

AGENDA

of the

GROWTH INFRASTRUCTURE AND WASTE COMMITTEE

Held in the Council Chambers 8th floor – 1 Nicholas Street IPSWICH QLD 4305

On Thursday, 15 September 2022 At 9.00 am

MEMBERS OF THE GROWTH INFRASTRUCTURE AND WASTE COMMITTEE			
Mayor Teresa Harding (Chairperson)	Councillor Sheila Ireland		
Councillor Paul Tully (Deputy Chairperson)	Deputy Mayor Jacob Madsen		
	Councillor 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 September 2022 Council Chambers

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^{**} Item includes confidential papers

GROWTH INFRASTRUCTURE AND WASTE COMMITTEE NO. 8

15 SEPTEMBER 2022

AGENDA

WELCOME TO COUNTRY OR ACKNOWLEDGEMENT OF COUNTRY

DECLARATIONS OF INTEREST IN MATTERS ON THE AGENDA

BUSINESS OUTSTANDING

Matters laid on the table at the Growth Infrastructure and Waste Committee of 11 August 2022

- Response to Petition Leash Free Dog Area, Camira Recreation Park
- Redbank Plains Library Additional Community Meeting Space Response to Notice of Motion

RESPONSE TO PETITION - LEASH FREE DOG AREA, CAMIRA RECREATION PARK

This is a report concerning a petition received from the local community requesting alterations to the existing leash free dog area located at Camira Recreation Park, Camira.

RECOMMENDATION

- A. That the leash free dog area within the Camira Recreation Park remain in its current configuration without further expansion.
- B. That further planning be undertaken for the Camira Recreation Park, including community engagement, to seek the sentiment of sport and recreation needs of the community.
- C. That the chief petitioner be advised of the outcome of this report.

2. REDBANK PLAINS LIBRARY ADDITIONAL COMMUNITY MEETING SPACE - RESPONSE TO NOTICE OF MOTION

This is a report providing a response to a Notice of Motion moved by Deputy Mayor Jacob Madsen at the Council Meeting of 19 May 2022:

That a design be prepared and costed for conversion of the former Mobile Library Garaged at Redbank Plains Library with said design to focus on delivery of:

- a) Community Meeting space with afterhours access
- b) External landscaping to allow appropriate pathways to afterhours access and use by community on special occasions

RECOMMENDATION

That the report Redbank Plains Library Additional Community Meeting Space – Response to Notice of Motion be received and the contents noted.

CONFIRMATION OF MINUTES

3. <u>CONFIRMATION OF MINUTES OF THE GROWTH INFRASTRUCTURE AND WASTE</u> COMMITTEE NO. 2022(07) OF 11 AUGUST 2022

RECOMMENDATION

That the Minutes of the Meeting held on 11 August 2022 be confirmed.

OFFICERS' REPORTS

4. <u>DEVELOPMENT APPLICATION - 2295/2020/VA - VARIATION APPLICATION SEEKING PRELIMINARY APPROVAL TO VARY THE PLANNING SCHEME FROM RURAL CONSTRAINED - RIPLEY VALLEY ZONE AND FUTURE URBAN ZONE, AT SIDDANS ROAD DEEBING HEIGHTS</u>

This is a report concerning a development application (Variation Application) seeking a Preliminary Approval that includes a Variation Approval to vary the Planning Scheme from Rural Constrained-Ripley Valley Zone and Future Urban Zone to Sub-Urban (T3) Zone, over land located at 146 and 184 Siddans Road, Deebing Heights.

The application requires determination by Council owing to a request that was made by the applicant (through a registered lobbyist). More specifically, the applicant wrote to Council's Chief Executive Officer (CEO) and requested that a determination be made that the scale, scope, nature and sensitivity of the application warrants a Council decision. Upon considering the applicant's request, the CEO and General Manager - Planning and Regulatory Services agreed that the nature of the application warrants a Council decision in line with section 9 of the Ipswich City Council *Framework for Development Applications and Related Activities Policy*.

The proposed development has been assessed having regard to the applicable assessment benchmarks, matters prescribed by regulation and other relevant matters pursuant to s.45(5) of the Planning Act.

The proposed Variation Application seeking a Preliminary Approval that includes a Variation Approval to vary the Planning Scheme cannot be supported in accordance with section 5 and section 60 of the Planning Act 2016, as the proposal does not advance the purpose of the *Planning Act 2016* and conflicts with the assessment benchmarks, matters prescribed by regulation and other relevant matters.

RECOMMENDATION

That Council refuse Development Application No. 2295/2020/CA, being a Variation Application - Preliminary Approval that includes a Variation Approval to vary the Planning Scheme from Rural Constrained-Ripley Valley Zone and Future Urban Zone to Sub-Urban (T3) Zone, for the reasons as contained in Attachment 2 of this report.

5. <u>DEVELOPMENT APPLICATION RECOMMENDATION - TEMPORARY</u> ACCOMMODATION (CAMPING GROUND AND CARAVAN PARK) AT ONE MILE

This is a report concerning an application seeking approval for a Material Change of Use – Temporary Accommodation (Camping Ground and Caravan Park – 46 sites) at 84 Chubb Street, One Mile.

The subject application requires review and determination by the Growth, Infrastructure and Waste Committee in accordance with the Framework for Development Applications and Related Activities Policy as more than 20 properly made submissions objecting to the proposed development were received.

The proposed development has been assessed with regard to the applicable assessment benchmarks and it was determined that it cannot be supported in accordance with section 5 and section 60 of the *Planning Act 2016*, as the proposal does not advance the purpose of the Planning Act, conflicts with the applicable codes of the Ipswich Planning Scheme and the other relevant matters applicable to the application.

RECOMMENDATION

That Council refuse Development Application No. 19904/2021/MCU for the reasons as contained in Attachment 2 of this report.

6. REGIONALLY SIGNIFICANT PROJECT PROPOSAL - IPSWICH BUS NETWORK EXPANSION

This is a report concerning the Ipswich Bus Network Expansion Project and the opportunity to declare this as a project of regional significance.

RECOMMENDATION

- A. That Council accept the Ipswich Bus Network Expansion project as regionally significant.
- B. That the Ipswich Bus Network Expansion project be taken to the next Advocacy Steering Group meeting for consideration of the appropriate advocacy effort.

7. ADOPTION OF THE THREE YEAR NEW KERB AND CHANNEL CAPITAL PROGRAM

This is a report concerning the three-year new kerb and channel capital program.

Council officers have applied the statistical methodology in combination with input from the community via the Divisional Councillors to finalise the three-year kerb and channel program.

The recommended program provides a better outcome for the community and is deliverable within the adopted three-year capital program and budget.

RECOMMENDATION

That Council adopt the three-year program for new Kerb and Channel as specified in the attachment to this report.

8. <u>ALTERNATIVE ROAD SURFACING OPTIONS</u>

This is a report concerning industry information requested from the Queensland Branch of the Australian Flexible Pavements Association (AfPA) of the residential road resurfacing treatments available. The report is developed in continuance of the Notice of Motion – Spray Seal Maintenance Treatments Report.

RECOMMENDATION

That the report on alternative road surfacing options be received and the contents noted.

9. <u>INFRASTRUCTURE AND ENVIRONMENT DEPARTMENT CAPITAL DELIVERY REPORT</u> JULY 2022

This is a report concerning the performance of the capital delivery by the Infrastructure and Environment Department for the month of July 2022.

RECOMMENDATION

That the report be received and the contents noted.

10. PLANNING AND ENVIRONMENT COURT ACTION STATUS REPORT

This is a report concerning a status update with respect to current court actions associated with development planning applications.

RECOMMENDATION

That the report be received and the contents noted.

11. EXERCISE OF DELEGATION REPORT

This is a report concerning applications that have been determined by delegated authority for the period 26 July 2022 to 26 August 2022.

RECOMMENDATION

That the report be received and the contents noted.

NOTICES OF MOTION

MATTERS ARISING

Doc ID No: A8282707

ITEM: 1

SUBJECT: RESPONSE TO PETITION - LEASH FREE DOG AREA, CAMIRA RECREATION PARK

AUTHOR: PLANNING OFFICER (OPEN SPACE)

DATE: 6 SEPTEMBER 2022

EXECUTIVE SUMMARY

This is a report concerning a petition received from the local community requesting alterations to the existing leash free dog area located at Camira Recreation Park, Camira.

RECOMMENDATIONS

- A. That the leash free dog area within the Camira Recreation Park remain in its current configuration without further expansion.
- B. That further planning be undertaken for the Camira Recreation Park, including community engagement, to seek the sentiment of sport and recreation needs of the community.
- C. That the chief petitioner be advised of the outcome of this report.

RELATED PARTIES

Nil conflicts of interest have been identified

IFUTURE THEME

Vibrant and Growing

PURPOSE OF REPORT/BACKGROUND

At the Council Ordinary Meeting on 9 December 2021, a petition from the local community was presented to Council requesting additional embellishments to the existing leash free dog area (LFDA) at the Camira Recreation Park, Camira.

The Petition

A copy of the petition presented to Council can be found in Attachment 1 of this report. The submitted petition has 168 signatures from individuals.

The petition has requested that Council consider a number of items within the LFDA in the Camira Recreation Reserve as noted below:

1. additional seating, shelters and shade trees to be planted;

2. the expansion of the LFDA to support the separation of small and large breed dogs. The petition states there have been multiple incidences between dogs occurring at the existing LFDA, with an unfortunate incident resulting in the death of a small dog. The petition also includes a sketch for a suggested layout and embellishments for the expansion of the LFDA.

Current Leash Free Dog Area

The current LFDA is located within the Camira Recreation Park at 70-98 Moss Road, Camira. The LFDA has been in place since the year 2000 and is bound by a fenced area of 1580m2.

The existing site is classified as a 'local' level facility, in accordance with Council's *Desired Standards of Service for Leash Free Dog Areas Policy*. A copy of the policy can be found in Attachment 2 of this report. Pages 5 – 7 of the policy lists Council's desired standards of service for a local level LFDA.

Figure 1 below provides an aerial view of the current location and identifies the area of the LFDA within the Camira Recreation Park.



Figure 1. Camira Recreation Park (Nearmap Image November 2021).

The existing LFDA comprises the following infrastructure:

- Chain wire fence along the perimeter;
- Some mature trees;
- Drinking fountain;
- Waste bin;

Tables and chairs with associated shelter.

Request Background

The chief petitioner has previously raised this matter with Council officers in August 2021. The advice provided in this report is consistent with the advice provided to the chief petitioner when the matter was initially raised.

Overall Assessment

Review of the existing LFDA facility located at Camira Recreation Park demonstrates the facility is 1580m2 in area. Council's desired standards of service (DSS) for a local level LFDA specifies a minimum area of 2000m2 for the entire facility, therefore the current LFDA is smaller than the current DSS.

Separation of the existing LFDA for independent large and small breed dog areas is not recommended, as this would severely impact the functionality of the facility. Council's DSS for a local level LFDA specifies small / large dog separation to be incorporated into facilities where suitable size permits (i.e. facilities should be greater than 2500m2).

Adjacent to the existing LFDA are 6 netball courts. The proposal by the Chief Petitioner is to expand the existing LFDA to the south over the existing netball courts to create a small dog breed facility. The proposal also suggests planting new trees for shade and provision of additional seating and shelters. A schematic of the proposal for the expansion of the LFDA onto the netball courts can be viewed in Attachment 3 of this report.

The existing netball courts currently accommodate recreational requirements and are not used for formalised community sport. The petition also suggests families/children that visit Camira Recreation Park utilise the hard surface as a 'learn to ride' or skate facility. This has been referenced in the sketch/design attached to the petition.

Officers have undertaken preliminary investigations to inform whether the land area currently accommodating the 6 netball courts would be appropriate for future expansion of the LFDA as proposed in the petition. The current netball courts would require partial demolition to accommodate suitably sized small and large LFDA's.

Through investigations and engagement with Council's Sport and Recreation team, it has been determined that although the current netball courts are primarily used for recreation purposes, there is still a current requirement to maintain these existing courts. Formalised sport was previously undertaken on these courts and have been redirected to the Springfield Central Sports Complex. However due to the surface subsidence and ongoing issues at the Springfield Central Sports Complex, retaining the current netball courts as an alternate facility for formalised sport is considered paramount. Once the issues at the Springfield Central Sports Complex are resolved, a re-evaluation of the utilisation of this area could be undertaken.

Although it is currently recommended to not expand the LFDA (and also recommended to retain the current netball courts at the Camira Recreation Park), any alternate use should be guided by an overall community sentiment for the park. The proposal expressed by the Chief

Petitioner is one proposal for the overall use of this section of the park. Council officers propose to engage with the community to seek sentiment of any potential changes to the park should the netball courts be converted into an alternate use.

With regard to the request for additional trees within the park, Council officers have prioritised this as a project to be considered in a future Capital Works Program under the local parks and sports sub-program.

The request for additional seats and shelters are proposed by the chief petitioner within the expanded LFDA. If and when this is accommodated, these will be considered.

Assessment Conclusion

The request for the LFDA to facilitate both large and small breed dogs at the Camira Recreation Park is acknowledged. However, for the following reasons it is currently not supported:

- The current LFDA does not meet current DSS for 'local' level LFDA's and cannot be segregated due to the substandard size;
- To expand the LFDA to the south to facilitate separate large and small dog breeds would require demolition of the existing netball courts;
- The current netball courts are required to be retained as an alternate formalised sporting facility due to the current issues at the Springfield Central Sports Complex;
- Demolishing the existing netball courts for an alternate use requires further community consultation. This community engagement will determine the future of the Camira Recreation Park in its entirety and its place within the planning of the greater Ipswich Sport and Recreation network.

LEGAL/POLICY BASIS

This report and its recommendations are consistent with the following legislative provisions: Desired Standards of Service for Leash Free Dog Areas Policy

RISK MANAGEMENT IMPLICATIONS

If the leash free dog area is expanded as suggested in the petition, there is the risk that broader community needs have not been taken into consideration to support either community sport or local recreation demand.

By retaining the existing configuration of the leash free dog area there is a risk that there are additional conflicts between small and large breed dogs within this park.

HUMAN RIGHTS IMPLICATIONS

HUMAN RIGHTS IMPACTS

OTHER DECISION

https://objprd.council.ipswich.qld.gov.au/id:A7835642/document/versions/latest

for the Camira Recreation Park, including community engagement, to seek sentiment of Sport and Recreation needs of the community. (b) What human rights are affected? No human rights are affected by this decision. By undertaking further planning on the proposed utilisation of		
are affected? By undertaking further planning on the proposed utilisation of the Camira Recreation Park, it will seek the overall needs of the community thereby ensuring human rights are considered in the overall facilities provided in the park. (c) How are the human rights limited? (d) Is there a good reason for limiting the relevant rights? Is the limitation fair and reasonable?	Act/Decision being	the Camira Recreation Park remain in its current configuration without further expansion. Recommendation B states That further planning be undertaken for the Camira Recreation Park, including community engagement, to seek sentiment of Sport and Recreation needs
the overall facilities provided in the park. (c) How are the human rights limited? (d) Is there a good reason for limiting the relevant rights? Is the limitation fair and reasonable?	1 ' '	By undertaking further planning on the proposed utilisation of the Camira Recreation Park, it will seek the overall needs of the
rights limited? (d) Is there a good reason for limiting the relevant rights? Is the limitation fair and reasonable?		, ,
reason for limiting the relevant rights? Is the limitation fair and reasonable?	\ \ \ \ \ \ \ \ \ \ \ \ \ \ \ \ \ \ \	Not applicable
(e) Conclusion The decision is consistent with human rights.	reason for limiting the relevant rights? Is the limitation fair	Not Applicable
	(e) Conclusion	The decision is consistent with human rights.

FINANCIAL/RESOURCE IMPLICATIONS

Given the recommendation that the current LFDA remains in its current configuration, then there is no financial or resource implications for Council.

Any installation of trees in the park will be considered as part of the Capital Works program and would be identified through the project prioritisation process.

Following consultation with the community, any proposed alterations to the Camira Recreation Park, and associated financial outcome, will be subject to further investigation.

COMMUNITY AND OTHER CONSULTATION

Council officers have met with the chief petitioner prior to the formal petition being submitted to Council.

The Sport and Recreation team of Council have been consulted to determine the community requirements regarding the utilisation of the current netball courts at the Camira Recreation Park.

CONCLUSION

A petition requesting additional embellishment / expansion of the existing LFDA located at Camira Recreation Park was presented to Council at the Ordinary Meeting on 9 December 2021. Following investigations into the request, it is recommended that the current LFDA remain in its current configuration without expansion. Further investigation to determine

the future of the Camira Recreation Reserve in its entirety and its place within the planning of the greater Ipswich open space network is required including community engagement for this park.

ATTACHMENTS AND CONFIDENTIAL BACKGROUND PAPERS

- 1. Petition regarding leash free dog area, Camira Recreation Park 🗓 🖺
- 2. Desired Standards of Service for Leash Free Dog Areas Policy 🗓 🖫
- 3. Camira Recreation Reserve Proposed expansion of leash free dog area 🗓 🖺

Reece Wenzel

PLANNING OFFICER (OPEN SPACE)

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

GENERAL MANAGER - INFRASTRUCTURE AND ENVIRONMENT

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

Petition to Ipswich City Council

11 October 2021

Attention
Deputy Mayor Jonic, Cr Tully, Planner Reece Wenzel, Ipswich City Council.

Ratepayers sent an Email to Council in regards to shade and seating in dog park at Camira recreation park dated 27/08/2017

Council reply 19/09/2017 It was recommended to plant trees along western side fo shade and install benches, Service No 170918-000329.

As no trees have been planted we the undersigned would like Council to consider our request as discussed with with Cr. Joni, Tully and Planner Reece Wenzel.

Proposed plan to extent big dog park to include Figus tree to provide shade.

Urgently needed small dog park as set out in proposed drawings.

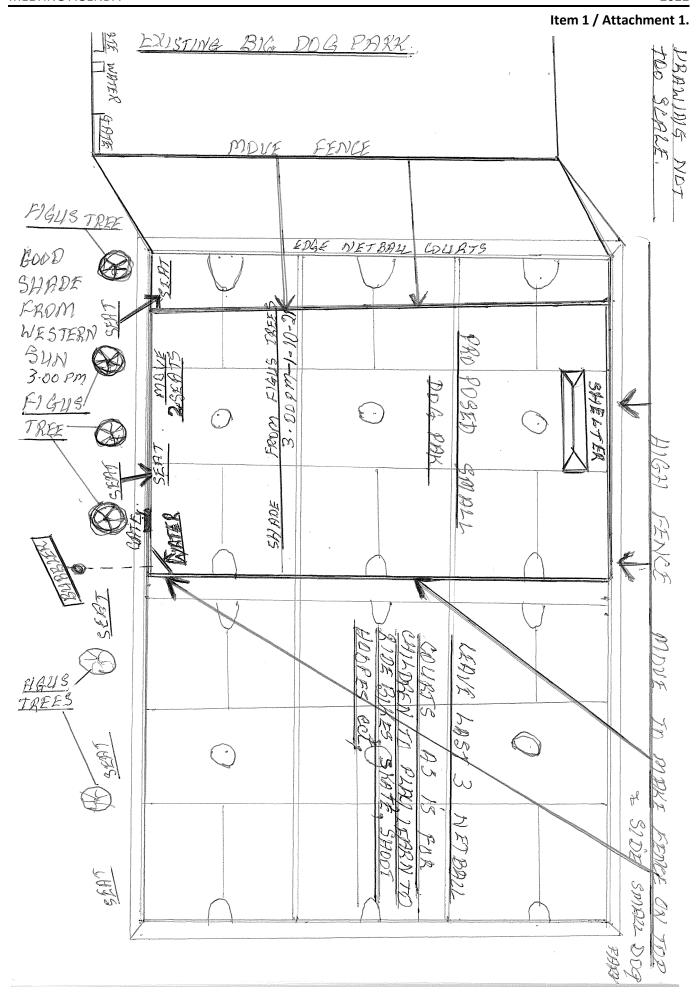
5 small dogs were attacked with one fatal in big dog park this year.

There is no water tap for small dogs in park.

We trust Council will consider our request favorably.

Kathleen Wildenburg

Camira



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Name	Address	Phone	Signature
Pam Formell			
FRED STEWARD			
BENDAMIN BULLARS			
JOHN BAKER			
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Janice Chlers			
Caroline atterny Benziè			
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JUNE RISSMAN			
Rachael Seffers			
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Allison Baheri	Janu		
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Edward Denner			
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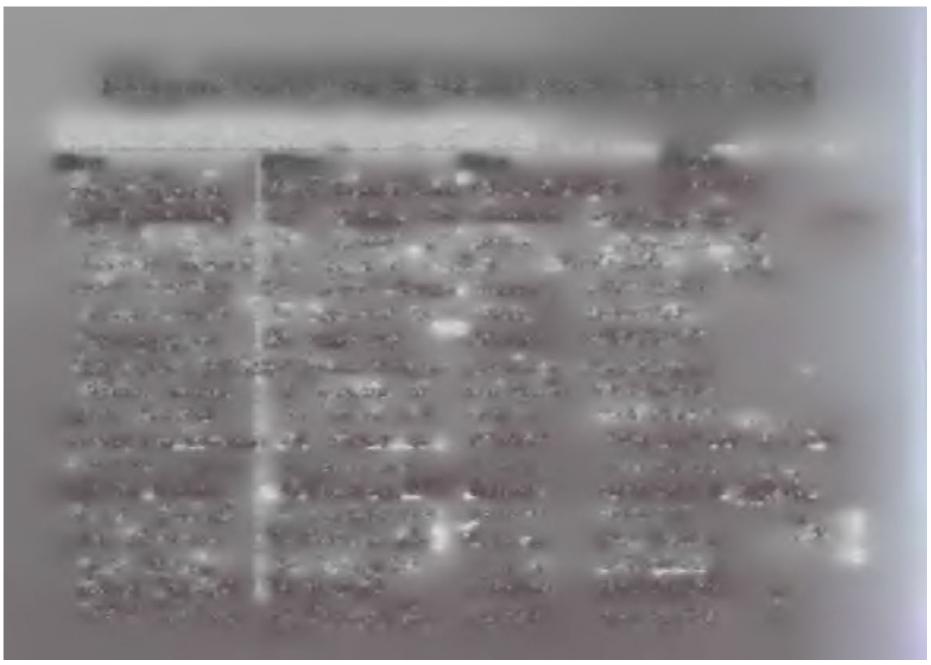
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PAUL BOYLE				
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DAVID LALE				

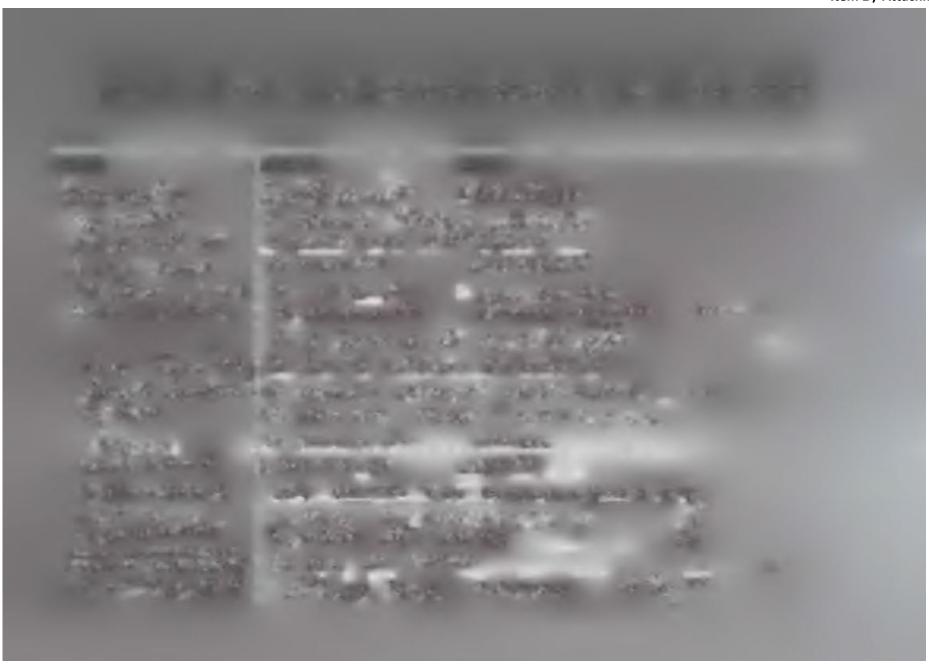


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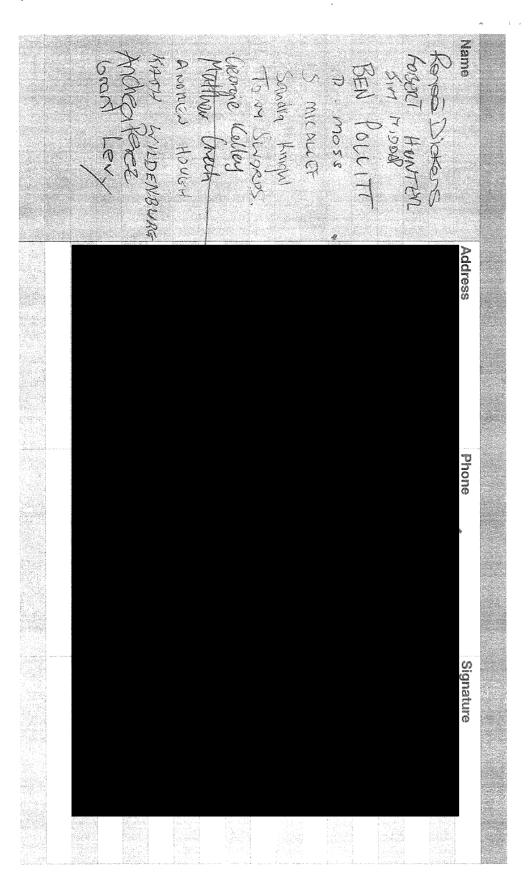
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Gaynar Edwards				
Dovid Heshely				
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JASON GHBRIEL			
TANY KINIKOSK			
Set Perry			
B.th PETERS S			
MATHE WILDENBURG			
Michelle Marrison			
W. Johansen			
E. REGINATO			
P. MAGMOI			
Pen DEAVIS			
Michael Reid			
GARY ROBINS			
S KUYPERS			
(Jones			
BRINN SUKCOS			
Belinda Sutton			
MARIANNE KERDY			







IPSWICH CITY COUNCIL

Desired Standards of Service for Leash Free Dog Areas Policy

Version Control and Objective ID	Version No: 1	Objective ID: A5850741
Approved by Council on	19 November 2019	
Date of Review	19 November 2023	

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IPSWICH CITY COUNCIL | Desired Standards of Service for Leash Free Dog Areas Policy

1. Statement

Council recognises the community health and social benefits of regularly exercising dogs within an off leash environment. This policy provides clear direction for Council to inform ongoing investment in the provision of Leash Free Dog Areas (LFDA) in public parks within Ipswich to meet current and future community needs.

2. Purpose and Principles

Ipswich City Council recognises that quality, functional and accessible open space is fundamental providing healthy, liveable and desirable communities. As such, Council is committed to providing an appropriate standard and quantum of open space land and infrastructure to satisfy the needs of the community and enhance the City's liveability and amenity without jeopardising the environmental integrity of the natural environment.

Through implementation of this policy, Council will act in partnership with the community and other key stakeholders, to ensure that LFDAs are provided in such a manner which appropriately balances the City's environmental, economic and social needs.

3. Strategic Plan Links

This policy aligns with the following iFuture 2021-2026 Corporate Plan themes:

- Vibrant and Growing
- Safe, Inclusive and Creative
- Natural and Sustainable

4. Regulatory Authority

The implementation, application and governance of this Policy will give consideration to the following regulatory and policy instruments

- Local Government Act 2009
- Disability and Discrimination Act 1992 (DDA)
- Fisheries Act 1994
- The Biosecurity Act 2015
- Vegetation Management Act 1999
- Water Act 2000

5. Scope

To ensure that functional, fair and consistent standards of LFDAs is provided across the City, Council's LFDAs includes two levels of facilities:

- District level
- Local level

Attachment A to this policy specifies Council's Desired Standard of Service (DSS) for the provision of Local and District level LFDAs within Ipswich.

IPSWICH CITY COUNCIL | Desired Standards of Service for Leash Free Dog Areas Policy

6. Roles and Responsibilities

- Managers are responsible for ensuring that this policy is understood and adhered to.
- All Council workers are responsible for making certain the policy is implemented.

7. Key Stakeholders

The following internal and external stakeholders have been identified as being involved with implementation of this Policy:

INTERNAL	EXTERNAL
 Infrastructure and Environment Department Infrastructure Strategy Branch Environment and Sustainability Branch Planning and Regulatory Services Department Development Planning Branch Environmental Health and Engineering Branch Community, Culture and Economic Development Department Community and Cultural Services Branch 	 Development Industry A major delivery agent of LFDAs Community Primary users of LFDAs

In accordance with Council's Open Space Planning and Delivery Procedure, when required, stakeholder engagement will be conducted in accordance with Council's relevant engagement Policies.

8. Monitoring and Evaluation

To ensure that this policy is effectively applied and facilitates the appropriate execution of planning, design, delivery and management of LFDAs, monitoring and evaluation is required.

As part of Council's ongoing commitment to monitoring and evaluating demand, usage and trends in the City's recreational pursuits and services, the following monitoring and evaluation is necessary:

- Periodic usage and/or survey data of LFDA is to be undertaken to evaluate the ongoing performance and use of LFDAs
- Periodic review of the City's dog registration is to be collected to evaluate the growth and demand of dog ownership and inform forward planning, provision and service levels of LFDAs.

IPSWICH CITY COUNCIL | Desired Standards of Service for Leash Free Dog Areas Policy

9. Definitions

- Public Parks
 - o Council owned or controlled land which is accessible to the public

10. Related Documents

- Open Space and Recreation Strategy (OSRS)
- Ipswich Nature Conservation Strategy (NCS)
- Ipswich Waterway Health Strategy (WHS)
- Ipswich Planning Scheme (including Implementation Guideline 27: Guidance On Recreation Range And Opportunity Outcomes Arising From Embellishment Of Public Parks)
- Local Government Infrastructure Plan (LGIP) and supporting documents
- Ipswich City Council Standard Drawings
 (https://www.ipswichplanning.com.au/planning-documents/standard-drawings#parks)

11. Policy Owner

The General Manager (Infrastructure and Environment) is the policy owner and the relevant Manager (Infrastructure Strategy) is responsible for authoring and reviewing this policy.

IPSWICH CITY COUNCIL | Desired Standards of Service for Leash Free Dog Areas Policy

12. ATTACHMENT A: Desired Standards of Service for Leash Free Dog Areas (LFDA)

The following Leash Free Dog Area Desired Standards of Service are to be read in conjunction with the following:

- Local Government Infrastructure Plan and Supporting Documents
- Ipswich Planning Scheme
- Implementation Guideline 27: Guidance on Recreation Range and Opportunity Outcomes Arising from Embellishment of Public Parks
- Council's Open Space and Recreation Strategy

LOCAL LEVEL LEASH FREE DOG AREAS	
Distribution & Access:	Planning & Design
 Appropriate distribution and access should be determined using the following assessment criteria: Capacity to service communities within a 2km radius Consideration to physical and natural barriers to local residential neighbourhoods Population densities Growth demand. 	Ideally, local level LFDA's should be located in parkland areas connected physically or via appropriate pathway connections to a broader linear open space network (not reducing or compromising the linear open space, waterway or environmental functions), and accessible via collector or trunk collector street.
Area:	
 Minimum area of 2000m2 for entire facility. Small / Large Dog separation to be incorporated in facilities where suitable size permits (ie. facilities greater than 2500m2). Desired minimum area of 500m2 for small dog area. 	In existing urban areas, Council may consider a reduced land and will assess on a site by site basis.

Site Planning:	
Gradients:	
 The desired maximum surface gradients for the dog area are to be 1:20. Turf areas can have up to a maximum gradient of 1:6 however this is required to be no greater than 50% of the area. In exceptional circumstances, Council may consider surface gradients at 1:4. The entrance to the facility is to be no greater than 1:20. 	In exceptional circumstances, Council may consider relaxations to setbacks subject to suitable mitigation measures and appropriate landscape treatment between LFDAs and environmentally sensitive areas.
Setback distances	
 The desired minimum setback of 50m is required to the closest residential property boundaries. Suitably setback distances from other parkland facilities are to be considered and will be assessed on a site by site basis in response to functional, safety and performance requirements (ie. playgrounds and BBQ / picnic facilities). A desired minimum setback of 25m is required from the top of bank of waterways recognised in Council's stream order mapping. Where waterways are considered to provide important wildlife corridors, additional setback distances and landscape treatments may also be required to prevent impact to wildlife or habitat. This shall be assessed on a site by site basis in response to site conditions. 	
Flood immunity	
Generally, Council require LFDAs to be located above Q20 flood line and located outside of any land area required for overland flow paths, stormwater management and drainage infrastructure.	
Embellishment:	
Outlined below is the desired minimum embellishment requirements for Local level LFDA's:	Within Public Parks, LFDA infrastructure and embellishment may be considered. However, provision of LFDAs cannot be provided in lieu of, or at the expense of, trunk infrastructure land and embellishment
1x shaded picnic facility (incorporating 1 table and 2 bench seats)	requirements as detailed in Council's Local Government Infrastructure
Additional parkland seating (with backs)	Plan and supporting documentation.
Chain mesh fencing with mowing strip. Air lock dual gate to enclosures as	
per standard detail. (including pedestrian and vehicular access)	For further trunk infrastructure provision requirements, the Local
Drinking fountain (incorporating dog drinking bowl)	Government Infrastructure Plan and supporting documentation is to be

Minor number of dog agility play equipment	consulted.
Regulatory / Community Notice Board	
Dog waste bins	
Dog waste bags dispenser	
Signage (inclusive of educational, usage and regulatory)	
Car parking:	
 The desired minimum number of formalised off street parking areas 	
for Local level LFDA's is 6 car parking spaces.	
Note: In exceptional circumstances, Council may deem it acceptable for	
parking to be solely provided for on street, if located in existing developed	
urban areas.	
Planting:	
Suitable tree species are to provide sufficient shade for patrons. Note: Planting of groundcover species within the LFDA internally is not supported.	

DISTRICT LEVEL LEASH FREE DOG AREAS	
Distribution & Access:	
One (1) District level LFDA per planning district (East, Central and West and Ripley). In exceptional circumstances, Council will may consider the provision of additional facilities based on the growth and demand requirements of the city.	Ideally, local level LFDA's should be located in parkland areas connected physically or via appropriate pathway connections to a broader linear open space network (not reducing or compromising the linear open space, waterway or environmental functions), and accessible via collector or trunk collector street.
Area:	
 Desired minimum area of 5000m2 for entire facility. Small / Large Dog separation to be incorporated in facilities. Desired minimum area of 1000m2 for small dog area. 	In existing developed urban area, Council may consider a reduced land and will assess on a site by site basis.

Site Planning:	
 Gradients: The desired maximum surface gradients for the dog area are to be 1:20. Turf areas can have up to a maximum gradient of 1:6 however this is required to be no greater than 50% of the area. In exceptional circumstances, Council may consider surface gradients at 1:4. The entrance to the facility is to be no greater than 1:20. 	In exceptional circumstances, Council may consider relaxations to setbacks subject to suitable mitigation measures and appropriate landscape treatment between LFDAs and environmentally sensitive areas.
 Setback distances The desired minimum setback of 50m is required to the closest residential property boundaries. Suitably setback distances from other parkland facilities are to be considered and will be assessed on a site by site basis in response to functional, safety and performance requirements (ie. playgrounds and BBQ / picnic facilities). A desired minimum setback of 25m is required from the top of bank of waterways recognised in Council's stream order mapping. Where waterways are considered to provide important wildlife corridors, additional setback distances and landscape treatments may also be required to prevent impact to wildlife or habitat. This shall be assessed on a site by site basis in response to site conditions. Flood immunity Generally, Council require LFDAs to be located above Q20 flood line and located outside of any land area required for overland flow paths, stormwater management and drainage infrastructure. 	
Embellishment:	
Outlined below is the desired minimum level of embellishment for Local District level LFDA's; • 2x shaded picnic facilities consisting of 1 table and 2 bench seats (1 located in both small and large dog enclosures)	Within Public Parks, LFDA infrastructure and embellishment may be considered. However, provision of LFDAs cannot be provided in lieu of, or at the expense of, trunk infrastructure land and embellishment requirements as detail in Council's Local Government Infrastructure Plan and supporting documentation.
Additional parkland seating (with backs) in both enclosures	For further trunk infrastructure provision requirements, the Local

	•
 Chain mesh fencing with mowing strip. Air lock dual gate to enclosures as per standard detail. (including pedestrian and vehicular access) Drinking fountain (incorporating dog drinking bowl) in both small and large dog enclosures Dog agility and play equipment in both small and large dog enclosures Regulatory / Community Notice Board Dog waste bins Dog waste bags dispenser Signage (inclusive of educational, usage and regulatory) Car parking: The desired minimum number of formalised off street parking areas for District level LFDA's is 12 car parking spaces. 	Government Infrastructure Plan and supporting documentation is to be consulted.
Planting:	
Suitable tree species to provide sufficient shade for patrons. Note: Planting of groundcover species internally is not supported.	



CAMIRA RECREATION PARK MOSS ROAD, CAMIRA

PROPOSED EXPANSION OF LFDA





Doc ID No: A8282695

ITEM: 2

SUBJECT: REDBANK PLAINS LIBRARY ADDITIONAL COMMUNITY MEETING SPACE -

RESPONSE TO NOTICE OF MOTION

AUTHOR: MANAGER, CAPITAL PROGRAM DELIVERY

DATE: 6 SEPTEMBER 2022

EXECUTIVE SUMMARY

This is a report providing a response to a Notice of Motion moved by Deputy Mayor Jacob Madsen at the Council Meeting of 19 May 2022:

That a design be prepared and costed for conversion of the former Mobile Library Garaged at Redbank Plains Library with said design to focus on delivery of:

- a) Community Meeting space with afterhours access
- b) External landscaping to allow appropriate pathways to afterhours access and use by community on special occasions

RECOMMENDATION/S

That the report Redbank Plains Library Additional Community Meeting Space – Response to Notice of Motion be received and the contents noted.

RELATED PARTIES

There are no discernible conflicts of interest arising as a result of this report and its recommendation.

IFUTURE THEME

Vibrant and Growing

PURPOSE OF REPORT/BACKGROUND

Council has asked that a design be prepared and costed for the conversion of the former Mobile Library Garage at Redbank Plains Library into additional community meeting space.

The former garage was inspected and a further two (2) potential locations adjacent to the library were also reviewed, with alternative room sizes explored.

In all, this provided six (6) options to explore to facilitate development of a community meeting space, with each having identifiable benefits and costs with a variety of budget requirements.

Figure 1 below illustrates the location of the options available for developing a Community Room in or adjacent to the Redbank Plains Library on Moreton Avenue.

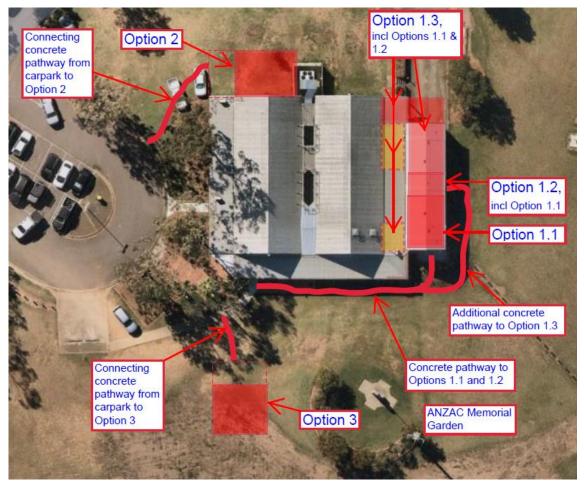


Figure 1 – Community Room Options

Location 1 – Re-fit of the Former Mobile Library Space

Noting the ground slab in the garage space is the original driveway slab and as such is deemed non-structural for the purposes of construction a building structure, there are three (3) sub-options for a solution constructed in this area:

Option 1.1

Construct a room (4.6m x 7.2m) with tea making, wash-up facilities and space for approximately 20-30 persons, refer Figure 2.

Estimated cost of works – \$260,000 ex GST.

Additional scope will be required to extend beyond simply creating the room within the existing garage space, the further work required will include the following:

- bird proofing and vermin proofing of the existing garage roof structure
- re-construct the gutter between the garage and the library roof to make it watertight
- construct new footings and a floor structure inside the existing garage building, independent of the existing shed structure
- provision of a DDA compliant concrete pathway from the carpark to the new entry door accessing the community space

- security and good quality lighting required for the accessways
- modify the existing secure veranda to permit controlled after-hours access to the existing toilets and amenities
- introduce topping slab in garage space to ensure slab area is weatherproof

Benefits of this solution are:

little operational impact to the library

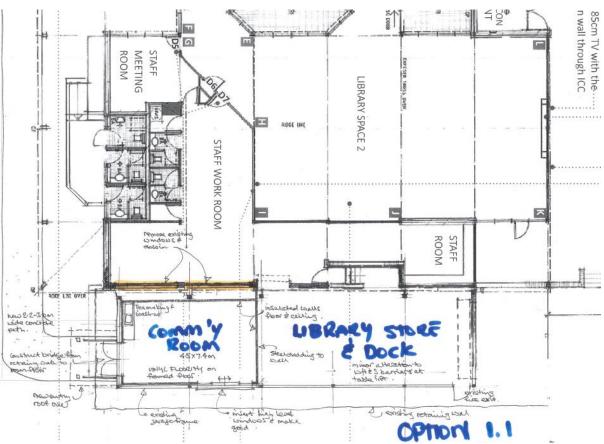


Figure 2 - Option 1.1 – 4.6m x 7.2m, 20–30-person room

Costs of this solution are:

- major disruption to the staff working environment through loss of key storage
- access to the community room is located at the 'side' of the existing library, increasing the security risk to user of the site after-hours
- requirement to provide additional permanent parking
- modifications required to the existing garage structure to develop windows and weatherproof access to the room

Option 1.2

Construct a room 4.6m x 11m with tea making, wash-up facilities and space for approximately 35-45 persons, refer Figure 3.

Estimated cost of works – \$360,000, ex GST.

Additional scope will be required to extend beyond simply creating the room within the existing garage space, the further work required will include the following:

• all dot points from Option 1.1 outlined above

- the existing table lift needs to be relocated and a new access point to the staff work room will need to be constructed
- re-construction of the existing staff work room fire exit is required to provide a second egress path of travel and satisfy the requirements of the *National* Construction Code (NCC)
- introduce topping slab in garage space to ensure slab area is weatherproof

Benefits of this solution are:

larger space for community meetings

Costs of this solution are:

- substantial disruption to staff working environment due to loss of storage
- requirement for substantial operational change at the library
- all costs associated with Option 1.1 apply to this option

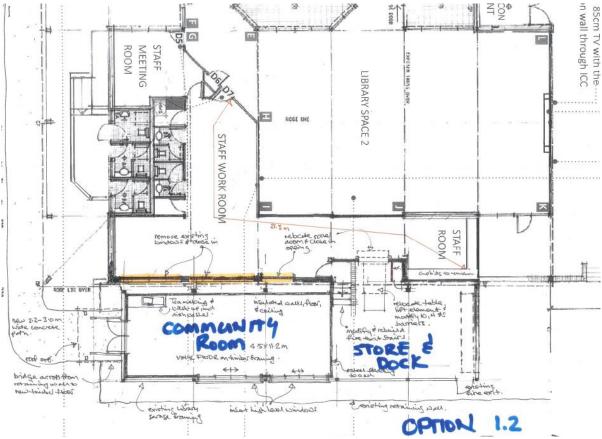


Figure 3 – Option 1.2 – 4.6m x 11.0m, 35-45-person room

Option 1.3

Construct a room 4.6m x 19.3m with tea making, wash-up facilities and space for approximately 65-80 persons, refer Figure 4.

Estimated cost of works - \$615,000ex GST.

Noting that while significant disruption to library operations will occur during this option's construction activities, no allowance has been made for the associated costs.

Additional scope will be required to extend beyond simply creating the room within the existing garage space, the further work required will include the following:

- all dot points from Options 1.1 and 1.2 outlined above
- construct a new enclosed loading bay outside the garage roller door
- the existing table lift needs to be relocated and new access point to the staff work room constructed
- relocate the existing staff room
- remove existing rear fire exit from staff work room and expand slab area to enlarge the staff work room

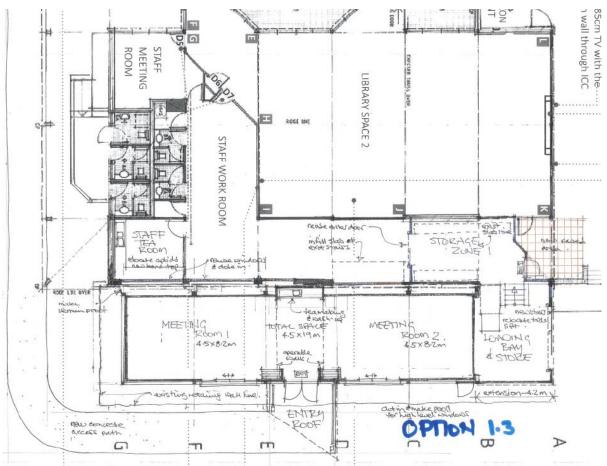


Figure 4 - Option 1.3 - 4.6m x 19.3m, 65-80-person room

Benefits of this solution are:

- larger space for community meetings
- possible to create two (2) separate rooms operating concurrently

Costs of this solution are:

- all costs associated with Options 1.1 and 1.2 apply to this option
- significant disruption to staff working environment
- significant change required to library operations
- security and safety concerns are significantly increased as room access is to the 'rear' of the existing library, which is remote from the available parking spaces
- shape of the space is not good when used as one large space

Location 2 – Construction of a North-East Extension of the Library Space

If an extension was to be constructed on the north-east side of library space 1 it would need to be accessed independently of the library space but could be booked in a similar fashion to the two (2) existing northwest facing meeting rooms inside the library. This may create an operational impact on the library as the building area will have experience patronage and may require additional resourcing as a result.

Although patrons could access the existing amenities in a similar fashion to the other options, it is preferred that separate toilet facilities be provided to service the space. If the existing toilet access is deemed acceptable this additional cost could be saved.

There is sufficient vacant space around the proposed area for construction of the structure, however it is acknowledged that the ground surface falls away from the existing building and some filling will need to be introduced to develop a suitable building platform.

In this location the community space can be virtually any size necessary, but the following construction cost estimate was calculated based on creating a 7m x 10m space which would accommodate up to 50-70 persons in a sit-down lecture/training format, with foyer and self-contained PWD (persons with disabilities) toilet facilities and storage.

For **Option 2.1** layout refer Figure 5 below.



Figure 5 - Option 2.1 - 7.0m x 10.0m, 50-70-person room

Estimated cost of works for Option 2.1 – \$495,000, ex GST.

Option 2.2 is essentially the same meeting room layout as per Option 2.1 above, however it does not include a separate foyer, PWD amenities, storage and would be serviced by an open veranda form.

The estimated construction cost of these facilities in Option 2.1 is \$59,800, reducing the estimated cost of works for Option 2.2 to \$435,000 ex GST.

The scope of work will include the following:

- construction of a building platform to vacant space to the northeast
- construction of a new room maintaining the existing design intent of the library
- concrete pathway required from the carpark to the new community room veranda
- extend the existing security system to support use of the rooms
- service connections for the extension

Benefits of this solution are:

- construction can proceed with minimal disruption to library operations the existing library building aesthetic will not be compromised
- community rooms can be designed and sized to suit the perceived use
- provision of a moveable walls into library space 1 will allow larger outreach programs to be hosted by the library
- immediately adjacent to existing parking facilities

Disbenefits of this solution are:

- effectiveness of the eastern facing gable skylight in library space 1 will be reduced
- the hire of the room(s) may require a review of resources to manage it
- if no toilet or amenities are provided in the room, (ie Option 2.2) community room users will be required to travel outside the building to use the existing library public toilets and amenities

Location 3 – Construction of a Freestanding Community Meeting Room
This space would be accessed from outside and discreet from the library operations. The building aesthetic would be designed to complement the existing library forms and scale.

The space could be virtually any size envisaged, but the following costs were calculated based on creating a space which would accommodate 50-70 persons in a sit-down lecture/training format. The room would need to be approximately 8m x 9m in floor area, with tea making and wash-up facilities. The building could be designed with a northern facing veranda space to support ANZAC day activities and other events on or around the site. **Estimated cost of works – \$415,000, ex GST**.

The scope can provide toilets and amenities that are similar to those in Option 2, but it should be noted that the cost estimate does not include provision of these facilities. Benefits of this solution are:

- construction can proceed without any disruption to library operations
- community rooms can be designed and sized to suit the perceived use
- immediately adjacent to existing parking facilities

Disbenefits of this solution are:

- hire of the room(s) may require a review of resources to manage
- security systems would be fully independent of the library installation
- if no toilet or amenities are provided in the room then community room users will be required to travel outside the building to use the existing library public toilets and amenities

Additional Information for Consideration

CAR PARKING

Regardless of the option selected, the existing available carpark that services the library is limited to 14 cars, this includes two (2) DDA compliant spaces.

Library staff currently park their vehicles on the grassed area to the east of the library to keep the carpark clear for the public to access.

Observations of the space indicate that the carpark is regularly 90% occupied. Given the library is a driving destination library (due to its relatively remote location from public transport), the increased patronage generated by the planned community meeting room will in turn necessitate the need for additional parking to support the enhanced use. Refer Figure 6 below for an image of the car parking around the library on a Sunday.



Figure 6 - NearMap Image of Parking on a Sunday

DISABILITY DISCRIMINATION ACT (DDA) COMPLIANCE

Application of further considerations under the National Construction Code (NCC) may be required due to the scope of modifications to the existing structure. This may trigger a requirement to upgrade other elements of the existing building, including accessways, amenities and parking to satisfy the requirements of DDA.

AFTER-HOURS ACCESS TO TOILETS AND AMENITIES

Modifications to the existing security system will need to be undertaken to ensure secure, after-hours access is maintained to the library perimeter at all times. These costs have been included in the estimate.

The modification would be as follows:

- options 1.1, 1.2, and 1.3 will all require adjustments to the existing side access gate.
 The screen will need to be replaced with a suitably designed gate, or door, with self-closing, self-locking capability
- option 2.1 will not require any modifications as the facility can be fully self-contained
- options 2.2 and 3 will require secured access to be provided, either through a solution similar to that required for Options 1.1, 1.2, and 1.3 or a secured door constructed as a combined project to provide an after-hours book return facility at the southwest end of the existing secured veranda

STAFF AND RESOURCES

It has been raised by Libraries staff that the resources allocated to the Redbank Plains Library once the library is refurbished, and the capacity increased, will be insufficient to support management of the community rooms.

Due to the proximity of the community room/s to the library, it is expected that members of the public will naturally gravitate to the library staff to both hire the space and seek resolution of issues, should they arise, during use of the spaces and may require additional resources to manage the meeting room/s.

Any decision to construct a new space should also allocate additional operational resourcing to run the additional space.

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 implications associated with this report and its 'receive and note' recommendation.

Potential matters relating to car parking, DDA compliance, after-hours access and resourcing have been provided in the report for awareness and consideration.

HUMAN RIGHTS IMPLICATIONS

HUMAN RIGHTS IMPACTS

RECEIVE AND NOTE REPORT

Recommendation A states 'That the report Redbank Plains Library Additional Community Meeting Space – Response to Notice of Motion be received and the contents noted'. The decision to receive and note the report does not limit human rights. Therefore, the decision is compatible with human rights.

FINANCIAL/RESOURCE IMPLICATIONS

There are no financial or resource implications associated with this report and its 'receive and note' recommendation.

Potential matters relating to car parking, DDA compliance, after-hours access and resourcing have been provided in the report for awareness and consideration.

COMMUNITY AND OTHER CONSULTATION

Redbank Plains Library staff.

Samantha Chandler, Manager Libraries and Customer Services.

CONCLUSION

The following table summarises the information provided for each of the locations and the respective room size options at each location.

Note all estimate figures stated are based on high level, square metre (sqm) rates, as provided by Rawlinson Australian Construction Handbook 2022.

Option	Description	Size	Occupancy (occupancy assumes no restrictions due to COVID-19)	Indicative Estimate * (\$, ex GST)	Impact on Library Operations
1.1	Re-fit of former mobile library garage	1 room, 4.6mx7.2m	20-30 persons	\$260,000	High
1.2	Re-fit of former mobile library garage	1 room, 4.6mx11.0m	35-45 persons	\$360,000	Substantial
1.3	Re-fit of former mobile library garage	2 rooms, 4.6mx19.3m in total	65-80 persons	\$615,000	Significant
2.1	Building extension to library space 1 with northern veranda	2 rooms, 7.0mx10.0m in total	50-70 persons	\$495,000	Minor
2.2	Building extension to library space 1 with northern veranda	2 rooms, 7.0mx10.0m in total	50-70 persons	\$435,000	Minor
3	Free-standing building located to	1-2 rooms, 8.0mx9.0m in total	50-70 persons	\$415,000	Nil

Option	Description	Size	Occupancy (occupancy assumes no restrictions due to COVID-19)	Indicative Estimate * (\$, ex GST)	Impact on Library Operations
	the west of the library entry door				

^{*}Exclusions from estimate:

- cost of disruption to library operations and use
- council's internal and external costs
- loose furnish and fittings
- digital technology or AV equipment
- upgrade of services to cater for additional building use
- special site considerations a listed below

In general, several other considerations must be assessed. These are universal to all options and are exacerbated by the anticipated increase of activity at the site, they include:

- a shortfall of formal parking spaces around the library
- safety and security around the site with an increase in after-hours access
- satisfaction of the requirement to provide *Disability Discrimination Act 1992* (DDA) compliant access
- after-hours access to toilets and amenities
- operational resourcing to run the additional space

Graeme Martin

MANAGER, CAPITAL PROGRAM DELIVERY

I concur with the recommendations contained in this report.

