



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, 15 April 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, 15 April 2021

Council Chambers

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** Item includes confidential papers

GROWTH INFRASTRUCTURE AND WASTE COMMITTEE NO. 3

15 APRIL 2021

AGENDA

DECLARATIONS OF INTEREST IN MATTERS ON THE AGENDA

BUSINESS OUTSTANDING

CONFIRMATION OF MINUTES

1. **CONFIRMATION OF MINUTES OF THE GROWTH INFRASTRUCTURE AND WASTE COMMITTEE NO. 2021(02) OF 11 MARCH 2021**

RECOMMENDATION

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

OFFICERS' REPORTS

2. **PROCUREMENT - DELEGATION TO CEO TO ENTER INTO A CONTRACT UNDER LOCAL BUY CONTRACT FOR THE SUPPLY OF STREETLIGHTING ELECTRICITY**

This is a report concerning the supply of Retail Electricity for Unmetered Streetlights under Local Buy panel arrangement. The contract is scheduled for renewal on 11 June 2021, requiring early or advance delegation to the Chief Executive Officer to execute an agreement within five (5) business days of this date.

RECOMMENDATION

That pursuant to section 257(1) of the *Local Government Act 2009*, Council delegate to the Chief Executive Officer, the authority to exercise the powers of Council under Chapter 6 (Contracting) of the *Local Government Regulation 2012* in its capacity as a local government.

Conditions:

This delegation is subject to the following conditions:

1. This delegation does not authorise the Chief Executive Officer to exercise the powers under the *Local Government Act 2009* if the *Local Government Act 2009* provides that the power must be exercised by resolution.

2. Whenever this power is exercised, a record of the exercise shall be made in writing at the time of exercising such power, and a copy thereof shall be kept in such format as determined from time to time by the Chief Executive Officer.
3. The recommendation and decision in relation to the successful tender must be subsequently presented to Council at the first available meeting of Council, for Council's noting.
4. The Chief Executive Officer may only exercise the powers granted under this delegation in relation to Contract 11943 for the supply of retail electricity for unmetered streetlights.
5. This delegation expires on completion of the Contract.

3. ****ACQUISITION OF VOLUMETRIC TITLE - LOT 1 UNNAMED ROAD, SPRINGFIELD**

This is a report concerning the acquisition of a volumetric title described as Lot 1 on SP151191 located below surface level under the Springfield Greenbank Arterial Road, Springfield.

RECOMMENDATION

- A. That Council, having considered the details contained in this report, support the acquisition of the Volumetric Title described as Lot 1 on SP151191 (volumetric title) located under the Springfield Greenbank Arterial by way of resumption agreement, with The Springfield Anglican College (TSAC) being required to complete drainage works. If Council fail to reach an agreement with TSAC for the acquisition of the Title, recommendations C and D will apply as alternative recommendations to A and B.
- B. 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 compensation payable by Council under any resumption agreement.
- C. That Council resolve to exercise its power as a constructing authority for strategic road purposes, under the *Acquisition of Land Act 1967*, and take (by way of resumption) the volumetric title located under the Springfield Greenbank Arterial, and described as Lot 1 on SP151191 and identified in Attachment 1 of this report.
- 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 (by way of resumption) the volumetric title described as Lot 1 on SP151191 and located under the Springfield Greenbank Arterial, Springfield, for strategic road purposes in Council's capacity as a constructing authority under the *Acquisition of Land Act 1967*.

4. ****14-15-108 SPRINGFIELD DOMAIN PARKLANDS MANAGEMENT**

This is a report concerning a supplier requested variation to the annual price review mechanism of contract 14-15-108 Robelle Domain Stage 2 – Parklands Management Agreement with Australian Crawl Springfield Pty Ltd.

The proposed variation allows for the contract pricing to be adjusted in accordance with both the Brisbane Consumer Price Index (CPI) and Fair Work Commission (FWC) minimum wage adjustments.

RECOMMENDATION

That the Chief Executive Officer be authorised to administer contract variations for the Robelle Domain Stage 2 – Parklands Management, Contract No. 14-15-108 and to do any other acts necessary to implement Council's decision in accordance with section 13(3)(c) of the *Local Government Act 2009*.

5. **NOTICE OF MOTION RESPONSE - RIDING THE REVOLUTION REPORT**

This is a report concerning a response to a Notice of Motion tabled at the Growth, Infrastructure and Waste Committee Meeting held on 3 December 2020 relating to the *Riding the Revolution – A New Approach to Active Transport in South-East Queensland* report where eight recommendations are identified for consideration by the Queensland Government and local Councils.

RECOMMENDATION

- A. That the report be received and the contents noted.
- B. That the four opportunities identified below as being able to be delivered via 'business as usual' active transport activities be implemented:
1. Incorporate e-bike users as a key area of interest in the next review of the *iGO Active Transport Action Plan*;
 2. Investigate the possible implementation of Ciclovias or pop up bike lanes in the Ipswich CBD next financial year;
 3. Continue to put forward active transport projects for grant funding opportunities where they meet the program guidelines and are ready for delivery; and
 4. Consider the further development of the Boonah Ipswich Rail Trail as part of the development of Council's new *Recreational Walking and Cycling Action Plan*.

6. WASTE AND CIRCULAR ECONOMY TRANSFORMATION DIRECTIVE - UPDATE 2

This is a report concerning an update on the implementation of the Waste and Circular Economy Transformation Directive.

RECOMMENDATION

That the report be received and the contents noted.

7. PLANNING & 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.

RECOMMENDATION

That the report be received and the contents noted.

8. EXERCISE OF DELEGATION REPORT

This is a report concerning applications that have been determined by delegated authority 25 February 2021 to 26 March 2021.

RECOMMENDATION

That the report be received and the contents noted.

9. IED CAPITAL PORTFOLIO FINANCIAL PERFORMANCE REPORT - FEBRUARY 2021

This is a report concerning Infrastructure and Environment Department's (IED) capital portfolio financial performance for the period ending 28 February 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.

10. **SOUTH EAST QUEENSLAND COUNCIL OF MAYORS REGIONAL WASTE MANAGEMENT PLAN

This is a report concerning the South East Queensland Council of Mayors SEQ Waste Management plan.

In 2020, the South East Queensland Council of Mayors (CoMSEQ) have commissioned a draft Regional Waste Management Plan to approach waste management from a regional perspective.

CoMSEQ have now provided the draft report and are seeking in-principle endorsement from member Councils for the draft plan.

RECOMMENDATION

That Council provide in-principle endorsement of the draft SEQ Waste Management Plan as attached to this report.

NOTICES OF MOTION

MATTERS ARISING

GROWTH INFRASTRUCTURE AND WASTE COMMITTEE NO. 2021(02)

11 MARCH 2021

MINUTES

COUNCILLORS' ATTENDANCE: Mayor Teresa Harding (Chairperson); Councillors Paul Tully (Deputy Chairperson), 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), General Manager Corporate Services (Sonia Cooper), General Manager Community, Cultural and Economic Development (Ben Pole), General Manager Planning and Regulatory Services (Peter Tabulo), Manager, Community and Cultural Services (Don Stewart), Community Development Manager (Melissa Dower), Indigenous Australian Community Development Officer (Derek Kinchela), Manager, Economic and Community Development (Cat Matson), Chief Financial Officer (Jeff Keech), Waste and Circular Economy Transformation Manager (Brett Davey), Acting Manager, Development Planning (Anthony Bowles), Manager, Compliance (Alisha Connaughton), Manager, Legal and Governance (General Counsel) (Tony Dunleavy), Manager, Procurement (Richard White), Senior Property Officer (Acquisitions and Disposals (Paul Lee), Property Services Manager (Brett McGrath), Manager Infrastructure Strategy (Tony Dileo), Manager Assets and Portfolio Management (Cathy Murray), Media and Communications Manager (Darrell Giles) and Theatre Technician (Harrison Cate)

OTHER ATTENDANCE: Advisor to the Minister (Steve Greenwood)

MEETING ATTENDANCE VIA AUDIO LINK

Councillor Paul Tully requested attendance at the Growth, Infrastructure and Waste committee meeting via audio link.

DECISION

Moved by Mayor Teresa Harding:
Seconded by Councillor Sheila Ireland:

That in accordance with section 254K of the *Local Government Regulation 2012*, Councillor Paul Tully be permitted to participate in the meeting via audio link.

AFFIRMATIVE

Councillors:

Harding

Tully

Ireland

Doyle

Fechner

Kunzelmann

Milligan

Jonic

NEGATIVE

Councillors:

Nil

Councillor Madsen was not present for the discussion or vote on this matter.

The motion was put and carried.

DECLARATIONS OF INTEREST IN MATTERS ON THE AGENDA

In accordance with section 150EQ of the *Local Government Act 2009*, Councillor Russell Milligan informed the meeting that he has a Declarable Conflict of Interest in Item 10 titled 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.

The nature of the interest is that Councillor Milligan has pre-existing and ongoing personal and business relationships with submitters to the development application. The nature of these relationships is due to previous business and employment engagements. The submitters have not been named as they have requested their identities remain anonymous.

Councillor Russell Milligan advised that he will leave the meeting room (including any area set aside for the public) while this matter is being discussed and voted on.

BUSINESS OUTSTANDING

Nil

CONFIRMATION OF MINUTES

1. CONFIRMATION OF THE MINUTES OF THE GROWTH, INFRASTRUCTURE AND WASTE COMMITTEE NO. 2021(01) OF 11 FEBRUARY 2021

DECISION

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

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

AFFIRMATIVE

Councillors:

Harding

Tully

Ireland

Doyle

Fechner

Kunzelmann

Milligan

Jonic

NEGATIVE

Councillors:

Nil

Councillor Madsen was not present for the discussion or vote on this matter.

The motion was put and carried.

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.

DECISION

Moved by Deputy Mayor Marnie Doyle:
Seconded by Councillor Russell Milligan:

- 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.**

Councillor Jacob Madsen arrived at the meeting at 9.10 am.

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

The motion was put and carried.

Councillor Andrew Fechner proposed the following as Recommendation D:

- D. That Council recognise Bicycle Queensland as a key stakeholder and representative of bicycle user groups and consult with the organisation regarding the citywide bicycle network.

DECISION

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

- 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.**
- D. That Council recognise Bicycle Queensland as a key stakeholder and representative of bicycle user groups and consult with the organisation regarding the citywide bicycle network.**

AFFIRMATIVE	NEGATIVE
Councillors:	Councillors:
Harding	Nil
Tully	
Ireland	
Madsen	
Doyle	
Fechner	
Kunzelmann	

Milligan
Jonic

The motion was put and carried.

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.

DECISION

Moved by Councillor Sheila Ireland:
Seconded by Councillor Kate Kunzelmann:

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, Infrastructure, Local Government and Planning for acknowledgement and support.**

AFFIRMATIVE

Councillors:

Harding

Tully

Ireland

Madsen

Doyle

Fechner

Kunzelmann

Milligan

Jonic

NEGATIVE

Councillors:

Nil

The motion was put and carried.

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).

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

DECISION

Moved by Councillor Nicole Jonic:
Seconded by Councillor Kate Kunzelmann:

- 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*.

AFFIRMATIVE
Councillors:
Harding
Tully
Ireland
Madsen
Doyle
Fechner

NEGATIVE
Councillors:
Nil

Kunzelmann
Milligan
Jonic

The motion was put and carried.

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.

DECISION

Moved by Councillor Andrew Fechner:

Seconded by Councillor Kate Kunzelmann:

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*.

AFFIRMATIVE

Councillors:

Harding

Tully

Ireland

Madsen

Doyle

Fechner

Kunzelmann

Milligan

Jonic

NEGATIVE

Councillors:

Nil

The motion was put and carried.

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.

DECISION

Moved by Councillor Sheila Ireland:

Seconded by Councillor Jacob Madsen:

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.

AFFIRMATIVE

Councillors:

Harding

Tully

Ireland

Madsen

Doyle

NEGATIVE

Councillors:

Nil

Fechner
Kunzelmann
Milligan
Jonic

The motion was put and carried.

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.

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.

LEAVE OF ABSENCE

Councillor Sheila Ireland sought a leave of absence for the remainder of the meeting.

AFFIRMATIVE
Councillors:
Harding
Tully
Ireland

NEGATIVE
Councillors:
Nil

Madsen
Doyle
Fechner
Kunzelmann
Milligan
Jonic

The motion was put and carried.

Councillor Sheila Ireland left the meeting at 9.54 am.

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.

DECISION

Moved by Councillor Andrew Fechner:

Seconded by Councillor Russell Milligan:

That the report be received and the contents noted.

AFFIRMATIVE

Councillors:

Harding

Tully

Madsen

Doyle

Fechner

Kunzelmann

Milligan

Jonic

NEGATIVE

Councillors:

Nil

The motion was put and carried.

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.

DECISION

Moved by Councillor Nicole Jonic:

Seconded by Councillor Kate Kunzelmann:

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

AFFIRMATIVE

Councillors:

Harding

Tully

Madsen

Doyle

Fechner

Kunzelmann

Milligan

Jonic

NEGATIVE

Councillors:

Nil

The motion was put and carried.

Councillor Russell Milligan left the meeting at 9.57 am due to a previously declared interest in Item 10.

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.

DECISION

Moved by Councillor Kate Kunzelmann:
Seconded by Councillor Andrew Fechner:

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

AFFIRMATIVE

Councillors:

Harding

Tully

Madsen

Doyle

Fechner

Kunzelmann

Jonic

NEGATIVE

Councillors:

Nil

All Councillors except Councillor Sheila Ireland and Councillor Russell Milligan were present when the vote was taken.

The motion was put and carried.

Councillor Russell Milligan returned to the meeting at 10.07 am.

ADJOURN MEETING

Mayor Teresa Harding moved that the meeting be adjourned at 10.07 am to reconvene at 10.30 am.

AFFIRMATIVE

Councillors:

Harding

Tully

Madsen

NEGATIVE

Councillors:

Nil

Doyle
Fechner
Kunzelmann
Milligan
Jonic

The meeting reconvened at 10.30 am.

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.

DECISION

Moved by Deputy Mayor Marnie Doyle:
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

Councillors:

Harding

Tully

Madsen

Doyle

Fechner

Kunzelmann

Milligan

Jonic

NEGATIVE

Councillors:

Nil

The motion was put and carried.

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.

DECISION

Moved by Deputy Mayor Marnie Doyle:
Seconded by Councillor Andrew Fechner:

That the report be received and the contents noted.

AFFIRMATIVE

Councillors:

Harding

Tully

Madsen

Doyle

Fechner

Kunzelmann

Milligan

Jonic

NEGATIVE

Councillors:

Nil

The motion was put and carried.

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.

DECISION

Moved by Councillor Andrew Fechner:

Seconded by Councillor Kate Kunzelmann:

That the report be received and the contents noted.

AFFIRMATIVE

Councillors:

Harding

Tully

Madsen

Doyle

Fechner

Kunzelmann

Milligan

Jonic

NEGATIVE

Councillors:

Nil

The motion was put and carried.

NOTICES OF MOTION

Nil

MATTERS ARISING

Nil

PROCEDURAL MOTION TO CONSIDER AN URGENT REPORT

DECISION

Moved by Mayor Teresa Harding:

That the following motion titled “Special Recovery and Reconstruction Taskforce” be dealt with as a matter of urgency.

AFFIRMATIVE

Councillors:

Harding

Tully

Madsen

Doyle

Fechner

Kunzelmann

Milligan

Jonic

NEGATIVE

Councillors:

Nil

The motion was put and carried.

14. SPECIAL RECOVERY AND RECONSTRUCTION TASKFORCE

Following the devastating Halloween storm event on 31 October 2020, continuing wet weather events and recent community engagement it has become even more evident that residents of the hardest hit areas are still suffering hardship and ongoing issues due to prolonged recovery and reconstruction efforts.

It has been almost 19 weeks since an unprecedented hail storm decimated homes, cars and property in the Springfield Lakes, Springfield, Rosewood, Walloon and Thagoona areas; and residents remain uncertain about their future. According to the Insurance Council of Australia, current insurance claims are estimated to be 39,604 and the damage bill is expected to reach \$1 billion.

The severity of the catastrophic storm and delay in recovery and reconstruction continues to cause significant distress and ongoing hardship for too many Ipswich families, in particular those living in uninhabitable dwellings with extensive roof damage and the ongoing threats of the storm season.

It is evident that this disaster needs further escalation and co-ordination across responsible agencies, stakeholders, industry and community.

DECISION

Moved by Councillor Nicole Jonic:
Seconded by Councillor Kate Kunzelmann:

- A. That Council establish a Special Recovery and Reconstruction Taskforce to engage with and co-ordinate key stakeholders to address the ongoing impacts and emerging issues in affected communities. This includes ongoing assessment of impacts and recovery, community engagement, communication and collaboration of all recovery partners and monitoring of recovery progress.**
- B. That Council nominate Councillor Nicole Jonic to Chair the Taskforce, supported by the Local Recovery Group and Coordinator.**
- C. That Council assess and scope additional relief and support options to further expedite recovery and reconstruction and assist those experiencing severe hardship.**
- D. That Council authorise waiver of fees to access Council owned and operated waste transfer stations, for residents of impacted areas, to dispose of storm damaged material (excluding commercial, or construction and demolition waste) through a fair and equitable system to be determined by the Chief Executive Officer.**

AFFIRMATIVE

Councillors:

Harding
Tully
Madsen
Doyle
Fechner
Kunzelmann
Milligan
Jonic

NEGATIVE

Councillors:

Nil

The motion was put and carried.

PROCEDURAL MOTIONS AND FORMAL MATTERS

The meeting commenced at 9.00 am.

The meeting closed at 10.47 am.

Doc ID No: A7157807

ITEM: 2

SUBJECT: PROCUREMENT - DELEGATION TO CEO TO ENTER INTO A CONTRACT UNDER
LOCAL BUY CONTRACT FOR THE SUPPLY OF STREETLIGHTING ELECTRICITY

AUTHOR: GOODS AND SERVICES CATEGORY SPECIALIST

DATE: 30 MARCH 2021

EXECUTIVE SUMMARY

This is a report concerning the supply of Retail Electricity for Unmetered Streetlights under Local Buy panel arrangement. The contract is scheduled for renewal on 11 June 2021, requiring early or advance delegation to the Chief Executive Officer to execute an agreement within five (5) business days of this date.

RECOMMENDATION

That pursuant to section 257(1) of the *Local Government Act 2009*, Council delegate to the Chief Executive Officer, the authority to exercise the powers of Council under Chapter 6 (Contracting) of the *Local Government Regulation 2012* in its capacity as a local government.

Conditions:

This delegation is subject to the following conditions:

1. This delegation does not authorise the Chief Executive Officer to exercise the powers under the *Local Government Act 2009* if the *Local Government Act 2009* provides that the power must be exercised by resolution.
2. Whenever this power is exercised, a record of the exercise shall be made in writing at the time of exercising such power, and a copy thereof shall be kept in such format as determined from time to time by the Chief Executive Officer.
3. The recommendation and decision in relation to the successful tender must be subsequently presented to Council at the first available meeting of Council, for Council's noting.
4. The Chief Executive Officer may only exercise the powers granted under this delegation in relation to Contract 11943 for the supply of retail electricity for unmetered streetlights.
5. This delegation expires on completion of the Contract.

RELATED PARTIES

There are no discernible conflicts of interest.

ADVANCE IPSWICH THEME

Managing growth and delivering key infrastructure

PURPOSE OF REPORT/BACKGROUND

Council has been utilising the Local Buy Panel Arrangement BUS237 for a period of three (3) years. Council currently spends approximately four million five hundred thousand (\$4,500,000) (GST exclusive) per annum on the supply of retail electricity for unmetered streetlights, with a contract value estimated over fourteen million (\$14,000,000) (GST exclusive) over a three year term.

Local Buy will obtain offers from electricity retail providers via a restricted tender process under its Local Buy arrangement. Council utilises the collective bargaining power of Local Buy to secure the best price for Council for this market. Offer validity in this market is very short due to the volatile nature of pricing within the energy sector.

The restricted tender will be issued on 31 May 2021 with tender close and evaluation on 4 June 2021. The evaluation report will be sent on the afternoon of 11 June 2021. Early or advance delegation is sought as it is anticipated that Council will have five (5) business days to execute the proposed contract due to the short offer validity period for tenders from the electricity market.

LEGAL/POLICY BASIS

This report and its recommendations are consistent with the following legislative provisions: *Local Government Act 2009 section 257(1) of the Local Government Act 2009, Local Government Regulation 2012 Section 234 4 Exception for LGA arrangement.*

RISK MANAGEMENT IMPLICATIONS

The non-acceptance or non-execution of the contract within a timely manner increases the risk of higher retail pricing for Council by not being part of the collective tendering process.

FINANCIAL/RESOURCE IMPLICATIONS

The estimated cost for the years 2021 to 2024 would be in the vicinity of \$15M. This figure may change based on the movements within the electricity market.

COMMUNITY AND OTHER CONSULTATION

Report reviewed by Infrastructure and Environment Department internal stakeholders.

Sean Madigan, Acting General Manager

Graeme Martin, Manager, Works and Field Services

James Hilyard, City Maintenance Manager

Michael Yau, Principal Engineer (City maintenance), Works and Fields Services Branch

Filip Stojic, Engineer (Electrical), Works and Fields Services Branch

There were no comments to add.

CONCLUSION

It is recommended that Council delegate the power to enter into a contract to the CEO for the purpose of contract 11943 for the supply of retail electricity for unmetered streetlights. As part of this, acceptance of the recommended Retail Provider within a restricted timeframe is also requested.

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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Doc ID No: A6837073

ITEM: 3

SUBJECT: ACQUISITION OF VOLUMETRIC TITLE - LOT 1 UNNAMED ROAD, SPRINGFIELD

AUTHOR: SENIOR PROPERTY OFFICER (ACQUISITIONS AND DISPOSALS)

DATE: 23 MARCH 2021

EXECUTIVE SUMMARY

This is a report concerning the acquisition of a volumetric title described as Lot 1 on SP151191 located below surface level under the Springfield Greenbank Arterial Road, Springfield.

RECOMMENDATION

- A. That Council, having considered the details contained in this report, support the acquisition of the Volumetric Title described as Lot 1 on SP151191 (volumetric title) located under the Springfield Greenbank Arterial by way of resumption agreement, with The Springfield Anglican College (TSAC) being required to complete drainage works. If Council fail to reach an agreement with TSAC for the acquisition of the Title, recommendations C and D will apply as alternative recommendations to A and B.
- B. 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 compensation payable by Council under any resumption agreement.
- C. That Council resolve to exercise its power as a constructing authority for strategic road purposes, under the *Acquisition of Land Act 1967*, and take (by way of resumption) the volumetric title located under the Springfield Greenbank Arterial, and described as Lot 1 on SP151191 and identified in Attachment 1 of this report.
- 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 (by way of resumption) the volumetric title described as Lot 1 on SP151191 and located under the Springfield Greenbank Arterial, Springfield, for strategic road purposes in Council's capacity as a constructing authority under the *Acquisition of Land Act 1967*.

RELATED PARTIES

The Property Services Manager has declared a Conflict of Interest in the matter.

ADVANCE IPSWICH THEME

Managing growth and delivering key infrastructure

PURPOSE OF REPORT/BACKGROUND

The Springfield Anglican College (TSAC) currently owns an underground volumetric title described as Lot 1 on SP151191 located under the Springfield Greenbank Arterial, Springfield. It was intended to be used as a pedestrian underpass linking TSAC, located on the eastern side of the Springfield Greenbank Arterial at 2 Steve Cross Circuit, Springfield to Council land at 7009 Eden Station Road, Springfield on the western side of the Arterial.

The underpass was originally constructed in 2002 by Springfield Land Corporation (SLC) for the planned future school to gain access to the planned future sporting fields to be located on the opposite side of the Arterial. It is understood SLC transferred the volumetric title to TSAC as part of the sale of land for the school.

The underpass is a square prism with a length of approximately 42 metres, a height and width of approximately 3.5 metres and an area of 521m³.

In 2013 Council commenced bulk earthworks on the Council property on the western side of the Arterial and by 2014 the underpass and its associated drainage infrastructure was blocked. Additionally, Eden Station Road was constructed around this same time and the road now defines the southern boundary of the Council property. Its intersection with Springfield Greenbank Arterial saw the introduction of pedestrian traffic lights across the road. The introduction of the pedestrian lights reduces the need for the pedestrian underpass.

The filling of the adjacent Council land may have created a blockage to the underpass and prevented stormwater runoff from TSAC land, which previously drained in a westerly direction via drainage infrastructure in the underpass. TSAC has been required to pump water out of the underpass which otherwise would be a safety risk for children.

In 2017 consultants engaged by Council completed a design to stop the build-up of stormwater on TSAC land by blocking the underpass at both ends and diverting the stormwater to an existing gully inlet in the driveway to the school. The project brief and the completed documentation were handed over for delivery under the FY19/20 capital works portfolio. The design was reassessed by IED Technical Services to ensure no other options were feasible, and to ultimately prepare the full suite of construction drawings. Options assessed included:

<i>Option 1</i>	<i>Outcome</i>
Permanently seal the underpass structure, raise the level of the gully on TSAC property, and	Preferred option. Still presents challenges in construction of the culvert plug in ICC

install stormwater pipe to convey water through to existing TSAC stormwater network adjacent to the driveway to Steve Croft Circuit.	land. Minimal impacts on public utility services. Stormwater construction relatively short in length and low complexity.
Option 2	<i>Outcome</i>
Capture and outlet to ICC stormwater network in the road reserve on the eastern (TSAC) side of Springfield Greenbank Arterial.	Too costly to construct due to large number of public utility services in the verge, as well as poor longitudinal grade to ICC stormwater asset.
Option 3	<i>Outcome</i>
Capture run-off at western end of underpass and outlet to Mountain Creek across ICC land.	Extremely difficult and costly to construct stormwater at the required depth (>3m), with unknown ground condition this would require significant benching to ensure ground stability and safe construction. While this eliminates the work in SAC land, it would still require work adjacent to the SAC's underpass structure.

The chosen design, Option 1, will result in the underpass being permanently closed, which is the reason for the acquisition of the volumetric title from TSAC. Additionally, the design requires civil and drainage works to be completed inside TSAC property.

LEGAL/POLICY BASIS

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

RISK MANAGEMENT IMPLICATIONS

The risk of not acquiring the Title will result in the drainage issue not being resolved at TSAC and the school will continue having drainage problems. Council potentially has a responsibility to fix the drainage issue at the school.

FINANCIAL/RESOURCE IMPLICATIONS

Expenses relating to the resumption of the Title 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

IED has had ongoing correspondence with TSAC since 2017 when issues of drainage were first raised with Council. A meeting was held between the Council and TSAC in May 2020 to discuss Council's proposal to resolve the stormwater drainage issues. The concept design was provided to TSAC for consideration, with the volumetric title acquisition and stormwater works requiring the school board to meet and approve.

An email from TSAC on 4th September 2020 to IED has given in-principle agreement to both Council's acquisition of the volumetric title and to undertake required drainage works in their land.



A further email and telephone conversation occurred with TSAC on the 18th March 2021 discussing the acquisition process and agreeing to Council to obtain a valuation of the volumetric title.

CONCLUSION

It is recommended that Council proceed with a compulsory acquisition of the volumetric title described as Lot 1 on SP15119 as a "Constructing Authority" under the *Acquisition of Land Act 1967 (ALA)*.

