021	Approved	Senior Planner (Development)	Single Residential affected by a Development Constraints Overlay (Mining) and not meeting the relevant self-assessment criteria
1546/2020/NAME/A	160-186 Daleys Road, Ripley	03/02/2021	Approved	Senior Development Planning Compliance Officer	Road Naming for Aurora Estate (Daleys Road Ripley)
1987/2021/NAME	100 Cedar Road, Redbank Plains	02/02/2021	Approved	Senior Development Planning Compliance Officer	Park Naming - Sue Peacock Field
9035/2019/NAME/A	7000 Aulds Road, Ripley	03/02/2021	Approved	Senior Development Planning Compliance Officer	Road Naming - Extension of Existing Roads - Miramor Stages 2 & 3
10953/2020/OD	7002 Mount Juillerat Drive, Redbank Plains	04/02/2021	Approved	Development Assessment East Manager	Advertising Devices - Three (3) Window Signs and One (1) Wall Sign

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935/2021/OD	7002 Mount Juillerat Drive, Redbank Plains	09/02/2021	Approved	Development Assessment East Manager	Advertising Device
5716/2020/OW	7002 Junction Drive, Redbank Plains	03/02/2021	Approved	Acting Engineering Delivery East Manager	Earthworks - The Junction Stage 2
9270/2020/OW	7001 Redbank Plains Road, Redbank Plains	04/02/2021	Approved	Acting Engineering Delivery East Manager	Rate 3 Streetlighting - Stage 8
9977/2020/OW	7000 Redbank Plains Road, Redbank Plains	22/02/2021	Approved	Engineering Delivery East Manager	Rate 3 Streetlighting - Stage 2
10399/2020/OW	197 Cumner Road, White Rock	03/02/2021	Approved	Engineering Delivery West Manager	Rate 3 Streetlighting - White Rock
10609/2020/OW	221-257 Cumner Road, White Rock	17/02/2021	Approved	Senior Development Engineer	Rate 3 Streetlighting - Whiterock Estate
10686/2020/OW	Lot 89 Unnamed Road, Redbank Plains	28/01/2021	Approved	Acting Engineering Delivery East Manager	Landscaping - Eden's Crossing Stage 27
10672/2020/OW	Lot 89 Unnamed Road, Redbank Plains	04/02/2021	Approved	Acting Engineering Delivery East Manager	Landscaping - Eden's Crossing Stage 9B
11540/2020/OW	7002 Trigona Drive, Ripley	19/02/2021	Approved	Senior Development Engineer	Rate 3 Streetlighting - Hayfield Stage 5
12052/2020/OW	7002 Unnamed Road, Swanbank	02/02/2021	Approved	Acting Engineering Delivery East Manager	Landscaping
12802/2020/OW	Lot 89 Unnamed Road, Redbank Plains	08/02/2021	Approved	Engineering Delivery East Manager	Road Work, Stormwater and Earthworks - Edens Crossing Stage 9B
1409/2021/OW	Lot 89 Unnamed Road, Redbank Plains	08/02/2021	Approved	Engineering Delivery East Manager	Road Work, Stormwater & Earthworks - Eden's Crossing Stage 9A
9262/2019/PDA	459-489 Ripley Road, Ripley	01/02/2021	Approved	Development Assessment West Manager	Reconfiguring a Lot - One (1) Lot into Eighty-Six (86) Lots Operational Works - Clearing Vegetation
11504/2020/PDACA	43 Trevorrow Way, Ripley	11/02/2021	Approved	Senior Planner (Development)	Priority Development Area Compliance Assessment - Terrace Housing [Six (6) Terrace Houses]
8956/2020/PDAEE	31-93 Cumner Road, White Rock	03/02/2021	Approved	Senior Development Engineer	Whiterock Stage 1 External Works – Bridge Works
285/2021/PDAEE	323-395 Ripley Road, Ripley	11/02/2021	Approved	Senior Development Engineer	Compliance Assessment 323-395 & 357 Ripley Road, 255-273, 275-293 & 295-331 Montereia Road, Ripley – Condition 29(a) Geotechnical/Slope Stability
1610/2021/PDAEE	238 Montereia Road, Ripley	22/02/2021	Approved	Senior Development Engineer	Montereia Ripley Precinct 2 Stages 2 & 3 – Civil Works
2667/2021/PDAEE	77 Botany Drive, South Ripley	18/02/2021	Approved	Senior Development Engineer	77 Botany Drive, South Ripley Childcare Centre - Earthworks
8808/2016/PDAEXT/A	Lot 207 Unnamed Road, Deebling Heights	28/01/2021	Approved	Development Assessment West Manager	Extension to PDA Development Approval Currency Period - Reconfiguration of a Lot - One (1) lot into two (2) Management Lots and an Access Easement
11388/2020/PFT	37 Trevorrow Way, Ripley	16/02/2021	Approved	Plumbing Inspector	Single Dwelling

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12001/2020/PFT	10-12 Samantha Street, Redbank Plains	10/02/2021	Approved	Plumbing Inspector	Single Dwelling
793/2021/PFT	27 Caladenia Street, Deebling Heights	04/02/2021	Approved	Plumbing Inspector	Single Dwelling
1156/2021/PFT	88 Blackberry Way, Ripley	27/01/2021	Approved	Plumbing Inspector	Single Dwelling
1186/2021/PFT	80 Blackberry Way, Ripley	27/01/2021	Approved	Plumbing Inspector	Single Dwelling
1315/2021/PFT	15 Cherish Street, Ripley	05/02/2021	Approved	Plumbing Inspector	Single Dwelling
1531/2021/PFT	3 Woodward Place, Deebling Heights	21/01/2021	Approved	Plumbing Inspector	Single Dwelling
1556/2021/PFT	19 Simpatico Street, Ripley	21/01/2021	Approved	Plumbing Inspector	Single Dwelling
1639/2021/PFT	154 Montereia Road, Ripley	21/01/2021	Approved	Plumbing Inspector	Single Dwelling
1580/2021/PFT	66 Cressbrook Circuit, Deebling Heights	21/01/2021	Approved	Plumbing Inspector	Single Dwelling
1578/2021/PFT	9 Pitt Way, Redbank Plains	21/01/2021	Approved	Plumbing Inspector	Single Dwelling
1650/2021/PFT	57 Blackberry Way, Ripley	21/01/2021	Approved	Plumbing Inspector	Single Dwelling
1586/2021/PFT	17 Simpatico Street, Ripley	21/01/2021	Approved	Plumbing Inspector	Single Dwelling
1773/2021/PFT	29 Rawlings Road, Deebling Heights	28/01/2021	Approved	Plumbing Inspector	Single Dwelling
1775/2021/PFT	14 Reed Street, Ripley	25/01/2021	Approved	Plumbing Inspector	Single Dwelling
1723/2021/PFT	46 Carpenter Drive, Ripley	27/01/2021	Approved	Plumbing Inspector	Single Dwelling
1727/2021/PFT	35 Tempo Drive, Ripley	22/01/2021	Approved	Plumbing Inspector	Single Dwelling
1697/2021/PFT	40 Macadamia Street, Redbank Plains	10/02/2021	Approved	Plumbing Inspector	Single Dwelling
1762/2021/PFT	5 Needlewood Street, Redbank Plains	25/01/2021	Approved	Plumbing Inspector	Single Dwelling
1911/2021/PFT	28 Minerva Street, South Ripley	25/01/2021	Approved	Plumbing Inspector	Single Dwelling
1907/2021/PFT	23 Blackberry Way, Ripley	25/01/2021	Approved	Plumbing Inspector	Single Dwelling
1833/2021/PFT	51 Telopea Way, Springfield	02/02/2021	Approved	Plumbing Inspector	Single Dwelling
1882/2021/PFT	30 Cressbrook Circuit, Deebling Heights	25/01/2021	Approved	Plumbing Inspector	Single Dwelling
1836/2021/PFT	80 Caladenia Street, Deebling Heights	25/01/2021	Approved	Plumbing Inspector	Single Dwelling
1972/2021/PFT	31 Locke Crescent, Redbank Plains	27/01/2021	Approved	Plumbing Inspector	Single Dwelling

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1990/2021/PFT	22 Macadamia Street, Redbank Plains	27/01/2021	Approved	Plumbing Inspector	Single Dwelling
1998/2021/PFT	13 Rumba Road, Ripley	27/01/2021	Approved	Plumbing Inspector	Single Dwelling
2027/2021/PFT	21 Rhea De Wit Drive, Ripley	29/01/2021	Approved	Plumbing Inspector	Single Dwelling
2126/2021/PFT	12 Mia Street, Flinders View	28/01/2021	Approved	Plumbing Inspector	Single Dwelling
2129/2021/PFT	18 Mia Street, Flinders View	28/01/2021	Approved	Plumbing Inspector	Single dwelling
2055/2021/PFT	14 Rumba Road, Ripley	28/01/2021	Approved	Plumbing Inspector	Single Dwelling
2054/2021/PFT	7 Rumba Road, Ripley	28/01/2021	Approved	Plumbing Inspector	Single Dwelling
2074/2021/PFT	15 Southwood Street, South Ripley	28/01/2021	Approved	Plumbing Inspector	Single Dwelling
2083/2021/PFT	38 Lomandra Street, Deebling Heights	28/01/2021	Approved	Plumbing Inspector	Single Dwelling
2207/2021/PFT	1 Bradleys Street, Ripley	01/02/2021	Approved	Plumbing Inspector	Single Dwelling
2201/2021/PFT	7 Mia Street, Flinders View	29/01/2021	Approved	Plumbing Inspector	Single Dwelling
2203/2021/PFT	11 Andy Way, Deebling Heights	29/01/2021	Approved	Plumbing Inspector	Dwelling
2205/2021/PFT	12 Tetra Crescent, Ripley	29/01/2021	Approved	Plumbing Inspector	Single Dwelling
2206/2021/PFT	43 Lomandra Street, Deebling Heights	29/01/2021	Approved	Plumbing Inspector	Single Dwelling
2179/2021/PFT	21 Simpatico Street, Ripley	29/01/2021	Approved	Plumbing Inspector	Single Dwelling
2374/2021/PFT	73 Harmony Crescent, South Ripley	01/02/2021	Approved	Plumbing Inspector	Single Dwelling
2354/2021/PFT	30 Harvest Street, Redbank Plains	02/02/2021	Approved	Plumbing Inspector	Single Dwelling
2371/2021/PFT	6 Yarra Street, South Ripley	01/02/2021	Approved	Plumbing Inspector	Single Dwelling
2370/2021/PFT	9 Carraba Street, Deebling Heights	12/02/2021	Approved	Plumbing Inspector	Single Dwelling
2499/2021/PFT	21 Acon Way, Ripley	12/02/2021	Approved	Plumbing Inspector	Single Dwelling
2563/2021/PFT	1 Wedgetail Court, Deebling Heights	03/02/2021	Approved	Plumbing Inspector	Single Dwelling
2508/2021/PFT	8 Telopea Way, Springfield	02/02/2021	Approved	Plumbing Inspector	Single Dwelling
2553/2021/PFT	8 Mooloolah Street, Deebling Heights	03/02/2021	Approved	Plumbing Inspector	Single Dwelling
2527/2021/PFT	36 Cressbrook Circuit, Deebling Heights	03/02/2021	Approved	Plumbing Inspector	Single Dwelling
2456/2021/PFT	66 Carbeen Circuit, Springfield	02/02/2021	Approved	Plumbing Inspector	Single Dwelling
2571/2021/PFT	16 Rumba Road, Ripley	03/02/2021	Approved	Plumbing Inspector	Single Dwelling