Sean Madigan

GENERAL MANAGER - INFRASTRUCTURE AND ENVIRONMENT

I concur with the recommendations contained in this report.

Ben Pole

GENERAL MANAGER, COMMUNITY, CULTURAL AND ECONOMIC DEVELOPMENT

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

GROWTH INFRASTRUCTURE AND WASTE COMMITTEE NO. 2022(07)

11 AUGUST 2022

MINUTES

<u>COUNCILLORS' ATTENDANCE:</u> Mayor Teresa Harding (Chairperson); Councillors Paul Tully

(Deputy Chairperson), Sheila Ireland (via audio link), Deputy Mayor Jacob Madsen, Andrew Fechner, Kate Kunzelmann, Russell Milligan, Nicole Jonic and Marnie

Doyle

COUNCILLOR'S APOLOGIES: Nil

OFFICERS' ATTENDANCE: Chief Executive Officer (Sonia Cooper), General Manager

Planning and Regulatory Services (Peter Tabulo), General Manager Infrastructure and Environment (Sean Madigan), General Manager Corporate Services (Matt Smith), General Manager Community, Cultural and Economic Development (Ben Pole), Chief Financial Officer (Jeff Keech), Manager Infrastructure Strategy (Tony Dileo), Senior Digital Media and Content Manager (Jodie Richter) Senior Policy and Communications Officer (David Shaw), Manager People and Culture (Talia Love-Linay), Works Manager (Cameron Hoger), Manager Compliance (Alisha Connaughton), Acting property Services Manager (Alicia Rieck), Senior Property Officer (Tenure) (Bianca Gaudry), Team Lead)Open Space and Facilities) (Mark Bastin), Principal Engineer (Traffic Operations) (Josh Ellis), Manager Capital Program Delivery (Graeme Martin), Procurement Manager (Richard White)

and Theatre Technician (Harrison Cate)

Councillor Doyle was not present at the commencement of the meeting.

MEETING ATTENDANCE VIA AUDIO LINK

Councillor Sheila Ireland requested attendance at the Growth, Infrastructure and Waste Committee of 11 August 2022 via audio link. This request was approved by Council at its meeting held on 28 July 2022.

WELCOME TO COUNTRY/ACKNOWLEDGEMENT OF COUNTRY

Mayor Teresa Harding (Chairperson) invited Councillor Kate Kunzelmann to deliver the Acknowledgement of Country.

DECLARATIONS OF INTEREST IN MATTERS ON THE AGENDA

Nil

BUSINESS OUTSTANDING

1. RESPONSE TO PETITION - LEASH FREE DOG AREA, CAMIRA RECREATION PARK

This is a report concerning a petition received from the local community requesting alterations to the existing leash free dog area located at Camira Recreation Park, Camira.

DECISION

Moved by Mayor Teresa Harding: Seconded by Councillor Nicole Jonic:

- A. That the leash free dog area within the Camira Recreation Park remain in its current configuration without further expansion.
- B. That further planning be undertaken for the Camira Recreation Park, including community engagement, to seek the sentiment of sport and recreation needs of the community.
- C. That the chief petitioner be advised of the outcome of this report.

DECISION

Moved by Councillor Paul Tully: Seconded by Councillor Nicole Jonic:

That the matter lay on the table.

AFFIRMATIVE NEGATIVE
Councillors: Councillors:
Harding Nil

Tully Ireland Madsen Fechner Kunzelmann Milligan Jonic

The motion was put and carried.

2. RESPONSE TO PETITION - OPENING OF RIVER ROAD, BUNDAMBA TO TRAFFIC AT ITS INTERSECTION WITH NELSON STREET

This is a report concerning a petition received from the local community requesting that consideration be given to opening River Road, Bundamba to traffic at its intersection with Nelson Street.

DECISION

Moved by Mayor Teresa Harding: Seconded by Councillor Andrew Fechner:

- A. That River Road, Bundamba remain closed north of the intersection with Nelson Street.
- B. That the chief petitioner be advised of the outcome of this report.

AFFIRMATIVE NEGATIVE
Councillors: Councillors:
Harding Nil

Tully
Ireland
Madsen
Fechner
Kunzelmann
Milligan
Jonic

The motion was put and carried.

3. REDBANK PLAINS LIBRARY ADDITIONAL COMMUNITY MEETING SPACE - RESPONSE TO NOTICE OF MOTION

This is a report providing a response to a Notice of Motion moved by Deputy Mayor Jacob Madsen at the Council Meeting of 19 May 2022:

That a design be prepared and costed for conversion of the former Mobile Library Garaged at Redbank Plains Library with said design to focus on delivery of:

- a) Community Meeting space with afterhours access
- b) External landscaping to allow appropriate pathways to afterhours access and use by community on special occasions.

RECOMMENDATION

That the report Redbank Plains Library Additional Community Meeting Space – Response to Notice of Motion be received and the contents noted.

DECISION

Moved by Deputy Mayor Jacob Madsen: Seconded by Councillor Sheila Ireland:

That the matter lay on the table for one (1) month.

AFFIRMATIVE NEGATIVE
Councillors: Councillors:
Harding Nil

Tully
Ireland
Madsen
Fechner
Kunzelmann
Milligan
Jonic

The motion was put and carried.

4. <u>DEEBING HEIGHTS HERITAGE CENTRE</u>

Council will recall that in February 2021 at a workshop it considered the matter of a proposal by the then developers of the land to enter into a partnership that would explore and hopefully achieve a Heritage Centre being constructed on land at Grampian Drive Deebing Heights.

As an outcome of the workshop the General Manager Planning and Regulatory Services was requested to seek input from Council's Indigenous Liaison Officers as well as information on any similar centres/ museum that maybe operating and that a report be presented back to Council.

This report is tabled for information purposes and to advise that the matter is on hold and further reporting will occur when new information is at hand.

DECISION

Moved by Mayor Teresa Harding: Seconded by Councillor Andrew Fechner: That the report be noted and that no further action is required on this matter at this time.

AFFIRMATIVE NEGATIVE
Councillors: Councillors:
Harding Nil

Tully Ireland Madsen Fechner Kunzelmann Milligan Jonic

The motion was put and carried.

CONFIRMATION OF MINUTES

5. <u>CONFIRMATION OF MINUTES OF THE GROWTH INFRASTRUCTURE AND WASTE COMMITTEE NO. 2022(06) OF 14 JULY 2022</u>

DECISION

Moved by Mayor Teresa Harding: Seconded by Councillor Paul Tully:

That the Minutes of the Meeting held on 14 July 2022 be confirmed.

AFFIRMATIVE NEGATIVE
Councillors: Councillors:
Harding Nil

Tully
Ireland
Madsen
Fechner
Kunzelmann
Milligan
Jonic

The motion was out

OFFICERS' REPORTS

6. <u>IPSWICH GENERAL CEMETERY HERITAGE PROJECT CONCEPT DESIGN</u>

This is a report concerning the preferred concept design for the Ipswich General Cemetery Heritage Project. The project was initially commenced to relocate unsafe displaced headstones that were moved in the "clean up" of the cemetery in the late 1970's.

DECISION

Moved by Mayor Teresa Harding: Seconded by Councillor Kate Kunzelmann:

That the report be received and the contents noted.

Councillor Tully moved a variation to the motion by the incorporation of Recommendation B:

B. That council proceed with developing a final concept design and cost estimates for the Memorial Garden.

The mover and seconder agreed to the proposed variation.

DECISION

Moved by Mayor Teresa Harding: Seconded by Councillor Kate Kunzelmann:

- A. That the report be received and the contents noted.
- B. That council proceed with developing a final concept design and cost estimates for the Memorial Garden.

AFFIRMATIVE NEGATIVE
Councillors: Councillors:
Harding Nil

Tully
Ireland
Madsen
Fechner
Kunzelmann
Milligan
Jonic

The motion was put and carried.

7. PERSONAL TRIBUTES IN COUNCIL'S OPEN SPACE AND ROAD NETWORK - ASSESSMENT OF APPLICATION

This is a report concerning a 'Personal Tribute in Council's Open Space and Road Network' application which has been received by Council from Mrs Carmel Kendrick in memory of her late husband Mr Murray Kendrick.

DECISION

Moved by Mayor Teresa Harding: Seconded by Councillor Kate Kunzelmann:

That the personal tribute as noted in the application detailed in Attachment 1, be approved by Council.

AFFIRMATIVE NEGATIVE Councillors: Councillors: Harding Nil

Tully
Ireland
Madsen
Fechner
Kunzelmann
Milligan
Jonic

The motion was put and carried.

8. <u>16829 REDBANK PLAINS ROAD STAGE 3 UPGRADE</u>

This is a report concerning the recommendation to vary 16829 Civil Construction Works Redbank Plains Road – Stage 3 project with AllRoads Pty Ltd as per Attachment 1.

"The attachment/s to this report are confidential in accordance with section 254J(3)(g) of the Local Government Regulation 2012."

DECISION

Moved by Mayor Teresa Harding: Seconded by Councillor Paul Tully:

A. That the contractual arrangement (Council contract 16829) with Allroads Pty Ltd (Supplier) for Civil Construction Works Redbank Plains Road – Stage 3 be varied as follows:

- (i) To resolve request variations as raised by AllRoads Pty Ltd in response to global and local events impacting contract costings. Refer to details as per confidential Attachment 1.
- (ii) To amend the purchase price as per the details in confidential Attachment 1.
- B. That Council enter into a deed of variation with AllRoads Pty Ltd to appropriately amend the existing contractual arrangement.
- C. That pursuant to Section 257(1)(b) of the *Local Government Act 2009*, Council resolve to delegate to the Chief Executive Officer the power to take "contractual action" pursuant to section 238 of the Regulation, in order to implement Council's decision.

AFFIRMATIVE NEGATIVE
Councillors: Councillors:
Harding Nil

Tully
Ireland
Madsen
Fechner
Kunzelmann
Milligan
Jonic

The motion was put and carried.

9. <u>ADOPTION OF THE UPDATED CONSTRUCTION AND REPAIR OF PROPERTY ACCESS</u> POLICY

This is a report concerning the adoption of the revised Construction and Repair of Property Access Policy which has been reviewed, updated and placed onto the new corporate template which is part of the regular policy and procedure review process.

The objective of this policy is to provide guidance to council officers and property owners in regard to the construction, maintenance and management responsibilities of crossovers (driveways) for property access.

As part of the update process, this policy did require a substantial change to align with current processes and practices within Council.

DECISION

Moved by Mayor Teresa Harding: Seconded by Councillor Paul Tully: That the revised policy titled 'Construction and Repair of Property Access Policy' as detailed in Attachment 5, be adopted.

AFFIRMATIVE NEGATIVE
Councillors: Councillors:
Harding Nil

Tully Ireland Madsen Fechner Kunzelmann Milligan Jonic

The motion was put and carried.

10. ADOPTION OF THE UPDATED GRAFFITI REMOVAL POLICY

This is a report concerning the adoption of the updated Graffiti Removal Policy that has been reviewed, updated and placed onto the new corporate template which is part of the regular policy and procedure review process.

The objective of this policy is to continue to guide the development, management and maintenance of graffiti within our local government area.

As part of the update process, this policy did require a minor change to align with current processes and practices within Council. This change will not impact the removal of graffiti within our community nor affect service level timeframes.

DECISION

Moved by Mayor Teresa Harding: Seconded by Councillor Andrew Fechner:

That the revised policy titled 'Graffiti Removal Policy' as detailed in Attachment 3, be adopted.

AFFIRMATIVE NEGATIVE
Councillors: Councillors:
Harding Nil

Tully Ireland Madsen Fechner Kunzelmann Milligan **Jonic**

The motion was put and carried.

11. <u>INFRASTRUCTURE AND ENVIRONMENT DEPARTMENT CAPITAL DELIVERY REPORT JUNE 2022</u>

This is a report concerning the performance of the capital delivery by the Infrastructure and Environment Department for the month of June 2022.

Officers across the whole Infrastructure and Environment Department are contributing to the positive results seen in the early stages of the 2021-2022 financial year. The result is especially pleasing when compared to the rate of delivery achieved in previous financial years and given the recent rainfall and flooding events.

DECISION

Moved by Mayor Teresa Harding: Seconded by Councillor Andrew Fechner:

That the report be received and the contents noted.

AFFIRMATIVE NEGATIVE
Councillors: Councillors:
Harding Nil

Tully
Ireland
Madsen
Fechner
Kunzelmann
Milligan
Jonic

The motion was put and carried.

12. <u>EXERCISE OF DELEGATION REPORT</u>

This is a report concerning applications that have been determined by delegated authority for the period 4 July 2022 to 26 July 2022.

DECISION

Moved by Mayor Teresa Harding: Seconded by Councillor Kate Kunzelmann:

That the report be received and the contents noted.

AFFIRMATIVE NEGATIVE
Councillors: Councillors:
Harding Nil

Tully Ireland Madsen Fechner Kunzelmann Milligan Jonic

The motion was put and carried.

Councillor Marnie Doyle arrived at the meeting at 9.45 am.

13. PLANNING AND ENVIRONMENT COURT ACTION STATUS REPORT

This is a report concerning a status update with respect to current court actions associated with development planning applications

DECISION

Moved by Mayor Teresa Harding: Seconded by Councillor Andrew Fechner:

That the report be received and the contents noted.

AFFIRMATIVE NEGATIVE
Councillors: Councillors:
Harding Nil

Tully
Ireland
Madsen
Doyle
Fechner
Kunzelmann
Milligan
Jonic

The motion was put and carried.

NOTICES OF MOTION

Nil

MATTERS ARISING

Nil

PROCEDURAL MOTIONS AND FORMAL MATTERS

The meeting commenced at 9.00 am.

The meeting closed at 9.47 am.

Doc ID No: A8243647

ITEM: 4

SUBJECT: DEVELOPMENT APPLICATION - 2295/2020/VA - VARIATION APPLICATION SEEKING

PRELIMINARY APPROVAL TO VARY THE PLANNING SCHEME FROM RURAL

CONSTRAINED - RIPLEY VALLEY ZONE AND FUTURE URBAN ZONE, AT SIDDANS ROAD

DEEBING HEIGHTS

AUTHOR: SENIOR PLANNER (DEVELOPMENT)

DATE: 19 AUGUST 2022

EXECUTIVE SUMMARY

This is a report concerning a development application (Variation Application) seeking a Preliminary Approval that includes a Variation Approval to vary the Planning Scheme from Rural Constrained-Ripley Valley Zone and Future Urban Zone to Sub-Urban (T3) Zone, over land located at 146 and 184 Siddans Road, Deebing Heights.

The application requires determination by Council owing to a request that was made by the applicant (through a registered lobbyist). More specifically, the applicant wrote to Council's Chief Executive Officer (CEO) and requested that a determination be made that the scale, scope, nature and sensitivity of the application warrants a Council decision. Upon considering the applicant's request, the CEO and General Manager - Planning and Regulatory Services agreed that the nature of the application warrants a Council decision in line with section 9 of the Ipswich City Council *Framework for Development Applications and Related Activities Policy*.

The proposed development has been assessed having regard to the applicable assessment benchmarks, matters prescribed by regulation and other relevant matters pursuant to s.45(5) of the Planning Act.

The proposed Variation Application seeking a Preliminary Approval that includes a Variation Approval to vary the Planning Scheme cannot be supported in accordance with section 5 and section 60 of the Planning Act 2016, as the proposal does not advance the purpose of the *Planning Act 2016* and conflicts with the assessment benchmarks, matters prescribed by regulation and other relevant matters.

RECOMMENDATION/S

That Council refuse Development Application No. 2295/2020/CA, being a Variation Application - Preliminary Approval that includes a Variation Approval to vary the Planning Scheme from Rural Constrained-Ripley Valley Zone and Future Urban Zone to Sub-Urban (T3) Zone, for the reasons as contained in Attachment 2 of this report.

RELATED PARTIES

The related parties to this application are:

- Landowner: Brian Francis Benson and Dorothy Jane Benson, and Daryll Bruce Stephens and Sandra Mary Stephens
- Applicant: Axelom Capital No. 3 Pty Ltd C/ Baird & Hayes Surveyors and Planners
- Planning Consultant: Baird & Hayes Surveyors and Planners
- Lobbyist: PolicyWonks (Kirby Anderson)
- Traffic Consultant: Bitzios Consulting
- Bushfire: Brisbane Bushfire Consulting Pty Ltd
- Civil Engineering: Hunt Michel and Partners Pty Ltd
- Ecology: Al Mucci Enterprises, 28^o S Environmental, and S5 Environmental (S5)
- Stormwater: Water Technology Water, Coastal & Environmental Consultants
- Residential Needs Assessment: Think Economics
- Public Notification Consultant: Development Signs Australia Pty Ltd

IFUTURE THEME

Vibrant and Growing

PURPOSE OF REPORT/BACKGROUND

SITE ADDRESS: 146 Siddans Road, DEEBING HEIGHTS QLD 4306

184 Siddans Road, DEEBING HEIGHTS QLD 4306

APPLICATION TYPE: Variation Request

PROPOSAL: MCU – Variation Application - Preliminary Approval

that includes a Variation Approval to vary the Planning Scheme from Rural Constrained-Ripley Valley Zone and Future Urban Zone to Sub-Urban

(T3) Zone

ZONE: Part Rural Constrained-Ripley Valley Zone (99.41%)

and part Future Urban Zone (0.59%)

OVERLAYS: • OV1 Bushfire Risk Area

OV7A Building Height Restriction Area 15m

OV7A Transitional Surface

OV7B 8km Existing Committed Urban Townships

Buffer

OV7C 20-25 ANEF Contour

APPLICANT: Axelom Capital No. 3 Pty Ltd

C/ Baird & Hayes

OWNER: Brian Francis Benson and Dorothy Jane Benson, and

Daryll Bruce Stephens and Sandra Mary Stephens

EXISTING OR PROPOSED TRADING

NAMES:

Deebing Downs

APPLICATION NO: 2295/2020/VA

AREA: 146 Siddans Road, Deebing Heights - 16.49ha

184 Siddans Road, Deebing Heights -17.70ha

Total = 34.19ha

REFERRAL AGENCIES: • Department of State Development,

Manufacturing, Infrastructure and Planning

(SARA) - Concurrency agency

Department of Defence - Third Party Advice

Agency

EXISTING USE: 146 Siddans Road, Deebing Heights – single

residential dwelling

184 Siddans Road, Deebing Heights - single

residential dwelling

PREVIOUS RELATED APPROVALS: Not applicable

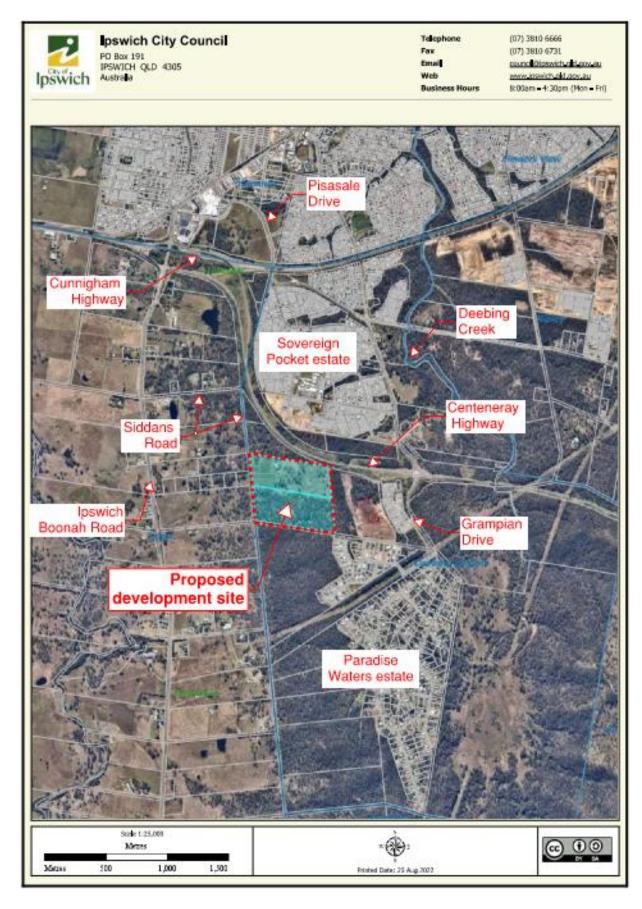
DATE RECEIVED: 25 March 2020

(properly made on 22 May 2020)

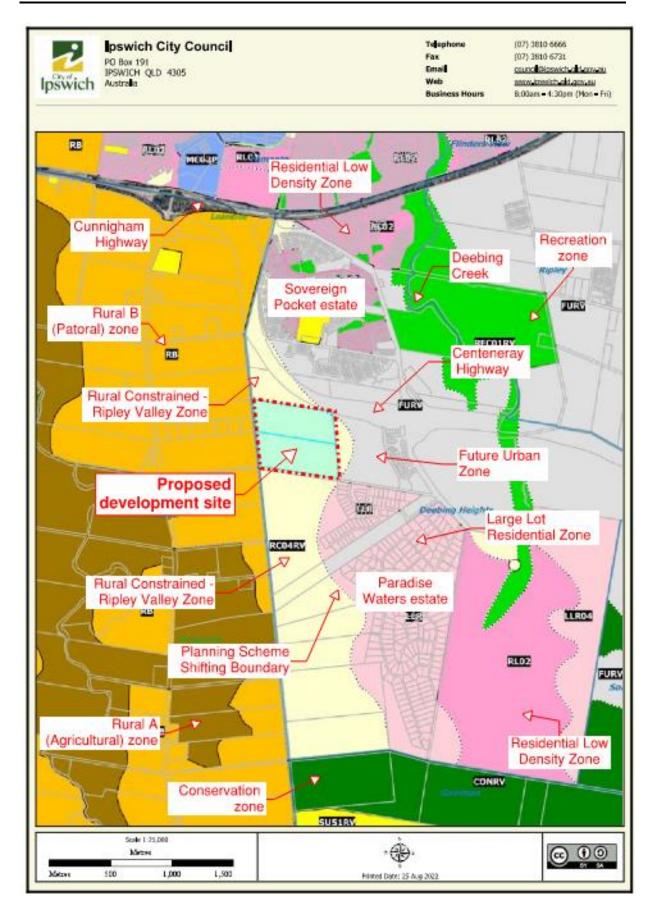
DECISION PERIOD START DATE: 12 January 2022

EXPECTED DETERMINATION DATE: 23 September 2022

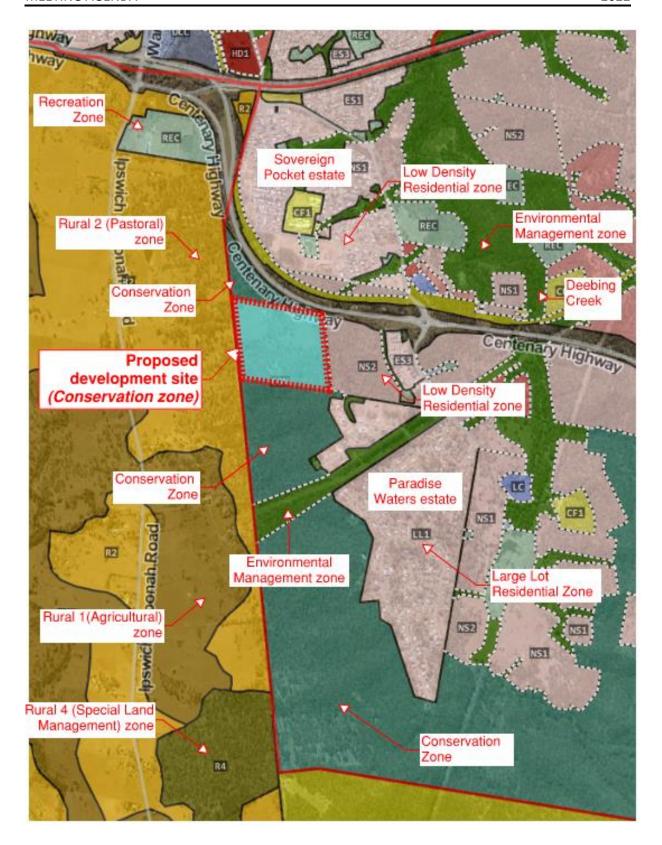
LOCALITY PLAN:



CURRENT PLANNING SCHEME ZONING MAP:



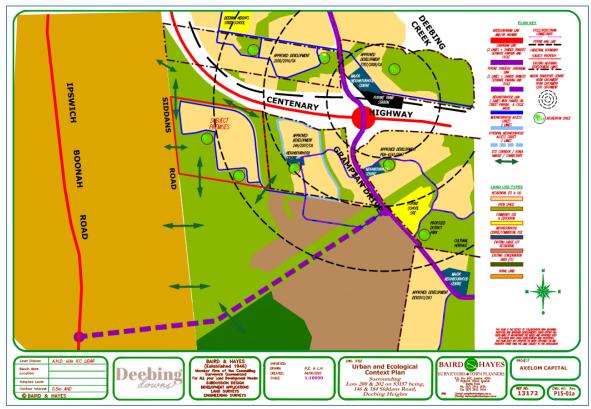
DRAFT PLANNING SCHEME ZONING MAP:



PROPOSAL PLANS:



Proposed Variation Scheme Area Plan



Proposed Context/Structure Plan



Indicative Subdivision Layout Plan

SITE DETAILS AND SURROUNDING LAND USES:

The subject site is located approximately 7.5km south of the Ipswich CBD and is at the intersection of Siddans Road and Broomfield Road which are both rural standard roads. The site consists of two (2) existing rural lots (146 and 184 Siddans Road), which together have a total area of 34.19ha. While part of the site adjoins the Centenary Highway and an unnamed road that extends off recently constructed Paradise Close, the site is physically accessible only via Ipswich Boonah Road and Siddans Road. The Locality Plan above includes some descriptions of the features to locate the site, along with the area of the proposal.

The site is predominately surrounded by landholdings that are in the Rural Constrained-Ripley Valley Zone and/or Rural B (Pastoral) Zone. Land to the east of the site and adjoining the Grampian Drive and Centenary Highway is predominantly in the Future Urban Zone with some of this land having already been or currently being developed for residential lots. The residential estates to the east that have been or are currently being developed are commonly known as Highgrove estate, Flourish, Botanica, Torhaven, Deebing Springs, and Paradise Waters.

Whilst there is some residential development occurring to the east, it is noted that these developments have been required to preserve a densely vegetated corridor all the way along their western edge (immediately adjoining the subject site) in order to maintain an ecological corridor that facilitates fauna movements and a treed visual ridgeline. It was envisaged that this vegetated corridor would extend further west from the edge of the new developments to Siddans Road in order to provide a vegetated transitional buffer to the rural zoned land to the west and the Conservation zoned land to the south.

The southern lot subject to this application (184 Siddans Road) is densely vegetated, contains 3 natural gullies and is currently located within the Rural Constrained-Ripley Valley Zone. The northern

lot subject to this application (146 Siddans Road) is sparsely vegetated and contains 2 natural gullies. Whilst a shifting zone boundary exists over 146 Siddans Road it is noted that the majority of the site (99%) is currently located within the Rural Constrained-Ripley Valley Zone and the balance is located within the Future Urban Zone. Owing to both these sites being located within a highly vegetated area, they are identified as being within a bushfire risk overlay area pursuant to the Ipswich Planning Scheme.

PROPOSAL:

The development application (Variation Application) seeks a Preliminary Approval that includes a Variation Approval to vary the Planning Scheme zone from the current Rural Constrained-Ripley Valley Zone and Future Urban Zone, to Ripley Valley Sub-Urban (T3) Zone so as to allow for residential development with a dwelling density of 10 to 20 dwellings per hectare.

In support of the proposal, the applicant has submitted a context or structure plan that includes the subject site and its immediate surroundings. This plan attempts to illustrate potential future network connections relating to provision of necessary infrastructure (water, sewer and roads) and connections to open space and ecological corridors external to the site. As per the submitted context or structure plan, the development site is intended to be connected to necessary infrastructure via extension of water, sewer and road network from the east over 7001 Soho Drive, Deebing Heights, which is currently being developed pursuant to development approval 249/2007/CA.

The applicant has also submitted an indicative subdivision layout for 180 residential lots with lot sizes varying from $600m^2$ to $1,250m^2$ achieving a dwelling density of 12 dwellings/hectare, however, this application does not seek approval for the submitted subdivision layout. While the applicant has submitted a number of technical reports relating to traffic, stormwater, ecology assessment, vegetation management, bush fire management, civil services etc they are more high-level reports and do not contain sufficient detailed information relating to site specific constraints and do not demonstrate attainable design solutions to mitigate the adverse impacts from the proposed development. Hence there is no certainty that the proposed lot layout, lot numbers, sizes, services connections etc as illustrated on the submitted indicative subdivision layout are achievable.

PLANNING FRAMEWORK

2017 Regional Plan, (ShapingSEQ)

The development site is included within the Urban Footprint.

The Ipswich Planning Scheme 2006 (the 2006 Scheme)

Pursuant to the 2006 Scheme the development site is:

- (a) partly (99.41%) within the Rural Constrained-Ripley Valley Zone (Part 15, division 6);
- (b) partly (0.59%) within the Future Urban Zone (Part 4, division 8);
- (c) Planning Scheme 'shifting boundary' bifurcates the Rural Constrained-Ripley Valley zone and the Future Urban zone; and
- (d) subject to a number of overlays, in particular the Development Constraints Overlay;

Draft Ipswich Planning Scheme 2019 (Statement of Proposals) (the draft scheme)

Pursuant to the terms of the draft scheme, the development site is nominated to be rezoned and located within a 'Conservation' zone.

COMMUNITY AND OTHER CONSULTATION

Referral Agencies

This development application required referral to a number of external agencies including the Queensland Government State Assessment Referral Agency (SARA) and Department of Defence (DOD). A summary of each of these referrals is as follows:

Queensland Government State Assessment Referral Agency (SARA)

The application was referred to the Queensland Government State Assessment Referral Agency (SARA) as a concurrence agency as the site adjoins Centenary Highway which is State controlled road. SARA's response dated 27 October 2021 advised that the SARA had no requirements relating to the variation request. In the Statement of Reasons (SOR) provided by SARA, Council was advised that:

- the development complies with State code 1: Development in a state-controlled road environment of the SDAP. Specifically, the development:
 - does not create safety hazard for users of a state-controlled road.
 - does not compromise the structural integrity of state-controlled roads, road transport infrastructure or road works.
 - does not result in a worsening of the physical condition or operating performance of statecontrolled roads and the surrounding road network.
 - does not compromise the state's ability to construct, or significantly increase the cost to construct state-controlled roads and future state-controlled roads.
- the development complies with State code 6: Protection of state transport networks of the SDAP. Specifically, the development:
 - does not create safety hazard for users of a state transport infrastructure or public passenger services;
 - does not result in a worsening of the physical condition or operating performance of the state transport network;
 - does not compromise the state's ability to cost-effectively construct, operate and maintain state transport infrastructure.

NOTE: The referral triggers did not require SARA to consider vegetation clearing as part of the subject referral process as this will only occur when the applicant submits a reconfiguration of a lot application over the site.

Department of Defence (DOD)

The application was referred to the Department of Defence (DOD) as a third-party advice agency. DOD's response dated 29 May 2020 advised Council to have regard to Defence (Aviation Area) Regulations, bird strike management and extraneous lighting, relating to the proposed development.

INTERNAL CONSULTATION

The application and common material was presented to Council's Initial Development Assessment Panel (consisting of various representatives from across the organisation) for review upon lodgement. At this meeting, it was determined that internal referral was required to the Engineering, Health and Environment Branch (EHE), City Design Branch and Infrastructure and Environment Department (Natural Environment) primarily owing to the below:

- Proposed variation to Planning Scheme zone from Rural Constrained-Ripley Valley Zone and Future Urban Zone to Sub-Urban (T3) Zone.
- Potential traffic impacts on surrounding road network.
- Potential for stormwater and environmental impacts, and site-specific development constraints like bushfire risk, servicing capabilities etc.

The following assessment reports were prepared and have been incorporated into the recommendation:

- City Design Branch comments dated 29 May 2022
- Engineering report dated 29 November 2021 with reasons for refusal.
- Environment reports dated 25 February 2022 and 10 February 2022 with reasons for refusal.

Public Notification

Public notification of this application was undertaken pursuant to the *Planning Act 2016*. The applicant undertook public notification from 4 November 2021 to 17 December 2021 for a period of 31 business days. During this period Council received forty-seven (47) properly made submissions and five (5) not properly made submissions, supporting the proposed development. Matters raised in the submissions include:

Matter raised	How matters were dealt with in reaching a
	decision
The proposed estate has my full support. The lot	The submissions received are common material for
sizes, natural environmental setting and value for	the application and have been considered as part
money is not offered in any estate nearby.	of the application assessment. The application is
	recommended to be refused for the reasons
	outlined in 'Reasons for Refusal' below.

LEGAL/POLICY BASIS

This report and its recommendations are consistent with the following legislative provisions: *Planning Act 2016 Planning Regulation 2017*

RISK MANAGEMENT IMPLICATIONS

A risk to Council exists should the proposal not be determined in accordance with legislative requirements. The assessment and subsequent recommendations have been prepared to minimise the risk. Pursuant to DA Rules the due date to make a decision on this application is 23 September

2022 (extended due date with agreement by applicant) and the due date to issue the decision notice to the applicant is 30 September 2022. Upon issuing the decision notice the applicant and/or submitters may choose to appeal the Council's decision in the Planning and Environment Court.

HUMAN RIGHTS IMPLICATIONS

HUMAN RIGHTS IMPACTS	
OTHER DECISION	
(a) What is the Act/Decision being made?	Decision to refuse development application number 2295/2020/VA.
(b) What human rights are affected?	The applicant is a company and therefore does not have human rights under the <i>Human Rights Act 2019</i> .
	Forty-seven (47) properly made submissions and five (5) not properly made submissions were made in relation to the application, and therefore Council has an obligation to consider human rights in relation to the submitter. The submitters do have appeal rights pursuant to the <i>Planning Act 2016</i> .
	The proposed decision does not have the potential to restrict or interfere with the right to privacy because before a person makes a submission regarding a development application they are provided advance notice (via Council's website) that it is a requirement under the <i>Planning Act 2016</i> that contact details of all properly made submitters be included on any decision notice and therefore they have the ability of consider whether to proceed with making a submission in spite of the legislatively required disclosure of their personal information.
	In acknowledging a properly made submission, Council provides a letter to submitters advising them of this statutory requirement.
	In the instance, the submitter's personal information is already published on ePathway as the submitter did not advise Council that they did not want their personal information to be published (this opportunity is provided upon lodgement of submission), the submitter may request that the information be removed from ePathway and may also choose to withdraw their properly made submission should they not want their details to be included on the decision notice in accordance with statutory requirements.
(c) How are the human rights limited?	
(d) Is there a good reason for limiting the relevant rights? Is	

the limitation fair and reasonable?	
(e) Conclusion	The decision is consistent with human rights.

FINANCIAL/RESOURCE IMPLICATIONS

There are no financial or resource implications associated with this report.

SUMMARY OF ASSESSMENT AND RECOMMENDATION

The proposed Variation Application seeking a Preliminary Approval to vary the Planning Scheme is recommended to be refused as the proposal does not advance the purpose of the *Planning Act 2016*, and as set out below the development conflicts with the assessment benchmarks, matters prescribed by regulation and other relevant matters in accordance with section 45(5)(a)(i), 45(5)(a)(ii) and 45(5)(b) respectively of the *Planning Act 2016*.

The key issues associated with the proposal which form the basis upon why this application is recommended to be refused can be summarised as follows:

Planning Rationale

The applicant has indicated that there is a level of 'forward planning' by the State Government owing to the fact that the subject development site in located within the Urban Footprint pursuant to ShapingSEQ - South East Queensland Regional Plan 2017. It should be noted that the Urban Footprint does not predetermine the appropriateness of land for urban development. This is a function of the local planning instrument (Ipswich Planning Scheme in this instance) as identified in Chapter 3 – Description of the Urban Footprint, Shaping SEQ August 2017 (page 101). Specifically, the Regional Plan relies on Local Government Planning Schemes to assess the extent and suitability of urban development.

As per Councils' forward planning (including the Draft Ipswich Planning Scheme 2019), at this stage it is considered that the subject land is not suitable for urban development. The application proposes urban development over the subject development site which is contrary to Councils' forward planning, and the development application has not adequately demonstrated that the site or the proposal:

- (i) Is physically suitable for urban development.
- (ii) Is either a logical expansion of an urban area or of sufficient size to provide social and economic infrastructure efficiently.
- (iii) Has ready access to services and employment.
- (iv) Maximises the use of committed and planned urban infrastructure.
- (v) Is appropriately separated from incompatible land uses.
- (vi) Maintain the integrity of inter-urban breaks and scenic amenity.
- (vii) Excludes areas with an unacceptable risk from natural hazards, including predicted climate change impacts.
- (viii) Excludes areas containing predominantly matters of national or state environmental significance and the regional biodiversity network, including koala habitat.
- (ix) Achieves an appropriate balance of urban development in the SEQ region and across lpswich City.
- (x) Maintains a well-planned series of urban areas and compliments the neighbourhood structure planned for Ripley Valley.
- (xi) Minimises impacts on natural resources.

- (xii) Avoids irrevocable impacts to important, sensitive natural environments in and outside the area.
- (xiii) Provides physical and social infrastructure efficiently, including public transport, and does not place additional demand on the established infrastructure charges regime.
- (xiv) Addresses site specific constraints relating to topography, slope, scenic amenity, biodiversity, broad scale landscape and urban design, servicing and access.

Pursuant to Section 61(2)(b) of the Planning Act 2016, when assessing a variation request the assessment manager must consider the consistency of the variations sought with the rest of the local planning instrument that is sought to be varied. The application has not adequately demonstrated that the variation request aligns with the rest of the Ipswich Planning Scheme including but not limited to:

- (i) Assessment of the existing zone, zone intent and precinct.
- (ii) The Ripley Valley Master Planned Area Structure Code including all six (6) supporting development themes.
- (iii) The Traditional Neighbourhood Design Code.

Section 15.6.2 of Part 15 of Ipswich Planning Scheme identifies that uses and works within the Rural/Constrained (T2) Zone are to be located, designed and managed to be compatible with the amenity and character of surrounding lands; maintain townscape character and amenity; maintain the safety of people, buildings and works; and avoid significant adverse effects on the natural environment. The development application has not adequately demonstrated how the proposal is consistent with these requirements with specific regards to the subject site's character owing to its location, environmental values and development constraints.

Planning Need

The current Ipswich Planning Scheme and Local Government Infrastructure Plan (LGIP) have been planned to ultimate development capacity which demonstrably meets the City's anticipated population, employment and housing requirements beyond the 2041 lifespan of the SEQ Regional Plan (refer to ICC Local Government Infrastructure Plan Supporting Document – Planning Assumptions Summary Report, 2016). The submitted application material has not adequately demonstrated the 'Need' for the proposed expansion to urban development within the Ipswich LGA area, but rather focuses on providing a large lot/house size product in the general Ripley Valley area.

Furthermore, the application has not adequately demonstrated the deficiencies with the current land supply for low-density residential development that would warrant additional expansion of the serviced urban area, and how the proposed development will address these identified deficiencies in a manner that retains consistency with the existing local planning instrument.

Whilst the site is located within the Urban Footprint of ShapingSEQ - South East Queensland Regional Plan 2017, the subject land is not considered as 'underutilised'. Underutilised within the context of ShapingSEQ refers to land that has remained underutilised for a substantial period of time and that has not transitioned from an investigation or emerging community zone to a serviced urban zone. The subject land has not been considered by the Ipswich Planning Scheme as being suitable for urban development and has not been included in any 'transitional' or forward planning zone. Furthermore, the application has not adequately demonstrated the value of the site as an underutilised parcel and how the subject proposal contributes to the achievement of efficient delivery of housing choice and

resolving land fragmentation and constraints that are a barrier to the delivery of urban development on the subject site.

Ecology

The proposal is inconsistent with the Rural Constrained – Ripley Valley Zone (RCO4RV) under the current Ipswich Planning Scheme and the proposed Conservation Zone under the Draft Ipswich Planning Scheme. The technical documentation submitted in support of this application identifies the presence of fauna habitat on site. The proposal would result in the removal of habitat, cause disturbance to breeding, change fauna behavioural patterns, and potentially cause long term impact to fauna movement and use of the subject site. The proposal also has a high likelihood of impacting on Matters of National Environmental Significance (MNES) outlined under the *Environment Protection and Biodiversity Conservation Act 1999* (EPBC Act) such as listed Threatened Species.

The submitted ecological documentation does not adequately justify the proposed development and does not provide certain, appropriate and attainable mitigation measures. Whilst the applicant has attempted to address some of the ecological impacts by means of an eco-corridor to allow the movement of fauna, and environmental offsets (compensatory planting) off-site, Council assessing officers are of the strong view that the applicant has not provided adequate technical reporting and/or justification to support the feasibility of the proposed eco-corridor, or demonstrated the statutory mechanism to achieve environmental offsets off-site over land not part of subject development application. This issue has been further discussed below:

- As identified in the submitted ecology reports (prepared by S5 Environmental Consulting and Terrestria) a fauna survey of the site has been carried out and the reports identify the ecological significance of the development site (specifically over the southern lot being 184 Siddans Road). Contrary to the findings of the submitted ecology reports, the application proposes 50% of the southern lot to be cleared and a new road dissecting the contiguous corridor. Loss of koala habitat and vehicle strike via introduction of a road are contrary to koala survival.
- The application proposes an underpass for koala movements. The submitted ecology documentation is preliminary at best and unsubstantiated that the proposed underpass can be accommodated within the area proposed. The proposed underpass length is in excess of 25m which is not considered to be a viable solution.
- The submitted ecology reports assume that the adjoining eastern lot (7001 Soho Drive, Deebing Heights, which is currently being developed pursuant to development approval 249/2007/CA) will be fully developed which is incorrect as this approval requires approximately 100m of highly vegetated land on the western side of the lot to be retained as an ecological corridor. This corridor is a critical fauna movement passage to the south linking through Conservation Zoned land. The development application proposes to severe this corridor via the introduction of a new road.
- The proposed bushfire management solutions rely on vegetation clearing on adjoining land that is zoned Rural Constrained Ripley Valley. This solution is unsubstantiated and also impacts on the fauna movement passage mentioned above. Further, the proposed trunk sewer connection to the east is not within Urban Utilities (UU) network planning, is unsubstantiated and also has potential impacts on the fauna movement passage mentioned above.
- The application proposes environmental offsets via compensatory planting off-site to address the residual impact of the proposal which will cause loss of 6.29 hectares of high value regrowth vegetation. This high value regrowth vegetation is likely to provide habitat

for conservation significant species such as koala and grey-headed flying fox; and land mapped as Core Koala Habitat Area within a Koala Broad-Hectare designation. It should be noted that the Ipswich Planning Scheme has not included Matters of Local Environmental Significance (MLES) and therefore cannot enforce environmental offsets. While the Ipswich Planning Scheme Implementation Guideline No.19 does encourage environmental offsets, the Implementation Guideline has no statutory power as it is an implementation guideline and does not meet the test of an 'offset' as per the *Environmental Offset Act*. Nonetheless, under the principles of offset, the aim is to 'avoid, mitigate and then offset', and hence the expectation is to avoid vegetation clearing where possible which given the 'Rural Constrained' zone is certainly achievable on this site.

The applicant recently submitted a further ecology advice letter (prepared by Al Mucci Enterprises) however, this advice letter merely provides a peer review of the ecology reports that had already been submitted to date and does not undertake any further studies or provide any new technical reporting and/or justification for the proposal from an ecology perspective. The further ecology advice letter therefore does not overcome the issues identified above.

Purpose of the Planning Act 2016

The proposal will not advance the purpose of the Planning Act 2016, in particular it has not been adequately demonstrated that:

- (a) The proposal takes into account short and long-term environmental effects at local, regional, State and wider levels; and
- (b) The proposal applies the precautionary principle in taking measures to prevent degradation of the environment; and
- (c) The proposal provides equity between present and future generations; and
- (d) The proposal supplies infrastructure in a coordinated, efficient and orderly way; and
- (e) The proposal applies amenity, conservation, energy use, health and safety in the built environment in ways that are cost-effective and of public benefit.

Assessment Benchmarks

The relevant assessment benchmarks which have been applied for the purposes of this assessment are as follows:

Categorising Instrument	Assessment Benchmarks
Planning Regulation	Part 3, division 3 – Clearing native vegetation
2017, Schedule 10	Part 10, division 2 – Koala habitat area
State Planning Policy	Planning for liveable communities and housing
July 2017, Part E	Planning for economic growth
	Planning for environment and heritage
	Planning for safety and resilience to hazards
	Planning for infrastructure
Ipswich Planning	Desired Environmental Outcomes and Performance Indicators (Part 3)
Scheme 2006	Urban Areas Code (Part 4)

Ripley Valley Master Planned Area Structure Plan Area Code (Part 15)
Development Constraints Overlays Code (Part 11, division 4)
Vegetation Management Code (Part 12, division 4)

Relevant Matters

The assessment must give regard to the relevant matters identified in section 31 of the *Planning Regulation 2017* and in accordance with section 45(5)(a)(ii) of the *Planning Act 2016*. The assessment had regard to the following matters:

Relevant matter	Given regard to	
Planning Regulation 2017, Schedule 10	Part 3, division 3 – Clearing native vegetation	
	Part 10, division 2 – Koala habitat area	
Planning Regulation 2017, s31(1)(d)	 (i) the regional plan for a region, to the extent the regional plan is not identified in the planning scheme as being appropriately integrated in the planning scheme; and (ii) the State Planning Policy, to the extent the State Planning Policy is not identified in the planning scheme as being appropriately integrated in the planning scheme. 	
Planning Regulation 2017, s31(1)(f)	any development approval for, and any lawful use of, the premises or adjacent premises; and	
Planning Regulation 2017, s31(1)(g)	the common material.	

Other Relevant Matters

The assessment was also carried out having regard to other relevant matters in accordance with section 45(5)(b) of the *Planning Act 2016*. The assessment had regard to the following matters:

Relevant matter	Assessed against or had regard to
Draft Ipswich Planning Scheme	Regard was given to the Draft Ipswich Planning Scheme as a relevant matter to the application.
	The draft scheme has undergone community consultation on the Statement of Proposal, including the draft Strategic Framework.
	As per Councils' forward planning (including the Draft Ipswich Planning Scheme 2019), Council at this stage does not consider the subject land as being suitable for urban development. The application proposes urban development over the subject development site which is contrary to Councils' forward planning.
ShapingSEQ - South East Queensland Regional Plan 2017	Regard was given to the ShapingSEQ - South East Queensland Regional Plan 2017 as a relevant matter.
	Whilst the site is located within the Urban Footprint of ShapingSEQ - South East Queensland Regional Plan 2017, the subject land is not considered as 'underutilised'. Underutilised within the context of ShapingSEQ refers to land that has remained underutilised for a substantial period of time and that has not transitioned from an

investigation or emerging community zone to a serviced urban zone. The subject land has not been considered by the Ipswich Planning Scheme as being suitable for urban development and has not been included in any 'transitional' or forward planning zone. The development application has not adequately demonstrated the value of the site as an underutilised parcel and how the subject proposal contributes to the achievement of efficient delivery of housing choice and resolving land fragmentation and constraints that are a barrier to the delivery of urban development on the site.

The current Ipswich Planning Scheme and Local Government Infrastructure Plan (LGIP) have been planned to ultimate development capacity which demonstrably meets the City's anticipated population, employment and housing requirements beyond the 2041 lifespan of the SEQ Regional Plan (refer to ICC Local Government Infrastructure Plan Supporting Document – Planning Assumptions Summary Report, 2016). The submitted application material has not demonstrated the 'Need' for the proposed expansion to urban development. Specifically, the development application has not adequately demonstrated the deficiencies with the current land supply for low-density residential development that would warrant additional expansion of the serviced urban area, and how the proposed development will address these identified deficiencies in a manner that retains consistency with the existing local planning instruments.

Queensland Government Koala Conservation Planning Framework

The Queensland Government's Koala Conservation Planning Framework commenced on 7 February 2020 and introduced new mapping that identified koala habitat areas as well as areas that are suitable for habitat restoration. This planning framework implements new clearing restrictions, prohibiting clearing of koala habitat areas within koala priority areas.

The development site was not mapped as a 'koala habitat area' at the date of lodgement of the development application, however, the entire development site is now mapped within a 'Koala Habitat Restoration Area'. Further, the southern lot (184 Siddans Road) is now mapped as being located within a 'Koala Habitat Area'.

In light of such, it is envisaged that the 'Koala Habitat Restoration Areas' could be replanted in the future to make them more suitable for koalas. The application proposes 50% of the southern lot (184 Siddans Road) to be cleared and a new road dissecting the contiguous ecological corridor. The loss of koala habitat and vehicle strike via introduction of a road are contrary to koala survival and hence the proposal is inconsistent with the intent of the Koala Conservation Planning Framework.

CONCLUSION

An assessment of the proposal as described above has been undertaken and it has been determined that the proposal the assessment benchmarks, matters prescribed by regulation and other relevant matters 'ATTACHMENTS AND CONFIDENTIAL BACKGROUND PAPERS

- 1. 2295/2020/VA Proposal Plans 🗓 🖺
- 2. 2295/2020/VA Draft Decision Notice (includes Reasons for Refusal) 🗓 🖫
- 3. 2295/2020/VA Draft Statement of Reasons 🗓 🖺
- 4. 2295/2020/VA Referral Agency Response (Queensland Government SARA) 🗓 🖺
- 5. 2295/2020/VA Third Party (Department of Defence) Advice 🗓 🖺
- 6. 2295/2020/VA CEO consent for development application to be determined by Full Council 3 🖺

Sandeep Nanjappa

SENIOR PLANNER (DEVELOPMENT)

I concur with the recommendations contained in this report.

Michael Simmons

DEVELOPMENT ASSESSMENT WEST MANAGER

I concur with the recommendations contained in this report.