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

ATTACHMENTS AND CONFIDENTIAL BACKGROUND PAPERS

1.	Location Map  
	CONFIDENTIAL
2.	Title Search for Lot 1 on SP151191
3.	Survey Plan for Lot 1 on SP151191
4.	Council Legal Advice

Paul Lee

SENIOR PROPERTY OFFICER (ACQUISITIONS AND DISPOSALS)

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.

Sonia Cooper

GENERAL MANAGER CORPORATE SERVICES

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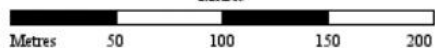
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Business Hours 8:00am - 4:30pm (Mon - Fri)

Lot 1 Unnamed Road Springfield



Scale 1:3,124

Metres



Printed Date: 24 Mar 2021



Doc ID No: A7150549

ITEM: 4

SUBJECT: 14-15-108 SPRINGFIELD DOMAIN PARKLANDS MANAGEMENT

AUTHOR: GOODS AND SERVICES CATEGORY SPECIALIST

DATE: 26 MARCH 2021

EXECUTIVE SUMMARY

This is a report concerning a supplier requested variation to the annual price review mechanism of contract 14-15-108 Robelle Domain Stage 2 – Parklands Management Agreement with Australian Crawl Springfield Pty Ltd.

The proposed variation allows for the contract pricing to be adjusted in accordance with both the Brisbane Consumer Price Index (CPI) and Fair Work Commission (FWC) minimum wage adjustments.

RECOMMENDATION

That the Chief Executive Officer be authorised to administer contract variations for the Robelle Domain Stage 2 – Parklands Management, Contract No. 14-15-108 and to do any other acts necessary to implement Council's decision in accordance with section 13(3)(c) of the *Local Government Act 2009*.

RELATED PARTIES

Australian Crawl Springfield Pty Ltd

ADVANCE IPSWICH THEME

Caring for the community

Strengthening our local economy and building prosperity

PURPOSE OF REPORT/BACKGROUND

In 2015, Council conducted a Request for Tender process and entered a contract with Australian Crawl Springfield Pty Ltd (the Supplier) for the management of the whole of site operations of Robelle Domain Stage 2. The contract was entered into for a 10-year period, with no options to extend and is due to expire on 4 September 2025.

The objective of the contract is to provide a safe, effective and efficient leisure facility for the Ipswich City and surrounding communities to gather and enjoy. The supplier provides lifeguard, facility and pool maintenance, cleaning and security services to the facility for seasonally required hours, seven days a week, 365 days per year. At the peak of summer,

the Supplier employs between 60-65 casual staff to perform the above services, with 80-85% of these employees residing within the Ipswich City Council Region.

The current contract has a fixed cost component based on hourly rates for staff, a variable component based on the number of hours staff work, the reimbursement of approved expenses and reimbursement for the supply of specified consumables.

The fixed cost component of the contract is currently varied in accordance with the annual CPI adjustment. The supplier has requested a variation to the price review mechanism of the contract to 'something in line with changes in the business landscape' on the basis that the FWC minimum wage and operating expenses have increased over the last five (5) years at a rate disproportionate to CPI. Operating expenses for the supplier include, but are not limited to, insurance expenses, employee training, uniforms, first aid consumables and cleaning equipment.

An analysis of several variation options has been considered and it is recommended that the contract be varied to include both an annual CPI and FWC adjustment for the following reasons:

- The contract has elements which are impacted by changes in both wages and CPI adjustments.
- Recent contracts put in place by Council for the provision of pool and splash park operations have included an annual adjustment for both FWC and CPI adjustments.
- FWC minimum wage adjustments have increased over the last 5 years as a rate disproportionate to CPI increases, reducing the supplier's operating margin.
- A continued decrease in the supplier's operating margin may impact on the safety and wellbeing of the community using the facility

A detailed summary of the contract rates, payments, operating expenses and reduction of the operating margin is contained in confidential Attachment 1: Contract Variation Briefing Note.

LEGAL/POLICY BASIS

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

RISK MANAGEMENT IMPLICATIONS

The risk management implications have been considered in confidential Attachment 1.

FINANCIAL/RESOURCE IMPLICATIONS

Funding is available from within the existing operational budget. A detailed analysis of the cost implications of the variation has been considered in confidential Attachment 1, a summary provided below.

Description	Cost (ex GST)
Actual Contract cost to date	\$8,388,611.57
Estimated total cost of contract without variation	\$15,474,392.54
Estimated total cost of contract with variation	\$16,149,756.01
Additional cost of Contract as a result of variation	\$675,363.48

COMMUNITY AND OTHER CONSULTATION

The supplier has been consulted in the preparation of this report.

The Works and Field Services Branch has been consulted and support the recommended variation.

There has been no community consultation in the preparation of this report.

CONCLUSION

To ensure the facility continues to be operated at a high standard for the safety and enjoyment of the community, it is recommended that the annual price review mechanism of the contract be varied to include both the Brisbane Consumer Price Index and Fair Work Commission minimum wage adjustments, at an estimated increased cost of \$675,363.48 for the remainder of the term and a total estimated contract spend over the 10-year term of \$16,149,756.01.

ATTACHMENTS AND CONFIDENTIAL BACKGROUND PAPERS

1.	CONFIDENTIAL Contract Variation briefing note
----	--

Shyanne Ward

GOODS AND SERVICES CATEGORY SPECIALIST

I concur with the recommendations contained in this report.

James Hilyard

CITY MAINTENANCE MANAGER

I concur with the recommendations contained in this report.

Richard White

MANAGER, PROCUREMENT

I concur with the recommendations contained in this report.

Graeme Martin

MANAGER, WORKS AND FIELD SERVICES

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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Doc ID No: A6837259

ITEM: 5

SUBJECT: NOTICE OF MOTION RESPONSE - RIDING THE REVOLUTION REPORT

AUTHOR: SENIOR TRANSPORT PLANNER

DATE: 5 MARCH 2021

EXECUTIVE SUMMARY

This is a report concerning a response to a Notice of Motion tabled at the Growth, Infrastructure and Waste Committee Meeting held on 3 December 2020 relating to the *Riding the Revolution – A New Approach to Active Transport in South-East Queensland* report where eight recommendations are identified for consideration by the Queensland Government and local Councils.

RECOMMENDATION

- A. That the report be received and the contents noted.
- B. That the four opportunities identified below as being able to be delivered via 'business as usual' active transport activities be implemented:
1. Incorporate e-bike users as a key area of interest in the next review of the *iGO Active Transport Action Plan*;
 2. Investigate the possible implementation of Ciclovias or pop up bike lanes in the Ipswich CBD next financial year;
 3. Continue to put forward active transport projects for grant funding opportunities where they meet the program guidelines and are ready for delivery; and
 4. Consider the further development of the Boonah Ipswich Rail Trail as part of the development of Council's new *Recreational Walking and Cycling Action Plan*.

RELATED PARTIES

There was no declaration of conflicts of interest

There are no related parties

ADVANCE IPSWICH THEME

Managing growth and delivering key infrastructure

PURPOSE OF REPORT/BACKGROUND

Context

A Notice of Motion was tabled at the Growth, Infrastructure and Waste Committee Meeting held on 3 December 2020 relating to the *Riding the Revolution – A New Approach to Active Transport in South-East Queensland* report authored by the McKell Institute Queensland in October 2020 (refer Attachment 1).

The recommendations from the Notice of Motion stated:

- A. *That Council note the recent McKell Institute active transport report "Riding the Revolution – A New Approach to Active Transport in South East Queensland" and consider its recommendations.*
- B. *That "Riding the Revolution" report recommendations be considered during a future review of Council cycling policies.*
- C. *That a report be prepared which identifies opportunities for "Riding the Revolution" report recommendations to be incorporated in Council's future active transport planning activities.*
- D. *That this report be presented to a future meeting of the Growth, Infrastructure and Waste Committee no later than May 2021.*

This report is in response to Recommendations A, C and D above.

Report Summary

Riding the Revolution – A New Approach to Active Transport in South-East Queensland (the Report) identifies that despite strong policy development and a relatively strong funding record, the active transport mode share remains stubbornly low in Queensland with between 4 and 9.9% of all trips taken by walking and cycling.

The Report seeks to investigate this trend and examines active transport policy in Queensland in a number of parts, presenting:

- The case for active transport on health, environmental and economic grounds;
- An overview of active transport policy in Queensland and Australia;
- A synopsis of best case active transport cities around the world; and
- The imperative – with COVID-19 and the rise of e-bikes seeing commuters shift to cycling in record numbers.

The report argues that we are sitting in the midst of an active transport revolution, one that can be made permanent with the adoption of a bold and determined new policy approach. Eight (8) recommendations are identified for further consideration by the Queensland Government and local Councils. A further recommendation is identified specifically for Ipswich. These are summarised below:

1. That government should recognise the potential of e-bikes; the revolution which is already upon us, with state and local governments developing e-bike commuter strategies and the federal government immediately scrapping Australia's 5% e-bike tariff;
2. That SEQ local governments develop their own Ciclovias, Sunday inner city road closures which would get thousands of people out riding in a festival atmosphere without disrupting weekday traffic;
3. Open pop up bike lanes in Brisbane, Ipswich and on the coasts – before the opportunity of quiet streets created by COVID-19 is completely lost;
4. Build infrastructure – but make it fast, cheap and connected, not gold plated;
5. Undertake a serious cost benefit analysis of active transport funding – because the public and private financial benefits though clear, have not been properly understood or budgeted for by governments;
6. Direct infrastructure stimulus spending to active transport;
7. Restore targets to state government active transport planning – what gets measured gets done;
8. Create a Sustainable Transport Commission to coordinate policy, direct spending and report on outcomes; and
9. (Ipswich Specific Recommendation) A New Opportunity – The Boonah Ipswich Rail Trail would make Ipswich a hub for outdoor recreation.

Opportunities Identified

An analysis of the opportunities for the Report recommendations to be incorporated into Council's future review of cycling policies is provided in Attachment 2 and, as per Recommendation B of the Notice of Motion, will be considered when undertaking relevant activities.

Specifically, the below opportunities have been identified as being able to be implemented as part of 'business as usual' activities:

- Incorporate e-bike users as a key area of interest in the next review of the *iGO Active Transport Action Plan*;
- Investigate the possible implementation of Ciclovias or pop up bike lanes in the Ipswich CBD next financial year;

- Continue to put forward active transport projects for grant funding opportunities where they meet the program guidelines and are ready for delivery; and
- Consider the further development of the Boonah Ipswich Rail Trail as part of the development of Council's new *Recreational Walking and Cycling Action Plan*.

The following identified opportunities while having merit, are unable to be implemented at this time due to current staff resourcing issues, budget allocations, work priorities and jurisdiction.

- Commit to the funding of commuter bikeway projects when it comes to Council budget deliberations, regardless of whether they achieve grant funding or not, and allocate additional staff resources to increase the volume and speed of active transport project delivery;
- Allocate additional staff resources to undertake more comprehensive active transport data collection and monitoring activities and publically report the findings; and
- Engage an independent party to undertake a cost benefit analysis on Council's active transport funding in order to inform future Council budget deliberations.

It is considered that there is not enough information contained in the report on the recommendation to establish a Sustainable Transport Commission which would look to co-ordinate planning and spending between governments, ensure the prioritisation of cities transformation through active transport was maintained and report biannually on the outcomes. Further, in terms of the potential implementation of this recommendation, it was considered unlikely that all required State and local government authorities would give up their active transport jurisdiction, budget allocations and prioritisations to an outside authority.

LEGAL/POLICY BASIS

This report is 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

Four opportunities from the Report have been identified that could be implemented as part of 'business as usual' activities. There are risks associated with these opportunities, mainly relating to delivering projects within the required grant timeframes, the safety around e-bikes and e-scooters on the active transport network and the safety concerns and impacts to residents and businesses associated with Ipswich CBD road closures and pop-up bike lanes. However, it is considered that these risks can be further investigated and managed as these opportunities are further defined and developed. For example, a short-term trial of a pop up bike lane in the Ipswich CBD may be an appropriate methodology to address potential risks.

Three opportunities have been identified as having broader financial implications to Council's staff resourcing and budget allocations. Further, in relation to delivering 'faster and cheaper' cycle projects, there is potentially the need for a commitment from Council to accept a higher level of project risk in terms of safety and technical design standards. Due to these risks, it is recommended that these opportunities do not progress at this time.

FINANCIAL/RESOURCE IMPLICATIONS

It is considered that four opportunities developed from the Report will be able to be incorporated within Council's existing operational plans and budgets as 'business as usual' activities.

The additional three opportunities have been identified as having broader implications to Council in terms of staff resourcing and budget allocations. To provide context, active transport activities (i.e. for commuter, school and utility users) are currently being undertaken by the following staff resources, broken into Full Time Equivalent (FTE):

- 0.5 FTE for active transport policy development, network planning, corridor planning, project identification, data collection and monitoring activities, participation in State Government projects, development assessment active transport advice and responding to active transport queries from Councillors and the community; and
- 0.25 FTE for active transport behaviour change and education activities.

This excludes the FTE required to take a cycle project from the project identification phase through to the construction phase as part of the capital delivery process.

To implement the additional three (3) opportunities, particularly in relation to delivering a higher volume of cycle projects and undertaking more robust active transport data collection and monitoring activities, it is considered that an additional 1 FTE at a Senior Planner/ Engineer level and cost (approx. \$110,000 - \$130,000 a year) would be required. Additional FTE and capital costs would also be required when delivering a higher volume of cycle projects through the capital delivery program.

COMMUNITY AND OTHER CONSULTATION

No community consultation was undertaken to respond to the Notice of Motion.

Consultation was undertaken with internal Council stakeholders in relation to identifying projects which received COVID stimulus program grant funding and regarding the scope of the draft *Recreational Walking and Cycling Action Plan* in relation to the Ipswich Boonah Rail Trail opportunity.





CONCLUSION

A Notice of Motion was tabled at the Growth, Infrastructure and Waste Committee Meeting on 3 December 2020 relating to the *Riding the Revolution – A New Approach to Active Transport in South-East Queensland* report authored by the McKell Institute Queensland in October 2020. The Notice of Motion requested that a report be prepared which identifies

opportunities for 'Riding the Revolution' report recommendations to be incorporated into Council's future active transport planning activities.

Four opportunities from the 'Riding the Revolution' Report have been identified as being able to be incorporated into Council's 'business as usual' active transport activities and budget. These being a greater focus on e-bikes in active transport planning activities, investigating the implementation of pop-up bike lanes or Ciclovias in the Ipswich CBD, continuing to put forward active transport projects for COVID stimulus programs and considering the further development of the Ipswich Boonah Rail Trail. Three opportunities were identified as having broader financial implications to Council's staff resourcing and budget allocations, as well as risk implications in terms of safety and technical design standards. It is recommended that these opportunities do not progress at this point in time.

ATTACHMENTS AND CONFIDENTIAL BACKGROUND PAPERS

1.	Riding the Revolution – A New Approach to Active Transport in South-East Queensland  
2.	Report Recommendations - Analysis of Opportunities  

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

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MCKELL INSTITUTE QUEENSLAND

Riding the Revolution

A NEW APPROACH *to* ACTIVE TRANSPORT
in SOUTH EAST QUEENSLAND

OCTOBER 2020

ABOUT THE MCKELL INSTITUTE QUEENSLAND

The McKell Institute is an independent, not-for-profit, public policy institute dedicated to developing practical policy ideas and contributing to public debate.

For more information visit www.mckellinstitute.org.au



The opinions in this paper are those of the authors and do not necessarily represent the views of the McKell Institute's members, affiliates, individual board members or research committee members. Any remaining errors or omissions are the responsibility of the author.



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Riding the Revolution

A NEW APPROACH *to* ACTIVE TRANSPORT
in SOUTH EAST QUEENSLAND

OCTOBER 2020

MCKELL INSTITUTE QUEENSLAND

Riding the Revolution A NEW APPROACH to ACTIVE TRANSPORT in SOUTH EAST QUEENSLAND



AUTHORS



RACHEL NOLAN

Rachel Nolan is the Executive Chair of the McKell Institute Queensland. Rachel is a public policy specialist focused on economic and sustainability policy. In addition to her McKell role she advises South

East Asian governments on public policy and infrastructure through University of Queensland International Development and sits on commercial and NFP boards.

Rachel is a former Queensland Minister for Finance, Natural Resources, the Arts and Transport. As Transport Minister (2009-11) she sought to reorient the department to a sustainable transport focus, establishing an Office of Sustainable Transport and overseeing \$100 million in active transport expenditure in a single year (2009-10). She was presented with the Cycling Promotion Fund's national award for contribution to cycling by a politician.



RUTVIKA MANOJKUMAR KANANI

Rutvika Manojkumar Kanani is a final trimester student in the Masters of Environmental and Urban Planning at Griffith University and is an intern at the McKell Institute.

Before coming to Australia to continue her studies, Rutvika completed a Bachelor of Civil Engineering degree at Silver Oak University in Ahmedabad, India. In 2019 she was awarded a Griffith University Academic Excellence Award.

Rutvika holds a passion for sustainable urban design and hopes upon graduation to establish a career in Australia in this field, other organisations.

THE ADVISORY PANEL



JOHN BRANNOCK

Adjunct Professor John Brannock is the inaugural Adjunct Professor of Town Planning at the University of Queensland and is a course co-ordinator at the university, having lectured undergraduate and

graduate programs there for 25 years. John is a Life Fellow of the Planning Institute of Australia, a former Chair of the Queensland Heritage Council, a Fellow of the Australian Institute of Company Directors and Fellow of the Environment Institute of Australia and New Zealand.

A keen cyclist, John has ridden across the Gobi Desert, up to the 5,600m Khardung-la Pass in the Himalayas, through the Atacama Desert and over the Andes. He has also completed the Simpson Desert 5 day race.



JIM GALL

Adjunct Professor Jim Gall is Adjunct Professor of Design at Queensland University of Technology. An architect and environmental scientist, Jim has been exploring the design of places and things that are able to be

sustained and which sustain us for 30 years. Jim is the Director of Gall Architects and has advised local governments on sustainable design.



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McKELL INSTITUTE QUEENSLAND

FOREWORD

For 40 years, South East Queensland has been one of Australia's fastest growing regions. Drawn by lifestyle factors, a pervasive sense of optimism and economic opportunity, new residents have flocked to the region.

Growth has fuelled prosperity and increasing urban sophistication but it also embodies risk. It has long been recognised that without good land use and transport planning, South East Queensland would grow "Los Angeles style" into a massive, unsustainable, freeway striped conurbation stretching 200km from the Sunshine Coast to the Tweed, and west beyond Ipswich to Toowoomba.

Since 1995, when the Queensland Government stepped into regional planning with the first South East Queensland Growth Management Plan, active transport (walking and cycling) has been recognised as a key driver of urban sustainability and quality of life.

State and local governments have produced numerous active transport plans and supported them with some of Australia's highest levels of funding. In places, great outcomes have been achieved but active transport mode share, the proportion of trips made by walking or cycling, remains stubbornly low.

This status quo is not acceptable. If South East Queensland is to realise the benefits of active transport — in terms of public health, environmental sustainability (particularly climate change), household budgets and public finance — change needs to happen.

Right now we have an extraordinary opportunity to make a switch. Two convergent trends, the rise of electric assisted or e-bikes and the coronavirus pandemic are pushing people onto bikes in large numbers. Infuriatingly, a lack of preparation, particularly at a local government level, means the opportunity to seize that moment and translate it into sustained transport change is passing day by day.

This paper sets out to capture the moment: **to ride the revolution we are in**. Drawing on the best available data and years of expertise in urban sustainability, it outlines a new approach to active transport planning, one that will capture the current opportunity and create a new policy and administrative framework to drive change for years to come.

The authors and advisory panel hope the paper will serve as a turning point, with the adoption of its recommendations contributing to the more sustainable transport future so clearly needed in South East Queensland.

Riding the Revolution A NEW APPROACH to ACTIVE TRANSPORT in SOUTH EAST QUEENSLAND



EXECUTIVE SUMMARY

Since 1995, the Queensland Government and key South East Queensland local governments have identified that active transport must be a key driver of sustainable urban growth.

A range of strong policies have been developed and in recent years, Queensland has had the best funding record of any state in the nation.

Still, active transport mode share remains stubbornly low with between 4 and 9.9% of all trips taken by walking and cycling.

This McKell Institute paper seeks to delve into those concerning trends. It examines active transport policy in Queensland in a number of parts presenting:

- The case for active transport on health, environmental and economic grounds
- An overview of active transport policy in Queensland and Australia
- A synopsis of best case active transport cities around the world, and
- The imperative — with COVID-19 and the rise of e-bikes seeing commuters shift to cycling in record numbers.

The paper argues that we are sitting in the midst of an active transport revolution, one that can be made permanent with the adoption of a bold and determined new policy approach.

The report acknowledges the work done so far but says now is the time for a bold new approach with 8 key recommendations for change including:

1. That government should recognise the potential of e-bikes; the revolution

which is already upon us, with state and local governments developing e-bike commuter strategies and the federal government immediately scrapping Australia's 5% e-bike tariff

2. That SEQ local governments develop their own Ciclovias, Sunday inner city road closures which would get thousands of people out riding in a festival atmosphere without disrupting weekday traffic
3. Open pop up bike lanes in Brisbane, Ipswich and on the coasts — before the opportunity of quiet streets created by COVID-19 is completely lost
4. Build infrastructure — but make it fast, cheap and connected, not gold plated
5. Undertake a serious cost benefit analysis of active transport funding — because the public and private financial benefits though clear, have not been properly understood or budgeted for by governments
6. Direct infrastructure stimulus spending to active transport
7. Restore targets to state government active transport planning — what gets measured gets done
8. Create a Sustainable Transport Commission to coordinate policy, direct spending and report on outcomes



Riding the Revolution A NEW APPROACH TO ACTIVE TRANSPORT IN SOUTH EAST QUEENSLAND



PART 1: THE CASE FOR ACTIVE TRANSPORT

Like much of the western world, South East Queensland faces a number of significant, related threats; the emerging climate crisis, driven in part by the state's own very high level of per capita emissions; a tidal wave of obesity which is seriously endangering public health, the ever-present reality of household financial stress and serious pressures on public finances.

All of those factors are combined in an environment of rapid population growth with the region, for this paper defined as the "200km city" running from the Sunshine to the Gold Coast and west to Toowoomba, growing at 2% a year from 3 to 3.7 million people between 2009 and 2019.¹

Prior to the COVID-19 pandemic, that growth was expected to continue at existing rates and trends. The impact of the pandemic on overseas and interstate migration is now impossible to predict.

The health case for active transport

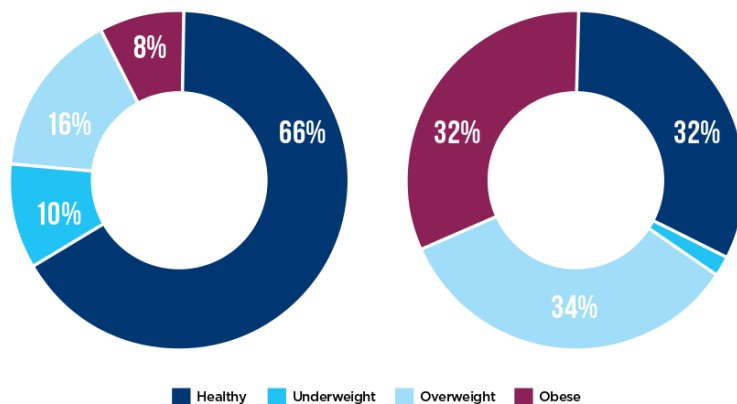
Life expectancy has increased dramatically in Australia in the last century or more. Improvements in food supply, a revolution in public health and medicine and a prolonged period of peace have seen life expectancy at birth increase from 49 years in 1890 to 83 in 2016.²

Nonetheless, those same factors have contributed to a rising tide of chronic disease, much of it linked to sedentary lifestyles.

On latest Queensland health data, 24% of children and 66% of adults are overweight or obese.³



FIGURE 1.1 WEIGHT DISTRIBUTION OF QUEENSLANDERS 2017-2018



Source: Queensland Health, 2019

Worryingly, Queenslanders are becoming more overweight all the time, the proportion of the population who are overweight or obese growing from 6% to 65% in the 10 years to 2017. The Queensland figures reflect a national trend; in 1980 just 10% of Australian adults were obese, by 2012 it was 25%.⁴

And the collective weight gain threatens both length and quality of life. While at this stage, life expectancy is continuing to increase, far more people are afflicted by the ill health and chronic diseases associated with unhealthy weight.

The Australian Institute of Health and Welfare identifies that 47% of Australians suffer from one or more of 10 identified high priority chronic conditions. Of those conditions, which include heart disease, lung disease, mental illness and back pain, excessive weight can be a cause or exacerbating factor in all.⁵

There is no proven cure for the obesity epidemic. As a 2011 article in *The Lancet* put it "unlike other major causes of preventable death and disability, such as tobacco use, injuries, and infectious diseases, there are no exemplar populations in which the obesity epidemic has been reversed by public health measures."⁶

Nonetheless, just as it is understood that the epidemic is driven by declining rates of physical activity and by dietary changes (increasing portion size and the rise of convenience foods), it is widely acknowledged that active transport can be a key factor in turning it around.

A 2017 study in the Australian and New Zealand Journal of Public Health which modelled the impacts of increasing active transport mode share (from doubling current rates of walking and cycling to pushing them to 30% of trips) found that active transport could drive measurable life

expectancy and quality of life change as well as pushing health costs down.⁷

The modelling is consistent with a 2017 study published in *The Lancet* which tracked 6,000 adults over 4 years, showing that those who changed their journey to work trip from active or public transport to car commuting saw an average 0.3kg/m² increase in Body Mass Index (BMI) whilst those who switched to active transport experienced an equivalent weight loss.⁸

While the weight changes were relatively small, The Lancet commentary noted that the mode change was from active or public transport and that the trends quantified the already well

established phenomenon of the late twentieth century urban planning trend towards single use developments having driven a range of negative public health consequences.

Car commuting drives carbon emissions

As previous McKell Institute research has shown, Queensland is the highest emitting state, in one of the highest per capita carbon emitting countries in the world. Queensland's per capita emissions are 32 metric tonnes, compared to an Australian average of 15 tonnes, 6 for Europe and 7.5 for China.⁹

FIGURE 1.2 QUEENSLAND'S EMISSIONS AS % OF AUSTRALIA.

