



- **1 Ripley Road and Fischer Road, Ripley - Road Upgrade Workshop**
 - Attachment 1 Ripley PDA Infrastructure Provisions Committee Report -
January 2022..... 3
 - Attachment 2 Ripley Road Upgrade Option 1 11
 - Attachment 3 Ripley Road Upgrade Option 2 13
 - Attachment 4 Ripley Road Upgrade Option 3 15
 - Attachment 5 Presentation - Ripley Road and Fischer Road Ripley - Road
Upgrade Workshop 17

- **2 Natural Environment Strategy Development**
 - Attachment 1 Natural Environment Strategy - Stakeholder Summary
Results 31
 - Attachment 2 Presentation - Natural Environment Strategy..... 35

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COUNCIL 27 JANUARY
MEETING AGENDA 2022

Doc ID No: A7656233

ITEM: 16.4
SUBJECT: RIPLEY PRIORITY DEVELOPMENT AREA INFRASTRUCTURE PROVISION -
REPEALING RESOLUTION B OF PLANNING, DEVELOPMENT AND HERITAGE
COMMITTEE REPORT NO.1 OF 28 NOVEMBER 2017
AUTHOR: MANAGER, DEVELOPMENT PLANNING
DATE: 4 NOVEMBER 2021

EXECUTIVE SUMMARY

This is a report concerning the funding and delivery of trunk municipal infrastructure within the Ripley Valley Priority Development Area (PDA) required to support current development and short-term growth.

The report also proposes that the resolution adopted by Council in December 2017 with respect to the funding and delivery of trunk municipal infrastructure in the Ripley Valley PDA (Recommendation A) be repealed, to allow Council to consider alternate infrastructure funding and delivery options.

RECOMMENDATION/S

[Amended Council Ordinary Meeting of 27 January 2022](#)

- A. That Council repeal recommendation 'B' of the report to the Planning, Development and Heritage Committee No.2017 (12) titled 'Ripley PDA Trunk Infrastructure Provision', adopted by Council resolution on the 5th December 2017.
- B. That Council endorse for consideration in a 2021-2022 budget amendment, the commencement of the planning and design for the upgrade of Ripley Rd, between Trigona ~~Street-Drive~~ and Binnies Road (new alignment) to be funded from the collected PDA municipal development contributions.
- B.C. [That Council prepare costings for inclusion in the 2022-2023 Budget deliberations regarding the section of Fischer Road, Ripley between Montereia Road and Nevis Street.](#)

RELATED PARTIES

Not applicable.

IFUTURE THEME

Vibrant and Growing

COUNCIL
MEETING AGENDA

27 JANUARY
2022

PURPOSE OF REPORT/BACKGROUND

Ripley Valley was declared an Urban Development Area (UDA) by the State Government in October 2010 and transitioned to a Priority Development Area (PDA) in 2013. The UDA was initially managed by the Urban Land Development Authority (ULDA) and since transitioned to a PDA in February 2013, it has been managed by Economic Development Queensland (EDQ). In September 2013, EDQ delegated the development assessment function for the PDA to Council. However, the State through EDQ maintain the responsibility for the infrastructure planning and charging regime within the PDA.

The development of the PDA has been predicated on the principle that new trunk municipal infrastructure required to support the PDA (ie. Urban Utilities' – trunk water and sewer networks, and Council's - arterial and sub-arterial roads, regional bikeways, local, district and citywide open space and land for community facilities) is funded by municipal development charges collected from within the PDA, with some key early works required to support development growth funded by EDQ catalyst funding loans.

At this point in time, EDQ catalyst funding has been exhausted. Further, most major developers are electing to match their trunk infrastructure works with their infrastructure charges (i.e. building enough trunk infrastructure to match their municipal charges), meaning there are limited funds available for EDQ or Council to fund the emerging trunk municipal infrastructure projects. Consequently, in the short to medium term, the potential for sufficient municipal charges revenue to be collected and invested into lead trunk municipal infrastructure projects is greatly diminished. The municipal charges collected are also after components to repay the EDQ catalyst funding have been deducted.

Given Council's capital works program funding and delivery constraints, and the limited availability of municipal charges revenue, on 5 December 2017 Council adopted the minutes of the Planning, Development and Heritage Committee No. 2017 (12). The Planning, Development and Heritage Committee No. 2017 (12) included a report titled 'Ripley Priority Development Area Trunk Infrastructure Provision'. Recommendation 'B' of the report was;

That for the Ripley Priority Development Area (PDA), until revocation is implemented, all trunk municipal infrastructure should only be delivered and funded from receipted Ripley PDA Municipal charges or a catalyst funding allocation by Economic Development Queensland (EDQ).

The report included an overview of the funding arrangements for trunk municipal infrastructure in the PDA. Specifically, the report identified that:

The EDQ principles concerning the provision of networks is that such infrastructure is funded by the development proponents and then offset against the respective municipal charge. Whilst some catalyst funding has occurred to support the start-up of development in the Ripley Valley PDA, there appears to be no further appetite from EDQ to provide any further catalyst funds or to invest other money into infrastructure delivery in the Ripley Valley. This means that moving forward, funding would principally

COUNCIL
MEETING AGENDA

27 JANUARY
2022

rely upon the development proponent and offsets or available receipted municipal charges.

The report makes the following conclusions:

- (1) Should Council include Ripley Valley infrastructure works in its capital works program, it is considered that this would have a significant impact on other priority projects elsewhere in the city along with having implications for financial sustainability for the Council.*
- (2) It is further considered that this issue would best be resolved within a unified infrastructure charging framework (i.e. that applies consistently and equitably across the whole of the city) and as such is a strong basis to support revocation. Conversely, abandoning the approach would weaken Council's position in seeking revocation of the PDA.*

The first point above is not disputed and requires careful consideration by Council given the potential impacts on the delivery timeframes of citywide priority projects as part of Council's Capital Works Program and on Council's Long Term Financial Forecast (LTFF) and financial sustainability.

The second point is noted. However, given the evolution of the PDA planning and development under the EDQ regime, revocation is now considered unlikely and unfavourable for Council. If it was to occur, it would likely generate a number of additional planning and financial issues for Council. Council is also currently working closely with EDQ to improve the function of the PDA.

Since the 2017 Council resolution, it has become apparent that there are short to medium term required trunk municipal infrastructure projects across the PDA which are unlikely to be funded or upgraded by developers and will not be covered in the short term by the limited municipal charges that are currently being collected. Consequently, there is a significant risk that 'lead trunk infrastructure' (which is essential to address community safety concerns and facilitate growth) will not be funded or be in place when required. Attachment 2 - Infrastructure Delivery Capability Map, shows the trunk municipal infrastructure projects across the PDA and the anticipated capability for each item to be delivered by developers or others. It is noted that the delivery entity (i.e. developer or other) identified on Attachment 2 is not fixed, but represents Council officers view based on current development activity. Officers will continue to have discussions with Ripley developers about opportunities for potential delivery and funding partnerships.

Given this, it is now considered that the 2017 Council resolution may be too restrictive and potentially limiting options for the funding and delivery of key lead trunk municipal infrastructure required to support the development of the PDA.

Impacts of rescinding Recommendation B from the 2017 Resolution

As mentioned above in the report, the PDA is predicated on the basis that all truck infrastructure is ultimately funded by municipal development charges collected from within

**COUNCIL
MEETING AGENDA**27 JANUARY
2022

the PDA. The challenge is the timing of when the lead infrastructure is required and when municipal charges are received to fund the works.

By repealing Recommendation B of the 2017 resolution, Council will have the ability to consider additional funding options beyond waiting for municipal charges revenue to be actually received, and incorporate the PDA key short term lead trunk municipal infrastructure projects into Council's capital works program planning and delivery.

These projects inside the PDA could be treated similarly to how trunk municipal infrastructure projects are treated outside of the PDA, that is, that following a technical evaluation of their strategic priority by the Council officers, the projects would be considered by Council during the annual budget deliberations. Council having considered a range of factors, such as the nature of competing priorities, the availability and source of funds and resources would determine which projects were to be approved to commence planning, design and construction.