Anthony Bowles

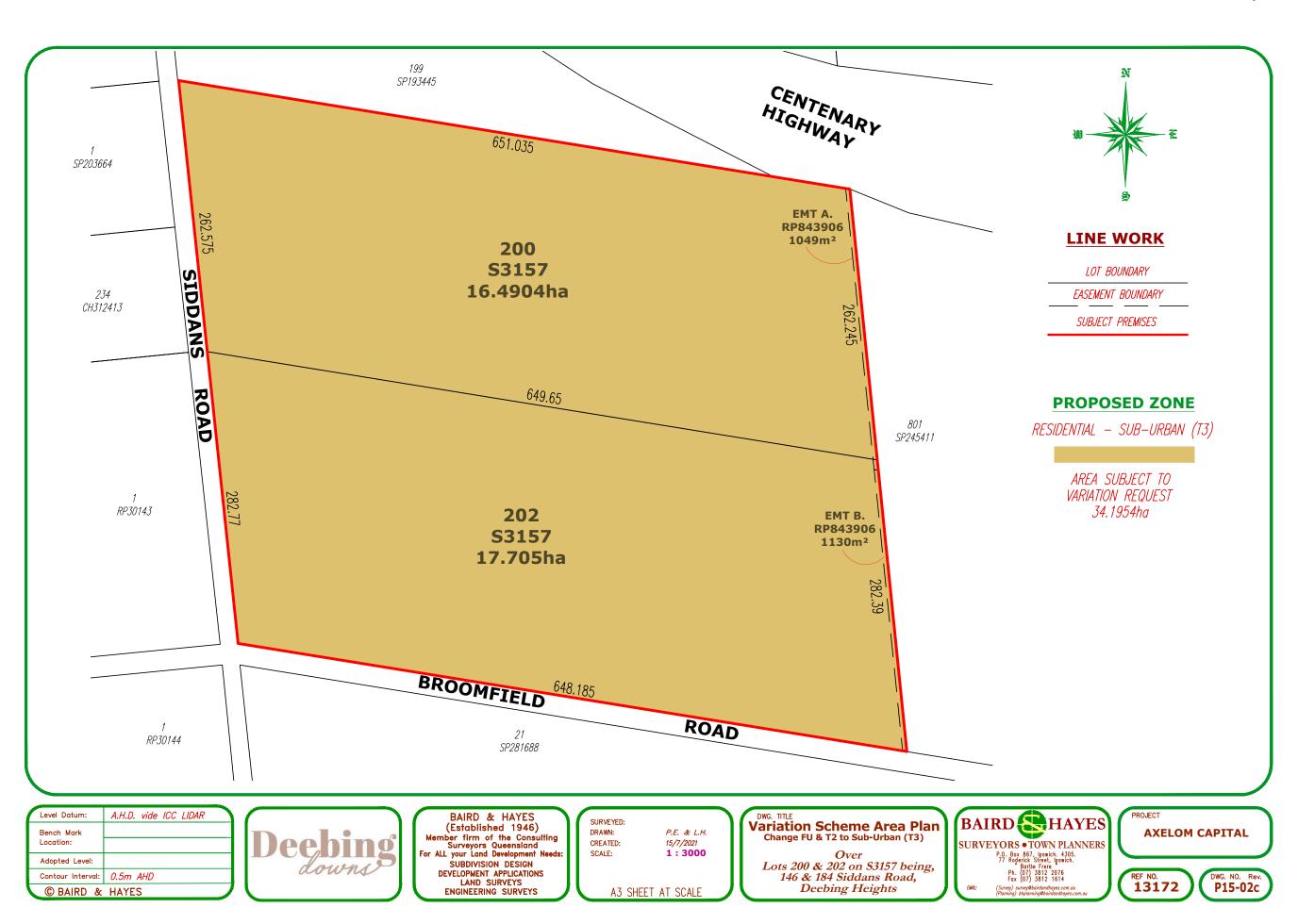
MANAGER, DEVELOPMENT PLANNING

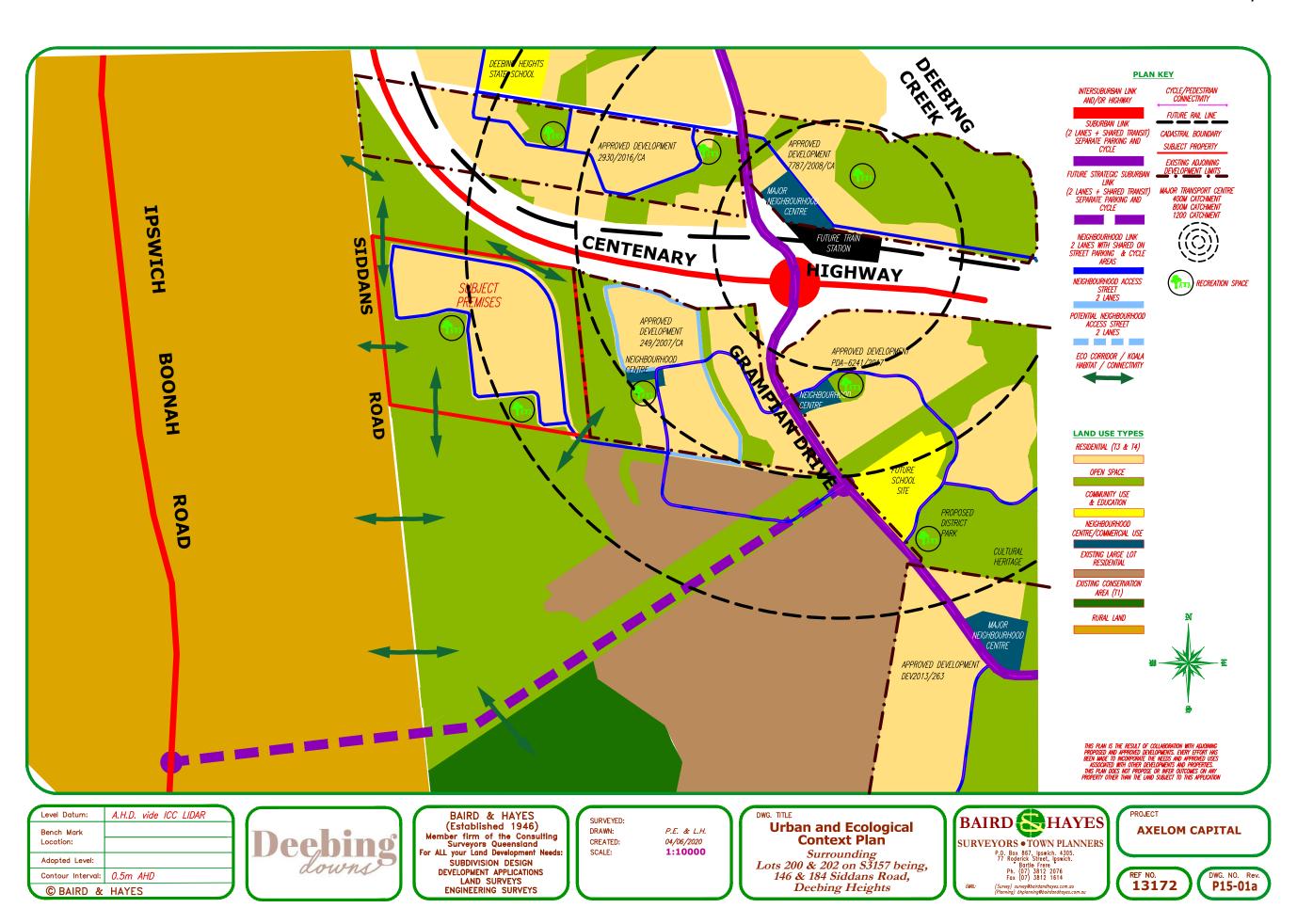
I concur with the recommendations contained in this report.

Peter Tabulo

GENERAL MANAGER PLANNING AND REGULATORY SERVICES

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







2295/2020/VA Sandeep Nanjappa (07) 3810 7267

Axelom Capital No. 3 Pty Ltd C/ Baird & Hayes

Attn: Liam Henry

bhplanning@bairdandhayes.com.au

XX September 2022

Dear Liam

Re: Development Application - Refusal

Application No: 2295/2020/VA

Proposal: MCU – Variation Application - Preliminary Approval that includes

a Variation Approval to vary the Planning Scheme from Rural Constrained-Ripley Valley Zone and Future Urban Zone to Sub-

Urban (T3) Zone

Property Location: 146 Siddans Road, DEEBING HEIGHTS QLD 4306

184 Siddans Road, DEEBING HEIGHTS QLD 4306

I refer to the above development application which was decided on XX September 2022.

Enclosed with this letter is the Decision Notice, including:

- § Attachment A Assessment Manager's Reasons for Refusal
- § Attachment B Referral Agency Responses
- § Appeal Rights

If you have any queries regarding this application, please contact Sandeep Nanjappa on the telephone number listed above.

Yours faithfully

Michael Simmons
DEVELOPMENT ASSESSMENT WEST MANAGER

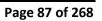
CC. Urban Utilities <u>development@urbanutilities.com.au</u>

Queensland Government State Assessment Referral Agency (SARA) lpswichSARA@dsdmip.qld.gov.au

Department of Defence

<u>DSRGIDEP.executivesupport@defence.gov.au</u>

<u>land.planning@defence.gov.au</u>



Our Reference 2295/2020/VA Contact Officer Sandeep Nanjappa Telephone (07) 3810 7267



XX September 2022

DECISION NOTICE REFUSAL (Given under section 63(2) of the *Planning Act 2016*)

Applicant details

Applicant name: Axelom Capital No. 3 Pty Ltd C/ Baird & Hayes

Applicant contact details: bhplanning@bairdandhayes.com.au

Application details

Application number: 2295/2020/VA
Application type: Variation Request

Description of proposed

development:

Material Change of Use – Variation Application - Preliminary Approval that includes a Variation Approval to vary the Planning Scheme from Rural Constrained-Ripley Valley Zone and Future Urban Zone to Sub-

Urban (T3) Zone

Date application received: 25 March 2020

Site details

Property location: 146 Siddans Road, DEEBING HEIGHTS QLD 4306

184 Siddans Road, DEEBING HEIGHTS QLD 4306

Real property description: Lot 200 S 3157, Lot 202 S 3157

Decision

Date of decision: XX September 2022

Decision Authority: Growth Infrastructure and Waste Committee

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1. <u>Decision Details:</u>

Development	Approval	Decision	Currency Period
	Type		
Material Change of Use - Variation	Not	Refused subject to	Not applicable
Application - Preliminary Approval that	applicable	the reasons for	
includes a Variation Approval to vary the		refusal set out in	
Planning Scheme from Rural		Attachment A	
Constrained-Ripley Valley Zone and			
Future Urban Zone to Sub-Urban (T3)			
Zone			

2. Referral Agencies

The referral agencies for this application are:

Referral Agency	Referral Role	Aspect of Development Requiring Referral	Address
Queensland Government State Assessment Referral Agency (SARA)	Concurrence	Schedule 10, Part 9, Division 4, Subdivision 1, Table 1 (Planning Regulation 2017) - Development impacting on State transport infrastructure and threshold Schedule 10, Part 9, Division 4, Subdivision 1, Table 1 (Planning Regulation 2017) - Material change of use of premises near a State transport corridor	Ipswich SARA Office Post: PO BOX 129, IPSWICH QLD 4305 Email: IpswichSARA@dsdmip.qld. gov.au Ph: 07 3432 2413
Department of Defence	Third Party Advice Agency	Proximity to RAAF Base Amberley	Attn: David Harrison Assistant Director Estate Planning – QLD/Vic/Tas Estate Planning Branch Infrastructure Division Department of Defence Post: PO Box 7925 CANBERRA ACT 2610 Email: DSRGIDEP.executivesuppo rt@defence.gov.au land.planning@defence.gov.a ov.a

3. <u>Properly made Submissions</u>

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There were forty-seven (47) properly made submissions about the application received from the following submitters.

	Name of principal submitter	Residential or business address	Electronic address (if provided)	
1	Nick Green	57 Birchwood, Brookwater, <u>greenick983@gmail.com</u> QLD, 4300		
2	Steve Moore	123 Birchwood, Brookwater, QLD, 4300	steve70@bigpond.net.au	
3	Melina MacNellie- Verrall	5 Kippen Close, Spring Mountain, QLD, 4300	melinamv@remax.com.au	
4	Kylie Reid	4 Jardine Court, Hillcrest, QLD, 4118	ckreid13@gmail.com	
5	Amber Thompson	36 Highridge Roas, Springeld, QLD, 4300	a.thompson@remax.com.au	
6	Roy Wilson	8 Canopy Court, Brookwater, QLD, 4300	roywilson@nugrow.com.au	
7	Nathan Stephens	3-29 pine mountain Road, Muirlea, QLD, 4306	nathan@jrstephens.com.au	
8	Lauren Fullarton	3 Palm Street, Kenmore, QLD, 4069	lauren@jrstephens.com.au	
9	Graeme Mccann	20 Oakview circuit, Brookwater, QLD, 4300	gmac1284@gmail.com	
10	Susan Howe	20 Oakview circuit, Brookwater, QLD, 4300	susanhowe73@bigpond.com	
11	Carnie Johnston	18 Bayswood Avenue, Vincentia, NSW, 2540	carnie_j@hotmail.com	
12	Brent Stephens	18 Basswood Avenue, Vincentia, NSW, 2541	brent.stephens@live.com.au	
13	Kevin Cumming	13 Piccadilly Court, Ipswich, QLD, 4306	kcumming84@gmail.com	
14	Wayne Stephens	119 Morgans Road, Purga, Queensland, 4306	wayne@jrstephens.com.au	
15	Paldia p/I	132 commercial Road, Teneriffe, QLD, 4005	plb.paldia@gmail.com	
16	Kim Stephens	119 Morgans Road, Purga , Queensland, 4306	kimstephens7@bigpond.com	
17	Daryll Stephens	146 siddans Rd, Purga, QLD, 4306	daryll@jrstephens.com.au	
18	Ryan Anderson	120 Mackney road, Upper Caboolture, QLD, 4510	ryan@morayeldsmashrepairs.co m.au	
19	Paul Milne	3 botanic crescent,	paulmilne82@yahoo.com.au	

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		Brookwater, QLD 4300	
20	Anna Milne	3 Botanic Crescent, Brookwater, QLD, 4300	a.milne82@yahoo.com.au
21	Jade Green	38 Ravenswood Lane Springeld, QLD, 4300	jade_green2@hotmail.com
22	Peta McDonald	23 Cascades Street, Springfield Lakes, QLD 4300	petamcdonald9@gmail.com
23	Morgan McDonald	23 Cascades Street, Springfield Lakes, QLD 4300	morgankatemac@gmail.com
24	Adam White	18 Wards road, Ripley, QLD 4306	adam@jrstephens.com.au
25	Dean Bell	34 Whipbird Circuit, Victoria Point, QLD, 4165	dnbll87@gmail.com
26	Rowesa Mpundu	7 Peridot Street, Collingwood Park, Queensland, 4301	rowesa@jrstephens.com.au
27	Janelle Rogers	9 McGregor Place, Springeld Central, QLD, 4300	missmanly@bigpond.com
28	Adrian Darbellay	73/16-20 Beach Rd, Maroochydore, Queensland, 4558	adriandarbs@gmail.com
29	Adam Colley	7 Goldcrest Court, Birkdale, QLD, 4159	adam.colley@mjmahon.com.au
30	Adam McDonald	23 Cascades Street, Springfield Lakes, QLD 4300	adam@mjmahon.com.au
31	Carol Rogers	11 Merritt Street, Flinders View, QLD 4305	carol.r1@bigpond.com
32	Michael Mahon	560 Old Toorbul Point Road, Caboolture, QLD, 4510	michael@mjmahon.com.au
33	Fiona Greene	81 Frasers Road, Ashgrove, QLD, 4060	mcgreene@gmail.com
34	Timothy Greene	3 Amelia Crescent, Camira, QLD, 4300	tgreene@exicon.com.au
35	Desley Robinson	8a Lingard St, Palmwoods, Sunshine Coast, QLD, 4555	ronsley@westnet.com.au
36	Denise McDonald	29 Cascades Street, Springfield Lakes, QLD 4300	deemac70@gmail.com
37	Lyn Handy	31 Cascades Street, Springfield Lakes, QLD 4300	lynshandy@gmail.com

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38	Sophia Mcdonald	14 Jude Lane, Augustine Heights, QLD, 4300	sophiamarie.mcdonald@gmail.co m
39	Mary Greene	3 Amelia Court, Camira, QLD, 4300	mtbmocg@hotmail.com
40	Ray Greene	3 Amelia Court, Camira, QLD, 4300	raygreene35@gmail.com
41	Tim Greene	81 Frasers Road, Ashgrove, QLD 4060	tjcgreene@gmail.com
42	Judith Mcmonagle	4/268 Marine Pde labrador, Gold Coast, QLD, 4215	jamcmonagle3@gmail.com
43	Gail Chuter	42 Station Street, Samford Village, QLD, 4520	gchut1@icloud.com
44	Lucas Wilson	13/304 Harcourt St, Brisbane, QLD, 4005	lucasdwilson94@gmail.com
45	Diane Baynes	126 Quay St, Brisbane, QLD, 4171	dlbaynes@bigpond.com
46	Nick Baynes	126 Quay St, Bulimba, QLD, 4171	philmcphil@outlook.com.au
47	John Stephens	4737 The Parkway, Hope Island, QLD, 4212	john@silkwoodhomes.com.au

4. Appeal Rights

Applicant's appeal rights

You have appeal rights in relation to this decision. An appeal may be made against the refusal of all or part of the development application.

An appeal must be started within 20 business days after this notice is given to you. An appeal may be made to the Planning and Environment Court or, for certain matters which are identified in section 1(2) of Schedule 1 of the *Planning Act 2016*, to a development tribunal.

An appeal is started by lodging a notice of appeal with the registrar of the Planning and Environment Court or a development tribunal, as applicable. The notice of appeal must be in the approved form, succinctly state the grounds of the appeal and be accompanied by the required fee.

An appellant to the Planning and Environment Court must give a copy of the notice of appeal, within 10 business days after the appeal is started, to the persons identified in section 230(3) of the *Planning Act 2016*. A person who is appealing to the Planning and Environment Court must comply with the rules of the court that apply to the appeal.

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Submitter's appeal rights

You have appeal rights in relation to this decision. An appeal may be made against, as applicable:

- the decision to give a development approval; or
- · the decision to give an approval for a change application; or
- · a provision of a development approval; or
- · a failure to include a provision in the development approval.

An appeal may be made to the extent that the decision or matter relates to, as applicable:

- any part of the development application or change application that required impact assessment; or
- · a variation request.

An appeal must be started within 20 business days after this notice is given to you.

An appeal may be made to the Planning and Environment Court. An appeal is started by lodging a notice of appeal with the registrar of the Planning and Environment Court. The notice of appeal must be in the approved form, succinctly state the grounds of the appeal and be accompanied by the required fee.

An appellant to the Planning and Environment Court must give a copy of the notice of appeal, within 2 business days after the appeal is started, to the persons identified in section 230(3) of the *Planning Act 2016*. A person who is appealing to the Planning and Environment Court must comply with the rules of the court that apply to the appeal.

Chapter 6, Part 1 and Schedule 1 of the *Planning Act 2016* sets out further information about appeal rights.

An extract from the *Planning Act 2016* about appeal rights is attached to this decision notice.

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Attachment A

Assessment Manager's Reasons for Refusal File No: 2295/2020/VA

Location: 146 Siddans Road, DEEBING HEIGHTS QLD 4306, 184 Siddans Road, DEEBING HEIGHTS QLD 4306

Proposal: MCU – Variation Application - Preliminary Approval that includes a Variation Approval to vary the Planning Scheme from Rural Constrained-Ripley Valley Zone and Future Urban Zone to Sub-Urban (T3) Zone

Assessment Manager (Ipswich City Council) Reasons for Refusal

Based on the matters set out below, a decision to approve the development application seeking Preliminary Approval that includes a Variation Approval cannot be supported under sections 60 of the *Planning Act 2016*, as there is non-compliance with the relevant assessment benchmarks which cannot be overcome through the imposition of development conditions.

1. Purpose of the Planning Act

The proposal will not advance the purpose of the Planning Act 2016, in particular it has not been adequately demonstrated that:

- (a) The proposal takes into account short and long-term environmental effects at local, regional, State and wider levels; and
- (b) The proposal applies the precautionary principle in taking measures to prevent degradation of the environment; and
- (c) The proposal provides equity between present and future generations; and
- (d) The proposal supplies infrastructure in a coordinated, efficient and orderly way; and
- (e) The proposal applies amenity, conservation, energy use, health and safety in the built environment in ways that are cost-effective and of public benefit.

2. Planning Rationale / Planning Need

- (a) There is no planning rationale for the proposal. Specifically, the application proposes urban development over the site which is contrary to Councils' forward planning, and the applicant has not adequately demonstrated that the site or the proposal:
 - (i) Is physically suitable for urban development.
- (ii) Is either a logical expansion of an urban area or of sufficient size to provide social and economic infrastructure efficiently.
- (iii) Has ready access to services and employment.
- (iv) Maximises the use of committed and planned urban infrastructure.

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- (v) Is appropriately separated from incompatible land uses.
- (v) Maintains the integrity of inter-urban breaks and scenic amenity.
- (vi) Excludes areas with an unacceptable risk from natural hazards, including predicted climate change impacts.
- (vii) Excludes areas containing predominantly matters of national or state environmental significance and the regional biodiversity network, including koala habitat.
- (viii) Achieves an appropriate balance of urban development in the SEQ region and across Ipswich City.
- (ix) Maintains a well-planned series of urban areas and compliments the neighbourhood structure planned for Ripley Valley.
- (x) Minimises impacts on natural resources.
- (xi) Avoids irrevocable impacts to important, sensitive natural environments in and outside the area.
- (xii) Provides physical and social infrastructure efficiently, including public transport, and does not place additional demand on the established infrastructure charges regime.
- (xiv) Addresses site specific constraints relating to topography, slope, scenic amenity, biodiversity, broad scale landscape and urban design, servicing and access.
- (b) Whilst the site is located within the Urban Footprint of ShapingSEQ South East Queensland Regional Plan 2017, the subject land is not considered as 'underutilised'. Underutilised within the context of ShapingSEQ refers to land that has remained underutilised for a substantial period of time and that has not transitioned from an investigation or emerging community zone to a serviced urban zone. The subject land has not been considered by the Ipswich Planning Scheme as being suitable for urban development and has not been included in any 'transitional' or forward planning zone. Furthermore, the application has not adequately demonstrated the value of the site as an underutilised parcel and how the subject proposal contributes to the achievement of efficient delivery of housing choice and resolving land fragmentation and constraints that are a barrier to the delivery of urban development on the subject site.
- (c) Pursuant to Section 61(2)(b) of the Planning Act 2016, when assessing a variation request the assessment manager must consider the consistency of the variations sought with the rest of the local planning instrument that is sought to be varied. The application has not adequately demonstrated that the variation request aligns with the rest of the Ipswich Planning Scheme including but not limited to:
- (i) Assessment of the existing zone, zone intent and precinct.
- (ii) The Ripley Valley Master Planned Area Structure Code including all six (6) supporting development themes.

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- (iii) The Traditional Neighbourhood Design Code.
- (d) Section 15.6.2 of Part 15 of Ipswich Planning Scheme identifies that uses and works within the Rural/Constrained (T2) Zone are to be located, designed and managed to be compatible with the amenity and character of surrounding lands; maintain townscape character and amenity; maintain the safety of people, buildings and works; and avoid significant adverse effects on the natural environment. The development application has not adequately demonstrated how the proposal is consistent with these requirements with specific regards to the subject site's character owing to its location, environmental values and development constraints.
- (e) Having regard to the above matters, the proposal is contrary to the planning principle that the development should have a well-founded planning rationale and should support Councils' forward planning. Therefore, approval would not satisfy the following assessment benchmarks, matters prescribed by regulation and other relevant matters pursuant to s.45(5) of the *Planning Act 2016* (Qld) (Planning Act):

The assessment benchmarks (s.45(5)(a)(i) of the Planning Act)

- (i) the planning scheme: ss. 3.1(3)(a), 3.1(3)(b), 3.1(3)(f), 3.1(3)(h), 3.1(3)(i), 3.1(3)(m), 15.3.2(2)(b)(vi), 15.3.3B Note(7)(b), 15.3.3(7)(a)(iii), 15.3.4(6)(a), 15.3.4(6)(e)(i), 15.3.4(6)(e)(ii), 15.3.4(6)(f)(i), 15.3.4(6)(g)(iii), 15.3.4(6)(k)(i), 15.3.4(6)(k)(ii), 15.3.4(6)(k)(iii), 15.3.5(a)(i), 15.6.2(2)(b)(i), 15.6.2(2)(b)(iii), 15.6.2(2)(b)(iv), 15.6.3(1)(a), 15.6.3(1)(b), 15.6.3(4)(a)(i), 15.6.4(4)(f)(i), 15.6.4(4)(f)(ii), 15.6.4(4)(f)(v), 4.3.3(3)(b)(i), 4.3.3(3)(d), 4.3.3(4)(f)(i)&(ii), 4.8.2(2)(m)(iv), 4.8.2(2)(m)(vi), 4.8.3(2)(b), 4.8.3(5)(b), 4.8.3(6)(c), 4.8.3(7)(c), 4.8.3(9)(a) &(c), 12.4.3(2)(a), 12.4.3(2)(b), 12.4.3(2)(c), 12.4.3(2)(d), Table 12.4.1(1), Table 12.4.1(6), Table 12.4.1(7), Table 12.4.1(8).
- (ii) the regional plan: Chapter 3, Goal 4: Sustain, Element 2 and Strategies 1, 2 and 3, Element 3 and Strategy 1, Element 10 and Strategy 3.

Matters prescribed by regulation (s.45(5)(a)(ii) of the Planning Act)

(iii) the South East Queensland Regional Plan 2017 (regional plan): Theme 4 – Sustain, as it refers to 'promoting ecological and social sustainability'.

Other relevant matters (s.45(5)(b) of the Planning Act)

- (iv) the Planning Act, Purpose: ss.5(2)(a)(i), (iii), 5(2)(h), (i) and (j).
- (v) the Draft Ipswich Planning Scheme 2019 Statement of Proposals: (draft planning scheme): ss.3.2.1(20), 3.2.1(21), 3.2.1(25), 3.3.2.1(1), 3.3.2.1(2), 3.3.2.1(4)(c), 3.3.2.1(6), 3.3.2.1(7), 3.3.2.1(8), 3.3.2.1(9), 3.3.4.(5), 3.4.4.1(5), 3.5.3(1).
- 3. Ecology
- (a) The proposed development presents unacceptable environmental impacts or risks. In particular, it has not been adequately demonstrated that:
 - (i) The values of significant natural features, including the principal conservation areas are not compromised.

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(ii) Adverse effects on the natural environment are minimised or prevented with respect to the loss of natural vegetation and associated habitat, soil degradation, air pollution and water pollution owing to erosion, chemical contamination, acidification, salinity, and the like.

- (iii) Adverse effects from natural and other hazards, including land subsidence and bush fires are minimised.
- (iv) Within urban koala areas competing land uses, development and conservation outcomes are reconciled by retention of key habitat linkages, particularly along riparian corridors and linkages to vegetated ridgelines; and by minimizing road and utility crossings through key habitat corridors.
- (v) Proposed development is sympathetic with the natural landform, taking into account the protection and where possible enhancement of the natural environment.
- (vi) The biodiversity values of watercourses and riparian corridors are rehabilitated and conserved.
- (vii) Proposed development supports integrated catchment management, including protection and rehabilitation of natural drainage patterns and riparian vegetation.
- (viii) The proposed development minimises urban edge effects eroding the environmental values of principal conservation areas and minimise bushfire risks.
- (ix) Significant areas of native vegetation and their associated wildlife habitats and linkages are conserved and appropriately managed.
- (x) Vegetation within riparian areas or wetlands is conserved and appropriately managed.
- (xi) Vegetation within environmentally sensitive areas including steeply sloping land and areas prone to erosion or salinity is conserved and appropriately managed.
- (xii) Clearing of vegetation does not cause or exacerbate land degradation within environmentally sensitive areas, including steeply sloping land, areas prone to erosion or salinity, riparian corridors, wetlands or water catchment areas.
- (xiii) Important areas of wildlife habitat (including watercourses and wetlands) are maintained and protected from edge effects.
- (xiv) Soil resource is protected against the loss of chemical or physical fertility through erosion, land slippage or increased salinity.
- (b) Having regard to the above matters, the proposed development is contrary to the planning principle that development should not cause (or have the potential to cause) adverse environmental impacts and therefore approval would not satisfy the following assessment benchmarks, matters prescribed by regulation and other relevant matters pursuant to s.45(5) of the *Planning Act 2016* (Qld) (Planning Act):

The assessment benchmarks (s.45(5)(a)(i) of the Planning Act)

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(i) the planning scheme: ss. 3.1(3)(a), 3.1(3)(b), 3.1(3)(i), 3.1(3)(m), 15.3.2(2)(b)(vi), 15.3.3(7)(a)(iii), 15.3.4(6)(a), 15.3.4(6)(e)(i), 15.3.4(6)(e)(ii), 15.3.4(6)(f)(i), 15.3.4(6)(g)(iii), 15.3.4(6)(k)(i), 15.3.4(6)(k)(iii), 15.6.2(2)(b)(iv), 15.6.3(1)(a), 15.6.3(1)(b), 15.6.3(4)(a)(i), 15.6.4(4)(f)(v), 4.3.3(3)(b)(i), 4.3.3(3)(d), 4.3.3(4)(f)(i)&(ii), 4.8.2(2)(m)(iv), 4.8.3(2)(b), 4.8.3(5)(b), 4.8.3(9)(a)&(c), 12.4.3(2)(a), 12.4.3(2)(b), 12.4.3(2)(c), 12.4.3(2)(d), Table 12.4.1(1), Table 12.4.1(6), Table 12.4.1(7), Table 12.4.1(8)

- (ii) the regional plan: Chapter 3, Goal 4: Sustain, Element 2 and Strategies 1, 2 and 3, Element 3 and Strategy 1, Element 10 and Strategy 3.
 - Matters prescribed by regulation (s.45(5)(a)(ii) of the Planning Act)
- (iii) the South East Queensland Regional Plan 2017 (regional plan): Theme 4 Sustain, as it refers to 'promoting ecological and social sustainability'.
 - Other relevant matters (s.45(5)(b) of the Planning Act)
- (iv) the Planning Act, Purpose: ss.5(2)(a)(i), (iii), (i) and (j).
- (v) the Draft Ipswich Planning Scheme 2019 Statement of Proposals: (draft planning scheme): ss.3.2.1(20), 3.2.1(21), 3.3.2.1(1), 3.3.2.1(2), 3.3.2.1(4)(c), 3.3.2.1(6), 3.3.2.1(7), 3.3.2.1(8), 3.3.2.1(9), 3.3.4.(5), 3.5.3(1).
- (vi) Queensland Government Koala Conservation Planning Framework.

Our Reference 2295/2020/VA Contact Officer Sandeep Nanjappa Telephone (07) 3810 7267



STATEMENT OF REASONS

(Notice about the decision given under section 63(4) of the Planning Act 2016)

APPLICANT DETAILS

Applicant name: Axelom Capital No. 3 Pty Ltd C/ Baird & Hayes

APPLICATION DETAILS

Application number: 2295/2020/VA
Application type: Variation Request
Approval sought: Preliminary Approval

Description of proposed

development:

MCU – Variation Application - Preliminary Approval that includes a

Variation Approval to vary the Planning Scheme from Rural

Constrained-Ripley Valley Zone and Future Urban Zone to Sub-Urban (T3) Zone

Level of Assessment: Impact

SITE DETAILS

Street address: 146 Siddans Road, DEEBING HEIGHTS QLD 4306 184 Siddans Road, DEEBING HEIGHTS QLD 4306

n: Lot 200 S 3157, Lot 202 S 3157

Real property description: Lo

DECISION

Date of decision: XX September 2022

Decision: Refused

Decision Authority: Growth Infrastructure and Waste Committee

1. Reasons for the Decision:

Based on the matters set out below, a decision to approve the development application seeking Preliminary Approval that includes a Variation Approval cannot be supported under sections 60 of the *Planning Act 2016*, as there is non-compliance with the relevant assessment benchmarks which cannot be overcome through the imposition of development conditions.

A. Purpose of the Planning Act

The proposal will not advance the purpose of the Planning Act 2016, in particular it has not been adequately demonstrated that:

(a) The proposal takes into account short and long-term environmental effects at local,

Ipswich City Council Page 2

regional, State and wider levels; and

- (b) The proposal applies the precautionary principle in taking measures to prevent degradation of the environment; and
- (c) The proposal provides equity between present and future generations; and
- (d) The proposal supplies infrastructure in a coordinated, efficient and orderly way; and
- (e) The proposal applies amenity, conservation, energy use, health and safety in the built environment in ways that are cost-effective and of public benefit.

B. Planning Rationale / Planning Need

- (a) There is no planning rationale for the proposal. Specifically, the application proposes urban development over the site which is contrary to Councils' forward planning, and the applicant has not adequately demonstrated that the site or the proposal:
 - (i) Is physically suitable for urban development.
 - (ii) Is either a logical expansion of an urban area or of sufficient size to provide social and economic infrastructure efficiently.
 - (iii) Has ready access to services and employment.
 - (iv) Maximises the use of committed and planned urban infrastructure.
 - (v) Is appropriately separated from incompatible land uses.
- (v) Maintains the integrity of inter-urban breaks and scenic amenity.
- (vi) Excludes areas with an unacceptable risk from natural hazards, including predicted climate change impacts.
- (vii) Excludes areas containing predominantly matters of national or state environmental significance and the regional biodiversity network, including koala habitat.
- (viii) Achieves an appropriate balance of urban development in the SEQ region and across Ipswich City.
- (ix) Maintains a well-planned series of urban areas and compliments the neighbourhood structure planned for Ripley Valley.
- (x) Minimises impacts on natural resources.
- (xi) Avoids irrevocable impacts to important, sensitive natural environments in and outside the area.
- (xii) Provides physical and social infrastructure efficiently, including public transport, and does not place additional demand on the established infrastructure charges regime.

Ipswich City Council Page 3

(xiv) Addresses site specific constraints relating to topography, slope, scenic amenity, biodiversity, broad scale landscape and urban design, servicing and access.

- (b) Whilst the site is located within the Urban Footprint of ShapingSEQ South East Queensland Regional Plan 2017, the subject land is not considered as 'underutilised'. Underutilised within the context of ShapingSEQ refers to land that has remained underutilised for a substantial period of time and that has not transitioned from an investigation or emerging community zone to a serviced urban zone. The subject land has not been considered by the Ipswich Planning Scheme as being suitable for urban development and has not been included in any 'transitional' or forward planning zone. Furthermore, the application has not adequately demonstrated the value of the site as an underutilised parcel and how the subject proposal contributes to the achievement of efficient delivery of housing choice and resolving land fragmentation and constraints that are a barrier to the delivery of urban development on the subject site.
- (c) Pursuant to Section 61(2)(b) of the Planning Act 2016, when assessing a variation request the assessment manager must consider the consistency of the variations sought with the rest of the local planning instrument that is sought to be varied. The application has not adequately demonstrated that the variation request aligns with the rest of the Ipswich Planning Scheme including but not limited to:
- (i) Assessment of the existing zone, zone intent and precinct.
- (ii) The Ripley Valley Master Planned Area Structure Code including all six (6) supporting development themes.
- (iii) The Traditional Neighbourhood Design Code.
- (d) Section 15.6.2 of Part 15 of Ipswich Planning Scheme identifies that uses and works within the Rural/Constrained (T2) Zone are to be located, designed and managed to be compatible with the amenity and character of surrounding lands; maintain townscape character and amenity; maintain the safety of people, buildings and works; and avoid significant adverse effects on the natural environment. The development application has not adequately demonstrated how the proposal is consistent with these requirements with specific regards to the subject site's character owing to its location, environmental values and development constraints.
- (e) Having regard to the above matters, the proposal is contrary to the planning principle that the development should have a well-founded planning rationale and should support Councils' forward planning. Therefore, approval would not satisfy the following assessment benchmarks, matters prescribed by regulation and other relevant matters pursuant to s.45(5) of the *Planning Act 2016* (Qld) (Planning Act):

The assessment benchmarks (s.45(5)(a)(i) of the Planning Act)

(i) the planning scheme: ss. 3.1(3)(a), 3.1(3)(b), 3.1(3)(f), 3.1(3)(h), 3.1(3)(i), 3.1(3)(m), 15.3.2(2)(b)(vi), 15.3.3B Note(7)(b), 15.3.3(7)(a)(iii), 15.3.4(6)(a), 15.3.4(6)(e)(i), 15.3.4(6)(e)(ii), 15.3.4(6)(f)(ii), 15.3.4(6)(g)(iii), 15.3.4(6)(k)(ii), 15.3.4(6)(k)(iii), 15.3.5(a)(i), 15.6.2(2)(b)(i), 15.6.2(2)(b)(iii), 15.6.2(2)(b)(iv), 15.6.3(1)(a), 15.6.3(1)(b), 15.6.3(4)(a)(i), 15.6.4(4)(f)(i), 15.6.4(4)(f)(ii), 15.6.4(4)(f)(v), 4.3.3(3)(b)(i), 4.3.3(3)(d), 4.3.3(4)(f)(i)&(ii), 4.8.2(2)(m)(iv), 4.8.2(2)(m)(vi), 4.8.3(2)(b), 4.8.3(5)(b), 4.8.3(6)(c),

Ipswich City Council Page 4

- 4.8.3(7)(c), 4.8.3(9)(a) &(c), 12.4.3(2)(a), 12.4.3(2)(b), 12.4.3(2)(c), 12.4.3(2)(d), Table 12.4.1(1), Table 12.4.1(6), Table 12.4.1(7), Table 12.4.1(8).
- (ii) the regional plan: Chapter 3, Goal 4: Sustain, Element 2 and Strategies 1, 2 and 3, Element 3 and Strategy 1, Element 10 and Strategy 3.
 - Matters prescribed by regulation (s.45(5)(a)(ii) of the Planning Act)
- (iii) the South East Queensland Regional Plan 2017 (regional plan): Theme 4 Sustain, as it refers to 'promoting ecological and social sustainability'.
 - Other relevant matters (s.45(5)(b) of the Planning Act)
- (iv) the Planning Act, Purpose: ss.5(2)(a)(i), (iii), 5(2)(h), (i) and (j).
- (v) the Draft Ipswich Planning Scheme 2019 Statement of Proposals: (draft planning scheme): ss.3.2.1(20), 3.2.1(21), 3.2.1(25), 3.3.2.1(1), 3.3.2.1(2), 3.3.2.1(4)(c), 3.3.2.1(6), 3.3.2.1(7), 3.3.2.1(8), 3.3.2.1(9), 3.3.4.(5), 3.4.4.1(5), 3.5.3(1).

C. Ecology

- (a) The proposed development presents unacceptable environmental impacts or risks. In particular, it has not been adequately demonstrated that:
- (i) The values of significant natural features, including the principal conservation areas are not compromised.
- (ii) Adverse effects on the natural environment are minimised or prevented with respect to the loss of natural vegetation and associated habitat, soil degradation, air pollution and water pollution owing to erosion, chemical contamination, acidification, salinity, and the like.
- (iii) Adverse effects from natural and other hazards, including land subsidence and bush fires are minimised.
- (iv) Within urban koala areas competing land uses, development and conservation outcomes are reconciled by retention of key habitat linkages, particularly along riparian corridors and linkages to vegetated ridgelines; and by minimizing road and utility crossings through key habitat corridors.
- (v) Proposed development is sympathetic with the natural landform, taking into account the protection and where possible enhancement of the natural environment.
- (vi) The biodiversity values of watercourses and riparian corridors are rehabilitated and conserved.
- (vii) Proposed development supports integrated catchment management, including protection and rehabilitation of natural drainage patterns and riparian vegetation.
- (viii) The proposed development minimises urban edge effects eroding the environmental values of principal conservation areas and minimise bushfire risks.
- (ix) Significant areas of native vegetation and their associated wildlife habitats and linkages are conserved and appropriately managed.

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- (x) Vegetation within riparian areas or wetlands is conserved and appropriately managed.
- (xi) Vegetation within environmentally sensitive areas including steeply sloping land and areas prone to erosion or salinity is conserved and appropriately managed.
- (xii) Clearing of vegetation does not cause or exacerbate land degradation within environmentally sensitive areas, including steeply sloping land, areas prone to erosion or salinity, riparian corridors, wetlands or water catchment areas.
- (xiii) Important areas of wildlife habitat (including watercourses and wetlands) are maintained and protected from edge effects.
- (xiv) Soil resource is protected against the loss of chemical or physical fertility through erosion, land slippage or increased salinity.
- (b) Having regard to the above matters, the proposed development is contrary to the planning principle that development should not cause (or have the potential to cause) adverse environmental impacts and therefore approval would not satisfy the following assessment benchmarks, matters prescribed by regulation and other relevant matters pursuant to s.45(5) of the *Planning Act 2016* (Qld) (Planning Act):

The assessment benchmarks (s.45(5)(a)(i) of the Planning Act)

- (i) the planning scheme: ss. 3.1(3)(a), 3.1(3)(b), 3.1(3)(i), 3.1(3)(m), 15.3.2(2)(b)(vi), 15.3.3(7)(a)(iii), 15.3.4(6)(a), 15.3.4(6)(e)(i), 15.3.4(6)(e)(ii), 15.3.4(6)(f)(i), 15.3.4(6)(g)(iii), 15.3.4(6)(k)(ii), 15.3.4(6)(k)(iii), 15.6.2(2)(b)(iv), 15.6.3(1)(a), 15.6.3(1)(b), 15.6.3(4)(a)(i), 15.6.4(4)(f)(v), 4.3.3(3)(b)(i), 4.3.3(3)(d), 4.3.3(4)(f)(i)&(ii), 4.8.2(2)(m)(iv), 4.8.3(2)(b), 4.8.3(5)(b), 4.8.3(9)(a)&(c), 12.4.3(2)(a), 12.4.3(2)(b), 12.4.3(2)(c), 12.4.3(2)(d), Table 12.4.1(1), Table 12.4.1(6), Table 12.4.1(7), Table 12.4.1(8)
- (ii) the regional plan: Chapter 3, Goal 4: Sustain, Element 2 and Strategies 1, 2 and 3, Element 3 and Strategy 1, Element 10 and Strategy 3.
 - Matters prescribed by regulation (s.45(5)(a)(ii) of the Planning Act)
- (iii) the South East Queensland Regional Plan 2017 (regional plan): Theme 4 Sustain, as it refers to 'promoting ecological and social sustainability'.
 - Other relevant matters (s.45(5)(b) of the Planning Act)
- (iv) the Planning Act, Purpose: ss.5(2)(a)(i), (iii), (i) and (j).
- (v) the Draft Ipswich Planning Scheme 2019 Statement of Proposals: (draft planning scheme): ss.3.2.1(20), 3.2.1(21), 3.3.2.1(1), 3.3.2.1(2), 3.3.2.1(4)(c), 3.3.2.1(6), 3.3.2.1(7), 3.3.2.1(8), 3.3.2.1(9), 3.3.4.(5), 3.5.3(1).
- (vi) Queensland Government Koala Conservation Planning Framework.
- 2. Assessment Benchmarks

The following are the assessment benchmarks applying for this development:

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Categorising Instrument	Assessment Benchmarks
Planning Regulation 2017,	Part 3, division 3 – Clearing native vegetation
Schedule 10	Part 10, division 2 – Koala habitat area
State Planning Policy July	Planning for liveable communities and housing
2017, Part E	Planning for economic growth
	Planning for environment and heritage
	Planning for safety and resilience to hazards
	Planning for infrastructure
Ipswich Planning Scheme	Desired Environmental Outcomes and Performance Indicators
2006	(Part 3)
	Urban Areas Code (Part 4)
	Ripley Valley Master Planned Area Structure Plan Area Code (Part
	15)
	Development Constraints Overlays Code (Part 11, division 4)
	Vegetation Management Code (Part 12, division 4)

3. Compliance with Benchmarks

An assessment of the application has been carried out in accordance with section 45 of the *Planning Act 2016*. The application does not comply with the relevant assessment benchmarks and the application has been refused for the reasons outlined in Item 1 – Reasons for the Decision.

4. Relevant matters

The application was given regard to, the following matters:

Relevant matter	Given regard to
Planning Regulation 2017, Schedule 10	Part 3, division 3 – Clearing native vegetation Part 10, division 2 – Koala habitat area
Planning Regulation 2017, s31(1)(d)	 (i) the regional plan for a region, to the extent the regional plan is not identified in the planning scheme as being appropriately integrated in the planning scheme; and (ii) the State Planning Policy, to the extent the State Planning Policy is not identified in the planning scheme as being appropriately integrated in the planning scheme.
Planning Regulation 2017, s31(1)(f)	any development approval for, and any lawful use of, the premises or adjacent premises; and
Planning Regulation 2017, s31(1)(g)	the common material.

5. Other Relevant Matters for development subject to impact assessment

The application was given regard to the following matters:

Relevant matter	Assessed against or had regard to
Draft Ipswich Planning Scheme	Regard was given to the Draft Ipswich Planning Scheme as a

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h City Council	Page 7	
	relevant matter to the application.	
	The draft scheme has undergone community consultation on the Statement of Proposal, including the draft Strategic Framework. As per Councils' forward planning (including the Draft Ipswich Planning Scheme 2019), Council at this stage does not consider the subject land as being suitable for urban development. The application proposes urban development over the subject development site which is contrary to Councils' forward planning, and the development application has not adequately demonstrated that the site or the proposal:	
	 (i) Is physically suitable for urban development. (ii) Is either a logical expansion of an urban area or of sufficient size to provide social and economic infrastructure efficiently. 	
	 (iii) Has ready access to services and employment. (iv) Maximises the use of committed and planned urban infrastructure. 	
	(v) Is appropriately separated from incompatible land uses.(vi) Maintain the integrity of inter-urban breaks and scenic amenity.	
	(vii) Excludes areas with an unacceptable risk from natural hazards, including predicted climate change impacts. (viii) Excludes areas containing predominantly matters of	
	national or state environmental significance and the regional biodiversity network, including koala habitat. (ix) Achieves an appropriate balance of urban development	
	 in the SEQ region and across Ipswich City. (x) Maintains a well-planned series of urban areas, and compliments the neighbourhood structure planned for Ripley Valley. 	
	 (xi) Minimises impacts on natural resources. (xii) Avoids irrevocable impacts to important, sensitive natural environments in and outside the area. 	
	(xiii) Provides physical and social infrastructure efficiently, including public transport, and does not place additional demand on the established infrastructure charges regime.	
	(xiv) Addresses site specific constraints relating to topography, slope, scenic amenity, biodiversity, broad scale landscape and urban design, servicing and access.	
ShapingSEQ - South East Queensland Regional Plan 2017	Regard was given to the ShapingSEQ - South East Queensland Regional Plan 2017 as a relevant matter.	
	Whilst the site is located within the Urban Footprint of ShapingSEQ - South East Queensland Regional Plan 2017, the subject land is not considered as 'underutilised'. Underutilised within the context of ShapingSEQ refers to land that has	

Ipswich City Council Page 8

remained underutilised for a substantial period of time and that has not transitioned from an investigation or emerging community zone to a serviced urban zone. The subject land has not been considered by the Ipswich Planning Scheme as being suitable for urban development and has not been included in any 'transitional' or forward planning zone. The development application has not adequately demonstrated the value of the site as an underutilised parcel and how the subject proposal contributes to the achievement of efficient delivery of housing choice and resolving land fragmentation and constraints that are a barrier to the delivery of urban development on the site.

The current Ipswich Planning Scheme and Local Government Infrastructure Plan (LGIP) have been planned to ultimate development capacity which demonstrably meets the City's anticipated population, employment and housing requirements beyond the 2041 lifespan of the SEQ Regional Plan (refer to ICC Local Government Infrastructure Plan Supporting Document – Planning Assumptions Summary Report, 2016). The submitted application material has not demonstrated the 'Need' for the proposed expansion to urban development. Specifically, the development application has not adequately demonstrated the deficiencies with the current land supply for low-density residential development that would warrant additional expansion of the serviced urban area, and how the proposed development will address these identified deficiencies in a manner that retains consistency with the existing local planning instruments.

<u>Queensland Government</u> <u>Koala Conservation Planning</u> <u>Framework</u>

The Queensland Government's Koala Conservation Planning Framework commenced on 7 February 2020 and introduced new mapping that identified koala habitat areas as well as areas that are suitable for habitat restoration. This planning framework implements new clearing restrictions, prohibiting clearing of koala habitat areas within koala priority areas.

The development site was not mapped as a 'koala habitat area' at the date of lodgement of the development application, however, the entire development site is now mapped within a 'Koala Habitat Restoration Area'. Further, the southern lot (184 Siddans Road) is now mapped as being located within a 'Koala Habitat Area'.

In light of such, it is envisaged that the 'Koala Habitat Restoration Areas' could be replanted in the future to make them more suitable for koalas. The application proposes 50% of the southern lot (184 Siddans Road) to be cleared and a new road dissecting the contiguous ecological corridor. The loss of koala habitat and vehicle strike via introduction of a road are contrary to koala survival and hence the proposal is inconsistent with the intent of the Koala Conservation Planning

Ipswich City Council		Page 9
	Framework.	

6. <u>Matters raised in submissions for development subject to impact assessment</u>

The following is a description of the matters raised in any submissions and how they were dealt with:

Matter raised	How matters were dealt with in reaching a decision
The proposed estate has my full support. The lot sizes, natural environmental setting and value for money is not offered in any estate nearby.	The submissions received are common material for the application and have been considered as part of the application assessment. The application has been refused for the reasons outlined in Item 1 – Reasons for the Decision.

RA6-N



SARA reference: 2007-17545 SRA
Council reference: 2295/2020/VA
Applicant reference: 13172

27 October 2021

Chief Executive Officer
Ipswich City Council
PO Box 1559
IPSWICH QLD 4305
development@ipswich.qld.gov.au

Attention: Mr Sandeep Nanjappa

Dear Mr Nanjappa

SARA response—146 and 184 Siddans Road, Deebing Heights

(Referral agency response given under section 56 of the Planning Act 2016)

The development application described below was confirmed as properly referred by the State Assessment and Referral (SARA) Agency on 3 July 2020.

Response

Outcome: Referral agency response – No requirements

- Under section 56(1)(a) of the Planning Act 2016, the department advises it has no requirements relating to the preliminary approval for a material change of use.
- Under section 56(2)(a) of the Planning Act 2016, the department advises it has not requirements relating to the variation request.

Date of response: 27 October 2021

Advice: Advice to the applicant is in **Attachment 1**.

Reasons: The reasons for the referral agency response are in **Attachment 2**.

Development details

Description: Preliminary approval that includes a

that includes a approval including a variation request variation request pursuant to section 50 of the *Planning Act*

2016.

South East Queensland (West) regional office Level 4, 117 Brisbane Street, Ipswich PO Box 2390, North Ipswich QLD 4305

Material change of use for Preliminary

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2007-17545 SRA

SARA role: Referral agency.

SARA trigger: Schedule 10, Part 9, Division 4, Subdivision 1, Table 1 (Planning

Regulation 2017)

Development impacting on State transport infrastructure and threshold

Schedule 10, Part 9, Division 4, Subdivision 1, Table 1 (Planning

Regulation 2017)

Material change of use of premises near a State transport corridor

2007-17545 SRA SARA reference: Assessment Manager: **Ipswich City Council**

Street address: 146 and 184 Siddans Road, Deebing Heights Real property description: Lot 200 on S3157 and Lot 202 on S3157

Applicant name: Baird & Hayes

Applicant contact details: PO Box 867, Ipswich QLD 4305

Representations

An applicant may make representations to a concurrence agency, at any time before the application is decided, about changing a matter in the referral agency response (section 30 of the Development Assessment Rules). Copies of the relevant provisions are in Attachment 3.

A copy of this response has been sent to the applicant for their information.

For further information please contact Judy Sandmann, Senior Planning Officer, on 3432 2405 or via email IpswichSARA@dsdilgp.qld.gov.au who will be pleased to assist.

Yours sincerely

Natalie Deans A/Planning Manager

enc

Attachment 1 - Advice to the applicant Attachment 2 - Reasons for referral agency response

Attachment 3 - Representations about a referral agency response

Baird & Hayes, bhplanning@bairdandhayes.com.au СС

2007-17545 SRA

Attachment 1—Advice to the applicant

General advice

Terms and phrases used in this document are defined in the *Planning Act 2016* its regulation or the State Development Assessment Provisions (SDAP) v2.6. If a word remains undefined it has its ordinary meaning.

2007-17545 SRA

Attachment 2—Reasons for referral agency response

(Given under section 56(7) of the Planning Act 2016)

The reasons for the SARA's decision are:

With condition, the development complies with State code 1: Development in a state-controlled road environment of the SDAP. Specifically, the development:

- · does not create safety hazard for users of a state-controlled road.
- does not compromise the structural integrity of state-controlled roads, road transport infrastructure or road works.
- does not result in a worsening of the physical condition or operating performance of statecontrolled roads and the surrounding road network.
- does not compromise the state's ability to construct, or significantly increase the cost to construct state-controlled roads and future state-controlled roads.

The development complies with State code 6: Protection of state transport networks of the SDAP. Specifically, the development:

- does not create safety hazard for users of a state transport infrastructure or public passenger services:
- does not result in a worsening of the physical condition or operating performance of the state transport network;
- does not compromise the state's ability to cost-effectively construct, operate and maintain state transport infrastructure.

Material used in the assessment of the application:

- The development application material and submitted plans
- Planning Act 2016
- Planning Regulation 2017
- The State Development Assessment Provisions (version 2.6)
- The Development Assessment Rules
- SARA DA Mapping system

2007-17545 SRA

Attachment 3—Representations about a referral agency response

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State Assessment and Referral Agency

Development Assessment Rules—Representations about a referral agency response

The following provisions are those set out in sections 28 and 30 of the Development Assessment Rules¹ regarding representations about a referral agency response

Part 6: Changes to the application and referral agency responses

28 Concurrence agency changes its response or gives a late response

- 28.1. Despite part 2, a concurrence agency may, after its referral agency assessment period and any further period agreed ends, change its referral agency response or give a late referral agency response before the application is decided, subject to section 28.2 and 28.3.
- 28.2. A concurrence agency may change its referral agency response at any time before the application is decided if—
 - (a) the change is in response to a change which the assessment manager is satisfied is a change under section 26.1; or
 - (b) the Minister has given the concurrence agency a direction under section 99 of the Act; or
 - (c) the applicant has given written agreement to the change to the referral agency response.²
- 28.3. A concurrence agency may give a late referral agency response before the application is decided, if the applicant has given written agreement to the late referral agency response.
- 28.4. If a concurrence agency proposes to change its referral agency response under section 28.2(a), the concurrence agency must—
 - (a) give notice of its intention to change its referral agency response to the assessment manager and a copy to the applicant within 5 days of receiving notice of the change under section 25.1;
 and
 - (b) the concurrence agency has 10 days from the day of giving notice under paragraph (a), or a further period agreed between the applicant and the concurrence agency, to give an amended referral agency response to the assessment manager and a copy to the applicant.

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¹ Pursuant to Section 68 of the *Planning Act 2016*

In the instance an applicant has made representations to the concurrence agency under section 30, and the concurrence agency agrees to make the change included in the representations, section 28.2(c) is taken to have been satisfied.

Part 7: Miscellaneous

30 Representations about a referral agency response

30.1. An applicant may make representations to a concurrence agency at any time before the application is decided, about changing a matter in the referral agency response.³

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An applicant may elect, under section 32, to stop the assessment manager's decision period in which to take this action. If a concurrence agency wishes to amend their response in relation to representations made under this section, they must do so in accordance with section 28.



Charles Mangion
Director Land Planning and Regulation
Estate Planning Branch
Brindabella Business Park (BP26-1-A053)
PO Box 7925
Department of Defence
CANBERRA BC ACT 2610

☎: (02) 6266 8291

■: charles.mangion@defence.gov.au

ID-EP-DLP&R/OUT/2020/BS10292591

Sandeep Nanjappa Senior Planner (Devi

Senior Planner (Development) Ipswich City Council 45 Roderick Street PO Box 191 IPSWICH OLD 4305

Dear Mr Nanjappa,

RE: 2295/2020/VA 300 LOT RESIDENTIAL SUBDIVISION - 146 AND 184 SIDDANS ROAD, DEEBING HEIGHTS

Thank you for referring the above mentioned Variation Request (VA) to the Department of Defence (Defence) for comment. Defence understands that this application is for Variation Approval to vary the effect of Ipswich Planning Scheme from Rural Constrained – Ripley Valley Zone and Future Urban to Sub-Urban in order to allow the development of a residential subdivision of up to 360 lots at 146 and 184 Siddans Road, Deebing Heights. The subject site is 4.7 Km south east of RAAF Base Amberley.