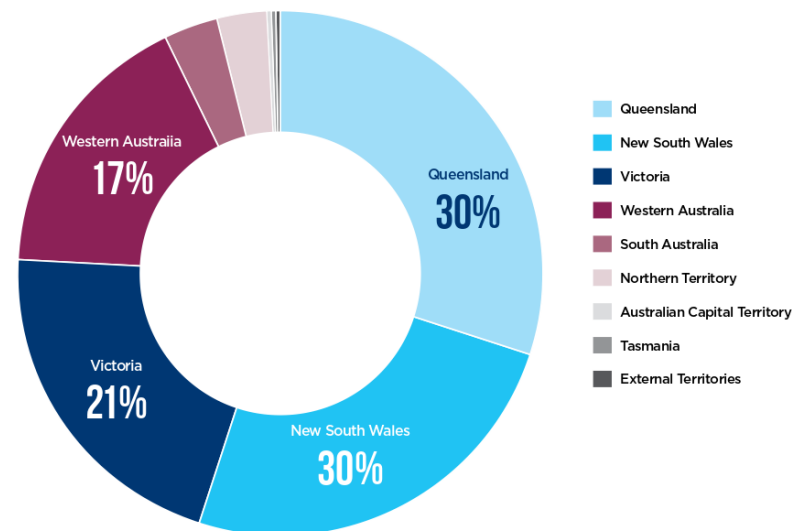
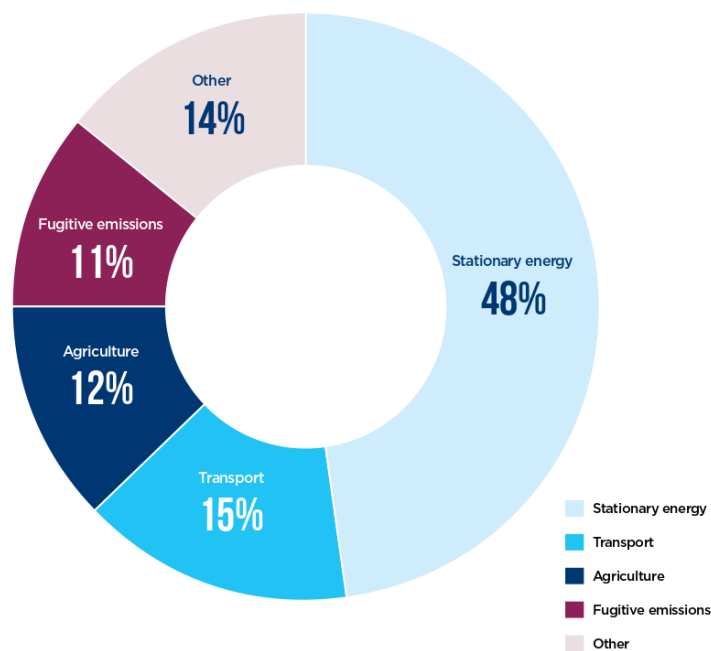


Chart: Lilliana Tai and Isabella Olsson
Source: Queensland Government, State of Environment, 'Total annual Greenhouse gas emissions' (2020) Created with Datawrapper



Half of Queensland's carbon emissions come from power stations. But the second largest contributor at 14.7% is transport, with the state's 5 million people producing 22 million tonnes in transport emissions (up from 11 million in 1990) in 2016.

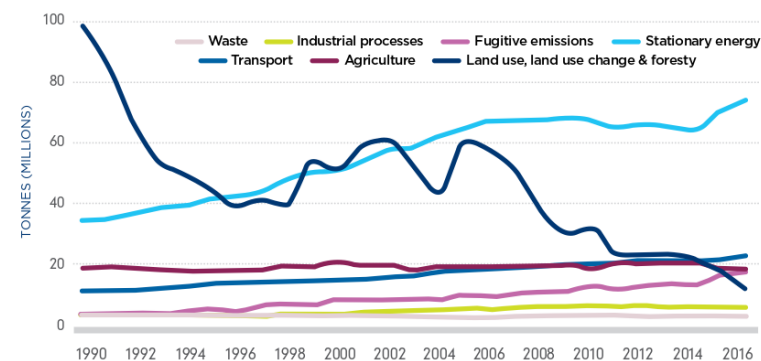
FIGURE 1.3 EMISSIONS BY SECTOR 2016



Source: Queensland Government • Created with Datawrapper

The Queensland Government has proven it can reduce emissions through targeted policy — the state's controversial land clearing laws have caused land use emissions to plummet. It is now seeking to address stationary energy emissions through a 50% renewable energy target by 2030. There is, however, no overarching policy for transport emissions reduction, 45% of which come from passenger cars.

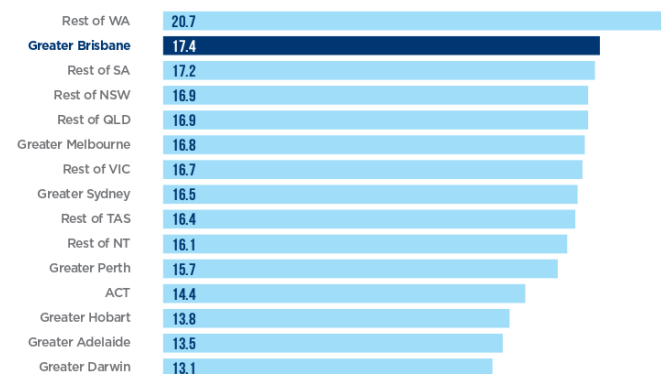
FIGURE 1.4 TRENDS IN QUEENSLAND EMISSIONS BY SECTOR



Source: Queensland Government • Created with Datawrapper

At an average of 17.4km from home to work, South East Queenslanders have the second longest commutes in the country behind only regional Western Australians (20.7km).¹⁰

FIGURE 1.5 DISTANCE OF THE COMMUTE FOR CITIES AND REGIONAL AREAS



a. Employed persons who did not travel to work on Census day have been excluded, as have those with no fixed place of work.

b. Average distance based on place of work in the week prior to Census day and place of usual residence. Excludes distances 250km and over between place of usual residence and place of work.

Source: ABS Census of Population and Housing, 2016 • Created with Datawrapper



The long commutes are driven by a range of factors including land use patterns (urban sprawl), the nature of work in South East Queensland — with a full 25% of Brisbane CBD workers commuting from Logan, Ipswich and the coasts¹¹ and Australia's highly segregated education system. In 2019, research by Dr Matthew Burke and others at Griffith University found that private secondary school students in South East Queensland on average travel twice as far to school as their public school peers. With those long commutes occurring in the morning peak, education segregation is contributing significantly to congestion, a trend that will only get worse as the flight from state schools continues.¹²

Long commutes mitigate against active transport. While at 19.4km average public transport commutes are only slightly longer

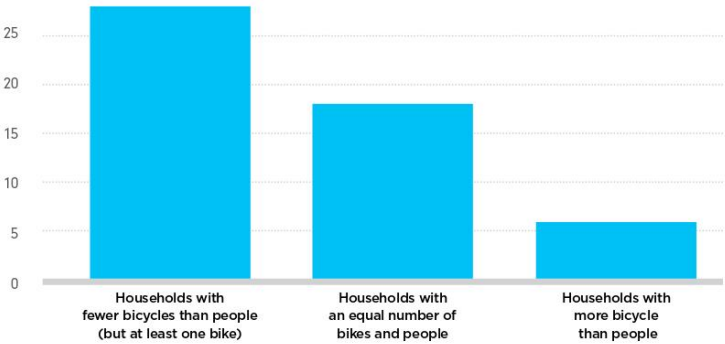
than average direct car commutes (16.7km), active transport commuters travel on average only 3.6km.¹³

Running a car is expensive

South East Queensland's longer commutes and dispersed public transport network inevitably drive high levels of private vehicle ownership. 2016 census data shows 54% of SEQ households had two or more cars compared to an average of 50% across all Australian capitals. 18% had three or more cars, up from 16% at the last census in 2011.¹⁴

Bike ownership, however, is also high. Queensland Department of Transport and Main Roads data shows that 51% of households have access to one bike while 24% have as many bikes as people or more.¹⁵

FIGURE 1.6 BIKE OWNERSHIP ACROSS QUEENSLAND



Source: Queensland Government Department of Transport and Main Roads • Created with Datawrapper

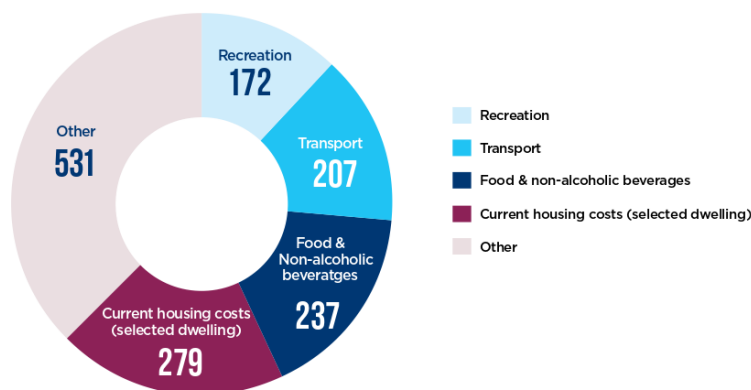


Yet while the majority of a bike's cost lies in its purchase, cars are expensive to run.

On average Australian household weekly expenditure of \$1,425, transport at \$207 is the third highest expense behind housing and food.¹⁶ For most people, that's car expenses with analysis from the Australian Automobile Association showing that cheapest possible new car, a Kia Picanto would cost nearly \$6,000 a year to run. An SUV like a Mazda CX-8 or Toyota Fortuner were found to cost in the order of \$11,500 to \$12,000 per year.¹⁷

Conducting its own economic analysis, the Gold Coast City Council's 2017 Active Transport Plan estimated that the average household would be \$7,000 a year better off without a second car.¹⁸

FIGURE 1.7 BREAKDOWN OF AVERAGE WEEKLY EXPENDITURE (\$)



Source: ABS Cat 6530.0 Household Expenditure Survey 2015-16 • Created with Datawrapper

In an environment of low wage growth¹⁹ and housing stress,²⁰ both issues on which McKell has produced earlier research, the significant costs to households of running second and third cars must be considered. In 2018 a Grattan Institute analysis of ABS house and income data showed that 30% of households had less than \$1,600 in accessible savings and 10% had less than \$90 in the bank.²¹

The 2018 McKell Institute report *Mapping Opportunity* showed that these people are particularly concentrated in outer metropolitan areas.²² The financial imperative is clear: if active transport could be improved sufficiently for outer metropolitan dwellers to give up the second or

third car, a real difference could be made to many Australians' material circumstances.

More cycling cuts congestion and may well improve public finances

In recent years, Australian governments have developed rigorous cost-benefit assessment methodologies to guide infrastructure funding decisions. The Infrastructure Australia framework seeks to maximise public benefit, driving out subjective and political considerations and replacing them with objective analysis of economic benefits, climate change consequences and land use impacts of particular projects.²³

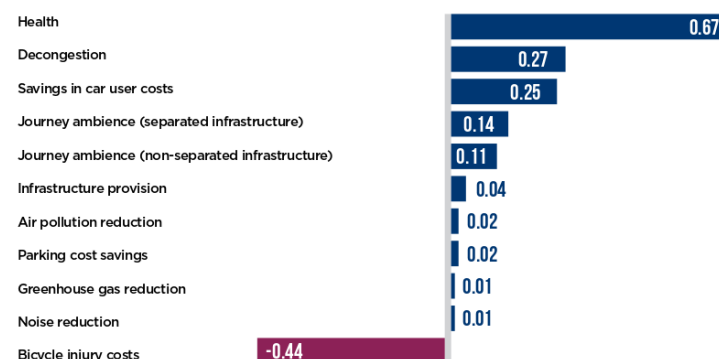
The federal government has developed a similar (though not directly comparable) process for active transport infrastructure, the *Australian Transport Assessment and Planning Guidelines for Active Transport*. Applying the methodology, the Queensland Department of Transport and Main Roads concludes that well positioned active transport infrastructure returns \$5 for every \$1 invested.

As the graphic below demonstrates, the most significant benefit derives from improvements in public health (fitness overall outweighing the

increased risk of bicycle accidents) but gains are also made in decongestion and decreased infrastructure costs.²⁴

In addition, one of Australia's most distinguished transport planners, Peter Newman AO, identifies significant benefits of active transport for local economies. In *The New Infrastructure for a New Economy* Newman argues infrastructure needs to be built today to accommodate the innovation of tomorrow with local economic centres built without car corridors being one such emerging change.²⁵

FIGURE 1.8 ECONOMIC VALUE OF BENEFITS PER KILOMETRE CYCLED (\$AUD)



Source: Queensland Government Department of Transport and Main Roads • Created with Datawrapper

At present, Queensland is the most financially stressed of the Australian states. Public debt is forecast to increase to \$102 billion in 2021, partly as a result of coronavirus. Queensland's current car dominated transport model brings real and measurable public financial costs.

The Department of Transport and Main Roads had a capital budget in 2018-19 of \$3.425 billion, most of which went to roads²⁶ yet Infrastructure Australia estimates the annual cost of congestion in Brisbane (costs which are split between the public and private sectors) is \$2 billion a year.²⁷ In addition, the cost of Queensland's public health system is increasing year on year by more than 5%, a figure which is well above state revenue growth and which is driven in large part by the cost of chronic disease.²⁸

On these numbers, it becomes clear that active transport should be seen not as a discretionary item which is "nice to have" on top of the business as usual transport infrastructure model but as a mainstream driver of private and public financial gains.

MCKELL INSTITUTE QUEENSLAND

PART 2: CYCLING POLICY IN QUEENSLAND & AUSTRALIA

In 2016, the United Nations Environment Programme (UNEP) called for 20% of member governments' transport funding to be dedicated to walking and cycling, citing road safety and environmental concerns as the primary drivers.²⁹

Despite the UN mandate and the clear possibilities for active transport to drive economic, environmental and social change, the status quo of designing roads primarily for cars and trucks continues.

Active transport funding in Australia

A 2018 analysis by Neil Sipe and others at the University of Queensland found that most states devote less than 2% of transport funding to active transport. While acknowledging that active transport figures were difficult to distinguish in overall roads and transport budgets, the UQ analysis identified Queensland at 1.5% (\$33 million in a \$2.2 billion 2015/16 roads budget) as Australia's second best jurisdiction for active transport funding, behind only the ACT.³⁰

FIGURE 2.1 FUNDING FOR ROADS AND CYCLING 2015/2016

STATE	CYCLING (\$M)	ROADS (\$M)	CYCLING FUNDING AS % OF ROAD FUNDING
ACT	16	109	14.3
NSW	32	5281	0.6
NT	4	245	1.4
Queensland	33	2202	1.5
South Australia	4	569	0.6
Tasmania	2	126	1.5
Victoria	17	1999	0.9
Western Australia	16	1679	0.9

Source: University of Queensland





Queensland's identified spending share was well over twice that of New South Wales (0.6%) and 40% more than Victoria. Even so, the Queensland analysis likely underestimated the Queensland spend with some active transport funding being effectively hidden in major road or public transport projects (which as a matter of policy must incorporate active transport) and other funds distributed to councils through Local Government Department grants.

Across Australia, municipal governments perform better for active transport funding than do states while the federal government, particularly since 2013, has funded very little active transport infrastructure.

For the study period (2015-18), Brisbane City Council devoted around 5-7% of its transport budget to active transport, a figure which was comparable to that of Sydney at the time.

Since the 2018 study, however, things have changed with both Sydney and Melbourne commencing very significant new active transport projects. Sydney has commenced a major inner city cycle lane project (including road closures to traffic) funded by 25% of the council budget.

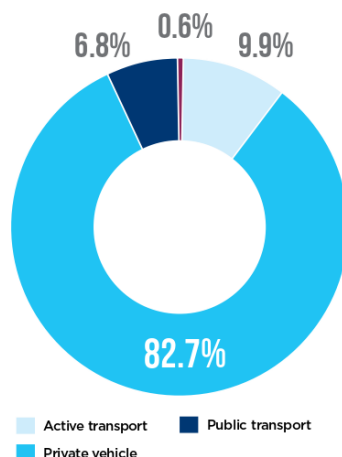
The Melbourne Active Transport Strategy 2030 acknowledges that within the CBD 89% of trips are currently undertaken by walking. That fundamental realisation has driven a significant spatial shift with the specific purpose of turning more space over to active transport modes. The project received 51% of the council transport budget in 2017-18 and more than 25% in each of the out-years to 2021.^{31 32}

On current mode shares, all three major Australian cities perform poorly, though Melbourne and Sydney may be expected to improve when the next data — from the 2021 census — becomes available.³³

Active transport mode share in SEQ: The latest data

Through the Department of Transport and Main Roads, the Queensland Government conducts a periodic Household Travel Survey. The latest survey, in 2018, showed that just 9.9% of all trips in Queensland were undertaken by active transport, compared to 83% by private vehicle.

FIGURE 2.2 MODE OF TRAVEL (QUEENSLAND)

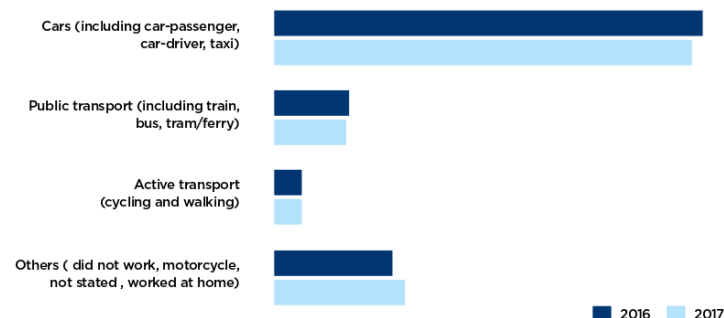


Source: Queensland Household Survey (2019)

The figure was virtually unchanged from 2011 when 9.1% of trips were by active transport.

Perhaps more concerning, data from the census indicates even lower levels of active transport take-up. The census focuses on journeys to work, not all travel, so cannot be directly compared to the Household Travel Survey. It does, however, take a population snapshot, one which in 2016 showed that just 4% of people in Greater Brisbane travelled to work by active transport, exactly the same figure as recorded in 2006.

FIGURE 2.3 METHOD OF TRAVEL TO WORK (GREATER BRISBANE)



Source: ABS Census 2006, 2016 • Created with Datawrapper

Queensland Government policy on active transport

THE 2013 PARLIAMENTARY INQUIRY

In 2013 the Queensland Parliament's Transport, Housing and Local Government Committee released a bipartisan report recommending changes to Queensland's cycling policy settings.

The Committee received 106 submissions with key pieces of evidence relating to the reasons for Queensland's low level of cycling take-up and the history of cycling and active transport policy in the state.

The Department of Transport and Main Roads provided the committee with detailed results of its own 2011 research revealing that while many people indicated a desire to align with the government's own stated goal of "more cycling, more often" they were reluctant to do so for reasons associated with a poor perception of safety.

FIGURE 2.4 PERCEPTION OF SAFETY: THE KEY BARRIER TO CYCLING IN QUEENSLAND

REASON NOT TO RIDE	% OF RESPONDENTS
Unsafe road conditions	67.1
Speed / volume of traffic	52.5
Lack of bicycle lanes / trails	48.1
Weather conditions	44.3
Destinations too far away	36.7
No place to park / store a bicycle	26
Don't feel safe riding	25.3
Too hilly	23.4
Don't like wearing a helmet	16.5



Despite the poor result in improving mode share and the continued resistance to cycling, the committee heard that federal, state and local governments had consistently released policies with strong mode share targets including:

- 1997:** SEQ Integrated Regional Transport Plan – increase cycling trips from 2% to 8% by 2011
- 1999:** Austroads “Australia Cycling – The National Strategy 1999–2004”: Double bicycle use
- 2003:** Queensland Department of Transport and Main Roads – increase cycling trips from 2% to 8% by 2011
- 2006:** Brisbane City Council Transport Plan for Brisbane: increase cycling trips from 2% to 5% by 2026
- 2010:** Austroads National Cycling Strategy: double the number of people cycling in Australia by 2016
- 2011:** DTMR Queensland Cycle Strategy: double cycling’s share of commuter trips by 2021 and triple by 2031 ³⁴

The Committee heard that monitoring of those targets had consistently been poor, leading to a lack of accountability for outcomes.³⁵

The committee noted that issues around cycling in the community were “divisive” and generated a great deal of emotion with many people not regarding cyclists as legitimate road users. It explicitly rejected that animosity, recommending an inclusive approach focusing on vulnerable road users.

While the committee received submissions across the broad spectrum of active transport policy issues, it chose primarily to take a road safety focus. Having identified cyclists as vulnerable road users, the committee’s key recommendations focused not on the sustainability or other benefits of improving cycling’s mode share but on road rule and technical standard changes to reduce physical risk.

FIGURE 2.5 KEY RECOMMENDATIONS OF THE 2013 PARLIAMENTARY INQUIRY AND THEIR STATUS

NUMBER	RECOMMENDATION	IMPLEMENTED
8	Introduce minimum overtaking distances around cyclists	Y
15	Undertake a 2 year trial to exempt cyclists over 16 from wearing helmets in 60km and under zones or when using bike hire schemes (CityCycle)	N
19	Amend road rules to facilitate safe cycling by allowing bikes on pedestrian crossings	Y
20	Permitting cyclists to roll through stop signs	N
33	Introduce new road rules and increase penalties for road rage / menacing behaviour towards cyclists	N
34	The Transport Minister should explicitly rule out introducing registration for bike users	Y
35-41	That consistent technical standards for bicycle infrastructure be developed and applied across Queensland	N
60	That road safety funding for cycling should be commensurate with the proportion of the population who cycle (18% in 2011)	N



Queensland Government active transport policy

The State Government's primary active transport policy documents are the Queensland Cycle Strategy (the current strategy 2017-27 being the most recent in a series of strategies dating back to the 1990s) and the Queensland Walking Strategy, the first of which was released in 2019.

Since the 1990s, Queensland cycling policy has centred on a number of key interventions:

- Infrastructure spending : with priorities determined by
 - ▶ a policy requirement that all new transport infrastructure should accommodate cycling (a policy not adhered to by the Newman Government but reinstated in 2015)
 - ▶ individual projects along Principal Cycle Network Plans (planned in conjunction with local government and publicly available), and
 - ▶ grants to local governments
- New planning regimes focused on local connectivity
- Active Transport promotion: such as bike campaigns and periodic Ride to School initiatives
- Rule changes including the introduction of the 1 metre rule, requiring cars to pass at least a metre from bikes (1.5m in high speed areas).

The current Cycle Strategy is consistent with that earlier work, though for the first time it does not include specific targets for active transport mode share. The Strategy has a number of elements:

Vision: more cycling more often

Building and connecting infrastructure: including separated bikeways and better way finding

Encouraging more riders: through promotional activities

Sharing our roads: through existing rules and enforcement mechanisms

Powering the economy: which the Queensland Government has done in recent years through very successful rail trail developments in regional areas

Using research and data: by engaging for instance with Griffith University

Making it happen: through a Cycling Action Plan which sets out more specific policy actions such as "auditing the feasibility of including electric bike charging stations at public transport nodes."³⁶

In 2018, the Queensland Government indicated an intention to spend \$67.5 million in the financial year and \$240 million over four years on cycle infrastructure through both direct projects such as the flagship veloway — a cycle highway beside the South East Freeway — and through grants to local governments for cycle paths.³⁷

The funding, as indicated above, distinguishes Queensland as the state jurisdiction most strongly committed to active transport though a detailed report on progress is not currently available, with the scheduled two yearly Cycle Strategy Review (due in 2019) having not yet been handed down.

The consequence, however, of state and local government cycling policy is clear. Despite a strong record of plans, targets and infrastructure spending above national averages, cycling mode share in South East Queensland remains low and the state government, in omitting targets, is proceeding cautiously. There is clearly a case for exploring a new approach to active planning policy in South East Queensland.

Seizing the opportunity to build infrastructure: The Queensland cycling infrastructure policy

The Queensland Cycling Infrastructure Policy was first developed in the mid 2000s. It provides that cycling infrastructure is *explicitly* provided when public transport and roads projects are developed along identified Principal Cycle Networks and *implicitly* provided (that is considered and sometimes provided) for transport projects which are not on identified Principal Cycle Networks.³⁸

While the language is technical, it is in effect a policy to "build in" cycling connections from the beginning.

The policy's logic is that cycling lanes add only marginal additional cost to major construction projects and that, if the opportunity is missed at the outset, major stand-alone cycling projects simply cannot be added retrospectively.

The policy has created a number of South East Queensland's most significant cycling links — through the Ipswich Motorway upgrade, the Gateway Bridge duplication and the Ted Smout (Brighton to Redcliffe) Bridge.

Having been entrenched until 2012, the policy was rendered entirely ineffective by the Newman Government which slashed active transport funding. The policy change was flagged with a controversial decision to cancel a bike path which formed part of the Darra to Springfield rail extension early in the government's term. The planned cycling corridor would have connected Springfield, 34km from Brisbane City, to the CBD via the new path and the existing Centenary Cycleway. Its abandonment in favour of an additional road lane means that Springfield may never have a safe cycling connection to Brisbane.³⁹

The Cycling Infrastructure Policy was reinstated in 2015 and is again delivering new cycling

infrastructure. While the policy is sound and is supported by this report, it is the case that the "take the opportunity" framework on occasion creates high quality bike paths without connections into the broader cycle network.

That's exactly the outcome on the Ipswich Motorway where a high quality cycle path alongside the upgraded highway ends abruptly at Dinmore, forcing cyclists onto a busy and dangerous main road for the remaining stretch to Ipswich. It's also currently the case in Brisbane where the state government's new V1 veloway meets a CBD lacking designated bike routes.

This failure to connect is a key frustration of South East Queensland cyclists and a barrier to improved perceptions of safety. Fixing it is at the core of two of this paper's recommendations: for fast, cheap and connected infrastructure and for a Sustainable Transport Commission to better coordinate SEQ cycling policy and infrastructure prioritisation.

Local government active transport policy in South East Queensland

The State Government plan is complemented by, though not aligned with, a series of South East Queensland local government plans. Those plans vary wildly in their level of ambition with none being effectively monitored.

FIGURE 2.6 SEQ LOCAL GOVERNMENTS: A MYRIAD OF DISCONNECTED CYCLING POLICIES

GOVERNMENT	PLAN	TRIP TARGET	ACTIONS	MONITORING
Queensland Government	Qld Cycle Strategy 2017-27	None	As above	Overdue
Gold Coast City Council	Active Transport Plan 2017-27	Walking 7.5%, cycling 4.5% by 2026	Infrastructure roll-out including green bridges	None
Brisbane City Council	Brisbane Active Transport Strategy 2012-26	Walking 15%, cycling 5% by 2026	1700km of bikeway by 2031 (aspirational target in Brisbane Vision)	None
Ipswich City Council	iGo Active Transport Plan 2016	Walking 11%, cycling 3% when Ipswich reaches 435,000 pop (2031)	Prioritise development of Principal Cycle Network. No specific funding allocation	None
Sunshine Coast Regional Council	Sunshine Coast Active Transport Plan 2011-31	Walking 13%, cycling 5% by 2021	Significantly increased funding to bike infrastructure	None



Rail Trails: How the Queensland Government is driving regional economies and cycling culture through low cost public infrastructure

From 1865, when the first Queensland Government railway was constructed, the colony (later state's) growth was driven and directed by the railway. With many of those historic branch lines having been closed in the motor vehicle era, the state now has an extensive network of flat and picturesque disused rail corridors, many of which remain in public hands.

In recent years, the Queensland Government has developed a concerted plan of rail trail development, backed by a \$14 million rail trail local government grants program delivered between 2017/18 and 2020/21.⁴⁰ The state now has a number of well-established trails including:

The Brisbane Valley Rail Trail, a 161km stretch running from Yarraman to Ipswich, which is the longest rail trail in Australia and was completed through State Government funding in 2018

The Kilkivan to Kingaroy Rail Trail, 88km in the South Burnett

Atherton Tablelands Rail Trail, 20.5km from Atherton to Walkamin

A new **Bundaberg to Gin Gin Rail Trail** is now being planned following matching \$9.5 million commitments from the Queensland Government and Bundaberg Regional Council.⁴¹

The trails have generated significant economic activity in regional areas with an explosion in domestic tourism usage through the coronavirus lockdown. They also play a critical role in developing a cycling culture.

A NEW OPPORTUNITY: THE BOONAH IPSWICH TRAIL WOULD MAKE IPSWICH A HUB FOR OUTDOOR RECREATION

In 2011, Queensland's then Department of Local Government and Planning undertook detailed planning for a Boonah-Ipswich Trail, a 71km connection along the picturesque Fassifern Valley from Ipswich via Flinders Peak and Wyaralong Dam to Boonah.⁴²

The plan was supported at the time by the Ipswich and Scenic Rim Councils. It has the potential to make Ipswich a major active recreation hub by linking the existing heavily utilised Brisbane Valley Rail Trail to the SEQ weekend destination of Boonah. It would also link the extensive mountain bike and recreation area at Wyaralong Dam created by the State Government in the late 2000s with a new mountain bike park being planned by Somerset Council at Esk.