Repealing Recommendation B of the 2017 resolution would allow Council, if it so desired, to consider funding and commence the upgrade of Ripley Road in the vicinity of the Ripley township. However, repealing Recommendation B of the 2017 resolution would likely also create an expectation regarding Council funding and delivery of a number of other lead trunk municipal projects (roads – refer red projects in Attachment 2), bikeways, open space and land for community facilities) within the PDA.

Council officers are currently reviewing contributions held in trust to confirm what is specifically related to municipal charges, and once finalised and transferred to Council, these funds are available to be allocated to specific projects within the PDA. Including contributions received over the last twelve months, based on current calculations Council currently holds approximately \$9,000,000 in trust that could be used to start the planning and design phase for a project such as the Ripley Rd upgrade. By including PDA municipal projects into Council's capital work program, it allows Council to transfer and to utilise the municipal charges that have been collected and held in trust to date.

It is widely considered that the upgrade of Ripley Rd adjacent to the existing township is the number one priority and that Fischer Road adjacent to the existing township would likely be the second priority, if Council agrees to repeal Recommendation B.

Based on having municipal charges available to be transferred from trust as outlined above, the report recommends Council endorses for consideration in a 2021-2022 budget amendment the commencement of the planning and design phase for the upgrade of Ripley Road adjacent to the existing township. The next budget amendment is expected to occur in February/March 2022. Alternatively, Council could defer the consideration of the allocation of funds and capital projects within the PDA, to the 2022 – 2023 budget deliberations.

LEGAL/POLICY BASIS

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

COUNCIL
MEETING AGENDA

27 JANUARY
2022

Planning Act 2016

RISK MANAGEMENT IMPLICATIONS

Trunk municipal infrastructure delivery within the PDA is not keeping pace with the high growth that is occurring. There are also several key lead trunk municipal road infrastructure projects within the PDA the developers are unlikely to deliver without assistance due to high project costs and private property impacts.

Some existing roads within the PDA (e.g. sections of Ripley Road and Fischer Road) are constructed to a lower standard and will likely operate well above their nominal capacity before they are upgraded, which will likely create road safety and operational issues, along with community and political risks.

Therefore, while the current 2017 Council resolution served a purpose, its restrictive nature is now considered unfavourable. Careful consideration by Council of the community, political, legal, resourcing and financial sustainability risks is strongly recommended as the impact of the proposed recommendation is significant.

HUMAN RIGHTS IMPLICATIONS

HUMAN RIGHTS IMPACTS	
OTHER DECISION	
(a) What is the Act/Decision being made?	<p>Recommendation A states that Council repeal recommendation 'B' of the report to the Planning, Development and Heritage Committee No.2017 (12) titled 'Ripley PDA Trunk Infrastructure Provision', adopted by Council resolution on the 5th December 2017.</p> <p>Recommendation B states that Council endorses for consideration in a 2021-2022 budget amendment, the commencement of the planning and design for the upgrade of Ripley Rd, between Trigona Street Drive and Binnies Road (new alignment) and to be funded from the collected PDA municipal development contributions.</p> <p>These recommendations relate to the Local Government Act 2009.</p>
(b) What human rights are affected?	No human rights are affected by this decision. Funding and delivery of trunk infrastructure is a regular function of Council. The recommendations will assist in carrying out this function by removing restrictions on the delivery of trunk infrastructure in the Ripley PDA.
(c) How are the human rights limited?	Not applicable

COUNCIL 27 JANUARY
MEETING AGENDA 2022

(d) Is there a good reason for limiting the relevant rights? Is the limitation fair and reasonable?	Not applicable
(e) Conclusion	The decision is consistent with human rights.

FINANCIAL/RESOURCE IMPLICATIONS

Repealing Recommendation B of the 2017 resolution will allow Council to consider additional funding beyond municipal charges revenue and include lead municipal trunk infrastructure in the Ripley PDA in future capital works programs, should it wish to.

Council will need to consider the financial and resourcing implications of these options and possible impacts on Council’s existing capital works programs, as part of future budget developments

If Council prioritised capital works within the PDA that exceeds the value of available (collected) municipal charges, there is likely to be impacts on Council’s existing Capital Works Program. These impacts will need to be carefully considered in the development of the LTFF, noting that the timing and delivery of other citywide key infrastructure projects are already facing significant demand pressures.

COMMUNITY AND OTHER CONSULTATION

Community consultation has not occurred with respect to this proposal.

This report has been prepared with input from Council’s Infrastructure & Environment Department and the Corporate Services Department.

CONCLUSION

It is proposed to repeal Recommendation B of the 2017 Council resolution which currently restricts the funding of all trunk municipal infrastructure within the Ripley PDA to received municipal charges or catalyst funding, thus allowing Council to consider alternate infrastructure funding and delivery options.

ATTACHMENTS AND CONFIDENTIAL BACKGROUND PAPERS

1.	Ripley PDA Trunk Infrastructure Provision Committee Report PDH 28 November 2017
2.	Infrastructure Delivery Capability Map

Anthony Bowles
MANAGER, DEVELOPMENT PLANNING

I concur with the recommendations contained in this report.

Peter Tabulo

COUNCIL
MEETING AGENDA

27 JANUARY
2022

GENERAL MANAGER, PLANNING AND REGULATORY SERVICES

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

Item 16.4 – Page 7 of 7

Ripley Road & Fischer Road Upgrades - Indicative Scope of Works - OPTION 1Section 1

Ripley Road - Cunningham Highway roundabout to Trigona Drive intersection works (approx. 300m)

- Upgrade Ripley Rd to 4 lane median divided carriageway.
- Tie kerbside lane into Cunningham Highway on / off ramp lanes.
- Restrict Rex Hill Drive to Left in / Left out access.
- Construct 1.5m pedestrian pathway and 2.5m bi-directional cycle track within eastern verge.

Section 2

Ripley Road / Montereia Road - Trigona Drive intersection works to Clarkes Street (approx 450m)

- Upgrade Ripley Rd to 4 lane median divided carriageway.
- Construct major culvert crossing of Ripley Road.
- Construct major 4 way signalised intersection to the north of existing Montereia Road.
- Construct 1.5m pedestrian pathway and 2.5m bi-directional cycle track within eastern verge.

Section 3

Ripley Road - Clarkes Street to Rhea de Wit Drive (approx. 450m)

- Upgrade existing Ripley Road alignment to 2 lane urban standard road.
- Construct interim signalised intersection at Ripley Road / Scotts Road to provide access to township.
- Construct 1.5m pedestrian pathway and 2.5m bi-directional cycle track within eastern verge.

Section 4

Ripley Road / Fischer Road - Canary Street intersection works to east of Fischer Road (approx. 600m)