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2633/2021/PFT	69 Locke Crescent, Redbank Plains	03/02/2021	Approved	Plumbing Inspector	Single Dwelling
2631/2021/PFT	77 Locke Crescent, Redbank Plains	03/02/2021	Approved	Plumbing Inspector	Single Dwelling
2627/2021/PFT	1 Ebony Close, Ripley	03/02/2021	Approved	Plumbing Inspector	Single Dwelling
2623/2021/PFT	12 Lorikeet Close, Deebling Heights	03/02/2021	Approved	Plumbing Inspector	Single Dwelling
2581/2021/PFT	10 Mooloolah Street, Deebling Heights	03/02/2021	Approved	Plumbing Inspector	Dwelling
2720/2021/PFT	1 Herberton Road, South Ripley	05/02/2021	Approved	Plumbing Inspector	Single Dwelling
2677/2021/PFT	14 Sunbeam Lane, Ripley	11/02/2021	Approved	Plumbing Inspector	Single Dwelling
2705/2021/PFT	13 Songlark Crescent, Springfield	04/02/2021	Approved	Plumbing Inspector	Single Dwelling
2725/2021/PFT	1 Pitt Way, Redbank Plains	05/02/2021	Approved	Plumbing Inspector	Single Dwelling
2766/2021/PFT	15 Bradleys Street, Ripley	05/02/2021	Approved	Plumbing Inspector	Single Dwelling
2734/2021/PFT	13 Carlos Street, Ripley	05/02/2021	Approved	Plumbing Inspector	Single Dwelling
2768/2021/PFT	32 Simpatico Street, Ripley	05/02/2021	Approved	Plumbing Inspector	Single Dwelling
2740/2021/PFT	51 Boyland Way, Ripley	05/02/2021	Approved	Plumbing Inspector	Single Dwelling
2921/2021/PFT	200 Mary Street, Blackstone	08/02/2021	Approved	Plumbing Inspector	Single Dwelling - Site 12
2898/2021/PFT	200 Mary Street, Blackstone	11/02/2021	Approved	Plumbing Inspector	Single Dwelling- Site 21
2903/2021/PFT	35 Abrahams Road, South Ripley	08/02/2021	Approved	Plumbing Inspector	Dwelling
2959/2021/PFT	9 Freycinet Lane, South Ripley	08/02/2021	Approved	Plumbing Inspector	Single Dwelling
2843/2021/PFT	16 Tonelli Lane, Ripley	08/02/2021	Approved	Plumbing Inspector	Single Dwelling
2849/2021/PFT	18 Tonelli Lane, Ripley	08/02/2021	Approved	Plumbing Inspector	Single Dwelling
2862/2021/PFT	77 Sunbird Drive, Redbank Plains	08/02/2021	Approved	Plumbing Inspector	Single Dwelling
2994/2021/PFT	8 Derwent Street, South Ripley	08/02/2021	Approved	Plumbing Inspector	Single Dwelling
3003/2021/PFT	46 Sable Street, Ripley	09/02/2021	Approved	Plumbing Inspector	Single Dwelling
2950/2021/PFT	22 Simpatico Street, Ripley	09/02/2021	Approved	Plumbing Inspector	Single Dwelling
3048/2021/PFT	2 Salsa Street, Ripley	09/02/2021	Approved	Plumbing Inspector	Single Dwelling
3148/2021/PFT	14 Carbeen Circuit, Springfield	12/02/2021	Approved	Plumbing Inspector	Single Dwelling
3242/2021/PFT	4 Barrams Road, South Ripley	10/02/2021	Approved	Plumbing Inspector	Single Dwelling
3283/2021/PFT	6 Telopea Way, Springfield	11/02/2021	Approved	Plumbing Inspector	Single Dwelling
3190/2021/PFT	28 Cressbrook Circuit, Deebling Heights	10/02/2021	Approved	Plumbing Inspector	Single Dwelling

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3278/2021/PFT	84 Caladenia Street, Deebing Heights	10/02/2021	Approved	Plumbing Inspector	Single Dwelling
3269/2021/PFT	85 Carbeen Circuit, Springfield	11/02/2021	Approved	Plumbing Inspector	Single Dwelling
3282/2021/PFT	9 Darwinia Street, Springfield	23/02/2021	Approved	Plumbing Inspector	Single Dwelling
3250/2021/PFT	4 Macadamia Street, Redbank Plains	10/02/2021	Approved	Plumbing Inspector	Single Dwelling
3287/2021/PFT	57 Boyland Way, Ripley	11/02/2021	Approved	Plumbing Inspector	Dwelling
3382/2021/PFT	24 Carlos Street, Ripley	12/02/2021	Approved	Plumbing Inspector	Single Dwelling
3391/2021/PFT	19 Acon Way, Ripley	12/02/2021	Approved	Plumbing Inspector	Single Dwelling
3339/2021/PFT	44 Macadamia Street, Redbank Plains	11/02/2021	Approved	Plumbing Inspector	Single Dwelling
3346/2021/PFT	44 Watheroo Street, South Ripley	11/02/2021	Approved	Plumbing Inspector	Single Dwelling
3342/2021/PFT	51 Caladenia Street, Deebing Heights	23/02/2021	Approved	Plumbing Inspector	Single Dwelling
3527/2021/PFT	28 Nectar Circuit, Redbank Plains	17/02/2021	Approved	Plumbing Inspector	Single Dwelling
3521/2021/PFT	36 Nectar Circuit, Redbank Plains	17/02/2021	Approved	Plumbing Inspector	Single Dwelling
3407/2021/PFT	6 Opera Street, Ripley	12/02/2021	Approved	Plumbing Inspector	Single Dwelling
3529/2021/PFT	13 Darwinia Street, Springfield	15/02/2021	Approved	Plumbing Inspector	Single Dwelling
3532/2021/PFT	8 Rumba Road, Ripley	15/02/2021	Approved	Plumbing Inspector	Single Dwelling
3482/2021/PFT	27 Simpatico Street, Ripley	12/02/2021	Approved	Plumbing Inspector	Single Dwelling
3530/2021/PFT	63 Boyland Way, Ripley	15/02/2021	Approved	Plumbing Inspector	Single Dwelling
3695/2021/PFT	3 Wedgetail Court, Deebing Heights	15/02/2021	Approved	Plumbing Inspector	Single Dwelling
3655/2021/PFT	48 Rhea De Wit Drive, Ripley	15/02/2021	Approved	Plumbing Inspector	Single Dwelling
3850/2021/PFT	25 Kirton Street, Redbank Plains	23/02/2021	Approved	Plumbing Inspector	Single Dwelling
3827/2021/PFT	7 Mooloolah Street, Deebing Heights	16/02/2021	Approved	Plumbing Inspector	Single Dwelling
3820/2021/PFT	12 Darwinia Street, Springfield	16/02/2021	Approved	Plumbing Inspector	Single Dwelling
3762/2021/PFT	78 Blackberry Way, Ripley	16/02/2021	Approved	Plumbing Inspector	Single Dwelling
3936/2021/PFT	3 Wright Crescent, Flinders View	24/02/2021	Approved	Plumbing Inspector	Community Residence
3951/2021/PFT	377 Binnies Road, Deebing Heights	18/02/2021	Approved	Plumbing Inspector	Single Dwelling
3902/2021/PFT	23 Jive Way, Ripley	17/02/2021	Approved	Plumbing Inspector	Single Dwelling