Defence has assessed the proposal as presented for any possible impact on the safety of flying operations at RAAF Base Amberley and notes that the site is located in an area affected by controls on building heights, lighting constraints and bird strike. Defence seeks to ensure the long term viability of RAAF Base Amberley is not compromised by inappropriate development of surrounding land, as this has the potential to impact on Australia's Defence capability. On this basis Defence would like to make the following comments.

Defence (Aviation Area) Regulation

In accordance with the Defence Aviation Area Regulation mapping, the subject site is in an area where "structures higher than 15 metres above ground level (AGL) require approval". While it is acknowledged that the plans do not indicate a structure that will exceed 15 metres AGL, the requirement for referral to Defence also includes any temporary structures such as cranes used during construction. Should cranes exceed 15 metres AGL, details are required to be provided to Defence for assessment and approval to ensure proposed structure heights will not pose a risk to the safety of flying operations.

Bird Strike

The subject site is located within RAAF Base Amberley's "Birdstrike Group B" zone. In this area, certain land uses that have the potential to attract wildlife should be avoided as they will potentially increase the risk of bird strike for aircraft operation from RAAF Base Amberley.

Organic waste and/or storage of commercial bins associated with the proposed development might be attractive to vermin and/or birds and will potentially increase the risk of bird strike. Defence requests that an appropriate condition for the management of organic waste (such as maximum storage onsite and the use of covered/enclosed bins) be included in any approval.

Defending Australia and its National Interests

Extraneous Lighting

The proposed development is located within the Civil Aviation Safety Authority's (CASA's) primary extraneous lighting area Zone 'A'. Defence has adopted CASA guidelines for extraneous lighting near its airfields. To mitigate potential safety issues, Defence recommends that any future development of the land complies with the extraneous lighting controls detailed in the CASA Manual of Standards (MOS-139) Aerodromes.

In particular, outdoor luminaries with no upward light component (e.g. "aero-screen" type fittings) should be used for any outdoor lighting to minimise potential conflict with aircraft operations. Defence notes that lighting design is a developer responsibility. If it is later found that lights or glare endangers the safety of aircraft operations, Defence or CASA may require the lighting to be extinguished or suitably modified.

Glare from surfaces can affect the vision of pilots during daylight hours. If sunlight reflected from building surfaces is deemed to cause a hazard to aircraft, measures may be required to reduce the reflectivity of the building. To minimise this risk, Defence recommends that the proposed development be constructed of non-reflective building materials.

Should you wish to discuss the content of this advice further, my point of contact is Mr Anthony Deutschmann at <u>land.planning@defence.gov.au</u> or by telephone on (02) 6266 8118.

Yours sincerely

Charles.Mangion Digitally signed by Charles. Wanged Date: 2020.05.29 11:41:43 +10'00' Digitally signed by Charles.Mangion

Charles Mangion

Director Land Planning & Regulation

29 May 2020

Defending Australia and its National Interests

From: Sonia Cooper < sonia.cooper@ipswich.qld.gov.au >

Sent: Tuesday, 2 August 2022 9:53 AM To: kirby@policywonks.com.au

Cc: Jacob Madsen jacob.madsen@ipswich.qld.gov.au; Sheila Ireland jacob.madsen@ipswich.qld.gov.au; Division

1 < division1@ipswich.qld.gov.au; Peter Tabulo peter.tabulo@ipswich.qld.gov.au; Roxanne Dean

<roxanne.dean@ipswich.qld.gov.au>; ICC Customer Requests <council@ipswich.qld.gov.au>

Subject: Attention: Mr Jason McDonald -- Request for Development Application (2295/2020/VA) decided by Full

Council

Attention: Mr Jason McDonald

Good morning Mr McDonald

Thank you for your recent letter requesting that the Development Application 2295/2020/VA be considered by the full Ipswich City Council rather than by delegated authority.

In this instance, on advice from the General Manager, Planning and Regulatory Services and in line with section 9 of the Ipswich City Council *Framework for Development Applications and Related Activities Policy*, I agree to your request and have determined that the nature of the application warrants a Council decision.

I can also advise that at the present time, it is likely that the matter will at the earliest be considered at either the meeting on the 25 August or the 15 September 2022. I would encourage you to contact the Responsible Planning Officer for this application, Sandeep Nanjappa, who will be able to advise you on the progress of the report's preparation and the likely meeting at which it will be considered.

Regards, Sonia



Sonia Cooper | Chief Executive Officer T | 07 3810 6265 M | 0427 475 293



From: ICC Customer Requests <council@ipswich.qld.gov.au>

Sent: Tuesday, 26 July 2022 10:28 AM

To: Roxanne Dean < roxanne.dean@ipswich.qld.gov.au >

Subject: FW: Attention CEO of Ipswich City Council -- Request for Development Application (2295/2020/VA) decided

by Full Council

From: Kirby Anderson < kirby@policywonks.com.au>

Sent: Monday, 25 July 2022 11:23 AM

To: ICC Customer Requests < council@ipswich.gld.gov.au>

 $\label{lem:cc:Sheila Ireland < \underline{sheila.ireland@ipswich.qld.gov.au} >; Jacob \ Madsen < \underline{jacob.madsen@ipswich.qld.gov.au} >; Division < \underline{jacob.madsen@ipswich.qld.gov.au} >; Divisio$

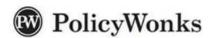
1 < division1@ipswich.qld.gov.au>

Subject: Attention CEO of Ipswich City Council -- Request for Development Application (2295/2020/VA) decided by Full Council

Please find attached letter from Mr Jason McDonald, Director of Axelom Capital Group: Request for Development Application (2295/2020/VA) decided by Full Council.

Axelom Capital is a registered client of PolicyWonks and registered on the Lobbyist Register in accordance with Integrity Act 2009 (Qld).

Kirby Anderson Director Level 5 231 George Street Brisbane Qld 4000 0400 206 502



From: Kirby Anderson < kirby@policywonks.com.au >

Sent: Monday, 25 July 2022 11:23 AM

To: ICC Customer Requests < council@ipswich.qld.gov.au >

Cc: Sheila Ireland <sheila.ireland@ipswich.qld.gov.au>; Jacob Madsen <jacob.madsen@ipswich.qld.gov.au>; Division

1 < division1@ipswich.qld.gov.au >

Subject: Attention CEO of Ipswich City Council -- Request for Development Application (2295/2020/VA) decided by Full Council

Please find attached letter from Mr Jason McDonald, Director of Axelom Capital Group: Request for Development Application (2295/2020/VA) decided by Full Council.

Axelom Capital is a registered client of PolicyWonks and registered on the Lobbyist Register in accordance with Integrity Act 2009 (Qld).

Kirby Anderson Director Level 5 231 George Street Brisbane Qld 4000 0400 206 502



Ms Sonia Cooper Chief Executive Officer Ipswich City Council PO Box 191 Ipswich QLD 4305

RE: Request for Development Application (2295/2020/VA) decided by Full Council

At a meeting with Division 1 Councillors, Deputy Mayor Jacob Madsen and Councillor Sheila Ireland, and Council officers on 22 July 2022, I advised the intention to write to you regarding the Development Application (2295/2020/VA) for Material Change of Use (MCU) Variation Application for 146 and 184 Siddans Road, Deebing Heights lodged on behalf of my wife and I, trading as Axelom Capital.

In accordance with the Ipswich City Council Framework for Development Applications and Related Activities Policy (page 8) Section 9 – Decision Process for Development Application and Requests, I request the Development Application "be reviewed and then decided by Full Council" on the basis that "the Chief Executive Officer determines that the scale, scope, nature and sensitivity of the application or request warrants a Council decision, such as a Variation Request".

I was advised at the meeting the Council had determined the application could be dealt with by Delegated Authority – without reference to the Committee of Council then the Full Council – because it did not attract "more than 20 properly made submissions are received objecting to the proposed development". This is a separate circumstance to the Variation Request, which our Development Application makes. In terms of properly made submissions following public notification of the Development Application, we received more than 70 submissions of support and no submissions objecting to it.

As our Development Application is a Variation Request to vary the Planning Scheme from Rural Constrained-Ripley Valley Zone and Future Urban Zone to Sub-Urban (T3) Zone — as acknowledged by letter from Council Assessment Manager Confirmation Notice of 29 May 2020 (attached) - we seek your approval — in accordance with the Framework — to determine the Development Application to "be reviewed by Committee and then decided by Full Council".

Additional common material for Development Application

In addition to complying with all requests for information from Council officers, I undertook to commission an independent wildlife expert Mr Al Mucci to review the Development Application, particularly with regards to koalas.

Mr Mucci was appointed by the Queensland Government to the Koala Advisory Council to work collaboratively in developing the draft South East Queensland Koala Conservation Strategy 2019-2024.

As a member of the Koala Advisory Council, Mr Mucci supports the Council's objectives on behalf of the Queensland Government, by:

- helping deliver the new Koala Conservation Strategy and overseeing its implementation
- evaluating the effectiveness of the Strategy and providing advice to government
- reviewing the government's koala monitoring and evaluation program to ensure targets are met
- ensuring transparency and public reporting on koala programs and changes to habitat

- establishing stakeholder networks
- ensuring the long-term agenda for koala conservation is maintained.

I have attached Mr Mucci's 21 July 2022 report on the Development Application, which states:

"This proposal creates habitat not only benefitting the Koala, but other threatened species as well. The resulting vegetation regeneration will re-establish plant communities that have been largely cleared from the Ipswich City and are positioned in a way that significantly improves connectivity between areas of ecological significance"

"It is not clear from the documentation provided why the Ipswich City Council is rejecting the proposal"

While we referred to Mr Mucci in our meeting on 22 July 2022, we did not table it in the meeting. Council officers agreed in the meeting, if provided, Mr Mucci's report would be accepted as common materials and reviewed. I have requested my advisers to provide it to Council and I have attached it to this letter.

Jason McDonald

Director

Axelom Capital Group

CC

Councillor Jacob Madsen
Deputy Mayor and Division 1 Councillor
Ipswich City Council
jacob.madsen@ipswich.qld.gov.au

Councillor Sheila Ireland
Division 1 Councillor
Ipswich City Council
sheila.ireland@ipswich.qld.gov.au



21 July 2022

Paul L Baynes Special Counsel, Real Estate & Commercial, Planning & Environment AJ & Co. Level 18, 1 Eagle Street Brisbane QLD 4000

Dear Paul

Re: Axelom Capital No. 3 Pty Ltd ACN 640 707 124 v Ipswich City Council

I refer to the above matter and understand that you act for Axelom Capital No. 3 Pty Ltd ACN 640 707 124 (Axelom) in respect to a Material Change of Use Variation Application for land at 146 and 184 Siddans Road, Deebing Heights (Site). I understand that as part of the Application, Axelom are proposing to purchase and provide an area located either 10km southeast of the development site (proposed South Ripley Offset Site) or 10km to the west of the development site and adjoining the Bremer River (proposed Ebenezer Offset Site) to the Ipswich City Council. This proposal creates habitat not only benefitting the Koala, but other threatened species as well. The resulting vegetation regeneration will re-establish plant communities that have been largely cleared from the Ipswich City and are positioned in a way that significantly improves connectivity between areas of ecological significance.

Scope

Thank you for the opportunity to contribute to a solution for Axelom and the Ipswich City Council.

I confirm that you have requested I conduct a review of existing ecology reports in respect to the Site and the proposed South Ripley Offset Site and the proposed Ebenezer Offset Site and provide my opinion:

- (a) The ecological reports for due diligence; and
- (b) Whether the resulting ecological assessments were carried out utilising environmental assessment tools provided under relevant legislation.

I set out below a list of documents, which I have reviewed as part of my assessment:

- (a) Detailed Ecological Assessment_Item 2 and 3 Response;
- (b) Environment Report S520004EL001 (002);
- (c) Vegetation Retention Plan_Item 2 and 3 Response;
- (d) 2022-01-27 (Deebing Offset);
- (e) 2022-05-09 (Draft Ripley Offset) (1); and
- (f) Koala Offset Cherish the Environment HoA.

Al Mucci Enterprises

93A Yangoora Crescent, Ashmore, QLD, 4214, Australia
M: +61 407 437 595 | E: <u>albano.mucci@gmail.com</u> | ABN: 59 119 491 867



Literature Review

Wayne Moffitt is an Ecologist from 28° South and in my opinion, has produced thorough reports demonstrating compliance with Federal, State and Local environmental policies and legislation. On my review of the reports prepared by Mr Moffitt, I consider environmental protection assessment tools provided via relevant legislation have been applied to assess whether the proposed project could impact nationally significant (protected) animals, plants, habitats, or places.

As part of my review of the reports prepared by Mr Moffitt, I considered the following matters:

- The identification of significant species that may or may not use the Site, which indicated:
 - Low to no use by the Koala (P. cinereus);
 - Unconfirmed use by the Powerful owl (*N. strenua*). To remove any uncertainty, 28° South is in the
 process of reassessing all hollow bearing trees and will use a tree climber to assess hollow suitability at
 close scale if required. Powerful owl will readily forage (and even nest) in near urban areas (W Moffitt
 2022 pers. comm., 27 January);
 - Whilst vegetation mapping of Lot 202 has (since the assessment process began), changed from not
 containing 'Regulated Vegetation' to 'High Value Regrowth', much of this habitat will be retained and
 allowed to rehabilitate. The applicant will facilitate the rehabilitation through weed management works
 and where required, supplementary planting. (Regulated vegetation management maps show
 vegetation categories needed to determine the relevant assessment category and provides information
 on regional ecosystems, wetlands, watercourses, and essential habitat and factors);
 - The vegetation found within the Site is common throughout the Ipswich City Council (noting that the endangered regional ecosystem high value regrowth mapping is incorrect); and
 - The single threatened species identified by Mr Moffitt being the M. irbyana, will remain untouched by the development proposed at the Site.
- Future planning considerations of the Ipswich City Council, which identified:
 - Future Urban zoning planned for the vegetation block east of the property means there will no longer be koala habitat available to connect with Lots 200 and 202 in the near future (Detailed Ecological Report 2021)¹; and
 - Koala habitat provisions planned for by the Ipswich City Council and the QLD Government to support koala conservation now and into the future.

In my opinion, the document titled 'Environment Report S520004EL001 (002)' appears to comply with *Planning Regulation 2017* (Qld) stating:

- (a) The development within the Site provides for the safe koala movement measures necessary to maximise the safe movement of koalas within and through the Site;
- (b) Any clearing of native vegetation complies with sections 10 and 11 of the Nature Conservation (Koala) Conservation Plan 2017, to the extent the sections apply to the clearing within the Site;
- (c) Measures will be implemented to ensure that construction activity on the Site does not increase the risk of death or injury to koalas; and
- (d) Any area on the Site that is cleared of native vegetation as a result of the construction activity is progressively rehabilitated.

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¹ As of writing this report, the Lots to the east have been cleared (W Moffitt 2022 pers. comm., 18 July).



Koala-specific considerations

Whilst part of the development within the Site impacts Core Koala Habitat Area (**CKHA**), the land is within the Koala Broad-hectare area, a designation which does not prohibit or specifically restrict core koala habitat, as long as habitat connectivity is maintained. It is clear from the reports that habitat connections are maintained. Further, the relevant provisions of the Planning Act do not specifically require an offset to be provided. The proposed South Ripley Offset Site and the proposed Ebenezer Offset Site proposed by Axelom provide significant opportunities to enhance koala conservation outcomes by providing valuable habitat and habitat linkages. In addition to the impact reduction from 10.35 hectares to 6.29 hectares, the Ebenezer Offset document states:

Accommodating the 6,290 offset plants requires an offset area of 17.2 hectares. However, the Applicant's proposal for a 4:1 offset will establish a 25.16 hectare offset with capacity to accommodate 9,184 offset trees in the T1-T3 layer. This is 146% of the IG19 offset requirement. I understand that you are also committed to delivering an offset that is 4 times the impact area. The largest offset area provided by the Queensland Environmental Offsets Policy.

The proposed **South Ripley Offset Site** located at the end of the Ripley Valley Master Planned Area Structure Plan, positively contributes to the Ipswich Planning Scheme by increasing viable koala habitat areas, including koala-specific considerations (Section 6. Natural Valley: e. Koala Habitat), and directly adjoins the Stewartdale Nature Reserve.

The proposed **Ebenezer Offset Site** adjoins an EPBC offset —approved site and an additional offset site currently under consideration by the Commonwealth regulator. This site sits along the Bremer River, I consider it is a sound and valuable investment for future koala conservation outcomes.

According to the report by Terrestria Environmental '146 and 184 Siddans Road, Deebing Heights; Terrestrial Fauna Ecology Report', created for Axelom and S5 Environmental in February 2021, the land to the east of Lots 200 and 202, is zoned as Future Urban (Detailed Ecological Assessment, Appendix C, page 16, Figure 3.1 Local Fauna Linkages). If this is still the planned zoning¹, then the most important habitat linkages are to the south and west. The vegetation on the southern side of the development on Lot 202 will maintain this linkage.

Conclusion

It is my opinion that:

- (a) Both proposed South Ripley Offset Site and the proposed Ebenezer Offset Sites will provide for much needed and valuable habitat for the koala given the number of fodder trees (such as *E. tereticornis*, *E. microcorys*) that will be available within those sites and are not currently available within the Site or surrounding areas.
- (b) The proposal by Axelom to purchase and provide the proposed South Ripley Offset Site or the proposed Ebenezer Offset Site meets or exceeds the requirements set out under the relevant legislation.

It is not clear from the documentation provided why the Ipswich City Council is rejecting the proposal.

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Recommendations

The utilisation of QLD Department of Environment and Science Koala Sensitive Design Guidelines is highly recommended.

A short-term non-invasive population monitoring program would be beneficial based on 28° South's report page 27, Site Scale Connectivity, 27 January 2022. Establishing the genetic connectivity of koala populations is fundamental to guiding strategies around habitat restoration and protection, threat reduction, and potentially inform assisted movement of koalas among regions. This recommendation meets actions within the South East Queensland Koala Conservation Strategy 2020 – 2025.

If you have any further queries on the above, please do not hesitate to contact me.

Kindest regards

Al Mucci

Al Mucci Enterprises

Al Mucci Enterprises 93A Yangoora Crescent, Ashmore, QLD, 4214, Australia M: +61 407 437 595 | E: <u>albano.mucci@gmail.com</u> | ABN: 59 119 491 867

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Doc ID No: A8236657

ITEM: 5

SUBJECT: DEVELOPMENT APPLICATION RECOMMENDATION - TEMPORARY

ACCOMMODATION (CAMPING GROUND AND CARAVAN PARK) AT ONE MILE

AUTHOR: SENIOR PLANNER (DEVELOPMENT)

DATE: 25 AUGUST 2022

EXECUTIVE SUMMARY

This is a report concerning an application seeking approval for a Material Change of Use – Temporary Accommodation (Camping Ground and Caravan Park – 46 sites) at 84 Chubb Street, One Mile.

The subject application requires review and determination by the Growth, Infrastructure and Waste Committee in accordance with the Framework for Development Applications and Related Activities Policy as more than 20 properly made submissions objecting to the proposed development were received.

The proposed development has been assessed with regard to the applicable assessment benchmarks and it was determined that it cannot be supported in accordance with section 5 and section 60 of the *Planning Act 2016*, as the proposal does not advance the purpose of the Planning Act, conflicts with the applicable codes of the Ipswich Planning Scheme and the other relevant matters applicable to the application.

RECOMMENDATION/S

That Council refuse Development Application No. 19904/2021/MCU for the reasons as contained in Attachment 2 of this report.

RELATED PARTIES

The related parties to this application are:

Landowner: Cheep Stays Pty Ltd

Applicant: Cheep Stays Pty Ltd C/- Reel Planning

Planning Consultant: Reel Planning

Town Planning Report: Reel Planning

Proposal Plans: Reel Planning

- Flood Risk Management Plan: BMT
- Stormwater Quantity Management Plan: BMT
- Traffic Engineering Assessment: PTT Traffic and Transport Engineering

IFUTURE THEME

Vibrant and Growing

PURPOSE OF REPORT/BACKGROUND

SITE ADDRESS: 84 Chubb Street, ONE MILE QLD 4305

APPLICATION TYPE: Material Change of Use

PROPOSAL: Temporary Accommodation (Camping Ground and

Caravan Park - 46 sites)

ZONE: Part Recreation – 48%

Part Large Lot Residential – 52%

OVERLAYS: ■ OV5 – 1:20 Development Line

OV5 – Adopted Flood Regulation Line;

OV7A – Building Height Restriction Area 15m
 OV7A – Building Height Restriction Area 45m

■ Inner Horizontal Surface RL 71.5

3km Existing Committed Urban Townships Buffer

APPLICANT: Cheep Stays Pty Ltd C/- Reel Planning

OWNER: Cheep Stays Pty Ltd

PROPOSED TRADING NAMES: None provided.

APPLICATION NO: 19904/2021/MCU

AREA: 6.664ha
REFERRAL AGENCIES: Energex

EXISTING USE: Former Gym/Squash Court

PREVIOUS RELATED APPROVALS: 437/2005/CA – Material Change of Use – Multiple

Residential - 118 Aged Accommodation Units and

ancillary Recreation Facilities

437/2005/MA/A – Extension to Relevant Period (Approved 18 March 2011, Extended to 19 March

2012)

437/2005/MA/B – Extension to Relevant Period

(Refused 25 May 2012)

323/2010/RAL – Reconfiguring a Lot – One (1) lot into 42 lots (Community Management Scheme)

323/2010/MA/A – Extension to Relevant Period (*Approved 16 March 2011, Extended to 19 March 2012*)

323/2010/MA/B – Extension to Relevant Period (*Refused 25 May 2012*)

DATE RECEIVED: 17 December 2021

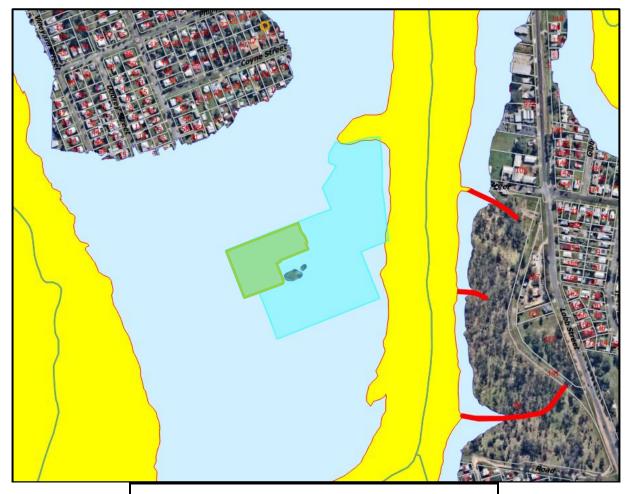
DECISION PERIOD START DATE: 22 July 2022

EXPECTED DETERMINATION DATE: 22 September 2022

SITE LOCATION:

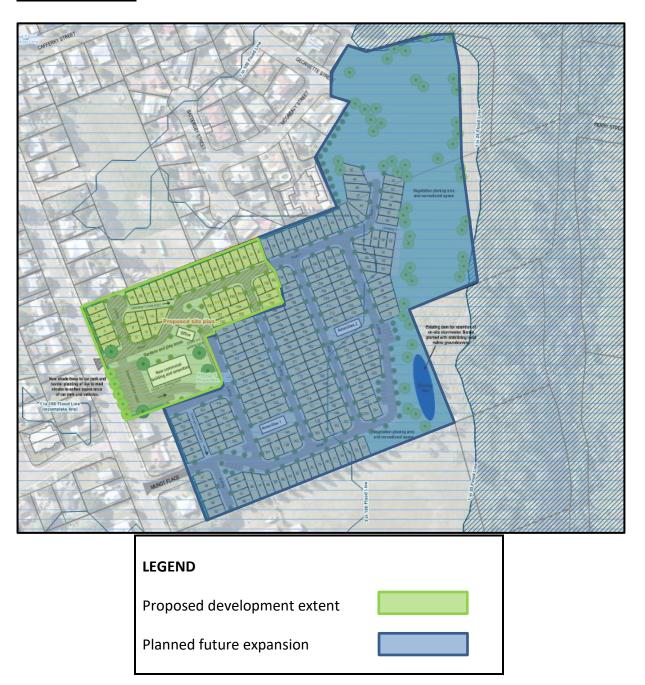


FLOOD MAPPING:



LEGEND Subject Site Proposed development extent Adopted Flood Regulation Line 1:20 Development Line

PROPOSAL PLANS:



SITE DETAILS AND SURROUNDING LAND USES:

Site Description

The subject site is located at the end of Chubb Street, One Mile, which is a 1.5km long culde-sac road. The site was once the location of a gym, squash and tennis courts but is now primarily used for grazing purposes with a number of horses now appearing to be agisted on the property. The site, which is 6.664ha in area, is relatively flat but has a gentle slope from west to east. The site levels range from 26.4m AHD in the centre of the site to 17.2m AHD in

the east (adjacent to the Bremer River). Of key interest is the fact that the Chubb Street frontage sits at 25m AHD with the majority of the site ranging from 25m – 25.5m AHD.

The site is currently improved by a large building that previously contained the gym and squash courts as well as some internal road infrastructure that was built in 2010 in order to facilitate a retirement community that was previously approved by Council. Further details in relation to this previous approval have been included below.

Zoning

The subject site is zoned both Recreation (48%) and Large Lot Residential (52%) with the proposed development located entirely within a portion of the site that zoned Recreation.

Surrounding Land Uses

The subject site adjoins existing Low Density Residential uses as well as vacant Large Lot Residential and Recreation Zoned land to the north, a Large Lot Residential property improved by a Single Residential Use to the south, Recreation Zoned land owned by Council (including Georgette Street Reserve) to the east and existing Low Density Residential uses to the west that also front Chubb Street.

Flooding

The subject site is impacted by the Adopted Flood Regulation Line (AFRL) overlay with an identified flood height of 25.7m AHD. This results in most of the site being inundated during the identified flood event. In addition, and of particular concern to the assessment manager is the way the flood hazard interacts with the access points for the subject site as well as the Chubb Street road formation.

Access to the site can be gained from Chubb Street and Mundt Place in the west and Georgette Street to the north. The Chubb Street access (the proposed access point for the development) would be impacted by up to 700mm of water in the identified flood event with the Mundt Place and Georgette Street accesses subject to 700mm and 6.7m of flooding respectively.

As outlined above, the proposed access to the development is subject to an inundation level of 700mm however the road formation of Chubb Street adjacent to the access point is situated at 24.5m AHD. As such, the extent of inundation for access to the subject site is actually 1.2m. Further compounding any concern with the impact that flooding has on the site and the proposal is the fact Chubb Street (the only evacuation route) will be subject to a greater depth of flooding than the subject site and will therefore result in an inability to evacuate earlier than the flood impact to the site itself. It is also noted that during an identified flood event the evacuation route will be inundated for approximately 275m and approximately 145m (up to a depth of 500mm) when the development site begins to be impacted.

Site History

In 2006 Council approved a Material Change of Use (MCU) over the subject site for 118 aged accommodation units and ancillary recreation facilities. This was then followed by a reconfiguration of a lot (RAL) approval in 2010 to facilitate a standard format lot with Community Management Scheme associated with the first 42 units associated with the 2006 approval. The RAL was conditioned with a relevant period up until 19 March 2011 to be in line with the relevant period associated with the MCU.

Whilst a developer commenced construction of the MCU development in 2010 (as is evident by the existing internal road infrastructure), based on available information it appears that construction works ceased some time between June 2010 and January 2011.

In January 2011 major flooding hit the city of Ipswich and the subject site was partially inundated (this flood peaked at 22.6m AHD for the subject site). In March 2011 the applicant requested an extension of one (1) year for both the MCU and RAL citing funding issues as the key reason that the development was not progressing. At that time the development was consistent with the relevant assessment benchmarks and therefore a 12 month extension was permitted.

On 14 June 2011 Council adopted the Temporary Local Planning Instrument 01/2011 (TLPI). This TLPI, which commenced on 20 June 2011, changed the effect of the planning scheme to the extent that it related to flooding such that the intensification of residential uses on land between the 1 in 20 and the Adopted Flood Regulation Line were no longer supported.

In March 2012, with limited progress made on the development, the applicant again sought a 12 month extension for both the MCU and RAL. Owing to the fact that the TLPI had now commenced, both proposals were no longer consistent with the relevant benchmarks. To this end and in accordance with the provisions of the *Sustainable Planning Act 2009* and the TLPI, both requests were refused in May 2012.

This outcome has meant that no further works have taken place on the site pursuant to the previous approvals and the site has sat in its current state ever since. It is worth noting that the site has been on-sold since the original approvals were issued with the latest sale taking place in November 2021 (according to Council records)

PROPOSAL:

Proposal Description

The proposal is for a 46-site camping ground and caravan park supported by a communal facilities and amenities building located within the former gym/squash court building as well as an office, garden and play area. All sites are proposed to be supplied with power. The proposal also includes 28 parking spaces, two of which are sized to accommodate larger vehicles/vehicles with trailers for check in purposes. A single access point is proposed to be provided from Chubb Street generally located halfway between 80 and 96 Chubb Street, opposite 109 and 111 Chubb Street.

The proposed development consists of 6 sites that would have a direct frontage to Chubb Street with the remaining sites situated at the rear and gaining access off the driveway/road that was built as part of the previously approved aged accommodation units. The existing open parking area located at the front of the site is proposed to be maintained between the access driveway and 96 Chubb Street and is proposed to be utilised for visitor and guest parking.

It is also worth noting that the applicant has provided plans showing future stages for the development however these do not form part of the current assessment. The applicant has also stated that the balance of the site will be maintained as public open space however it is unclear how this would be provided as public open space and further how the applicant proposed to provide lawful access in perpetuity.

Defined Use

A camping ground and caravan park is defined as a Temporary Accommodation Use pursuant to the Ipswich Planning Scheme and is intended for the provision of accommodation for a period of less than 60 days duration. As part of the development application, the applicant did not provide any detail regarding how this would be managed in perpetuity. Of concern to the assessment manager is the fact that without strong and enforceable management practices the use could result in occupants of the site becoming permanent.

Challenges

As part of this development application the applicant acknowledged a number of challenges that exist with the site. Below is a summary of the challenges that exist, how the applicant has attempted to overcome these challenges, and matters that are still of concern to Council assessing officer:

Flooding and Evacuation

The applicant has acknowledged that there are major flooding impacts on the site and therefore a need for safe evacuation in a flood event. In order to attempt to overcome this major issue the applicant provided a flood risk management plan (FRMP) prepared by BMT. As part of the assessment process, Council officers raised concerns with the FRMP. More specifically, Council officers requested additional information via a formal information request dated 1 February 2022. In response the applicant submitted an amended FRMP, which recommended the following:

Operational Requirements:

- Warning signs erected around the site and handouts provided to each occupier of the site outlining the flooding impacts the site is subject to;
- Flood warning ascertained from existing third-party flood gauges and other sources e.g. Bureau of Meteorology. This requires monitoring and interpretation by a site manager;

- Requirement for a site manager including consideration regarding leave arrangements;
- Staff training in site operation during a flood event; and
- Annual evacuation drills.

Evacuation requirements:

- Onsite management of the identification of evacuation need; and
- Evacuation via Chubb Street to a Council operated evacuation centre.

Despite the information provided (including an update of the FRMP in response to Council's Information Request), Council assessing officers are of the strong view that the proposed development is unacceptable having regard to matters relating to flooding as it presents an unacceptable risks to people and property.

The Council assessing officers' concerns are summarised as follows:

- Natural disasters are stressful events and can result in changes to people's behaviours;
- Sole reliance on existing flood monitoring gages and weather forecasts does not
 accurately reflect the flooding impact to the subject site or the risk applicable to the
 site owing to location, transmission delays of information and potential
 failure/inability/difficulty to access information during a natural disaster.
- Reliance on a site manager to undertaken 24 hour monitoring of weather and flooding conditions and accurately interpret and apply the FRMP during a natural disaster is unacceptable;
- The fact that Chubb Street (the main evacuation route) floods before the subject site
 is of major concern as this results in an inability to evacuate earlier than the flood
 impact to the site itself;
- The fact that a complete flood evacuation route has not been provided (i.e. only Chubb Street is identified) is unacceptable;
- The proposal does not support and in fact will hinder disaster management response capacity and capabilities by increasing the number of displaced people during a flood event; and
- The reliance on a Council operated evacuation centres which reduces available capacity for existing residents is of major concern and is unacceptable.

Amenity Impacts

Whilst the applicant has acknowledge that the proposal will form part of an established residential neighbourhood, the applicant provided limited information about how they would manage and mitigate any impacts on the streetscape and adjoining residents both from a visual and acoustic perspective.

Of particular concern is the fact that the application was not supported by an appropriate acoustic report. Through the information request process the applicant was requested to provide a report that identified any impacts the development would likely have on adjoining and nearby residents and provide mitigation strategies to address any impacts. The

applicant did not provide any reporting in response to Council's request. Rather, the applicant stated that the separation distances to existing dwellings as well as the residential nature of the proposed use did not require an assessment and no mitigation measures were proposed. As such it is not clear whether or not the use is appropriate from an acoustic perspective or whether any required mitigation would be appropriate for the context including but not limited to impacts on the Chubb Street streetscape.

As such, and as outlined in the balance of this report the proposal offends the applicable benchmarks and has not appropriately demonstrated that risk to people and property are mitigated.

PLANNING FRAMEWORK

2017 Regional Plan, (ShapingSEQ)

The land is included within the Urban Footprint.

The Ipswich Planning Scheme 2006 (the 2006 Scheme)

Pursuant to the 2006 Scheme the land is:

- (a) partly within the Recreation Zone (Part 4, division 17);
- (b) partly within the Large Lot Residential Zone (Part 4, division 4);
- (c) subject to a number of overlays, in particular the Development Constraints Overlay;
- (d) by virtue of the proposed uses, subject to the Residential Code (Part 12, division 6).
- (e) by virtue of the proposed uses, subject to the Parking Code (Part 12, division 9).

Draft Ipswich Planning Scheme 2019 (Statement of Proposals) (the draft scheme)

Pursuant to the terms of the draft scheme, the land is proposed to be rezoned from Large Lot Residential (accessed from Georgette Street) to Environmental Management and Large Lot Residential (accessed from Mundt Place) to Recreation and Open Space. In addition, the portion of the site currently zoned Recreation is proposed to be rezoned to Environmental Management.

LEGAL/POLICY BASIS

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

- Planning Act 2016
- Planning Act 2016 Planning Regulation 2017
- Ipswich Planning Scheme 2006

IPSWICH PLANNING SCHEME 2006 RISK MANAGEMENT IMPLICATIONS

- A risk to Council exists should the proposal not be determined in accordance with legislative requirements. The assessment and subsequent recommendation have been prepared to minimise the risk.
- Pursuant to DA Rules the due date to make is decision on this application is 22 September 2022 and the due date to issue the decision notice to the applicant is 29 September 2022. The applicant could lodge a deemed refusal appeal in the P&E Court if the decision notice is not issued to the applicant by 29 September 2022.
- Upon issuing the decision notice the applicant may choose to appeal the Council's part approval and part refusal decision in the Planning and Environment Court.

HUMAN RIGHTS IMPLICATIONS

HUMAN RIGHTS IMPACTS	
OTHER DECISION	
(a) What is the Act/Decision	Decision to refuse development application
being made?	19904/2021/MCU - Chubb Street, One Mile
(b) What human rights are affected?	The applicant is a company and therefore does not have human rights under the Human Rights Act 2019.
	Fifty-six (56) properly made submissions were made in relation to the application, and therefore Council has an obligation to consider human right in relation to the submitters. The submitter does have appeal rights pursuant to the Planning Act 2016.
	The proposed decision does not have the potential to restrict or interfere with the right to privacy because before a person makes a submission regarding a development application they are provided advance notice (via Council's website) that it is a requirement under the <i>Planning Act 2016</i> that contact details of all properly made submitters be included on any decision notice and therefore they have the ability of consider whether to proceed with making a submission in spite of the legislatively required disclosure of their personal information.
	In acknowledging a properly made submission, Council provides a letter to submitters advising them of this statutory requirement.
	In the instance, the submitter's personal information is already published on ePathway as the submitter did not advise Council that they did not want their personal

(c) How are the human rights limited?	information to be published (this opportunity is provided upon lodgement of submission), the submitter may request that the information be removed from ePathway and may also choose to withdraw their properly made submission should they not want their details to be included on the decision notice in accordance with statutory requirements Not applicable. No human rights will be limited by the decision.
(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

There are no resource implications associated with this report.

COMMUNITY AND OTHER CONSULTATION

INTERNAL CONSULTATION

The application and common material was presented to Council's Initial Development Assessment Panel (consisting of various representatives from across the organisation) for review upon lodgement. At this meeting, it was determined that internal referral was required to the Engineering, Health and Environment Branch.

The following assessment reports were prepared and have been incorporated into the recommendation:

- Engineering report dated 1 July 2022 with recommended reasons for refusal relating to lack of independent evacuation/shelter location (i.e. not reliant on existing evacuation centres), no identification of a flood free evacuation route to evacuation/shelter location and on-site monitoring proposed;
- Environment report dated 27 June 2022 with recommended reasons for refusal relating to loss of acoustic amenity for existing residents of the locality.
- Infrastructure and Environment Department (Hydraulics) and Council's Emergency Management Unit prepared combined comments which highlighted the following concerns which have been incorporated into this recommendation:
 - The use cannot shift responsibility (both liability and cost) for displacement of users onto Council;

- Evacuation Centres are a place of last resort and a flood management plan should not rely on the opening of evacuation centres and is against the accepted notion of disaster resilience;
- Concern that the use will rely on Council alerts and warnings rather than have a dedicated Emergency Management Team that specifically manages the site; and
- Concerns with the impact that evacuating vehicles and vans will have on the road network during a flood response;

PUBLIC NOTIFICATION:

Public notification of this application was undertaken pursuant to the *Planning Act 2016*. The applicant undertook public notification from 16 June 2022 to 7 July 2022 for a period of 15 business days. During this period Council received 73 submissions, 56 of which are properly made, all objecting to the proposed development. Matters raised in the submissions include:

Matter raised	How matters were dealt with in reaching a decision
 Flooding The Planning Scheme provisions relating to land below the Adopted Flood Regulation Line does not allow for intensification of Residential Uses including Temporary Accommodation. Concern that failure to evacuate/remove caravans/campers will result in them becoming mobile in flood waters and damaging adjoining and downstream properties. Damage to person and property related to relocation of rubbish generated by the site onto adjoining and downstream properties during flood events. Amenity Increased noise pollution related to increase in traffic related to the use. Loss of privacy. Poor visual amenity from a streetscape and adjoining property perspective. Detrimental impacts to existing residents' quiet enjoyment of their properties. 	While some matters raised could be resolved through reasonable and relevant conditions, there are certainly matters for which Council agrees with the submitters concerns. The issues associated with this proposal mean that the Ipswich community will not benefit from approval of the proposed development in any material respect and the adverse risks and consequences of approval outweigh any benefits. In conclusion the development cannot be appropriately conditioned to address all matters raised and there are insufficient grounds to justify the decision to approve the development.
UseInappropriate location for use.	

Traffic, Road Network and movement network capacity

- Traffic congestion within the general vicinity of the proposal related to increase vehicle trips and service vehicles required by the use.
- Increased traffic both number and size will cause increased damage to road surfaces.
- Road safety concerns related to the increased traffic associated with the use and the condition, width and construction of the existing road network.
- No waste/refuse management details provided by applicant so concerns raised about noise and traffic movement.
- Poor pedestrian connectivity to and from the proposal.

Environmental (Flora, Fauna and Environs)

- Detrimental impacts to native flora and fauna
- Concern with detrimental impacts to the Bremer River.

Stormwater management

 Concern that the use will create stormwater quantity issues on adjoining properties.

Earthworks

 Earthworks will detrimentally impact flood levels in the area.

Insufficient supporting infrastructure

 Insufficient capacity in emergency services, health care, parks, community facilities, electricity and water and sewer networks within the locality to support the proposal.

Public Notification

- Concerns with veracity, scale and nature of the public consultation process.
- Insufficient information provided in the common material about the proposal.

General concerns (Not planning grounds)

Reduced property values.

Increased criminal/anti-social behaviour.
 Exploitation of vulnerable populations.
 Concerns with demographics of end users.
 Submission of Support
 Housing choice and availability

 The proposal will provide much needed accommodation for displaced individuals and families owing to the lack of rentals.

SUMMARY OF ASSESSMENT AND RECOMMENDATION/S

The proposed development is recommended to be refused on the basis that the proposal conflicts with the assessment benchmarks set out by the categorising instruments in accordance with section 45(5)(a)(i) of the *Planning Act 2016*.

The relevant assessment benchmarks which have been applied for the purposes of this assessment are as follows:

Categorising Instrument	Assessment Benchmarks
State Planning Policy July	Planning for liveable communities and housing
<i>2017,</i> Part E	Planning for economic growth
	Planning for environment and heritage
	Planning for safety and resilience to hazards
	Planning for infrastructure
Ipswich Planning Scheme	Desired Environmental Outcomes and Performance
2006	Indicators (Part 3)
	Urban Areas Code (Part 4)
	Development Constraints Overlays Code (Part 11, division 4)
	Residential Code (Part 12, division 6)
	Parking Code (Part 12, division 9)
	Planning Scheme Policy 3 General Works
	Planning Scheme Policy 5 Infrastructure
	Implementation Guideline No. 13 Provision of Electricity,
	Driveways and Crossovers, Footpaths, Kerb and Channel
	Implementation Guideline No. 24 Stormwater Management

The assessment was also required to give regard to the relevant matters identified in section 31 of the *Planning Regulation 2017* in accordance with section 45(5)(a)(ii) of the *Planning Act 2016*.

The assessment had regard to the following matters:

Relevant matter	Given regard to
Planning Regulation 2017, s27(1)(d)	(i) the regional plan for a region, to the
	extent the regional plan is not

	identified in the planning scheme as
	being appropriately integrated in
	the planning scheme; and
	(ii) the State Planning Policy, to the
	extent the State Planning Policy is
	not identified in the planning
	scheme as being appropriately
	integrated in the planning scheme;
	and
	(iii) for designated premises—the
	designation for the premises;
Planning Regulation 2017, s31(1)(f)	any development approval for, and any
	lawful use of, the premises or adjacent
	premises; and
Planning Regulation 2017, s31(1)(g)	the common material.

The assessment was also carried out having regard to other relevant matters in accordance with section 45(5)(b) of the *Planning Act 2016*.

The assessment had regard to the following matters:

Relevant matter	Assessed against or had regard to
Draft Ipswich Planning Scheme 2019	Regard was given to the Draft Ipswich
	Planning Scheme (Draft Scheme) as a
	relevant matter to the application.
	The draft scheme has undergone
	community consultation on the Statement
	of Proposal, including the draft Strategic
	Framework.
	Based on the supporting material provided
	by the applicant, it is considered that the
	proposed development does not comply
	with the draft scheme as it proposes to
	intensify a residential use within areas
	identified within the Draft Scheme as
	subject to a Defined Flood Event (Moderate
	Risk). Further it is noted that the site is not identified as being within a Special Flood
	Resilient Precinct where sufficient warning
	time and appropriate design and
	construction may permit residential uses to
	be supported.

The key issues associated with the proposal which form the basis upon why the proposed development is recommended to be refused can be summarised as follows:

Flooding and Evacuation

The proposed development is unacceptable having regard to matters relating to flooding and presents an unacceptable risks to people and property, in particular:

- (a) The proposal represents intensification of residential uses within a flood affected area on land situated below the adopted flood regulation line, including the development of temporary accommodation uses.
- (b) The proposal does not avoid natural hazard areas, cannot avoid the natural hazard area on the subject site and has not demonstrated that it mitigates the risks to people and property to an acceptable or tolerable level.
- (c) The proposal does not support and in fact will hinder disaster management response capacity and capabilities by increasing the number of displaced people during a flood event.
- (d) The proposal has not demonstrated that the health and safety of people is maximised.
- (e) The proposal has not demonstrated that it will be located and designed or able to be operated in a manner which provides a safe environment for residents and visitors.
- (f) The proposal is the intensification of a residential use within the Defined Flood Event (Moderate Risk) Overlay within the Statement of Proposals for the Draft Ipswich Planning Scheme 2019 and further is not located within a Special Flood Resilient Precinct.
- (g) The proposal has not demonstrated that the effects of climate change will be managed to optimise safety and resilience for the community in which it is located.
- (h) The proposal does not represent part of a community that is designed and equipped to be safe, hazard-resilient places.
- (i) The proposal has not demonstrated that the risks associated with natural hazards, including the projected impacts of climate change, are avoided or mitigated to protect people and property and enhance the community's resilience to natural hazards.
- (j) The proposal represents development that is not appropriately responding to the state interests in the *State Planning Policy* and as such is not appropriate development.

- (k) The proposal is not designed to minimise risks and nuisance to people and property.
- (I) The proposal is not designed to include mitigation measures that reduce the inherent risk from the hazard to a tolerable or acceptable level.
- (m) The proposal has not demonstrated that it has adequate evacuation routes and emergency service access during a natural hazard event.

Unacceptable Amenity Impacts

The proposed development is unacceptable having regard to matters relating to residential amenity, in particular:

- (a) The proposal has not demonstrated that the amenity that existing residents enjoy will be maintained and enhanced.
- (b) The proposal has not demonstrated that it will create a pleasant and safe living environment for existing residents.
- (c) The proposal is not located to minimise risks and nuisance to people and property.
- (d) The proposal has not demonstrated that it will be compatible with other uses and works.
- (e) The proposal has not demonstrated that the health of the local government's population will be protected.
- (f) The proposal has not demonstrated that it will blend into the existing streetscape and neighbourhood.
- (g) The proposal is not designed and sited to provide a high degree of amenity in a residential environment.

Zone Intent

The proposed development is unacceptable having regard to the intent of the Recreation Zone in which the site is located, in particular:

- (a) The proposal does not provide for the development of an integrated open space network including the use of land for—
 - (i) both active and passive recreation opportunities within parks.
 - (ii) linear/riparian corridors as open space links; and
 - (iii) private and public sporting/recreation facilities.

- (b) The proposal will sterilise land through the use for Residential purposes within the Recreation Zone which should be providing sufficient land—
 - (i) to meet the recreational needs of residents and visitors within Citywide, district and local catchments; and
 - (ii) to achieve an equitable distribution of recreational areas and facilities in suitable and accessible locations.
- (c) The subject site is located outside the identified Housing Areas within the Draft Ipswich Planning Scheme 2019 and as such a residential use is not considered an appropriate development type.
- (d) The proposed Environmental Management Zoning (and therefore future planning intent of the land) as identified within the Statement of Proposals for the Draft Ipswich Planning Scheme 2019, is compatible with the hazard and associated level of risk for the subject site and demonstrates a clear intent that residential uses should not occur on the subject site.

The key issues summarised above have been expanded upon below for further context.

Flooding

All relevant assessment benchmarks, including the South East Queensland Regional Plan 2017, State Planning Policy 2017 (SPP) and Ipswich Planning Scheme 2006 (the Scheme) highlight that South-East Queensland communities are to be planned, designed and constructed to respond to the increasing frequency and magnitude of flood events (including planning for ongoing changes related to the effects of climate change).

The subject site is zoned Recreation which seeks to facilitate the establishment of an integrated open space network including the use of land for both active and passive recreation opportunities within parks, linear/riparian corridors as open space links, and private and public sporting/recreation facilities. This is further underlined by the location of Future Citywide Sports Grounds (Reference Number: 934) over part of the subject site. This is an outcome commensurate with the context of the subject site.

While it is noted that Temporary Accommodation (Camping Ground and Caravan Park) is subject to Impact Assessment (rather than being considered Impact Inconsistent), this can only be considered appropriate if all applicable assessment benchmarks are complied with including demonstrating that the establishment of an integrated open space network is not jeopardised and further that the applicable overlay benchmarks are not offended.

The subject site is impacted by the Adopted Flood Regulation Line (AFRL) overlay for the majority of the site. Temporary Accommodation (regardless of the nature) is considered a residential use pursuant to Schedule 1 – Dictionary of the *Ipswich Planning Scheme 2006*.

As clearly outlined in Part 11, Division 4 – Development Constraints Overlay, section 11.4.7 (1)(c)(i) of the Planning Scheme, no intensification of a residential use is permitted (including

Temporary Accommodation) within flood affected areas on land situated below the AFRL. It is also noted that a performance-based outcome is only provided for within limited zones and circumstances deemed appropriate. Specifically, a performance-based outcome is limited to areas zoned for medium and high-density housing or for mixed use / centre development of which the subject site is not.

As outlined above, the draft scheme shows intent to rezone the Large Lot Residential (accessed from Georgette Street) to Environmental Management (including the existing area of Recreation Zone) and Large Lot Residential (accessed from Mundt Place) to Recreation and Open Space in line with the planned City Wide Sports Ground pursuant to the Local Government Infrastructure Plan. This further clarifies that the zone intent for the site the subject of the current proposal remains inappropriate for residential development. Further underlining this is the fact that the draft scheme maps 'Housing Areas'. This designation is included to show the distribution of land identified to accommodate the diversity of housing to meet the projected population growth and housing needs and to support the efficient and cost-effective provision of state government infrastructure, council trunk infrastructure, other supporting infrastructure and utilities. It is noted the subject site is excluded from a neighbourhood designation which gives further weight to the fact that the subject site is inappropriate for residential development

In addition, it is noted that Chubb Street (the primary evacuation route) is impacted by a flood event to a greater extent than the subject site. This further underlines the inappropriate nature of the development for the subject site.

Evacuation

A key way flood risk is managed is providing for the safe and efficient evacuation and shelter of those impacted by a flood event. The applicant was requested to demonstrate that flood free access could be provided from the subject site to an independent evacuation centre/site. This was not provided. Instead the applicant proposes to rely on existing emergency evacuation centres and further did not demonstrate flood-free access from the site to an evacuation centre other than to identify Chubb Street as the evacuation route.

As outlined in the SPP and the Planning Scheme, development within a natural hazard area (e.g. flooding) must support and not hinder disaster management response and capabilities. The proposal is considered to represent a use (compounded by the location and proposed use of existing evacuation centres) that will detrimentally impact disaster management response and capabilities. This is directly related to the fact that there is uncertainty about where guests would be evacuated to, how they will be successfully evacuated at the height of a natural disaster, what impacts the evacuation will have on the functionality of the broader road network already likely heavily constrained by an ongoing natural disaster and finally the loss of evacuation shelter capacity specifically provided for existing residents impacted by a flood event approved/delivered prior to a clear and strong policy position prohibiting the intensification of residential uses within impacted areas.

Acoustic Amenity

Uses such as camping grounds and caravan parks have the potential to generate significant acoustic impacts, which is of particular concern when located within close proximity to

sensitive receivers including residential dwellings. The proposal locates camp sites directly adjacent to and opposite existing residential properties. The applicant did not respond to Council's information request seeking details about what impacts are possible, how they are proposed to be mitigated and how the required mitigation measures fit into the applicable assessment benchmarks for the site. As no information has been provided, the use has not appropriately demonstrated that the location and site layout is appropriate to manage the acoustic amenity of existing residents.

Zone intent

The subject development is located within a portion of the site that is zoned Recreation pursuant to the current planning scheme and Environmental Management pursuant to the draft scheme.

The intent of the Recreation Zone is to deliver an integrated open space network for the city and sets a clear intent for the type of development that should occur within these areas. As outlined above it is noted that Temporary Accommodation is subject to Impact Assessment. Pursuant to the relevant Table of Development Assessment this is only appropriate if of a type and scale appropriate for the prevailing nature of the area and the particular circumstances of the site and its surrounds. Given the issues, the most appropriate use for the site would be to provide a public or private recreation facility, such as sporting fields/courts, to the extent it complies with the relevant overlay requirements for the particular use.

As outlined above, the draft scheme identifies the site as being subject to an Environmental Management Zone which is used for areas located along the Bremer River (which frames the Area's western, southern and eastern boundaries) providing substantial riparian ecological corridors and local, district and citywide parkland and sports grounds. This is further reinforced by the fact that the subject premises is not located within the Special Flood Resilient Precincts as outlined in the flooding section above.

CONCLUSION

An assessment of the proposal as described above has been undertaken and it has been determined that the proposed Temporary Accommodation (Camping Ground and Caravan Park - 46 sites) conflicts with the applicable assessment benchmarks, matters prescribed by regulation and other relevant matters. It is therefore recommended that the development application be refused for the reasons as contained in '

ATTACHMENTS AND CONFIDENTIAL BACKGROUND PAPERS

- 1. 19904/2021/MCU Proposal Plans 🗓 🖺
- 2. 19904/2021/MCU Draft Decision Notice (includes Reasons for Refusal) 🗓 🖺
- 3. 19904/2021/MCU Draft Statement of Reasons 🗓 🖺

Matthew Buchanan

SENIOR PLANNER (DEVELOPMENT)

I concur with the recommendations contained in this report.

Michael Simmons

DEVELOPMENT ASSESSMENT WEST MANAGER

I concur with the recommendations contained in this report.