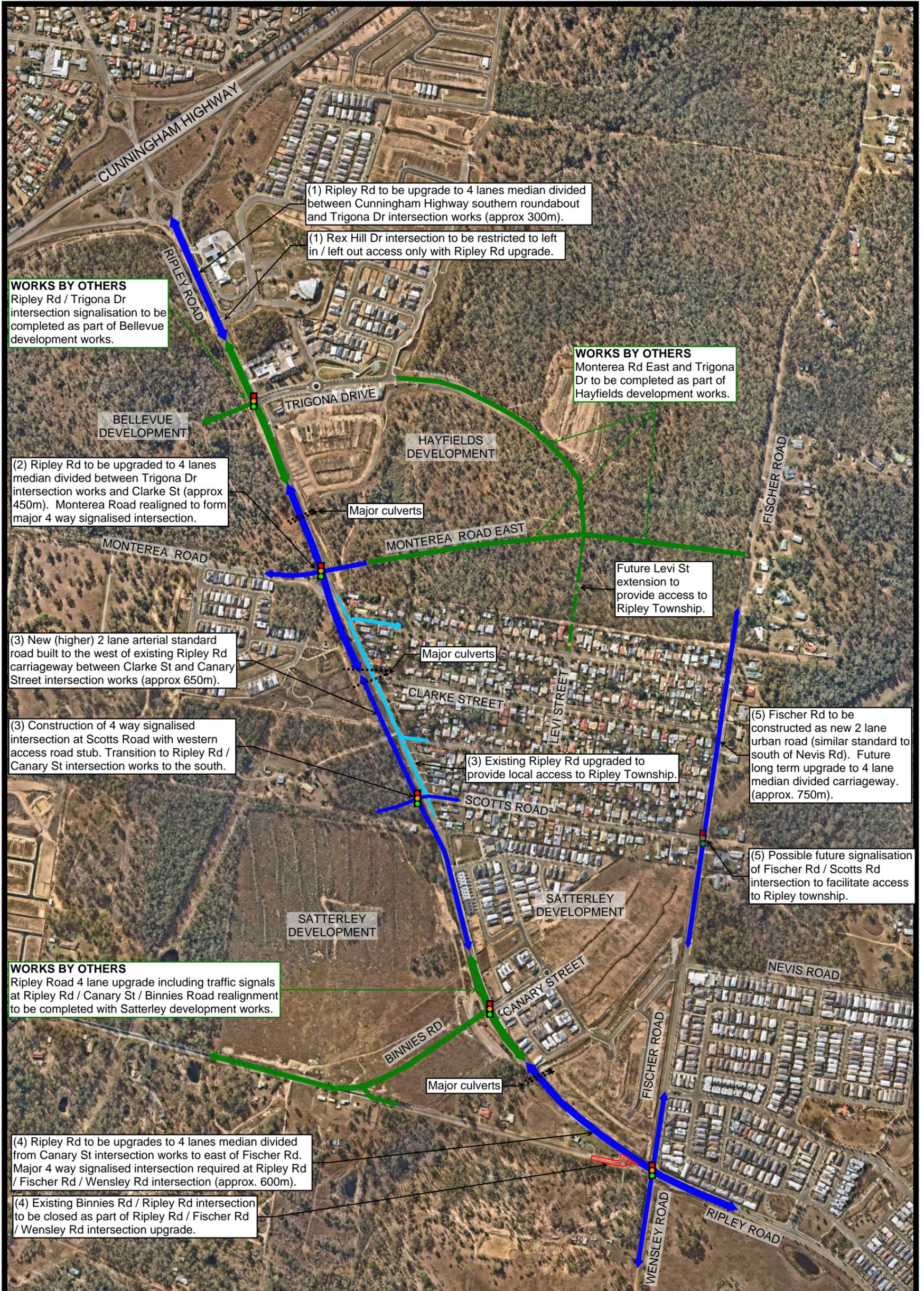
- Upgrade Ripley Rd to 4 lane median divided carriageway.
- Construct major culvert crossing of Ripley Road.
- Construct major 4 way signalised intersection at Fischer Road / Wensley Road.
- Construct 1.5m pedestrian pathway and 2.5m bi-directional cycle track within eastern verge.

Section 5

Fischer Road - Montereia Road to Nevis Road (approx. 750m)

- Upgrade Fischer Road to a 2 lane urban standard road (similar to the section south of Nevis Road).
- Possible future signalised intersection at Fischer Road / Scott Road intersection.
- Design to considered ultimate form of Fischer Road as a 4 lane median divided road.

Option 2 - Ripley Road & Fischer Road Upgrades



Ripley Road & Fischer Road Upgrades - Indicative Scope of Works - OPTION 2Section 1

Ripley Road - Cunningham Highway roundabout to Trigona Drive intersection works (approx. 300m)

- Upgrade Ripley Rd to 4 lane median divided carriageway.
- Tie kerbside lane into Cunningham Highway on / off ramp lanes.
- Restrict Rex Hill Drive to Left in / Left out access.
- Construct 1.5m pedestrian pathway and 2.5m bi-directional cycle track within eastern verge.

Section 2

Ripley Road / Montereia Road - Trigona Drive intersection works to Clarkes Street (approx 450m)

- Upgrade Ripley Rd to 4 lane median divided carriageway.
- Construct major culvert crossing of Ripley Road.
- Construct major 4 way signalised intersection to the north of existing Montereia Road.
- Construct 1.5m pedestrian pathway and 2.5m bi-directional cycle track within eastern verge.

Section 3

Ripley Road - Clarkes Street to Canary Street intersection works (approx. 650m)

- Construction new 2 lane arterial road at higher level to the west of existing Ripley Road carriageway to improve flood immunity of Ripley township (generally half of ultimate road construction).
- Upgrade existing Ripley Road to service road standard to provide access to Ripley Township.
- Construct 1.5m pedestrian pathway and 2.5m bi-directional cycle track within eastern verge
- Construct major culvert crossing of Ripley Road.
- Construct 4 way signalised intersection at Scotts Road to provide access to Ripley township and future access to development catchment to the west of Ripley Road.

Section 4

Ripley Road / Fischer Road - Canary Street intersection works to east of Fischer Road (approx. 600m)

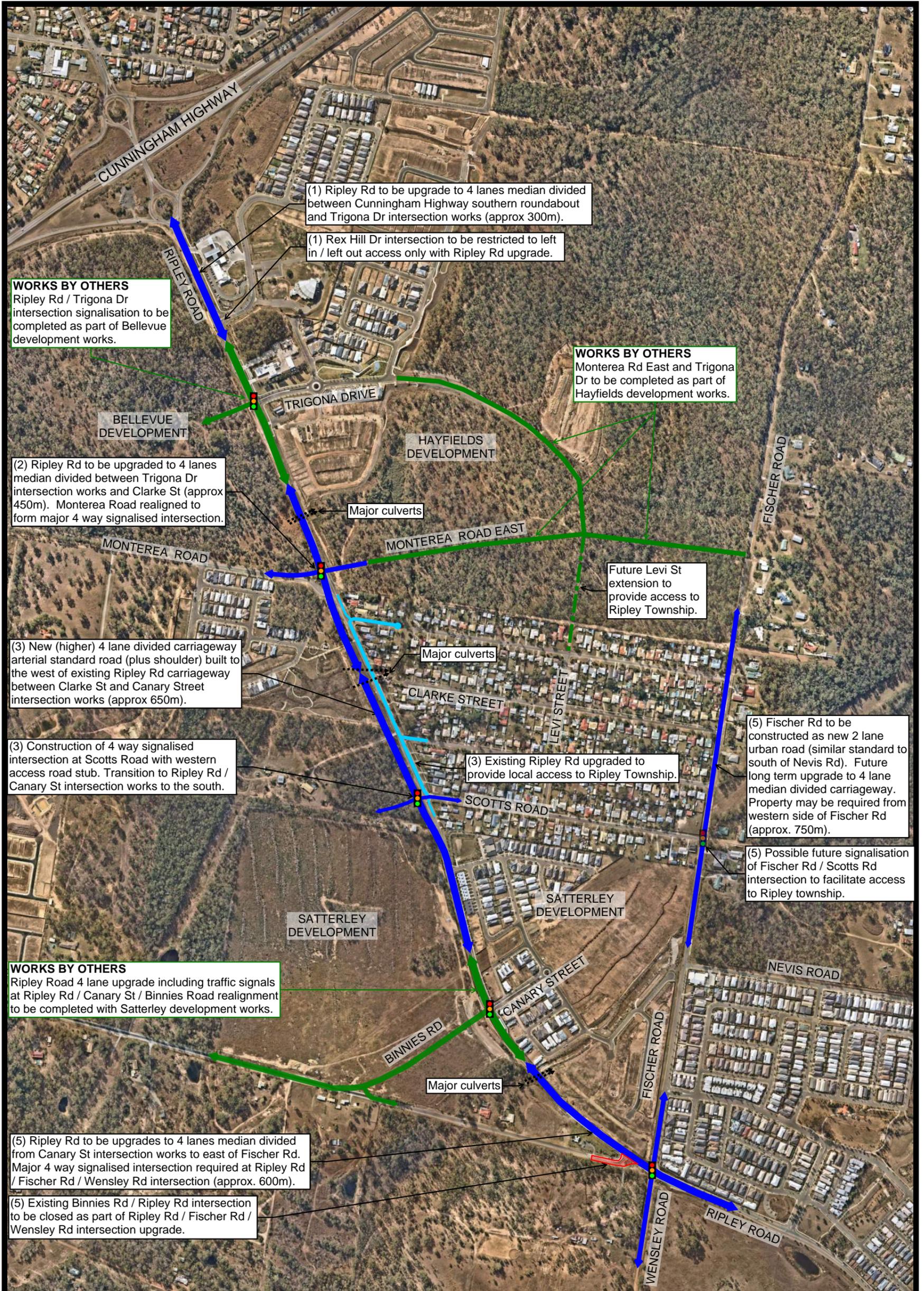
- Upgrade Ripley Rd to 4 lane median divided carriageway.
- Construct major culvert crossing of Ripley Road.
- Construct major 4 way signalised intersection at Fischer Road / Wensley Road.
- Construct 1.5m pedestrian pathway and 2.5m bi-directional cycle track within eastern verge.