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3948/2021/PFT	59 Blackberry Way, Ripley	18/02/2021	Approved	Plumbing Inspector	Dwelling
3858/2021/PFT	46 Bowerbird Street, Deebing Heights	17/02/2021	Approved	Plumbing Inspector	Single Dwelling
4004/2021/PFT	25 Blackberry Way, Ripley	18/02/2021	Approved	Plumbing Inspector	Dwelling
3989/2021/PFT	17 Maguire Street, Ripley	18/02/2021	Approved	Plumbing Inspector	Single Dwelling
3999/2021/PFT	22 Songlark Crescent, Springfield	18/02/2021	Approved	Plumbing Inspector	Single Dwelling
4007/2021/PFT	8 Songlark Crescent, Springfield	19/02/2021	Approved	Plumbing Inspector	Single Dwelling
3961/2021/PFT	363 Binnies Road, Deebing Heights	18/02/2021	Approved	Plumbing Inspector	Single Dwelling
4024/2021/PFT	97 Carbeen Circuit, Springfield	18/02/2021	Approved	Plumbing Inspector	Single Dwelling
3964/2021/PFT	40 Sable Street, Ripley	18/02/2021	Approved	Plumbing Inspector	Single Dwelling
4009/2021/PFT	74 Carpenter Drive, Ripley	18/02/2021	Approved	Plumbing Inspector	Single Dwelling
4080/2021/PFT	112 Andy Way, Deebing Heights	19/02/2021	Approved	Plumbing Inspector	Single Dwelling
4174/2021/PFT	16 Derwent Street, South Ripley	22/02/2021	Approved	Plumbing Inspector	Single Dwelling
4312/2021/PFT	2 Jaguar Lane, Ripley	23/02/2021	Approved	Plumbing Inspector	Single Dwelling
4388/2021/PFT	6 Mia Street, Flinders View	24/02/2021	Approved	Plumbing Inspector	Single dwelling
4396/2021/PFT	5 Ebony Close, Ripley	24/02/2021	Approved	Plumbing Inspector	Single dwelling
4368/2021/PFT	1 Opera Street, Ripley	24/02/2021	Approved	Plumbing Inspector	Single Dwelling
4347/2021/PFT	15 Darwinia Street, Springfield	23/02/2021	Approved	Plumbing Inspector	Single Dwelling
4387/2021/PFT	53 Blackberry Way, Ripley	24/02/2021	Approved	Plumbing Inspector	Single Dwelling
4397/2021/PFT	108 Blackberry Way, Ripley	24/02/2021	Approved	Plumbing Inspector	Single Dwelling
4319/2021/PFT	106 Blackberry Way, Ripley	24/02/2021	Approved	Plumbing Inspector	Single Dwelling
4391/2021/PFT	68 Blackberry Way, Ripley	24/02/2021	Approved	Plumbing Inspector	Single Dwelling
4454/2021/PFT	10 Carlos Street, Ripley	25/02/2021	Approved	Plumbing Inspector	Single Dwelling
4448/2021/PFT	3 Carlos Street, Ripley	24/02/2021	Approved	Plumbing Inspector	Single Dwelling
4445/2021/PFT	17 Woodward Place, Deebing Heights	24/02/2021	Approved	Plumbing Inspector	Single Dwelling
4451/2021/PFT	26 Blackberry Way, Ripley	25/02/2021	Approved	Plumbing Inspector	Single Dwelling
4413/2021/PFT	43 Maguire Street, Ripley	24/02/2021	Approved	Plumbing Inspector	Single Dwelling
4453/2021/PFT	17 Macadamia Street, Redbank Plains	25/02/2021	Approved	Plumbing Inspector	Single Dwelling
4414/2021/PFT	100 Blackberry Way, Ripley	24/02/2021	Approved	Plumbing Inspector	Single Dwelling

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Delegated Authority: 203 Application/s					
Application No.	Address	Decision Date	Decision	Determining Authority	Description
4419/2021/PFT	96 Blackberry Way, Ripley	24/02/2021	Approved	Plumbing Inspector	Single Dwelling
4420/2021/PFT	70 Blackberry Way, Ripley	24/02/2021	Approved	Plumbing Inspector	Single Dwelling
4423/2021/PFT	66 Blackberry Way, Ripley	24/02/2021	Approved	Plumbing Inspector	Single Dwelling
4417/2021/PFT	60 Blackberry Way, Ripley	24/02/2021	Approved	Plumbing Inspector	Single Dwelling
4429/2021/PFT	1 Saffron Court, Ripley	24/02/2021	Approved	Plumbing Inspector	Single Dwelling
4543/2021/PFT	72 Rex Hills Drive, Ripley	25/02/2021	Approved	Plumbing Inspector	Single Dwelling
4535/2021/PFT	4 Beat Street, Ripley	25/02/2021	Approved	Plumbing Inspector	Single Dwelling
4533/2021/PFT	2 Rumba Road, Ripley	25/02/2021	Approved	Plumbing Inspector	Single Dwelling
4540/2021/PFT	1 Rumba Road, Ripley	25/02/2021	Approved	Plumbing Inspector	Single Dwelling
9513/2020/PPC	7005 Sunbird Drive, Redbank Plains	09/02/2021	Approved	Plumbing Inspector	Shop 5 Tenancy Fitout (Bakery & Cafe)
11166/2020/PPC	7003 Parkway Avenue, South Ripley	10/02/2021	Approved	Plumbing Inspector	Secondary/ Primary School Stage 2
2727/2021/PPC	183-199 Kruger Parade, Redbank Plains	11/02/2021	Approved	Plumbing Inspector	Tenancy Fitout (Shop 16)
12005/2020/PPR	6-8 Samantha Street, Redbank Plains	23/02/2021	Approved	Plumbing Inspector	Single Dwelling and Secondary Dwelling
2572/2021/PPR	52 Gloucester Drive, Deebling Heights	10/02/2021	Approved	Plumbing Inspector	Non-Sewered Single Dwelling
4163/2021/PPR	12 Rumba Road, Ripley	25/02/2021	Approved	Plumbing Inspector	Single Dwelling - Unit A & B
4511/2021/PPR	4 Lietzow Street, Redbank Plains	25/02/2021	Approved	Plumbing Inspector	Diversion of existing sewer to a new sewer connection
4653/2016/SSP/B	242 South Station Road, Raceview	03/02/2021	Approved	Senior Development Planning Compliance Officer	Resigning of Subdivision Plans - Lots 11, 12, 13 on SP306570
10671/2020/SSP/A	Lot 505 Candowie Street, Redbank Plains	18/02/2021	Approved	Senior Planner (Development)	Lots 5051 & 5052 on SP324356
7565/2017/SSPRV/J	7001 Rhea De Wit Drive, Ripley	10/02/2021	Approved	Senior Development Planning Compliance Officer	Lots 233-240, 249-258 & 901 on SP317380 (Stage 4B & C) Lots 259-264 & 901 on SP317381 (Stage 4D)
40/2015/SSPRV/AD	7006 Barrams Road, South Ripley	24/02/2021	Approved	Senior Development Planning Compliance Officer	Legal Document Request - SP304393

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Delegated Authority: 81 Application/s					
Application No.	Address	Decision Date	Decision	Determining Authority	Description
11527/2020/BORIST	25 Belinda Court, Brookwater	08/02/2021	Approved	Acting Engineering Delivery East Manager	Building over or near a stormwater Drain - Dwelling
9757/2020/BR	34 High Peak Crescent, Springfield	08/02/2021	Approved	Building Regulatory Officer	Siting Variation - Carport and Patio
10502/2020/BR	5 Abelia Court, Camira	28/01/2021	Approved	Building Regulatory Officer	Siting Variation - Patio, Shed and Carport
279/2021/BR	10 Mikkelsen Court, Camira	09/02/2021	Approved	Building Regulatory Officer	Siting Variation - Shed/Garage
933/2021/BR	6 Julian Court, Augustine Heights	29/01/2021	Approved	Building Regulatory Officer	Siting Variation - Patio
1545/2021/BR	26 Nagel Street, Gailes	17/02/2021	Approved	Building Regulatory Officer	Siting Variation - Alterations to Dwelling - Detached Extension
1561/2021/BR	12 Turnberry Way, Brookwater	28/01/2021	Approved	Building Regulatory Officer	Siting Variation - Dwelling
1694/2021/BR	38 Sharpless Road, Springfield	04/02/2021	Approved	Building Regulatory Officer	Siting Variation - Carport
2017/2021/BR	35 Conte Circuit, Augustine Heights	12/02/2021	Approved	Building Regulatory Officer	Siting Variation - Swimming Pool, Pool Fence & Deck
2140/2021/BR	6 McGreevy Place, Bellbird Park	10/02/2021	Approved	Building Regulatory Officer	Siting Variation - Carport
9057/2020/BW	11 Sandy Creek Avenue, Camira	29/01/2021	Approved	Building Certifier	Garage
12184/2020/BW	7 Romulus Circuit, Augustine Heights	02/02/2021	Approved	Building Certifier	Concrete Sleeper Retaining Wall
8780/2020/CA	37-43 Argon Street, Carole Park	09/02/2021	Approved	Development Assessment East Manager	Material Change of Use - Service/Trades Use (Warehouse) & General Industry Reconfiguring a Lot - One (1) lot into Two (2) Lots
3806/2021/EXC	177 Happy Jack Drive, Bellbird Park	25/02/2021	Approved	Senior Planner (Development)	Exemption Certificate - Single Dwelling
12262/2020/IU	Lot 715 Springfield Greenbank Arterial, Springfield Central	22/02/2021	Approved	Manager, Engineering, Health & Environment	Interim Uses - Clearing Vegetation - Site 4
12254/2020/IU	158-162 Brookwater Drive, Brookwater	22/02/2021	Approved	Manager, Engineering, Health & Environment	Interim Uses - Clearing Vegetation - Site 2
12258/2020/IU	28 Mount Juillerat Drive, Augustine Heights	22/02/2021	Approved	Manager, Engineering, Health & Environment	Interim Uses - Clearing Vegetation - Site 3
12248/2020/IU	143-163 Brookwater Drive, Brookwater	22/02/2021	Approved	Manager, Engineering, Health & Environment	Interim Uses - Clearing Vegetation - Site 1
6529/2015/LAP/A	7001 Grande Avenue, Spring Mountain	17/02/2021	Approved	Development Assessment East Manager	Amendment to the Spring Mountain Precinct Plan
2430/2006/MAMC/A	321 Jones Road, Bellbird Park	23/02/2021	Approved	Development Assessment East Manager	Minor Change - Dual Occupancy (Relatives Accommodation)
4429/2018/MAMC/A	228-230 Jones Road, Bellbird Park	18/02/2021	Approved	Development Assessment East Manager	Minor Change - Reconfiguring One (1) Lot into Twenty One (21) Lots, plus New Road and Drainage Reserve
650/2020/MCU	1-35 Cobalt Street, Carole Park	08/02/2021	Approved	Development Assessment East Manager	General Industry (Freight Depot - Container Storage)