Development of the trail may be relatively low cost with 20km at the Ipswich end from Hardings Paddock to Flinders Peak having already been constructed by the Ipswich City Council and much of it extending along gazetted but unformed Scenic Rim council roads.

In 2012, the Boonah-Ipswich Trail was shelved but its missing links remain a possibility for healthy outdoor recreation, regional economic development and the continued creation of a cycling culture.

BIKELASH: A GROWING RESISTANCE TO ACTIVE TRANSPORT

While a number of governments including Queensland, Sydney, Melbourne and the Sunshine Coast retain strong commitments to cycling, social attitudes in the field have become increasingly mixed.

As the Queensland Parliamentary Committee noted in its 2013 report, cycling, a once inclusive and seemingly benign activity, is increasingly a target for society's growing rage.

The anti-bike and anti-cyclist phenomenon which sees road rage directed against cyclists and organised protests opposing improvements in cycling infrastructure has been observed from Portland, Oregon to London.

In South East Queensland, it's been experienced as vandals placing thumbtacks on bikepaths⁴³ while in Sydney a motorcyclist

who killed a cyclist by running him off the road in 2013 was convicted of manslaughter after suggesting the cyclist "deserved it."⁴⁴

The phenomenon has been sufficiently observed across the western world that it has been granted a name: *bikelash*.

While no definitive or rational explanation for the rage appears in the literature, it is clear that in some circles cycling has come to represent elitism, free riding (in that cyclists don't pay registration) and, as one cognitive neuroscientist has written for the BBC, a kind of "breakdown in the moral order of the road."⁴⁵

With political leaders ever sensitive to public opinion, it is possible that bikelash at least in part explains the recent diminution of commitment to cycling infrastructure and promotion.

Cyclists say they're being targeted by 'mantraps', as thumbtacks dropped along popular routes

ABC News Online, 1 March 2018

Sydney man jailed for eight years over cyclist's death on highway

ABC News Online, 3 July 2017

Man sentenced to 12 months after cyclist's 'road rage' death

Bega District News, 7 February 2019



OF THE WORLD'S ACTIVE
TRANSPORT CITIES, THE
DANISH CAPITAL **COPENHAGEN**
IS WIDELY REGARDED AS
THE WORLD LEADER.

Riding the Revolution A NEW APPROACH TO ACTIVE TRANSPORT IN SOUTH EAST QUEENSLAND



PART 3: THE INTERNATIONAL POLICY CONTEXT: BEST PRACTICE FROM CYCLING CITIES AROUND THE WORLD

Policy inertia around active transport is often explained away with the assertion that Australia's far flung and sprawling cities are ill suited to a walking and cycling culture. With a moderate climate, no city snow, a high level of affluence, a reasonable tax base (compared at least to some in the OECD), wide streets and relatively modern infrastructure, the pre-conditions for cycling and walking in Australia are stronger than they are in most successful active transport cities.

Indeed, contrary to the common view that some cities are "naturally" better disposed to cycling than others, the following section provides an overview of a number of urban centres with strong active transport records. **In all of them, cycling and walking have resulted from long term and deliberate policy interventions.**



Copenhagen, Denmark

Of the world's active transport cities, the Danish capital Copenhagen is widely regarded as the world leader. 29% of all trips in Copenhagen and 41% of trips to work are undertaken by bike. Collectively, the city's residents own 675,000 bicycles and just 120,000 cars.⁴⁶ And while it's easy to look at Copenhagen with its historic streetscapes and high density urban environment and assume natural or physical factors have driven the trend, Copenhagen's cycling culture is in fact a result of deliberate policy choices made from the 1970s onwards.

While cycling was popular in the early twentieth century in Copenhagen (as it was in Australia) the period between the end of the Second World War and the 1970s saw cars overtake bicycles as a preferred mode of urban transport. In the 1970s however, protests emerged, as people who did continue to use bikes took to the streets calling for better bicycle safety. The protests created a public consciousness and every national budget from 1982 to 2001 allocated specific funds for cycle paths and safety measures.⁴⁷ In more recent times such measures have been further cemented, driven not primarily by safety concerns but by the city's stated goal to become carbon neutral by 2025.

Bogotá, Colombia

With a GDP per capita of \$6,667USD⁴⁸ (compared to \$57,373 for Australia), Colombia has far less private or public wealth than this country. Yet in its capital, Bogotá, one in ten of the city's 8 million residents cycle every day (Uniman et al., 2017; Moro et al., 2018). 70% of all trips taken are for work and another 20% for study (Uniman et al., 2017; Bogotá D.C., Plan Bici, 2016; Moro et al., 2018).

Like other great cycling cities of the world, there is nothing "natural" or "inevitable" about the Bogotá experience. Rather, it is the result of policy and, in classic Latin American style, passionate activism.

The genesis of Bogotá's cycling transformation is *Ciclovía*, a Sunday event in which 120km of city roads are closed to motor vehicles from 7am to 2pm, liberating the roads for the thousands of people who turn out to cycle, run or walk without fear of traffic.⁴⁹

Ciclovía was the brainchild of Ortiz Mariño, an activist now in his 70s who studied architecture and design in the United States during the tumultuous political and social upheavals of the late 1960s. As Mariño describes the experience he was radicalised by the political possibilities of the era but alerted, through his field of study, to the destruction of urban areas being driven by flight to the suburbs. On returning to Colombia he was "shocked to see we were following the American path of urban development" and so, viewing the bicycle as a tool of equality, urbanism and environmental consciousness, he and his peers began the first *Ciclovía*, convincing city officials to close just two city streets to cyclists on a Sunday in December 1974.⁵⁰

Ciclovía quickly became a weekly event and the public embrace of it influenced broader government policy with a commitment to develop a world class cycling network called 'CicloRutas'.

Between 1990 and 2002, government spent US\$180 million building cycle lanes beside bus lanes allowing outer suburbs to connect to the city centre and transit hubs. In 1990 the city of Bogotá spent almost half the United States' annual cycle infrastructure spend and the construction of what are now more than 476km of dedicated bike lanes has dramatically impacted mode share. With *CicloRutas*, the share of daily bike trips has increased from 1% in 1995 to 5-6% in 2016. From 2005 to 2015, Cycling trips were increased by 57% and from 2011 to 2015, cycling trips were increased by 30%.⁵¹

In 2015, government launched a further strategy, Plan BiCi to promote cycling in newly built neighbourhoods and to encourage young citizens to ride. The city council has a vision of making Bogotá the cycling capita of the world and having cycling routes within 500m of every house in the city.⁵² The main objective of this four year (2016-2020) plan is to double the mode share of cycling to 10% of all trips and build at least 120km of new cycling paths.

The transformation that began with the passion and joy of *Ciclovía* has been noted around the world. The Sunday road closure is now undertaken in diverse parts of the world from Jakarta and Kuala Lumpur to Mexico City and Paris.⁵³



THE GENESIS OF BOGOTÁ'S CYCLING TRANSFORMATION IS *CICLOVÍA*, A SUNDAY EVENT IN WHICH 120KM OF CITY ROADS ARE CLOSED TO MOTOR VEHICLES FROM 7AM TO 2PM, LIBERATING THE ROADS FOR THE THOUSANDS OF PEOPLE WHO TURN OUT TO CYCLE, RUN OR WALK WITHOUT FEAR OF TRAFFIC.



Japan

In Japan, 15% of trips are taken by bicycle, a result that has been achieved without significant infrastructure spending. Policy researchers argue that while there have been many important decisions made to encourage cycling and discouraging car ownership and usage, bicycles have largely emerged as an informal, private and practical means of transportation for the majority of the population, without significant government planning.⁵⁴

This evolutionary cycling take-up has two notable features. First, it has emerged from the integration of cycling with public transport. With

Japan already having a strong public transport culture, it is common for people to use bikes to get to public transport stations. Second, and displaying a similar practicality, the Japanese use practical bicycles known as 'Mamachari' with features like child seats and big baskets which make bicycles practical for multi purpose journeys.

In terms of bicycle ownership, there is not much difference between Australia (0.45 bicycles/capita) and Japan (0.57 bicycles/capita). However, significant difference has been noted in bicycle usage, which shows that in Japan almost half of the population rides bicycle once a week compared to Australia, only 1 in 7 people.⁵⁵

Portland, Oregon

Through poor planning and exceptional population growth in the postwar period, Australian cities bear more in common with those of the United States than they do with Europe, Latin America or Asia. Amongst sprawling, new world cities, Portland Oregon is widely regarded as an active transport exemplar.

In 2017, Portland had a journey to work mode share of 5.7% walking, 6.3% cycling and 57% traveling alone in a car.⁵⁶ While by no means high in absolute terms, this active transport mode share is around ten times the US average and nearly twice as good as the best performing Australian city, Hobart. Portland's current plan, to 2035, aims to increase active transport mode share to 7.5% walking and 25% bicycle, explicitly warning that current population growth means that without significant behaviour change "the transportation system will fail."

The Portland plan has a number of elements; the introduction of "neighbourhood greenways," essentially suburban streets with traffic calming and 20mph (32kph) speed limits, bike lanes with varying levels of protection on major routes, a bikeshare scheme, "bike boxes" allowing bicycles to queue first at traffic lights and programs encouraging children to ride to school. With 99 miles (158km) of protected bike lanes built between 2009 and 2019 and a further 90 (144km) planned for the subsequent five years, the focus is on changing the city quickly.

The 20 year Portland Bicycle Plan is being delivered by a stand-alone unit within the city's Department of Transportation. That unit publishes a detailed annual infrastructure plan, provides yearly progress reports, conducts community consultation and ensures independent verification of the program with Portland State University conducting equity reviews which ensure access to bike infrastructure reflects the city's socio-economic and racial dispersion rather than becoming purely an "elite" phenomenon.

Portland's bicycle plan has met resistance — in both Seattle and Portland the shift to

sustainable transport has been characterised by some groups as a "war on cars". Rather, however, than abandoning active transport, Portland has addressed resistance — by improving consultation, by clear planning focused on "fast and cheap" rollout and by using pop-up bike lanes which can be removed at low cost in cases where communities remain unconvinced about the change.⁵⁸

A local light: The Sunshine Coast's Aura by Stockland

On the Sunshine Coast, urban developer Stockland has reversed the common trend for new housing developments to be far flung and poorly connected with Aura, a major urban development south of Caloundra.

With strong support from state agencies Economic Development Queensland and the Department of Transport and Main Roads, Stockland has planned Aura as a benchmark active transport city from its inception.

Aura has 200km of planned cycling paths and has been planned to facilitate walking and safe cycling between schools, workplaces, shops and residences. Visitors are offered e-bikes to get around on arrival and Stockland partner the Australian Cycling Academy have run programs like teaching children bike skills in local parks and initiating a Ridescore program which places a chip in kids' bikes, allowing parents to see when the bike has arrived at school and giving kids rewards for riding more often.⁵⁹

In 2018, Stockland was awarded a Built Environment Award by Weride, Australia's primary advocacy group for cycling.⁶⁰



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PART 4: E-BIKES, COVID-19 & A BOOM IN CYCLING

E-bikes: the revolution is already here

Even before coronavirus swept the world, cycling was experiencing a revolution. E-bikes are bicycles with a rechargeable battery that kicks in as the rider pedals, complementing the strength of the pedal stroke to provide extra acceleration. While some have a throttle in addition to pedal activation, pedelec technology activated by the pedal stroke means e-bikes are still primarily bicycles not motorbikes.

E-bikes were first developed in the 1990s but have seen rapid technological evolution in recent years as a result of lithium-ion batteries. On anecdotal evidence, they now account for around 30% of bicycle sales in Australia. Having retailed for around \$5,000 in recent years, the cheapest e-bikes on the Australian market are now priced at just over \$1,200.⁶¹

While electric cars are yet to take off into the mainstream, e-bike technology does now have the capacity for most people's day to day needs. A typical \$3,000 commuter e-bike has a 250 watt motor (about the same pedal power as a reasonably fit recreational rider can sustain for an hour⁶²), a range of 50km and a recharge time of around 4 hours.⁶³

With the average South East Queensland commute standing at 17.4km, the potential of e-bike commuting *if safe bikelanes were provided* is obvious.

To this point, Australian governments have responded to e-bikes through an entirely negative framework, one which has mitigated their risks rather than captured their possibilities.

In 2012, Australian standards for bicycles were brought into line with those of Europe, limiting the power of e-bikes at 250 watts and ensuring they could not be ridden motor-assisted at more than 25km per hour.

In 2018, the federal government responded to a rise in e-bike imports by introducing a 5% tariff on e-bikes imported from the primary manufacturing hubs of Europe and Taiwan.⁶⁴

While the first regulatory intervention was necessary for safety reasons, the second has entirely failed to spur local e-bike manufacturing. What's most notable is that no Australian jurisdiction has yet developed a plan to take advantage of the transport revolution electric bikes bring.





Coronavirus changes modes of travel overnight

As the coronavirus pandemic has swept the world, economic activity and the traffic congestion that accompanies it have dramatically slowed. At the time of writing (October 2020), the OECD was projecting GDP contraction of 9% in Europe and 7% in the United States, assuming no significant second wave of coronavirus infection occurred.⁵⁵

Having seen GDP decline by 0.3% in the March quarter and 7% in June, Australia confirmed its first recession in 29 years when official quarterly economic data was released on 2 September 2020.⁵⁶

It has long been understood that congestion and economic growth go hand in hand. Predictably then, the general decrease in economic activity and the dramatic transition to people working from home has seen a collapse in congestion and an improvement in air quality around the world.⁵⁷

Perhaps most notably from a transport planning standpoint, small decreases in overall traffic volumes have created exponential improvements in congestion. The Australian Roads Research Bureau reported for instance that while 28% fewer vehicles were using Melbourne's Monash freeway during the first coronavirus lockdown, congestion fell by between 88% and 95% in weekday peaks.⁵⁸ That trend has been repeated across major city road networks. In April, data from technology firm HERE showed that in every major Australian city, roads which would generally be heavily congested in peak hour were now clear.⁵⁹

And while road travel has declined as a result of the pandemic, public transport usage has fallen to an even greater degree. Real time spending data released by economics consultancy AlphaBeta in August showed that whilst overall Australians' spending per person was down by 14%, the biggest single fall came in the category of public transport spending, which collapsed by 62%, more than pubs (-48%), travel (-41%) and road tolls (-19%).⁶⁰

The congestion trends had two significant implications – **First, we now know for sure that relatively small reductions in vehicle numbers can bring about big improvements in congestion.**

Second, there is real concern that should workers return to the office but continue to avoid public transport, congestion could very quickly become worse than it ever was before.

COVID: Cars are off the road and bike sales have skyrocketed

Meanwhile, there's been a third perhaps less anticipated impact of the coronavirus. Around the world and in Australia bicycle sales have gone through the roof.

While Australians have always owned a lot of bicycles (bike sales outstrip cars in some years), they are now riding more than ever for three reasons: transport (through public transport avoidance and the advent of quieter, safer roads); health and fitness, particularly when gyms were closed; and the greater time spent with family as people both lost their jobs and worked from home.⁶¹

In the first wave of the pandemic bricks and mortar bicycle stores reported demand growth of 50% while one major online retailer reported 210%.⁶² One retailer described bikes as "the new toilet paper".⁶³

Local governments have reported increases in usage of their bike paths from 100% in parts of Brisbane⁶⁴ to 78% in Melbourne and 41% in Ipswich.⁶⁵ Many schools have reported a surge in children riding to school, leading advocacy groups like Bicycle Queensland to call for more bike racks and for ride to school programs which will ensure the COVID inspired shift becomes a permanent feature.

FIGURE 4.1 BIKES AT FERNY GROVE STATE SCHOOL (BRISBANE) DURING THE COVID-19 PANDEMIC.



PHOTO CREDIT: BICYCLE QUEENSLAND, 2020.

Cycling uptake and demand for bikes has been so great that most major Australian bicycle retailers are now reporting shortages of stock.

And the rise in bike sales and usage stands in stark contrast to the collapse in car sales brought about by the pandemic. In 2019-20, the Queensland Department of Transport and Main Roads 75,289 new car registrations bringing the total number of registered vehicles (including trailers, boats and caravans) to 5.448 million (from a population of 5.187 million people).⁶⁶ The increase in car registration was the smallest Queensland had experienced since 1999-2000.⁶⁷

The world's leading cities have changed their policy settings overnight

The dramatically changed circumstances have led to widespread calls for better transport policy.

The McKell Institute has previously recommended congestion charging trials in Australian cities,⁶⁸ a call which has been renewed by some policy commentators including the Grattan Institute during the pandemic. Congestion charging may be a rational policy but it is one for which Australian policy makers so far have shown zero appetite.⁶⁹

Slightly (though not entirely) less controversially, pop up bike lanes have been adopted by cities around the world as a means of both taking advantage of the quieter roads and ensuring a safe and uncrowded commute for the multitudes now avoiding public transport.

In Germany, 133 cities received resident submissions resident for the temporary lanes in April following a campaign from Environmental Action Germany. Berlin was the first city to act, using tape and temporary markers to widen existing bike lanes into vehicle space in order to allow cyclists to maintain social distancing.⁷⁰ Bikelash arose, with the right leaning Free Democratic Party, describing the move as an "unnecessary provocation".⁸¹

In France, the national government developed a €20 million plan for repairing bicycles, installing temporary bike parking spaces and financing cycling training sessions, to ensure the bicycle plays a key role in the post-lockdown period. Much of the spending is in Paris, which has been moving towards becoming a cycling city for some years and in Bordeaux where 78km of temporary bike lanes are being built.

Brussels has added 40km of bike lanes and Milan 35km.⁸² Boston, Minneapolis and Oakland have transformed numerous streets into car-free zones, while New York announced that it would temporarily open 100km of roads to pedestrians and cyclists.⁸³ Seattle announced it would permanently close 20 miles (32km) of roads, while Toronto is seeking to create 25km of new bikeways.

The City of Melbourne, which already had plans to build 40km of new bike lanes over the next decade, has announced they will now be built over two years. 12km are to be installed immediately as pop up lanes.⁸⁴ Optimism about the City's move has led the RACV, traditionally the motorist lobby group, to call for other suburban councils to follow suit.

Car parks out, footpaths and cycling lanes in as city prepares for post-COVID commuters

The Age, 7 May 2020

The City of Sydney with the support of the New South Wales Government announced 10km of new inner city lanes in May,⁸⁵ indicating that the urgent nature of the opportunity meant normal consultation processes would not be followed. It was a sharp turnaround from a State Government in which the Roads Minister had, as recently as 2014, supported the idea of licensing cyclists as a means of limiting bad behaviour on roads.⁸⁶

FIGURE 4.2 SYDNEY'S NEW CYCLE LANES.



PHOTO CREDIT: CITY OF SYDNEY COUNCIL

The clear lesson from COVID in Australia and around the world is that those cities which were already on the front foot on active transport have seized the opportunity to cement a change in mode share.



Pop up bike lanes during COVID: The Brisbane experience

As cities around the world which had well developed plans for active transport enacted them during COVID-19, Brisbane was slower to act.

In **early May 2020** an Opposition motion for an immediate COVID inspired "mobility plan," was rejected by the existing council administration as "pathetic".⁸⁷

In **late May**, Bicycle Queensland developed a specific COVID related CBD pop-up bike lane proposal and presented it to council and the state government.^{88 89} A second advocacy group, Bicycle Network released *Peddalling to a Better Normal: A six month Plan to stimulate the economy, create jobs, save lives and get Australians moving*.⁹⁰ In response council announced a joint committee with the state government to work on missing links in the cycle network.

In **June** the council brought down a budget ostensibly prioritising cycling with the Lord Mayor saying council would "work with the Queensland government to roll out new pop-up bike lanes in the CBD as soon as possible".⁹¹

In **July** the joint council / state government committee met.⁹²

In **August**, council announced a plan for a Citylink Cycleway, a network of permanent lanes through the CBD to be developed in the future.⁹³ The concept of pop-up bike lanes was rejected on the basis that the project was technically complex, with council indicating it did not want to install infrastructure quickly, only to have to rip it up later.⁹⁴

On **29 September**, council released details of the Citylink Cycleway, now as a 12 month pop up trial. The bi-directional bike lanes are to be installed on Edward and Elisabeth Streets by Christmas and on Albert Street by January. A \$2.2 million budget has been allocated.⁹⁵



FIGURE 4.3
ARTIST'S IMPRESSION OF BRISBANE CYCLE LANES



PART 5: RECOMMENDATIONS

Twenty-five years after the Queensland Government first sought to guide the shape of South East Queensland with its initial non-statutory SEQ Regional Growth Management Framework, state and local governments have produced a number of plans for land use, urban growth and sustainable transport in the large and fast growing South East Queensland corridor.

Transport plans have consistently recognised the social and economic consequences of congestion and have included ambitious targets for increasing cycling and more recently walking as a proportion of transport mode share in the region.

Commendably, Queensland cycle funding has been higher than that in other jurisdictions but while the number of active transport trips has significantly increased (in line with population growth), mode share has remained steadfastly low with between 4 and 10% of journeys taken by active transport.

This paper has canvassed a number of themes :

- The compelling reasons for active transport, in terms of health, climate change and the environment, household budgets, congestion and public finance
- The often strong policy response but stubborn mode share of SEQ active transport
- The disconnect between State and local government policies — and notable absence of the Commonwealth from the critical policy space
- The clear learning from overseas experience, that active transport cities are not accidents but policy constructs, and
- The revolution we are in – as e-bikes and the COVID-19 pandemic create an instant, forced but in many senses welcome change in behaviour

The paper does not seek to critique government policy but rather acknowledges that without efforts made so far, active transport would most likely have completely collapsed as a mode of transport, as has occurred in some of the world's most car dependant cities.

Now, however, it is clear that if the possibilities of sustainable transport are to be realised, significant policy change will have to occur. The necessary change is happening in cities around the world right now, providing a clear indication example of the opportunity South East Queensland is missing.



THE REPORT MAKES A NUMBER OF RECOMMENDATIONS

1. That government should recognise the potential of e-bikes; the revolution which is already upon us

With base model \$3,000 e-bikes now having a range of 50km and the average South East Queensland commute sitting at 17.4km, the opportunity is already here for commuters of average fitness and bike skills riding to work — if only they could overcome current poor perceptions of safety.

Unlike electric vehicles, which are much studied but still some time away, e-bikes are available now and are selling in significant numbers.

State and local governments must immediately develop e-bike policies and infrastructure plans to capture the potential of these new devices as a means not just of recreation but of commuting.

The Federal Government should remove all e-bike tariffs as a matter of priority.

2. That SEQ local governments develop their own *Ciclovías*

Government resistance to road closures is understandable — we are all creatures of habit and motorist lobbies are among Australia's most powerful. The imperative to protect road capacity does not, however, apply to inner cities on the weekends. Rather, significant evidence exists that bike commuters and casual weekend bike riders generate their own economic activity — traveling shorter distances and shopping locally.

In Bogota and now in the South East Asian region including in Jakarta and Kuala Lumpur, *Ciclovías* or regular Sunday inner city street fests, are a regular activity. They cut congestion, improve air quality, create joy through exercise and a festival atmosphere and, critically, create a cycling culture.

Opportunities exist for SEQ *ciclovías* — in Brisbane CBD and Southbank, in Ipswich where the CBD desperately needs to attract people and on the Gold and Sunshine Coasts, including during holiday periods.

3. Open pop up bike lanes — before the opportunity is completely lost

While Brisbane City Council has stalled through the COVID lockdown period and other councils such as the Gold Coast, Logan and Ipswich appear not even to have contemplated the possibility, it does remain the case that fewer people than normal are commuting to offices, a trend that may yet continue for a longer period.

With every day that goes by, however, the window is closing and we are moving not just towards the prospect of a once in a generation lost opportunity but to the prospect of congestion which is worse than before as workers return to the city but continue to avoid public transport.

As Sydney, Melbourne and a raft of international cities have shown, now is the time for pop up bike lanes. Councils must act.

4. Build infrastructure — but make it fast, cheap and connected

While South East Queensland has some very high quality bicycle infrastructure such as the veloway and the Coronation Drive bike path, it remains the case that cyclists rightly complain of significant gaps in the network and poor connections. There are two real reasons for these disconnects — the interaction between various levels of government and the tendency to gold plate infrastructure.

As examples, the State has largely funded Coronation Drive and the Toowong Centenary Highway overpass but Sylvan Road remains a problem, the State created a major veloway along the Ipswich Motorway but there is no safe connection from Dinmore to Ipswich.

A “fast and cheap” approach would allow temporary solutions to be created and tested without significant infrastructure spending. A fast roll-out would create momentum and public confidence in the active transport project.

5. Undertake a serious cost benefit analysis of active transport funding

The State Government actively promotes an analysis suggesting that for every \$1 invested in cycling infrastructure, \$5 is returned in measurable public and private benefits. Its funding decisions, however, suggest it is not entirely confident in the analysis it itself has undertaken.

In 2018, the government indicated an intention to spend \$67.5 million of a \$3.425 billion Department of Transport and Main Roads budget on cycling infrastructure. A direct percentage cannot be drawn from the raw figures — DTMR cycling spending is supplemented by grants for rail trails etc and is therefore higher than the reported figure, while the DTMR budget includes funding for ports and railways, none of which can be displaced for bike paths.

Still, there is clearly a disconnect here.

What is clear is that the overall Transport and Main Roads budget is clearly historical and rolled out on a business as usual basis. No comprehensive or serious analysis has ever been undertaken on the financial benefits of a step change in active transport funding: would the benefits of a revolutionary shift to active transport funding in terms of congestion reduction, health savings and road funding costs merit a serious redirection of some share of local and state governments' roads budgets?

On the evidence available, the answer is likely yes.

With public finances so clearly constrained, such an analysis should rigorously and independently be undertaken.

6. Direct infrastructure stimulus spending to active transport

As the Commonwealth and State Governments develop plans to emerge from the COVID recession, funding will inevitably be directed to road projects. As DTMR's own figures indicate, however, the cost benefit ratio of active transport projects is consistently stronger than that of roads.

Queenslanders have shown us the trends they choose in these times with bicycle stores throughout the state reporting bike shortages through surging demand. That demand can be entrenched in new, more sustainable transport patterns. It would be a tragedy to miss the opportunity.

7. Restore targets to state government active transport planning

Having been criticised for a failure to meet active transport mode share targets, the State has responded, it would seem, by removing measurable aspiration altogether. As the management aphorism goes however, “what gets managed, gets done.”

Targets should be restored to active transport policy setting and outcomes should be publicly reported on.

8. Create a Sustainable Transport Commission to coordinate policy, direct spending and report on outcomes

The Queensland Government and a number of SEQ local governments have strong policies and, in many cases, reasonable budgets for active transport but coordination is hit and miss, reporting is largely non-existent and commitment to outcomes remains a matter of political will rather than a sustained, long term project.

The opportunities — for health, the environment and public and private finance, are too significant for active transport to be considered a “nice to have” or an afterthought.

The establishment of a Sustainable Transport Commission, with bipartisan support, would overcome many of those problems. It could co-ordinate planning and spending between governments, ensure the prioritisation of cities transformation through active transport was maintained and report at least biannually on outcomes.

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Item 5 / Attachment 1.