Section 5

Fischer Road - Montereia Road to Nevis Road (approx. 750m)

- Upgrade Fischer Road to a 2 lane urban standard road (similar to the section south of Nevis Road).
- Possible future signalised intersection at Fischer Road / Scott Road intersection.
- Design to considered ultimate form of Fischer Road as a 4 lane median divided road.

Option 3 - Ripley Road & Fischer Road Upgrades



Ripley Road & Fischer Road Upgrades - Indicative Scope of Works - OPTION 3**Section 1**

Ripley Road - Cunningham Highway roundabout to Trigona Drive intersection works (approx. 300m)

- Upgrade Ripley Rd to 4 lane median divided carriageway.
- Tie kerbside lane into Cunningham Highway on / off ramp lanes.
- Restrict Rex Hill Drive to Left in / Left out access.
- Construct 1.5m pedestrian pathway and 2.5m bi-directional cycle track within eastern verge.

Section 2

Ripley Road / Montereia Road - Trigona Drive intersection works to Clarkes Street (approx 450m)

- Upgrade Ripley Rd to 4 lane median divided carriageway.
- Construct major culvert crossing of Ripley Road.
- Construct major 4 way signalised intersection to the north of existing Montereia Road.
- Construct 1.5m pedestrian pathway and 2.5m bi-directional cycle track within eastern verge.

Section 3

Ripley Road - Clarkes Street to Canary Street intersection works (approx. 650m)

- Construct new 4 lane median divided arterial road at higher level to the west of existing Ripley Road carriageway to improve flood immunity of Ripley township.
- Upgrade existing Ripley Road to service road standard to provide access to Ripley Township.
- Construct 1.5m pedestrian pathway and 2.5m bi-directional cycle track within eastern verge.
- Construct major culvert crossing of Ripley Road.
- Construct 4 way signalised intersection at Scotts Road to provide access to Ripley township and future access to development catchment to the west of Ripley Road.

Section 4

Ripley Road / Fischer Road - Canary Street intersection works to east of Fischer Road (approx. 600m)

- Upgrade Ripley Rd to 4 lane median divided carriageway.
- Construct major culvert crossing of Ripley Road.
- Construct major 4 way signalised intersection at Fischer Road / Wensley Road.
- Construct 1.5m pedestrian pathway and 2.5m bi-directional cycle track within eastern verge.

Section 5

Fischer Road - Montereia Road to Nevis Road (approx. 750m)

- Upgrade Fischer Road to a 2 lane urban standard road (similar to the section south of Nevis Road).
- Possible 3 way signalised intersection at Fischer Road / Scott Road intersection.
- Design to considered ultimate form of Fischer Road as a 4 lane median divided road.

Presentation

RIPLEY ROAD AND FISCHER ROAD, RIPLEY – ROAD UPGRADE WORKSHOP

Infrastructure and Environment Department(IED)





Presentation Overview

1. Purpose
2. Ripley Road Options
3. Fischer Road Option
5. Proposed Planning and Design Schedule
6. Summary of Key Points

Purpose

- Investigate Council's decision to upgrade Ripley Road and Fischer Road, Ripley
- To gain a greater understanding of the current road upgrade options for Ripley Road and Fischer Road, Ripley
- Overview of the constraints and options analysis
- Proposed scope outcomes to commence planning and design activities for Ripley Road and Fischer Road





Ripley Road Options

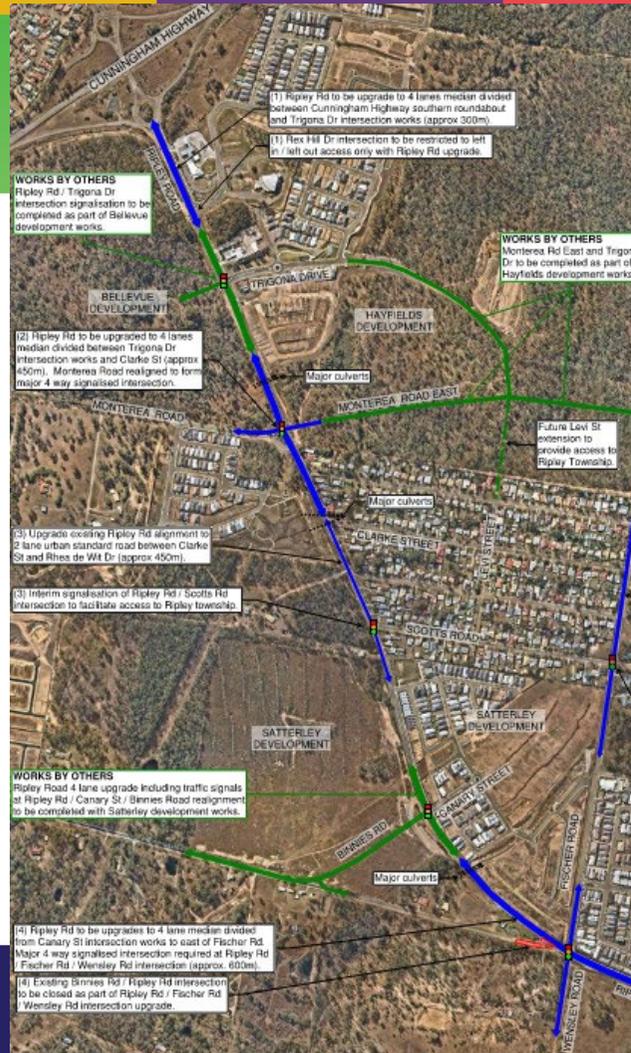
- The extent of works for the Ripley Road upgrade is from the Cunningham Highway interchange to the north, to just south of the Wensley Road / Fischer Road intersection;
- The majority of the road upgrade on Ripley Road are fixed due to existing road conditions and adjacent development works / approvals
- 3 different options have been identified for Ripley Road through the Ripley Township;

OPTION 1

- This upgrade option proposes to upgrade Ripley Road to a 2 lane urban arterial standard (i.e upgrade Ripley Road on the existing alignment)

Ripley Road Options

OPTION 1





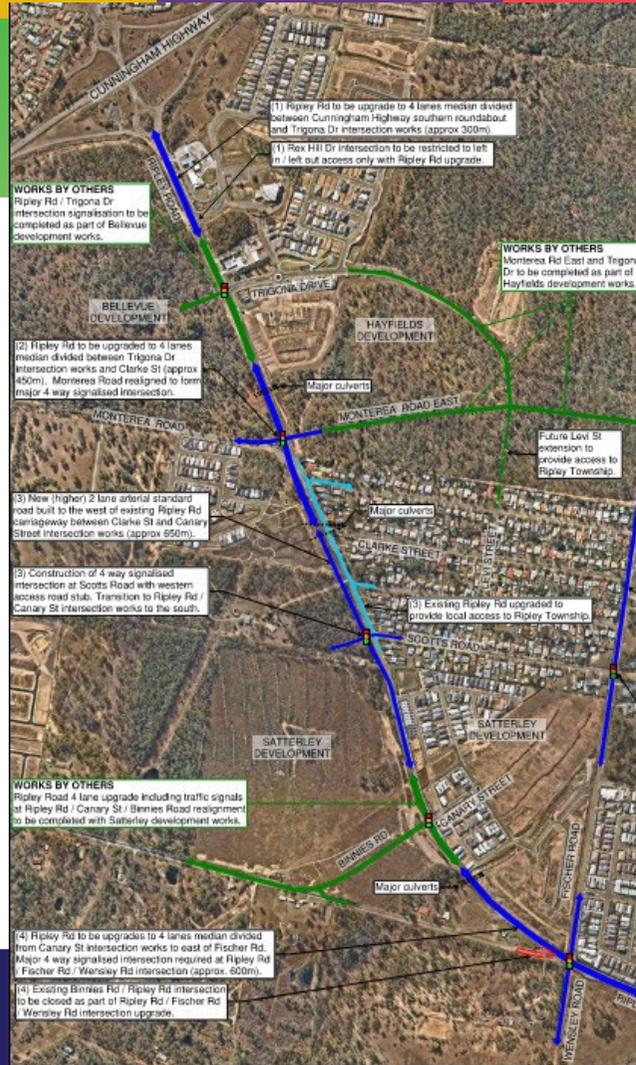
Ripley Road Options

OPTION 2

- This upgrade option proposes to build 2 lanes of Ripley Road to the west of the existing alignment, utilising the existing Ripley Road as a service road through the township