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Delegated Authority: 81 Application/s					
Application No.	Address	Decision Date	Decision	Determining Authority	Description
9349/2020/MCU	54-58 Ron Boyle Crescent, Carole Park	22/01/2021	Approved	Development Assessment East Manager	Material Change of Use - Proposed Extension to Special Industry, Service Trades Use & Ancillary Office
12319/2020/OD	39 Silica Street, Carole Park	21/01/2021	Approved	Development Assessment East Manager	Carrying out Operational Works - Multiple Advertising Devices
2237/2021/OD	38 Springfield Lakes Boulevard, Springfield Lakes	12/02/2021	Approved	Senior Planner (Development)	Multiple Advertising Devices (One (1) x Pole Sign; Three (3) x Wall Signs; One (1) Window Sign)
8098/2020/OW	7000 Jones Road, Bellbird Park	03/02/2021	Approved	Acting Engineering Delivery East Manager	Earthworks and Clearing Vegetation
11159/2020/OW	110 Stuart Street, Goodna	11/02/2021	Approved	Engineering Delivery East Manager	Stormwater and Earthworks - Westside Christian College
12046/2020/OW	4 Morgan Street, Bellbird Park	24/02/2021	Approved	Engineering Delivery East Manager	Road Work and Stormwater
12541/2020/OW	10/22 Magnolia Drive, Brookwater	05/02/2021	Approved	Acting Engineering Delivery East Manager	Stormwater & Earthworks
1218/2021/OW	234 Redbank Plains Road, Bellbird Park	28/01/2021	Approved	Acting Engineering Delivery East Manager	Stormwater
857/2021/PFT	11 Bearsden Street, Spring Mountain	29/01/2021	Approved	Plumbing Inspector	Single Dwelling
1217/2021/PFT	17 Midnight Crescent, Spring Mountain	02/02/2021	Approved	Plumbing Inspector	Single Dwelling
1288/2021/PFT	23 Bathgate Close, Spring Mountain	28/01/2021	Approved	Plumbing Inspector	Single Dwelling
1567/2021/PFT	4 Saunter Street, Bellbird Park	21/01/2021	Approved	Plumbing Inspector	Single Dwelling
1599/2021/PFT	73 Kincaid Circuit, Spring Mountain	21/01/2021	Approved	Plumbing Inspector	Single Dwelling
1591/2021/PFT	30 Solar Circuit, Spring Mountain	21/01/2021	Approved	Plumbing Inspector	Single Dwelling
1657/2021/PFT	22 Ignatius Street, Augustine Heights	21/01/2021	Approved	Plumbing Inspector	Single Dwelling
1570/2021/PFT	18 Sandpiper Place, Springfield	21/01/2021	Approved	Plumbing Inspector	Dwelling
1712/2021/PFT	21 Broxburn Circuit, Spring Mountain	22/01/2021	Approved	Plumbing Inspector	Single Dwelling
1705/2021/PFT	32 Aiken Street, Bellbird Park	22/01/2021	Approved	Plumbing Inspector	Single Dwelling
1938/2021/PFT	177 Happy Jack Drive, Bellbird Park	27/01/2021	Approved	Plumbing Inspector	Single Dwelling
2014/2021/PFT	85 Roberts Crescent, Bellbird Park	28/01/2021	Approved	Plumbing Inspector	Single Dwelling

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Delegated Authority: 81 Application/s					
Application No.	Address	Decision Date	Decision	Determining Authority	Description
2081/2021/PFT	6 Midnight Crescent, Spring Mountain	28/01/2021	Approved	Plumbing Inspector	Single Dwelling
2213/2021/PFT	6 Haddington Place, Spring Mountain	01/02/2021	Approved	Plumbing Inspector	Single Dwelling
2503/2021/PFT	15 Daybreak Street, Spring Mountain	04/02/2021	Approved	Plumbing Inspector	Single Dwelling
2663/2021/PFT	179 Happy Jack Drive, Bellbird Park	04/02/2021	Approved	Plumbing Inspector	Single Dwelling
2736/2021/PFT	36 Panorama Drive, Springfield	05/02/2021	Approved	Plumbing Inspector	Single Dwelling
2793/2021/PFT	40 Panorama Drive, Springfield	23/02/2021	Approved	Plumbing Inspector	Single Dwelling
2732/2021/PFT	7 Greg Norman Circuit, Brookwater	05/02/2021	Approved	Plumbing Inspector	Single Dwelling
2767/2021/PFT	11 Highfield Drive, Bellbird Park	05/02/2021	Approved	Plumbing Inspector	Single Dwelling
3010/2021/PFT	67 Aberdeen Circuit, Spring Mountain	09/02/2021	Approved	Plumbing Inspector	Single Dwelling
2944/2021/PFT	1 Therese Circuit, Augustine Heights	08/02/2021	Approved	Plumbing Inspector	Single Dwelling
2845/2021/PFT	13 Highfield Drive, Bellbird Park	08/02/2021	Approved	Plumbing Inspector	Single Dwelling
3270/2021/PFT	145 Happy Jack Drive, Bellbird Park	11/02/2021	Approved	Plumbing Inspector	Single Dwelling
3344/2021/PFT	73 Roberts Crescent, Bellbird Park	11/02/2021	Approved	Plumbing Inspector	Single Dwelling
3351/2021/PFT	1 Falkirk Way, Spring Mountain	11/02/2021	Approved	Plumbing Inspector	Single Dwelling
3425/2021/PFT	124 Dublin Avenue, Spring Mountain	12/02/2021	Approved	Plumbing Inspector	Single Dwelling
3700/2021/PFT	24 Riverlily Crescent, Bellbird Park	15/02/2021	Approved	Plumbing Inspector	Single Dwelling
3682/2021/PFT	4 Churchill Street, Bellbird Park	15/02/2021	Approved	Plumbing Inspector	Single Dwelling
3844/2021/PFT	155 Happy Jack Drive, Bellbird Park	16/02/2021	Approved	Plumbing Inspector	Single Dwelling
3761/2021/PFT	23 Bearsden Street, Spring Mountain	16/02/2021	Approved	Plumbing Inspector	Single Dwelling
3941/2021/PFT	10 Rodeo Street, Spring Mountain	18/02/2021	Approved	Plumbing Inspector	Single Dwelling
3945/2021/PFT	154 Dublin Avenue, Spring Mountain	18/02/2021	Approved	Plumbing Inspector	Single Dwelling
3969/2021/PFT	5 Riverlily Crescent, Bellbird Park	18/02/2021	Approved	Plumbing Inspector	Single Dwelling
4166/2021/PFT	10 Perdita Street, Bellbird Park	22/02/2021	Approved	Plumbing Inspector	Single Dwelling
4060/2021/PFT	18 Haddington Place, Spring Mountain	19/02/2021	Approved	Plumbing Inspector	Single Dwelling

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Delegated Authority: 81 Application/s					
Application No.	Address	Decision Date	Decision	Determining Authority	Description
4371/2021/PFT	34 Panorama Drive, Springfield	24/02/2021	Approved	Plumbing Inspector	Single Dwelling
4358/2021/PFT	12 Broadford Street, Spring Mountain	23/02/2021	Approved	Plumbing Inspector	Single Dwelling
4575/2021/PFT	5 Roy Street, Bellbird Park	25/02/2021	Approved	Plumbing Inspector	Single Dwelling
10533/2020/PPC	60 Springfield Greenbank Arterial, Springfield Central	10/02/2021	Approved	Plumbing Inspector	Brisbane Lions Training Facility
1324/2021/PPC	110 Stuart Street, Goodna	25/01/2021	Approved	Plumbing Inspector	Alterations to Amenities Block - Westside Christian College Junior School
1408/2021/PPC	16-30 Springfield Parkway, Springfield	22/01/2021	Approved	Plumbing Inspector	Tenancy Fitout - Kebab Beats
1597/2021/PPC	25-45 Springfield College Drive, Springfield	25/01/2021	Approved	Plumbing Inspector	Refurbishment for Springfield Anglican College Junior Campus
2006/2021/PPC	49-65 Cobalt Street, Carole Park	09/02/2021	Approved	Plumbing Inspector	Fitout - Factory Amenities
1526/2021/PPR	66-68 Mikkelsen Road, Camira	21/01/2021	Approved	Plumbing Inspector	Installation of a Fire Hydrant Reconnect existing House Drain to new Property Connection
1473/2021/PPR	10 Perdita Street, Bellbird Park	21/01/2021	Approved	Plumbing Inspector	Sewer and Water Seal off - House Demolition
1843/2021/PPR	21 Tudor Street, Camira	02/02/2021	Approved	Plumbing Inspector	Single Dwelling & Secondary Dwelling
1949/2021/PPR	18 Harris Street, Bellbird Park	28/01/2021	Approved	Plumbing Inspector	New Dwelling with Attached Auxiliary Unit
2724/2021/PPR	5 Catherine Street, Augustine Heights	09/02/2021	Approved	Plumbing Inspector	Single Dwelling and Secondary Dwelling
5146/2020/RAL	14 Langley Road, Camira	22/02/2021	Approved	Senior Planner (Development)	Reconfiguring a Lot - One (1) Lot into Three (3) Lots
10157/2020/SSP	1 Conte Circuit, Augustine Heights	18/02/2021	Approved	Senior Development Planning Compliance Officer	Lots 1, 2 on SP280575

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Delegated Authority: 95 Application/s					
Application No.	Address	Decision Date	Decision	Determining Authority	Description
9758/2020/BR	17 Vivian Street, Eastern Heights	09/02/2021	Approved	Building Regulatory Officer	Amenity and Aesthetics / Siting Variation - Shed/Garage and Carport
10354/2020/BR	1/170 South Station Road, Silkstone	16/02/2021	Approved	Building Regulatory Officer	Siting Variation - Carport
640/2021/BR	33 Horton Street, Bundamba	21/01/2021	Approved	Building Regulatory Officer	Siting Variation - Carport
1719/2021/BR	6 Skinner Crescent, Silkstone	04/02/2021	Approved	Building Regulatory Officer	Siting Variation - Carport
2142/2021/BR	14 Forgan-Smith Street, Collingwood Park	10/02/2021	Approved	Building Regulatory Officer	Siting Variation - Carport
2387/2021/BR	37 Rex Street, Eastern Heights	16/02/2021	Approved	Building Regulatory Officer	Siting Variation - Carport
2607/2021/BR	16 Devalera Street, Collingwood Park	16/02/2021	Approved	Building Regulatory Officer	Siting Variation - Bali Hut
3729/2021/BR	12 Welsby Street, North Booval	19/02/2021	Approved	Building Regulatory Officer	Siting Variation - Carport
3727/2021/BR	35 Gomer Street, Booval	19/02/2021	Approved	Building Regulatory Officer	Siting Variation - Carport
8682/2019/CA	96 Braeside Road, Bundamba	15/02/2021	Approved	Senior Planner (Development)	Reconfiguring of a Lot - One (1) lot into Two (2) lots Material Change of Use - Single residential affected by development constraints overlay (Mining)
8681/2019/CA	85 High Street, Bundamba	15/02/2021	Approved	Senior Planner (Development)	Reconfiguring of a Lot - One (1) lot into Two (2) lots Material Change of Use - Single residential affected by development constraints overlay (Mining)
7279/2020/CA	1 Gledson Street, North Booval	04/02/2021	Approved	Senior Planner (Development)	Material change of use - Dual Occupancy Reconfiguring of a Lot - two (2) lots into three (3) lots Operational Works - Stormwater, Earthworks
6376/2016/MAEXT/A	116 Glebe Road, Booval	09/02/2021	Approved	Development Assessment Central Manager	Extension Application - Multiple Residential (6 town houses)
10053/2018/MAEXT/A	15 Brisbane Road, Bundamba	04/02/2021	Approved	Senior Planner (Development)	Extension to Currency Period Application - Carrying out building work not associated with a material change of use - Awning Shade Structures Affected by Development Constraints Overlay (Mining and Flood)
3659/2017/MAEXT/A	1 Hawkins Crescent, Bundamba	09/02/2021	Approved	Senior Planner (Development)	Extension to Currency Period Application - MCU - General Industry (Crane storage and repairs) OD - Advertising Device OW - Landscaping
4444/2011/MAMC/A	2 Webb Street, Bundamba	16/02/2021	Approved	Development Assessment Central Manager	Minor Change - Material Change of Use (Car Park)
4887/2020/MAMC/A	50 Northcott Place, Redbank	05/02/2021	Approved	Senior Planner (Development)	Minor Change - Multiple Advertising Devices
3790/2012/MAMC/A	32 Lusitania Street, Newtown	17/02/2021	Approved	Senior Planner (Development)	Minor Change Application - Single Residential within a Development Constraints Overlay - urban stormwater flow path