Anthony Bowles

MANAGER, DEVELOPMENT PLANNING

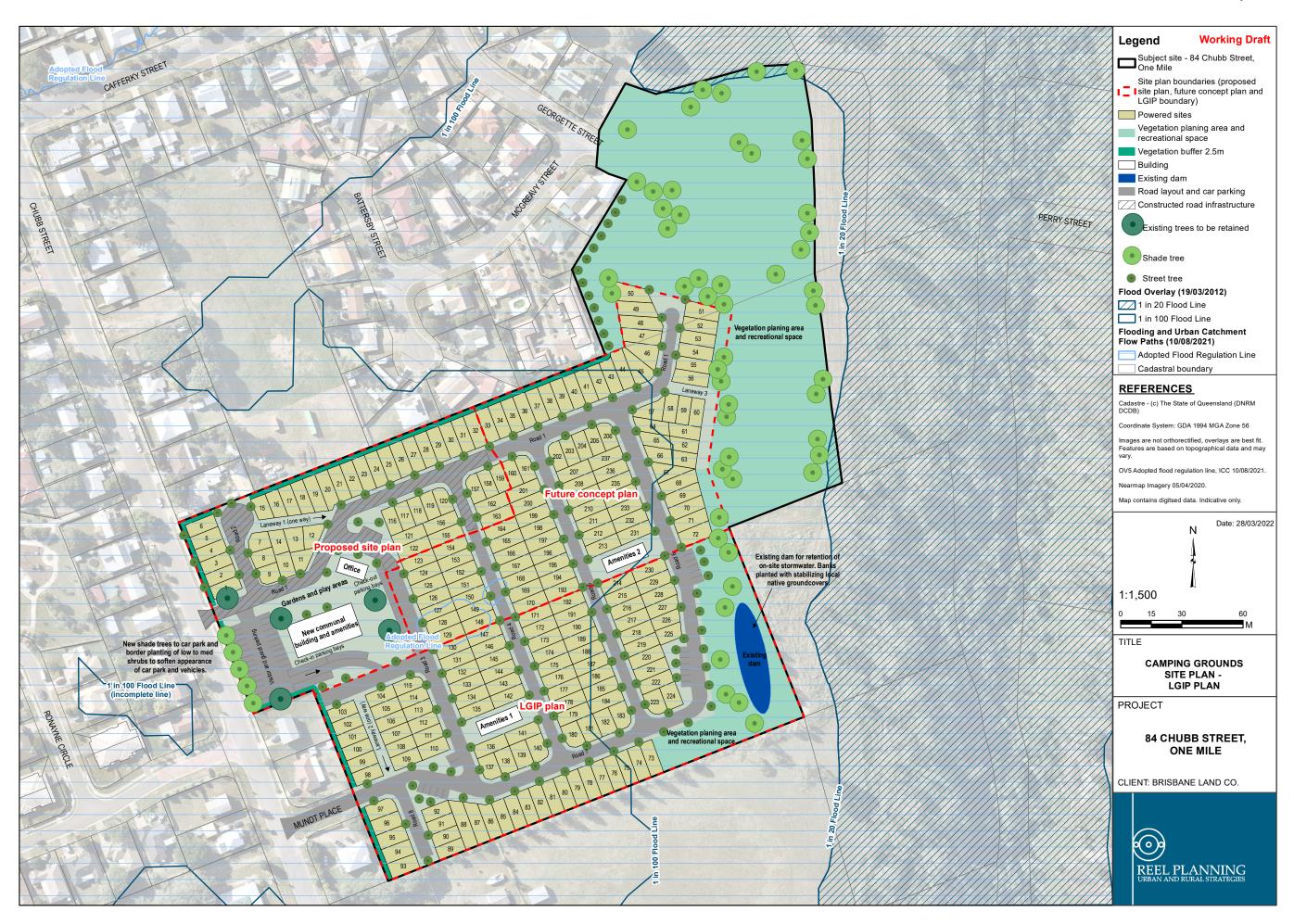
I concur with the recommendations contained in this report.

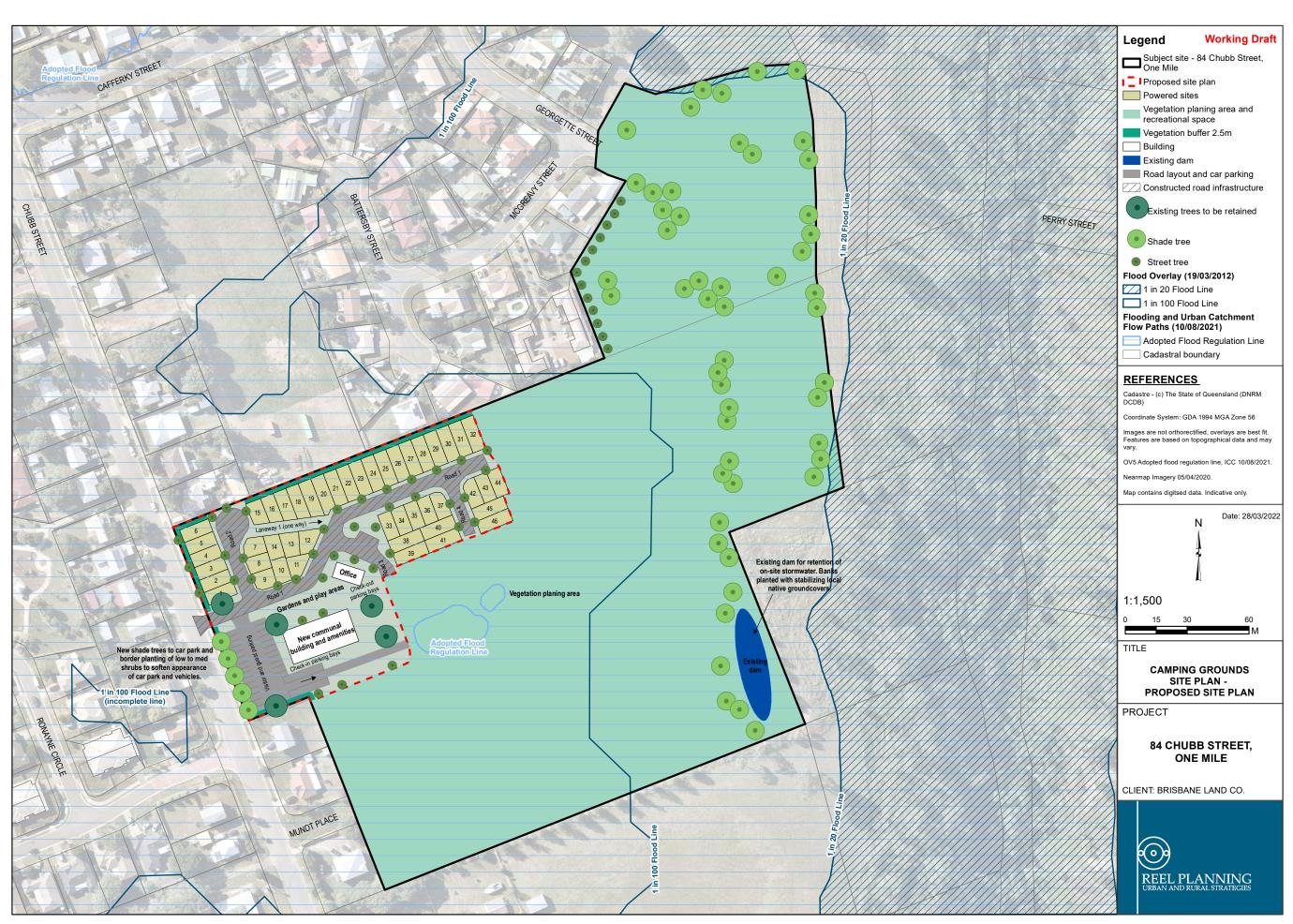
Peter Tabulo

GENERAL MANAGER PLANNING AND REGULATORY SERVICES

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









19904/2021/MCU:MB Matthew Buchanan (07) 3810 6894

Cheep Stays Pty Ltd david@reelplanning.com

24 August 2022

Dear Sir/Madam

Re: Development Application - Refusal

Application No: 19904/2021/MCU

Proposal: Material Change of Use - Temporary Accommodation (Camping

Ground and Caravan Park - 46 sites)

Property Location: 84 Chubb Street, ONE MILE QLD 4305

I refer to the above development application which was decided on TBC.

Enclosed with this letter is the Decision Notice, including:

- Attachment A Assessment Manager's Reasons for Refusal
- Attachment B Referral Agency Responses
- Appeal Rights

If you have any queries regarding this application, please contact Matthew Buchanan on the telephone number listed above.

Yours faithfully

Michael Simmons

DEVELOPMENT ASSESSMENT WEST MANAGER

CC.

Energex

townplanning@energex.com.au

Our Reference 19904/2021/MCU:MB Contact Officer Matthew Buchanan Telephone (07) 3810 6894



22 August 2022

DECISION NOTICE REFUSAL

(Given under section 63(2) of the Planning Act 2016)

Applicant details

Applicant name: Cheep Stays Pty Ltd

Applicant contact details: <u>david@reelplanning.com</u>

Application details

Application number: 19904/2021/MCU

Application type: Material Change of Use

Description of proposed

development:

Material Change of Use - Temporary Accommodation (Camping Ground

and Caravan Park - 46 sites)

Date application received: 17 December 2021

Site details

Property location: 84 Chubb Street, ONE MILE QLD 4305

Real property description: Lot 800 SP 207272

Decision

Date of decision: [decision date]

Decision Authority: Growth Infrastructure and Waste Committee

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1. <u>Decision Details:</u>

Development	Approval Type	Decision	Currency Period
Material Change of Use -	Not applicable	Refused subject to the	Not applicable
Temporary		reasons for refusal set out	
Accommodation (Camping		in Attachment A	
Ground and Caravan Park			
- 46 sites)			

2. Referral Agencies

The referral agencies for this application are:

Referral Agency	Referral Role	Aspect of Development Requiring Referral	Address
Energex	Advice	Schedule 10, Part 9 –	Energex
		Infrastructure related	Post: GPO Box 1461
			BRISBANE QLD 4001
			Email:
			townplanning@energ
			ex.com.au

3. **Properly made Submissions**

There were 57 properly made submissions about the application received from the following submitters:

N	ame of principal submitter	Residential or business address	Electronic address (if provided)
1.	Shannan Bilicki	54 Chubb Street, One Mile 4305	shannanbilicki@gmail.com
2.	Brad Nunn	54 Chubb Street, One Mile 4305	bradnunn@optusnet.com.au
3.	Diane Currie	112 Chubb Street, One Mile 4305	bobpra@hotmail.com
4.	Amy Brooks	19 Cafferky Street, One Mile 4305	amyclarebrooks87@gmail.com
5.	Dr Catherine Tiplady	8a McGreavy Street, One Mile 4305	catherine.tiplady@uqconnect.edu.au
6.	Bonnie Griffiths	28 Mornington Crescent, One Mile 4305	bonnielgriffiths@gmail.com
7.	Katrina Hampson	10 Cafferky Street, One Mile 4305	katrinahampson@hotmail.com
8.	Ahmad Khalid	68 Toongarra Road, Leichhardt 4305	ahmadbdesh@hotmail.com
9.	Donna Lacour	6B McGreavy Street, One Mile 4305	donnasherrie 69@outlook.com
10.	Gerard Lacour	6B McGreavy Street, One Mile 4305	Gmaninau@outlook.com

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11.	Jarrad Tyne	42 Peacock Street, One Mile 4305	jedtyne@yahoo.com
12.	Cherie Bunce	23a Chubb Street, One Mile 4305	crcmcc@gmail.com
13.	Sandra Scott	26 Peacock Street, One Mile 4305	sandra.stott@gmail.com
14.	Kelli Weaver	2/37 Ronayne Circle, One Mile 4305	kelli75.weaver@hotmail.com
15.	Jayde Lawson	74 Vineyard Street, One Mile 4305	jaydelawson87@gmail.com
16.	Robert Graham	109 Chubb Street, One Mile 4305	rgrah30@gmail.com
17.	Devina Hubner	36 Ronayne Circle, One Mile 4305	dee90@live.com.au
18.	Brenden Belling	102 Chubb Street, One Mile 4305	brendenbelling2@gmail.com
19.	Heidi Crittenden	102 Chubb Street, One Mile 4305	heidisunny1975@hotmail.com
20.	Linda Graham	109 Chubb Street, One Mile 4305	misslindagraham@gmail.com
21.	Robert Graham	109 Chubb Street, One Mile 4305	rgrah30@gmail.com
22.	Denis Berg	80 Chubb Street, One Mile	Fullyon@hotmail.com
23.	Rosanna Mulivai	105 Chubb Street, One Mile 4305	rosannamulivai@gmail.com
24.	Nigel & Theresa Gagliardi	3 Chubb Street, One Mile 4305	starzjass@yahoo.com
25.	Shane Davis	76 Chubb Street, One Mile 4305	s.davis307@hotmail.com
26.	Heidi Clarkson	17 Chubb Street, One Mile 4305	russ4heidi@outlook.com
27.	Jacques Abela	98 Chubb Street, One Mile 4305	jack_abela@yahoo.co.uk
28.	Stevie-Leigh Gagliardi	14 Edward Street, One Mile 4305	gagliardistevie@hotmail.com
29.	Rebecca Hazel	25 Siemons Street, One Mile 4305	hazelkids1@gmail.com
30.	Stan and Carol Wainwright	55 Chubb Street, One Mile 4305	stanwainwright39@gmail.com
31.	Mandii & Neil Simmonds	6 Battersby Street, One Mile 4305	nmsimmonds14@gmail.com
32.	Kayla Marie Cavanagh	10 Oakhill St, One Mile 4305	kcava7@hotmail.com
33.	Ryan Andrew Whiteside	10 Oakhill St, One Mile 4305	whiteside1980@hotmail.com
34.	Edward Zeller	2 Georgette Street, One Mile 4305	edzer54@hotmail.com
35.	Belinda Zeller	2 Georgette Street, One Mile 4305	belinda2400@hotmail.com
36.	Rhiannon Leschke	23 Cafferky Street, One Mile 4305	rhiannonleschke@me.com
37.	Rochelle Early	13 Chubb Street, One Mile 4305	rochelle.early@outlook.com
38.	Justine Coulson	50 Chubb Street, One Mile 4305	coulson.justine26@gmail.com
39.	Nanette Masina	98 Chubb Street One Mile 4305	nanettemasina@ymail.com
			1

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40.	Mark Graham	109 Chubb Street, One Mile 4305	rgrah30@gmail.com
41.	Steven Hubner	10 Jack Conway Street, One Mile 4305	stevereneehubner@outlook.com
42.	Renee Hubner	10 Jack Conway Street, One Mile 4305	Rlhubner83@outlook.com
43.	Katrina Hampson	10 Cafferky Street, One Mile 4305	katrinahampson@hotmail.com
44.	Paulette Bish	12 Cafferky Street, One Mile 4305	barney1961@mail.com
45.	Ray & Anne Walker	25 Cafferky Street, One Mile 4305	raywalk@bigpond.net.au
46.	Kate Allen	29 Chubb Street, One Mile 4305	katy_trix@hotmail.com
47.	Jay Allen	30 Chubb Street, One Mile 4305	katy_trix@hotmail.com
48.	Claire Pendlebury	34 Chubb Street, One Mile 4305	cpendlebury77@msn.com
49.	Kim Koelbel	4 Battersby Street, One Mile 4305	khimsilver@gmail.com
50.	Cari Milton	113 Chubb Street, One Mile 4305	vynsil1@hotmail.com
51.	Samaya Williams	34 Chubb Street One Mile 4305	samayaw266@gmail.com
52.	Julie Milton	113 Chubb Street, One Mile 4305	jnmilton@outlook.com
53.	Nigel Milton	113 Chubb Street, One Mile 4305	jandnmilton@icloud.com
54.	Kelly Maddren	1 Denman Street, Leichhardt 4305	kelly.maddren@mail.com
55.	Kimberly Pavitt	14 Ronayne Circle, One Mile 4305	kimpavlova@gmail.com
56.	Sean McGinniskin	111 Chubb Street, One Mile 4305	s_mcginniskin@hotmail.com
57.	Renee Hoysted	111 Chubb Street, One Mile 4305	reneehoysted@hotmail.com

4. Appeal Rights

Applicant's appeal rights

You have appeal rights in relation to this decision. An appeal may be made against the refusal of all or part of the development application.

An appeal must be started within 20 business days after this notice is given to you. An appeal may be made to the Planning and Environment Court or, for certain matters which are identified in section 1(2) of Schedule 1 of the *Planning Act 2016*, to a development tribunal.

An appeal is started by lodging a notice of appeal with the registrar of the Planning and Environment Court or a development tribunal, as applicable. The notice of appeal must be in the approved form, succinctly state the grounds of the appeal and be accompanied by the required fee.

Ipswich City Council Page 6

An appellant to the Planning and Environment Court must give a copy of the notice of appeal, within 10 business days after the appeal is started, to the persons identified in section 230(3) of the *Planning Act 2016*. A person who is appealing to the Planning and Environment Court must comply with the rules of the court that apply to the appeal.

Submitter's appeal rights

You have appeal rights in relation to this decision. An appeal may be made against, as applicable:

- the decision to give a development approval; or
- the decision to give an approval for a change application; or
- a provision of a development approval; or
- a failure to include a provision in the development approval.

An appeal may be made to the extent that the decision or matter relates to, as applicable:

- any part of the development application or change application that required impact assessment; or
- a variation request.

An appeal must be started within 20 business days after this notice is given to you.

An appeal may be made to the Planning and Environment Court. An appeal is started by lodging a notice of appeal with the registrar of the Planning and Environment Court. The notice of appeal must be in the approved form, succinctly state the grounds of the appeal and be accompanied by the required fee.

An appellant to the Planning and Environment Court must give a copy of the notice of appeal, within 2 business days after the appeal is started, to the persons identified in section 230(3) of the *Planning Act 2016*. A person who is appealing to the Planning and Environment Court must comply with the rules of the court that apply to the appeal.

Chapter 6, Part 1 and Schedule 1 of the *Planning Act 2016* sets out further information about appeal rights.

An extract from the Planning Act 2016 about appeal rights is attached to this decision notice.

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Attachment A

Assessment Manager's Reasons for Refusal File No: 19904/2021/MCU

Location: 84 Chubb Street, ONE MILE QLD 4305

Proposal: Material Change of Use - Temporary Accommodation (Camping Ground and Caravan Park - 46 sites)

Assessment Manager (Ipswich City Council) Reasons for Refusal

Based on the matters set out below, a decision to approve the development application cannot be supported under sections 60 of the *Planning Act 2016*, as there is non-compliance with the relevant assessment benchmarks which cannot be overcome through the imposition of development conditions.

1. Flooding and Evacuation

The proposed development is unacceptable having regard to matters relating to flooding and presents an unacceptable risks to people and property, in particular:

- (a) The proposal represents intensification of residential uses within a flood affected area on land situated below the adopted flood regulation line, including the development of temporary accommodation uses.
- (b) The proposal does not avoid natural hazard areas, cannot avoid the natural hazard area on the subject site and has not demonstrated that it mitigates the risks to people and property to an acceptable or tolerable level.
- (c) The proposal does not support and in fact will hinder disaster management response capacity and capabilities by increasing the number of displaced people during a flood event.
- (d) The proposal has not demonstrated that the health and safety of people is maximised.
- (e) The proposal has not demonstrated that it will be located and designed or able to be operated in a manner which provides a safe environment for residents and visitors.
- (f) The proposal is the intensification of a residential use within the Defined Flood Event (Moderate Risk) Overlay within the Statement of Proposals for the Draft Ipswich Planning Scheme 2019 and further is not located within a Special Flood Resilient Precinct.
- (g) The proposal has not demonstrated that the effects of climate change will be managed to optimise safety and resilience for the community in which it is located.
- (h) The proposal does not represent part of a community that is designed and equipped to be safe, hazard-resilient places.
- (i) The proposal has not demonstrated that the risks associated with natural hazards, including the projected impacts of climate change, are avoided or mitigated to protect people and property and enhance the community's resilience to natural hazards.
- (j) The proposal represents development that is not appropriately responding to the state interests in the *State Planning Policy* and as such is not appropriate development.

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- (k) The proposal is not designed to minimise risks and nuisance to people and property.
- (I) The proposal is not designed to include mitigation measures that reduce the inherent risk from the hazard to a tolerable or acceptable level.
- (m) The proposal has not demonstrated that it has adequate evacuation routes and emergency service access during a natural hazard event.

2. Unacceptable Amenity Impacts

The proposed development is unacceptable having regard to matters relating to residential amenity, in particular:

- (a) The proposal has not demonstrated that the amenity that existing residents enjoy will be maintained and enhanced.
- (b) The proposal has not demonstrated that it will create a pleasant and safe living environment for existing residents.
- (c) The proposal is not located to minimise risks and nuisance to people and property.
- (d) The proposal has not demonstrated that it will be compatible with other uses and works.
- (e) The proposal has not demonstrated that the health of the local government's population will be protected.
- (f) The proposal has not demonstrated that it will blend into the existing streetscape and neighbourhood.
- (g) The proposal is not designed and sited to provide a high degree of amenity in a residential environment.

3. Zone Intent

The proposed development is unacceptable having regard to the intent of the Recreation Zone in which the site is located, in particular:

- (a) The proposal does not provide for the development of an integrated open space network including the use of land for—
- (i) both active and passive recreation opportunities within parks.
- (ii) linear/riparian corridors as open space links; and
- (iii) private and public sporting/recreation facilities.
- (b) The proposal will sterilise land through the use for Residential purposes within the Recreation Zone which should be providing sufficient land—

Ipswich City Council Page 9

(i) to meet the recreational needs of residents and visitors within Citywide, district and local catchments; and

- (ii) to achieve an equitable distribution of recreational areas and facilities in suitable and accessible locations.
- (c) The subject site is located outside the identified Housing Areas within the Draft Ipswich Planning Scheme 2019 and as such a residential use is not considered an appropriate development type.
- (d) The proposed Environmental Management Zoning (and therefore future planning intent of the land) as identified within the Statement of Proposals for the Draft Ipswich Planning Scheme 2019, is compatible with the hazard and associated level of risk for the subject site and demonstrates a clear intent that residential uses should not occur on the subject site.

Summary of Assessment Manager's Reasons for Refusal

- (a) Having regard to the above matters, the proposal is contrary to the planning principle that development should avoid unnecessary risks associated with natural hazards and should not present unacceptable risks to people and property and it does not comply with the assessment benchmarks, matters prescribed by regulation and other relevant matters pursuant to s.45(5) of the Planning Act as identified in the table below:
- (b) Having regard to the above matters, the proposal is contrary to the planning principle that development should not have adverse amenity impacts, or should appropriately mitigate its impacts, at all times and it does not comply with the assessment benchmarks, matters prescribed by regulation and other relevant matters pursuant to s.45(5) of the Planning Act as identified in the table below:
- (c) Having regard to the above matters, the proposal is contrary to the planning principle that the development should support Councils' forward planning and does not comply with the assessment benchmarks, matters prescribed by regulation and other relevant matters pursuant to s.45(5) of the Planning Act as identified in the table below:

Assessment benchmarks PA,	Matters prescribed by	Other relevant matters PA,
section (45)(5)(a)(i)	regulation PA, section	section 45(5)(b)
	45(5)(a)(ii)	
Ipswich Planning Scheme	ShapingSEQ	Statement of Proposals
s.3.1(3)(i)	South East Queensland	s.3.4.4(2)(b)
s.3.1(3)(j)	Regional Plan 2017	s.3.4.4(2)(c)(ii)
s.3.2(1)(i)	■ Theme 4 – Sustain,	s.3.4.4(2)(c)(iii)
s.4.3.2(2)(h)	■ Goal 4 – Sustain, Element	s.3.4.4.3(5)(a)
s.4.3.2(2)(i)	9: Climate change	s.3.4.4.3(c)(i)
s.4.3.2(2)(j)	■ Goal 4 – Sustain, Element	s.3.5.3(1)(b)
s.4.17.2(2)(a)	10: Safety	s.3.5.5(5)
s.4.17.2(2)(b)		
s.4.17.2(2)(c)	State Interest – Natural	
s.4.17.2(2)(i)(i)	hazards, risk and resilience	
s.4.17.2(2)(i)(iii)	(1), (4), (5)(a)	
s.11.4.3(2)(a)		

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s.11.4.3(2)(b)	
s.11.4.3(2)(d)	
s.11.4.3 (2)(e)	
s.11.4.7(1)(c)(i)	
s.11.4.7(1)(c)(iv)	
s.12.6.3(2)(a)(i)	
s.12.6.3(2)(a)(ii)	
s.12.6.3(2)(a)(iii)	
s.12.6.4(12)(a)	
s.12.6.4(12)(b)	
s.12.6.5(2)(a)	

Our Reference 19904/2021/MCU:MB
Contact Officer Matthew Buchanan
Telephone (07) 3810 6894



STATEMENT OF REASONS

(Notice about the decision given under section 63(4) of the *Planning Act 2016*)

APPLICANT DETAILS

Applicant name: Cheep Stays Pty Ltd

APPLICATION DETAILS

Application number: 19904/2021/MCU

Application type: Material Change of Use
Approval sought: Development Permit

Description of proposed

Temporary Accommodation (Camping Ground and Caravan Park - 46

development:

sites)

Level of Assessment: Impact

SITE DETAILS

Street address: 84 Chubb Street, ONE MILE QLD 4305

Real property description: Lot 800 SP 207272

DECISION

Date of decision: TBC

Decision: Refused

Decision Authority: Growth Infrastructure and Waste Committee

Reasons for the Decision:

Based on the matters set out below, a decision to approve the development application cannot be supported under sections 60 of the *Planning Act 2016*, as there is non-compliance with the relevant assessment benchmarks which cannot be overcome through the imposition of development conditions.

1. Flooding and Evacuation

The proposed development is unacceptable having regard to matters relating to flooding and presents an unacceptable risks to people and property, in particular:

(a) The proposal represents intensification of residential uses within a flood affected area on land situated below the adopted flood regulation line, including the development of temporary accommodation uses.

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(b) The proposal does not avoid natural hazard areas, cannot avoid the natural hazard area on the subject site and has not demonstrated that it mitigates the risks to people and property to an acceptable or tolerable level.

- (c) The proposal does not support and in fact will hinder disaster management response capacity and capabilities by increasing the number of displaced people during a flood event.
- (d) The proposal has not demonstrated that the health and safety of people is maximised.
- (e) The proposal has not demonstrated that it will be located and designed or able to be operated in a manner which provides a safe environment for residents and visitors.
- (f) The proposal is the intensification of a residential use within the Defined Flood Event (Moderate Risk) Overlay within the Statement of Proposals for the Draft Ipswich Planning Scheme 2019 and further is not located within a Special Flood Resilient Precinct.
- (g) The proposal has not demonstrated that the effects of climate change will be managed to optimise safety and resilience for the community in which it is located.
- (h) The proposal does not represent part of a community that is designed and equipped to be safe, hazard-resilient places.
- (i) The proposal has not demonstrated that the risks associated with natural hazards, including the projected impacts of climate change, are avoided or mitigated to protect people and property and enhance the community's resilience to natural hazards.
- (j) The proposal represents development that is not appropriately responding to the state interests in the *State Planning Policy* and as such is not appropriate development.
- (k) The proposal is not designed to minimise risks and nuisance to people and property.
- (I) The proposal is not designed to include mitigation measures that reduce the inherent risk from the hazard to a tolerable or acceptable level.
- (m) The proposal has not demonstrated that it has adequate evacuation routes and emergency service access during a natural hazard event.

2. Unacceptable Amenity Impacts

The proposed development is unacceptable having regard to matters relating to residential amenity, in particular:

- (a) The proposal has not demonstrated that the amenity that existing residents enjoy will be maintained and enhanced.
- (b) The proposal has not demonstrated that it will create a pleasant and safe living environment for existing residents.
- (c) The proposal is not located to minimise risks and nuisance to people and property.

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- (d) The proposal has not demonstrated that it will be compatible with other uses and works.
- (e) The proposal has not demonstrated that the health of the local government's population will be protected.
- (f) The proposal has not demonstrated that it will blend into the existing streetscape and neighbourhood.
- (g) The proposal is not designed and sited to provide a high degree of amenity in a residential environment.

3. Zone Intent

The proposed development is unacceptable having regard to the intent of the Recreation Zone in which the site is located, in particular:

- (a) The proposal does not provide for the development of an integrated open space network including the use of land for—
- (i) both active and passive recreation opportunities within parks.
- (ii) linear/riparian corridors as open space links; and
- (iii) private and public sporting/recreation facilities.
- (b) The proposal will sterilise land through the use for Residential purposes within the Recreation Zone which should be providing sufficient land—
- (i) to meet the recreational needs of residents and visitors within Citywide, district and local catchments; and
- (ii) to achieve an equitable distribution of recreational areas and facilities in suitable and accessible locations.
- (c) The subject site is located outside the identified Housing Areas within the Draft Ipswich Planning Scheme 2019 and as such a residential use is not considered an appropriate development type.
- (d) The proposed Environmental Management Zoning (and therefore future planning intent of the land) as identified within the Statement of Proposals for the Draft Ipswich Planning Scheme 2019, is compatible with the hazard and associated level of risk for the subject site and demonstrates a clear intent that residential uses should not occur on the subject site.

Summary of Assessment Manager's Reasons for Refusal

(a) Having regard to the above matters, the proposal is contrary to the planning principle that development should avoid unnecessary risks associated with natural hazards and should not present unacceptable risks to people and property and it does not comply with the assessment benchmarks, matters prescribed by regulation and other relevant matters pursuant to s.45(5) of the Planning Act as identified in the table below:

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(b) Having regard to the above matters, the proposal is contrary to the planning principle that development should not have adverse amenity impacts, or should appropriately mitigate its impacts, at all times and it does not comply with the assessment benchmarks, matters prescribed by regulation and other relevant matters pursuant to s.45(5) of the Planning Act as identified in the table below:

(c) Having regard to the above matters, the proposal is contrary to the planning principle that the development should support Councils' forward planning and does not comply with the assessment benchmarks, matters prescribed by regulation and other relevant matters pursuant to s.45(5) of the Planning Act as identified in the table below:

Assessment benchmarks PA, section (45)(5)(a)(i)	Matters prescribed by regulation PA, section	Other relevant matters PA, section 45(5)(b)
	45(5)(a)(ii)	
Ipswich Planning Scheme	ShapingSEQ	Statement of Proposals
s.3.1(3)(i)	South East Queensland	s.3.4.4(2)(b)
s.3.1(3)(j)	Regional Plan 2017	s.3.4.4(2)(c)(ii)
s.3.2(1)(i)	■ Theme 4 – Sustain,	s.3.4.4(2)(c)(iii)
s.4.3.2(2)(h)	■ Goal 4 – Sustain, Element	s.3.4.4.3(5)(a)
s.4.3.2(2)(i)	9: Climate change	s.3.4.4.3(c)(i)
s.4.3.2(2)(j)	■ Goal 4 – Sustain, Element	s.3.5.3(1)(b)
s.4.17.2(2)(a)	10: Safety	s.3.5.5(5)
s.4.17.2(2)(b)		
s.4.17.2(2)(c)	State Interest – Natural	
s.4.17.2(2)(i)(i)	hazards, risk and resilience	
s.4.17.2(2)(i)(iii)	(1), (4), (5)(a)	
s.11.4.3(2)(a)		
s.11.4.3(2)(b)		
s.11.4.3(2)(d)		
s.11.4.3 (2)(e)		
s.11.4.7(1)(c)(i)		
s.11.4.7(1)(c)(iv)		
s.12.6.3(2)(a)(i)		
s.12.6.3(2)(a)(ii)		
s.12.6.3(2)(a)(iii)		
s.12.6.4(12)(a)		
s.12.6.4(12)(b)		
s.12.6.5(2)(a)		

2. Assessment Benchmarks

The following are the assessment benchmarks applying for this development:

Categorising Instrument	Assessment Benchmarks
State Planning Policy July	Planning for liveable communities and housing
<i>2017</i> , Part E	Planning for economic growth
	Planning for environment and heritage
	Planning for safety and resilience to hazards
	Planning for infrastructure
Ipswich Planning Scheme	Desired Environmental Outcomes and Performance Indicators

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2006	(Part 3)
	Urban Areas Code (Part 4)
	Development Constraints Overlays Code (Part 11, division 4)
	Residential Code (Part 12, division 6)
	Parking Code (Part 12, division 9)
	Planning Scheme Policy 3 General Works
	Planning Scheme Policy 5 Infrastructure
	Implementation Guideline No. 13 Provision of Electricity,
	Driveways and Crossovers, Footpaths, Kerb and Channel
	Implementation Guideline No. 24 Stormwater Management

3. Compliance with Benchmarks

An assessment of the application has been carried out in accordance with section 45 of the *Planning Act 2016*. The application does not comply with the relevant assessment benchmarks and the application has been refused for the reasons outlined in Item 1 – Reasons for the Decision.

4. Relevant matters

The assessment had regard to the following matters:

Relevant matter	Given regard to
Planning Regulation 2017, s27(1)(d)	(i) the regional plan for a region, to the extent the regional plan is not identified in the planning scheme as being appropriately integrated in the planning scheme; and
	(ii) the State Planning Policy, to the extent the State Planning Policy is not identified in the planning scheme as being appropriately integrated in the planning scheme; and
	(iii) for designated premises—the designation for the premises;
Planning Regulation 2017, s31(1)(f)	any development approval for, and any lawful use of, the premises or adjacent premises; and
Planning Regulation 2017, s31(1)(g)	the common material.

5. Other Relevant Matters for development subject to impact assessment

The assessment was carried out against/had regard to the following matters:

Relevant matter	Assessed against or had regard to
Draft Ipswich Planning Scheme 2019	Regard was given to the Draft Ipswich Planning Scheme (Draft Scheme) as a relevant matter to the application.
	The draft scheme has undergone community consultation on the Statement of Proposal,

Ipswich City Council	Page 6
	including the draft Strategic Framework.
	Based on the supporting material provided by the applicant, it is considered that the proposed development does not comply with the draft scheme as it proposes to intensify a residential use within areas identified within the Draft Scheme as subject to a Defined Flood Event (Moderate Risk). Further it is noted that the site is not identified as being within a Special Flood Resilient Precinct where sufficient warning time and appropriate design and construction may permit residential uses to be supported.

6. <u>Matters raised in submissions for development subject to impact assessment</u>

The following is a description of the matters raised in any submissions and how they were dealt with:

Matter raised	How matters were dealt with in reaching a decision
Flooding ■ The Planning Scheme provisions relating to land below the Adopted Flood Regulation Line does not allow for intensification of Residential Uses including Temporary	The submissions received are common material for the application and have been considered as part of the application assessment.
Accommodation. Concern that failure to evacuate/remove caravans/campers will result in them becoming mobile in flood waters and damaging adjoining and downstream properties.	While some matters raised could be resolved through reasonable and relevant conditions, there are certainly matters for which Council agrees with the submitters concerns.
 Damage to person and property related to relocation of rubbish generated by the site onto adjoining and downstream properties during flood events. 	The issues associated with this proposal mean that the Ipswich community will not benefit from approval of the proposed development in
 Amenity Increased noise pollution related to increase in traffic related to the use. 	any material respect and the adverse risks and consequences of approval outweigh any benefits.
 Loss of privacy. Poor visual amenity from a streetscape and adjoining property perspective. Detrimental impacts to existing residents' quiet enjoyment of their properties. 	In conclusion the development cannot be appropriately conditioned to address all matters raised and there are insufficient grounds to justify the decision to approve the development.
Use Inappropriate location for use.	The application has therefore been refused for the reasons outlined in Item 1 – Reasons for the Decision.
Traffic, Road Network and movement	the Decision.

Ipswich City Council Page 7

network capacity

- Traffic congestion within the general vicinity of the proposal related to increase vehicle trips and service vehicles required by the use.
- Increased traffic both number and size will cause increased damage to road surfaces.
- Road safety concerns related to the increased traffic associated with the use and the condition, width and construction of the existing road network.
- No waste/refuse management details provided by applicant so concerns raised about noise and traffic movement.
- Poor pedestrian connectivity to and from the proposal.

Environmental (Flora, Fauna and Environs)

- Detrimental impacts to native flora and fauna.
- Concern with detrimental impacts to the Bremer River.

Stormwater management

 Concern that the use will create stormwater quantity issues on adjoining properties.

Earthworks

 Earthworks will detrimentally impact flood levels in the area.

Insufficient supporting infrastructure

 Insufficient capacity in emergency services, health care, parks, community facilities, electricity and water and sewer networks within the locality to support the proposal.

Public Notification

- Concerns with veracity, scale and nature of the public consultation process.
- Insufficient information provided in the common material about the proposal.

General concerns (Not planning grounds)

- Reduced property values.
- Increased criminal/anti-social behaviour.
- Exploitation of vulnerable populations.
- Concerns with demographics of end users.

Submission of Support

swich City Council	Page 8
Housing choice and availability The proposal will provide much needed accommodation for displaced individuals and families owing to the lack of rentals.	

Doc ID No: A8249102

ITEM: 6

SUBJECT: REGIONALLY SIGNIFICANT PROJECT PROPOSAL - IPSWICH BUS NETWORK

EXPANSION

AUTHOR: SENIOR TRANSPORT PLANNER

DATE: 23 AUGUST 2022

EXECUTIVE SUMMARY

This is a report concerning the Ipswich Bus Network Expansion Project and the opportunity to declare this as a project of regional significance.

RECOMMENDATION/S

- A. That Council accept the Ipswich Bus Network Expansion project as regionally significant.
- B. That the Ipswich Bus Network Expansion project be taken to the next Advocacy Steering Group meeting for consideration of the appropriate advocacy effort.

RELATED PARTIES

There is no declaration of conflicts of interest regarding this report.

IFUTURE THEME

Vibrant and Growing

PURPOSE OF REPORT/BACKGROUND

A report titled 'Expanding the Ipswich Bus Network' was presented at the February 2022 Growth Infrastructure and Waste Committee (Attachment 1). Recommendation A of the attached report called for a submission for citywide expansion of the bus network to be prepared and considered as a potential Regionally Significant Project.

At the request of the Regionally Significant Project Prioritisation Group (RSPPG) and preemptive of the February 2022 GIW Committee report, a Regionally Significant Project Submission (Attachment 2) was sent to the RSPPG in January 2022.

This project submission outlines the need for an advocacy program, centered around a list of priority projects (jointly negotiated between TransLink and Council). The need for 'Regionally Significant' project status for this program is to achieve greater institutional support and

coordination in the objective of achieving more investment for the bus network in the City of Ipswich.

The RSPPG endorsed the submission at their meeting on 23 February 2022. As a result, this project was submitted to the Executive Leadership Team (ELT) for approval.

During the ELT meeting on 4 July 2022, a question was asked as to what success would be for this nominated regionally significant project. Put simply, success through advocacy would be a significant and sustained increase of investment by the State Government in the Ipswich bus network. It is proposed that the first but important step in this success would be investment in two identified critical and priority service improvements identified below:

- An expansion of the bus network within Redbank Plains (south of Redbank Plains Road)
- A trunk bus connection between Ipswich Central and Springfield Central

The ELT endorsed the recommendation to include the project as regionally significant on 11 July 2022.

LEGAL/POLICY BASIS

Advocacy for Regionally Significant Projects Policy

RISK MANAGEMENT IMPLICATIONS

Whilst Council and TransLink are aligned strategically from a network planning perspective, funding is the roadblock to progress.

If future investment in the bus network from the State Government is not forthcoming, bus patronage in Ipswich may continue to decrease. On the current trajectory whereby investment in the bus network has not kept up with residential growth, the public transport mode share within Ipswich will continue to decline, shifting further away from the 11% mode share target identified in iGO, the City of Ipswich Transport Plan.

The risk of not servicing growth areas with public transport is that these communities establish habits/patterns of car usage, which is difficult to break once established, leading to greater congestion on roads, pollution as well as various social-economic issues.

HUMAN RIGHTS IMPLICATIONS

HUMAN RIGHTS IMPACTS			
OTHER DECISION	OTHER DECISION		
(a) What is the Act/Decision being made?	Recommendation A states that Council accept the Ipswich Bus Network Expansion project as regionally significant Recommendation B states that the Ipswich Bus Network Expansion project be taken to the next Advocacy Steering Group meeting for consideration of the appropriate advocacy effort.		

(b) What human rights are affected?	Human rights are not affected by these decisions as this relates to a procedural matter about the significance of a project to Ipswich and the actions Council will take as a result of a regionally significant project declaration. Any actions relate to Council's engagement with government to seek funding and support for the project only.
(c) How are the human rights limited?	Not applicable
(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

There are no financial implications for Council consideration in association with this report.

COMMUNITY AND OTHER CONSULTATION

No external consultation has been undertaken in association with this report.

A summary of the consultation process undertaken as part of the Ipswich Bus Network Expansion project can be found in Attachment 2.

CONCLUSION

The Ipswich Bus Network Expansion project has been assessed as meeting the Council's benchmarks for a regionally significant project and if delivered would bring significant social, economic and environmental benefits to Ipswich. On this basis, officers are recommending that this project be declared regionally significant.

ATTACHMENTS AND CONFIDENTIAL BACKGROUND PAPERS

- 1. GIW Committee Report (10 February 2022) Expanding the Ipswich Bus Network
- 2. Regionally Significant Project Submission Ipswich Bus Network Expansion Project

James MacArthur

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

GENERAL MANAGER - INFRASTRUCTURE AND ENVIRONMENT

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

GROWTH INFRASTRUCTURE AND WASTE COMMITTEE MEETING AGENDA

10 FEBRUARY 2022

Doc ID No: A7405923

ITEM: 2

SUBJECT: EXPANDING THE IPSWICH BUS NETWORK

AUTHOR: TRANSPORT PLANNER (TRANSPORT PLANNING)

DATE: 12 JANUARY 2022

EXECUTIVE SUMMARY

Public Transport services in Ipswich are administered by the TransLink Division of the Queensland Department of Transport and Main Roads. Nevertheless, Council receives many requests to improve public transport services within Ipswich and in particular the bus services.

In recent years, Council has had very limited success in lobbying the State Government to invest in the expansion of the bus network. This report highlights the state of Ipswich's bus network, benchmarks the Ipswich bus network against other networks within South East Queensland (SEQ), and outlines several considerations for Council moving forward.

RECOMMENDATIONS

- A. That a submission for citywide expansion of the bus network be prepared and considered as a potential Regionally Significant Project.
- B. That Councillors meet with State MPs to discuss new bus services in Redbank Plains, as well as for a new direct bus service linking Ipswich Central and Springfield Central.
- C. That Council officers work with the State Government to rationalise the existing bus network to achieve net benefits.
- D. That if funding from the State Government is not secured for Council's two (2) expansion priority projects (identified in Recommendation B) by the end of the 2022-2023 financial year, Council officers commence investigations into alternative funding options to subsidise the cost of these service changes and prepare a report for Council's consideration.

RELATED PARTIES

There is no declaration of conflicts of interest regarding this report.

IFUTURE THEME

Vibrant and Growing

GROWTH INFRASTRUCTURE AND WASTE COMMITTEE MEETING AGENDA

10 FEBRUARY 2022

PURPOSE OF REPORT/BACKGROUND

The need for better public transport in Ipswich

Ipswich needs effective public transport to allow the city to grow and thrive. Public transport is not only a means to relieving traffic congestion, it plays a significant role in supporting the economic success of cities by connecting people to jobs and services, influencing the city's urban form and reducing isolation and social exclusion.

Furthermore, the need for effective public transport is becoming increasingly urgent in Ipswich. The South East Queensland Regional Plan, ShapingSEQ, anticipates a population target of 520,000 people in Ipswich by 2041, over double the current population. ShapingSEQ also provides direction on a greater need to focus on public transport to support this population growth and economic development.

The City of Ipswich Transport Plan (iGO), acknowledges that "we cannot afford to build our way out of congestion by continually adding more and more road space just for cars" and that there needs to be significant shift to more sustainable transport modes. Consequently, iGO sets an aspirational public transport mode share target of 11% by approximately 2031 (refer to Table 1 below).

Based on data provided in the 2018 Queensland Household Travel Survey, the mode share for public transport in Ipswich has been drifting further away from the target set within iGO (refer to Table 1 below).

Table 1: Household Travel Survey Comparison with iGO Mode Share Targets

	Household Travel Survey			iGO Mode Share Target	
	2011 2017 2018				
Ipswich Population (rounded)	167,000	208,500	218,000	435,000	
Private Vehicle Mode Share	86%	87.6%	88.4%	75%	
Public Transport Mode Share	6.3%*	6.7%*	5.4%*	11%	

Source: iGO Annual Report Card 2019-2020

The iGO Public Transport Advocacy and Action Plan (iGO PTAAP) was adopted at Council's Ordinary Meeting on 20 August 2019. iGO PTAAP, a child Strategy of iGO, has been used by Council to:

- Provide consistent, evidence-based messaging about the public transport priorities for lpswich;
- Raise awareness of the urgent need for more investment in public transport in Ipswich and for Council to provide support for this where possible; and
- Assist with the development and maintenance of partnerships with key public transport stakeholders.

^{*}Figures also include Taxi and Rideshare

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A survey was undertaken as part of the development of iGO PTAAP to determine the satisfaction of residents on using the public transport network in Ipswich. Within this survey, 36% of respondents were 'unhappy' or 'very unhappy' with the state of the public transport network and 32% of residents were 'neutral'.

When asked about the factors that prevent residents from using public transport more often, the most popular response was 'It takes too long', followed by 'It's not convenient or easy to use', 'There are no stops / stations near my home or travel destination', and 'It's too expensive'.

The Ipswich Bus Network

The Ipswich bus network is largely designed for local travel needs within communities, connecting residents with activity centres. The network also provides connections to train stations along the Ipswich and Springfield Lines, which are currently the only 'trunk' public transport connections to the Brisbane Central Business District (CBD). There are no bus routes which connect the Ipswich Local Government Area (LGA) to the Brisbane CBD.

As of June 2021, there were 18 urban bus routes providing connections to destinations within the Ipswich LGA. Three (3) of these bus routes also provide connections to destinations outside of the LGA (Somerset Region, City of Brisbane and City of Logan).

Most of the bus services within the Ipswich LGA operate between 6am and 7pm on weekdays, and 8am and 5pm on weekends. The majority of bus routes operate on hourly frequencies during the day, increasing to half-hourly during peak periods.

The Ipswich LGA forms part of TransLink's Western Bus Region. Bus patronage within the Western Bus Region has been stagnant over the last decade, contrary to the large population growth experienced within the Ipswich LGA. Additionally, the number of urban bus routes within the Ipswich LGA has also decreased over the last decade (refer to Table 2 page over).

Investment in bus services has also been modest over the last decade. As identified in Table 3 (page over), there was a slight decline in investment between the 2011-12 and 2017-18 financial years (remaining steady at approximately \$18-19 million per annum). Recent investment has occurred; however, this is unlikely to reverse the declining patronage in the short term, largely due to the COVID-19 pandemic and the stagnation of the bus network due to years of underinvestment.

A comprehensive list of historic bus service changes within the Western Bus Region can be found in Attachment 1 of this report.

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Table 2 -Western Bus Region Statistics

	Population (Ipswich LGA)	Bus Patronage (Western Region)	No. Urban Bus Routes (Western Region)
2006	142K	Not publicly available	20
2012	178K	1.66 million trips (11/12 FY)	19
2013	184K	1.83 million trips (12/13 FY)	15
2019	222K	1.81 million trips (18/19FY)	16
2020	230К	1.57 million trips (19/20 FY)	18

Sources: Rail Back on Track, TMR, Profile ID

Table 3 – Western Region Bus Service Contract Spends

Financial Year	Agency	Bus Service Contract Spend (Western Region)*	% Change from previous FY
2010-11	TransLink Transit Authority	\$16,350,000.00	8.4%
2011-12	TransLink Transit Authority	\$18,380,000.00	11.0%
2012-13	TTA/ TMR	\$19,522,936.00	5.9%
2013-14	TMR	\$19,477,552.00	-0.2%
2014-15	TMR	\$18,963,776.00	-2.7%
2015-16	TMR	\$18,709,574.00	-1.4%
2016-17	TMR	\$18,795,088.00	0.5%
2017-18	TMR	\$18,755,853.00	-0.2%
2018-19	TMR	\$24,478,212.00	23.4%
2019-20	TMR	\$24,398,679.00	-0.3%

Source: Derived from TMR data

Benchmarking Ipswich against other TransLink Regions

A comparison has been made between the Ipswich/Western Bus Region and other regions within SEQ (refer to Table 4 page over). It is acknowledged that there are some limitations with the contents of Table 4 (overlap with service contracts, regions etc), however it still provides a sound representation as to where investment in the bus network lies within SEQ.

^{*}Service contract spends include both urban and school bus services

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Table 4 - Comparison of SEQ bus networks (as of June 2020)

	Brisbane	Gold Coast	Sunshine Coast / Noosa	Moreton Bay (Northern)	Logan (Southern)	Redlands (Eastern)	Ipswich (Western)
Number of urban bus routes	≈233*	56	30	48	47	35	18
Bus Service Contract Spend (19/20 FY)^	\$328.7 M*	\$94.6 M	\$54. 5 M	\$60.6 M**	\$49.1 M***	\$27.9 M**	\$24.4 M
Population (June 2020) ERP	1,272,999	635,191	393,069	479,639	341,985	160,331	229,845
Bus Service Contract Spend (per resident)	\$258.21	\$148.86	\$138.58	\$126.42	\$143.68	\$173.98	\$106.15

Source: Derived from TMR, Profile ID & Rail Back on Track

It should also be noted that the Brisbane City Council, City of Gold Coast, Sunshine Coast Regional Council and Noosa Shire Council all contribute financially in some capacity to bus services.

As identified in Table 4, Ipswich (Western Region) has the smallest bus service contract spend by the Department of Transport and Main Roads (TMR), correlating with the lowest number of urban bus routes. In comparison, Redlands (Eastern Region) has a much smaller population but has higher bus service contract and almost double the number of urban bus routes (the spend specified in Table 3 for the Eastern Region, excludes services operated by Transport for Brisbane).

Whilst TransLink typically use 'contract areas' for comparison, rather than Local Government Areas (LGA), if the bus service contracts were divided into per capita spends, it works out that Ipswich has the lowest spend per capita in SEQ (refer to Table 4).

Since 2013, there has also been a net decrease in the number of routes within the Western Region (refer to Table 5 below). Whereas all other regions (excluding the Eastern Region) have experienced growth in the number of bus routes, particularly in Moreton Bay and the Gold Coast, aligning with other major public transport infrastructure projects such as the Redcliffe Peninsula Line and Stages 1 and 2 of the Gold Coast Light Rail.

[^]Service contract spends include both urban and school bus services

^{*}Figure includes only services operated by Transport for Brisbane

^{**} Figure does not include services operated by Transport for Brisbane

^{***} Figure does not include services operated by Surfside Buslines or Transport for Brisbane

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Table 5 – Net Change in Urban Bus Routes (2013 to 2020) by TransLink Region

LGA	Number of Urban Bus Routes (2013)	Number of Urban Bus Routes (2020)	Net change (between 2013 & 2020)
Ipswich (Western Region)	19	18	-1
Redlands (Eastern Region)	36	35	-1
Sunshine Coast	27	30	+3
Logan (Southern Region)	42	47	+5
Gold Coast	50	56	+6
Moreton Bay (Northern Region)	37	48	+11

Sources: TMR & Rail Back on Track

It is acknowledged that the Western Region fairs favourably against other regions when it comes to peak frequencies. The Ipswich LGA has the highest percentage of bus services operating at 30-minute headways or better during the peak periods (refer to Figure 1). However, the key factor differentiating the Western Region and others is the lack of services (as identified in Figure 2 page over) and investment.

Detailed maps illustrating historic service frequencies can be found in Attachment 2 of this report.

Sunshine Coast
Gold Coast
Moreton Bay (Northern)
Logan (Southern)
Redlands (Eastern)
Ipswich (Western)

0% 10% 20% 30% 40% 50% 60% 70% 80% 90% 100%

15min or better 30min 60mins or longer

Figure 1: Peak frequency type as % of all urban bus routes (2021)

Source: Derived from TMR data

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Sunshine Coast Gold Coast Moreton Bay (Northern) Logan (Southern) Redlands (Eastern) Ipswich (Western) 0 10 20 30 40 50 60 NUMBER OF ROUTES ■ 15min or better ■ 30min ■ 60mins or longer

Figure 2: Number of urban bus routes operating during peak (2021)

Source: Derived from TMR data

Network Expansion (2011 to Present)

Whilst population within the City of Ipswich has grown by 38% since 2011, expansion of the bus network has been very limited over this period. Over the last decade, the bus network has expanded to Ripley, South Ripley and Spring Mountain, with peak and off-peak services no greater than hourly in these locations (refer to Table 6 below).

Table 6 - Network Expansion within the Ipswich LGA since 2011

Route	Year of Implementation	Detail	
Yamanto to Springfield Central, via Ripley	2019	Service implemented in January 2019. Service is jointly funded between Economic Development Queensland (EDQ) and TransLink. Weekday Peak: Hourly Weekday off-peak: Two Hourly Saturday: No Service Sunday: No Service	
533 Spring Mountain Loop	2020	Service implemented in January 2020. Change main conjunction with the introduction of the 527 & 5 (page over). Weekday Peak: Hourly Weekday off-peak: Hourly Saturday: Two-hourly Sunday: Two-hourly	

Source: Derived from TMR data

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Service Improvements (2011 to Present)

Over the last decade, only 8 bus routes in the City of Ipswich have experienced improvements to routing or frequency (refer to Table 7 below). Ten of the existing 18 bus routes have experienced no changes to frequency or coverage since 2011. Route 529 (Ipswich Central to Toogoolawah) has not experienced a substantial service improvement since at least 2008.