Ripley Road Options

Option 2





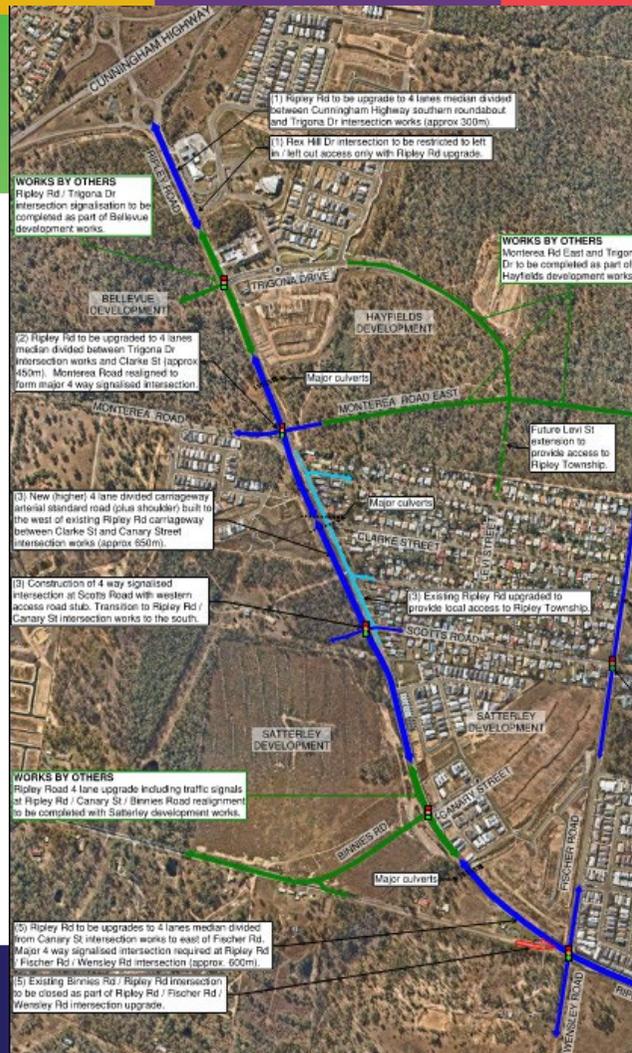
Ripley Road Options

OPTION 3

- This upgrade option proposes to build 4 lanes of Ripley Road to the west of the existing alignment, utilising the existing Ripley Road as a service road through the township

Ripley Road Options

Option 3





Ripley Road Options

Preferred Option

- Investigations have revealed that the following constraints have determined that Option 3 is the only viable option to progress the Ripley Road upgrade:
 - Option 1 cannot meet the desired road design curves for a 70km/h posted speed limit
 - Option 1 has safety issues associated with direct property accesses
 - Option 1 cannot facilitate the required traffic signals at Scotts Road
 - Option 2 will see the traffic volumes for Ripley Road be exceeded soon after construction and therefore is not a suitable option (i.e. it would have limited design life)

Fischer Road Option

Fischer Road

- There is currently only one option for Fischer Road;
- Proposal is to build to a 2 lane urban road standard, similar to the current 2 lanes constructed south of Nevis Road



Fischer Road Option



Proposed Planning and Design Schedule

- Following this workshop, the scope of works will be finalised this FY to be provided to the capital delivery branch;
- Documentation will be finalised to engage an external consultant to progress planning and design activities;
- Survey will commence the planning activities as well as investigations of public utility services. Design will then follow, and is currently proposed as a 2 year process;
- Construction to commence no earlier than the 2024-2025 FY;
- In the draft 3 year capital portfolio, the following funds are proposed:
 - Ripley Road - \$250,000 for 2022-2023 and \$250,000 for 2023-2024;
 - Fischer Road - \$150,000 for 2022-2023 and \$100,000 for 2023-2024.

Summary of Key Points

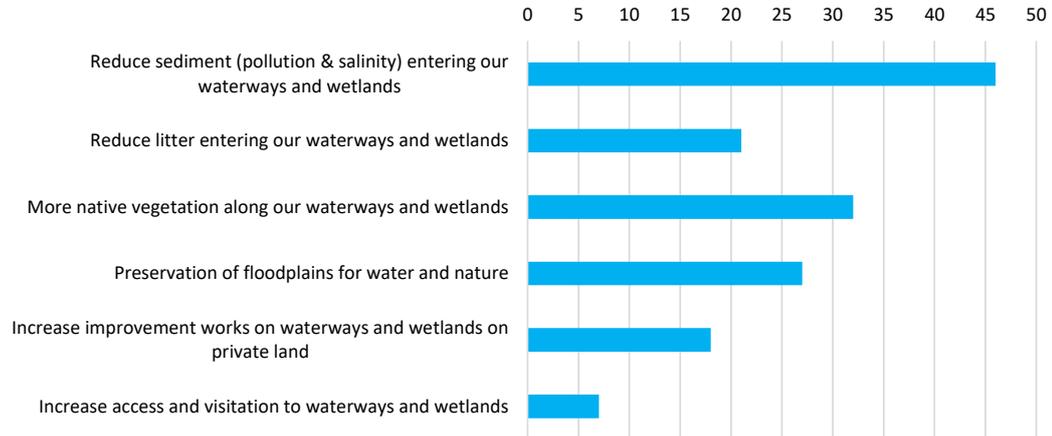
1. Three options through the Ripley Township have been identified for Ripley Road, with Option 3 proposed to progress into design;
2. Fischer Road will upgrade the existing two lanes to an urban road standard similar to the road construction south of Nevis Road;
3. Planning and Design to commence in 2022-2023 and to be finalised in the 2023-2024 FY;
4. Construction to commence no earlier than the 2024-2025 FY.