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Delegated Authority: 95 Application/s					
Application No.	Address	Decision Date	Decision	Determining Authority	Description
2267/2020/MCU	219 Westphalen Drive, Riverview	18/02/2021	Approved	Development Assessment East Manager	Material Change of Use - General Industry - Landscape Supply Depot
9152/2020/MCU	75 Blackstone Road, Silkstone	08/02/2021	Approved	Development Assessment Central Manager	Material Change of Use (Extension to Shopping Centre)
9817/2020/MCU	36 Masterpanel Lane, Bundamba	16/02/2021	Approved	Development Assessment Central Manager	Material Change of Use - Service Trades Use (Warehouse)
12963/2020/MCU	19 Walkers Lane, Booval	27/01/2021	Approved	Senior Planner (Development)	Material Change of Use - Single Dwelling within a Development Constraints Overlay (Mining)
1428/2013/NAME/A	19 Byers Court, Redbank	28/01/2021	Approved	Senior Development Planning Compliance Officer	Road Naming
6135/2014/NAME/A	83 River Road, Bundamba	08/02/2021	Approved	Senior Development Planning Compliance Officer	Road Naming - Citiswich Estate - Stage 4
11941/2020/OD	1 Union Place Mall, Ipswich	01/02/2021	Approved	Development Assessment Central Manager	Advertising Devices - Three (3) Window Signs and One (1) AV Screen
12894/2020/OD	18 Bright Street, Newtown	25/02/2021	Approved	Senior Planner (Development)	Carrying out building work not associated with a material change of use - Extension to a Single Residential in a Character Zone (Carport, Deck and Verandah)
13058/2020/OD	8 Caithness Street, North Booval	10/02/2021	Approved	Senior Planner (Development)	Carrying out Building Work not Associated with a Material Change of Use - Extension to a Character Dwelling – Raise and Build in under the Dwelling and Double Carport
1423/2021/OD	40 Brisbane Road, Redbank	27/01/2021	Approved	Development Assessment East Manager	Building Work not Associated with a MCU - Enclosing parts of front deck
2605/2021/OD	42 Hoepner Road, Bundamba	18/02/2021	Approved	Senior Planner (Development)	Advertising Devices (Pylon sign, six (6) wall signs and roof sign)
5777/2020/OW	60 Warwick Road, Ipswich	03/02/2021	Approved	Engineering Delivery West Manager	Drainage Work, Carpark and Driveway
10664/2020/OW	7A Hayne Street, Woodend	04/02/2021	Approved	Engineering Delivery West Manager	Prescribed Tidal Works
10755/2020/OW	100 Weedman Street, Redbank	03/02/2021	Approved	Acting Engineering Delivery East Manager	Rate 3 Streetlighting - Redbank Motorway Estate Stage 3B
11060/2020/OW	7001 Hoepner Road, Bundamba	03/02/2021	Approved	Acting Engineering Delivery East Manager	Stormwater, Drainage Work & Earthworks
11384/2020/OW	40 Masterpanel Lane, Bundamba	29/01/2021	Approved	Acting Engineering Delivery East Manager	Road Work, Landscaping & Fencing - Citiswich Stage 3D
11795/2020/OW	7001 Collingwood Drive, Collingwood Park	05/02/2021	Approved	Acting Engineering Delivery East Manager	Road Work, Drainage Work, Stormwater, Earthworks and Signage - Woodlinks Village Stage 23
12279/2020/OW	62 Cooper Drive, Collingwood Park	18/02/2021	Approved	Engineering Delivery East Manager	Driveway Crossover, Stormwater Drainage Work & Earthworks

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DIVISION 3					
Delegated Authority: 95 Application/s					
Application No.	Address	Decision Date	Decision	Determining Authority	Description
12794/2020/OW	7003 Collingwood Drive, Collingwood Park	15/02/2021	Approved	Engineering Delivery East Manager	Landscaping
12668/2020/PDA	16 Parkview Parade, Ripley	09/02/2021	Approved	Senior Planner (Development)	Advertising Device - 4 x Vertical Banner Signs, 3 x Boundary Fence Signs and 1 Pylon Sign
10529/2020/PFT	85 Sunnyside Street, Collingwood Park	28/01/2021	Approved	Plumbing Inspector	Single Dwelling
1518/2021/PFT	29 Quartz Crescent, Collingwood Park	21/01/2021	Approved	Plumbing Inspector	Single Dwelling
1631/2021/PFT	11 Andreas Way, Ripley	21/01/2021	Approved	Plumbing Inspector	Single Dwelling
1667/2021/PFT	2A Gibbon Street, East Ipswich	29/01/2021	Approved	Plumbing Inspector	Single Dwelling
1676/2021/PFT	33 Doyle Street, Silkstone	02/02/2021	Approved	Plumbing Inspector	Single Dwelling
1702/2021/PFT	10 Andreas Way, Ripley	25/01/2021	Approved	Plumbing Inspector	Single Dwelling
1726/2021/PFT	7 Gloria Street, Collingwood Park	22/01/2021	Approved	Plumbing Inspector	Single Dwelling
2073/2021/PFT	18 Larsen Street, Leichhardt	28/01/2021	Approved	Plumbing Inspector	Single Dwelling
2216/2021/PFT	4 Soe Street, Redbank	18/02/2021	Approved	Plumbing Inspector	Community Residence - NDIS
2211/2021/PFT	5 Drysdale Crescent, Bundamba	29/01/2021	Approved	Plumbing Inspector	Single Dwelling
2208/2021/PFT	21 Hibbard Court, Collingwood Park	29/01/2021	Approved	Plumbing Inspector	Single Dwelling
2325/2021/PFT	44 Alfred Rose Crescent, Collingwood Park	01/02/2021	Approved	Plumbing Inspector	Single Dwelling
2372/2021/PFT	7 Forbes Court, Collingwood Park	01/02/2021	Approved	Plumbing Inspector	Single Dwelling
2373/2021/PFT	32 Elder Parade, Collingwood Park	01/02/2021	Approved	Plumbing Inspector	Single Dwelling
2416/2021/PFT	46 Quartz Crescent, Collingwood Park	02/02/2021	Approved	Plumbing Inspector	Single Dwelling
2414/2021/PFT	13 Gloria Street, Collingwood Park	02/02/2021	Approved	Plumbing Inspector	Single Dwelling
2644/2021/PFT	103 Cothill Road, Silkstone	04/02/2021	Approved	Plumbing Inspector	Single Dwelling
2635/2021/PFT	97 Honeysuckle Drive, Ripley	04/02/2021	Approved	Plumbing Inspector	Single Dwelling
2629/2021/PFT	7 Andreas Way, Ripley	03/02/2021	Approved	Plumbing Inspector	Dwelling
2664/2021/PFT	58 Brentwood Drive, Bundamba	04/02/2021	Approved	Plumbing Inspector	Single Dwelling
2680/2021/PFT	35 Bognuda Street, Bundamba	04/02/2021	Approved	Plumbing Inspector	Single Dwelling
2754/2021/PFT	24 Beatty Street, Coalfalls	11/02/2021	Approved	Plumbing Inspector	Single Dwelling
2770/2021/PFT	28 Parkview Parade, Ripley	05/02/2021	Approved	Plumbing Inspector	Single Dwelling

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DIVISION 3					
Delegated Authority: 95 Application/s					
Application No.	Address	Decision Date	Decision	Determining Authority	Description
2902/2021/PFT	45 Alfred Rose Crescent, Collingwood Park	08/02/2021	Approved	Plumbing Inspector	Single Dwelling
3007/2021/PFT	22 Andreas Way, Ripley	09/02/2021	Approved	Plumbing Inspector	Single Dwelling
3232/2021/PFT	2 John Drive, Collingwood Park	10/02/2021	Approved	Plumbing Inspector	Single Dwelling
3373/2021/PFT	102A Smiths Road, Goodna	15/02/2021	Approved	Plumbing Inspector	Single Dwelling
3355/2021/PFT	36 Quartz Crescent, Collingwood Park	11/02/2021	Approved	Plumbing Inspector	Single Dwelling
3405/2021/PFT	8 Andreas Way, Ripley	12/02/2021	Approved	Plumbing Inspector	Single Dwelling
3650/2021/PFT	21 Tulipwood Street, Collingwood Park	15/02/2021	Approved	Plumbing Inspector	Single Dwelling
3647/2021/PFT	60 Quartz Crescent, Collingwood Park	17/02/2021	Approved	Plumbing Inspector	Single Dwelling
3849/2021/PFT	74A Brentwood Drive, Ebbw Vale	17/02/2021	Approved	Plumbing Inspector	Single Dwelling
3768/2021/PFT	37 Quartz Crescent, Collingwood Park	16/02/2021	Approved	Plumbing Inspector	Single Dwelling
4124/2021/PFT	18 River Road, Bundamba	19/02/2021	Approved	Plumbing Inspector	Single Dwelling
4064/2021/PFT	7 Morris Street, Bundamba	19/02/2021	Approved	Plumbing Inspector	Single Dwelling
4350/2021/PFT	79 Sunnygold Street, Collingwood Park	23/02/2021	Approved	Plumbing Inspector	Single Dwelling
4449/2021/PFT	55 Alfred Rose Crescent, Collingwood Park	25/02/2021	Approved	Plumbing Inspector	Single Dwelling
4457/2021/PFT	83 Honeysuckle Drive, Ripley	25/02/2021	Approved	Plumbing Inspector	Single Dwelling
4548/2021/PFT	62 Brentwood Drive, Ebbw Vale	25/02/2021	Approved	Plumbing Inspector	Single Dwelling
4537/2021/PFT	41 Quartz Crescent, Collingwood Park	25/02/2021	Approved	Plumbing Inspector	Single Dwelling
1660/2021/PID	2C Joyce Street, East Ipswich	23/02/2021	Approved	Development Assessment Central Manager	Proposed Infrastructure Designation Residential Care Facility
1236/2021/PPC	97 Blackstone Road, Silkstone	18/02/2021	Approved	Plumbing Inspector	Childcare Centre
1957/2021/PPC	32 Brisbane Road, Bundamba	12/02/2021	Approved	Plumbing Inspector	Tenancy Fitout (Unit 3 - Micro Brewery)
1986/2021/PPC	1 Lock Way, Riverview	08/02/2021	Approved	Plumbing Inspector	Alterations and Additions to Existing Building - Abattoir - Chiller Buildings
2202/2021/PPC	Lot 4 Whitwood Road, New Chum	10/02/2021	Approved	Plumbing Inspector	Connect Existing Lunch Room to new onsite treatment plant
2999/2021/PPC	62 Cooper Drive, Collingwood Park	17/02/2021	Approved	Plumbing Inspector	Child Care Centre
1516/2021/PPR	5 Jones Street, Bundamba	22/01/2021	Approved	Plumbing Inspector	Dwelling and Auxiliary unit