Table 7 – Service improvements since 2011 within the Ipswich LGA

_ Year of		its since 2011 within the ipswith LGA		
Route	Implementation	Detail		
514 Tivoli to Booval Fair	2011	Route 514 replaces the previous 505 & 510 services in 2011. Terminus shifted from Booval Train Station to Booval Fair in 2013. No changes to frequency since 2011.		
500 Ipswich Central to Goodna	2013	Reinstatement of half hourly peak frequency (weekday) in 2013. This is consistent with the peak frequency from 2005 (introduction of service) which was downgraded to hourly in 2010.		
506 Ipswich Central to Leichhardt	2013	Absorbs previous 516 service (One Mile Loop). Improvement of off-peak frequency (weekday) from hourly to half-hourly in 2013 for 506.		
512 Brassall to Riverlink	2013	Absorbs part of the discontinued 513 service (Woodend Loop). No changes to frequency.		
515 Brassall to Yamanto/Willowbank	2013	Absorbs the discontinued 508 service (Yamanto to Willowbank). No changes to frequency.		
527 Springfield Central to Goodna	2020	Replaces the discontinued 522 service. Frequencies remain consistent with previous 522 service.		
528 Springfield Central to Springfield Station	2020	Replaces the discontinued 522 service, reducing travel time. Frequencies remain consistent with previous 522 service.		
531 Yamanto to Springfield Central, via Ripley	2021	Two-hourly Saturday services were introduced in October 2021. Service is jointly funded between Economic Development Queensland (EDQ) and TransLink.		

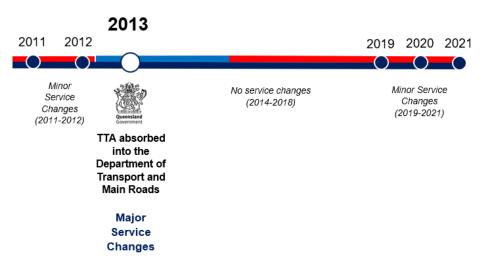
Source: Derived from TMR data

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Figure 3 highlights the key events impacting the Western Bus Region since 2011. As identified in Figure 3, the last Major Service Change came in 2013 in the form of a whole of network review. Following the major network review, there was a long barren period of investment by the State Government, whereby the Western Bus Region did not receive a bus service change until 2019.

Figure 3 – Key events and service changes affecting the Western Bus Region (2011 to present)



Source: Derived from TMR data

FUTURE NETWORK EXPANSION

Action 2.1 of the iGO Public Transport Action Plan (iGO PTAAP) identifies the need for Council to advocate to the State Government to undertake a full bus network review, as outlined below:

"Council will advocate for and collaborate with the State Government to undertake a full network review in the short term to include:

- Early introduction of services to new development areas (full time services, as well as on demand services);
- Consideration of the existing and future land use patterns in Ipswich, including the planned role
 of major centres and designated infill and greenfield growth areas;
- A review of the existing declared bus service contract areas and expansion to include locations not currently serviced in the short and medium term;
- Increases in the frequency, span of operating hours and directness of bus routes;
- Modal access planning for rail stations and major bus stations;
- Consideration of movement of people within Ipswich, as well as on the regional network; and
- Consideration of logical next steps for the bus network's continued development."

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TransLink have advised Council that there will be no new bus service changes in the 2021/22 financial year aside from minor changes to the 531 service (jointly funded by TransLink EDQ – refer to Table 6).

Whilst the bus network is in need of significant overhaul, it is unlikely that any wholesome changes will be made until at least the 2024/25 FY (subject to funding), once the State Government have completed a Transport and Mobility Study for the City of Ipswich. This particular study is a \$400,000 election promise by the Labor Government and will be undertaken over two financial years (between 2022/23 & 2023/24). The study will be delivered by TMR's Transport Strategy and Planning team which typically works in the 5 to 20 year planning horizon (i.e. medium to long term planning).

Although a commitment to review the medium to long term public transport network is supported by Council officers, there has been no such commitment by the State Government in the short term to make improvements to the existing bus network. TransLink officers have advised Council officers that any short-term expansion of the bus network in Ipswich will need to be cost-neutral or will need to be funded directly by Council.

Officers of Council and Translink have recently discussed and negotiated a priority list of projects, as part of TransLink's 5-year service plan. However, these projects are subject to limited funding and are in competition with proposals from other LGAs. The challenge to fund new service changes within Ipswich is also made difficult by TransLink's single year funding cycle and obligation to fund committed service changes (i.e. service changes with joint funding).

Given the difficulties with obtaining funding for new bus services, it is suggested that Council first consider the following points in the short term:

- 1. Re-focus Council's engagement with the State Government
- 2. Explore opportunities to rationalise the bus network

If 1 and 2 do not achieve their intended outcomes by securing funding for Council's expansion priority projects, it is suggested that Council consider the following:

3. Investigate alternative funding opportunities

Detail on points is outlined below.

Re-focus Council's engagement with the State Government

Over the last 5 years, Council's engagement with the State Government on improvements to the bus network has been limited to interactions between Council and TransLink at an officer level. Whilst TransLink and Council have a strong relationship at an officer level, this has not correlated with investment in new bus services.

Given the limited success in securing investment in new bus services, Council needs to reconsider its approach to engagement with the State Government. It is recommended that

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Council take a more coordinated approach with its engagement with the State Government, by maintaining its strong relationship at an officer level, but by also involving Council's elected officials and positively involving members of the community who are passionate about seeing change.

The disconnect between the Ipswich community and TransLink was evident during the 2013 SEQ Bus Network Review, whereby only 12 responses were provided by members of the community. As identified in Table 8 (below), this is significantly lower than all other TransLink regions.

TransLink officers often mention that community feedback (through TransLink's customer feedback webpage) is an important consideration for when they review funding submissions for potential bus service changes. Plainly, service changes are less likely to be considered required if they don't have community feedback to support the change.

Table 8 – Number of community responses (by Region) as part of the 2013 SEQ Bus Network Review

Brisbane	Gold Coast	Sunshine Coast / Noosa	Moreton Bay (Northern)	Logan (Southern)	Redlands (Eastern)	lpswich (Western)
1418	64	81	70	218	151	12

Source: Derived from TMR data

Recommendations A and B of this report outlines a two-stepped approach to engagement with the State Government.

- That a submission for citywide expansion of the bus network be prepared and considered as a Regionally Significant Project. This has the potential to achieve a more targeted and consistent approach to advocacy.
- That Councillors engage in the immediate term with the State Government on the two (2) identified priority expansion projects (which are detailed further on page 14 of this report).

Explore opportunities to rationalise the bus network

As previously mentioned, TransLink have stated that any short-term expansion of the bus network will need to be self-funded or cost neutral.

Whilst there are a number of cost-neutral opportunities that Council could consider, this approach will likely generate winners and losers as existing services may need to be altered or discontinued in order to fund other services that are deemed a higher priority. TransLink have also advised there is no guarantee that cost savings from a discontinued service will be reinvested back into Ipswich and that new proposals will need to go through the usual submission process and compete for funding against other proposals.

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Given the risks associated with removing existing routes, it would be in Council's best interest to work with TransLink to look at rationalising existing routes or reducing the frequency of existing routes with low patronage to generate cost savings for initiatives that are a higher priority.

Investigate alternative funding opportunities

Council have not previously explored this option, as public transport has historically been seen as a responsibility of the State Government. However, several Councils within SEQ are currently subsidising services within their jurisdiction. As of June 2021, Brisbane City Council, Sunshine Coast Council, Noosa Shire Council and City of Gold Coast were all subsidising public transport services in some capacity.

Table 9 – Public Transport subsidies (by Local Government entity)

Brisbane City Council	\$144.8 Million (2021/22 Budget) ¹ • \$144.8 M towards subsidising public transport services
City of Gold Coast	\$2.3 Million (2021/22 Budget) ² • \$1.3 M towards free travel for seniors and veterans • \$1.3 M towards service improvements in Northern Gold Coast
Sunshine Coast Council	\$0.32 Million (2019/20 Transport Levy Annual Report) ³ • Funded through a Transport Levy • \$0.32 M was allocated towards bus service improvements in 19/20 FY
Noosa Shire Council	 \$0.20 - \$0.30 Million (spend in 2020/21 FY) ⁴ Funded through a Sustainable Transport Levy Includes free Christmas and Easter holiday bus services and 'Go Noosa' loop bus

https://www.brisbane.qld.gov.au/sites/default/files/documents/2020-06/20200615-Annual-Plan-and-Budget.pdf

Action 4.2 of iGO PTAAP identifies the need for Council to investigate the feasibility of using alternative funding mechanisms to improve the public transport network within the city.

"Council will investigate the feasibility of alternative funding mechanisms for public transport improvements with guidance from the State Government, to demonstrate its commitment to better public transport in Ipswich. This could consider using a portion of Council's parking revenue for public transport improvements"

² https://new.goldcoast.qld.gov.au/Council-region/Future-plans-budget/Annual-Plan-City-Budget/Annual-Plan

 $^{^3}$ https://d1j8a4bqwzee3.cloudfront.net/~/media/Corporate/Documents/Built%20Infrastructure/200181A_Transport%20Lev y_201920_Annual%20Report_www%20final.pdf?la=en

⁴ https://www.noosa.qld.gov.au/downloads/file/2277/2020-07-07-s-o-agenda-item-1-attachment-1-go-noosa-initiatives-evaluation

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An opportunity to consider alternative funding avenues does lie within the City of Ipswich Parking Pricing Strategy, whereby a recommendation of the Report to the June 2020 General Purposes Committee was for Council officers to commence investigations into the alternative use of parking revenue for the purpose of sustainable transport initiatives (including public transport) but not prior to the 2021-2022 Financial Year.

Council could look to invest into an existing or new urban service operated by TransLink or alternatively Council could look to partner with an organisation such as West Moreton Health whom are part way through a 3-month trial of a free CBD Shuttle Bus (Figure 4 below). This is an initiative that Council could look to support and build upon using alternative funding mechanisms such as parking revenue.

This also aligns with iGO Action P12 which states the following:

"If required, open the Limestone Park car park to commuters and if feasible introduce a shuttle bus between the park and the Ipswich City Centre (possibility in conjunction with the Ipswich Hospital bus)"



Figure 4 – West Moreton Health CBD Shuttle Bus (August 2021)

COUNCIL'S EXPANSION PRIORITIES

Whilst there are many parts of Ipswich (such as Deebing Heights, Karalee, parts of the Ripley Valley and Collingwood Park) that are without an adequate public transport option, Council's two biggest expansion priorities are as follows:

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- 1. An expansion of the bus network within Redbank Plains (south of Redbank Plains Road)
- 2. A trunk bus connection between Ipswich Central and Springfield Central

These two (2) 'expansion' priorities have scored the highest on TransLink and Council's priority list of projects and should be the focus of Council's short-term engagement with the State Government.

Bus network expansion within Redbank Plains

One of the priorities within the Queensland Government's Draft 10 Year Plan for Queensland Passenger Transport is that passenger transport is "responsive to changing community needs". Redbank Plains is in need of enhanced public transport services given its lack of existing public transport coverage (unchanged since 2010) and rapidly growing population. The residential population within Redbank Plains has risen from approximately 15,375 in 2011, to approximately 24,166 in 2020 (ABS Estimated Resident Population), an increase of 57% over the last decade. Figure 6 (page over) visualises some of the expansion experienced within Redbank Plains since 2010.

iGO PTAAP also identifies Redbank Plains as a suburb with a population that has a higher proportion of 'reliant/captive' public transport users and socio-economic disadvantage.

The expansion of the bus network within Redbank Plains has been listed as a 'high priority' project by both Council and TransLink and is identified in TransLink's 5-year Public Transport Service Plan. This priority was put up at the last service change submission process (for the 21/22 FY) by TransLink and was unsuccessful in securing funding.

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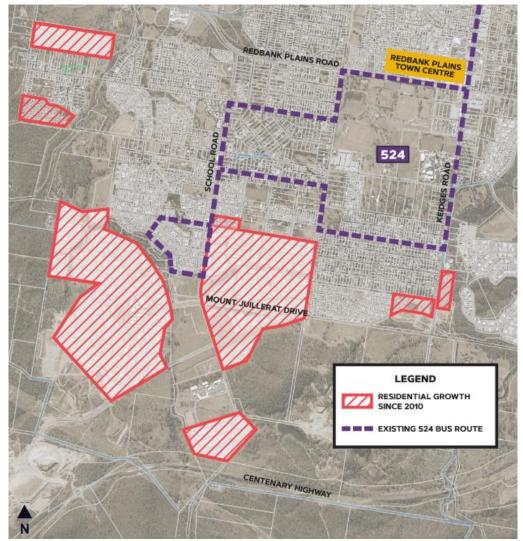


Figure 5 – Residential expansion in Redbank Plains since 2010

A trunk bus connection between Ipswich Central and Springfield Central

There is currently no single seat public transport connection between the city's two (2) Principal Regional Activity Centres, Ipswich Central and Springfield Central. To make this journey currently, there are following travel options:

- Car travel (approximate travel time of 25-30 minutes outside of the peak hours)
- Train travel with an interchange at Darra Station (minimum travel time of 47 minutes)
- Bus travel (travel time between 1-2 hours depending on connections and time of day)
 - o via Yamanto (515 & 531)
 - o via Goodna (500 & 527)
 - o via Redbank Plaza (500 & 526)

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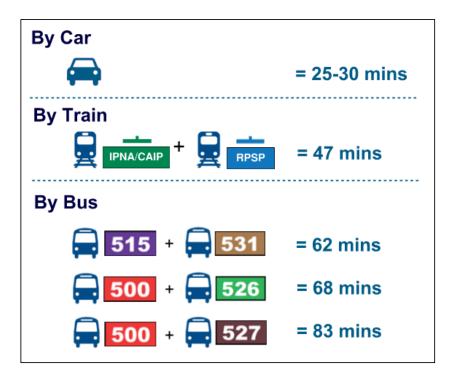


Figure 6 – Current journey times (off peak) between Ipswich Central (Bell Street) and Springfield

Central Station

Not to be confused with the Ipswich to Springfield Public Transport Corridor Study (I2S Corridor), iGO identifies a corridor between Ipswich Central and Springfield Central via Redbank Plains as a 'high frequency bus service connection'. This connection (refer to Figure 8 page over) is also identified within the *South East Queensland Regional Transport Plan* as a 'frequent bus link' and partly as a 'bus priority corridor'.

A new trunk bus connection between Ipswich Central and Springfield Central has been listed as a 'high priority' project by both Council and TransLink and is identified in TransLink's 5-year Public Transport Service Plan. Such a connection would achieve the following:

- Stronger linkage between the City's Principal Regional Activity Centres including greater access to employment and services
- A single seat journey customers would no longer need to interchange or cross a Translink fare zone
- Reduced carbon emissions and traffic congestion potential reduction of the number of vehicles on the road
- Travel time savings compared to existing public transport alternatives
- More travel choices a new direct service would provide a viable travel alternative to the car

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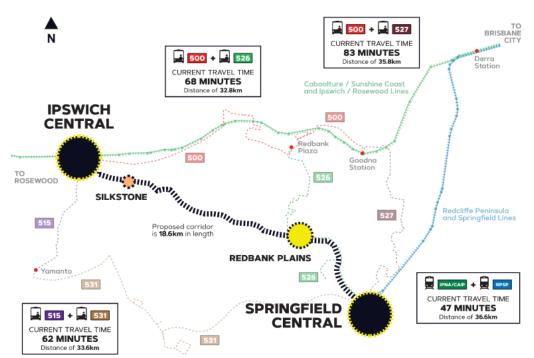


Figure 7 – Indicative Trunk Bus Corridor between Ipswich Central and Springfield Central, in comparison to current public transport offerings

LEGAL/POLICY BASIS

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

RISK MANAGEMENT IMPLICATIONS

If future investment in the bus network from the State Government is not forthcoming, bus patronage in Ipswich may continue to decrease. On the current trajectory whereby investment in the bus network has not kept up with residential growth, the public transport mode share within Ipswich will continue to decline, shifting further away from the 11% mode share target identified in iGO.

The risk of not servicing growth areas with public transport options is that these communities establish habits/patterns of car usage, which is difficult to break once established, leading to greater congestion on roads, pollution as well as various social-economic issues.

Of the considerations outlined previously, TransLink/TMR may be cautious about supporting cost neutral projects due to the potential for community backlash. Removing services or decreasing the frequency of existing bus services to fund 'higher priority' bus services generates winners and losers, which may not be supported politically by the State Government.

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HUMAN RIGHTS IMPLICATIONS

HUMAN RIGHTS IMPACT	S
OTHER DECISION	
(a) What is the Act/Decision being made?	Recommendation A states that a submission for citywide expansion of the bus network be prepared and considered as a potential Regionally Significant Project.
	Recommendation B states that the Councillors meet with State MPs to discuss new bus services in Redbank Plains, as well as for a new direct bus service linking Ipswich Central and Springfield Central.
	Recommendation C states Council officers work with the State Government to rationalise the existing bus network to achieve net benefits.
	Recommendation D states if funding from the State Government is not secured for Council's two (2) expansion priority projects (identified in Recommendation B) by the end of 2022/23 financial year, that Council officers commence investigations into alternative funding options to subsidise the cost of these service changes and prepare a report for Council's consideration.
(b) What human rights are affected?	No. The proposed decisions are at a high level and so there is no immediate impact on human rights.
(c) How are the human rights limited?	Not applicable
(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

The report has outlined three (3) considerations for Council moving forward, all of which have no immediate financial implications to Council.

The option to investigate alternative funding opportunities may have future financial implications if supported by Council, however any decision on this would be subject to an additional report for Council's consideration.

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COMMUNITY AND OTHER CONSULTATION

There were no internal/external consultation activities associated with the development of this report. However, it is the intention of this report for the broader community to have a greater say and influence on the Ipswich bus network as part of Council's advocacy works in line with the recommendations of this report.

CONCLUSION

The expansion of the bus network within Ipswich has not kept up with the population growth experienced within the city, with the number of bus routes and bus patronage lower than what it was a decade ago. Investment by TransLink within the Western Bus Region is significantly less than other regions within SEQ.

There are challenges and difficulties of obtaining funding by TransLink for new services and therefore Council may consider several approaches regarding the Western Bus Region, including a change in how Council engages with the State Government, exploring cost-neutral opportunities and alternative funding opportunities.

Council officers have identified two (2) priority projects which is suggested to be the focus of Council's short-term advocacy works, and investment decision making.

ATTACHMENTS AND CONFIDENTIAL BACKGROUND PAPERS

1.	Bus Service Changes (2005 to 2021)
2.	Historic Bus Service Frequency Maps

James MacArthur

TRANSPORT PLANNER (TRANSPORT PLANNING)

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

GROWTH INFRASTRUCTURE AND WASTE COMMITTEE MEETING AGENDA

10 FEBRUARY 2022

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Item 2 – Page 20 of 20

REGIONALLY SIGNIFICANT PROJECTS – PROJECT BRIEF



REGIONALLY SIGNIFICANT PROJECTS – IPSWICH BUS NETWORK EXPANSION

REGIONALLY SIGNIFICANT PROJECTS - IPSWICH BUS NETWORK

1. EXECUTIVE SUMMARY

Public Transport services in Ipswich are administered by the TransLink Division of the Queensland Department of Transport and Main Roads. Nevertheless, Council receives many requests to improve public transport services within Ipswich and in particular the bus services.

In recent years, Council has had very limited success in lobbying the State Government to invest in the expansion of the bus network. This trend could potentially continue over the coming decade, with the release of the Queensland Government's draft 10 Year Plan for Queensland Passenger Transport, which identifies that future government investment in Public Transport will largely align with key infrastructure projects such as Brisbane Metro and Cross River Rail, as well as to support the 2032 Summer Olympic and Paralympic Games.

Whilst this is big news for South East Queensland as a region, this could potentially be catastrophic for the City of Ipswich, where investment in the bus network has not kept up with population growth or the expectations of the community.

As a way of trying to change the status quo, an advocacy program, centered around a list of priority projects is proposed. The need for 'Regionally Significant' project status for this program is to achieve greater institutional support and coordination. The priority projects forming the basis of this program have been identified and agreed upon by both TransLink and Council. Whilst Council and TransLink are aligned strategically from a network planning perspective, funding is the roadblock to progress and will continue to be so, if no action is taken by Council.



2. RECOMMENDATON

That the program to advocate for the expansion of the Ipswich Bus Network be considered as 'regionally significant' under Council's Regionally Significant Project Framework.

3. RELATED PARTIES

There are several key stakeholders within Ipswich City Council across three (3) departments which have an interest in this program.

- STRATEGIC TRANSPORT PLANNING: Infrastructure and Environment Department (Infrastructure Strategy Branch)
- ADVOCACY: Community, Cultural and Economic Development Department (Economic and Community Development Branch) & Coordination and Performance Department (Executive Services Branch)

4. BACKGROUND

The need for effective public transport is becoming increasingly urgent in Ipswich. *iGO- City of Ipswich Transport Plan*, acknowledges that "we cannot afford to build our way out of congestion by continually adding more and more road space just for cars" and that there needs to be significant shift to more sustainable transport modes. Consequently, *iGO* sets an aspirational public transport mode share target of 11% by 2031.

Based on data provided in the 2018 Queensland Household Travel Survey, the mode share for public transport in Ipswich has been drifting further away from the target set within iGO (refer to Table 1 below).

Table 1: Household Travel Survey Comparison with iGO Mode Share Targets

	Househ	iGO Mode			
	2011 2017 2018			Share Target	
Ipswich Population (rounded)	167,000	208,500	218,000	435,000	
Private Vehicle Mode Share	86%	87.6%	88.4%	75%	
Public Transport Mode Share	6.3%*	6.7%*	5.4%*	11%	

Source: iGO Annual Report Card 2019-2020

Over the last decade, there has been little change to the bus network in Ipswich in terms of the number of bus services. Whilst the population within the City of Ipswich has grown by 38% between 2011 and 2021, expansion of the bus network has been very limited over this period. Over the last decade, the bus network has been expanded to Ripley, South Ripley and Spring Mountain, with peak and off-peak frequencies no greater than an hour in these locations.

In addition to the lack of expansion of the bus network, the existing network has seen slow progress in terms of frequency and coverage. Ten of the existing 18 bus routes in the City of Ipswich have experienced no changes to frequency or coverage over the decade.

^{*}Figures also include Taxi and Rideshare

Investment in the bus network has been modest over the last decade with investment by the State Government remaining stagnant between the 2011-12 and 2017-18 financial years (remaining steady at approximately \$18-\$19 million per annum) (refer to Table 2). Recent investment has occurred; however, it is unlikely to reverse declining patronage in the short term due to the underinvestment in the bus network coupled with the COVID-19 pandemic.

Table 2: Western Region Bus Service Contract Spends

Financial Year	Agency	Bus Service Contract Spend (Western Region)*	% Change from previous FY
2010-11	TransLink Transit Authority	\$16,350,000.00	8.4%
2011-12	TransLink Transit Authority	\$18,380,000.00	11.0%
2012-13	TTA/TMR	\$19,522,936.00	5.9%
2013-14	TMR	\$19,477,552.00	-0.2%
2014-15	TMR	\$18,963,779.00	-2.7%
2015-16	TMR	\$18,709,574.00	-1.4%
2016-17	TMR	\$18,795,088.00	0.5%
2017-18	TMR	\$18,755,853.00	-0.2%
2018-19	TMR	\$24,478,212.00	23.4%
2019-20	TMR	\$24,398,679.00	-0.3%

^{*}Service contract spends include both urban and school bus services

Source: Derived from TMR Data

In 2019, Council released the iGO Public Transport Advocacy and Action Plan (iGO PTAAP). iGO PTAAP acknowledges that public transport in Ipswich is a key responsibility of the State Government and that Council should not seek to take over these responsibilities, but rather seek to use its local knowledge of the Ipswich community's transport needs to advocate for public transport improvements and undertake actions to support and prioritise public transport where appropriate.

In late 2020, Council assisted TransLink in the development of a joint priority list of projects for the expansion of the bus network in Ipswich (commencing with the 2021/22 FY). The intent of this list of priority projects (Attachment 2) was to assist TransLink in the development of its 5-year public transport service plan (PTSP). The PTSP contains various bus network expansion projects from feeder services to mass transit (i.e. heavy rail network), additional 'coverage' style services and trunk 'patronage' style services. The PTSP is reviewed annually and is essentially a shopping wish list, with projects being recommended to a Service Delivery Board.

Ordinarily, projects in the PTSP are reviewed by TransLink Officers and are recommended to the Service Delivery Board for funding and implementation. TransLink Officers have advised that due to funding constraints and committed projects that any expansion of the bus network in Ipswich in the short-term would need to be self-funded by Council or funded using savings from existing routes (i.e. cutting frequencies of existing services or services entirely).

A Committee report titled 'Expanding the Ipswich Bus Network' has been prepared for the 10 February 2022 Growth Infrastructure and Waste Committee highlights the challenges facing Ipswich in securing funding for new bus services and identifies the need to re-focus Council's engagement with the State Government (refer to section 8 for more detail). Whilst Council and TransLink are aligned strategically from a network planning perspective, funding is the roadblock to progress.

5. STRATEGIC ALIGNMENT

The need to expand the Ipswich Bus Network aligns with a number of State and Local planning documents and plans. Detail on the Program's strategic alignment can be found in Table 3.

Table 3: Strategic Alignment



South East Queensland Regional Transport Plan (2019)

The purpose of the South East Queensland Regional Transport Plan (SEQRTP) is to set out regional transport priorities and actions for developing the transport system in a way that supports regional goals for the community, economy and environment.

The SEQRTP identifies a network of bus priority corridors within SEQ (including Ipswich). The network of high-frequency bus priority corridors will be implemented progressively over the next 20 years.

The SEQRTP includes a short-term action identifying the need to progress planning of frequent public transport services to major expansion growth areas including Springfield and Ripley Valley.

The SEQRTP has been considered and incorporated as part of the development of a joint list of priority projects with TransLink.



Creating Better Connections for Queenslanders: A draft 10 Year Plan for Queensland Passenger Transport (2021)

Creating Better Connections for Queenslanders is a 10-year plan (currently in draft) setting out the priorities and key initiatives for passenger transport in Queensland.

A key message from this plan is that new passenger transport services will roll out progressively to meet demand over the next decade aligning with the opening of Brisbane Metro and Cross River Rail scheduled to occur from 2024 and 2025.



iFuture (2021)

iFuture sets the long-term vision and goals for City of Ipswich, and outlines priorities for the next five years.

iFuture builds on previous programs and strategies and is intended to provide a renewed and contemporary focus for the future of the City. It recognises that an effective transport system supports growth, economic activity, social interaction, inclusion and access to community services.



iGO - City of Ipswich Transport Plan (2016)

iGO City of Ipswich Transport Plan is ICC's masterplan for the future of Ipswich's transport. It is intended to provide solutions to the current and future transport challenges in Ipswich, and its goal is for the City's transport system to have capacity for the significant forecast future population growth. It covers a range of policy focus areas including land use, PT, active transport, roads, and freight, providing details on key actions to provide a sustainable transport future for the City.

Numerous actions from within iGO have been incorporated in the development of a joint list of priority projects with TransLink.



iGO Public Transport Advocacy and Action Plan (2019)

The iGO Public Transport Advocacy and Action Plan extracts local knowledge of the Ipswich community's transport needs to advocate to key stakeholders regarding prioritisation of PT improvements in Ipswich. It recognises that an effective PT system is a key part of any growing city's continued social well-being, economic prosperity, and environmental health.

iGO PTAAP also contains actions to advocate for a full bus network review and to establish a coordinated advocacy approach for the region regarding public transport priorities.

Numerous actions from within iGO PTAAP have been incorporated in the development of a joint list of priority projects with TransLink.



City of Ipswich Sustainability Strategy 2021-2026 (2021)

The City of Ipswich Sustainability Strategy provides the direction as to how Council works to deliver, partner and advocate for effective sustainability outcomes in meeting the city's challenges.

The Strategy presents five key sustainability Action Areas. One of these Action Areas 'Transport and Mobility' looks to generate greater awareness of sustainable modes of transport across the city, acknowledging the uncompetitive nature of public transport network and high car-dependence.

6. ELIGIBILITY CRITERIA

Why should this be considered as regionally significant?

A program to advocate for the expansion of the bus network in Ipswich would be regionally significant as it contains projects (refer to Attachment 2) across the entire LGA, rather than a single localised project. The proposed program works towards supporting the sustainable growth of the region, by improving accessibility, connectivity, and efficiency of the transport network. The program also works towards delivering the Queensland Government's SEQ Frequent Public Transport 2041, which seeks to provide a high frequency and reliable bus network across the region.

The South East Queensland Regional Plan, ShapingSEQ, anticipates a population target of 520,000 people in the City of Ipswich by 2041, over double the current population. This provides a significant challenge for the City of Ipswich moving forward as travel demand will place additional pressure on existing road infrastructure. The *Ipswich to Springfield Public Transport Corridor – Strategic Assessment* highlights that the costs of congestion could exceed \$1 billion per annum by 2036 if no solution to improve the existing transport network is implemented.

An alternative to building more roads to improve capacity is to make better use of existing roads by making them more efficient. Investment in the bus network is one way of making the road network more efficient.

7. IMPACTS / BENEFITS

Whilst the proposed program is less defined compared to a singular project evaluated under this framework, expansion of the bus network in the way of new 'coverage' and 'patronage' style services could provide the following benefits to the community outlined in Table 4.

Table 4: Identified impacts and benefits

IDENTIFIED IMPACTS/BENEFITS Providing greater PT coverage means fewer cars on the transport network, which provides economic benefits in terms of reduced congestion. Frequent public transport could delay the need for road upgrades as these corridors become more efficient. There is the potential for new businesses to be attracted to centres as a result of enhanced public transport. Improvements in accessibility can potentially stimulate further employment opportunities within centres. Francmir The program has the potential to support catalyst projects for example, a trunk bus connection between Ipswich Central and Springfield Central (via Redbank Plains) could allow for greater densities along the corridor in addition to potential catalyst projects in each centre (new interchanges, Transit Orientated Development etc.). Greater non-infrastructure employment opportunities - more bus services correlates with the need for more drivers, maintenance of fleet etc.

Social	 The expansion of the bus network has the potential to provide greater access to employment, education, and social services. Public transport has benefits in terms of health and well-being by facilitating physical activity. Whilst coverage services often lack in directness and frequency, they provide a travel option for many that do not have a car or choose not to have a car, hence improving the city's livability. Patronage services that are frequent and direct could provide a viable alternative to private car travel for the community. New services have the ability to connect areas within Ipswich, not previously connected (for example a new patronage service between Ipswich Central and Springfield Central could strengthen ties between the city's two principal activity centers). 				
	 The expansion of the bus network has the potential to reduce car usage and subsequent emissions produced through greater traffic congestion (refer to Figure 1 below). Environmental impacts will be further minimised in the future with the Queensland Government's Draft 10 Year Plan for Queensland Passenger Transport identifying a policy position to shift bus fleets to carbon-zero fleets over the coming decade. 				
	Figure 1: Carbon emissions by mode of transport				
Environmental	Transport Average emissions per kilometre (gCO^2/km) per person				
	Urban train systems 21				
	Light rail 22				
	Bus rapid transport systems				
	Average car sold in 2015 184 Source: Climate Council				

8. PROGRAM STATUS

Council has always played a supporting role to the Department of Transport and Main Roads (TMR) with regards to bus service planning. Officers of Council and TransLink (TMR) have discussed and negotiated a priority list of projects, as part of TransLink's 5-year service plan. However, these projects are subject to limited funding and are in competition with proposals from other LGAs. The challenge to fund new services within Ipswich is also made difficult by TransLink's single year funding cycle and obligation to fund committed service changes (i.e., services with joint funding).

One of the recommendations within an upcoming report titled 'Expanding the Ipswich Bus Network' to the February 2022 Growth Infrastructure and Waste Committee is that **Council re-focus its engagement with the State Government.** Currently engagement occurs only at an officer level and this

has not correlated with investment from the State Government for the expansion of the bus network. Whilst the committee report suggests that this engagement at an officer level continues, it also recommends the following:

- The need for greater engagement at a political level calling for the Councillors to engage with the State MPs on priority expansion projects (Recommendation B of the Committee Report).
- The need for greater engagement with the community (refer to section 10 of this submission).

The opportunity to influence service changes in the 2022/23 financial year are limited (refer to Section 9 of this submission), as project recommendations from TransLink Service Planners close in February. However, Council could look to shape its approach to engagement for the 2023/24 financial year based on the key dates identified under section 9 of this submission.

9. PROGRAM REQUIREMENTS

Advocacy for the expansion of the Ipswich Bus Network will need to align with TransLink's service delivery program. TransLink has a single year funding cycle for service delivery. Some of the key dates have been identified below:

- DECEMBER/JANUARY TransLink Service Planners and Council Officers update and agree upon a Priority List of Projects to inform TransLink's 5-year service plan.
- FEBRUARY Project recommendations by TransLink Service Planners (based on the Public Transport Service Plan) are sent to the Service Delivery Board for review
- MARCH-JUNE Projects are prioritised by the Service Delivery Board and considered as part of the budget build
- JULY Queensland Government Budget is announced

Milestone

Priority List of Projects

↓

5-year Public Transport
Service Plan

↓

Service Delivery Board

Approval

Disapproval

Budget

| CC Officers
TransLink Service Planners

| TransLink Service Planners
| TransLink Service Delivery Board Members
| TransLink Service Delivery Board Members | TransLink Service Delivery Board Members | TransLink Service Delivery Board Members | TransLink Service Delivery Board Members | TransLink Service Delivery Board Members | TransLink Service Delivery Board Members | TransLink Service Delivery Board Members | TransLink Service Delivery Board Members | TransLink Service Delivery Board Members | TransLink Service Delivery Board Members | TransLink Service Delivery Board Members | TransLink Service Delivery Board Members | TransLink Service Delivery Board Members | TransLink Service Delivery Board Members | TransLink Service Delivery Board Members | TransLink Service Delivery Board Members | TransLink Service Delivery Board Members | TransLink Service Delivery Board Members | TransLink Service Delivery Bo

Figure 2: TransLink's Service Delivery Program

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10. KEY STAKEHOLDERS

Key stakeholders for the advocacy program include:

Department of Transport and Main Roads (TransLink Division) – Public Transport services in Ipswich are administered by the TransLink Division of the Queensland Department of Transport and Main Roads. The Service Delivery Board is also a function of TMR, making recommendations on which new services to fund

State MPs – A committee report titled 'Expanding the Ipswich Bus Network' has been prepared for the 10 February 2022 Growth Infrastructure and Waste Committee identifies the need to re-focus Council's engagement with the State Government including the need for Councillors to engage with State MPs on priority projects.

Ipswich Community - there is acknowledgement from iGO PTAAP that the broader community should have greater involvement and say about their bus network. TransLink Officers/Service Planners have previously advised Council Officers that community feedback (through TransLink's customer feedback webpage or app) is an important consideration for when they review funding submissions for potential bus service changes.

11. CONSULTATION

INTERNAL CONSULTATION

A Councillor briefing report was prepared and presented on 30 November 2021, providing a summary of the Ipswich Bus Network, and how the bus network compares to other regions within South East Queensland. Subsequently, a committee report has been prepared for the February 2022 Growth Infrastructure and Waste Committee. This report outlines several recommendations with the objective of achieving greater investment in the bus network from the State Government.

EXTERNAL CONSULTATION

A community survey was undertaken in November 2017 to understand the public transport needs of the Ipswich Community. This survey, completed by approximately 1,200 respondents provided the following conclusions:

- 36% of respondents were 'unhappy' or 'very unhappy' with the state of the public transport network and 32% of residents were 'neutral'.
- When asked about the factors that prevent residents from using public transport more often, the most popular response was "It takes too long", followed by "It's not convenient or easy to use", "There are no stops / stations near my home or travel destination" and "It's too expensive".

Broader consultation with the community should be considered in the future. As previously mentioned, TransLink Officers have advised Council that community feedback (through TransLink's customer feedback webpage or app) is an important consideration for when they review funding submissions for potential bus service changes.

In late 2020, TransLink Service Planners and Council Officers from the Infrastructure Strategy Branch collaborated and agreed upon a priority list of projects for enhancements to the Ipswich bus network based on both Queensland Government and Council's strategic planning documents. It is anticipated that this list of priority projects (Attachment 2) will be reviewed annually aligning with TransLink's single year service delivery cycle and will form the basis of Council's advocacy for funding.

12. RISKS

If future investment in the bus network from the State Government is not forthcoming, bus patronage in Ipswich may continue to decrease. On the current trajectory whereby investment in the bus network has not kept up with population growth, the public transport mode share within Ipswich will continue to decline, shifting further away from the 11% mode share target identified in iGO.

The Queensland Government's draft 10 Year Plan for Queensland Passenger Transport identifies that new passenger transport services (includes bus services) are to be aligned with the opening of Brisbane Metro and Cross River Rail and to support travel in the lead up to and during the 2032 Summer Olympic and Paralympic Games.

The next decade leading up to the 2032 Summer Olympic and Paralympic Games will see a transport infrastructure boom for South East Queensland. Given the city's limited involvement in the games there is the risk that the City of Ipswich may fall down the priority list in terms of government investment if no action is taken by Council.

13. CONCLUSION

The expansion of the bus network within Ipswich has not kept up with population growth experienced within the city or community expectations. This trend could continue over the coming decade with Queensland Government policy prioritising future investment on major projects and the 2032 Summer Olympic and Paralympic Games.

This report outlines the need for an advocacy program, centered around a list of priority projects (jointly negotiated between TransLink and Council). The need for 'Regionally Significant' project status for this program is to achieve greater institutional support and coordination in the objective of achieving more investment for the bus network in the City of Ipswich.

14. ATTACHMENTS

- 1. Ipswich Bus Network Expansion Regionally Significant Project Scoring Matrix
- 2. Priority List of Projects

James MacArthur

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

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I concur with the recommendations contained in this report.

Sean Madigan

GENERAL MANAGER – INFRASTRUCTURE AND ENVIRONMENT DEPARTMENT

Doc ID No: A8225562

ITEM: 7

SUBJECT: ADOPTION OF THE THREE YEAR NEW KERB AND CHANNEL CAPITAL PROGRAM

AUTHOR: GENERAL MANAGER - INFRASTRUCTURE AND ENVIRONMENT

DATE: 10 AUGUST 2022

EXECUTIVE SUMMARY

This is a report concerning the three-year new kerb and channel capital program.

Council officers have applied the statistical methodology in combination with input from the community via the Divisional Councillors to finalise the three-year kerb and channel program.

The recommended program provides a better outcome for the community and is deliverable within the adopted three-year capital program and budget.

RECOMMENDATION/S

That Council adopt the three-year program for new Kerb and Channel as specified in the attachment to this report.

RELATED PARTIES

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

IFUTURE THEME

Vibrant and Growing

PURPOSE OF REPORT/BACKGROUND

When Council adopted the 2022-2023 budget in June of this year, Council allocated \$3 million per annum for new kerb and channel projects across the city. At the time of adopting the budget, officers were not in position to put forward a recommended three-year program for new kerb and channel that could be delivered within the allocated budget and timeframes.

Since the adoption of the budget, Council officers have reviewed the new kerb and channel program in terms of the allocated budget and timeframes. Officers have also met with Divisional Councillors to discuss community needs for new kerb and channel.

Following this consultation process, the attached new kerb and channel program is put forward by officers to be adopted by Council.

LEGAL/POLICY BASIS

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

RISK MANAGEMENT IMPLICATIONS

At this time, Council does not have an approved program for new kerb and channel across the city. If Council were to not approve the recommended program there will be delays in delivering new kerb and channel for the community.

HUMAN RIGHTS IMPLICATIONS

HUMAN RIGHTS IMPACT	HUMAN RIGHTS IMPACTS				
OTHER DECISION					
(a) What is the Act/Decision being made?	That Council adopt the recommended 3-year new kerb and channel program.				
(b) What human rights are affected?	No human rights are affected by this decision.				
(c) How are the human rights limited?	Not applicable				
(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

In the budget adopted by Council in June 2022 Council allocated \$3 million in the 2022-2023 financial year. The recommended new kerb and channel program has a required budget of \$2.724M for the 2022-2023 financial year. The entire 3-year program has been costed at \$9.618M and it is considered that this can be delivered within the capital budget allocations for the second and third years as the annual budgets are developed.

COMMUNITY AND OTHER CONSULTATION

The Divisional Councillors were consulted in relation to the new kerb and channel program. This provided Council officers with an appreciation of the community needs and requests for new kerb and channel and enable officers to better prioritise the three-year program.

CONCLUSION

It is recommended that Council adopt the new kerb and channel program attached to this report, to provide for the infrastructure needs of the community.

ATTACHMENTS AND CONFIDENTIAL BACKGROUND PAPERS

1. New kerb and channel project list 2022-2024 🗓 🛗

Sean Madigan

GENERAL MANAGER - INFRASTRUCTURE AND ENVIRONMENT

I concur with the recommendations contained in this report.

Sean Madigan

GENERAL MANAGER - INFRASTRUCTURE AND ENVIRONMENT

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KERB AND CHANNEL SUBPROGRAM PROJECT LIST

Project	Suburb	Division	22/23	23/24	24/25
Alice Street	Blackstone	1	1870		
Willow Rd	Redbank Plains	1		50	
Naomai Street	Blackstone	1		50	
Stanley Street	Goodna	2			620
William St	Goodna	2	50	250	
Albert Street	Goodna	2		35	220
Woogaroo Street	Goodna	2	60	150	150
Scott Street	Goodna	2		43	
Stuart Street	Goodna	2		50	
Giza Court	Camira	2			6
Smith Road	Goodna	2		40	
Newman Street	Gailes	2		50	
Springall Street	Basin Pocket	3		200	
Chermside Rd	Basin Pocket	3			450
Cemetery Rd	Ipswich	3	90		410
Salisbury Road	Ipswich	3	40		285
Alexandra Street	Booval	3	45		500
Brisbane Road	Redbank	3	25		150
Spencer Street	Redbank	3	45		
Alfred Street	Riverview	3	25		115
River Road	Bundamba	3			30
Salisbury Road	Ipswich	3		630	
Short Street	Walloon	4	224	1500	
Moores Pocket Rd	Tivoli	4	150	100	
Hastie Street	Tivoli	4	50		
Lowry Lane	North Ipswich	4		60	
Robinson Street	Brassall	4		50	



Railway Street	Rosewood	4		40	
Power Street	North Ipswich	4			50
Blackwood Avenue	North Ipswich	4	50	610	
			2724	3908	2986

Doc ID No: A8277163

ITEM: 8

SUBJECT: ALTERNATIVE ROAD SURFACING OPTIONS

AUTHOR: MANAGER, ASSET SERVICES

DATE: 5 SEPTEMBER 2022

EXECUTIVE SUMMARY

This is a report concerning industry information requested from the Queensland Branch of the Australian Flexible Pavements Association (AfPA) of the residential road resurfacing treatments available. The report is developed in continuance of the Notice of Motion – Spray Seal Maintenance Treatments Report.

RECOMMENDATION/S

That the report on alternative road surfacing options be received and the contents noted.

RELATED PARTIES

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

IFUTURE THEME

Vibrant and Growing

PURPOSE OF REPORT/BACKGROUND

In response to a request regarding alternative road resurfacing options, Infrastructure and Environment Department (IED) have contacted the Queensland Branch of the Australian Flexible Pavements Association (AfPA) to inquire about the products and services offered by their members (See Attachments). They have provided a range of options available for the resurface treatments suitable for residential roads and the brochures supplied are attached for review.

An overview of the products available and offered by AfPA members are;

1. SRS SealCoat (Spray Seal Treatment)

SRS SealCoat is applied to an existing road surface. It is a mixture binder and aggregate that can range from 4mm to 7mm. It is a micro-surfacing sealant designed to extend the life of existing bituminous surfaces. By combining SRS SealCoat's high adhesive characteristics with polymer modifiers and varied quantities of solids to suit the condition of individual pavements, SRS SealCoat will seal and protect the pavement. The loss of larger stones,

cracking, water penetration and accelerated failure with time. Without timely intervention, the cost of repairing pavement increases substantially.

Price range \$7-10/m² and an expected surface life is 8-10 years.

2. SRS SealCoat + (Spray Seal Treatment)

SRS SealCoat+ is applied to an existing road surface. It is a mixture binder and aggregate that can range from 4mm to 7mm. It is a more durable product than SRS SealCoat, with a higher premium adhesive characteristic and polymer modifiers and they are more suitable for airport runways because it is more durable and flexible.

Price range \$10-15/m² and an expected surface life of 8-10 years.

3. FRM SealCoat (Spray Seal Treatment)

FRM SealCoat is applied to an existing road surface. It is a mixture binder and aggregate that can range from 4mm to 7mm. It is the most durable product of all the seal coat products, with premium adhesive characteristics, FAA fuel resistant and again is more suitable for airport runways.

Price range \$15-20/m² and an expected surface life of 8-12 years.

4. BIORESTOR® Asphalt Rejuvenator (Preventative Treatment)

BIORESTOR Asphalt Rejuvenator is sprayed onto an existing road surface that is in a fair to good condition. It is a restorative asphalt modifier that is designed to increase a pavements life cycle by up to 40%. It has been developed from bio-based oils with a synthetic polymer modification, to create an environmentally sustainable road treatment. The benefits include: reduces cracking, increases flexibility, decreases viscosity (Brittleness), increases penetration (Softness) and reduces ravel & pot-holes.

Price range \$2-3/ m2 and an expected surface life of 4-6 years.

5. GSB-88 Harnesses Superior Chemistry (Preventative Treatment)

This product is sprayed onto an existing road surface that is in a fair to good condition. The GSB Chemistry slows the molecular ageing and deterioration reactions in pavement binder oils and is designed to keep the binder in the asphalt healthy.

Price range \$3-5/m² and an expected surface life of 5-7 years.

6. Microsurfacing (Asphalt Renewal)

Microsurfacing is applied onto an existing road surface that is in a fair to good condition and it is a mixture of bitumen emulsion and sand aggregate that can range from 4mm to 7mm. It is a bituminous surfacing application that is manufactured onsite at the point of application comprising dense graded aggregates polymer modified bitumen emulsion. A low carbon

alternative to conventional hot surfacing treatments, Microsurfacing is a maintenance application of existing sound pavements, not a construction layer.

Price range \$7-10/m² and an expected surface life of 8-12 years.

7. Sprayed Seal (Spray Seal Treatment)

A Sprayed Seal treatment consists of a thin layer of bitumen that is sprayed on to the existing surface as a hot liquid, that is immediately followed by the application of a single layer of crushed aggregate that can range from 4mm to 7mm. This is a simple road surfacing treatment and is a cheaper option than asphalt for medium and light trafficked roads. A single or double layer can be applied dependant on traffic loads and volume.

Price range \$9-13/m2 and an expected surface life of 8-10 years.

8. Asphalt (Asphalt Renewal)

Hot Asphalt is produced in a dedicated plant that heats, dries and mixes aggregate, bitumen and sand into a composite mix. It is then delivered to site and applied through a paving machine and applied onto an existing road surface while hot as a solid material at a nominated or required thickness. There are three main types of asphalt: Hot Asphalt, Cold Mix and UPM. Hot Asphalt is the type of asphalt that is mostly applied for road surface renewal whereas Cold Mix and UPM are a cold mix asphalt and are used as a temporary fix and best used in areas that have little traffic.

Price range \$25-30/m2 and an expected surface life of 15-20 years.

9. ReconophaltTM (Asphalt Renewal)

ReconophaltTM is an asphalt product containing high-recycled content derived from true waste streams that would otherwise be bound for landfill. It is delivered to site and applied through a paving machine and applied onto an existing road surface while hot as a solid material at a nominated or required thickness. ReconophaltTM mixes comply with AS2150 standard state road authority specifications, while providing an increase in fatigue resistance for longer pavement life and superior resistance to deformation. Pavement construction using ReconophaltTM is as per traditional methodologies, using standard paving equipment, with no increased environmental risk compared to traditional asphalt.

Price range \$20-25/m2 and expected surface life of 14-18 years.

10. Boral Thin Asphalt Overlay Treatment. (Asphalt Renewal)

This product is an asphalt product incorporates local (Australian) recycled content derived from waste tyre derived rubber that would otherwise be bound for landfill. It is a thin asphalt surfacing using nominal 5mm size of aggregate (smallest), it is suitable for residential areas, can manufacture and place product all year round and is suitable for winter paving. It is delivered to site and applied through a paving machine and applied onto an existing road surface while hot as a solid material at a nominated or required thickness. Product not yet endorsed by Australian Flexible Pavements Association (AfPA).

Price range \$16-25/m2 and expected surface life of 15-20 years.

SUMMARY OF ROAD SURFACE TREATMENT OPTIONS

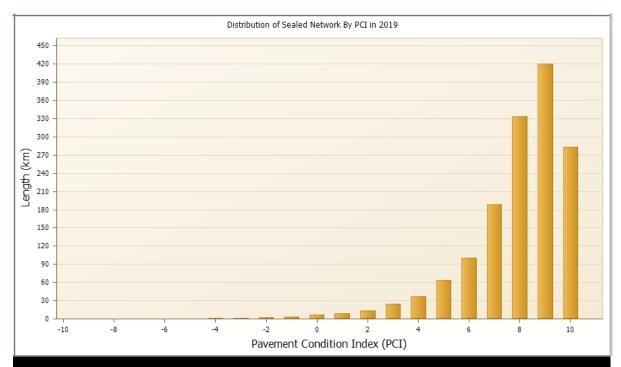
Surface Treatment Options	Unit Rate	Expected Surface Life
BIORESTOR® Asphalt Rejuvenator	\$2-3/m2	4-6 years
GSB-88 Harnesses Superior Chemistry	\$3-5/m2	5-7 years
Microsurfacing	\$7-10/m2	8-12 years
SRS SealCoat	\$7-10/m2	8-10 years
SRS SealCoat +	\$10-15/m2	8-10 years
FRM SealCoat	\$15-20/m2	8-12 years
Sprayed Seal	\$9-13/m2	8-10 years
ReconophaltTM	\$20-25/m2	14-18 years
Boral Thin Asphalt Overlay Treatment	\$16-25/m2	15-20 years
Asphalt (Hot mix)	\$25-30/m2	15-20 years

Overall, the above road resurface treatments vary with different solutions of resurfacing treatments for lifecycle management of the road network. Without a managed program of road resurface treatments the road pavement (foundation) is at greater risk of failure if the condition reaches phase 3 (final stage). It would then require a full depth reconstruction or stabilisation of the road with a larger capital outlay where a full road reconstruction or stabilisation will be required. Therefore, an effective road surface treatment renewal plan is required to protect the road pavement structure and ultimately avoiding expensive road reconstruction.

To determine the appropriate road resurface treatment, the Pavement Condition Index (PCI) of the road is reviewed and the resurface treatment applied. Council undertakes a full road condition assessment of the whole road network every four years to assess the roads PCI. This will determine the type of surface treatment and the optimised intervention point at which rehabilitation should occur to maximise the benefits from road investment. The PCI value assists in developing the future road capital works program and the prioritisation of works based on the highest risk and available budget.

Below is a summary of the most recent Pavement Condition Index (PCI). We note that we are currently preparing the next full road condition assessment of the whole road network for 2023.

SUMMARY OF CURRENT SEALED ROAD PAVEMENT CONDITION PROFILE (2019)



PCI	Road Pavement Condition	Length
10 to 8	Very Good	1038 km
8 to 6	Good	289 km
6 to 4	Fair	101 km
4 to 2	Poor	39 km
2 to 0	Very Poor	16 km
<0	Failed	9 km

Based on the roads Pavement Condition Index (PCI) assessed in 2019 and current available surface treatment opportunities on the market, the following options can be considered for a best practice and cost effective road surface treatment renewal plan;

- 1. To review new asphalt resurface treatment products for roads that have pavement condition PCI of 6-8 (Good condition) and may have been scheduled for a spray seal renewal.
- 2. To develop a scaled program over five years that incorporates an increase in an asphalt resurfacing treatment program over spray sealed treatment for the whole road network.

LEGAL/POLICY BASIS

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

RISK MANAGEMENT IMPLICATIONS

The Infrastructure and Environment Department has a departmental risk register that includes delivery of the capital program. The leadership team of the department continues to monitor our risk in relation to this and takes mitigation action where necessary.

HUMAN RIGHTS IMPLICATIONS

HUMAN RIGHTS IMPACTS

RECEIVE AND NOTE REPORT

Recommendation states that the report be received and the contents noted. The decision to receive and note the report does not limit human rights. Therefore, the decision is compatible with human rights.

FINANCIAL/RESOURCE IMPLICATIONS

In consideration of applying a more dominant asphalt resurfacing program over a sprayed seal option for road surface renewal, it does impact on capital budget requirements. On direct comparison, a sprayed seal renewal will cost approximately 40% less than an asphalt surface renewal, based on a per square metre basis. This can change dependant on other factors such as the site location, design, scale of the work and market pricing at the time.

COMMUNITY AND OTHER CONSULTATION

Consultation has been undertaken with the Queensland Branch of the Australian Flexible Pavements Association (AfPA) in providing industry standard products. The have provided responses back from industry providers of road resurfacing treatments.

CONCLUSION

The Infrastructure and Environment Department (IED) is committed to exploring and providing the most cost-effective surface treatments for the road renewal program. This is based on risk, performance and available budget to develop a program that will maximise the benefits from road investment required.

ATTACHMENTS AND CONFIDENTIAL BACKGROUND PAPERS

1. Pavement Condition Index (PCI), Life Expectancy & Treatment (under separate cover) 🖺 2. Three phases of PCI and Funding Strategy (under separate cover) 3. COLAS Booklet 2022 (under separate cover) 4. Downer - Microsurfacing Product (under separate cover) Downer - ReconophaltTM Brochure (under separate cover) 5. Downer - Surface Preservaion and Rejuvenation Treatments for Local Roads 6. (under separate cover) 🖺 7. Downer - Pavement Preservation Overview (under separate cover) IPWEA Special Technical Paper 2016 (under separate cover) 8. 9. Notice of Motion - Spray Seal Road Maintenance Treatments (under separate cover) 🔛

Boral thin asphalt surfacing for residential overlays (under separate cover)

Brett McGrath

10.

MANAGER, ASSET SERVICES

I concur with the recommendations contained in this report.