NATURAL ENVIRONMENT STRATEGY DEVELOPMENT - SUMMARY OF RESULTS FROM STAKEHOLDER OBJECTIVE PRIORITISATION ACTIVITIES¹

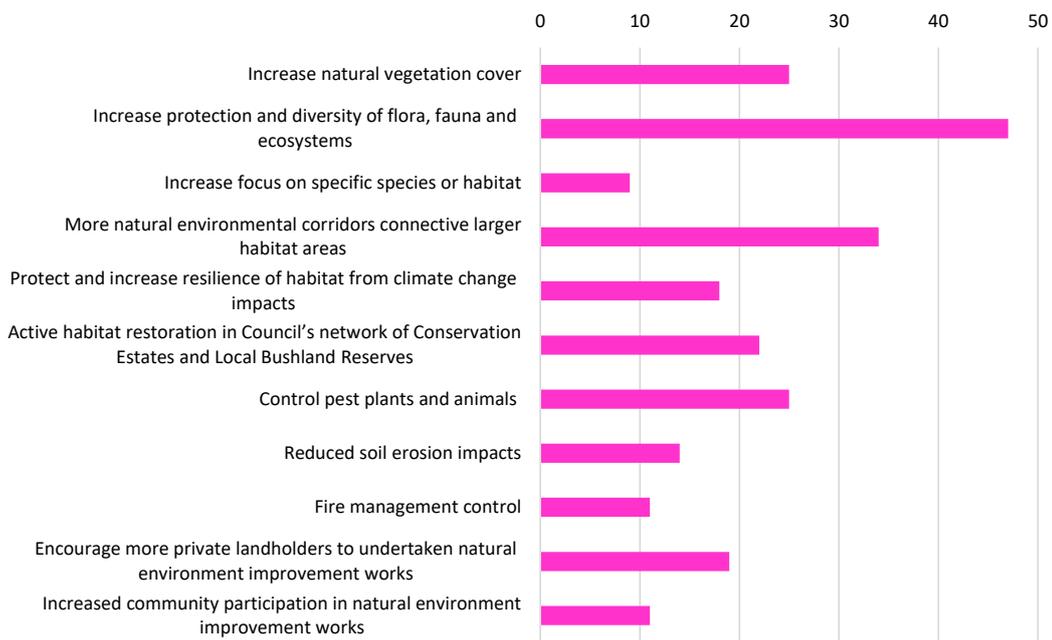
Draft Focus Areas and Objectives



Waterways & Wetlands



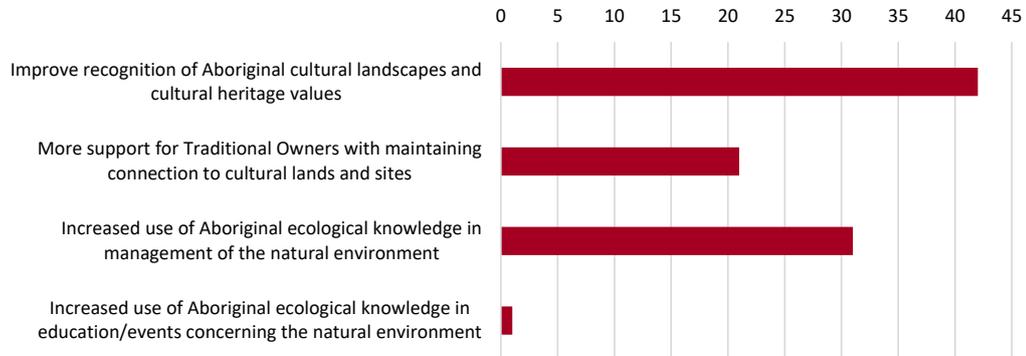
Native Plants and Animals



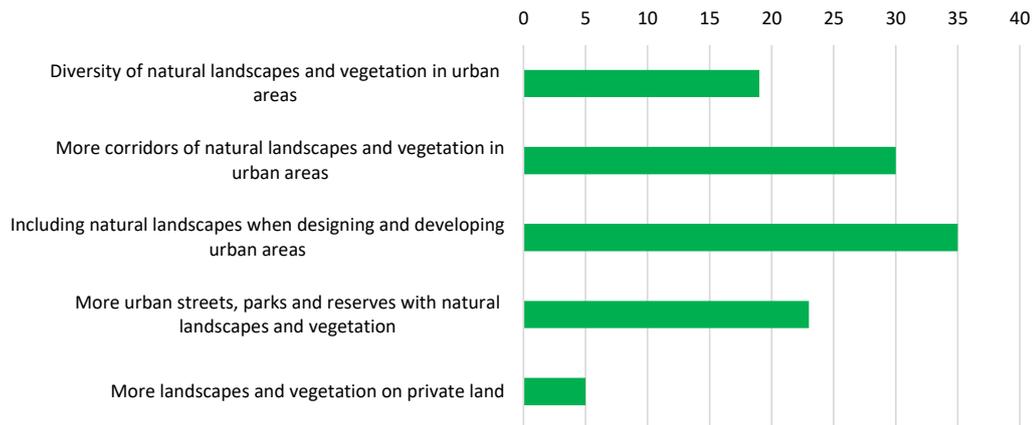
¹ Based on stakeholder workshops and on-line community survey data collected until 5th May 2022.