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DIVISION 3					
Delegated Authority: 95 Application/s					
Application No.	Address	Decision Date	Decision	Determining Authority	Description
1584/2021/PPR	78 Brentwood Drive, Ebbw Vale	25/01/2021	Approved	Plumbing Inspector	Single Dwelling and Secondary Dwelling
1962/2021/PPR	23 Hibbard Court, Collingwood Park	28/01/2021	Approved	Plumbing Inspector	Dwelling and Auxiliary Unit
4155/2021/PPR	28 Soe Street, Redbank	25/02/2021	Approved	Plumbing Inspector	Single Dwelling with Auxiliary Unit
12050/2020/RAL	7001 Bognuda Street, Bundamba	04/02/2021	Approved	Senior Planner (Development)	Reconfiguring a Lot - Boundary Realignment and Amalgamation of Lot - Three (3) Lots into Two (2) Lots
13084/2020/RAL	2-32 Rhondda Road, New Chum	08/02/2021	Approved	Senior Planner (Development)	Boundary Realignment One (1) lot into One (1) lot
401/2021/RAL	3 Parnell Street, Woodend	23/02/2021	Approved	Senior Planner (Development)	Boundary Realignment - Three (3) lots into Two (2) lots
386/2019/SSP/A	219 Brisbane Road, Bundamba	23/02/2021	Approved	Senior Development Planning Compliance Officer	Lot 431 on SP324325
9140/2016/SSPRV/O	7002 Honeysuckle Drive, Ripley	09/02/2021	Approved	Senior Development Planning Compliance Officer	Lots 758-764 on SP322416 Sekisui Estate - Stage 13B
9140/2016/SSPRV/P	7003 Honeysuckle Drive, Ripley	09/02/2021	Approved	Senior Development Planning Compliance Officer	Lots 773-783 on SP322417 Sekisui Estate - Stage 13C
9140/2016/SSPRV/Q	7004 Honeysuckle Drive, Ripley	09/02/2021	Approved	Senior Development Planning Compliance Officer	Lots 784-794 on SP322418 Sekisui Estate - Stage 13D

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DIVISION 4					
No Authority Assigned: 1 Application/s					
Application No.	Address	Decision Date	Decision	Determining Authority	Description
2222/2021/PFT	68 Dredge Circle, Brassall	01/02/2021	Approved		Single Dwelling
Delegated Authority: 85 Application/s					
Application No.	Address	Decision Date	Decision	Determining Authority	Description
2449/2020/BR	54 Mt Crosby Road, Tivoli	21/01/2021	Approved	Building Regulatory Officer	Siting Variation - Shed
11465/2020/BR	19 Dellvene Crescent, Rosewood	17/02/2021	Approved	Building Regulatory Officer	Siting Variation - Shade Sail
12189/2020/BR	6 Backhouse Court, Brassall	22/02/2021	Approved	Building Regulatory Officer	Siting Variation - Carport
12582/2020/BR	79-81 Goddards Road, Yamanto	23/02/2021	Approved	Building Regulatory Officer	Amenities and Aesthetics - Oversized Shed Siting Variation - Shed & Carport
110/2021/BR	42 Lowry Street, North Ipswich	10/02/2021	Approved	Building Regulatory Officer	Siting Variation - Alterations/Additions
315/2021/BR	57 Vogel Road, Brassall	21/01/2021	Approved	Building Regulatory Officer	Siting Variation - Patio
1428/2021/BR	5 Karrabin Rosewood Road, Karrabin	28/01/2021	Approved	Building Regulatory Officer	Siting Variation - Carport
1890/2021/BR	1 Emerald Street, Brassall	04/02/2021	Approved	Building Regulatory Officer	Siting Variation - Dwelling
1992/2021/BR	34 Bernadette Crescent, Rosewood	17/02/2021	Approved	Building Regulatory Officer	Siting Variation - Carport
2691/2021/BR	171 Karrabin Rosewood Road, Karrabin	17/02/2021	Approved	Building Regulatory Officer	Amenities and Aesthetics Demolition of a Building
2750/2021/BR	149 Riverside Avenue, Barellan Point	16/02/2021	Approved	Building Regulatory Officer	Amenity and Aesthetics - Shed
3485/2021/BR	10 Plew Court, Brassall	22/02/2021	Approved	Building Regulatory Officer	Siting Variation - Dwelling
3613/2021/BR	1 Newstead Court, Brassall	19/02/2021	Approved	Building Regulatory Officer	Siting Variation - Carport
1416/2021/BW	61 Henderson Road, Lanefield	22/02/2021	Approved	Building Certifier	Inground Fibreglass Swimming Pool
2992/2008/MAEXT/B	198-238 Fernvale Road, Brassall	22/02/2021	Approved	Development Assessment Central Manager	Extension to Currency Period Application - RAL - One (1) Lot into Fifty-One (51) Lots
3094/2014/MAEXT/B	6A Carl Lane, North Ipswich	03/02/2021	Approved	Senior Planner (Development)	Extension Application - Dual Occupancy
3213/2012/MAMC/A	85 Lobb Street, Churchill	02/02/2021	Approved	Senior Planner (Development)	Minor Change - MCU - Service Trades Use (Warehouse) & Business Use (Offices) OD - Advertising Device
1740/2018/MAMC/A	673-675 Karrabin Rosewood Road, Walloon	25/02/2021	Approved	Development Assessment Central Manager	Minor Change Application - Reconfiguring a Lot - Six (6) Lots into Eighty (80) Lots (consisting of 79 residential lots and a water booster pump station lot), Six (6) Balance Lots and New Roads Material Change of Use - Single Residential on Seventy-Nine (79) proposed Lots (proposed Lots 316-394)

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DIVISION 4					
Delegated Authority: 85 Application/s					
Application No.	Address	Decision Date	Decision	Determining Authority	Description
2159/2018/MAOC/A	1942-2056 Warrego Highway, Haigslea	25/02/2021	Approved	Development Assessment Central Manager	Other Change - Material Change of Use for Highway Service Centre consisting of: Service Station with a Shop not exceeding 100m2 in GFA, Caretaker Residence, Ancillary Medical Centre, Three (3) Café/Food tenancies, Three (3) Internal Food Kiosks, Six (6) Fast Food tenancies, Car Wash, Truck Wash and Tyre Shop, Truck Depot/Park, Motel with 70 rooms and associated Restaurant
7928/2015/MAOC/B	4 Centre Court, Chuwar	03/02/2021	Approved	Development Assessment East Manager	Other Change - Reconfiguring a Lot - One (1) Lot into Two (2) Lots Material Change of Use - Business Use (Medical Centre) and Indoor Recreation (Gymnasium)
6303/2020/MCU	3 Albert Street, Rosewood	05/02/2021	Approved	Senior Planner (Development)	Material Change of Use - Single Residential in the Rosewood Town Centre Zone and also affected by a Character Place Overlay
10013/2020/MCU	109 Riverside Avenue, Barellan Point	01/02/2021	Approved	Senior Planner (Development)	Material Change of Use - Single Residential affected by a Development Constraints Overlay (Flooding)
10716/2020/MCU	18 Strongs Road, Rosewood	09/02/2021	Approved	Senior Planner (Development)	Material Change of Use - Dual Occupancy
12592/2020/MCU	71 Brodzig Road, Chuwar	27/01/2021	Approved	Senior Planner (Development)	Material Change of Use - Single Residential within a Development Constraints Overlay (OV1 - Bushfire Risk Overlay)
2940/2021/MCU	47A Albert Street, Rosewood	22/02/2021	Approved	Senior Planner (Development)	Material Change of Use Single Residential in a Character Zone
3025/2021/MCU	65-75 Leichhardt Crescent, Barellan Point	23/02/2021	Approved	Development Assessment East Manager	Material Change of Use - Single Residential - Affected by a Development Constraints Overlay (Flooding)
12546/2020/OD	43 Southern Amberley Road, Amberley	15/02/2021	Approved	Senior Planner (Development)	Operational Works - Advertising Device [One (1) Double-Sided Pole Sign]
12780/2020/OD	20 Saleyards Road, Yamanto	25/02/2021	Approved	Senior Planner (Development)	Advertising Devices - Three (3) Pylon Signs, Three (3) Awning Fascia Signs and Nine (9) Wall Signs
3490/2020/OW	11 Railway Street, Rosewood	28/01/2021	Approved	Engineering Delivery West Manager	Stormwater, Drainage Work, Earthworks, Driveway and Crossover, Landscaping, Clearing Vegetation and Advertising Devices
9523/2020/OW	110-112 Queen Street, Marburg	11/02/2021	Approved	Engineering Delivery West Manager	Stormwater, Earthworks and Car Parking
9970/2020/OW	7001 Rohl Road, Walloon	22/01/2021	Approved	Acting Engineering Delivery West Manager	Road Work, Stormwater, Drainage Work & Earthworks - Waterlea Stage 5B
1655/2021/PFT	23 Mackellar Way, Walloon	21/01/2021	Approved	Plumbing Inspector	Single Dwelling