Sean Madigan

GENERAL MANAGER - INFRASTRUCTURE AND ENVIRONMENT

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

Doc ID No: A8253246

ITEM: 9

SUBJECT: INFRASTRUCTURE AND ENVIRONMENT DEPARTMENT CAPITAL DELIVERY

REPORT JULY 2022

AUTHOR: MANAGER, CAPITAL PROGRAM DELIVERY

DATE: 24 AUGUST 2022

EXECUTIVE SUMMARY

This is a report concerning the performance of the capital delivery by the Infrastructure and Environment Department for the month of July 2022.

RECOMMENDATION/S

That the report be received and the contents noted.

RELATED PARTIES

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

IFUTURE THEME

Vibrant and Growing

PURPOSE OF REPORT/BACKGROUND

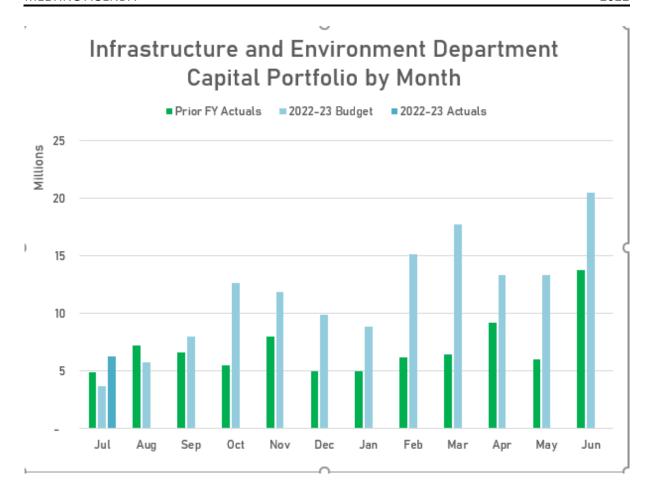
Summary

A very pleasing result for the month of July to kick off the new financial year, with expenditure tracking well over the Baseline Budget.

The result for the month of July is well ahead of the original budget phasing, with actual expenditure being \$6.25mil versus a budget of \$3.71mil, a positive variance of \$2.54mil.

This was primarily as a result of the completion of 2021-2022 Carry Over works for key projects phased for July, in particular within the resurfacing program. These carry-over projects were agreed to be managed within the approved full-year capital budget.

The table below shows the baseline for the published budget for the 2022-2023 Financial Year.



The July financial outcome of \$6.25mil of actual expenditure, versus the baseline budget of \$3.71mil, was largely attributable to the following areas:

- Resurfacing LR 21/22 Area's 8 & 9 \$1.5mil (Carry Over)
- Kerb Rehab (Doyle, Cross & Trumper St's) \$454k (Carry Over)
- Queens Park DR 22 \$88k (Carry Over)
- PTAIP Bus Stop Program \$80k (Carry Over)
- Waters Rd Gravel Rd Upgrade \$148k (Carry Over)
- Bundamba Creek Bridge BR 17 \$140k (Carry Over)
- Pettigrew St DR 22 \$146k (Carry Over)
- Pine Mountain Rd RS 21 \$75k
- Remote Control Mower 22 \$116k

There were also some key projects that were underspent against their Baseline budget, due to delays with further wet weather experienced in July (actual Rainfall 62.0mm vs average 24.3mm):

- Springfield Parkway UG \$287k
- Redbank Plains Youth Area \$342k
- Gravel Resheeting \$67k
- Queen and Albert St TL 17 \$152k

Strategic Transport projects at Springfield Parkway Upgrade and early works for Redbank Plains Rd Stage 3 achieved a combined spend of \$982k, including the design spend against Springfield GBA RU and Springfield Parkway Stage 2.

Key projects that progressed were the Pine Mountain Rd Road Safety works with a spend of \$195k vs budget of \$120k. Kirton Street K&C rehab with a spend of \$200k vs budget of \$273k and Eleazar Drive pavement rehab project with a spend of \$122k vs budget of \$190k. These projects were down on actual spend due to the wet weather in July.

The Gravel Re-sheeting Program was slightly down on spend in July, due to continued saturated gravel roads from wet weather in early and late July. Crews also continued with some flood repair works.

For the Minor Transport Programs there were also 12 x minor projects issued in relation to bike safe grates, bollards and fencing projects, with the intent for these to be designed and delivered this FY.

Fleet expenditure was on budget with spend of \$28k vs budget of \$26k for vehicle replacement. Further vehicle deliveries are scheduled to commence in September.

Waste expenditure was on budget, mainly due to minor payments for the Southeast Queensland Regional Materials Recovery Facility project that currently sits in concept design phase.

The Whitwood Rd rehabilitation works continued in July with final works now rescheduled for completion in mid-August due to further Extension of Time claims approved for wet weather experienced by the contractor.

IE Deliverable (July 2022)	MTD				
Capital Program	Actuals	Budget	Variance (Budget - Actuals)	Forecast	Variance (Forecast - Actuals)
Asset Rehabilitation	3,495,945	1,295,483	- 2,200,462	3,171,097	- 324,848
Corporate Facilities	17,118	1,000	- 16,118	1,000	- 16,118
Local Amenity	243,547	13,636	- 229,911	171,136	- 72,411
Flood Mitigation & Drainage	89,624	-	- 89,624	-	- 89,624
Parks, Sports & Environment	622,240	903,500	281,260	943,593	321,353
Transport And Traffic	1,497,162	1,357,025	- 140,137	1,911,525	414,362
Sustainability	-	-	-	-	-
Project Overheads	54,900	-	- 54,900	-	- 54,900
Infrastructure Program	6,020,537	3,570,644	- 2,449,893	6,198,350	177,814
Resource Recovery	88,885	30,000	- 58,885	30,000	- 58,885
Fleet	143,053	111,091	- 31,962	111,091	- 31,962
Other	1,995	-	- 1,995	-	- 1,995
Capital Woks Program	6,254,470	3,711,735	- 2,542,735	6,339,441	84,972
Corporate Projects	1,066,685	1,010,195	- 56,490	1,010,195	- 56,490
Disaster Recovery	27,490	2,500,000	2,472,510	2,500,000	2,472,510
Total	7,348,644	7,221,930	- 126,714	9,849,636	2,500,993

YTD			2022-23 Financ	cial Year			
Actuals	Budget	Variance (Budget - Actuals)	Forecast Remaining FY	Forecast Final Cost	Adopted Budget	Current Approved Budget	Variance (Budget - Forecast)
3,495,945	1,295,483	- 2,200,462	49,009,397	52,505,342	46,817,000	46,817,000	- 5,688,342
17,118	1,000	- 16,118	494,495	511,613	190,000	190,000	- 321,613
243,547	13,636	- 229,911	7,621,569	7,865,116	4,237,000	4,237,000	- 3,628,116
89,624	-	- 89,624	1,158,201	1,247,825	810,000	810,000	- 437,825
622,240	903,500	281,260	13,500,440	14,122,680	13,300,000	13,300,000	- 822,680
1,497,162	1,357,025	- 140,137	50,692,087	52,189,249	45,162,000	45,162,000	- 7,027,249
-	-	-	525,000	525,000	525,000	525,000	-
54,900	_	- 54,900	-	54,900	-	-	- 54,900
6,020,537	3,570,644	- 2,449,893	123,001,189	129,021,726	111,041,000	111,041,000	- 17,980,726
88,885	30,000	- 58,885	12,480,756	12,569,641	11,982,000	11,982,000	- 587,641
143,053	111,091	- 31,962	17,204,909	17,347,962	17,316,000	17,316,000	- 31,962
1,995	-	- 1,995	382,000	383,995	382,000	382,000	- 1,995
6,254,470	3,711,735	- 2,542,735	153,068,854	159,323,324	140,721,000	140,721,000	- 18,602,324
1,066,685	1,010,195	- 56,490	42,130,757	43,197,442	41,717,000	41,717,000	- 1,480,442
27,490	2,500,000	2,472,510	27,500,000	27,527,490	30,000,000	30,000,000	2,472,510
7,348,644	7,221,930	- 126,714	222,699,612	230,048,255	212,438,000	212,438,000	- 17,610,255

Monthly Program Variances Greater than \$100k (Budget vs Actual)

Asset Rehabilitation was \$2.20 mil over budget for the month of July.

The over expenditure experienced is attributed to the completion of carry over projects, predominantly rephased to July off the back of wet weather experienced in the previous financial year.

The Bridge project at Bundamba Creek had an unbudgeted combined spend of \$140k, which was phased to be completed in August.

Drainage Rehabilitation projects at Pettigrew Street and Hayne Street had a combined spend of \$191k vs budget of \$400K.

The Sports Facility Rehabilitation Program recorded an underspend of \$135k for the Bundamba Toddlers Pool resurfacing and Tivoli Sports Club Lighting projects. These projects were completed as planned however final payments had not been received at the end of the month.

The Road Resurfacing sub-program was ahead of budget by \$1.5 mil as reported above, due to rephased works previously impacted with wet weather last Financial Year. Asphalt overlay works at Smiths Rd, Keidges Rd, Church St, Goodna and Old Logan Rd, Camira were carried over into the current Financial Year.

Parks, Sport & Environment was \$281k under budget for the month of July.

The result for the month was mainly due to the \$352k underspend on the Redbank Plains Youth Area and \$17k on the Queens Park pathway project due to wet weather delays. This was offset slightly by the unbudgeted spend finishing the Jim Donald Clubhouse design and above budget spend on the Windle Road Sports Field Upgrade design.

With regards to forward design, there was further design spend of \$74k on Fernbrooke Sports Ground Lighting, Windle Rd Sports Field Upgrade and Richardson Park Playground.

Transport & Traffic was \$140k over budget for the month of July.

This was due primarily to the Pine Mountain Rd road safety project and forward design effort for projects within the Minor Transport programs. This offset the underspend of \$305k on the Springfield Parkway Upgrade, including design works for the Springfield Greenbank Arterial Upgrade.

Redbank Plains Stage 3 incurred under budget expenditure of \$38k against service relocation works, ahead of main construction works commencing in early August.

PTAIP Bus Stop projects recorded \$64k of expenditure against design progress for 20 x sites scheduled for delivery this FY. The delivery of these sites is still dependant on the final TMR approval for shared Grant Funding.

There was unbudgeted Road Safety traffic spend of \$24k against Gibbs Street and Mitchell Street kerb ramp projects. There was also minor spend of \$12k against the Signs & Lines Program.

The Springfield Greenbank Arterial Rd Upgrade progressed further in design with \$67k of expenditure against final design work. The Springfield Parkway Stage 3 design IFC drawings have been issued to TMR for review and service relocation designs are being finalised.

There was also unbudgeted expenditure recorded against forward design for Mt Juillerat Dr Upgrade, Ripley Rd Upgrade and School Road Upgrade.

Fleet was \$32k over the budget baseline for the month of July.

Fleet expenditure was on budget with spend of \$28k vs budget of \$26k against Vehicle Replacement, with one vehicle being received for the month. Further vehicle deliveries are scheduled to commence in September.

Truck replacements are budgeted from August to November and again in May to June, based on advice from suppliers.

Waste truck purchases that were carried over to this FY, have expenditure budgeted from August, with the major spend to occur in October – November period.

There was also an unbudgeted spend of \$116k for the purchase of a Remote Control Mower.

Summary

The current actuals to budget variance at end of July 2022 is \$2.38 mil ahead of the baseline.

As shown in the top summary, the yearly cashflow has peaks in October and March, with the largest spend of \$20.5 mil currently phased in June. This peak in June expenditure is driven by a forecast payment to the tri-Council Material Recycling Facility of \$4mill and anticipated waste truck deliveries of \$3mill.

Major Projects

Springfield Parkway & Springfield-Greenbank Arterial Road Upgrade

Expenditure for the combined projects in July was \$305k under budget expectations (\$1.23 mil budget vs \$926k actual), this was due to further wet weather in July which caused reduction in spend.

Significantly, the key milestone of sealing the new lanes from Eden Station Drive to Opossum Creek Bridge was still achieved by the team.

Stage 1 – Good progress this month and highlight was asphalt being laid from Eden Station Rd to Opossum Creek Bridge.

The side-track for the Civil Works is working well and has allowed a large work area opposite Hymba Yumba to be opened.

Main activities for the Stage 1 Civil Works have been redundant service removal, subgrade preparation, unbound pavement completion, subsoil drains and gullies, sleeper retaining wall and bitumen sealing/asphalt works.

The Early Works Partial PC defects list is under action with the works to be completed with the Civil Works predominately complete and this will allow release of Securities and Retentions.

APA have completed gas pipe laying, with the live connections underway and programmed to be completed in August. Some night works are planned for a stormwater crossing at the roundabout and APA works at the school.

Other services relocations are complete and commissioned.

Stage 3 – TMR Abutment modification works are making good progress with completion programmed for August.

Potholing for Energex/ParknRide verge works has been undertaken with conduit works to start in August. Verge earthworks in front of the Lions Stadium have also commenced with the footpath closed to facilitate these works.

The geotechnical assessment of the batter opposite the Park n Ride has started with access across Mountain Creek.

We are negotiating with QR for the Eastern Carpark closure and facilitating BMD/SCG discussion on use of some of their land and access. Both are progressing well. Some night works are planned for island/roundabout demolition, vegetation clearing and services crossings.

Urban Utility materials have been ordered to lock in pricing and avoid lead time delays. The Stage 3 IFC drawings have been issued to TMR to review and services relocation designs are being finalised.

Redbank Plains Rd Stage 3

Expenditure for the project in July was \$38k under budget for the month.

The Principal Contractor remains on track to commence on site on 15th August 2022.

Delivery of Reinforced Concrete Pipes and culverts for the project have been fully received to a nearby stockpile. Dilapidation surveys and submission of project plans and traffic permits were undertaken in July for the Stage 1 project area.

Traffic permits are approved and ready for commencement of works.

NBN cable hauling and cut over will continue into September due to complexity issues, however these works are undertaken in isolation and have no effect on the main portion of the road upgrade construction works.

Resurfacing Program

Expenditure on the 2022-2023 resurfacing program was \$13k under the budget baseline (\$74k budget vs \$61k actual). There was, however, \$1.49 mil of carry over expenditure against Areas 8 & 9 for asphalt overlay works rephased from June, due to previous wet weather delays.

Carry over resurfacing works are scheduled for completion in Area 9 at the end of August and in Area 8 at the end of October.

For the scheduled 2022-2023 program, delivery packages for areas 1-7 are to be issued to the market by late August.

Design of the 2022-2023 program will continue through to the end of September, with delivery commencing in mid—October once the required ground temperatures for bitumen seal spraying are reached.

The current budgeted cashflow for resurfacing delivery, shows expenditure currently forecast from October through to April 2023.

The Final Estimate at Completion value at end of July was \$14.09 mil Actual vs the Total Budget of \$14.06 mil. The estimate at completion value will be subject to change once the program of works is awarded to the contractors and their submitted pricing is accepted.

Grant Funding

A further 14 x Bus Stop projects have been submitted to TMR for 50/50 Grant Funding approval. There are also 4 x Carry Over Bus Stop projects to be included for delivery this FY.

There are 3 x Blackspot projects funded for this FY:

- Ishmael Rd / Dale Rd Intersection Install traffic islands and linemarking
- Smith St / Albert St Intersection Upgrade existing traffic signals to include right turn lane on western & eastern approaches. Modify the signal phasing to provide split side streets.
- Roderick St / Waghorn St Intersection Install traffic islands, linemarking and signage

PTAIP Bus Stop Program

There is a potential for 20 x Bus Stops to be completed this FY, this includes 4 x Carry Over sites from last FY.

The carry Over sites were at Toongarra Rd, Riverview Rd, Old Ipswich Rd and Blackstone Rd, which were delayed due to watermain relocation negotiations and approvals.

Currently all new sites, with the exception of Wildey St bus stop, are in design phase and are scheduled for delivery in the 2nd half of the FY.

The majority of sites are currently scheduled with the Internal Delivery Team for construction with selected sites with service relocations, to be awarded to Contractors for delivery.

There are 4 x sites in the Willowbank area that are still on hold, as discussions continue with Translink around revised Bus Stop locations identified due to potential change of Bus Routes.

These sites now require road works, kerb & channel and drainage which was discussed with ICC in July, with regards to delivery in the 2022-2023 FY. Due to the complexity of the sites and extensive scope involved, the advice provided back to Translink was that design and delivery would need to be scheduled through to the end of the 2023-2024 FY.

Translink are proposing to fully fund these four sites, but wanted delivery completed by June 2023. Discussions will continue with Translink around the possible delivery of these sites by ICC, if the funded timeframe can be extended.

Expenditure on the Bus Stop program was \$64k for the month of July, against forward design effort.

Once advice / approval of the Grant Funding has been received from TMR, the full forecast can be recognised and reported.

Grant Projects Scheduled for delivery this FY (includes Multi-year Funding)

NOTE: Below table includes reporting on capital construction projects only – it does not include Design Only or OPEX projects

Name	Suburb	Estimate	Approved Funding	Completion Date (Completed)
LRCIP Round 3 (Local Roads & Community Infrastructure Program)				
Alice St KC 18	Bundamba	\$0	\$955,000	3/03/2023
Charlotte St	Basin Pocket	\$1,450,000	\$950,000	18/11/2022
Settler Way LR 19	Karalee	\$930,000	\$650,000	17/10/2022
Nolan St LR 20	Raceview	\$1,010,000	\$200,000	18/11/2022
Iron Bark Park CH 22	South Ripley	\$1,500,000	\$1,500,000	28/08/2023
URCSP (Unite and Recover Community Stimulus Package)				
Adelong Avenue LR 24	Thagoona	\$40,000	\$0	26/03/24
PTAIP (Passenger Transport Accessible Infrastructure Program)				
PTAIP BU 22 – Bus Stops x 16 + 4				
Carry Over sites		\$1,069,000	\$00	
Toongarra Rd – ID 312513 (CO)	Leichhardt	\$89,560		12/08/2022
Riverview Rd – ID 313072 (CO)	Riverview	\$66,129		17/08/2022

Old Ipswich Rd – ID 313063 (CO)	Riverview	\$54,320		16/11/2022
Blackstone Rd – ID 312136 (CO)	Eastern Heights	\$52,618		4/11/2022
Wildey St – ID 310837	Raceview			1/08/2022
Alawoona St – ID 317826	Redbank Plains			12/06/2023
Brisbane Terrace – ID 312218	Leichhardt			8/03/2023
Layard St – ID 317733	Goodna			1/02/2023
Hill St – ID 311117	North Ipswich			20/06/2023
Reif St – ID 310536	Flinders View			26/05/2023
Ripley Rd – ID 310540	Ripley			3/03/2023
Springfield Lake Bvd – ID 317838	Springfield Lakes			9/02/2023
Tunstall Place – ID 317803	Brassall			3/03/2023
Old Logan Rd – ID 317733	Camira			1/02/2023
Old Logan Rd – ID 317734	Camira			23/01/2023
Springfield Lakes Bvd – ID 317841	Springfield Lakes			16/02/2023
Bremer School – ID 310576	Ipswich			1/06/2023
Warwick Rd – ID 310575	Ipswich			28/02/2023
Sutton Park – ID 313972	Brassall			28/02/2023
Collins St – ID 317804	Brassall			3/03/2023
CNLGGP (Cycle Network Local				
Government Grants Program)	Ipswich		4225.000	TDO
Eastern Ipswich BW Stage 2	Ipswich		\$225,000	TBC
Thorn St BW 16	•		\$125,000	TBC
Deebing Creek BW Stage 2	Ipswich		\$75,000	TBC
Blackspot		<u> </u>		
Ishmael Rd & Dale Rd TI 22	Camira		\$97,000	TBC
Smith St Albert St TL 22	Goodna		\$413,000	TBC
Roderick St Waghorn St TI 22	Ipswich		\$104,000	TBC
TIDS (Transport Infrastructure				
Development Scheme)				
Redbank Plains Stage 3	Redbank Plains / Bellbird Park	14,966,000	705,446	29/06/23
R2R (Roads to Recovery)	Denoma Fark	11,500,000	703,110	23,00,23
(Springfield /			
	Springfield Ctl /			
Springfield Greenbank Arterial SEQCSP (Southeast Queensland	Springfield Lakes	21,014,554	2,327,860	23/06/23
Community Stimulus Program)				
Rosewood RRC Major Upgrade	Rosewood	\$4,500,000	\$4,500,000	30/03/2024
Riverview RRC Upgrade Stage 1	Riverview	\$2,170,000	\$2,170,000	30/06/2023

Multi-year Funded Grant Projects

- Rosewood RRC Major Upgrade
- Riverview RRC Upgrade Stage 1

Master Schedule Delivery Milestones for July

Milestone	July Baseline	July Actual	Actuals Year to date

Practical Completion	5	5	5	

As at end of July, project completion status shows 5 projects have reached practical completion from a total of 106 projects that are scheduled for delivery this FY.

Master Schedule Baseline Deliverables for 2022-2023 FY

Baseline Deliverables	Count of Projects	
Design		
	Concept Design	67
	Detailed Design	114
Construction		
	(IFC yet to Complete)	67
	(IFC completed)	6
Multiyear Construction		10
Programs		53

The progress of projects to have design completed and issued for delivery this FY are tracking well, with 67 project designs remaining scheduled to be IFC. This number however also includes the 15 x Bus Stop designs drawn down from the PTAIP parent project. The overall projects to complete tally of 106, only contains the one PTAIP parent project from the original Capital Budget.

The data shown above for Concept Design and Detailed Design includes forward design efforts for project delivery in the 2023-2024 FY.

LEGAL/POLICY BASIS

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

RISK MANAGEMENT IMPLICATIONS

The Infrastructure and Environment Department has a departmental risk register that includes delivery of the capital program. The leadership team of the department continues to monitor our risk in relation to this and takes mitigation action where necessary.

HUMAN RIGHTS IMPLICATIONS

HUMAN RIGHTS IMPACTS

RECEIVE AND NOTE REPORT

The recommendation states that the report be received and the contents noted. The decision to receive and note the report does not limit human rights. Therefore, the decision is compatible with human rights.

FINANCIAL/RESOURCE IMPLICATIONS

No financial / resource implications.

COMMUNITY AND OTHER CONSULTATION

No community consultation was required in relation to this report.

The Stakeholder Management Branch of the Infrastructure and Environment Department engages extensively with the community impacted by our works to ensure that they are informed in advance of works, communicated with during works and ensure that any issues that arise are managed effectively.

CONCLUSION

The Infrastructure and Environment Department is committed to delivering high quality infrastructure for the community.

ATTACHMENTS AND CONFIDENTIAL BACKGROUND PAPERS

- 1. Capital Delivery Report July 2022 🗓 🖫
- 2. Asset Rehabilitation Progress Report 🗓 🖺

Graeme Martin

MANAGER, CAPITAL PROGRAM DELIVERY

I concur with the recommendations contained in this report.

Sean Madigan

GENERAL MANAGER - INFRASTRUCTURE AND ENVIRONMENT

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IED Capital Portfolio Update Report

Stage 1 Springfield Parkway & Springfield Greenbank Arterial, between Centenary Hwy & Eden Station Drive

Package 1 - Early Works

- Total Approved Budget \$10.63 mil
- Total forecast for July was \$1.14 mil versus actuals of \$857k
- Stage 1 Good progress this month and highlight was asphalt being laid from Eden Station Rd to Opossum Creek Bridge
- Main activities have been redundant service removal, subgrade preparation, unbound pavement completion, subsoil drains and gullies, sleeper retaining wall and bitumen sealing/asphalt works
- The Side track is working well, with a large work area now accessible opposite Hymba Yunba
- Stage 3 The TMR Abutment modification works are making good progress with completion programmed for August
- Verge Earthworks in front of the Lions Stadium has started and the footpath has been closed to facilitate these works
- Some night works are planned for island/roundabout demolition, vegetation clearing and services crossings



IED Capital Portfolio Update Report

Resurfacing Program (Reseals & AC Overlays)

- Total Approved Budget \$14.06 mil
- Total forecast for July was \$74k versus actuals of \$61k
- There was also \$1.5 mil of unbudgeted expenditure for carry over resurfacing works in area's 8 & 9
- Carry over resurfacing works are scheduled for completion in Area 9 at the end of August and in Area 8 at the end of October
- The scheduled 22/23 resurfacing program delivery packages for areas 1 – 7 are to be issued by mid – August, in readiness to go to market by the Procurement Team
- The current budgeted cashflow for resurfacing delivery, shows expenditure currently forecast from October through to April 2023
- The 21/22 Carry Over resurfacing works currently have a final forecast value of \$1.85 mil
- Top photo is the asphalt overlay in Addison Road, Camira (Area 9)
- Bottom right photo taken at Old Logan Rd, Camira (Area 9)



IED Capital Portfolio Update Report

Redbank Plains Rd Stage 3 RU 17 (TIDS Funded)

- Total Approved Budget \$14.96 mil
- Total forecast for July was \$95k versus actuals of \$57k
- The Principal Contractor remains scheduled andis on track to commence works on 15th August 2022
- Delivery of Reinforced Concrete Pipes and culverts for the project have been fully received to a nearby stockpile
- Dilapidation surveys were conducted for the Stage 1 project area
- Submission of project plans have been received and currently under review
- Traffic permits are approved and ready for commencement of works
- NBN cable hauling and cut over are continuing into September, however these works have no effect on the main portion of the road upgrade construction works
- Energex/Optus to return during main contract period to complete last 5% following stormwater relocations



IED Capital Portfolio Update Report

Whitwood Road Landfill (Carry Over Works)

- Total forecast of unbudgeted expenditure for July was \$100k versus actuals of \$111k
- The scope of works was for the removal of illegally dumped waste, including contaminated material and then placing a clay capping over the affected area and revegetate
- The Contractors are doing the final trim over the remaining work area and chook picking the last of the area for oversized matter and any litter
- The final seed will be spread in early August and a smooth drum roller will be used to in-bed the seed into the topsoil
- The site Contractors are scheduled to remove their site compound by mid - August
- The project to date has been awarded a total of 101 days of EOT's
- Due to further wet weather delays experienced in May and EOT approved, Practical completion of works is now scheduled for the 19th August 2022



IED Capital Portfolio Update Report

Kirton Street – Kerb Rehab

- Total forecast for July of \$273k vs actuals of \$199k
- Scope of works is the rehabilitation of the existing K&C on both sides of the street and the replacement of full pavement
- New road pavement has been placed and the new kerb has been poured
- Works remain scheduled for completion in late August

Bundamba Creek Bridge

- Total forecast for July of \$232k versus actuals of \$140k
- The scope of work is the installation of guardrail on both approaches to the bridge and upgrading the existing roadway barriers on both sides of the traffic lanes
- The works are the result of a risk assessment previously undertaken on all Councils bridges
- Works are complete apart from guardrail installation
- Project is scheduled for completion in early August







IED Capital Portfolio Update Report

Waters Road - Gravel Road Upgrade (Carry Over Works)

- Total forecast for July of \$140k versus actuals of \$148k
- This was unbudgeted expenditure, due to works not being completed in June from wet weather impacts
- Scope of works is to upgrade Waters Rd from No 38 through to Kuss Rd from it's current unmaintained state, to a 6m wide maintained gravel road standard
- Works are well advanced with the importing and placement of pavement gravel
- Further wet weather was experienced in during the month, which has slightly delayed site progress
- Works are scheduled for completion in mid -August



IED Capital Portfolio Update Report

Queens Park - Pathway

- Total forecast for July of \$35 versus actuals of \$19k, due to works being delayed from wet weather
- New garden prepped ready for planting and stage 2 of footpath ready to pour
- Works are scheduled to be completed in mid September 2022

Queens Park – Drainage (Carry Over - Emergent)

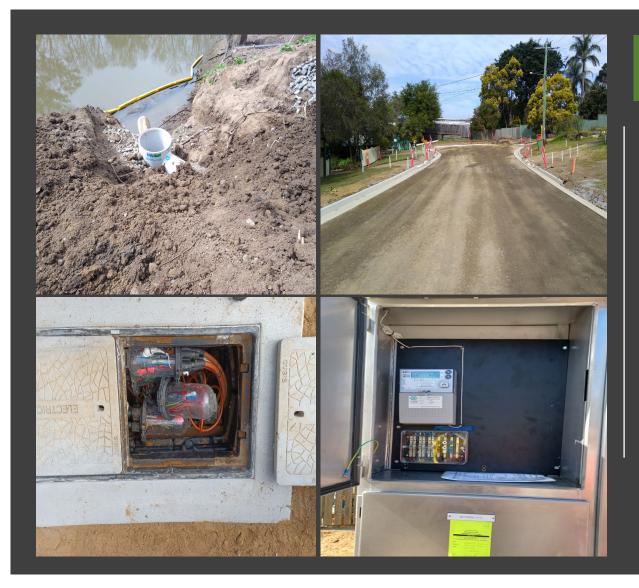
- Total forecast for July of \$40k versus actuals of \$88k, due to works being delayed from wet weather
- The scope of work is to construct swale drains and install new field inlet pits to guide and capture stormwater runoff.
- Construction of concrete aprons to drainage chambers is underway
- Three quarters of the vee drain has been turfed
- Works are scheduled to be completed in mid August 2022



IED Capital Portfolio Update Report

Redbank Plains Rec Reserve – Youth Area

- Total combined forecast for July of \$800k versus actuals of \$457k, due to wet weather
- The scope of works is construction of a skate facility, multi purpose courts, amphitheatre and stage, learn to ride course, shade structures, park furniture, pathways, security cameras and public lighting
- Refinement of the project scope was done with community engagement
- Final trimming of the gravel surface is almost complete
- The installation of electrical conduits and pits are well underway
- Concrete pours for starting platform has commenced
- Works have been rescheduled for completion in early November



IED Capital Portfolio Update Report

Pettigrew Street - Drainage

- Total forecast for July of \$280k versus actuals of \$145k
- The scope of work was the installation of new stormwater system outlet to the river, including construction of kerb & channel and pavement
- Stormwater has been installed down to river level, with rock protection at outlet commenced
- Kerb & Channel and pavement are completed
- Works are scheduled for completion in late August

Rotary Park – Switchboard Replacement

- Total project budget was \$13k
- The scope of work was the replacement of the existing switchboard and associated electrical pits
- These works were identified following a Lighting Audit undertaken by the Club in 2020
- Works were completed at the end of July



IED Capital Portfolio Update Report

Pine Mountain Rd – Safety Audit Upgrades

- Total forecast for July of \$120k versus actuals of \$194k
- The scope of works is to implement safety measures as a result of a safety audit undertaken to improve driver safety
- Works are progressing with the road widening, installation of guardrail, intersection improvements and street furniture
- Works have been rescheduled for completion in late August 2022

Doyle Street – Kerb Rehab

- Total forecast for July of \$185k versus actuals of \$325k
- The scope of work is to rehabilitate the existing kerb on both sides, including the road pavement
- Excavation of northern side complete and laying of combe grid reinforcement blanket underway
- Works are scheduled to be completed in mid late September 2022





IED Capital Portfolio Update Report

East Ipswich Honour Playground – Shade Sail (Carry Over Works)

- Total project forecast of \$67k
- The scope of works is to install new shade sails to existing playground area
- The project is scheduled for completion in mid August

Briggs Road Sporting Complex – Shade Sail (Carry Over Works)

- Total project forecast of \$12K
- The scope of works is to replace the existing shade sails over the grandstand area
- The project is scheduled for completion in mid -August



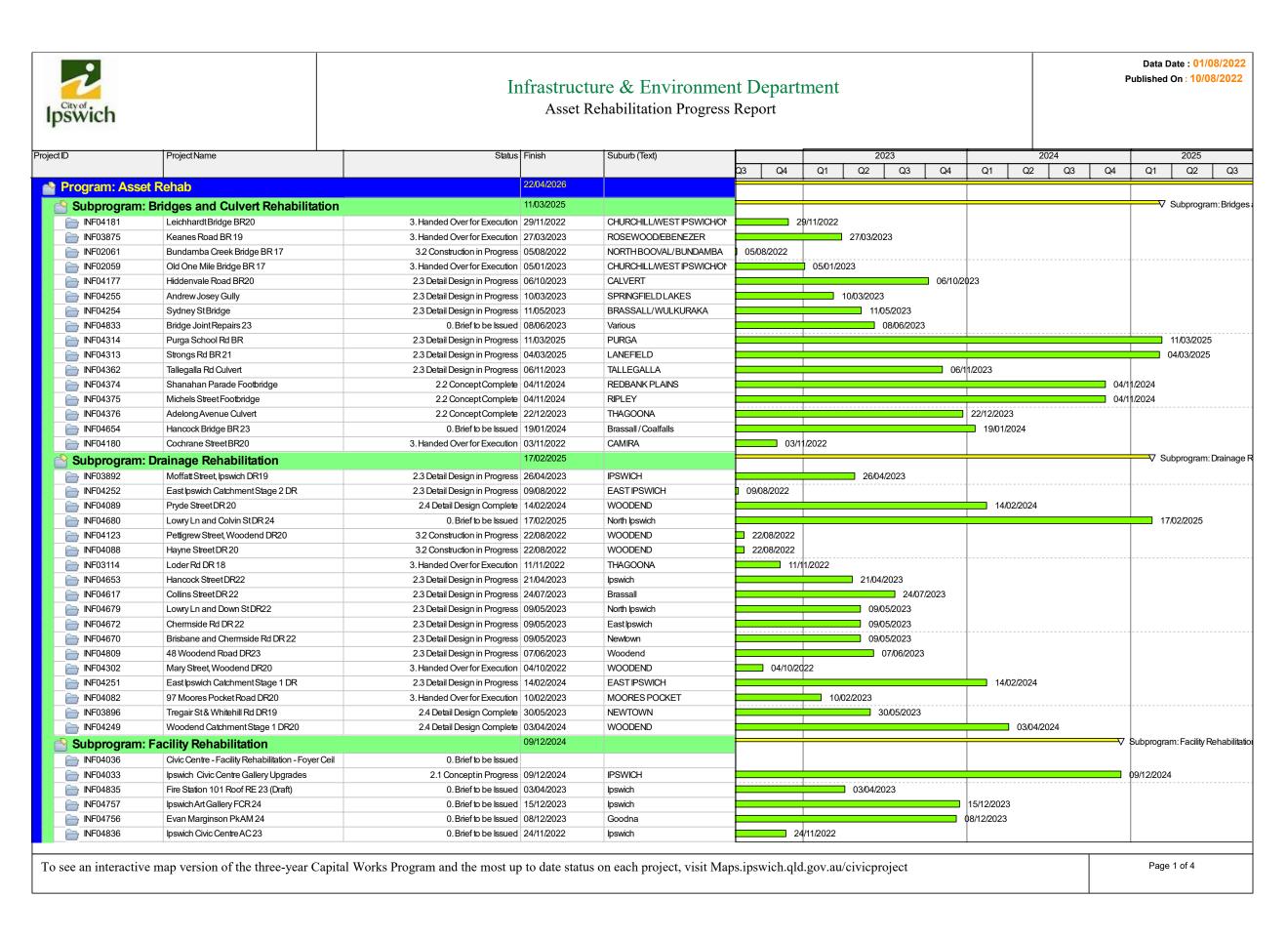
IED Capital Portfolio Update Report

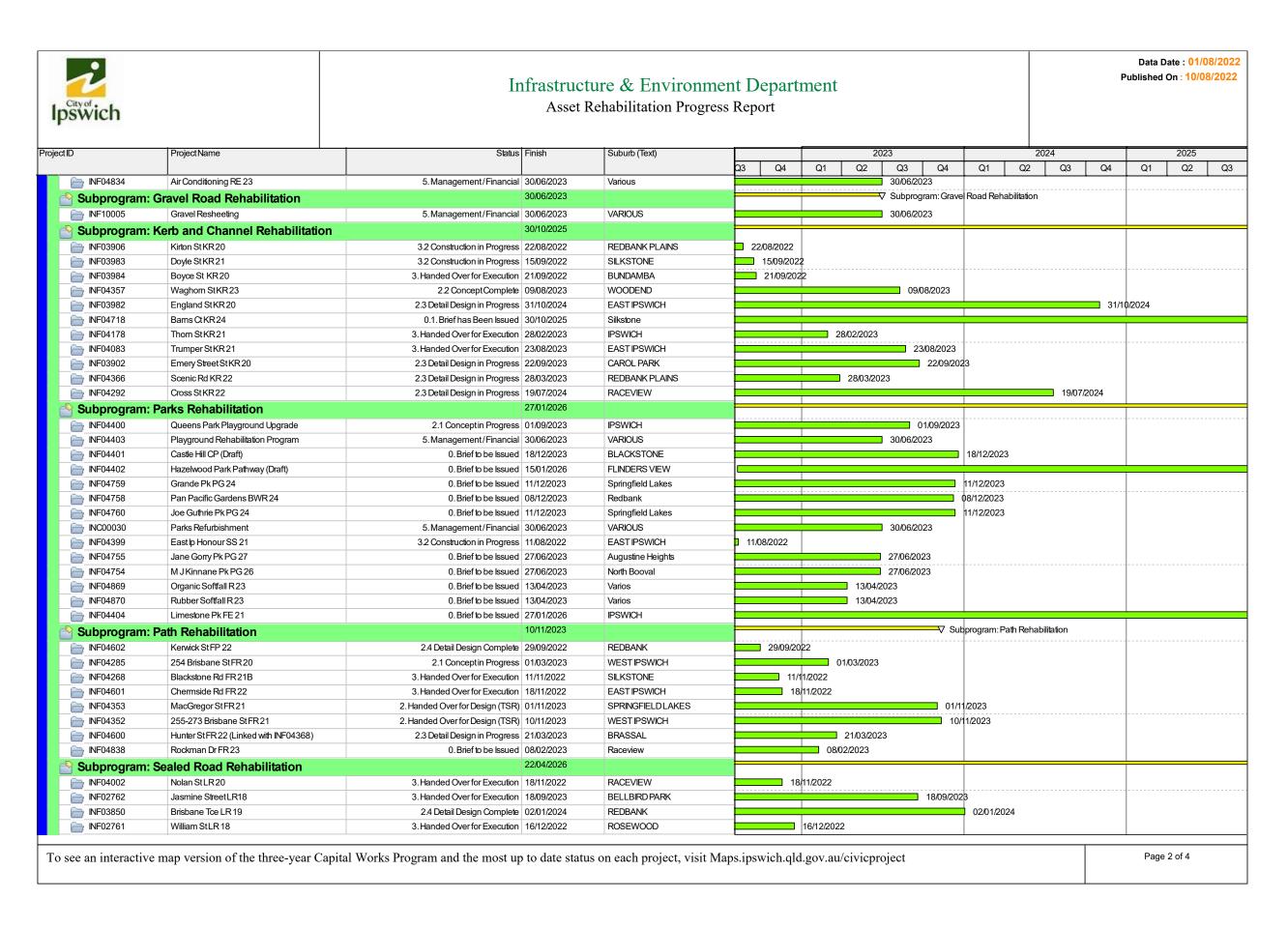
Tivoli Sports Club Baseball Irrigation

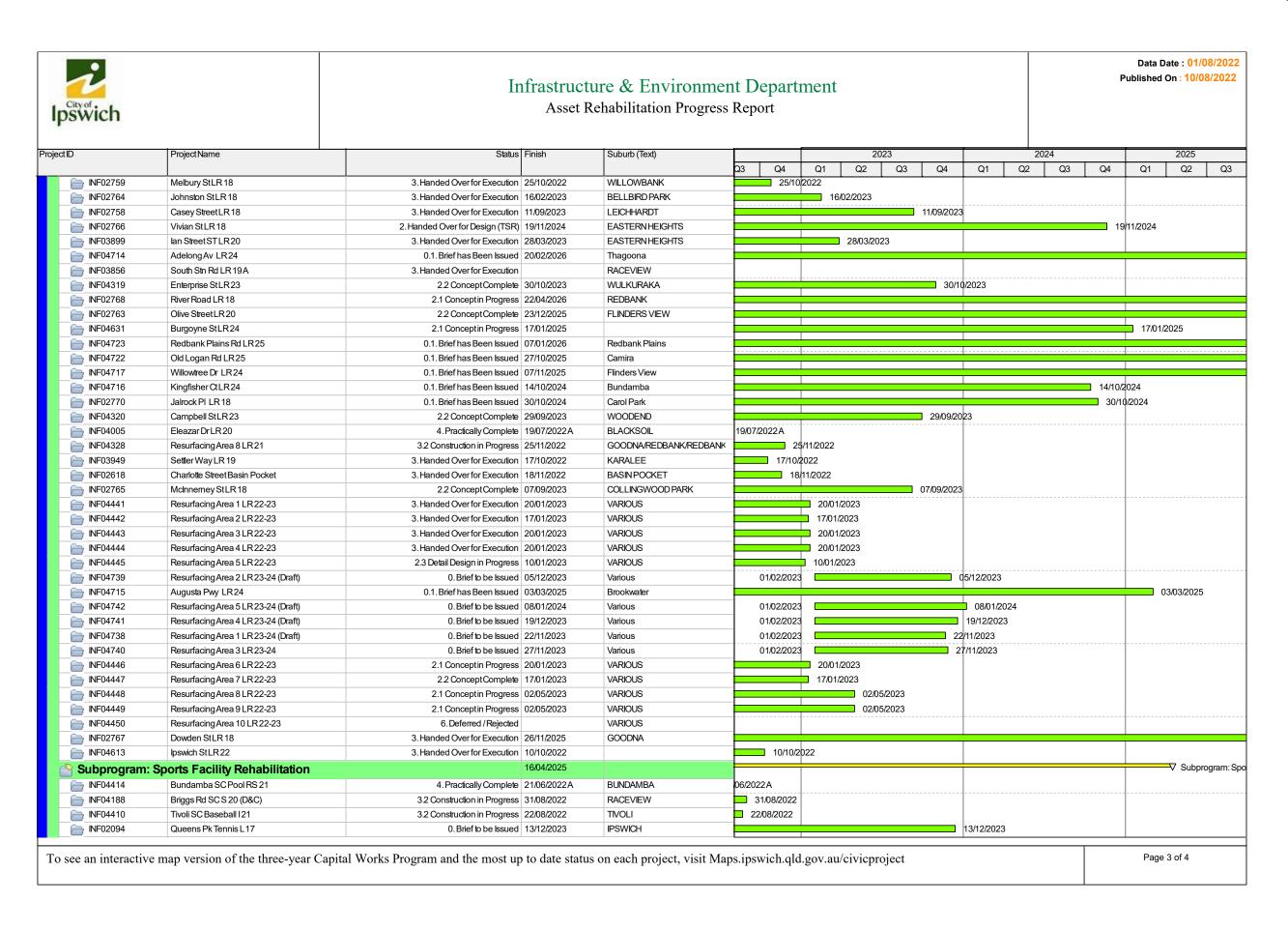
- Total forecast for July of \$80k versus actuals of \$10k
- The scope of works is to install irrigation system to Oval A
- The project has been completed

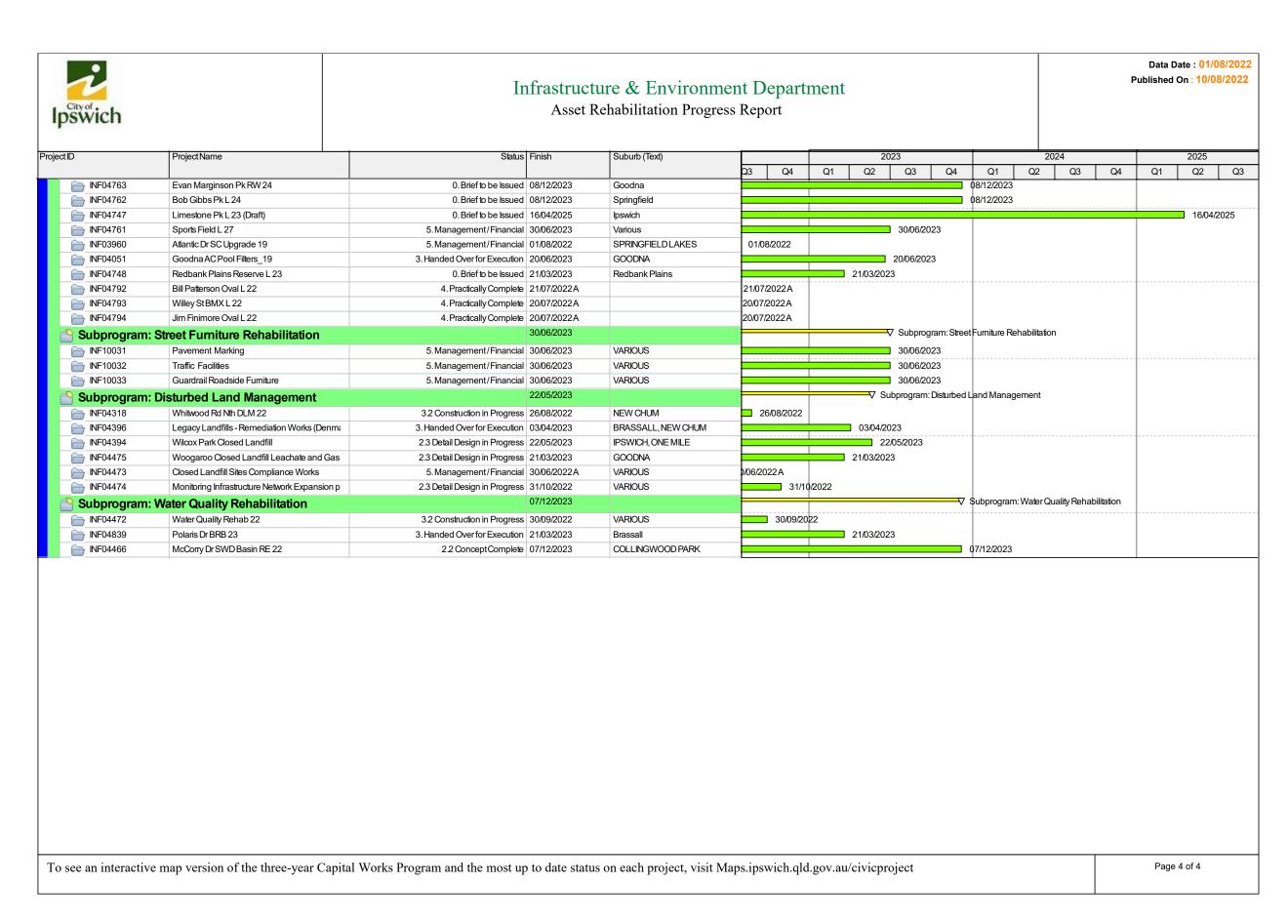
Willowbank Drive – Footpath (Ti-Tree Bio Energy Funding)

- Total project budget of \$255K
- The scope of works is to complete / connect the existing footpath from 85 McHale Way to Warren Court
- Excavation of site and forming up of first section has commenced
- The project is scheduled to be completed by mid
 September









Doc ID No: A8256306

ITEM: 10

SUBJECT: PLANNING AND ENVIRONMENT COURT ACTION STATUS REPORT

AUTHOR: MANAGER, DEVELOPMENT PLANNING

DATE: 26 AUGUST 2022

EXECUTIVE SUMMARY

This is a report concerning a status update with respect to current 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.

IFUTURE THEME

Vibrant and Growing
Safe, Inclusive and Creative
Natural and Sustainable
A Trusted and Leading Organisation

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, Infrastructure and Waste Committee using this report from time to time. It is worth noting that the Judicial Review of the Ministerial Call In of the Wanless application is one such matter on this list. This is a matter before the Supreme Court.

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.

HUMAN RIGHTS IMPLICATIONS

HUMAN RIGHTS IMPACTS

RECEIVE AND NOTE REPORT

The recommendation states that the report be received and the contents noted. The decision to receive and note the report does not limit human rights. Therefore, the decision is compatible with human rights.

FINANCIAL/RESOURCE IMPLICATIONS

N/A

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 several Planning and Environment Court and Supreme Court matters. Attachment 1 to this report provides a current status with respect to these matters.

ATTACHMENTS AND CONFIDENTIAL BACKGROUND PAPERS

1. Planning and Environment Court Action Status Report 🗓 🖺

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 25 August 2022)

DIVISION 1

Lantrak Property Holdings (Qld) Pty Ltd v Ipswich City Council

Appeal Type: Applicant Appeal Register No: Appeal No: 3473 of 2019

Application No: 3343/2018/MCU **Received Date: 25/9/2019**

Property: 460-482 Ipswich Rosewood Road JEEBROPILLY QLD 4340

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: Hearing concluded on the 13 August 2021. Awaiting judgement.

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

Register No: Appeal Type: Applicant Appeal 176 Appeal No: 530 of 2021 Received Date: 8/3/2021

Application No: 3749/2019/MCU

Property: 189 Briggs Road FLINDERS VIEW QLD 4305

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: Without prejudice discussions ongoing. The matter is listed for further review on 14 September 2022.

Printed: 26 August 2022 Page 1 of 5

Received Date: 24/2/2022

Received Date: 8/3/2022

DIVISION 1

ASHWORTH & others v DEPUTY PREMIER

Register No: Appeal Type: Judicial Review Appeal No: 2192 of 2022 195

Application No: 10674/2019/CA

Property: 266-304 Coopers Road WILLOWBANK QLD 4306

Applicant: Wanless Recycling Park Pty Ltd

Appeal Summary: The application for a judicial review relates to the decision of the Deputy Premier, Minister for State Development, Infrastructure, Local

Government and Planning and Minister Assisting the Premier on Olympics Infrastructure (the First Respondent) to call in a development application made by Wanless Pty Ltd at 266-304 & 350 Coopers Road, Ebenezer. In summary, the grounds for the application are that a fair-minded observer might reasonably apprehend that the First Respondent did not bring an impartial mind to the exercise of the call-in

power.

Status: The matter is listed for a 3 day hearing on 28-30 September 2022.

VEOLIA ENVIRONMENTAL SERVICES (AUSTRALIA) PTY LTD & another v DEPUTY PREMIER

Appeal Type: Judicial Review Appeal No: 2198 of 2022 Register No: 196

10674/2019/CA Application No:

Property: 266-304 Coopers Road WILLOWBANK QLD 4306

Applicant: Wanless Recycling Park Pty Ltd

Appeal Summary: The application for a judicial review relates to the decision of the Deputy Premier, Minister for State Development, Infrastructure, Local

> Government and Planning and Minister Assisting the Premier on Olympics Infrastructure (the First Respondent) to call in a development application made by Wanless Pty Ltd at 266-304 & 350 Coopers Road, Ebenezer. In summary, the grounds for the application are that a fair-minded observer might reasonably apprehend that the First Respondent did not bring an impartial mind to the exercise of the call-in

power.

Status: The matter is listed for a 3 day hearing on 28-30 September 2022.

AUSTIN BMI PTY LTD v DEPUTY PREMIER

Appeal Type: Judicial Review **Register No:** Appeal No: 2105 of 2022 Received Date: 8/3/2022

Application No: 10674/2019/CA

Property: 266-304 Coopers Road WILLOWBANK QLD 4306

Applicant: Wanless Recycling Park Pty Ltd

Appeal Summary: The application for a judicial review relates to the decision of the Deputy Premier, Minister for State Development, Infrastructure, Local

> Government and Planning and Minister Assisting the Premier on Olympics Infrastructure (the First Respondent) to call in a development application made by Wanless Pty Ltd at 266-304 & 350 Coopers Road, Ebenezer. In summary, the grounds for the application are that a fair-minded observer might reasonably apprehend that the First Respondent did not bring an impartial mind to the exercise of the call-in

power.

Status: The matter is listed for a 3 day hearing on 28-30 September 2022.

DIVISION 2

Printed: 26 August 2022 Page 2 of 5

Received Date: 9/6/2021

Received Date: 23/3/2020

DIVISION 2

Spring Lake Holdings Pty Ltd (ACN 156 492 885) As Trustee for Spring Lake Trust v ICC

Register No: Appeal Type: Applicant Appeal Appeal No: 1428 of 2021 184

Application No: 9446/2017/ADP

Property: 1 Springfield Lakes Boulevard SPRINGFIELD LAKES QLD 4300

Applicant: Spring Lake Holdings Pty Ltd

Appeal Summary: This is an applicant appeal against a deemed refusal of an application to:

(1) amend an existing approved Area Development Plan over the Spring Lake Metro site for:

(a) An additional Child Care Centre; (b) A Motel (extension); and

(c) Additional ground floor tenancies (Shop, Restaurant, Service Industry, Medical Centre, Fast Food Premises, Commercial Premises and/or

Veterinary Clinic; and

(2) operational work for advertising structures (above awning signs, below awning signs and awning facia signs).

Status: Preliminary point (jurisdictional matter) was heard by Court on 21 February 2022. Awaiting outcome.

DIVISION 3

Cleanaway Solid Waste Pty Ltd v Ipswich City Council

Appeal Type: Applicant Appeal Register No: Appeal No: 4101 of 2019 156 **Received Date: 14/11/2019**

Application No: 4502/2018/MCU

Property: 100 Chum Street NEW CHUM QLD 4303

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: Hearing concluded on the 13 August 2021. Awaiting judgement.

Austin BMI Ltd (ACN 164 204 308) v Ipswich City Council

Appeal Type: Applicant Appeal Register No: 160 Appeal No: 912 of 2020

Application No: 1149/2018/CA

Property: 191 Whitwood Road NEW CHUM QLD 4303

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: Hearing concluded on the 13 August 2021. Awaiting judgement.

Page 3 of 5 Printed: 26 August 2022

Received Date: 22/3/2021

DIVISION 4

Fabcot Pty Ltd (ACN 002 960 983) v Ipswich City Council

Register No: Appeal Type: Notice of Appeal Appeal No: 652 of 2021 177

Application No: 2992/2008/MAEXT/B

Property: 198-238 Fernvale Road BRASSALL QLD 4305

Applicant: Fabcot Pty Ltd

Appeal Summary: This is an appeal against a refusal to an extension to the currency period application based on the aspects of the development are in conflict

with the current legislative framework that would apply to the development, if it were a new development. Specifically the State Planning Policy 2017 in relation to MSES - Wildlife Habitat for Koala classed as high value bushland and Schedule 10, Part 10, division 3 of the Planning

Regulation 2017 (core koala habitat areas mapped on the site).