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Riding the Revolution A NEW APPROACH to ACTIVE TRANSPORT in SOUTH EAST QUEENSLAND



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Riding the Revolution – Report Recommendations

Recommendation
<p>1. That government should recognise the potential of e-bikes; the revolution which is already upon us, with state and local governments developing e-bike commuter strategies and the federal government immediately scrapping Australia's 5% e-bike tariff</p>
Discussion
<ul style="list-style-type: none"> • The Report suggests that e-bikes now account for around 30% of bicycle sales in Australia and are now priced at just over \$1,200. • Base model \$3,000 e-bikes have a range of 50km and a recharge time of around 4 hours. • Australian standards limit the power of e-bikes at 250 watts and ensure they cannot be ridden motor-assisted at more than 25km/h. • The average SEQ commute is currently 17.4km and therefore the Report suggests that the potential of e-bike commuting, if safe bike lanes were provided, is obvious. • No Australian jurisdiction has yet developed a plan to take advantage of the transport revolution electric bikes bring.
Opportunity
<ul style="list-style-type: none"> • Council's <i>iGO Active Transport Action Plan</i> (ATAP) and associated cycle network development does not currently include a specific focus on e-bikes, but rather focuses on school, commuter and utility user groups. As such, the cycle network which is being developed and the cycle infrastructure projects being delivered still have the ability to implicitly provide for e-bike users. However, a specific focus on e-bike users and their needs will be considered when iGO ATAP is reviewed next. • Council's <i>Intelligent Transport System Strategy</i> includes an action for e-bikes stating, 'Investigate the concept of purchasing a small fleet of e-bikes for Council staff to use when making small trips to test and showcase their capabilities and benefits'. • The feasibility of this concept or an alternative use for e-bikes is currently being investigated as part of the development of Council's <i>Green Workplace Travel Plan</i> for the relocation to the new Administration Building. • Advice has also been provided to the Administration Building project team relating to the charging and parking requirements for e-bikes and e-scooters in Council's new End of Trip Facility.

Recommendation
2. That SEQ local governments develop their own Ciclovias, Sunday inner city road closures which would get thousands of people out riding in a festival atmosphere without disrupting weekday traffic
Discussion
<ul style="list-style-type: none">• Significant evidence exists that bike commuters and casual weekend bike riders generate their own economic activity – travelling shorter distances and shopping locally.• The Report states that Ciclovias cut congestion, improve air quality, create joy through exercise and a festival atmosphere and, critically, create a cycling culture.• Opportunities exist for SEQ Ciclovias in Ipswich where the CBD desperately needs to attract people.
Opportunity
<ul style="list-style-type: none">• Council's iGO ATAP already includes a signature action which states, <i>'Trial and measure pop up pedestrian and cycle infrastructure (e.g. pedestrian squares, protected bike lanes, lunch time street closures in activity centres) and tie with community events to gather feedback and interest'</i>.• While the policy position for this initiative already exists in Council, it has yet to be enacted due to staff resourcing issues and internal operational project prioritisations.• An opportunity does exist for this action to be further investigated next financial year, with potential implementation in the future if the project requirements can be confirmed and any complexities resolved.• However, unless staff resourcing and project prioritisation issues are resolved, it is unlikely that action will occur quickly.

Recommendation
<p>3. Open pop up bike lanes in Brisbane, Ipswich and on the coasts – before the opportunity of quiet streets created by COVID-19 is completely lost</p>
Discussion
<ul style="list-style-type: none"> • The Report identifies that during COVID, pop up bike lanes have been adopted by cities around the world as a means of both taking advantage of the quieter roads and ensuring safe and uncrowded commute for the multitudes now avoiding public transport. • The City of Melbourne which already had plans to build 40km of new bike lanes over the next decade has announced they will now be built over two years, 12km are to be installed immediately as pop up lanes. • The City of Sydney with the support of the New South Wales Government announced 10km of new inner city lanes in May, indicating that the urgent nature of the opportunity meant normal consultation processes would not be followed. • The Report states that Gold Coast, Logan and Ipswich appear not to have contemplated the possibility and that Brisbane was slower to act. • From May 2020 through to the end of September 2020, Brisbane City Council had many discussions regarding the concept of a Citylink Cycleway which is a network of bike lanes to be developed in the CBD. The discussions concluded with a plan for a 12 month pop up trial for the Citylink Cycleway and a \$2.2 million budget allocation. • The Report indicates that with every day that goes by, the window for pop up bike lanes is closing and the prospect of congestion which is worse than before rises as workers return to the city but continue to avoid public transport. Now is the time for pop up bike lanes. Councils must act.
Opportunity
<ul style="list-style-type: none"> • Council's iGO ATAP already includes a signature action which states, <i>'Trial and measure pop up pedestrian and cycle infrastructure (e.g. pedestrian squares, protected bike lanes, lunch time street closures in activity centres) and tie with community events to gather feedback and interest'</i>. • While the policy position for this initiative already exists in Council, it has yet to be enacted due to staff resourcing issues and internal operational project prioritisations. • An opportunity does exist for this action to be further investigated next financial year, with potential implementation in the future if a design can be confirmed and is considered feasible. • However, unless staff resourcing and project prioritisation issues are resolved, it is unlikely that any action will occur quickly

Recommendation
<p>4. Build infrastructure – but make it fast, cheap and connected, not gold plated</p>
Discussion
<ul style="list-style-type: none"> • The report identifies that while SEQ has some very high quality bicycle infrastructure, it remains the case that cyclists rightly complain of significant gaps in the network and poor connections. • This is primarily due to two reasons, the interaction between various levels of government and the tendency to gold plate infrastructure. • An example provided in the Report gives reference to the State creating a major veloway along the Ipswich Motorway but there is no safe connection from Dinmore to Ipswich. • A “fast and cheap” approach would allow temporary solutions to be created and tested without significant infrastructure spending.
Opportunity
<ul style="list-style-type: none"> • While there is now an agreed ‘joint direction’ between Council and the State government with the introduction of the Queensland Government <i>South East Queensland Principal Cycle Network Plan</i> (PCNP) and the associated <i>Priority Route Maps</i>, it is acknowledged that often there is still a disconnect between the timeframes for cycle facility planning and construction due to the different government agency jurisdictions, resourcing capabilities and funding priorities. • This does lead to ‘gaps’ and ‘missing links’ in the cycle network which can be there for many years as it is very difficult to co-ordinate and influence the funding priority and capital delivery capacity of another government agency. • For example, the cycle connection between Dinmore and the Ipswich CBD is identified as a very high priority for delivery in the PCNP Priority Route Maps for both Council and the State Government. The portion of the missing link on Council controlled roads is slowly being progressed by Council as resourcing and capacity allows through the development of the ‘Eastern Ipswich Bikeway’ project. However, aside from some intersection improvements, the State Government has made no commitment to progress the portion of the link which runs along Brisbane Road (a State-controlled road). One reason for this could be that there are also very high priority PCNP routes to deliver in the Brisbane City Council local government area (LGA). Unfortunately, the Brisbane City Council LGA and Ipswich City Council LGA fall within the same jurisdictional area of the Department of Transport and Main Roads Metropolitan Region Office, creating a project priority mis-match as a cycle project in the Brisbane City Council LGA may be perceived as a better ‘value for money’ project for the State Government. • Further, historically at Council a cycling infrastructure project such as a commuter bikeway would not receive funding in the capital portfolio unless it received grant funding from the State Government. To receive grant funding from the State Government, the commuter bikeway design needs to meet certain design standards which could be considered as ‘gold plated’. Regardless, it often results in a higher quality solution but at a higher cost. • In order to take the ‘fast and cheap’ approach, a variety of issues would need to be

addressed including:

- A commitment from Council to the funding of commuter bikeway projects when it comes to budget deliberations, regardless of whether they achieve grant funding or not;
- A commitment from Council to accept a higher level of project risk in terms of safety and technical design standards;
- An acceptance of more 'sacrificial' and temporary infrastructure and potentially a delayed permanent solution;
- Allocation of appropriate staff resources to specific areas of Council so that the volume of cycle projects can be delivered faster (i.e. more staff to plan, design, consult with the community and deliver).

Recommendation
5. Undertake a serious cost benefit analysis of active transport funding – because the public and private financial benefits though clear, have not been properly understood or budgeted for by governments
Discussion
<ul style="list-style-type: none">• The Report states that the state government suggests that for every \$1 invested in cycling infrastructure, \$5 is returned in measureable public and private benefits. However, this is not reflected in the department's own funding decisions.• The report suggests that the overall Department of Transport and Main Roads budget is historical and rolled out on a 'business as usual' basis.• No comprehensive or serious analysis has ever been undertaken on the financial benefits of a step change in active transport funding.• The report suggests that a revolutionary shift to active transport funding in terms of congestion reduction, health savings and road funding costs merit a serious redirection of a share of local and state government budgets.
Opportunity
<ul style="list-style-type: none">• Council's funding for stand-alone active transport projects and active transport projects which form part of broader road upgrade projects has increased over the past few years with the introduction of the policy position of iGO and iGO ATAP and successful grant applications to the State Government.• However, it is known already by Council that the infrastructure requirements of the Ipswich community are not keeping pace with the city's population growth.• Further, it is acknowledged that Council is currently in a financially constrained environment and that all projects to be delivered and budgets allocated are subject to Council priorities.• There is potential benefits in undertaking the cost benefit analysis work for active transport funding recommended by the Report, particularly in its ability to inform Council's budget deliberation process.• However, as the report suggests, this perhaps should be a rigorous analysis undertaken by an independent party which also considers Council's current position and other commitments.

Recommendation
6. Direct infrastructure stimulus spending to active transport
Discussion
<ul style="list-style-type: none">• The Report identifies that as the Commonwealth and State Governments develop plans to emerge from the COVID recession, funding will inevitably be directed to road projects, despite the cost benefit ratio of active transport projects being consistently stronger than roads and bicycle stores across Queensland experiencing bike shortages.• The Report suggests that this demand could be entrenched in new, more sustainable transport patterns and that we shouldn't miss the opportunity.
Opportunity
<ul style="list-style-type: none">• Council has received approximately \$10.6 million dollars in grant funding associated with COVID stimulus programs to put towards 26 projects.• \$913,000 is to be spent on a new shared path along Bremer Street from Gordon St to Bell St and a portion of the funding is also planned to be spent on new minor footpaths and footpath rehabilitation projects.• The decision on which Council projects were to be selected to apply for grant funding was not based on type of project or mode of transport but rather on what projects met the grant guidelines and could be delivered by the required timeframes. As such, the majority of the projects which were selected to apply for funding were those which were already in detailed design and nearing the start of construction.• All of Council's larger active transport/ bikeway projects which may have been relevant already had received grant funding via the State Government <i>Cycle Network Local Government Grants Program</i> so were not eligible for any COVID stimulus grant programs.

Recommendation
7. Restore targets to state government active transport planning – what gets measured gets done
Discussion
<ul style="list-style-type: none">• The Report identifies that the State appears to have removed active transport mode share targets from their policies due to criticisms associated with not meeting these targets.• However, as the management aphorism goes “what gets measured, gets done”.• The Report recommends that targets should be restored to active transport policy setting and outcomes should be publically reported on.
Opportunity
<ul style="list-style-type: none">• iGO and iGO ATAP include an active transport target of 3% for cycling and 11% for walking.• While iGO ATAP also includes a range of performance measures and indicators to help identify the success of the plan, due to staff resourcing constraints, the majority of these data collection and monitoring activities are not being undertaken or reported on.• The <i>iGO Annual Report Card</i> is currently the primary means of publically reporting on the success of iGO and its subsequent action plans. Within this document only very basic and high level monitoring of the development of the active transport network is being undertaken.• Significantly more could be done in this space but until such time that additional resources are allocated, continuing the further development and scope of the <i>iGO Annual Report Card</i> is considered the most viable option.

Recommendation
8. Create a Sustainable Transport Commission to coordinate policy, direct spending and report on outcomes
Discussion
<ul style="list-style-type: none">• The Report identifies that the State Government and many local governments have strong policies and sometimes reasonable budgets for active transport but coordination is hit and miss, reporting is largely non-existent and commitment to outcomes remains a matter of political will rather than a sustained, long term project.• The Report suggests the establishment of a Sustainable Transport Commission would overcome many of these issues, co-ordinating planning and spending between governments, ensure the prioritisation of cities transformation through active transport was maintained and report at least biannually on the outcomes.
Opportunity
<ul style="list-style-type: none">• While a commendable idea to address the identified active transport issues, further information on how this recommendation would work and be implemented is required to understand the implications to Council.• Nevertheless, it is considered unlikely that all required State and local government authorities would give up their active transport jurisdiction, budget allocations and prioritisations to another authority.• Further, while potentially advancing the active transport agenda on one hand, it may also impede or miss the opportunity for other types of active transport projects to be incorporated as part of local Council or State Government road upgrade projects.

Riding the Revolution – Additional Ipswich Recommendation

Recommendation
1. A New Opportunity – The Boonah Ipswich Rail Trail would make Ipswich a hub for outdoor recreation
Discussion
<ul style="list-style-type: none">• The Boonah Ipswich Rail Trail is a 71km connection along the picturesque Fassifern Valley from Ipswich via Flinders Peak and Wyaralong Dam to Boonah.• 20km of the trail from Hardings Paddock to Flinders Peak is already constructed.• Recent development of rail trails in Queensland have generated significant economic activity in regional areas with an explosion of domestic tourism usage through the coronavirus lockdown.• The Report proposes that construction of the missing links and a connection of the Boonah Ipswich Rail Trail to the existing 161km Brisbane Valley Rail Trail will increase healthy outdoor recreation, regional economic development and support the continued creation of a cycling culture for Ipswich
Opportunity
<ul style="list-style-type: none">• Like iGO – <i>The City of Ipswich Transport Plan</i>, iGO ATAP and its associated cycle network development and actions focus on school, commuter and utility user groups, acknowledging that through the provision of a network for these groups, other user groups (such as recreational cyclists and tourists) will also receive benefits. As such, the further development of the Boonah Ipswich Rail Trail is considered outside the scope of iGO ATAP when it next gets reviewed.• Council’s <i>Active Ipswich Strategy</i> includes an action for the development of a <i>Recreational Walking and Cycling Action Plan</i> which will complement iGO ATAP but has a specific focus on recreational walking and cycling within parks and nature conservation estates.• Consideration of the further development of the Boonah Ipswich Rail Trail can be incorporated into Council’s new <i>Recreational Walking and Cycling Action Plan</i>.

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ITEM: 6

SUBJECT: WASTE AND CIRCULAR ECONOMY TRANSFORMATION DIRECTIVE - UPDATE 2

AUTHOR: WASTE AND CIRCULAR ECONOMY TRANSFORMATION MANAGER

DATE: 26 MARCH 2021

EXECUTIVE SUMMARY

This is a report concerning an update on the implementation of the Waste and Circular Economy Transformation 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. The implementation plan and the stakeholder engagement plan are intended to be workshopped with Councillors on completion.

Attachment 1 is an update to the work on the program to date for the information of the Council.

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.

Further updates will be provided to the Council.

ATTACHMENTS AND CONFIDENTIAL BACKGROUND PAPERS

1.	Committee Update 2 - Waste and Circular Economy Transformation Directive  
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Brett Davey

WASTE AND CIRCULAR ECONOMY TRANSFORMATION MANAGER

I concur with the recommendations contained in this report.

Peter Tabulo

GENERAL MANAGER, PLANNING AND REGULATORY SERVICES

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Item 6 / Attachment 1.

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)	Second Month actions
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 – Discussions have been held with the Waste and Recycling Industry Association of Queensland (WRIQ) Draft compliance program timing and priority list to continue compliance work to date	Meet with WRIQ to work through opportunities for industry code of practice. Meeting date has been set.
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	Several Waste sites have been visited and a review of available information has been commenced in respect to opportunities for best practice. This will continue. This exercise will inform and be informed by the Joint Task Force and the draft Resource Recovery Strategy.
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	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	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.	Joint Waste Task Force Meeting has been committed with senior state bureaucrats and a date for an inception meeting is being negotiated. Self-Audit Letters have been drafted and are in the process of being distributed to the industry. These letters have been delayed owing to planned meetings with the individual industries prior to distribution of the correspondence. A preliminary meeting has been held with the Waste Levy and ERA compliance team. It is anticipated that this subject matter will also be dealt with as part of the Joint Waste Task Force.

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	greater action on matters for which it is responsible.			Review opportunities to utilise waste contracts to drive industry behaviour.		
Strategic and Sequenced Remediation	We will advocate for and seek to ensure the orderly sequencing and proper 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.	Joint Waste Task Force with DES Prepare instruments to guide lobbying for government reform	Determine Council's planning instruments and other mechanisms to facilitate sequenced remediation 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.	Identify the extent of voids that are currently existing and do not have a valid approval to undertake a landfill 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.	Review existing mapping of voids Collate title and owner information as well as land and mining tenures	Joint Waste Task Force Meeting has been committed with senior state bureaucrats and a date for an inception meeting is being negotiated. This item has not yet been progressed.
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: <ul style="list-style-type: none">□ Reinforce the importance of reporting issues to the pollution hotline□ 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	Joint Waste Task Force Meeting has been committed with senior state bureaucrats and a date for an inception meeting is being negotiated. A scope for the Stakeholder Engagement Plan has been drafted. Internal workshops are being planned to complete the draft plan and provide the plan to Council for review.
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	Joint Waste Task Force with DES Prepare instruments	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	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	Arrange first Meeting of joint waste task force	Joint Waste Task Force Meeting has been committed with senior state bureaucrats and a date for an inception meeting is being negotiated.

Item 6 / Attachment 1.

	streams from linear to a circular 'recycle-reuse-remake' solution to achieve an overall reduction of waste going to landfill in Ipswich.	to guide lobbying for government reform Waste Organisation s and Peak Body	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.	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		
Lead by Example	We will investigate and progressively adopt relevant best practice waste collection and management solutions; and we will provide clear market signals and explicit benchmarks so best-practice commercial operators will invest in Ipswich with confidence.	Joint Waste Task Force with DES Prepare instruments to guide lobbying for government reform Waste Strategic Planning	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 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.	Meet with IED staff to completely understand the business relating to waste generation and disposal	The WCETM has met with both Ipswich Waste staff and private operators to better understand the industry.
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.	A review of the waste levy policy framework has been completed. A paper is to be presented to the Councillors along with a Briefing Session on these strategic opportunities and constraints.
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	Joint Waste Task Force with DES Prepare instruments to guide lobbying for	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	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	Review Waste Levy Policy Framework, summarise to inform Council.	A review of the waste levy policy framework has been completed. A paper is to be presented to the Councillors along with a Briefing Session on these strategic opportunities and constraints.

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	from both industry and other levels of government.	government reform Waste Levy	principle.	long term impacts).		
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 purpose use that benefits the community.	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. Promote planning between the Statement Government, ICC and industry operators over the longer term use of abandoned mining/completed landfill sites	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	A review of the waste levy policy framework has been completed. A paper is to be presented to the Councillors along with a Briefing Session on these strategic opportunities and constraints. The void mapping and tenure exercise has not yet been completed.

Doc ID No: A7137023

ITEM: 7

SUBJECT: PLANNING & ENVIRONMENT COURT ACTION STATUS REPORT

AUTHOR: MANAGER, DEVELOPMENT PLANNING

DATE: 23 MARCH 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

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.

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 (2) 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.

In relation to other waste applications:

- 5232/2019/MCU - Material Change of Use – Waste Activity Use involving Landfill for non-putrescible waste in the Ebenezer/Willowbank/Jeebropilly Waste Activity Area; Waste Activity involving a Waste Transfer Station (Special Industry) in the Ebenezer/Willowbank/Jeebropilly Waste Activity Area; Caretakers Residence x 3; and Environmentally Relevant Activity (ERA) - ERA 33, 60 & 62 (Bio-Recycle)

On 26 February 2021, the application 5232/2019/MCU was withdrawn at the request of the applicant (Bio-Recycle). At the Growth Infrastructure and Waste Committee Meeting of 11 March 2021, a question was raised regarding this application appearing on the list of current appeals. As the application is not subject to an appeal, the application will not appear on the list and is mentioned in this section for information purposes only.

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 & Environment Court Action Status Report  
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Anthony Bowles

MANAGER, DEVELOPMENT PLANNING

I concur with the recommendations contained in this report.

Peter Tabulo

GENERAL MANAGER, PLANNING AND REGULATORY SERVICES

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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 23 March 2021)

DIVISION 1

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 24 March 2021. Hearing set down to commence on 10 May 2021				

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.				

R.J. Lang Nominees Pty Ltd v/s Ipswich City Council

Register No:	175	Appeal Type:	Applicant Appeal	Appeal No:	529/2021
Application No:	3749/2019/MCU	Property:	189 Briggs Road, Flinders View	Received Date:	8/3/2021
Applicant:	RJ Lang Nominees Pty Ltd				
Appeal Summary:	This is an applicant appeal against two (2) conditions included in Council's approval given by negotiated decision notice dated 8 February 2021.				
	The conditions being appealed relate to:				
	Condition 11(b) - restriction on retail sales as part of Business Use (Trade Supplies Shop) to be limited to Trades people only and no retail sales to the general public.				
	Condition 27 - the requirement to construct and upgrade the intersection of Briggs Road and Edwards Street.				
Status:	Awaiting directions				

Item 7 / Attachment 1.

DIVISION 1

R.J. Lang Nominees Pty Ltd v/s Ipswich City Council

Register No:	176	Appeal Type:	Applicant Appeal	Appeal No:	530 of 2021
Application No:	3749/2019/MCU	Property:	189 Briggs Road, Flinders View	Received Date:	8/3/2021
Applicant:	RJ Lang Nominees Pty Ltd				
Appeal Summary:	This is an applicant appeal against Infrastructure Charges Notice (ICN) issued by Council as part of negotiated decision notice dated 8 February 2021.				
	The appellant claims that the ICN: contains an error relating to the application of the relevant adopted charge and an offset or refund; has no decision about an offset or refund; and charges are unreasonable				
Status:	Awaiting directions				

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 24 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:	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 11 February 2020 and the due date to issue the decision notice to the applicant was 18 February 2020. 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.				
Status:	Next Court review is on 24 March 2021. Hearing set down to commence 10 May 2021.				

Item 7 / Attachment 1.

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 1 April 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:	Parties have agreed upon conditions. Appellants seeking final orders on 24 March 2021.				

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. The matter is listed for review on 25 March 2021.				

Item 7 / Attachment 1.

DIVISION 4

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:	<p>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.</p> <p>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.</p>				
Status:	Without prejudice discussions ongoing. Next court review is 5 March 2021.				

DIVISION 8

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:	Baycrown Pty Ltd				
Appeal Summary:	<p>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.</p>				
Status:	Application listed before the Court on 30 March 2021				

Doc ID No: A7149282

ITEM: 8
SUBJECT: EXERCISE OF DELEGATION REPORT
AUTHOR: MANAGER, DEVELOPMENT PLANNING
DATE: 25 MARCH 2021

EXECUTIVE SUMMARY

This is a report concerning applications that have been determined by delegated authority 25 February 2021 to 26 March 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 25 February 2021 to 26 March 2021.

ATTACHMENTS AND CONFIDENTIAL BACKGROUND PAPERS

1.	Exercise Of Delegation Report  
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Anthony Bowles
MANAGER, DEVELOPMENT PLANNING

I concur with the recommendations contained in this report.

Peter Tabulo
GENERAL MANAGER, PLANNING AND REGULATORY SERVICES

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Development Applications Determined by Authority

Below is a list of Development Applications determined between 25 February 2021 and 25 March 2021

Total number of applications determined - 324

DIVISION 1					
Delegated Authority: 129 Application/s					
Application No.	Address	Decision Date	Decision	Determining Authority	Description
3169/2021/BORIST	9 Freycinet Lane, South Ripley	23/03/2021	Approved	Engineering Delivery West Manager	Building Over or Near a Stormwater Drain - Dwelling
2034/2021/BR	400 Ripley Road, Ripley	02/03/2021	Approved	Building Regulatory Officer	Amenity and Aesthetics - Shed
3837/2021/BR	7 Frawley Drive, Redbank Plains	02/03/2021	Approved	Building Regulatory Officer	Siting Variation - Shed
4135/2021/BR	33 Thomas Street, Flinders View	05/03/2021	Approved	Building Regulatory Officer	Siting Variation - Patio
4485/2021/BR	27 Glen Noble Avenue, Redbank Plains	16/03/2021	Approved	Building Regulatory Officer	Amenity and aesthetics - Shed Siting Variation - Carport
4630/2021/BR	19 Glen Noble Avenue, Redbank Plains	09/03/2021	Approved	Building Regulatory Officer	Amenity and aesthetics - Shed Siting Variation - Carport
4635/2021/BR	15 Michels Street, Ripley	09/03/2021	Approved	Building Regulatory Officer	Amenity and Aesthetics - Demolition of Shed/Carport Siting Variation - Shed and Awning
4596/2021/BR	7 Eureka Court, Redbank Plains	08/03/2021	Approved	Building Regulatory Officer	Siting Variation - Carport
4971/2021/BR	45 Jonquil Circuit, Flinders View	12/03/2021	Approved	Building Regulatory Officer	siting Variation - Carport
4916/2021/BR	25 Marshall Street, Redbank Plains	15/03/2021	Approved	Building Regulatory Officer	Siting Variation - Patio
5517/2021/BR	16 Shawfield Street, Willowbank	22/03/2021	Approved	Building Regulatory Officer	Siting Variation - Carport
8726/2020/BW	434 Ripley Road, Ripley	11/03/2021	Approved	Building Certifier	Patio
4562/2021/BW	5 Zoe Court, Raceview	05/03/2021	Approved	Building Certifier	Removal of Above Ground Swimming Pool
4065/2016/MAEXT/A	10 Alawoona Street, Redbank Plains	02/03/2021	Approved	Senior Planner (Development)	Extension Application - One (1) lot into Two (2) Lots
5742/2018/MAMC/A	85 Thornton Street, Raceview	19/03/2021	Refused	Development Assessment West Manager	Minor Change - Material Change of Use - Multiple Residential (One Hundred Eighty Two (182) Townhouses)
1142/2019/MAOC/C	14 Sunbird Drive, Redbank Plains	08/03/2021	Approved	Development Assessment East Manager	Other Change - Material Change of Use - Business Use (Fast Food Premises, Veterinary Clinic and Medical Centre), Recreation Use (Indoor Recreation) and Shopping Centre
12596/2020/MCU	63 Briggs Road, Raceview	02/03/2021	Approved	Senior Planner (Development)	Material Change of Use - Recreation Use - Indoor Recreation
4678/2019/NAME/B	31-93 Cumner Road, White Rock	16/03/2021	Approved	Senior Development Planning Compliance Officer	Road Naming - White Rock - Stage 1, 2 and 3
6986/2020/OW	7001 Montereia Road, Ripley	05/03/2021	Approved	Engineering Delivery West Manager	Rate 3 Streetlighting - Montereia Stages 2 & 3