Aboriginal Cultural Landscapes

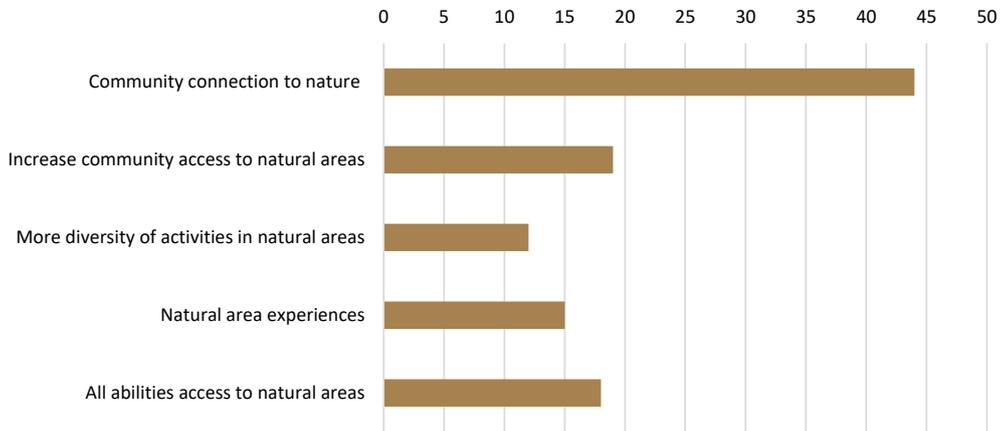


Urban Greening

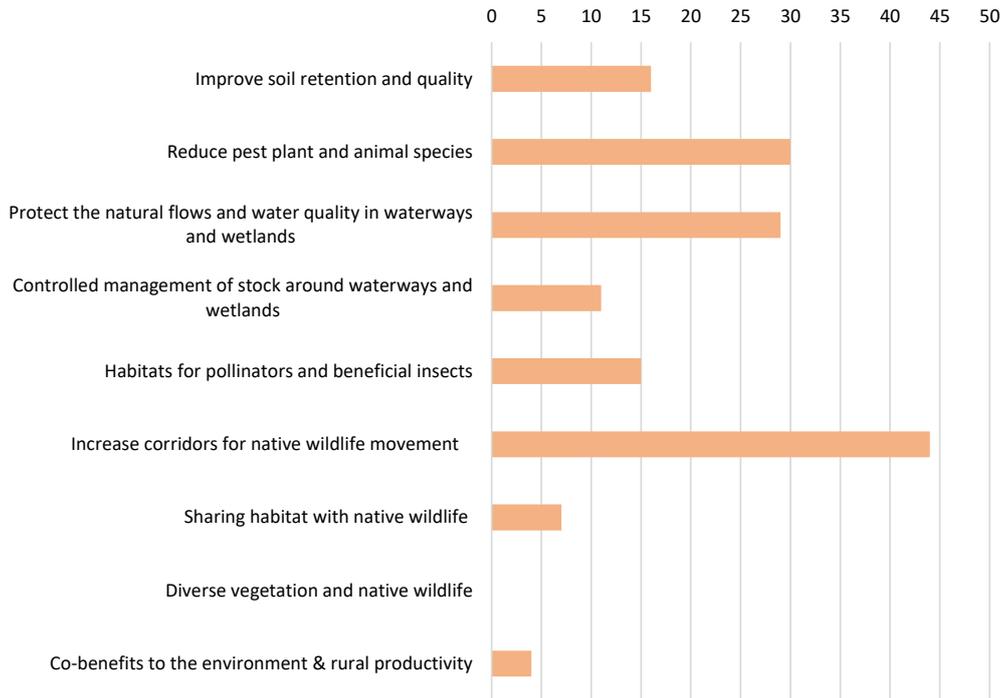




Nature-based (Outdoor) Recreation



Rural Lands



Shaping Ipswich's Natural Environment BRIEFING SESSION 24th May 2022

Phil Smith

Natural Environment & Land Manager
Infrastructure & Environment Department

Kim Markwell

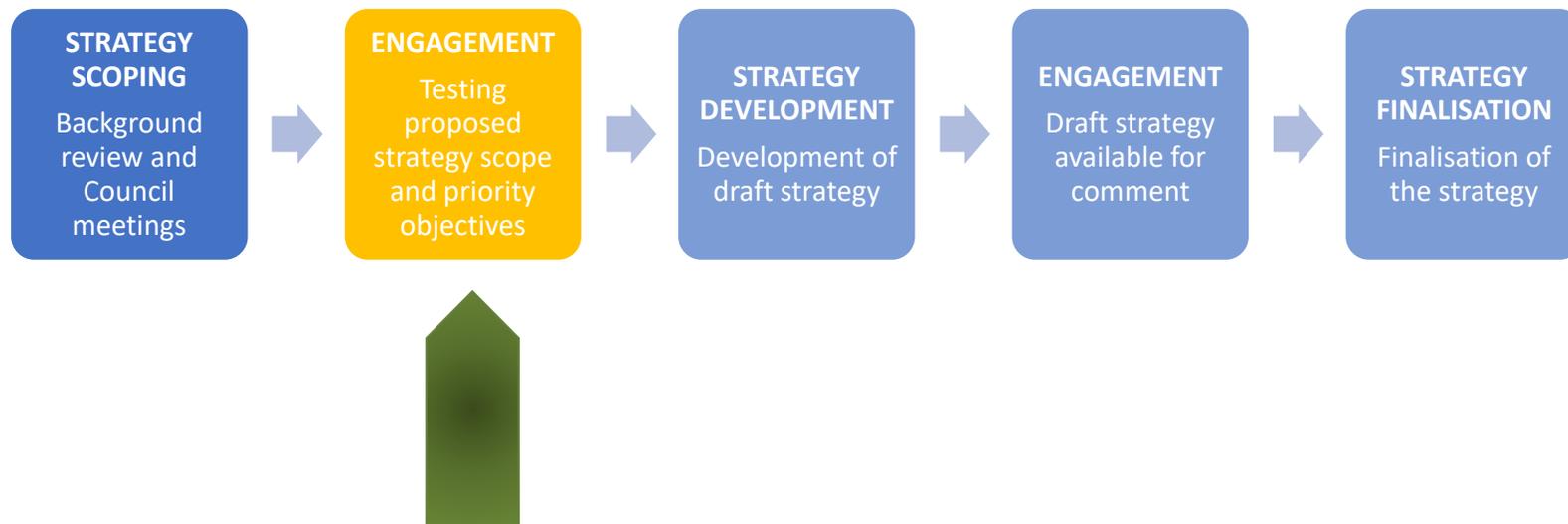
Environmental Consultant - Natural
Environment Strategy Project
Infrastructure & Environment Department



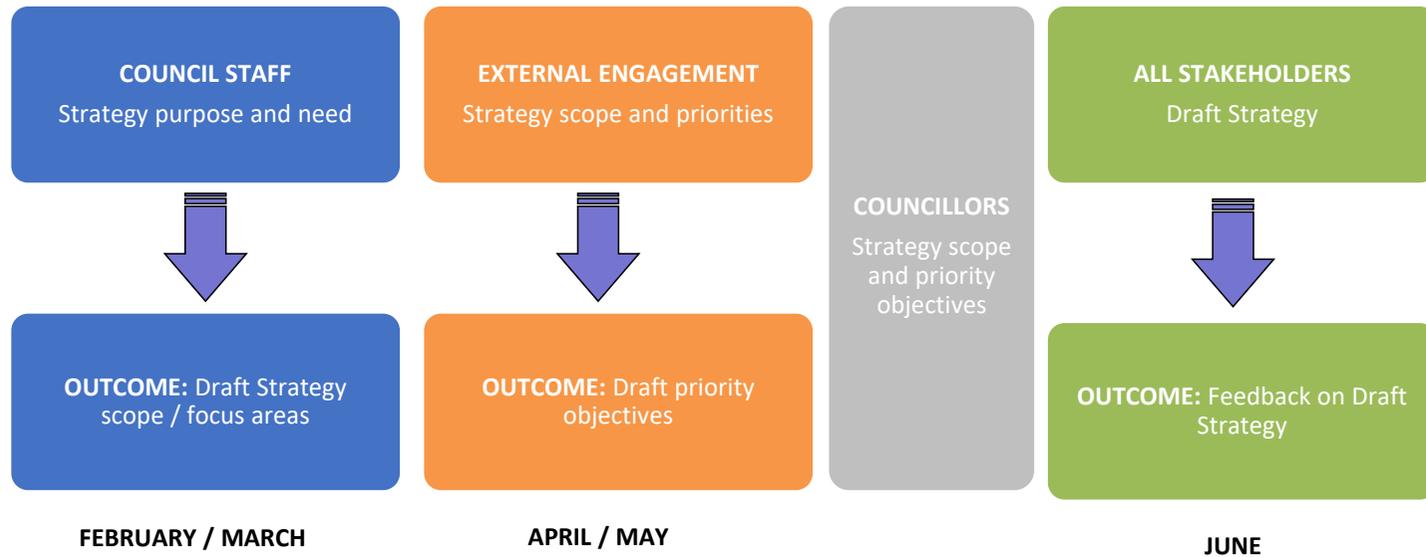
Purpose of the Presentation:

- **Update on project process**
- **Outline and gain input on the draft strategy scope, focus areas and objectives**
- **Next steps**

Strategy development process



Stakeholder engagement approach



Stakeholders engaged

COUNCIL STAFF

15 meetings with 17 people
1 workshop with 20 people
1 prioritising activity with 30 people

COMMUNITY SURVEY

Shape your Ipswich - 13th April to 5th May
18 people contributed so far

EXTERNAL STAKEHOLDERS

1 workshop with 29 people

COMMUNITY REFERENCE PANEL

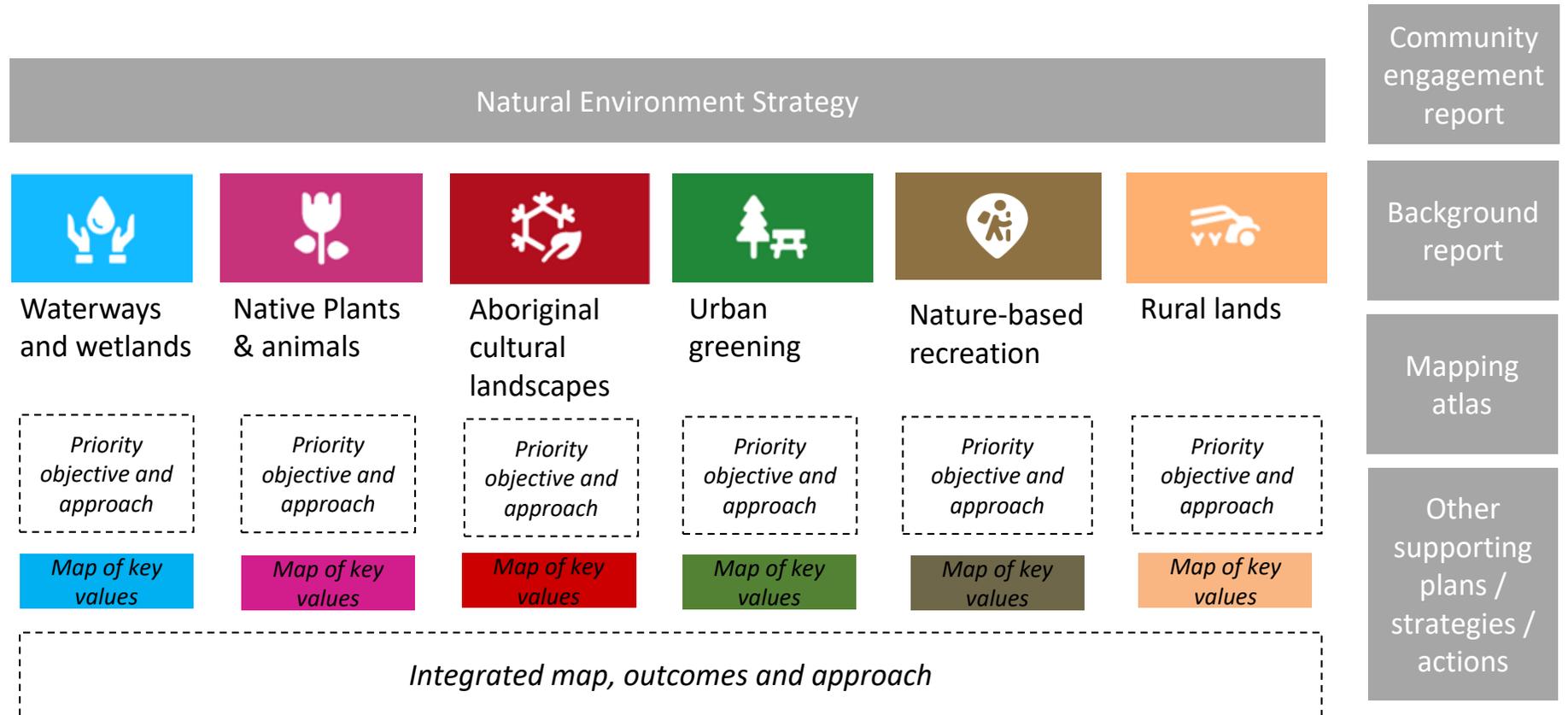
1 workshop with 11 people

LOCAL / STATE GOVERNMENT STAKEHOLDERS

Meetings Planned



Natural Environment Strategy DRAFT scope developed with council staff



Natural Environment Strategy – DRAFT Focus Areas explored with stakeholders

Natural Environment: Diverse land and water ecosystems that make up the city’s habitat