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DIVISION 4					
Delegated Authority: 85 Application/s					
Application No.	Address	Decision Date	Decision	Determining Authority	Description
1703/2021/PFT	47A Albert Street, Rosewood	27/01/2021	Approved	Plumbing Inspector	Single Dwelling
1730/2021/PFT	100 Equestrian Drive, Yamanto	22/01/2021	Approved	Plumbing Inspector	Single Dwelling
1698/2021/PFT	26 Langland Circuit, Walloon	22/01/2021	Approved	Plumbing Inspector	Single Dwelling
2002/2021/PFT	62 Vassallo Drive, Rosewood	27/01/2021	Approved	Plumbing Inspector	Single Dwelling
2009/2021/PFT	5 Otto Street, Walloon	28/01/2021	Approved	Plumbing Inspector	Single Dwelling
2096/2021/PFT	13 Normanton Close, Rosewood	29/01/2021	Approved	Plumbing Inspector	Single Dwelling
2570/2021/PFT	45 Wright Crescent, Flinders View	03/02/2021	Approved	Plumbing Inspector	Single Dwelling
2661/2021/PFT	4 Lillias Street, Walloon	04/02/2021	Approved	Plumbing Inspector	Dwelling
2674/2021/PFT	15 Dawson Place, Brassall	05/02/2021	Approved	Plumbing Inspector	Single Dwelling
2662/2021/PFT	40 Parkland Drive, Walloon	04/02/2021	Approved	Plumbing Inspector	Single Dwelling
2710/2021/PFT	113 Dan Street, Karalee	10/02/2021	Approved	Plumbing Inspector	Single Dwelling
2709/2021/PFT	49 Wright Crescent, Flinders View	04/02/2021	Approved	Plumbing Inspector	Single Dwelling
3273/2021/PFT	27 Mackellar Way, Walloon	11/02/2021	Approved	Plumbing Inspector	Single Dwelling
3359/2021/PFT	86 Caribou Drive, Brassall	11/02/2021	Approved	Plumbing Inspector	Single Dwelling
3400/2021/PFT	17 Langland Circuit, Walloon	12/02/2021	Approved	Plumbing Inspector	Single Dwelling
3408/2021/PFT	73 Langland Circuit, Walloon	12/02/2021	Approved	Plumbing Inspector	Single Dwelling
3854/2021/PFT	44 Sprite Way, Brassall	17/02/2021	Approved	Plumbing Inspector	Dwelling
3904/2021/PFT	15 Otto Street, Walloon	17/02/2021	Approved	Plumbing Inspector	Single Dwelling
3944/2021/PFT	14 Langland Circuit, Walloon	17/02/2021	Approved	Plumbing Inspector	Single Dwelling
4278/2021/PFT	61 Parkland Drive, Walloon	23/02/2021	Approved	Plumbing Inspector	Single Dwelling
4360/2021/PFT	10 Plew Court, Brassall	23/02/2021	Approved	Plumbing Inspector	Single Dwelling
4363/2021/PFT	92A Equestrian Drive, Yamanto	24/02/2021	Approved	Plumbing Inspector	Single Dwelling
4440/2021/PFT	72 Wallace Street, Walloon	25/02/2021	Approved	Plumbing Inspector	Single Dwelling
4496/2021/PFT	20 Rogers Street, Brassall	25/02/2021	Approved	Plumbing Inspector	Single Dwelling
12458/2020/PPC	28 Essex Street, Chuwar	08/02/2021	Approved	Plumbing Inspector	Relocation of Sanitary Drainage
1699/2021/PPC	488 Warwick Road, Yamanto	08/02/2021	Approved	Plumbing Inspector	Tenancy 45B Fitout (Hiit Republic)
1840/2021/PPC	488 Warwick Road, Yamanto	28/01/2021	Approved	Plumbing Inspector	Tenancy Fitout - Club Lime (Tenancy 46)
3281/2021/PPC	6 Wellington Street, Brassall	23/02/2021	Approved	Plumbing Inspector	Social Housing - Units x 12
8593/2020/PPR	106 Yarrow Road, Rosewood	10/02/2021	Approved	Plumbing Inspector	Non-Sewered Single Dwelling

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DIVISION 4					
Delegated Authority: 85 Application/s					
Application No.	Address	Decision Date	Decision	Determining Authority	Description
12447/2020/PPR	23 Tallwoods Street, Karalee	27/01/2021	Approved	Plumbing Inspector	Non-Sewered Single Dwelling
12579/2020/PPR	6 Parkdale Court, Chuwar	01/02/2021	Approved	Plumbing Inspector	Non-Sewered Single Dwelling
1386/2021/PPR	23 Paluma Place, Karalee	29/01/2021	Approved	Plumbing Inspector	Dwelling - Non-sewered
1414/2021/PPR	33 Aspect Way, Karalee	21/01/2021	Approved	Plumbing Inspector	Non-Sewered Single Dwelling
1553/2021/PPR	18-24 Bendemeer Street, Karalee	25/01/2021	Approved	Plumbing Inspector	Non-Sewered Single Dwelling
1538/2021/PPR	42 Caffery Drive, Haigslea	25/01/2021	Approved	Plumbing Inspector	Single Dwelling - Non Sewered.
1579/2021/PPR	273 Rosewood Laidley Road, Lanefield	27/01/2021	Approved	Plumbing Inspector	Non-Sewered Single Dwelling
1709/2021/PPR	81 Owens Street, Marburg	08/02/2021	Approved	Plumbing Inspector	Non-Sewered Single Dwelling
2221/2021/PPR	350 Haigslea Malabar Road, Haigslea	05/02/2021	Approved	Plumbing Inspector	Non-Sewered Single Dwelling
2541/2021/PPR	109 Riverside Avenue, Barellan Point	18/02/2021	Approved	Plumbing Inspector	Non-Sewered Single Dwelling
2472/2021/PPR	99 Owens Street, Marburg	09/02/2021	Approved	Plumbing Inspector	Non-Sewered Single Dwelling
2640/2021/PPR	36 O'Connell Road, Thagoona	24/02/2021	Approved	Plumbing Inspector	Non-Sewered Single Dwelling
2632/2021/PPR	16 Upper John Street, Rosewood	08/02/2021	Approved	Plumbing Inspector	Secondary Dwelling
2883/2021/PPR	28 Paluma Place, Karalee	11/02/2021	Approved	Plumbing Inspector	Non-Sewered Single Dwelling
2855/2021/PPR	60 Aspect Way, Karalee	15/02/2021	Approved	Plumbing Inspector	Non-Sewered Single Dwelling
3056/2021/PPR	40-42 Oxley Drive, Karalee	16/02/2021	Approved	Plumbing Inspector	On-Site Sewerage Facility Upgrade
3350/2021/PPR	45 Aspect Way, Karalee	18/02/2021	Approved	Plumbing Inspector	Non-Sewered Single Dwelling
3403/2021/PPR	25 Aspect Way, Karalee	16/02/2021	Approved	Plumbing Inspector	Dwelling - Unsewered
3363/2021/PPR	50 Aspect Way, Karalee	16/02/2021	Approved	Plumbing Inspector	Non-Sewered Single Dwelling
3749/2021/PPR	65-75 Leichhardt Crescent, Barellan Point	18/02/2021	Approved	Plumbing Inspector	Non-Sewered Single Dwelling
4373/2021/PPR	61 Arbury Crescent, Brassall	25/02/2021	Approved	Plumbing Inspector	Single Dwelling and Auxiliary Unit
10713/2020/RAL	59-61 First Avenue, Barellan Point	17/02/2021	Approved	Development Assessment East Manager	Reconfiguring a Lot - One (1) lot into two (2) lots
6409/2018/SSP/A	10 Edmond Street, Marburg	21/01/2021	Approved	Senior Development Planning Compliance Officer	Lots 21 & 22 on SP317421
378/2015/SSP/A	442 Warwick Road, Yamanto	22/02/2021	Approved	Senior Development Planning Compliance Officer	Lot 3 on SP271793

Doc ID No: A6821750

ITEM: 13
SUBJECT: PLANNING AND DEVELOPMENT COURT ACTION STATUS REPORT
AUTHOR: MANAGER, DEVELOPMENT PLANNING
DATE: 26 FEBRUARY 2021

EXECUTIVE SUMMARY

This is a report concerning a status update with respect to current Planning and Environment Court actions associated with development planning applications.

RECOMMENDATION/S

That the report be received and the contents noted.

RELATED PARTIES

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

ADVANCE IPSWICH THEME

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

DISCUSSION

Whilst this report outlines a specific list of development application related court actions, from time to time Council will be engaged in prosecutions relating to development offences and other matters. Owing to the nature of these prosecutions, these matters are not generally listed in the attached court action report. However substantial matters will be presented to the Growth and Infrastructure Committee using this report from time to time. To this end, Council officers recently coordinated 2 successful prosecutions.

Matthews (Brisbane Road, Booval)

Following a successful prosecution, the Magistrates Court found the defendant guilty and awarded penalties and orders in Favour of the Council. A series of fines were issued to a total of \$30,500.00 and orders to pay costs and to remove illegal structures and devices

were also issued. Moving forward, Council officers may need to give consideration to non-compliance with the order.

Nugrow (Memorial Drive, Swanbank)

Council was successful in seeking a court order to require urgent works to address non-compliance on the site with specific reference to the alleged removal of stormwater treatment devices required to protect the environment. This matter is ongoing and is subject to a further review by the court on the 3rd of March 2021.

Other Matters

In relation to Appeals:

- 3473 of 2019 (Lantrak Property Holdings (Qld) Pty Ltd v Ipswich City Council),
- 4101 of 2019 (Cleanaway Solid Waste Pty Ltd v Ipswich City Council) and
- 912 of 2020 (Austin BMI Pty Ltd v Ipswich City Council),

The appeals are all in various phases of joint expert witness report preparation. Reviews undertaken by the court are focussed on the progress of these and the preparation for necessary material for the six week trial, commencing 10 May 2021 and a further two weeks commencing 19 July 2021. It is worth noting that the preparation of the reports includes the collection of data which is considered commercial in confidence. This data has been the subject of specific orders dealing with its protection (i.e. non-disclosure) and limitation of its use to particular parties.