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Application No.	Address	Decision Date	Decision	Determining Authority	Description
11339/2020/OW	382 Redbank Plains Road, Redbank Plains	23/03/2021	Approved	Engineering Delivery East Manager	Rate 3 Streetlighting
9826/2017/PDA	233-299 Barrams Road, White Rock	17/03/2021	Approved	Development Assessment West Manager	Material Change of Use for: - Residential Uses (display home, house, multiple residential and other residential); - Commercial Uses (business, health care services and sales office); - Retail Uses (food premises and shop); - Service, Community and Other uses (child care centre, community facility, educational establishment, place of assembly and utility installation); - Sport, Recreation and Entertainment Uses (outdoor sport and recreation); - Rural Uses (agriculture and animal keeping and husbandry)
6226/2018/PDA	254 Barrams Road, White Rock	22/03/2021	Approved	Development Assessment West Manager	Whole of Site Material Change of Use for Residential Uses (Houses and Display Homes), Retail Uses (Service Station, Shop and Food Premises) and Commercial Uses (Sales Office); Material Change of Use - Context Plan; and Reconfiguring a Lot – One (1) lot into 229 lots plus parks and new road accompanied by a Plan of Development.
8819/2020/PDA	Lot 207 Unnamed Road, Deebling Heights	09/03/2021	Approved	Development Assessment West Manager	Material Change of Use - Temporary Sales Office and Associated Food Premises (Cafe) Uses
1304/2021/PDACA	7006 Barrams Road, South Ripley	12/03/2021	Approved	Senior Planner (Development)	Priority Development Area Compliance Assessment - Multiple Residential (7 Terrace Dwellings)
6797/2020/PDAEE	143-163 Daleys Road, Ripley	12/03/2021	Approved	Senior Development Engineer	Compliance Assessment – Cadence Ripley Stage 2 Condition 23 Traffic, Condition 24 Stormwater Quantity Management and Condition 25 Stormwater Quality Management Plan
10296/2020/PDAEE	160-186 Daleys Road, Ripley	08/03/2021	Approved	Senior Development Engineer	Compliance Assessment Aurora (Daleys Road) Condition 22(a) Roads External, Condition 32(a) Stormwater Management – Quality (Lot 906 only) and Condition 34(a) Stormwater Management – Quantity (Lot 906 only)
2094/2021/PDAEE	31-93 Cumner Road, White Rock	10/03/2021	Approved	Senior Development Engineer	Whiterock Stages 1-7 – Bulk Earthworks
3927/2021/PDAEE	459-489 Ripley Road, Ripley	12/03/2021	Approved	Senior Development Engineer	Compliance Assessment - Ripley Valley Stages 6-8 Condition 20(a) Retaining Walls
5891/2021/PDAEE	459-489 Ripley Road, Ripley	25/03/2021	Approved	Senior Development Engineer	Compliance Assessment 459-489 Ripley Road, Ripley - Condition 21 Earthworks

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Application No.	Address	Decision Date	Decision	Determining Authority	Description
6536/2018/PDAEXT/D	238 Montereia Road, Ripley	24/03/2021	Approved	Development Assessment West Manager	Extension Application - Reconfiguring a Lot - Four (4) Lots into Three hundred and Twenty One (321) Lots with a Plan of Development (POD), Two (2) Balance Lots, plus Park, Drainage Reserves and new Roads
4361/2021/PFT	29 Bowerbird Street, Deebling Heights	26/02/2021	Approved	Plumbing Inspector	Single Dwelling
4454/2021/PFT	10 Carlos Street, Ripley	25/02/2021	Approved	Plumbing Inspector	Single Dwelling
4456/2021/PFT	27 Gonula Crescent, Ripley	26/02/2021	Approved	Plumbing Inspector	Single Dwelling
4451/2021/PFT	26 Blackberry Way, Ripley	25/02/2021	Approved	Plumbing Inspector	Single Dwelling
4453/2021/PFT	17 Macadamia Street, Redbank Plains	25/02/2021	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
4586/2021/PFT	8 Bradleys Street, Ripley	26/02/2021	Approved	Plumbing Inspector	Single Dwelling
4645/2021/PFT	73 Carbeen Circuit, Springfield	26/02/2021	Approved	Plumbing Inspector	Single Dwelling
4600/2021/PFT	60 Carbeen Circuit, Springfield	26/02/2021	Approved	Plumbing Inspector	Single Dwelling
4638/2021/PFT	31 Bowerbird Street, Deebling Heights	26/02/2021	Approved	Plumbing Inspector	Single Dwelling
4626/2021/PFT	7 Needlewood Street, Redbank Plains	01/03/2021	Approved	Plumbing Inspector	Single Dwelling
4609/2021/PFT	75 Boyland Way, Ripley	26/02/2021	Approved	Plumbing Inspector	Single Dwelling
4787/2021/PFT	64 Sunbird Drive, Redbank Plains	02/03/2021	Approved	Plumbing Inspector	Single Dwelling
4768/2021/PFT	6 Carbeen Circuit, Springfield	01/03/2021	Approved	Plumbing Inspector	Single Dwelling
4779/2021/PFT	1 Needlewood Street, Redbank Plains	02/03/2021	Approved	Plumbing Inspector	Single Dwelling
4770/2021/PFT	22 Sable Street, Ripley	01/03/2021	Approved	Plumbing Inspector	Single Dwelling
4793/2021/PFT	5 Shearer Court, Ripley	02/03/2021	Approved	Plumbing Inspector	Single Dwelling
4795/2021/PFT	7 Pitt Way, Redbank Plains	02/03/2021	Approved	Plumbing Inspector	Single Dwelling
4835/2021/PFT	15 Simpatico Street, Ripley	02/03/2021	Approved	Plumbing Inspector	Single Dwelling
4802/2021/PFT	24 Simpatico Street, Ripley	02/03/2021	Approved	Plumbing Inspector	Single Dwelling

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Delegated Authority: 129 Application/s					
Application No.	Address	Decision Date	Decision	Determining Authority	Description
4805/2021/PFT	30 Simpatico Street, Ripley	02/03/2021	Approved	Plumbing Inspector	Single Dwelling
4907/2021/PFT	35 Maguire Street, Ripley	04/03/2021	Approved	Plumbing Inspector	Single Dwelling
4908/2021/PFT	371 Binnies Road, Deebling Heights	04/03/2021	Approved	Plumbing Inspector	Single Dwelling
4882/2021/PFT	42 Macadamia Street, Redbank Plains	03/03/2021	Approved	Plumbing Inspector	Single Dwelling
4887/2021/PFT	21 Macadamia Street, Redbank Plains	03/03/2021	Approved	Plumbing Inspector	Single Dwelling
4876/2021/PFT	54 Rhea De Wit Drive, Ripley	03/03/2021	Approved	Plumbing Inspector	Single Dwelling
4877/2021/PFT	70 Caladenia Street, Deebling Heights	03/03/2021	Approved	Plumbing Inspector	Single Dwelling
4890/2021/PFT	74 Blackberry Way, Ripley	03/03/2021	Approved	Plumbing Inspector	Single Dwelling
4909/2021/PFT	62 Blackberry Way, Ripley	04/03/2021	Approved	Plumbing Inspector	Single dwelling
4934/2021/PFT	15 Woodward Place, Deebling Heights	04/03/2021	Approved	Plumbing Inspector	Single Dwelling
4930/2021/PFT	3 Keary Place, Ripley	04/03/2021	Approved	Plumbing Inspector	Single Dwelling
4982/2021/PFT	16 Sable Street, Ripley	05/03/2021	Approved	Plumbing Inspector	Single Dwelling
5106/2021/PFT	10 Beat Street, Ripley	08/03/2021	Approved	Plumbing Inspector	Single Dwelling
5060/2021/PFT	39 Caladenia Street, Deebling Heights	05/03/2021	Approved	Plumbing Inspector	Single Dwelling
5021/2021/PFT	34 Caladenia Street, Deebling Heights	05/03/2021	Approved	Plumbing Inspector	Single Dwelling
5241/2021/PFT	5 Woodward Place, Deebling Heights	10/03/2021	Approved	Plumbing Inspector	Single Dwelling
5237/2021/PFT	21 Maguire Street, Ripley	09/03/2021	Approved	Plumbing Inspector	Single Dwelling
5204/2021/PFT	42 Cressbrook Circuit, Deebling Heights	09/03/2021	Approved	Plumbing Inspector	Single Dwelling
5134/2021/PFT	3 Honey Street, Redbank Plains	08/03/2021	Approved	Plumbing Inspector	Single Dwelling
5302/2021/PFT	62 Cressbrook Circuit, Deebling Heights	09/03/2021	Approved	Plumbing Inspector	Single Dwelling
5296/2021/PFT	9 Mooloolah Street, Deebling Heights	09/03/2021	Approved	Plumbing Inspector	Single Dwelling
5253/2021/PFT	92 Blackberry Way, Ripley	09/03/2021	Approved	Plumbing Inspector	Single Dwelling
5262/2021/PFT	102 Blackberry Way, Ripley	09/03/2021	Approved	Plumbing Inspector	Single Dwelling
5255/2021/PFT	64 Blackberry Way, Ripley	09/03/2021	Approved	Plumbing Inspector	Single Dwelling

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5264/2021/PFT	3 Saffron Court, Ripley	09/03/2021	Approved	Plumbing Inspector	Single Dwelling
5261/2021/PFT	7 Saffron Court, Ripley	09/03/2021	Approved	Plumbing Inspector	Single Dwelling
5257/2021/PFT	11 Saffron Court, Ripley	09/03/2021	Approved	Plumbing Inspector	Single Dwelling
5378/2021/PFT	19 Macadamia Street, Redbank Plains	11/03/2021	Approved	Plumbing Inspector	Single Dwelling
5462/2021/PFT	19 Daniell Close, Ripley	11/03/2021	Approved	Plumbing Inspector	Single Dwelling
5513/2021/PFT	6 Honey Street, Redbank Plains	12/03/2021	Approved	Plumbing Inspector	Single Dwelling
5438/2021/PFT	8 Salsa Street, Ripley	11/03/2021	Approved	Plumbing Inspector	Single Dwelling
5515/2021/PFT	72 Carpenter Drive, Ripley	12/03/2021	Approved	Plumbing Inspector	Single Dwelling
5604/2021/PFT	59 Sunbird Drive, Redbank Plains	15/03/2021	Approved	Plumbing Inspector	Single Dwelling
5601/2021/PFT	46 Blackberry Way, Ripley	15/03/2021	Approved	Plumbing Inspector	Single Dwelling
5569/2021/PFT	9 Millstream Place, Deebling Heights	12/03/2021	Approved	Plumbing Inspector	Single Dwelling
5644/2021/PFT	10 Lorikeet Close, Deebling Heights	15/03/2021	Approved	Plumbing Inspector	Single Dwelling
5723/2021/PFT	71 Caladenia Street, Deebling Heights	16/03/2021	Approved	Plumbing Inspector	Single Dwelling
5727/2021/PFT	85 Caladenia Street, Deebling Heights	16/03/2021	Approved	Plumbing Inspector	Single Dwelling
5728/2021/PFT	23 Simpatico Street, Ripley	16/03/2021	Approved	Plumbing Inspector	Single Dwelling
5736/2021/PFT	15 Saffron Court, Ripley	16/03/2021	Approved	Plumbing Inspector	Single Dwelling
5878/2021/PFT	18A Aldinga Street, Redbank Plains	17/03/2021	Approved	Plumbing Inspector	Single Dwelling
5847/2021/PFT	78 Locke Crescent, Redbank Plains	17/03/2021	Approved	Plumbing Inspector	Single Dwelling
5892/2021/PFT	7 Darwinia Street, Springfield	17/03/2021	Approved	Plumbing Inspector	Single Dwelling
5895/2021/PFT	36 Caladenia Street, Deebling Heights	17/03/2021	Approved	Plumbing Inspector	Single Dwelling
5874/2021/PFT	25 Simpatico Street, Ripley	17/03/2021	Approved	Plumbing Inspector	Single Dwelling
5948/2021/PFT	31 Nectar Circuit, Redbank Plains	18/03/2021	Approved	Plumbing Inspector	New Dwelling
6061/2021/PFT	11 Hakea Lane, Deebling Heights	22/03/2021	Approved	Plumbing Inspector	Single Dwelling
6006/2021/PFT	41 Maguire Street, Ripley	19/03/2021	Approved	Plumbing Inspector	Single Dwelling
6065/2021/PFT	11 Cherish Street, Ripley	22/03/2021	Approved	Plumbing Inspector	Single Dwelling
6239/2021/PFT	8 Raven Street, Ripley	23/03/2021	Approved	Plumbing Inspector	Single Dwelling

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Application No.	Address	Decision Date	Decision	Determining Authority	Description
6202/2021/PFT	32 Goulburn Crescent, South Ripley	22/03/2021	Approved	Plumbing Inspector	Single Dwelling
6233/2021/PFT	52 Rhea De Wit Drive, Ripley	23/03/2021	Approved	Plumbing Inspector	Single Dwelling
6297/2021/PFT	22 Crewes Crescent, Redbank Plains	23/03/2021	Approved	Plumbing Inspector	Single Dwelling
6305/2021/PFT	11 Celia Street, Ripley	24/03/2021	Approved	Plumbing Inspector	Single Dwelling
6287/2021/PFT	379 Binnies Road, Deebling Heights	23/03/2021	Approved	Plumbing Inspector	Single Dwelling
6301/2021/PFT	20 Cressbrook Circuit, Deebling Heights	23/03/2021	Approved	Plumbing Inspector	Single Dwelling
6279/2021/PFT	49 Caladenia Street, Deebling Heights	23/03/2021	Approved	Plumbing Inspector	Single Dwelling
6300/2021/PFT	10 Sable Street, Ripley	24/03/2021	Approved	Plumbing Inspector	Single Dwelling
6295/2021/PFT	9 Saffron Court, Ripley	24/03/2021	Approved	Plumbing Inspector	Single Dwelling
6367/2021/PFT	7 Wedgetail Court, Deebling Heights	24/03/2021	Approved	Plumbing Inspector	Single Dwelling
6392/2021/PFT	88 Rex Hills Drive, Ripley	24/03/2021	Approved	Plumbing Inspector	Single Dwelling
6373/2021/PFT	30 Macadamia Street, Redbank Plains	24/03/2021	Approved	Plumbing Inspector	Single Dwelling
6457/2021/PFT	26 Watheroo Street, South Ripley	25/03/2021	Approved	Plumbing Inspector	Single Dwelling
6410/2021/PFT	11 Yarra Street, South Ripley	25/03/2021	Approved	Plumbing Inspector	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
4536/2021/PPR	14 Archibald Street, Ripley	01/03/2021	Approved	Plumbing Inspector	Single Dwelling and Secondary Dwelling
4659/2021/PPR	1301-1385 Ripley Road, South Ripley	04/03/2021	Approved	Plumbing Inspector	Non-Sewered Single Dwelling
5051/2021/PPR	21 Jive Way, Ripley	05/03/2021	Approved	Plumbing Inspector	Single Dwelling and Secondary Dwelling
5380/2021/PPR	9 Mcdermott Way, Ripley	10/03/2021	Approved	Plumbing Inspector	Single Dwelling and Secondary Dwelling
5592/2021/PPR	200 Mary Street, Blackstone	15/03/2021	Approved	Plumbing Inspector	Single Dwelling - Site 25
5949/2021/PPR	200 Mary Street, Blackstone	19/03/2021	Approved	Plumbing Inspector	Single Dwelling - Site 33
10015/2020/RAL	109 Purga School Road, Purga	16/03/2021	Approved	Senior Planner (Development)	Reconfiguring a Lot - Boundary Realignment (2 Lots into 2 Lots)
8775/2017/SSP/A	Lot 74 Unnamed Road, Purga	22/03/2021	Approved	Senior Development Planning Compliance Officer	Lots 7, 74 and 244 on SP308679
7215/2011/SSP/O	7001 Caladenia Street, Deebling Heights	10/03/2021	Approved	Senior Development Planning Compliance Officer	Lots 414-423 & 909 on SP317657 - Sovereign Pocket Stage 13B

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5548/2019/SSPRV/A	197 Cumner Road, White Rock	09/03/2021	Approved	Senior Development Planning Compliance Officer	Lots 1 and 8 on SP317760
4566/2019/PDAEE	7003 Bayliss Road, South Ripley	03/03/2021	Approved	Environment Assessment Manager	Compliance Assessment – Providence Bundamba Creek Buffer Rehabilitation Plan Condition 18

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Delegated Authority: 58 Application/s					
Application No.	Address	Decision Date	Decision	Determining Authority	Description
4137/2021/BORIST	1 Churchill Street, Bellbird Park	02/03/2021	Approved	Engineering Delivery East Manager	Building Over or Near a Stormwater Drain - Dwelling & Auxiliary Unit
3973/2021/BR	10 Midcrest Lane, Springfield	08/03/2021	Approved	Building Regulatory Officer	Siting Variation - Carport
4002/2021/BR	31 Brennan Street, Bellbird Park	05/03/2021	Approved	Building Regulatory Officer	Siting Variation - Roofed Patio
4501/2021/BR	48 Dale Road, Camira	08/03/2021	Approved	Building Regulatory Officer	Amenities and Aesthetics Demolition of a Dwelling
4587/2021/BR	135 Sharpless Road, Springfield	08/03/2021	Approved	Building Regulatory Officer	Siting Variation - Patio
4926/2021/BR	5 Roy Street, Bellbird Park	24/03/2021	Approved	Building Regulatory Officer	Siting Variation - Dwelling
5013/2021/BR	14 Cracow Street, Camira	17/03/2021	Approved	Building Regulatory Officer	Siting Variation - Alterations/Additions
2545/2021/BW	4 Martha Street, Goodna	24/03/2021	Approved	Building Certifier	Two Level Covered Deck
3806/2021/EXC	177 Happy Jack Drive, Bellbird Park	25/02/2021	Approved	Senior Planner (Development)	Exemption Certificate - Single Dwelling
11878/2020/OW	7002 Russell Luhrs Way, Spring Mountain	22/03/2021	Approved	Engineering Delivery East Manager	Landscaping - District Recreation and Local Sports Park
13038/2020/PFT	3 Howard Street, Goodna	02/03/2021	Approved	Plumbing Inspector	Single Dwelling
4241/2021/PFT	36 Camden Crescent, Spring Mountain	08/03/2021	Approved	Plumbing Inspector	Single Dwelling
4320/2021/PFT	38 Panorama Drive, Springfield	03/03/2021	Approved	Plumbing Inspector	Single Dwelling
4575/2021/PFT	5 Roy Street, Bellbird Park	25/02/2021	Approved	Plumbing Inspector	Single Dwelling
4581/2021/PFT	11 Catherine Street, Augustine Heights	26/02/2021	Approved	Plumbing Inspector	Single Dwelling
4653/2021/PFT	46 Corfu Street, Springfield Lakes	09/03/2021	Approved	Plumbing Inspector	Single Dwelling
4628/2021/PFT	153 Happy Jack Drive, Bellbird Park	26/02/2021	Approved	Plumbing Inspector	Single Dwelling
4607/2021/PFT	28 Ignatius Street, Augustine Heights	26/02/2021	Approved	Plumbing Inspector	Single Dwelling
4585/2021/PFT	4 Telopea Way, Springfield	26/02/2021	Approved	Plumbing Inspector	Single Dwelling
4780/2021/PFT	11 Daybreak Street, Spring Mountain	01/03/2021	Approved	Plumbing Inspector	Single Dwelling
4699/2021/PFT	63 Mark Dillon Circuit, Spring Mountain	01/03/2021	Approved	Plumbing Inspector	Single Dwelling
4692/2021/PFT	3 Highfield Drive, Bellbird Park	01/03/2021	Approved	Plumbing Inspector	Single Dwelling
4825/2021/PFT	4 Haddington Place, Spring Mountain	02/03/2021	Approved	Plumbing Inspector	Single Dwelling
4885/2021/PFT	15 Warwick Court, Bellbird Park	05/03/2021	Approved	Plumbing Inspector	Single Dwelling

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Application No.	Address	Decision Date	Decision	Determining Authority	Description
4912/2021/PFT	8 Broxburn Circuit, Spring Mountain	04/03/2021	Approved	Plumbing Inspector	Single Dwelling
4985/2021/PFT	44 Turnberry Way, Brookwater	05/03/2021	Approved	Plumbing Inspector	Single Dwelling
5010/2021/PFT	60 Lunar Circuit, Spring Mountain	05/03/2021	Approved	Plumbing Inspector	Single Dwelling
4929/2021/PFT	92 Lunar Circuit, Spring Mountain	04/03/2021	Approved	Plumbing Inspector	Single dwelling
5015/2021/PFT	13 Holland Street, Bellbird Park	05/03/2021	Approved	Plumbing Inspector	Single Dwelling
5026/2021/PFT	171 Dublin Avenue, Spring Mountain	15/03/2021	Approved	Plumbing Inspector	Single Dwelling
5045/2021/PFT	19 Mark Winter Court, Bellbird Park	05/03/2021	Approved	Plumbing Inspector	Single Dwelling
5152/2021/PFT	56 Panorama Drive, Springfield	09/03/2021	Approved	Plumbing Inspector	Single Dwelling
5236/2021/PFT	31A Morgan Street, Bellbird Park	09/03/2021	Approved	Plumbing Inspector	Single Dwelling
5254/2021/PFT	40 Kincraig Circuit, Spring Mountain	09/03/2021	Approved	Plumbing Inspector	Single Dwelling
5377/2021/PFT	17 Songlark Crescent, Springfield	10/03/2021	Approved	Plumbing Inspector	Single Dwelling
5497/2021/PFT	100 Roberts Crescent, Bellbird Park	11/03/2021	Approved	Plumbing Inspector	Single Dwelling
5490/2021/PFT	6 Gretna Lane, Spring Mountain	11/03/2021	Approved	Plumbing Inspector	Single dwelling
5651/2021/PFT	82 Dublin Avenue, Spring Mountain	15/03/2021	Approved	Plumbing Inspector	Single Dwelling
5716/2021/PFT	42 Telopea Way, Springfield	15/03/2021	Approved	Plumbing Inspector	Single Dwelling
5870/2021/PFT	12 Luafutu Street, Bellbird Park	17/03/2021	Approved	Plumbing Inspector	Single Dwelling
5893/2021/PFT	14 Riverlily Crescent, Bellbird Park	17/03/2021	Approved	Plumbing Inspector	Single Dwelling
6234/2021/PFT	33 Bathgate Close, Spring Mountain	23/03/2021	Approved	Plumbing Inspector	Single Dwelling
6212/2021/PFT	1 Riverlily Crescent, Bellbird Park	22/03/2021	Approved	Plumbing Inspector	Single Dwelling
6365/2021/PFT	432 Grande Avenue, Spring Mountain	24/03/2021	Approved	Plumbing Inspector	Single Dwelling
6375/2021/PFT	14 Bathgate Close, Spring Mountain	24/03/2021	Approved	Plumbing Inspector	Single Dwelling
6374/2021/PFT	20 Telopea Way, Springfield	24/03/2021	Approved	Plumbing Inspector	Single Dwelling
6371/2021/PFT	22 Aiken Street, Bellbird Park	24/03/2021	Approved	Plumbing Inspector	Single Dwelling
6412/2021/PFT	13 Broadford Street, Spring Mountain	25/03/2021	Approved	Plumbing Inspector	Single Dwelling

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Delegated Authority: 58 Application/s					
Application No.	Address	Decision Date	Decision	Determining Authority	Description
62/2021/PPC	7002 Russell Luhrs Way, Spring Mountain	19/03/2021	Approved	Plumbing Inspector	Park Amenities
4421/2021/PPC	103/2 Wellness Way, Springfield Central	17/03/2021	Approved	Plumbing Inspector	Medical Clinic
4678/2021/PPH	127 Albert Street, Goodna	17/03/2021	Approved	Development Assessment East Manager	Proposed Public Housing - Multiple Residential (seven dwellings)
2978/2021/PPR	12 Knot Place, Augustine Heights	05/03/2021	Approved	Plumbing Inspector	Sixteen (16) Townhouses
3415/2021/PPR	12 Hayes Avenue, Camira	25/03/2021	Approved	Plumbing Inspector	Relocation of Effluent Disposal Area
4679/2021/PPR	3 Catherine Street, Augustine Heights	15/03/2021	Approved	Plumbing Inspector	Single Dwelling and Secondary Dwelling
5516/2021/PPR	1 Churchill Street, Bellbird Park	12/03/2021	Approved	Plumbing Inspector	Dwelling & Auxiliary Unit
6303/2021/PPR	38 Aiken Street, Bellbird Park	24/03/2021	Approved	Plumbing Inspector	Single Dwelling
9761/2020/RAL	15-17 Harris Street, Bellbird Park	12/03/2021	Approved	Development Assessment East Manager	Reconfiguring a Lot - One (1) Lot into Three (3) Lots and nomination of Dual Occupancy Lot
3386/2019/SSP/A	7008 Gateway Drive, Augustine Heights	26/02/2021	Approved	Senior Development Planning Compliance Officer	Lots 90 & 91 on SP322410

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DIVISION 3					
Delegated Authority: 66 Application/s					
Application No.	Address	Decision Date	Decision	Determining Authority	Description
572/2021/BORIST	32 Grange Road, Eastern Heights	05/03/2021	Approved	Engineering Delivery East Manager	Building Over or Near a Stormwater Drain - Retirement Village Unit 4
3397/2021/BR	6 Milgate Street, Collingwood Park	09/03/2021	Approved	Building Regulatory Officer	Siting Variation/Amenity and Aesthetics - Carport
4186/2021/BR	34 Roderick Street, Ipswich	05/03/2021	Approved	Building Regulatory Officer	Amenity And Aesthetics - Patio
4332/2021/BR	2 Reddy Street, One Mile	05/03/2021	Approved	Building Regulatory Officer	Siting Variation - Patio
4370/2021/BR	11 Phyllis Street, Eastern Heights	05/03/2021	Approved	Building Regulatory Officer	Siting Variation - Carport
4565/2021/BR	3 Heather Street, Silkstone	08/03/2021	Approved	Building Regulatory Officer	Amenity and Aesthetics - Demolition of a Dwelling and Shed/Carport
4797/2021/BR	31 Chalk Street, Leichhardt	10/03/2021	Approved	Building Regulatory Officer	Siting Variation - Carport
5058/2021/BR	18 Denman Street, Leichhardt	19/03/2021	Approved	Building Regulatory Officer	Siting Variation - Shed
5386/2021/BR	51 Wall Street, Bundamba	19/03/2021	Approved	Building Regulatory Officer	Amenity and aesthetics / Siting Variation - Shed/Garage
7509/2020/BW	103 Blackall Street, Basin Pocket	22/03/2021	Approved	Building Certifier	Raise Existing Dwelling, Build in Underneath and Construct 2 Covered Decks
11058/2020/BW	10 Woodend Road, Sadliers Crossing	03/03/2021	Approved	Building Certifier	Alterations and Additions to Dwelling
1832/2021/BW	50 Quarry Street, Ipswich	01/03/2021	Approved	Building Certifier	Proposed Retaining Wall Only
4204/2021/CA	7001 Bognuda Street, Bundamba	10/03/2021	Approved	Development Assessment Central Manager	Material Change of Use – Service Trades/Use (Warehouse) and General Industry (Assembly, Servicing, Storage and Repair of Deployable Medical Tent and Shelter Systems) and Other Development – Advertising Devices (two (2) wall signs and one (1) pylon sign)
4346/2016/MAEXT/A	129 Whitehill Road, Eastern Heights	02/03/2021	Approved	Senior Planner (Development)	Extension to Currency Period Application - RAL - Two (2) Lots into Three (3) Lots and MCU - Dual Occupancy
7357/2015/MAEXT/A	10 Brisbane Road, Redbank	02/03/2021	Approved	Senior Planner (Development)	Extension to Currency Period Application - One (1) lot into Three (3) lots
9152/2020/MAMC/A	75 Blackstone Road, Silkstone	12/03/2021	Approved	Development Assessment Central Manager	Minor Change - Material Change of Use (Extension to Shopping Centre)
4511/2019/MAMC/A	57 Brisbane Road, Redbank	23/03/2021	Approved	Development Assessment East Manager	Minor Change Application - Material Change of Use - Community Use (Child Care Centre) Reconfiguring a Lot - Access Easement
2712/2021/MCU	2A Gibbon Street, East Ipswich	10/03/2021	Approved	Senior Planner (Development)	Material Change of Use - Single Residential in a Character Zone
5828/2021/MCU	25 Law Street, Bundamba	24/03/2021	Approved	Senior Planner (Development)	Material Change of Use - Single Residential in a Character zone and affected by Development Constraints Overlay (OV3 - Mining)
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)