Waterways
and wetlands



Native Plants
& animals



Aboriginal
cultural
landscapes



Urban
greening



Nature-based
recreation



Rural lands



Waterways and wetlands definition

- Includes rivers, creeks, streams, watercourses, lagoons, swamps, low-lying areas, floodplains, adjacent vegetation and native flora and fauna living within them.
- They help sustain our way of life and play a key role in maintaining a liveable city.





Priority objectives for waterways and wetlands identified by stakeholders



Reduce sediment (*pollution & salinity*) entering our waterways and wetlands

46 votes



More native vegetation along our waterways and wetlands

32 votes



Native plants and animals definition

- The variety of native plants, animals and ecosystems within the city, or the city's biodiversity. It includes large and urban vegetated areas and the corridors that connect them.
- Biodiversity underpins a healthy natural environment, is vital to the city's resilience and is part of our Indigenous culture.





Priority objectives for native plants and animals identified by stakeholders



Increase protection and diversity of flora, fauna and ecosystems

47 votes



More natural environmental corridors connecting larger habitat areas

34 votes



Aboriginal cultural landscapes definition

- Areas that contain natural features valued by Indigenous peoples. Features include rock outcrops, caves, waterholes, vegetation areas and more.
- These landscapes emphasise the scale of history and the connection between people, places and heritage.





Priority objectives for aboriginal cultural landscapes identified by stakeholders



Improve recognition of Aboriginal cultural landscapes and cultural heritage values

42 votes



Increased use of Aboriginal ecological knowledge in management of the natural environment

31 votes



Urban greening definition

- Is the network of natural and semi-natural areas that can benefit urban places and local flora and fauna.
- Areas include tree canopies, parks, gardens, urban bushland and tree-lined streets and pathways.
- They provide cooler spaces, improve air and water quality and protect biodiversity.



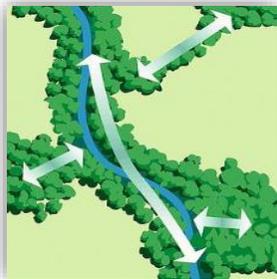


Priority objectives for urban greening identified by stakeholders



Including natural (local) landscapes when designing and developing urban areas

35 votes



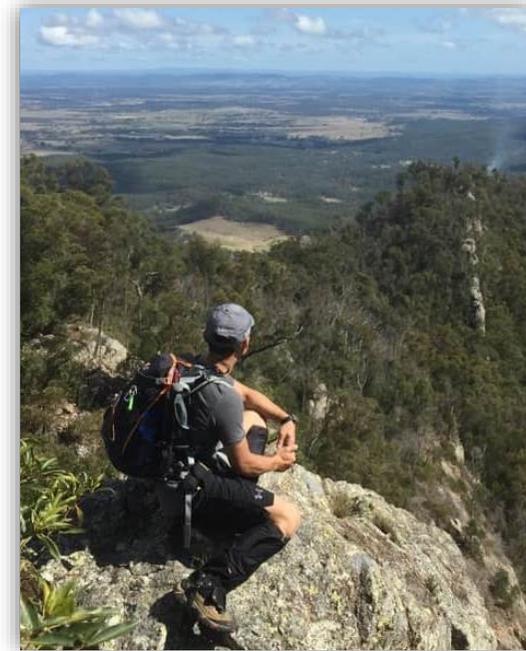
More corridors of natural (local) landscapes and vegetation in urban areas

30 votes



Nature-based (outdoor) recreation definition

- Activities that are dependent on the natural environment either for location or appreciation.
- Activities include mountain biking, bushwalking, orienteering, canoeing, camping, fishing, wildlife watching, horse riding, indigenous cultural activities, eco-tourism and more.





Priority objectives for nature-based (outdoor) recreation identified by stakeholders



Community connection to nature

44 votes



Increase community access to nature

19 votes



Rural landscapes definition

- Rural areas for grazing, crops, forestry and cultivation, past and now.
- These areas provide economic and scenic benefits to the city.





Priority objectives for rural landscapes identified by stakeholders



Increase corridors for native wildlife movement

44 votes



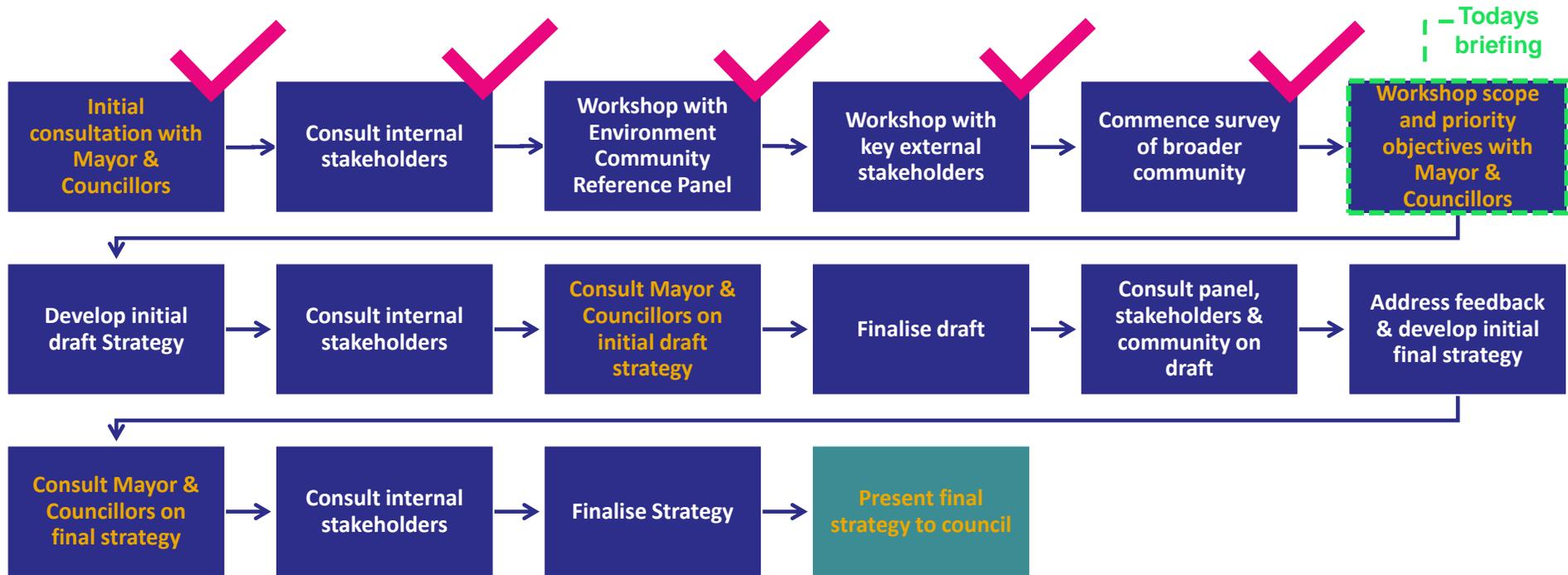
Reduce pest plant and animal species

30 votes

QUESTIONS?

- **Is there anything missing?**
- **Do you have any thoughts on the draft focus areas and priority objectives identified?**
- **Any other questions regarding the strategy's development?**

Where to from here?



THANK YOU

Promote the community survey accessed on Shape Your Ipswich -

<https://www.shapeyouripswich.com.au/naturalenvironmentstrategy>