LEGAL/POLICY BASIS

This report and its recommendations are consistent with the following legislative provisions:

Local Government Act 2009

Planning Act 2016

Planning and Environment Court Act 2016

RISK MANAGEMENT IMPLICATIONS

There are no risk management implications associated with this report.

FINANCIAL/RESOURCE IMPLICATIONS

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



COMMUNITY AND OTHER CONSULTATION

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

CONCLUSION

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

ATTACHMENTS AND CONFIDENTIAL BACKGROUND PAPERS

1.	Planning and Development Court Action Status Report  
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Brett Davey

MANAGER, DEVELOPMENT PLANNING

I concur with the recommendations contained in this report.

Peter Tabulo

GENERAL MANAGER, PLANNING AND REGULATORY SERVICES

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



PLANNING AND REGULATORY SERVICES

Court Action Status Report

Below is a list of Development Applications with open court appeals.

Total Number of Appeals - 11

(as at 25 February 2021)

DIVISION 1

HPC Urban Design & Planning Pty Ltd and Bio-Recycle Australia Pty Ltd v Ipswich City Council

Register No:	152	Appeal Type:	Applicant Appeal	Appeal No:	939 of 2019
Application No:	5601/2004/MAMC/A	Property:	30 Memorial Drive, Swanbank	Received Date:	19/3/2019
Applicant:	Bio-Recycle Australia Pty Ltd				
Appeal Summary:	This is an applicant appeal against Council's decision to refuse a 'Minor Change' application which sought to extend the life of an existing landfill facility by increasing the landfill height from the approved RL75 to RL80.				

The application was refused on the basis that:

- It failed to demonstrate that the proposed development is not in conflict with the Temporary Local Planning Instrument No.1 of 2018 (Waste Activity Regulation).
- It failed to demonstrate that there is a need to extend the life of the existing facility by increasing the landfill height from the approved RL75 to RL80.the proposed changes would result in a substantially different development to that which is currently permitted as they change the ability of the proposed development to operate as intended and introduce new impacts or increase the severity of known impacts including but not limited to visual and environmental nuisances.

Status: Consent order issued by Planning and Environment Court 19 February 2021.

Lantrak Property Holdings (Qld) Pty Ltd v Ipswich City Council

Register No:	153	Appeal Type:	Applicant Appeal	Appeal No:	3473 of 2019
Application No:	3343/2018/MCU	Property:	460-482 Ipswich Rosewood Road, Jeebropilly	Received Date:	25/9/2019
Applicant:	Lantrak Property Holdings (QLD) Pty Ltd				
Appeal Summary:	This is an applicant initiated deemed refusal appeal. The development application was for a new construction and demolition (non-putrescible) landfill facility. The due date for Council to make a decision was 13 September 2019 and the due date to issue the decision notice to the applicant was 20 September 2019. On 13 September 2019 the applicant refused Council's request for an extension of time for the decision period and subsequently lodged the deemed refusal appeal before Council was in a position to issue a decision.				

Status: Next Court review is on 3 March 2021. Hearing set down to commence on 10 May 2021

Baycrown Pty Ltd v Ipswich City Council

Register No:	174	Appeal Type:	Originating Application	Appeal No:	293/2021
Application No:	249/2007/CA	Property:	7001 Soho Drive, Deebling Heights	Received Date:	5/2/2021
Applicant:	Mr David William Hilzinger and Malu Sands Pty Ltd				
Appeal Summary:	This is an Originating Application to make a change (Change Application) to the development approval granted via Consent Order (Court Appeal No. BD2016 of 2009) by the Planning and Environment on 13 May 2011.				

Status: Application listed before the Court on 24 February 2021

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DIVISION 1

Fabcot Pty Ltd v Ipswich City Council

Register No:	157	Appeal Type:	Applicant Appeal	Appeal No:	4301 of 2019
Application No:	2269/2019/MCU	Property:	91 Raceview Street, Raceview	Received Date:	28/11/2019
Applicant:	Fabcot Pty Ltd				
Appeal Summary:	This is an applicant appeal against Council's decision to refuse an application for a Material Change of Use – Shopping Centre.				
Status:	Without prejudice discussions occurring.				

DIVISION 3

Cleanaway Solid Waste Pty Ltd v Ipswich City Council

Register No:	156	Appeal Type:	Applicant Appeal	Appeal No:	4101 of 2019
Application No:	4502/2018/MCU	Property:	100 Chum Street, New Chum	Received Date:	14/11/2019
Applicant:	Cleanaway Solid Waste Pty Ltd				
Appeal Summary:	This is an applicant appeal against Council's decision to refuse a development application which sought to extend the life of an existing landfill facility by increasing the landfill height from the approved RL72 to RL85.				
Status:	Next Court review is on 3 March 2021. Hearing set down to commence 10 May 2021.				

Austin BMI Ltd CAN 164 204 308 v Ipswich City Council

Register No:	160	Appeal Type:	Applicant Appeal	Appeal No:	912 of 2020
Application No:	1149/2018/CA	Property:	191 Whitwood Road, New Chum	Received Date:	23/3/2020
Applicant:	Austin BMI Pty Ltd				
Appeal Summary:	<p>This is an applicant initiated deemed refusal appeal. The development application was for a new construction and demolition (non-putrescible) landfill facility.</p> <p>The due date for Council to make a decision was 11 February 2020 and the due date to issue the decision notice to the applicant was 18 February 2020.</p> <p>On 4 February 2020 the applicant refused Council's request to extend the decision making period until 25 February 2020 and subsequently lodged the deemed refusal appeal before Council was in a position to issue a decision.</p>				
Status:	Minor change application to be heard on 25 February 2021. Next Court review anticipated to be on 3 March 2021.				

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DIVISION 3

Nguyen v Ipswich City Council

Register No:	164	Appeal Type:	Notice of Appeal	Appeal No:	1293 of 2020
Application No:	9945/2018/CA	Property:	40 Queen Street, Dinmore	Received Date:	1/5/2020
Applicant:	Mr Binh Nguyen				
Appeal Summary:	This is an appeal against a refusal issued by Council for reconfiguring a lot (Boundary realignment – six (6) lots into six (6) lots) and material change of use (building envelopes on proposed Lot 1 and 2). The application was refused, as the submitted mining reports did not adequately address the potential subsidence on the site and how the development can minimise risk to property, health and safety in relation to possible subsidence from past mining activities on the site. External Legal Contact: N/A at this time				
Status:	Without prejudice discussions between experts are occurring. The next court review is on 4 Mar 2021.				

Edge Early Learning Holdings Pty Ltd vs Ipswich City Council

Register No:	173	Appeal Type:	Notice of Appeal	Appeal No:	239 of 2021
Application No:	2488/2020/CA	Property:	99 Blackstone Road, Silkstone	Received Date:	29/1/2021
Applicant:	Edge Early Learning Pty Ltd				
Appeal Summary:	This is an applicant appeal against Council's decision to approve, subject to conditions, a material change of use for community use (child care centre) and reconfiguring a lot (four (4) into two (2) lots), specifically relating to Condition 20: Acoustic Design Management. The reasons for the Disputed Condition are an unreasonable imposition on the development or use of the Land and are not reasonably required by the development or use of the Land in relation to complying with the Acoustic Quality Objectives of the Environmental Protection (Noise) Policy 2019 by constructing a 3m high acoustic barrier which would be in direct conflict with the 2m height limit required in Condition 20(c) of the approval. The appellants believe that the Environmental Protection (Noise) Policy 2019 is an inappropriate standard by which the proposed development should be conditioned to comply with, particularly with reference to road noise.				
Status:	Without prejudice discussions occurring.				

DIVISION 4

Qld Tipper Hire Pty Ltd v Ipswich City Council

Register No:	166	Appeal Type:	Applicant Appeal	Appeal No:	1895 of 2020
Application No:	7487/2019/MCU	Property:	239 Poplar Street, Walloon	Received Date:	1/7/2020
Applicant:	QLD Tipper Hire Pty Ltd				
Appeal Summary:	This is an appeal against three (3) conditions included in Council's approval given by negotiated decision notice, dated 4 June 2020. The conditions being appealed relate to the requirements for the upgrade of the section of Poplar Street from the intersection of Anthony's Road up to 10m past the site access location, and/or further investigation of the pavement condition to determine the current suitability of the road and inform detailed design for upgrade works.				
Status:	The matter is next listed for review on 26 February 2021 to allow discussions to continue.				

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DIVISION 4

L&P Bachmann Nominees Pty Ltd v Ipswich City Council

Register No:	167	Appeal Type:	Applicant Appeal	Appeal No:	2550 of 2020
Application No:	9579/2019/MCU	Property:	72-76 Junction Road, Karalee	Received Date:	8/9/2020
Applicant:	Plan A Town Planning Pty Ltd				
Appeal Summary:	This is an applicant appeal against Council's decision to refuse a development application for Business Use (Excluding Bulky Goods Sales, Hotel, Produce/Craft Market, Service Station, Shop and predominate use of premises for a skin penetrating activity other than acupuncture) at 72-76 Junction Road, Karalee.				
	The application was refused primarily on the basis of traffic/access and noise related matters.				
Status:	Without prejudice discussions ongoing.				

Fabcot Pty Ltd

Register No:	172	Appeal Type:	Applicant Appeal – Originating Application	Appeal No:	3618 of 2020
Application No:	3394/2012/CA	Property:	19 Diamantina Boulevard, Brassall	Received Date:	18/12/2020
Applicant:	Fabcot Pty Ltd				
Appeal Summary:	On 18 December 2020, the applicant lodged an originating application to the Planning and Environment Court Appeal seeking a 'minor change' to the development approval to adopt a revised roundabout design to access the development site which results in the removal of the properties located at 25 and 27 Diamantina Boulevard, Brassall from the approval. Notably, the development permit included 25 and 27 Diamantina Boulevard, Brassall (which are presently two (2) residential properties improved by a single residential dwelling on each site) to require a small portion of the sites frontages to facilitate part of the roundabout to access the centre. Upon further examination by the applicant, it was suggested that no road resumption requirements are necessary to facilitate for the roundabout to access the development site.				
	The technical material to substantiate this determination is being reviewed by Council officers; however in the event that the traffic management and safety are not compromised, there is likely to be no objection to this change. It is further anticipated that the appellant will seek a further extension to the relevant period (beyond May 2021) following resolution of this design change to permit construction of the facility. Fabcot have indicated that they intend to proceed with construction once these matters are resolved.				
Status:	Without prejudice discussions ongoing. Next court review is 5 March 2021.				