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DIVISION 3					
Delegated Authority: 66 Application/s					
Application No.	Address	Decision Date	Decision	Determining Authority	Description
3406/2021/OD	91 Woodend Road, Woodend	25/03/2021	Approved	Development Assessment Central Manager	Building Work not Associated with an MCU - Relocation of a Pre-1946 Dwelling on site and additions and alterations to a Single Residential Dwelling in a Character Zone
3842/2021/OD	75 O'Sullivan Street, Woodend	10/03/2021	Approved	Senior Planner (Development)	Carrying out building work not associated with a material change of use - Extension to a Character Dwelling
4870/2021/OD	5 Turner Street, Ipswich	25/03/2021	Approved	Senior Planner (Development)	Carrying out building work not associated with a material change of use - Carport in a Character Zone
4974/2021/OD	12 Blackstone Road, Newtown	09/03/2021	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 (Demolitions, Lower Level and Rear Extensions)
5124/2021/OD	41 McGill Street, Basin Pocket	10/03/2021	Approved	Senior Planner (Development)	Building Work not Associated with an MCU - Auxiliary Unit within a Development Constraints Overlay (OV5 - Flooding)
13083/2020/OW	19 Byers Court, Redbank	03/03/2021	Approved	Engineering Delivery East Manager	Rate 3 Streetlighting
7014/2017/PDA	103-175 Bayliss Road, South Ripley	05/03/2021	Approved	Engineering Delivery West Manager	Operational Works – Providence Bayliss Road Culverts
3813/2021/PFT	69 Alfred Rose Crescent, Collingwood Park	26/02/2021	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
4654/2021/PFT	13 Forbes Court, Collingwood Park	26/02/2021	Approved	Plumbing Inspector	Single Dwelling
4863/2021/PFT	91 Honeysuckle Drive, Ripley	03/03/2021	Approved	Plumbing Inspector	Single Dwelling
4798/2021/PFT	18 Andreas Way, Ripley	02/03/2021	Approved	Plumbing Inspector	Single Dwelling
4803/2021/PFT	6 Andreas Way, Ripley	02/03/2021	Approved	Plumbing Inspector	Single Dwelling
4832/2021/PFT	15 Gloria Street, Collingwood Park	02/03/2021	Approved	Plumbing Inspector	Single Dwelling
4881/2021/PFT	83 Sunnyside Street, Collingwood Park	03/03/2021	Approved	Plumbing Inspector	Single Dwelling
4915/2021/PFT	1 Baden Jones Way, North Booval	05/03/2021	Approved	Plumbing Inspector	Single Dwelling
4914/2021/PFT	80 Honeysuckle Drive, Ripley	04/03/2021	Approved	Plumbing Inspector	Single Dwelling
5068/2021/PFT	23 Gloria Street, Collingwood Park	09/03/2021	Approved	Plumbing Inspector	Single Dwelling
5205/2021/PFT	43 Bognuda Street, Bundamba	16/03/2021	Approved	Plumbing Inspector	Single Dwelling

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DIVISION 3					
Delegated Authority: 66 Application/s					
Application No.	Address	Decision Date	Decision	Determining Authority	Description
5126/2021/PFT	30 Quartz Crescent, Collingwood Park	08/03/2021	Approved	Plumbing Inspector	Single Dwelling
5301/2021/PFT	43 Quartz Crescent, Collingwood Park	09/03/2021	Approved	Plumbing Inspector	Single Dwelling
5422/2021/PFT	5 Soe Street, Redbank	11/03/2021	Approved	Plumbing Inspector	Single Dwelling - Community Residence
5394/2021/PFT	2 Carnelian Street, Collingwood Park	10/03/2021	Approved	Plumbing Inspector	Single Dwelling
5512/2021/PFT	2A Gilliver Street, Eastern Heights	11/03/2021	Approved	Plumbing Inspector	Single Dwelling
5594/2021/PFT	56 Quartz Crescent, Collingwood Park	15/03/2021	Approved	Plumbing Inspector	Single Dwelling
5851/2021/PFT	15 Parsons Street, Collingwood Park	17/03/2021	Approved	Plumbing Inspector	Single Dwelling
5872/2021/PFT	68 Brentwood Drive, Ebbw Vale	17/03/2021	Approved	Plumbing Inspector	Single Dwelling
5845/2021/PFT	35 Quartz Crescent, Collingwood Park	17/03/2021	Approved	Plumbing Inspector	Single Dwelling
5941/2021/PFT	7 Hibbard Court, Collingwood Park	18/03/2021	Approved	Plumbing Inspector	Single Dwelling
6204/2021/PFT	6 Forbes Court, Collingwood Park	23/03/2021	Approved	Plumbing Inspector	Single Dwelling
6395/2021/PFT	6 Gorry Street, Goodna	25/03/2021	Approved	Plumbing Inspector	Single Dwelling
6420/2021/PFT	77 Honeysuckle Drive, Ripley	25/03/2021	Approved	Plumbing Inspector	Single Dwelling
4305/2021/PPC	8 Pring Street, Ipswich	26/02/2021	Approved	Plumbing Inspector	St Andrews Private Hospital - Proposed Additional Renal Chairs
4402/2021/PPC	2 Jacaranda Street, East Ipswich	01/03/2021	Approved	Plumbing Inspector	Ipswich Laundromat
6291/2021/PPC	27 Monigold Place, Dinmore	24/03/2021	Approved	Plumbing Inspector	Prefab Amenities Block
2551/2021/PPR	1 Forbes Court, Collingwood Park	23/03/2021	Approved	Plumbing Inspector	Single Dwelling and Secondary Dwelling - NDIS
4155/2021/PPR	28 Soe Street, Redbank	25/02/2021	Approved	Plumbing Inspector	Single Dwelling with Auxiliary Unit
4557/2021/PPR	71 Alfred Rose Crescent, Collingwood Park	08/03/2021	Approved	Plumbing Inspector	Single Dwelling and Secondary Dwelling - NDIS
4766/2021/PPR	70A Brentwood Drive, Ebbw Vale	02/03/2021	Approved	Plumbing Inspector	Single Dwelling and Secondary Dwelling
4810/2021/PPR	29 Soe Street, Redbank	04/03/2021	Approved	Plumbing Inspector	Single Dwelling and Secondary Dwelling
5605/2021/PPR	19 Parsons Street, Collingwood Park	15/03/2021	Approved	Plumbing Inspector	Single Dwelling and Secondary Dwelling
5670/2021/PPR	7 Orangefield Street, Eastern Heights	16/03/2021	Approved	Plumbing Inspector	Services Not associated with fixtures on easement

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DIVISION 3

Delegated Authority: 66 Application/s

Application No.	Address	Decision Date	Decision	Determining Authority	Description
3117/2020/SSP	7001 St Andrews Drive, Leichhardt	26/02/2021	Approved	Senior Development Planning Compliance Officer	Lots 16-20, 200 & Common Property on SP317691

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DIVISION 4					
Delegated Authority: 70 Application/s					
Application No.	Address	Decision Date	Decision	Determining Authority	Description
2880/2021/BR	209 Wulkuraka Connection Road, Karrabin	01/03/2021	Approved	Building Regulatory Officer	Amenity and Aesthetics - Shed x 2
2893/2021/BR	14 Boughen Court, Haigslea	15/03/2021	Approved	Building Regulatory Officer	Amenity and Aesthetics - Shed
3155/2021/BR	28 Caffery Drive, Haigslea	15/03/2021	Approved	Building Regulatory Officer	Amenity and Aesthetics - Oversized Shed
3821/2021/BR	87 Queen Street, Marburg	02/03/2021	Approved	Building Regulatory Officer	Siting Variation - Carport
3756/2021/BR	66 Vassallo Drive, Rosewood	01/03/2021	Approved	Building Regulatory Officer	Siting Variation - Dwelling
4480/2021/BR	20 Rogers Street, Brassall	05/03/2021	Approved	Building Regulatory Officer	Siting Variation - Dwelling
4605/2021/BR	86 Caribou Drive, Brassall	08/03/2021	Approved	Building Regulatory Officer	Siting Variation - Dwelling
4994/2021/BR	66 Glenelg Drive, Brassall	12/03/2021	Approved	Building Regulatory Officer	Siting Variation - Carport
4946/2021/BR	79 Deebling Creek Road, Yamanto	19/03/2021	Approved	Building Regulatory Officer	Amenity and aesthetics - Retaining Wall & Fence
5085/2021/BR	46 Philip Street, Rosewood	17/03/2021	Approved	Building Regulatory Officer	Siting Variation - Dwelling
5470/2021/BR	15 Taloma Avenue, Chuwar	22/03/2021	Approved	Building Regulatory Officer	Amenity and Aesthetics - Shed
5427/2021/BR	7 Claus Road, Haigslea	22/03/2021	Approved	Building Regulatory Officer	
5622/2018/MAEXT/A	28-30 Leonard Street, Yamanto	02/03/2021	Approved	Engineering Delivery West Manager	Extension to Currency Period Application - Road Work, Stormwater, Drainage Work, Earthworks and Internal Civil Works
4669/2014/MAEXT/A	53 John Street, Rosewood	25/03/2021	Approved	Senior Planner (Development)	Extension Application - Multiple Residential – Ten (10) Units and Reconfiguring a Lot – One (1) Lot in to Two (2) Lots
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)
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
4092/2020/MCU	262 Haigslea Amberley Road, Walloon	11/03/2021	Approved	Development Assessment Central Manager	Material Change of Use - General Industry (Shed Storage Activities with Ancillary Office and Welding of Metal Brackets for off-site Shed Construction)

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DIVISION 4					
Delegated Authority: 70 Application/s					
Application No.	Address	Decision Date	Decision	Determining Authority	Description
4791/2021/MCU	86 Riverside Drive, Muirlea	05/03/2021	Approved	Senior Planner (Development)	Material Change of Use - Single Residential affected by a Development Constraints Overlay (Bushfire Risk Area)
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
161/2021/OD	15 Holmes Street, North Ipswich	09/03/2021	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 (Raising and Building in Underneath Dwelling) and a Carport in a Character Zone
2044/2021/OD	17 Lowry Street, North Ipswich	09/03/2021	Approved	Senior Planner (Development)	Advertising Device - One (1) Pylon Sign
4190/2021/OD	18 Pine Street, North Ipswich	03/03/2021	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 (Roofed Deck)
4582/2021/OD	20 Pine Mountain Road, North Ipswich	16/03/2021	Approved	Senior Planner (Development)	Building Work not Associated with an MCU – Extension to single residential in a character zone
5589/2021/OD	16 Delacy Street, North Ipswich	16/03/2021	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 (Veranda/Deck)
8152/2020/OW	136 Chalk Street, Wulkuraka	10/03/2021	Approved	Engineering Delivery West Manager	Stormwater, Drainage Work, Earthworks, Access, Parking and Manoeuvring Areas and Clearing Vegetation - Stage 1
1346/2021/OW	198-238 Fernvale Road, Brassall	23/03/2021	Approved	Engineering Delivery West Manager	Stormwater, Clearing Vegetation & Erosion and Sediment Control
3197/2021/PFT	24 Rowning Court, Karalee	26/02/2021	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
4590/2021/PFT	8 Rowning Court, Karalee	26/02/2021	Approved	Plumbing Inspector	Single Dwelling
4584/2021/PFT	12 Otto Street, Walloon	26/02/2021	Approved	Plumbing Inspector	Single Dwelling
4710/2021/PFT	45 Langland Circuit, Walloon	01/03/2021	Approved	Plumbing Inspector	Single Dwelling
4682/2021/PFT	67 Langland Circuit, Walloon	01/03/2021	Approved	Plumbing Inspector	Single Dwelling
4874/2021/PFT	54 Sprite Way, Brassall	03/03/2021	Approved	Plumbing Inspector	Single Dwelling
4943/2021/PFT	149 Lewis Drive, Karalee	04/03/2021	Approved	Plumbing Inspector	Single Dwelling
4932/2021/PFT	66 Vassallo Drive, Rosewood	04/03/2021	Approved	Plumbing Inspector	Single Dwelling
5355/2021/PFT	37 Mary Crescent, Rosewood	15/03/2021	Approved	Plumbing Inspector	Single Dwelling
5464/2021/PFT	46 Philip Street, Rosewood	11/03/2021	Approved	Plumbing Inspector	Single Dwelling

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DIVISION 4					
Delegated Authority: 70 Application/s					
Application No.	Address	Decision Date	Decision	Determining Authority	Description
5722/2021/PFT	5 Langland Circuit, Walloon	16/03/2021	Approved	Plumbing Inspector	Single Dwelling
5730/2021/PFT	12 Langland Circuit, Walloon	16/03/2021	Approved	Plumbing Inspector	Single dwelling
5943/2021/PFT	19 Hines Street, Walloon	18/03/2021	Approved	Plumbing Inspector	Single Dwelling
5945/2021/PFT	29 Mirage Street, Brassall	18/03/2021	Approved	Plumbing Inspector	Single Dwelling
5959/2021/PFT	57 Mackellar Way, Walloon	19/03/2021	Approved	Plumbing Inspector	Single Dwelling
5958/2021/PFT	6 Hines Street, Walloon	19/03/2021	Approved	Plumbing Inspector	Single Dwelling
5994/2021/PFT	69 Sprite Way, Brassall	19/03/2021	Approved	Plumbing Inspector	Single Dwelling
6229/2021/PFT	50 Glenelg Drive, Brassall	23/03/2021	Approved	Plumbing Inspector	Single Dwelling
6200/2021/PFT	65 Mackellar Way, Walloon	22/03/2021	Approved	Plumbing Inspector	Single Dwelling
6196/2021/PFT	31 Rowning Court, Karalee	22/03/2021	Approved	Plumbing Inspector	Single Dwelling
6369/2021/PFT	73 Hill Street, Tivoli	24/03/2021	Approved	Plumbing Inspector	Single Dwelling
6473/2021/PFT	16 Plew Court, Brassall	25/03/2021	Approved	Plumbing Inspector	Single Dwelling
8056/2020/PPC	136 Chalk Street, Wulkuraka	08/03/2021	Approved	Plumbing Inspector	Industrial Development – Stage 1
11086/2020/PPC	488 Warwick Road, Yamanto	01/03/2021	Approved	Plumbing Inspector	Tenancy 41 Fitout - Sushi Hyo
3987/2021/PPC	488 Warwick Road, Yamanto	26/02/2021	Approved	Plumbing Inspector	Tenancy 35 Fitout
4276/2021/PPC	142 Pine Mountain Road, Brassall	26/02/2021	Approved	Plumbing Inspector	Refurbishment Work - Catalyst Church
4785/2021/PPC	6 The Terrace, North Ipswich	02/03/2021	Approved	Plumbing Inspector	Tenancy Fitout - TN Nails (Shop 54)
4796/2021/PPC	7001 Parkland Drive, Walloon	22/03/2021	Approved	Plumbing Inspector	Tenancy Fitout - Phat Boyz
5661/2021/PPC	488 Warwick Road, Yamanto	16/03/2021	Approved	Plumbing Inspector	Proposed above slab works for concierge car wash tenancy
11377/2020/PPR	21 Habitat Place, Karalee	18/03/2021	Approved	Plumbing Inspector	Single Dwelling
2104/2021/PPR	55 Sarah Drive, Yamanto	01/03/2021	Approved	Plumbing Inspector	Community Residence - NDIS
2111/2021/PPR	59 Sarah Drive, Yamanto	01/03/2021	Approved	Plumbing Inspector	Community Residence NDIS
2481/2021/PPR	172 Keates Road, Ashwell	23/03/2021	Approved	Plumbing Inspector	Non-Sewered Single Dwelling
4129/2021/PPR	61 Aspect Way, Karalee	01/03/2021	Approved	Plumbing Inspector	Single Dwelling - Onsite
4373/2021/PPR	61 Arbury Crescent, Brassall	25/02/2021	Approved	Plumbing Inspector	Single Dwelling and Auxiliary Unit
4563/2021/PPR	31-33 Maleeh Avenue, Thagoona	04/03/2021	Approved	Plumbing Inspector	Existing Dwelling - Upgrade Septic to new Taylex ABS
4680/2021/PPR	9 Jezebel Street, Rosewood	01/03/2021	Approved	Plumbing Inspector	Single Dwelling
5239/2021/PPR	8 Freshwater Place, Karalee	15/03/2021	Approved	Plumbing Inspector	Secondary Dwelling - Non-Sewered
5431/2021/PPR	6 Harvey Street, Churchill	15/03/2021	Approved	Plumbing Inspector	Connection to New Mains Sewer Connection

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DIVISION 4					
Delegated Authority: 70 Application/s					
Application No.	Address	Decision Date	Decision	Determining Authority	Description
5483/2021/PPR	17 Sanctuary Place, Karalee	12/03/2021	Approved	Plumbing Inspector	Non- sewerred Single Class 1 Dwelling
5849/2021/PPR	5 Larter Street, Brassall	17/03/2021	Approved	Plumbing Inspector	Single Dwelling with Auxiliary Unit
377/2021/RAL	Lot 543 Unnamed Road, Pine Mountain	19/03/2021	Approved	Senior Planner (Development)	Boundary Realignment - Three (3) Lots into Three (3) Lots via Transferrable Dwelling Entitlements; and Creating or Changing an Easement giving access to a lot from a Constructed Road

Doc ID No: A7124559

ITEM: 9

SUBJECT: IED CAPITAL PORTFOLIO FINANCIAL PERFORMANCE REPORT - FEBRUARY 2021

AUTHOR: FINANCE OFFICER

DATE: 23 MARCH 2021

EXECUTIVE SUMMARY

This is a report concerning Infrastructure and Environment Department's (IED) capital portfolio financial performance for the period ending 28 February 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 February 2021

The 2020-21 IED Capital Portfolio has a year to date (YTD) spend of \$27.7 million and an anticipated financial year total forecast spend of \$72.2 million as at 28 February 2021.

The actual expenditure in February was \$4.2 million against a recent revised forecast of \$5.5 million. Monthly expenditure has increased in February compared to earlier months as construction works are commenced.

The budget amendment adopted by Council at its March meeting has amended the original adopted budget, taking into consideration the \$14.3m variance, 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.
- Larger projects where the forecast planned works will defer into the 2021-22 financial year, include:
 - Sutton Park Skate Park (Parks Rehab)
 - Pettigrew St Drainage works (Drainage Rehab)
 - Trevor St Rehabilitation (Street Furniture Rehab)
 - Denmark Hill (Enviroplan)
 - Old Logan and Addison Roads signals (Road Safety & Ops)
 - 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.

IED capital expenditure is below budget year to date, with significant spends anticipated from March through May in order to deliver remaining works.

Project budgets will be reviewed as part of Council's on-going budget amendments, particularly where projects have been rescheduled within the three-year capital program.

LEGAL/POLICY BASIS

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

RISK MANAGEMENT IMPLICATIONS

As mentioned, the adopted budget amendment has reforecast the expected IED capital program for the 2020–2021 year, based on the current best estimates aligned with project delivery. A number of works have now commenced on the ground and the IED and Finance teams will continue to monitor the forecast increased expenditure through the last quarter of the financial 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 - Feb 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**

FEBRUARY 2021

Infrastructure and Environment Department

2020-21 Capital Portfolio Financial Performance Report for February 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 \$27.7m against YTD Budget of \$50.3m resulting in a variance of \$22.7m or 45% under budget. The expenditure for February is \$4.2m and overall FY expenditure forecast expected to be \$72.2m against original adopted budget of \$86.5 resulting in a variance of \$14.3m or 17% below budget. A proposed budget amendment submission is expected to address the financial year variance which continues to be 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				
	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)
Capital Program											
Asset Rehabilitation	2,325,882	4,830,109	2,504,227	10,607,014	23,907,442	13,300,428	20,899,394	31,506,409	39,547,000	40,457,341	8,950,932
Corporate Facilities	79,067	333,043	253,976	743,272	1,018,227	274,955	666,917	1,410,189	2,519,000	2,267,226	857,037
Flood Mitigation & Drainage	44,852	101,500	56,648	349,783	661,000	311,217	435,392	785,175	1,680,000	1,180,000	394,825
Local Amenity	282,801	511,417	228,616	2,643,054	2,884,017	240,963	1,251,270	3,894,324	4,175,000	4,158,341	264,017
Parks, Sports & Environment	358,370	1,124,314	765,944	2,601,462	6,794,186	4,192,724	6,131,387	8,732,849	10,986,000	11,614,408	2,881,559
Transport & Traffic	887,717	2,181,971	1,294,254	8,248,600	10,852,245	2,603,645	12,290,360	20,538,960	21,190,000	20,489,889	(49,071)
Project Overheads	121,186	0	(121,186)	1,291,017	0	(1,291,017)	(1,302,839)	(11,822)	0	0	11,822
Total Infrastructure Program	4,099,875	9,082,354	4,982,479	26,484,203	46,117,117	19,632,914	40,371,881	66,856,084	80,097,000	80,167,205	13,311,121
Fleet	47,587	561,545	513,958	449,464	3,179,995	2,730,531	3,413,379	3,862,843	4,870,000	4,870,000	1,007,157
Waste	66,748	96,180	29,432	500,168	731,760	231,592	621,832	1,122,000	1,122,000	1,122,000	0
Specialist Equipment	9,209	20,491	11,282	257,274	318,037	60,763	68,063	325,337	404,000	404,000	78,663
Total Capital Portfolio	4,223,418	9,760,570	5,537,152	27,691,109	50,346,909	22,655,800	44,475,155	72,166,265	86,493,000	86,563,205	14,396,940

Sub-Program Summary

IE Deliverable	Month			YTD			2020-21 Financial Year				
	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)
Capital Sub-Program											
1. Asset Rehabilitation											
1.1 Bridge and Culvert Rehabilitation	211,238	361,500	150,262	632,976	1,755,000	1,122,024	1,120,231	1,753,207	1,857,000	1,857,000	103,793
1.2 Drainage Rehabilitation	127,591	82,500	(45,091)	754,645	1,952,000	1,197,355	1,871,661	2,626,306	3,550,000	3,885,000	1,258,694
1.3 Facility Rehabilitation	251,263	198,000	(53,263)	474,111	590,000	115,889	363,366	837,477	984,000	984,000	146,523
1.4 Kerb & Channel Rehab	13,659	297,638	283,979	272,648	577,020	304,372	971,304	1,243,952	1,073,000	1,073,000	(170,952)
1.5 Gravel Road Rehabilitation	100,190	185,653	85,463	1,845,408	1,854,870	9,462	776,244	2,621,652	2,572,000	2,572,000	(49,652)
1.6 Parks Rehabilitation	70,883	302,000	231,117	214,335	858,000	643,665	1,614,700	1,829,035	2,505,000	3,700,045	1,871,010
1.7 Path Rehabilitation	37,450	114,000	76,550	441,816	876,000	434,184	419,041	860,857	2,051,000	883,000	22,143
1.8 Landfill Rehabilitation	2,010	54,800	52,790	(2,200)	206,000	208,200	63,353	61,153	275,000	431,000	369,847
1.9 Sealed Road Rehabilitation	1,352,398	2,519,491	1,167,093	4,420,391	13,013,866	8,593,475	10,859,159	15,279,550	18,590,000	18,779,357	3,499,807
1.10 Sports Facility Rehabilitation	19,875	143,000	123,125	289,141	593,134	303,993	359,878	649,019	897,000	1,099,939	450,920
1.11 Street Furniture Rehabilitation	93,249	565,027	471,778	1,230,977	1,406,552	175,575	2,285,457	3,516,434	4,943,000	4,943,000	1,426,566
1.12 Water Quality Rehabilitation	46,077	6,500	(39,577)	32,767	225,000	192,233	195,000	227,767	250,000	250,000	22,233
Asset Rehabilitation total	2,325,882	4,830,109	2,504,227	10,607,014	23,907,442	13,300,428	20,899,394	31,506,409	39,547,000	40,457,341	8,950,932
Forecast 2020-21 FY variances mainly attributable to:											
1.2 Pettigrew St Drainage works - due to delay in design finalisation and subsequent application for State Government permit approvals to work within the Bremer River											
1.6 Sutton Park Skate Park - due to delays in contractor procurement as no market response in initial tender process											
1.9 Resurfacing program - potential savings; South Station Rd rehabilitation works - due to delays with Urban Utilities approvals											
1.11 Trevor St Rehabilitation - delayed with commencement of works - multi-year project with sufficient funding in current budget for 2021-22 FY											
2. Corporate Facilities											
2.1 New Facilities	10,792	112,686	101,894	468,101	471,880	3,779	30,000	498,101	928,000	979,699	481,598
2.2 Facility Upgrades	68,274	220,357	152,083	275,171	546,347	271,176	636,917	912,088	1,591,000	1,287,527	375,439
Corporate Facilities total	79,067	333,043	253,976	743,272	1,018,227	274,955	666,917	1,410,189	2,519,000	2,267,226	857,037
3. Flood Mitigation & Drainage											
3.1 Flood Mitigation	24,950	0	(24,950)	167,623	250,000	82,377	0	167,623	750,000	250,000	82,377
3.2 Local Drainage	19,902	101,500	81,598	182,160	411,000	228,840	435,392	617,552	930,000	930,000	312,448
Flood Mitigation & Drainage total	44,852	101,500	56,648	349,783	661,000	311,217	435,392	785,175	1,680,000	1,180,000	394,825
4. Local Amenity											
4.1 Divisional Allocation	0	0	0	2,381	0	(2,381)	0	2,381	0	0	(2,381)
4.2 Kerb and Channel	256,078	416,417	160,339	2,601,567	2,761,517	159,950	849,270	3,450,837	3,625,000	3,608,341	157,504
4.4 Streetscape Improvements	26,723	95,000	68,277	39,107	122,500	83,393	402,000	441,107	550,000	550,000	108,893
Local Amenity total	282,801	511,417	228,616	2,643,054	2,884,017	240,963	1,251,270	3,894,324	4,175,000	4,158,341	264,017

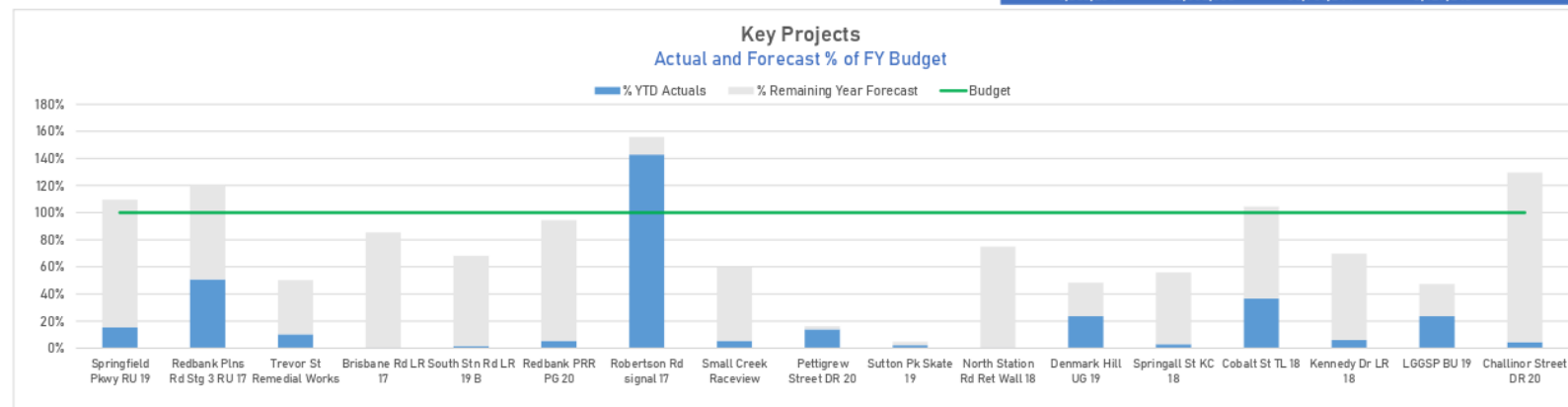
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IE Deliverable	Month			YTD			2020-21 Financial Year				
	Actuals	Budget	Variance (Budget - Actuals)	Actuals	Budget	Variance (Budget - Actuals)	Forecast Remaining FY	Forecast Final Cost (exc C/O)	Adopted Budget	Current Approved Budget	Variance (Budget - Forecast)
Capital Sub-Program											
5. Parks, Sports & Environment											
5.1 Strategic Parks and Sports	40,546	96,000	55,454	285,516	536,000	250,484	433,466	718,982	1,099,000	1,047,000	328,018
5.2 Developer Funded Parks	70,694	636,737	566,043	405,522	1,164,025	758,503	2,306,900	2,712,422	3,720,000	3,129,500	417,078
5.3 Local Parks and Sports	29,575	69,429	39,854	288,463	261,213	(27,250)	178,000	466,463	515,000	567,000	100,537
5.4 Enviroplan	106,383	320,008	213,625	1,132,513	1,305,508	172,995	1,194,021	2,326,534	1,962,000	3,180,908	854,374
5.5 Natural Environ Stormwater	111,171	2,140	(109,031)	489,447	3,527,440	3,037,993	2,019,000	2,508,447	3,690,000	3,690,000	1,181,553
Parks, Sports & Environment total	358,370	1,124,314	765,944	2,601,462	6,794,186	4,192,724	6,131,387	8,732,849	10,986,000	11,614,408	2,881,559
Forecast 2020-21 FY variances mainly attributable to:											
5.4 Denmark Hill - delay in finalising design and subsequent delay in commencement of bridge works, which is required to be completed prior to commencing other works											
5.5 Small Creek Raceview - potential savings											
6. Transport & Traffic											
6.1 Strategic Transport	342,327	1,469,240	1,126,913	5,514,345	5,618,479	104,134	8,245,176	13,759,521	13,317,000	12,486,445	(1,273,076)
6.2 Road Safety and Operations	276,163	376,885	100,722	1,097,853	2,503,655	1,405,802	1,693,816	2,791,669	3,391,000	3,534,000	742,331
6.3 Sustainable Travel	269,228	335,846	66,618	1,636,402	2,730,111	1,093,709	2,351,369	3,987,771	4,482,000	4,469,444	481,673 *
Transport & Traffic total	887,717	2,181,971	1,294,254	8,248,600	10,852,245	2,603,645	12,290,360	20,538,960	21,190,000	20,489,889	(49,071)
Forecast 2020-21 FY variances mainly attributable to:											
6.1 Robertson Rd signals - difficulties associated with major service conflict; Redbank Plains Rd Upgrade Stage 3 - multi-year project - variation to finalise design package, Energex service relocation payment and allowance of contingent PM position; Mary & William Sts signals - multi-year project - forecast excludes any possible property costs and service relocation payments as timing currently unknown; Springfield Parkway Upgrade - multi-year project - service relocation payment timing and early works cash flow now known and allowance for contingent PM											
6.2 Old Logan and Addison Rds signals - delays during design have led to construction carrying into next financial year											
6.3 *Bus stop projects, PTAIP BU 20 and LGGSP BU 19 - Forecast adjusted with recent update.											
Project Overheads total	121,186	0	(121,186)	1,291,017	0	(1,291,017)	(1,302,839)	(11,822)	0	0	11,822
Total Infrastructure Program	4,099,875	9,082,354	4,982,479	26,484,203	46,117,117	19,632,914	40,371,881	66,856,084	80,097,000	80,167,205	13,311,121
7. Fleet	47,587	561,545	513,958	449,464	3,179,995	2,730,531	3,413,379	3,862,843	4,870,000	4,870,000	1,007,157
8. Waste	66,748	96,180	29,432	500,168	731,760	231,592	621,832	1,122,000	1,122,000	1,122,000	0
9. Specialist Equipment	9,209	20,491	11,282	257,274	318,037	60,763	68,063	325,337	404,000	404,000	78,663
Forecast 2020-21 FY variances mainly attributable to:											
7. Vehicle Replacement - potential savings resulting from extension of life to 5 years & 100,000kms.											
Total Capital Portfolio	4,223,418	9,760,570	5,537,152	27,691,109	50,346,909	22,655,800	44,475,155	72,166,265	86,493,000	86,563,205	14,396,940

Item 9 / 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	738,561	5,254,297	4,800,941	(453,356)	(9%)
Redbank Plns Rd Stg 3 RU 17	Transport And Traffic	Strategic Transport	3.0 Planning and Design	1,347,583	3,208,952	2,650,000	(553,952)	(21%)
Trevor St Remedial Works	Asset Rehabilitation	Street Furniture Rehabilitatio	4.0 Execution	230,801	1,141,266	2,270,000	1,128,734	50%
Brisbane Rd LR 17	Asset Rehabilitation	Sealed Road Rehabilitation	4.0 Execution	7,838	1,782,651	2,088,000	305,349	15%
South Stn Rd LR 19 B	Asset Rehabilitation	Sealed Road Rehabilitation	4.0 Execution	31,161	1,331,161	1,950,000	618,839	32%
Redbank PRR PG 20	Parks, Sport And Environment	Developer Funded Parks	4.0 Execution	104,478	1,779,478	1,882,000	102,522	5%
Robertson Rd signal 17	Transport And Traffic	Strategic Transport	4.0 Execution	2,594,916	2,829,916	1,815,587	(1,014,329)	(56%)
Small Creek Raceview	Parks, Sport And Environment	Natural Environment/Stormwater	4.0 Execution	99,077	1,081,077	1,804,000	722,923	40%
Pettigrew Street DR 20	Asset Rehabilitation	Drainage Rehabilitation	3.0 Planning and Design	240,529	281,029	1,735,000	1,453,971	84%
Sutton Pk Skate 19	Asset Rehabilitation	Parks Rehab Inc Memorials	2.0 Concept	29,652	66,152	1,420,045	1,353,893	95%
North Station Rd Ret Wall 18	Asset Rehabilitation	Street Furniture Rehabilitatio	4.0 Execution	3,822	972,822	1,300,000	327,178	25%
Denmark Hill UG 19	Parks, Sport And Environment	Enviroplan	3.0 Planning and Design	301,686	616,686	1,276,000	659,314	52%
Springall St KC 18	Local Amenity	Kerb And Channel	4.0 Execution	34,982	669,982	1,200,000	530,018	44%
Cobalt St TL 18	Transport And Traffic	Road Safety And Operations	4.0 Execution	439,108	1,249,496	1,196,000	(53,496)	(4%)
Kennedy Dr LR 18	Asset Rehabilitation	Sealed Road Rehabilitation	4.0 Execution	67,539	794,039	1,138,000	343,961	30%
LGGSP BU 19	Transport And Traffic	Sustainable Travel	3.0 Planning and Design	266,839	853,464	1,134,571	281,107	25%
Challinor Street DR 20	Asset Rehabilitation	Drainage Rehabilitation	4.0 Execution	49,723	1,425,528	1,100,000	(325,528)	(30%)
				6,588,294	25,332,995	30,760,144	5,427,149	



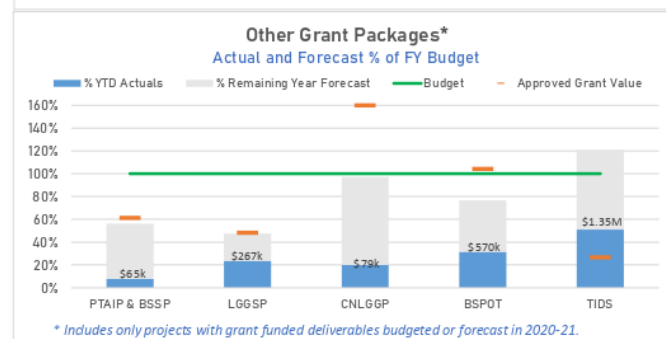
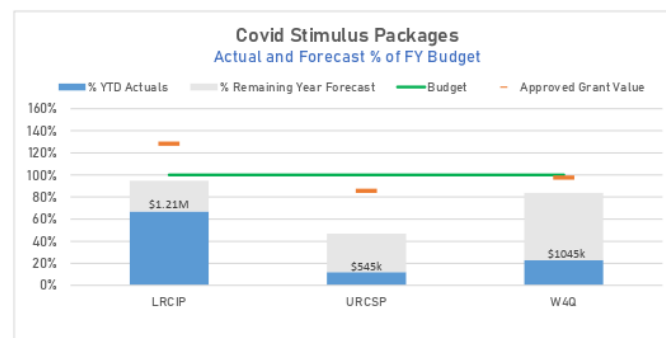
Comments

Further information on timing of service relocation payments and early works as well as additional project management contingent position resulting in increased 2021-22 forecast for Springfield Parkway upgrade (multi-year project). Redbank Plains Rd Stage 3 (multi-year project), currently forecast above budget this financial year, includes service relocation payments for NBN & Energex and allowance for contingent project manager. 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. Budget amendment submission in progress for 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 to be addressed in budget amendment submission 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. 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, while Stage 3 will be substantially complete by August 2022, full completion is likely to 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)	1,214,632	1,718,132	1,813,964	95,832	5%	2,327,860
Unite and Recover Community Stimulus Package (URCSP)	544,853	2,118,731	4,515,087	2,396,356	53%	3,870,000
Works for Queensland (W4Q)	1,045,493	3,803,113	4,546,000	742,887	16%	4,440,000
	2,804,977	7,639,975	10,875,051	3,235,076		10,637,860
Other Grant packages						
Passenger Transport Accessible Infrastructure Program (PTAIP) & Bus Stop Shelter Program (BSSP)	65,382	473,868	841,108	367,240	44%	513,435
Local Government Grants and Subsidies Program (LGGSP)	266,839	853,464	1,134,571	281,107	25%	546,050
Cycle Network Local Government Grants Program (CNLGGP)	79,219	385,378	397,367	11,989	3%	635,000
Black Spot (BSPOT)	570,291	1,391,883	1,816,000	424,117	23%	1,890,000
Transport Infrastructure Development Scheme (TIDS)	1,347,583	3,203,952	2,650,000	(553,952)	(20.90%)	705,446
	2,329,313	6,308,544	6,839,046	530,502		4,289,931
	5,134,291	13,948,520	17,714,097	3,765,577		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 still forecast to come in under as well.

Unite and Recover Community Stimulus Package (URCSP):

Sutton Park Skate Park construction to be deferred to 2021-22. Savings expected on Small Creek Raceview with contract value below budget and grant value. Budget amendment in progress to address deferral and expected

Works for Queensland (W4Q):

Forecast below budget with savings expected on Walter Zimmerman Park, Ipswich CBD Footpath and Redbank Plains Recreation Reserve Playground works. Budget reductions expected in budget amendment process.

Passenger Transport Accessible Infra. & Bus Stop Shelter Programs (PTAIP & BSSP):

Package 1 works for 8 bus stops expected to be complete in April. Packages 2 - 4 scheduled from April to May with property acquisition and water main relocations requiring a small number of sites to be deferred. Budget amendment submission in progress.

Local Government Grants and Subsidies Program (LGGSP):

10 sites completed with a further 3 sites expected by May. Property acquisition and water main relocations require a small number of sites to be deferred. Budget amendment submission in progress.

Cycle Network Local Government Grants Program (CNLGGP):

Eastern Ipswich bikeway construction is forecast to commence in 2021-22 after delays resulting from discussions with funding provider around design reviews. Construction of Queen Victoria Pde is to be rescheduled to a future year to manage a conflict in work areas between the Queens Park Embankment Stabilisation project and Queen Victoria Pde bikeway works.

Black Spot (BSPOT):

Old Logan Rd Addition Rd signals project forecast into 2021-22. An extension of grant funding has been approved.

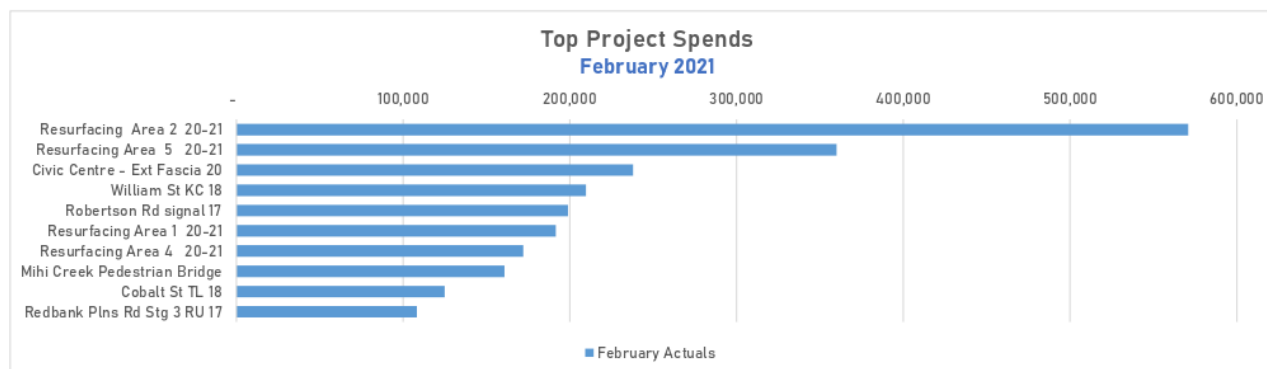
Transport Infrastructure Development Scheme (TIDS):

Redbank Plains Rd Stage 3 (multi-year project), forecast above financial year budget, includes service relocations for NBN & Energex and allowance for contingent project manager. Budget amendment submission in progress.

Top 10 Project Spends

Period Actuals for the month of February

Project	Program	Sub-program	Project Phase	February Actuals
Resurfacing Area 2 20-21	Asset Rehabilitation	Sealed Road Rehabilitation	4.0 Execution	570,834
Resurfacing Area 5 20-21	Asset Rehabilitation	Sealed Road Rehabilitation	4.0 Execution	359,912
Civic Centre - Ext Fascia 20	Asset Rehabilitation	Facility Rehabilitation	4.0 Execution	237,886
William St KC 18	Local Amenity	Kerb And Channel	4.0 Execution	209,661
Robertson Rd signal 17	Transport And Traffic	Strategic Transport	4.0 Execution	198,872
Resurfacing Area 1 20-21	Asset Rehabilitation	Sealed Road Rehabilitation	4.0 Execution	191,504
Resurfacing Area 4 20-21	Asset Rehabilitation	Sealed Road Rehabilitation	4.0 Execution	172,020
Mihi Creek Pedestrian Bridge	Asset Rehabilitation	Bridge And Culvert Rehabilitat	4.0 Execution	160,768
Cobalt St TL 18	Transport And Traffic	Road Safety And Operations	4.0 Execution	124,801
Redbank Plns Rd Stg 3 RU 17	Transport And Traffic	Strategic Transport	3.0 Planning and Design	108,177
				2,334,435



Forecast Budget Variances - Below Budget at 30 June 2021

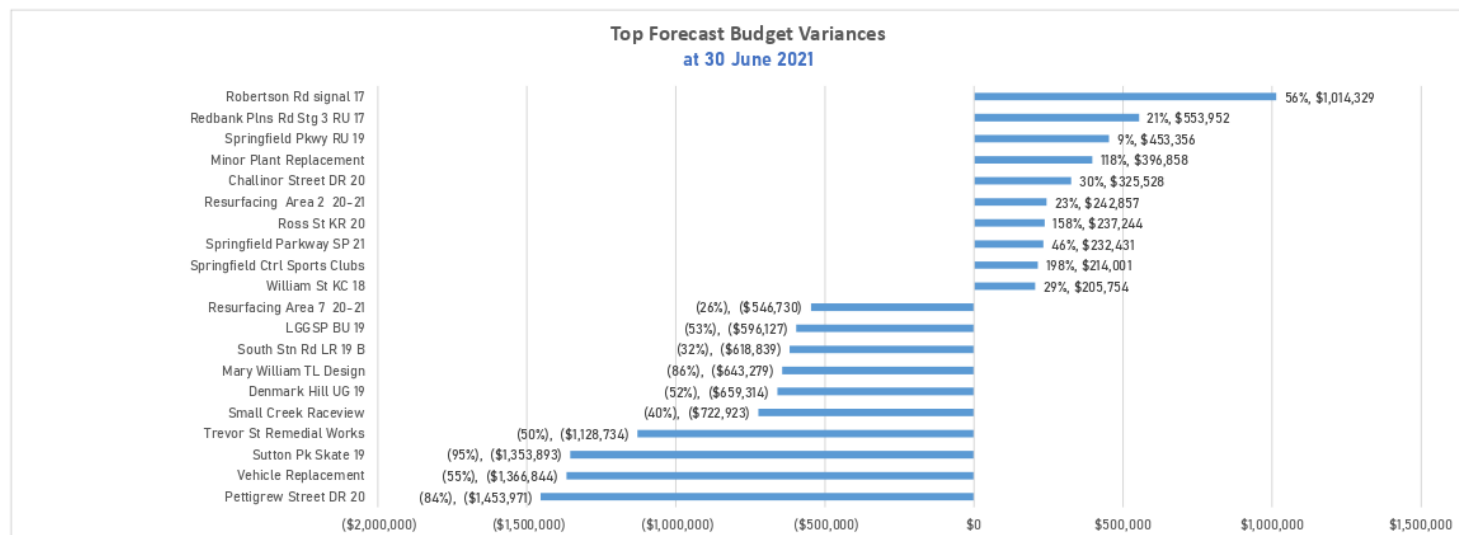
Projects selected by greatest budget variances forecast at 30 June 2021

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	240,529	281,029	1,735,000	1,453,971	84%
Vehicle Replacement	Fleet	Fleet Capital	4.0 Execution	257,191	1,135,156	2,502,000	1,366,844	55%
Sutton Pk Skate 19	Asset Rehabilitation	Parks Rehab Inc Memorials	2.0 Concept	29,652	66,152	1,420,045	1,353,893	95%
Trevor St Remedial Works	Asset Rehabilitation	Street Furniture Rehabilitatio	4.0 Execution	230,801	1,141,266	2,270,000	1,128,734	50%
Small Creek Raceview	Parks, Sport And Environment	Natural Environment/Stormwater	4.0 Execution	99,077	1,081,077	1,804,000	722,923	40%
Denmark Hill UG 19	Parks, Sport And Environment	Enviroplan	3.0 Planning and Design	301,686	616,686	1,276,000	659,314	52%
Mary William TL Design	Transport And Traffic	Strategic Transport	3.0 Planning and Design	86,698	103,721	747,000	643,279	86%
South Stn Rd LR 19 B	Asset Rehabilitation	Sealed Road Rehabilitation	4.0 Execution	31,161	1,331,161	1,950,000	618,839	32%
LGGSP BU 19	Transport And Traffic	Sustainable Travel	3.0 Planning and Design	266,839	538,444	1,134,571	596,127	53%
Resurfacing Area 7 20-21	Asset Rehabilitation	Sealed Road Rehabilitation	4.0 Execution	52,270	1,552,270	2,099,000	546,730	26%
				1,595,903	7,846,960	16,937,616	9,090,656	

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	825,754	925,754	720,000	(205,754)	(29%)
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 21	Transport And Traffic	Strategic Transport	4.0 Execution	19,259	734,259	501,828	(232,431)	(46%)
Ross St KR 20	Asset Rehabilitation	Kerb And Channel Rehabilitatio	4.0 Execution	22,244	387,244	150,000	(237,244)	(158%)
Resurfacing Area 2 20-21	Asset Rehabilitation	Sealed Road Rehabilitation	4.0 Execution	605,281	1,305,281	1,062,424	(242,857)	(23%)
Challinor Street DR 20	Asset Rehabilitation	Drainage Rehabilitation	4.0 Execution	49,723	1,425,528	1,100,000	(325,528)	(30%)
Minor Plant Replacement	Fleet	Fleet Capital	4.0 Execution	187,844	732,858	336,000	(396,858)	(118%)
Springfield Pkwy RU 19	Transport And Traffic	Strategic Transport	3.0 Planning and Design	738,561	5,254,297	4,800,941	(453,356)	(9%)
Redbank Plns Rd Stg 3 RU 17	Transport And Traffic	Strategic Transport	3.0 Planning and Design	1,347,583	3,203,952	2,650,000	(553,952)	(21%)
Robertson Rd signal 17	Transport And Traffic	Strategic Transport	4.0 Execution	2,594,916	2,829,916	1,815,587	(1,014,329)	(56%)
				6,393,553	17,121,090	13,244,780	(3,876,310)	



Comments

Robertson Rd signal 17

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.

Redbank Plns Rd Stg 3 RU 17

Public utility service costs & timing unknown at budget development. Service relocations earlier than planned to allow completion prior to construction commencing 2021/22.

Springfield Pkwy RU 19

Further information on timing of service relocation payments and early works as well as additional project management contingent position

Minor Plant Replacement

Minor Plant Replacement Program reviewed and determined front deck lawn mowers required replacing which were not budgeted.

Challinor Street DR 20

Contract price awarded was greater than budget allocation due to change in construction methodology.

Resurfacing Area 2 20-21

Overall resurfacing program underspent. Additional budget for Area 2 will be drawn from resurfacing program savings.

Ross St KR 20

Additional scope has been identified through the design process which has led to and increased budgetary requirement.

Springfield Parkway SP 21

Final tendered price awarded was above the approved estimated budget.

Springfield Ctrl Sports Clubs

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.

William St KC 18

Additional budget required due to extra material and rock excavation costs.

Resurfacing Area 7 20-21

Minor delays associated with conflict of some works with South Station Road works detours. Scope may be reduced.

LGGSP BU 19

10 sites completed with a further 3 sites expected by May. Property acquisition and water main relocations require a small number of sites to be deferred.

South Stn Rd LR 19 B

Project unable to be completed this financial year due to delays with Urban Utilities approvals. Project budget has been allocated in 2021/22FY.

Mary William TL Design

Multi-year project - Service relocations unable to be undertaken due to delays in property acquisition approvals. Budget allowed for in future financial year.

Denmark Hill UG 19

Delays on delivery of the bridge and change to delivery strategy. Budget to be allowed for 2021-22FY.

Small Creek Raceview

Expected savings - Construction contract prices were less than budget allocation due to competitive market.

Trevor St Remedial Works

Multi-year project - Further hydraulic analysis required prior to releasing the tender for construction, this delayed the project. Additional budget required for 2021-22FY.

Sutton Pk Skate 19

Project delayed as required to be re-tendered due to no submissions being received in initial tender process. Budget reallocated 2021-22FY.

Vehicle Replacement

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.

Pettigrew Street DR 20

Delivery of project deferred to next financial year (2021/22) due to timing required for design award.

Doc ID No: A7135751

ITEM: 10

SUBJECT: SOUTH EAST QUEENSLAND COUNCIL OF MAYORS REGIONAL WASTE
MANAGEMENT PLAN

AUTHOR: MANAGER, ENVIRONMENT AND SUSTAINABILITY

DATE: 23 MARCH 2021

EXECUTIVE SUMMARY

This is a report concerning the South East Queensland Council of Mayors SEQ Waste Management plan.

In 2020, the South East Queensland Council of Mayors (CoMSEQ) have commissioned a draft Regional Waste Management Plan to approach waste management from a regional perspective.

CoMSEQ have now provided the draft report and are seeking in-principle endorsement from member Councils for the draft plan.

RECOMMENDATION/S

That Council provide in-principle endorsement of the draft SEQ Waste Management Plan as attached to this report.

RELATED PARTIES

There are no known conflicts of interest in relation to this report.

ADVANCE IPSWICH THEME

Caring for the environment

PURPOSE OF REPORT/BACKGROUND

In August 2020, the Council of Mayors (CoMSEQ) Board agreed to prepare a **SEQ Waste Management Plan** to identify recommendations and an action plan for collaboration across the Councils of South East Queensland to address the challenges and opportunities associated with municipal solid waste management across the region.

Over the past few years, several significant shifts in waste management policy and regulation have reshaped the landscaped for Councils in SEQ, including:

- Changes to export markets for recycled materials (China Sword Policy)

- Introduction of the Queensland Waste Management and Resource Recovery Strategy containing ambitious landfill diversion targets
- Reintroduction of the landfill levy – current rebate due to cease in June 2022
- Introduction of a container refund scheme
- National Waste Policy and waste export bans

In response, the CoMSEQ engaged consultants McKinsey and Company to draft the SEQ Waste Management Plan in consultation with the Council of Mayors board members, the Waste Working Group (WWG) and key stakeholders. The Plan has been developed through a series of workshops, 1:1 engagement with each Council's representatives, and interviews with State agency representatives. A draft Plan has been completed and the Council of Mayors is now seeking in-principle endorsement from each of the SEQ Councils of the draft Plan and recommendations (Confidential Attachment 1).

OVERVIEW OF THE PLAN

The priority focus of the Plan is drawn into four key elements, being:

- Commingled Recycling:
 - Optimising recycling rates and reducing contamination
 - Identifying economies of scale Material Recovery Facilities and ownership options
 - Supporting development of strong secondary markets
 - Expanding the scope of container refund scheme
- Organics:
 - Optimising organics services and source separation
 - Exploring collections frequency
 - Improving processing technology
 - Approach to behaviour change
- Residual waste:
 - Identifying timing and processing technology types
 - Identifying infrastructure needs
 - Initially focusing on resource recovery
- Enablers:
 - Collaborating between SEQ councils and the State Government for an agreed funding model to support implementation of the SEQ waste management plan

IMPLEMENTATION AND NEXT STEPS

The SEQ Waste Management Plan has illuminated where and how collaboration across SEQ Council is likely to yield the best results. Initially, this is simply to increase the transparency of individual Council's local plans and actions. Further, collaboration can occur at sub-regional or regional levels where required, particularly around infrastructure investment and consistent messaging. SEQ Councils will also benefit from a joint approach to working with the State Government on a preferred waste levy rebate funding model.

Within the Plan, a table of what level Councils should collaborate at is provided for each of the four (4) elements.

In providing in-principle endorsement of the SEQ Waste Management Plan, Council will continue to play a part in regional discussions around municipal waste management, and be party to consistent approach to the State Government on managing future waste infrastructure across SEQ.

LEGAL/POLICY BASIS

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

RISK MANAGEMENT IMPLICATIONS

There are no significant risks associated with providing in-principle support for the draft plan.

FINANCIAL/RESOURCE IMPLICATIONS

There are no known financial implications associated with providing in-principle endorsement of the draft SEQ Waste Management Plan.

COMMUNITY AND OTHER CONSULTATION

Extensive consultation has been undertaken in the development of the draft plan.

CONCLUSION

The management of waste in South East Queensland is of critical importance. In taking a more strategic approach to waste management as outlined in the draft SEQ Waste Management Plan, Council enhances its ability to manage this complex and enduring issue.

ATTACHMENTS AND CONFIDENTIAL BACKGROUND PAPERS

1.	CONFIDENTIAL Draft SEQ Waste Management Plan
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Kaye Cavanagh

MANAGER, ENVIRONMENT AND SUSTAINABILITY

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”