Status: Without prejudice discussions ongoing. The matter is listed for review on 3 November 2022.

Kelly Consolidated Pty Ltd v Ipswich City Council

Register No: 186 Appeal Type: Submitter Appeal Appeal No: 2165 of 2021 **Received Date: 18/8/2021**

Application No: 6365/2020/CA

Property: 9 Hall Street YAMANTO QLD 4305

Applicant: Yamanto Holdings Pty Ltd

Appeal Summary: This is a submitter appeal against Council's decision to approve an application for a Material Change of Use - Business Use (bulky goods sales,

cafe, fast food premises, food delivery service, restaurant, shop, snack bar and/or takeaway food premises); and

Operational Works - Advertising Devices (Five (5) Pylon Signs).

The primary grounds for Kelly Consolidated Pty Ltd lodging the appeal against Council's decision are as follows:

The Development Application does not comply with the relevant assessment benchmarks, namely the Ipswich Planning Scheme;

The imposition of the Condition does not cure or remedy the material non-compliance with the Planning Scheme; and

There are no relevant matters which support approval of the Development Application, and to the extent there are (which is not admitted), given the materiality of the non-compliance with the Planning Scheme, those matters do not warrant the exercise of the discretion to approve

the Development Application.

Status: Original hearing adjourned 31 May 2022. Matter listed for futher review on 9 September 2022. New hearing date to be set.

Page 4 of 5 Printed: 26 August 2022

DIVISION 4

Griffith Group One Pty Ltd (ACN 617 348 133) v Ipswich City Council

Register No: 191 Appeal Type: Applicant Appeal Appeal Appeal No: 3276 of 2021

 Application No:
 5636/2021/MCU
 Received Date: 16/12/2021

Property: 54-56 Arthur Summervilles Road KARALEE QLD 4306

Applicant: Griffith Group One Pty Ltd

Appeal Summary: This is an applicant appeal against Council's decision to refuse a development application for a Child Care Centre at 54-56 Arthur

Summervilles Road, Karalee.

The application was refused primarily on the grounds of significant detrimental effects on the amenity of nearby residents (noise, traffic,

community safety, health and odour), community need and conflicts with the Community Use Code and Parking Code.

Status: Pre-callover review on 26 October 2022. To be mentioned at callover on 28 October 2022.

Printed: 26 August 2022 Page 5 of 5

Doc ID No: A8256602

ITEM: 11

SUBJECT: EXERCISE OF DELEGATION REPORT

AUTHOR: MANAGER, DEVELOPMENT PLANNING

DATE: 26 AUGUST 2022

EXECUTIVE SUMMARY

This is a report concerning applications that have been determined by delegated authority for the period 26 July 2022 to 26 August 2022.

RECOMMENDATION

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.

IFUTURE THEME

A Trusted and Leading Organisation

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.

HUMAN RIGHTS IMPLICATIONS

HUMAN RIGHTS IMPACTS

RECEIVE AND NOTE REPORT

The recommendation states that the report be received and the contents noted. The decision to receive and note the report does not limit human rights. Therefore, the decision is compatible with human rights.

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 26 July 2022 to 26 August 2022.

ATTACHMENTS AND CONFIDENTIAL BACKGROUND PAPERS

1. Exercise of delegation report 🗓 🖺

Anthony Bowles

MANAGER, DEVELOPMENT PLANNING

I concur with the recommendations contained in this report.

Peter Tabulo

GENERAL MANAGER PLANNING AND REGULATORY SERVICES

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



1133/2022/PDAEE

2615/2022/PDAEE

APD Projects

Ripley Road Land Investments Pty Ltd

254 Barrams Road, White Rock

7002 Trigona Drive, Ripley

PLANNING AND REGULATORY SERVICES

Development Applications Determined by Authority

lpswich		Below is a list of Deve	elopment Applications determined between 26 July 2022 and 26 Aug Total number of applications determined - 392	ust 2022		
DIVISION 1						
Delegated Authority	y: 140 Application/s					
Application No.	Applicant	Address	Description	Decision Date	Decision	Determining Authority
4385/2022/BR	Mr Mitchell Klos	2 Edison Street, Flinders View	Siting Variation - Patio	01/08/2022	Approved	Building Regulatory Officer
6745/2022/BR	Project BA	4 Cardwell Street, Redbank Plains	Amenity and Aesthetics - Shed Siting Variation - Shed	08/08/2022	Approved	Building Regulatory Officer
6751/2022/BR	Project BA	11 Paradise Close, Deebing Heights	Amenity and aesthetics - Shed Siting variation - Shed	02/08/2022	Approved	Building Regulatory Officer
7102/2022/BR	Precision Building Certification	6 Knight Street, Redbank Plains	Siting Variation - Carport	01/08/2022	Approved	Building Regulatory Officer
7197/2022/BR	Clear Conscience Certification Pty Ltd	8 June Court, Raceview	Siting Variation - Carport	02/08/2022	Approved	Building Regulatory Officer
4678/2019/LDR/F	Ms Roslyn Vickers	31-93 Cumner Road, White Rock	Legal Document Request - Lots 1, 301-342, 3001-3003 on SP328812 - White Rock Stage 3	27/07/2022	Approved	Senior Development Planning Compliance Officer
2834/2019/LDR/C	Norris Clarke & O'Brien	7001 Binnies Road, Ripley	Easements L, M and N on SP220715 - Cadence Stage 3A Surrender Easement H on SP327438	18/08/2022	Approved	Senior Development Planning Compliance Officer
4678/2019/LDR/G	Ms Roslyn Vickers	31-93 Cumner Road, White Rock	Legal Document Request - Lots 1, 301-342, 3001-3003, Easement A in lot 305 and Easements XI-XO in lot 1 on SP328812 (White Rock Stage 3)	04/08/2022	Approved	Senior Development Planning Compliance Officer
4298/2003/MAMC/A	Cascade Property Management Pty Ltd	67 Cascade Street, Raceview	Minor Change - Consent Application for Retirement Complex (174 Units) and Rezoning to Residential A Zone	23/08/2022	Approved	Development Assessment West Manager
5363/2013/MAMC/D	Fabcot Pty Ltd	171-193 School Road, Redbank Plains	Minor Change - Shopping Centre	24/08/2022	Approved	Development Assessment East Manager
5363/2013/MAOC/A	Fabcot Pty Ltd	171-193 School Road, Redbank Plains	Other Change - Material Change of Use of Premises (Business Use - Shopping Centre and Indoor Recreation - Gym)	23/08/2022	Approved	Development Assessment East Manager
9904/2017/MAPDA/B	Stockland Development Pty Limited	Lot 207 Unnamed Road, Deebing Heights	Amendment Application: Reconfiguring a Lot (1 Lot into 145 lots consisting of 142 Residential Lots, One (1) Drainage Reserve lot, One (1) Management Lot and One (1) Balance Lot) Material Change of Use for Plan of Development (POD) for House on 142 Residential lots, and Display Home, Sales Office and Advertising Devices	25/08/2022	Approved	Development Assessment West Manager
15445/2021/MCU	Nelsams QLD Pty Ltd	3 Mary Street, Blackstone	Material Change of Use - Recreation Use - Indoor Recreation (Indoor Skate Park)	18/08/2022	Approved	Acting Development Assessment Central Manager
6641/2022/MCU	CVS Partners Pty Ltd	49 Bottlebrush Crescent, Redbank Plains	Material Change of Use - Single Residential and Ancillary Unit non compliant with Self Assessable Criteria	15/08/2022	Approved	Development Assessment East Manager
7341/2022/NAME	Ipswich City Council	199 Brass Road, Mount Forbes	Road Renaming a section of Brass Road	10/08/2022	Approved	Senior Development Planning Compliance Officer
6725/2022/OD	DC House Pty Ltd	63 Henty Drive, Redbank Plains	Carrying out building work not associated with a material change of use - Auxiliary Unit Affected by a Development Constraints Overlay (OV5 Urban Catchment Flow Path)	28/07/2022	Approved	Senior Planner (Development)
2912/2022/OW	McKellar Pty Ltd	67 Mary Street, Blackstone	Road work, Stormwater, Drainage work and Earthworks	16/08/2022	Approved	Engineering Delivery East Manager
5874/2022/OW	Peet No. 119 Pty Ltd	7001 Sunbird Drive, Redbank Plains	Parkland Embellishment Landscaping - Edens Crossing Stage 29	27/07/2022	Approved	Engineering Delivery East Manager
6314/2022/OW	Bethany Lutheran Primary School	86 Raceview Street, Raceview	Landscaping	27/07/2022	Approved	Acting Engineering Delivery West Manager
5769/2022/PDA	Intrapac Property Pty Ltd	7000 Northridge Road, White Rock	Material Change of Use - Display House and Ancillary Car Park	25/08/2022	Approved	Senior Planner (Development)
6294/2022/PDA	Resi Homes Pty Ltd	55 Rhythm Road, Ripley	Material Change of Use - Other Residential	19/08/2022	Approved	Development Assessment West Manager
8140/2021/PDACA	The Development Directive Pty Ltd	1 Coleman Road, South Ripley	Priority Development Area - Compliance Assessment - Earthworks Strategy IMP	16/08/2022	Approved	Development Assessment West Manager
3154/2021/PDACA	The Development Directive Pty Ltd	1 Coleman Road, South Ripley	Priority Development Area - Compliance Assessment - Natural Environment OSS	08/08/2022	Approved	Development Assessment West Manager
6198/2022/PDACA	Stockland Development Pty Limited	Lot 207 Unnamed Road, Deebing Heights	Priority Development Area Compliance Assessment - Housing Diversity and Affordability Overarching Site Strategy	16/08/2022	Approved	Development Assessment West Manager
7363/2021/PDAEE	Leda Holdings Pty Ltd	7001 Boyland Way, Flinders View	Provisional and Actual Offset – Flinders Grange Stages 1-3 (Water)	27/07/2022	Approved	Manager, Engineering, Health & Environment
468/2022/PDAEE	Ripley Road Land Investments Pty Ltd	7002 Trigona Drive, Ripley	Compliance Assessment – Hayfield (ROL 2) Stages 6-11 Condition 17(f) Emergency Access	28/07/2022	Approved	Senior Development Engineer

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Compliance Assessment – Montview Ripley Valley Condition 29(a)

Compliance Assessment - Condition 37(b) Vegetation Assessment Plan -

Geotechnical Investigation Report

Emergency Access

11/08/2022

29/07/2022

Approved

Approved

Engineering Delivery West Manager

Senior Development Engineer

Delegated Authority	y: 140 Application/s	Delegated Authority: 140 Application/s									
Application No.	Applicant	Address	Description	Decision Date	Decision	Determining Authority					
915/2022/PDAEE	CUSP Landscape Architecture	7002 Centenary Highway, South Ripley	Compliance Assessment – Providence Stage N6 Condition 16(a) Open Space Landscape Works	26/07/2022	Approved	Acting Engineering Delivery West Manager					
5511/2022/PDAEE	Landsite Pty Ltd	7000 Northridge Road, White Rock	Compliance Assessment – Whiterock Stage 7 Condition 21(a) Streetscape Works, Condition 22(a) Retaining Walls and Fencing and Condition 23 Footpath Plan	01/08/2022	Approved	Acting Engineering Delivery East Manager					
5884/2022/PDAEE	Landsite Pty Ltd	7000 Northridge Road, White Rock	Compliance Assessment – Whiterock Stage 5B Condition 20(a) Linear Park, Condition 21(a) Streetscape Works, Condition 22(a) Retaining Walls and Fencing, Condition 23(a) Footpath Plan, Condition 37(d)(e) Stormwater Quality (Landscaping)	09/08/2022	Approved	Engineering Delivery West Manager					
5960/2022/PDAEE	Ripley Road Land Investments Pty Ltd	7002 Trigona Drive, Ripley	Compliance Assessment – Hayfield Stage 8 Condition 22(a) Streetscape Works	10/08/2022	Approved	Engineering Delivery West Manager					
5959/2022/PDAEE	Ripley Road Land Investments Pty Ltd	7002 Trigona Drive, Ripley	Compliance Assessment – Hayfield Stage 7 Condition 22(a) Streetscape Works	10/08/2022	Approved	Engineering Delivery West Manager					
5957/2022/PDAEE	Ripley Road Land Investments Pty Ltd	7002 Trigona Drive, Ripley	Compliance Assessment – Hayfield Stage 7 Condition 21(a) Open Space (Linear Park)	18/08/2022	Approved	Engineering Delivery West Manager					
019/2022/PFT	Brighton Homes Queensland	237 Barrams Road, South Ripley	Single Dwelling	26/07/2022	Approved	Plumbing Inspector					
7105/2022/PFT	Moreton Bay Building Certification	10 Johnson Circuit, Ripley	Single Dwelling	11/08/2022	Approved	Plumbing Inspector					
7141/2022/PFT	Silkwood Homes Pty Ltd	1 O'Rourke Street, Redbank Plains	Single Dwelling	29/07/2022	Approved	Plumbing Inspector					
7126/2022/PFT	Fortitude Homes Pty Ltd	113 Andy Way, Deebing Heights	Single Dwelling	04/08/2022	Approved	Plumbing Inspector					
7122/2022/PFT	Domaine Homes (Qld) Pty Ltd	45 Foley Way, White Rock	Single Dwelling	26/07/2022	Approved	Plumbing Inspector					
142/2022/PFT	Hallmark Homes Pty Ltd	32 Johnson Circuit, Ripley	Single Dwelling	26/07/2022	Approved	Plumbing Inspector					
7173/2022/PFT	Coral Homes QLD Pty Ltd	7 Burrum Drive, Ripley	Single Dwelling	27/07/2022	Approved	Plumbing Inspector					
152/2022/PFT	Fluid Building Approvals	39 Johnson Circuit, Ripley	Single Dwelling	27/07/2022	Approved	Plumbing Inspector					
189/2022/PFT	TJB Building Certifiers	25 Gumtree Crescent, Ripley	Single Dwelling	27/07/2022	Approved	Plumbing Inspector					
7209/2022/PFT	Mancorp Quality Homes Pty Ltd	11 Capella Street, South Ripley	Single Dwelling	28/07/2022	Approved	Plumbing Inspector					
7219/2022/PFT	Checkpoint Building Surveyors	10 Liam Street, Ripley	Single Dwelling	28/07/2022	Approved	Plumbing Inspector					
7258/2022/PFT	Fortitude Homes Pty Ltd	13 Condamine Street, South Ripley	Single Dwelling	01/08/2022	Approved	Plumbing Inspector					
7259/2022/PFT	Fortitude Homes Pty Ltd	11 Condamine Street, South Ripley	Single Dwelling	01/08/2022	Approved	Plumbing Inspector					
7262/2022/PFT	Fortitude Homes Pty Ltd	9 Condamine Street, South Ripley	Single Dwelling	01/08/2022	Approved	Plumbing Inspector					
7264/2022/PFT	Fortitude Homes Pty Ltd	7 Condamine Street, South Ripley	Single Dwelling	01/08/2022	Approved	Plumbing Inspector					
7261/2022/PFT	Fortitude Homes Pty Ltd	5 Condamine Street, South Ripley	Single Dwelling	01/08/2022	Approved	Plumbing Inspector					
281/2022/PFT	Escape Homes And Developments Pty Ltc	39 Gumtree Crescent, Ripley	Single Dwelling	01/08/2022	Approved	Plumbing Inspector					
333/2022/PFT	Fortitude Homes Pty Ltd	1 Condamine Street, South Ripley	Single Dwelling	03/08/2022	Approved	Plumbing Inspector					
7327/2022/PFT	Gallery Homes Pty Ltd	16 Pardalote Close, Redbank Plains	Single Dwelling	02/08/2022	Approved	Plumbing Inspector					
7297/2022/PFT	Gallery Homes Pty Ltd	12 Pardalote Close, Redbank Plains	Single Dwelling	02/08/2022	Approved	Plumbing Inspector					
7316/2022/PFT	Maybach QLD Pty Ltd	5 Mistletoe Court, Redbank Plains	Single Dwelling	02/08/2022	Approved	Plumbing Inspector					
7329/2022/PFT	Gallery Homes Pty Ltd	7 Mistletoe Court, Redbank Plains	Single Dwelling	02/08/2022	Approved	Plumbing Inspector					
7318/2022/PFT	Maybach QLD Pty Ltd	9 Mistletoe Court, Redbank Plains	Single Dwelling	02/08/2022	Approved	Plumbing Inspector					
7354/2022/PFT	SandSky Developments Pty Ltd	66 Boyland Way, Flinders View	Single Dwelling	04/08/2022	Approved	Plumbing Inspector					
370/2022/PFT	FRD Homes	6 Murrumbidgee Lane, South Ripley	Single Dwelling	04/08/2022	Approved	Plumbing Inspector					
339/2022/PFT	Hallmark Homes Pty Ltd	1 Peterson Road, White Rock	Single Dwelling	03/08/2022	Approved	Plumbing Inspector					
342/2022/PFT	Checkpoint Building Surveyors	17 Peterson Road, White Rock	Single Dwelling	04/08/2022	Approved	Plumbing Inspector					
349/2022/PFT	Coral Homes QLD Pty Ltd	28 Potter Way, White Rock	Single Dwelling	04/08/2022	Approved	Plumbing Inspector					
426/2022/PFT	Creation Homes (QLD) Pty Ltd	42 Lang Street, White Rock	Single Dwelling	05/08/2022	Approved	Plumbing Inspector					
7425/2022/PFT	JKW Constructions	33 Gumtree Crescent, Ripley	Single Dwelling	05/08/2022	Approved	Plumbing Inspector					
7416/2022/PFT	Coral Homes QLD Pty Ltd	1 Quinn Street, Ripley	Single Dwelling	04/08/2022	Approved	Plumbing Inspector					
7418/2022/PFT	Metricon Homes	17 Lang Street, White Rock	Single Dwelling	05/08/2022	Approved	Plumbing Inspector					
7419/2022/PFT	Metricon Homes Pty Ltd	5 Gibson Street, White Rock	Single Dwelling	05/08/2022	Approved	Plumbing Inspector					

DIVISION 1							
Delegated Author	ity: 140 Application/s						
Application No.	Applicant	Address	Description	Decision Date	Decision	Determining Authority	
7417/2022/PFT	Metricon Homes Pty Ltd	12 Gibson Street, White Rock	Single Dwelling	04/08/2022	Approved	Plumbing Inspector	
7453/2022/PFT	Approveit Building Certification Pty Ltd	235 Barrams Road, South Ripley	Single Dwelling	08/08/2022	Approved	Plumbing Inspector	
7468/2022/PFT	Burbank Homes	8 Embrey Street, White Rock	Single Dwelling	08/08/2022	Approved	Plumbing Inspector	
7460/2022/PFT	Hallmark Homes Pty Ltd	9 Peterson Road, White Rock	Single Dwelling	08/08/2022	Approved	Plumbing Inspector	
7454/2022/PFT	Creation Homes (QLD) Pty Ltd	46 Lang Street, White Rock	Single Dwelling	08/08/2022	Approved	Plumbing Inspector	
437/2022/PFT	Coral Homes QLD Pty Ltd	20 Potter Way, White Rock	Single Dwelling	09/08/2022	Approved	Plumbing Inspector	
450/2022/PFT	Coral Homes QLD Pty Ltd	1 Frank Court, White Rock	Single Dwelling	08/08/2022	Approved	Plumbing Inspector	
427/2022/PFT	Coral Homes QLD Pty Ltd	38 Johnson Circuit, Ripley	Single Dwelling	05/08/2022	Approved	Plumbing Inspector	
438/2022/PFT	Metricon Homes Pty Ltd	7 Gibson Street, White Rock	Single Dwelling	05/08/2022	Approved	Plumbing Inspector	
428/2022/PFT	Metricon Homes	8 Frank Court, White Rock	Single Dwelling	05/08/2022	Approved	Plumbing Inspector	
445/2022/PFT	Metricon Homes Pty Ltd	5 Frank Court, White Rock	Single Dwelling	08/08/2022	Approved	Plumbing Inspector	
503/2022/PFT	Plantation Homes	14 Dimmick Street, White Rock	Single Dwelling	09/08/2022	Approved	Plumbing Inspector	
495/2022/PFT	Coral Homes QLD Pty Ltd	54 Johnson Circuit, Ripley	Single Dwelling	08/08/2022	Approved	Plumbing Inspector	
'488/2022/PFT	Metricon Homes Pty Ltd	9 Aquilla Rise, South Ripley	Single Dwelling	08/08/2022	Approved	Plumbing Inspector	
487/2022/PFT	Metricon Homes Pty Ltd	4 Aquilla Rise, South Ripley	Single Dwelling	08/08/2022	Approved	Plumbing Inspector	
506/2022/PFT	Checkpoint Building Surveyors	15 Lang Street, White Rock	Single Dwelling	09/08/2022	Approved	Plumbing Inspector	
'489/2022/PFT	Metricon Homes Pty Ltd	9 Gibson Street, White Rock	Single Dwelling	08/08/2022	Approved	Plumbing Inspector	
522/2022/PFT	Domaine Homes (Qld) Pty Ltd	7 Nattai Street, South Ripley	Single Dwelling	09/08/2022	Approved	Plumbing Inspector	
516/2022/PFT	Checkpoint Building Surveyors	2 Frank Court, White Rock	Single Dwelling	09/08/2022	Approved	Plumbing Inspector	
'551/2022/PFT	Creation Homes (QLD) Pty Ltd	4 Potter Way, White Rock	Single Dwelling	10/08/2022	Approved	Plumbing Inspector	
547/2022/PFT	Visual Diversity Homes	37 Gumtree Crescent, Ripley	Single Dwelling	10/08/2022	Approved	Plumbing Inspector	
7548/2022/PFT	Hallmark Homes Pty Ltd	16 Aguilla Rise, South Ripley	Single Dwelling	10/08/2022	Approved	Plumbing Inspector	
7581/2022/PFT	Checkpoint Building Surveyors	4 Johnson Circuit, Ripley	Single Dwelling	11/08/2022	Approved	Plumbing Inspector	
617/2022/PFT	Creation Homes (QLD) Pty Ltd	7 Potter Way, White Rock	Single Dwelling	12/08/2022	Approved	Plumbing Inspector	
'580/2022/PFT	Hallmark Homes Pty Ltd	16 Gumtree Crescent, Ripley	Single Dwelling	11/08/2022	Approved	Plumbing Inspector	
607/2022/PFT	Checkpoint Building Surveyors	61 Johnson Circuit, Ripley	Single Dwelling	12/08/2022	Approved	Plumbing Inspector	
634/2022/PFT	Creation Homes (QLD) Pty Ltd	14 Potter Way, White Rock	Single Dwelling	12/08/2022	Approved	Plumbing Inspector	
654/2022/PFT	Clarendon Homes QLD Pty Ltd	17 Liam Street, Ripley	Single Dwelling	15/08/2022	Approved	Plumbing Inspector	
696/2022/PFT	Fortitude Homes Pty Ltd	3 Condamine Street, South Ripley	Single Dwelling	15/08/2022		Plumbing Inspector	
	· · · · · · · · · · · · · · · · · · ·				Approved		
'688/2022/PFT	Fortitude Homes Pty Ltd	24 Potter Way, White Rock	Single Dwelling	15/08/2022	Approved	Plumbing Inspector	
'672/2022/PFT	Creation Homes (QLD) Pty Ltd	10 Potter Way, White Rock	Single Dwelling	15/08/2022	Approved	Plumbing Inspector	
'690/2022/PFT	Coral Homes QLD Pty Ltd	14 Liam Street, Ripley	Single Dwelling	16/08/2022	Approved	Plumbing Inspector	
747/2022/PFT	Creation Homes (QLD) Pty Ltd	44 Lang Street, White Rock	Single Dwelling	16/08/2022	Approved	Plumbing Inspector	
746/2022/PFT	Creation Homes (QLD) Pty Ltd	12 Potter Way, White Rock	Single Dwelling	16/08/2022	Approved	Plumbing Inspector	
745/2022/PFT	Checkpoint Building Surveyors	27 Gumtree Crescent, Ripley	Single Dwelling	16/08/2022	Approved	Plumbing Inspector	
749/2022/PFT	Burbank Homes	52 Johnson Circuit, Ripley	Single Dwelling	16/08/2022	Approved	Plumbing Inspector	
780/2022/PFT	Checkpoint Building Surveyors	5 Dimmick Street, White Rock	Single Dwelling	18/08/2022	Approved	Plumbing Inspector	
'807/2022/PFT	Checkpoint Building Surveyors	31 Sunflower Court, Ripley	Single Dwelling	19/08/2022	Approved	Plumbing Inspector	
799/2022/PFT	Creation Homes (QLD) Pty Ltd	8 Potter Way, White Rock	Single Dwelling	18/08/2022	Approved	Plumbing Inspector	
7868/2022/PFT	SandSky Developments Pty Ltd	60 Boyland Way, Flinders View	Single Dwelling	22/08/2022	Approved	Plumbing Inspector	
7909/2022/PFT	Checkpoint Building Surveyors	13 Dimmick Street, White Rock	Single Dwelling	23/08/2022	Approved	Plumbing Inspector	
7856/2022/PFT	Plantation Homes	1 Hyland Circuit, Ripley	Single Dwelling	22/08/2022	Approved	Plumbing Inspector	
954/2022/PFT	Silkwood Homes Pty Ltd	15 Lilium Street, Ripley	Single Dwelling	23/08/2022	Approved	Plumbing Inspector	
8026/2022/PFT	Pathway Homes	3 Burrum Drive, Ripley	Single Dwelling	24/08/2022	Approved	Plumbing Inspector	

DIVISION 1						
Delegated Authority	y: 140 Application/s					
Application No.	Applicant	Address	Description	Decision Date	Decision	Determining Authority
7998/2022/PFT	G & P Builders Pty Ltd	50 Johnson Circuit, Ripley	Single Dwelling	24/08/2022	Approved	Plumbing Inspector
8051/2022/PFT	FRD Homes	69 Johnson Circuit, Ripley	Single Dwelling	24/08/2022	Approved	Plumbing Inspector
8058/2022/PFT	Australian Building Company	108 Danbulla Street, South Ripley	Single Dwelling	24/08/2022	Approved	Plumbing Inspector
8086/2022/PFT	GW Enterprises Pty Ltd	67 Johnson Circuit, Ripley	Single Dwelling	25/08/2022	Approved	Plumbing Inspector
6260/2022/PPC	Hage Hydraulic Design Consultants	Lot 207 Unnamed Road, Deebing Heights	Property Sales Office	27/07/2022	Approved	Plumbing Inspector
6996/2022/PPC	Total Water Services - Hillcrest	7001 Burrum Drive, Ripley	Proposed Drinking Fountain	28/07/2022	Approved	Plumbing Inspector
6683/2022/PPR	Indigo Homes	3 Moore Street, Redbank Plains	Single Dwelling - Community Residence	29/07/2022	Approved	Plumbing Inspector
7121/2022/PPR	Dixon Homes	17 Glen Noble Avenue, Redbank Plains	Single Dwelling	18/08/2022	Approved	Plumbing Inspector
7286/2022/PPR	Rocket Building Approvals	63 Henty Drive, Redbank Plains	Dual Occupancy Auxiliary Unit	02/08/2022	Approved	Plumbing Inspector
7309/2022/PPR	CF & JE Miles	200 Mary Street, Blackstone	Single Dwelling - Site 63	05/08/2022	Approved	Plumbing Inspector
7307/2022/PPR	CF & JE Miles	200 Mary Street, Blackstone	Single Dwelling - Site 61	05/08/2022	Approved	Plumbing Inspector
7308/2022/PPR	CF & JE Miles	200 Mary Street, Blackstone	Single Dwelling - Site 62	05/08/2022	Approved	Plumbing Inspector
7303/2022/PPR	CF & JE Miles	200 Mary Street, Blackstone	Single Dwelling - Site 45	05/08/2022	Approved	Plumbing Inspector
7302/2022/PPR	CF & JE Miles	200 Mary Street, Blackstone	Single Dwelling - Site 59	05/08/2022	Approved	Plumbing Inspector
7305/2022/PPR	CF & JE Miles	200 Mary Street, Blackstone	Single Dwelling - Site 60	05/08/2022	Approved	Plumbing Inspector
7541/2022/PPR	Rocket Building Approvals	26 Thornton Street, Raceview	Secondary Dwelling	10/08/2022	Approved	Plumbing Inspector
7611/2022/PPR	Craig Litzow Constructions	200 Mary Street, Blackstone	Single Dwelling - Site 28	15/08/2022	Approved	Plumbing Inspector
7613/2022/PPR	Craig Litzow Constructions	200 Mary Street, Blackstone	Single Dwelling - Site 29	15/08/2022	Approved	Plumbing Inspector
19065/2021/RAL	Baird & Hayes Surveyors And Town Planners	22 Ella Street, Blackstone	Reconfiguring a Lot - Boundary Realignment - Two (2) Lots into Two (2) Lots	05/08/2022	Approved	Acting Development Assessment Central Manager
1399/2022/RAL	Wild Mint Watercress Pty Ltd	7002 Watercress Boulevard, Redbank Plains	Reconfiguring a Lot - One (1) into Three (3) lots, plus new park and creation of access easements	22/08/2022	Approved	Development Assessment East Manager
3583/2022/RAL	Mrs Famiza Farzana Shafiq and Mr Abdul Razeem Shafiq	50 Alawoona Street, Redbank Plains	Reconfiguring a Lot - One (1) lot into two (2) lots	17/08/2022	Approved	Development Assessment East Manager
5150/2015/SSP/A	Saunders Havill Group Pty Ltd	7000 Sunbird Drive, Redbank Plains	Lots 986-1006, 1008-1015, 1022-1025, 7000 & 9001 on SP327900	18/08/2022	Approved	Senior Development Planning Compliance Officer
2098/2015/SSP/F	Saunders Havill Group Pty Ltd	7001 Sunbird Drive, Redbank Plains	Lots 781-818 and 7001 on SP327229 – Eden's Crossing Stage 20	18/08/2022	Approved	Senior Development Planning Compliance Officer
9332/2019/SSPRV/A	Saunders Havill Group Pty Ltd	255-273 Monterea Road, Ripley	Lots 64-83, 342, 1001, 1002 & 7000 on SP324837 - Bellevue Stage 1	17/08/2022	Approved	Senior Development Planning Compliance Officer
9332/2019/SSPRV/B	HB Doncaster Pty Ltd and Saunders Havill Group	255-273 Monterea Road, Ripley	Lots 7-26, 56-63, 342, 382, 802 and 1001 on SP330362 - Bellevue Stage 2	18/08/2022	Approved	Senior Development Planning Compliance Officer
9332/2019/SSPRV/C	Saunders Havill Group Pty Ltd	323-395 Ripley Road, Ripley	Lots 27-55, 342 & 1001 on SP330363 - Bellevue Stage 3	23/08/2022	Approved	Senior Development Planning Compliance Officer
6635/2022/SSPRV	Alan Sullivan & Associates Pty Ltd	16 Acason Way, Ripley	Lots 1 & 2 on SP333500	18/08/2022	Approved	Senior Development Planning Compliance Officer
4013/2022/SSPRV/A	Intrapac Property Pty Ltd	7000 Northridge Road, White Rock	Lots 1, 8 and 58 on SP328823	27/07/2022	Approved	Senior Development Planning Compliance Officer
4678/2019/SSPRV/D	Intrapac Projects Pty Ltd	7000 Northridge Road, White Rock	Lots 1, 3021-342 and 3001-3003 on SP328812 - Stage 3	11/08/2022	Approved	Senior Development Planning Compliance Officer

DIVISION 2						
Delegated Authorit	y: 96 Application/s					
Application No.	Applicant	Address	Description	Decision Date	Decision	Determining Authority
L0001/2018/ADP	Lendlease Communities (Springfield) Pty Ltd	7001 Sinnathamby Boulevard, Spring Mountain	Area Development Plan to: - Nominate land for Detached Housing, Attached Housing, Dual Occupancy, Drainage and Utilities Lots, Road and Park/Open Space; - Reconfigure three (3) Lots into Seven Hundred and Ninety-nine (799) Residential Lots, one (1) utilities lot, on (1) drainage lot, one (1) management lot plus New Road, Park and Balance Lots; and - Permit the development of 799 Detached/Attached Houses that are not compliant with the applicable Planning Scheme Provisions for a Detached/Attached House and Dual Occpuancy.	02/08/2022	Approved	Development Assessment East Manager
6086/2021/ADP	Planning Australia	1/22 Magnolia Drive, Brookwater	Area Development Plan - Medical Centre, Commercial Premises and Professional Office	02/08/2022	Approved	Development Assessment East Manager
2907/2022/ADP	Springfield Land Corp. (No.2) Pty Ltd	7005 Brookwater Drive, Brookwater	Area Development Plan - Reconfiguring a Lot one (1) into two (2) lots and Nomination of Lot for Park	12/08/2022	Approved	Development Assessment East Manager
598/2022/BORIST	Metricon Homes	24 Eucalyptus Circuit, Springfield	Building Over or Near a Stormwater Drain - Single Dwelling	19/08/2022	Approved	Senior Development Engineer
847/2022/BR	Precision Building Certification	11 Mistletoe Court, Camira	Siting Variation - Carport	29/07/2022	Approved	Building Regulatory Officer
887/2022/BR	Project BA	6 Curlew Street, Springfield	Siting Variation - Shed	29/07/2022	Approved	Building Regulatory Officer
145/2022/BR	Precision Building Certification	4 Opal Place, Springfield	Siting Variation - Carport	01/08/2022	Approved	Building Regulatory Officer
177/2022/BR	Building Certification Consultants Pty Ltd	34-40 Antimony Street, Carole Park	Amenity and Aesthetics - Demolition of a Commercial Building	01/08/2022	Approved	Building Regulatory Officer
474/2022/BR	Mr Mark Hauser	19 Rawle Street, Camira	Amenities and Aesthetics and Siting Variation - Garage/Shed	18/08/2022	Approved	Building Regulatory Officer
521/2022/BR	Ms Sandra Joyce Weston	6 Allan Road, Camira	Amenity and Aesthetics & Siting Variation - Garage	18/08/2022	Approved	Building Regulatory Officer
75/2022/BR	JB & B Urquhart	123 Sharpless Road, Springfield	Siting Variation - Shed and Retaining Wall/Fence	19/08/2022	Approved	Building Regulatory Officer
5/2022/BW	Ms Elvera Mary Quilty	33 Maple Avenue, Camira	Open Carport	09/08/2022	Approved	Building Certifier
785/2011/LDR/D	Avid Residential Group Pty Ltd	7000 Jones Road, Bellbird Park	Legal Document Request - Transfer Lot 9004 and Lot 9006 SP330346 & Easements - Brentwood Forest Stage 11	27/07/2022	Approved	Senior Development Planning Compliance Office
052/2022/MCU	Ruby Zen Development Pty Ltd	36-38 Rosemary Street, Bellbird Park	Material Change of Use - Single Residential (10 dwelling houses not compliant with the acceptable solutions of the Residential Code)	25/08/2022	Approved	Development Assessment East Manager
972/2022/OD	Viva Leisure Operations Pty Ltd	13 Commercial Drive, Springfield	Carrying Out Operational Works - Advertising Devices – Four (4) Wall Signs	29/07/2022	Approved	Development Assessment East Manager
38/2022/OW	As Homes Pty Ltd	79 Oak Street, Bellbird Park	Road Work, Stormwater, Drainage Work and Earthworks	15/08/2022	Approved	Engineering Delivery East Manager
343/2022/OW	Victory Church Ltd	192 Redbank Plains Road, Bellbird Park	Landscaping	09/08/2022	Approved	Engineering Delivery East Manager
710/2022/OW	Australia Sunlight Group Pty Ltd	10-12 Argon Street, Carole Park	Landscaping	12/08/2022	Approved	Engineering Delivery West Manager
275/2022/PFT	Fluid Building Approvals	49 Champions Crescent, Brookwater	Single Dwelling	25/08/2022	Approved	Plumbing Inspector
.00/2022/PFT	DC Living Pty Ltd	43 Kingfisher Street, Springfield	Single Dwelling	26/07/2022	Approved	Plumbing Inspector
.44/2022/PFT	Checkpoint Building Surveyors	9 Helena Street, Spring Mountain	Single Dwelling	26/07/2022	Approved	Plumbing Inspector
L40/2022/PFT	Homecorp Constructions	26 Barham Way, Spring Mountain	Single Dwelling	26/07/2022	Approved	Plumbing Inspector
L59/2022/PFT	Platinum Building Approvals	8 Eucalyptus Circuit, Springfield	Single Dwelling	27/07/2022	Approved	Plumbing Inspector
157/2022/PFT	Hallmark Homes Pty Ltd	2 Eucalyptus Circuit, Springfield	Single Dwelling	27/07/2022	Approved	Plumbing Inspector
193/2022/PFT	Checkpoint Building Surveyors	22 Kingfisher Street, Springfield	Single Dwelling	27/07/2022	Approved	Plumbing Inspector
L53/2022/PFT	Platinum Building Approvals	48 Kingfisher Street, Springfield	Single Dwelling	27/07/2022	Approved	Plumbing Inspector
186/2022/PFT	TJB Building Certifiers	50 Eucalyptus Circuit, Springfield	Single Dwelling	27/07/2022	Approved	Plumbing Inspector
.99/2022/PFT	Checkpoint Building Surveyors	27 Eucalyptus Circuit, Springfield	Single Dwelling	27/07/2022	Approved	Plumbing Inspector
.84/2022/PFT	Checkpoint Building Surveyors	43 Eucalyptus Circuit, Springfield	Single Dwelling	27/07/2022	Approved	Plumbing Inspector
01/2022/PFT	Platinum Building Approvals	11 Barham Way, Spring Mountain	Single Dwelling	28/07/2022	Approved	Plumbing Inspector
51/2022/PFT	Platinum Building Approvals	13 Barham Way, Spring Mountain	Single Dwelling	27/07/2022	Approved	Plumbing Inspector
221/2022/PFT	JKW Constructions	88 Eucalyptus Circuit, Springfield	Single Dwelling	28/07/2022	Approved	Plumbing Inspector
222/2022/PFT	Cj Homes Pty Ltd	4 Barham Way, Spring Mountain	Single Dwelling	28/07/2022	Approved	Plumbing Inspector
220/2022/PFT	Cj Homes Pty Ltd	6 Barham Way, Spring Mountain	Single Dwelling	28/07/2022	Approved	Plumbing Inspector
218/2022/PFT	Brighton Homes Queensland	5 Bolte Street, Spring Mountain	Single Dwelling	28/07/2022	Approved	Plumbing Inspector
251/2022/PFT	Checkpoint Building Surveyors	26 Eucalyptus Circuit, Springfield	Single Dwelling	01/08/2022	Approved	Plumbing Inspector

Delegated Authority: 96 Application/s									
Application No.	Applicant	Address	Description	Decision Date	Decision	Determining Authority			
249/2022/PFT	Burbank Homes	18 Eucalyptus Circuit, Springfield	Single Dwelling	01/08/2022	Approved	Plumbing Inspector			
7278/2022/PFT	Plantation Homes	30 Kingfisher Street, Springfield	Single Dwelling	01/08/2022	Approved	Plumbing Inspector			
7321/2022/PFT	Plantation Homes	4 Eucalyptus Circuit, Springfield	Single Dwelling	02/08/2022	Approved	Plumbing Inspector			
7320/2022/PFT	Plantation Homes	58 Kingfisher Street, Springfield	Single Dwelling	02/08/2022	Approved	Plumbing Inspector			
7332/2022/PFT	Clarendon Homes (Qld) Pty Ltd	64 Eucalyptus Circuit, Springfield	Single Dwelling	15/08/2022	Approved	Plumbing Inspector			
7300/2022/PFT	Australian Building Company Pty Ltd	24 Eucalyptus Circuit, Springfield	Single Dwelling	02/08/2022	Approved	Plumbing Inspector			
7338/2022/PFT	Checkpoint Building Surveyors	30 Bolte Street, Spring Mountain	Single Dwelling	03/08/2022	Approved	Plumbing Inspector			
7337/2022/PFT	Checkpoint Building Surveyors	22 Bolte Street, Spring Mountain	Single Dwelling	03/08/2022	Approved	Plumbing Inspector			
7402/2022/PFT	Plantation Homes	82 Barossa Way, Spring Mountain	Single Dwelling	04/08/2022	Approved	Plumbing Inspector			
7340/2022/PFT	Hallmark Homes Pty Ltd	15 Belvedere Drive, Spring Mountain	Single Dwelling	04/08/2022	Approved	Plumbing Inspector			
7387/2022/PFT	Plantation Homes	62 Eucalyptus Circuit, Springfield	Single Dwelling	04/08/2022	Approved	Plumbing Inspector			
7389/2022/PFT	Checkpoint Building Surveyors	28 Bolte Street, Spring Mountain	Single Dwelling	04/08/2022	Approved	Plumbing Inspector			
7464/2022/PFT	Burbank Homes	44 Lapwing Crescent, Bellbird Park	Single Dwelling	08/08/2022	Approved	Plumbing Inspector			
7505/2022/PFT	Plantation Homes	58 Lapwing Crescent, Bellbird Park	Single Dwelling	09/08/2022	Approved	Plumbing Inspector			
7501/2022/PFT	Checkpoint Building Surveyors	14 Bolte Street, Spring Mountain	Single Dwelling	08/08/2022	Approved	Plumbing Inspector			
7533/2022/PFT	Coral Homes QLD Pty Ltd	20 Helena Street, Spring Mountain	Single Dwelling	10/08/2022	Approved	Plumbing Inspector			
7525/2022/PFT	Burbank Homes	45 Eucalyptus Circuit, Springfield	Single Dwelling	10/08/2022	Approved	Plumbing Inspector			
7529/2022/PFT	Brighton Homes Queensland	9 Bolte Street, Spring Mountain	Single Dwelling	10/08/2022	Approved	Plumbing Inspector			
7540/2022/PFT	Checkpoint Building Surveyors	36 Bolte Street, Spring Mountain	Single Dwelling	10/08/2022	Approved	Plumbing Inspector			
7561/2022/PFT	Australian Building Company Pty Ltd	25 Kingfisher Street, Springfield	Single Dwelling	12/08/2022	Approved	Plumbing Inspector			
7577/2022/PFT	Checkpoint Building Surveyors	26 Bolte Street, Spring Mountain	Single Dwelling	10/08/2022	Approved	Plumbing Inspector			
7608/2022/PFT	Clarendon Homes (Qld) Pty Ltd	10 Daydream Crescent, Springfield Lakes	Single Dwelling	11/08/2022	Approved	Plumbing Inspector			
7605/2022/PFT	Coral Homes QLD Pty Ltd	10 Eucalyptus Circuit, Springfield	Single Dwelling	11/08/2022	Approved	Plumbing Inspector			
7612/2022/PFT	Checkpoint Building Surveyors	28 Eucalyptus Circuit, Springfield	Single Dwelling	15/08/2022	Approved	Plumbing Inspector			
604/2022/PFT	Plantation Homes	39 Eucalyptus Circuit, Springfield	Single Dwelling	11/08/2022	Approved	Plumbing Inspector			
7663/2022/PFT	Brighton Homes Queensland	37 Kingfisher Street, Springfield	Single Dwelling	15/08/2022	Approved	Plumbing Inspector			
7635/2022/PFT	DC Living Pty Ltd	20 Kingfisher Street, Springfield	Single Dwelling	15/08/2022	Approved	Plumbing Inspector			
7661/2022/PFT	Approveit Building Certification Pty Ltd	38 Eucalyptus Circuit, Springfield	Single Dwelling	15/08/2022	Approved	Plumbing Inspector			
7631/2022/PFT	Coral Homes QLD Pty Ltd	14 Eucalyptus Circuit, Springfield	Single Dwelling	15/08/2022	Approved	Plumbing Inspector			
7715/2022/PFT	Fluid Building Approvals	6 Benson Street, Spring Mountain	Single Dwelling	16/08/2022	Approved	Plumbing Inspector			
7724/2022/PFT	Torsion Pty Ltd	34 Bolte Street, Spring Mountain	Single Dwelling	16/08/2022	Approved	Plumbing Inspector			
7727/2022/PFT	Checkpoint Building Surveyors	6 Eucalyptus Circuit, Springfield	Single Dwelling	16/08/2022	Approved	Plumbing Inspector			
7756/2022/PFT	TJB Building Certifiers	23 Grafton Street, Spring Mountain	Single Dwelling	19/08/2022	Approved	Plumbing Inspector			
7738/2022/PFT	Fluid Building Approvals	8 Benson Street, Spring Mountain	Single Dwelling	16/08/2022	Approved	Plumbing Inspector			
7755/2022/PFT	ALP Building Pty Ltd	18 Kestrel Court, Bellbird Park	Single Dwelling	17/08/2022	Approved	Plumbing Inspector			
7796/2022/PFT	Plantation Homes	62 Kingfisher Street, Springfield	Single Dwelling	18/08/2022	Approved	Plumbing Inspector			
7786/2022/PFT	Bella QLD Properties Pty Ltd	22 Grafton Street, Spring Mountain	Single Dwelling	18/08/2022	Approved	Plumbing Inspector			
798/2022/PFT	Brighton Built Queensland Pty Ltd	5 Barham Way, Spring Mountain	Single Dwelling	18/08/2022	Approved	Plumbing Inspector			
7836/2022/PFT	Checkpoint Building Surveyors	19 Kingfisher Street, Springfield	Single Dwelling	23/08/2022	Approved	Plumbing Inspector			
7841/2022/PFT	Plantation Homes	58 Eucalyptus Circuit, Springfield	Single Dwelling	22/08/2022	Approved	Plumbing Inspector			
7832/2022/PFT	Brighton Built Queensland Pty Limited	7 Barham Way, Spring Mountain	Single Dwelling	19/08/2022	Approved	Plumbing Inspector			
7864/2022/PFT	Stroud Homes Brisbane West	56 Kingfisher Street, Springfield	Single Dwelling	22/08/2022	Approved	Plumbing Inspector			
7905/2022/PFT	Checkpoint Building Surveyors	9 Barham Way, Spring Mountain	Single Dwelling	22/08/2022	Approved	Plumbing Inspector			
7917/2022/PFT	Checkpoint Building Surveyors	17 Bolte Street, Spring Mountain	Single Dwelling	23/08/2022	Approved	Plumbing Inspector			

DIVISION 2						
Delegated Authori	ty: 96 Application/s					
Application No.	Applicant	Address	Description	Decision Date	Decision	Determining Authority
7889/2022/PFT	PB3 Building Certification Pty Ltd	32 Bolte Street, Spring Mountain	Single Dwelling	22/08/2022	Approved	Plumbing Inspector
7891/2022/PFT	PB3 Building Certification Pty Ltd	27 Barham Way, Spring Mountain	Single Dwelling	22/08/2022	Approved	Plumbing Inspector
7956/2022/PFT	Silkwood Homes Pty Ltd	7 Lapwing Crescent, Bellbird Park	Single Dwelling	23/08/2022	Approved	Plumbing Inspector
8060/2022/PFT	MacKie Construction Consultants Pty Ltd	3 Cochrane Street, Camira	Single Dwelling	24/08/2022	Approved	Plumbing Inspector
8033/2022/PFT	Bold Properties	54 Kingfisher Street, Springfield	Single Dwelling	24/08/2022	Approved	Plumbing Inspector
8071/2022/PFT	GW Enterprises Pty Ltd	4 Bolte Street, Spring Mountain	Single Dwelling	25/08/2022	Approved	Plumbing Inspector
8072/2022/PFT	Brighton Homes Queensland	25 Barham Way, Spring Mountain	Single Dwelling	25/08/2022	Approved	Plumbing Inspector
8101/2022/PFT	Hallmark Homes Pty Ltd	5 Grafton Street, Spring Mountain	Single Dwelling	25/08/2022	Approved	Plumbing Inspector
6687/2022/PPC	Office Park Developments Pty Ltd	3/22 Magnolia Drive, Brookwater	Building 3 Tenancy Fitout	09/08/2022	Approved	Plumbing Inspector
5746/2022/PPC	Pristine 9 Pty Ltd	2-4 Woodcrest Way, Springfield	New basin and sink to existing Tenancy	10/08/2022	Approved	Plumbing Inspector
7526/2022/PPR	Arcadis Australia Pacific	7001 Carbeen Circuit, Springfield	Sanitary Drainage for Future Subdivision	10/08/2022	Approved	Plumbing Inspector
18909/2021/RAL	Ruby Zen Development Pty Ltd	36-38 Rosemary Street, Bellbird Park	Reconfiguring a Lot - boundary realignment (Stage 1) and reconfiguration of one (1) lot into fourteen (14) lots plus road, drainage reserve and access easement (Stage 2).	18/08/2022	Approved	Development Assessment East Manager
200/2022/RAL	K J Packer Consulting Pty Ltd	152-154 Redbank Plains Road, Bellbird Park	Reconfiguring a Lot - One (1) Lot into Four (4) Lots	18/08/2022	Approved	Senior Planner (Development)
1478/2022/RAL	Ms Jayne Nicole McLachlan and Mr Dean Joseph Borg	12 Cairns Road, Camira	Reconfiguring a Lot - One (1) Lot into Two (2) Lots	26/07/2022	Approved	Development Assessment East Manager
7251/2019/SSP/A	ONF Surveyors	119 Johnston Street, Bellbird Park	Lots 1-17 & 100 on SP330724 - THIS IS A DUMMY FILE - REFER TO 9772/2017/SSP	05/08/2022	Approved	Senior Development Planning Compliance Officer
9772/2017/SSP/A	ONF Surveyors	123 Johnston Street, Bellbird Park	Lots 1-17 & 100 on SP330724	10/08/2022	Approved	Senior Development Planning Compliance Officer

DIVISION 3						
Delegated Authority	: 58 Application/s					
Application No.	Applicant	Address	Description	Decision Date	Decision	Determining Authority
5743/2022/BR	Project BA	20 Rex Street, Eastern Heights	Amenity and Aesthetics - Shed Siting variation - Shed	15/08/2022	Approved	Building Regulatory Officer
844/2022/BR	Construct 81	1 Mcnamara Street, Leichhardt	Siting Variation - Shed	04/08/2022	Approved	Building Regulatory Officer
033/2022/BR	Building Approvals and Advice	21 Aleisha Court, Collingwood Park	Siting Variation - Pool Deck	25/08/2022	Approved	Building Regulatory Officer
143/2022/BR	Precision Building Certification	9 Banbury Close, Bundamba	Siting Variation - Carport	01/08/2022	Approved	Building Regulatory Officer
238/2022/BR	Project BA	147 South Station Road, Silkstone	Amenity and Aesthetics - Demolition of a Dwelling	01/08/2022	Approved	Building Regulatory Officer
268/2022/BR	South East Building Approvals	2 Robertson Road, Eastern Heights	Siting Variation - Carport, Alterations/Additions	12/08/2022	Approved	Building Regulatory Officer
335/2022/BR	Precision Building Certification	18 Thompson Street, Bundamba	Siting Variation - Carport	09/08/2022	Approved	Building Regulatory Officer
7433/2022/BR	Urban Demolitions and Plant Hire Pty Ltd	2 Orchard Street, Eastern Heights	Amenity and Aesthetics - Demolition of a Dwelling	10/08/2022	Approved	Building Regulatory Officer
499/2022/BR	Arties Demolitions Pty Ltd	16 Jackes Street, Eastern Heights	Amenity and Aesthetics - Demolition of a Dwelling and Shed/Carport	11/08/2022	Approved	Building Regulatory Officer
7534/2022/BR	O'Brien Building Consultants	23 Pemberton Street, Booval	Siting Variation - Carport	11/08/2022	Approved	Building Regulatory Officer
7578/2022/BR	Precision Building Certification	7 Farrell Close, Collingwood Park	Siting Variation - Carport	16/08/2022	Approved	Building Regulatory Officer
7596/2022/BR	Sunstate Constructions	28 Rex Street, Eastern Heights	Amenity and Aesthetics - Demolition of a Dwelling and Shed	12/08/2022	Approved	Building Regulatory Officer
7627/2022/BR	Dynamic Building Approvals	8 Beth Street, North Booval	Siting Variation - Carport	16/08/2022	Approved	Building Regulatory Officer
7716/2022/BR	Integrated Building Certification	35 Gomer Street, Booval	Siting Variation - Shed/Garage	19/08/2022	Approved	Building Regulatory Officer
7772/2022/BR	Mr Daniel Patrick Parslow and Mrs Nicole Margaret Parslow	27 Blackwood Street, East Ipswich	Siting Variation - Carport	23/08/2022	Approved	Building Regulatory Officer
787/2022/BR	Precision Building Certification	44 Vineyard Street, One Mile	Siting Variation - Carport	23/08/2022	Approved	Building Regulatory Officer
3067/2022/BR	Building Certification Consultants Pty Ltd	77 Stuart Street, Goodna	Demolition of Dwelling, Pool and Pool Fence	25/08/2022	Approved	Building Regulatory Officer
588/2022/BW	Mr Robert Allan Hansen	29 Herbert Street, Sadliers Crossing	Auxiliary Dwelling (Completion of final stage, reapproval of 2098/2017/BWPC1)	19/08/2022	Approved	Building Certifier
404/2022/MAMC/A	BBP Investments Pty Ltd	19 Gliderway Street, Bundamba	Minor Change - Reconfiguring a Lot - two (2) lots into three (3) lots	27/07/2022	Approved	Acting Development Assessment Central Manager
.646/2020/MAMC/A	Hospital Corporation Australia Pty Ltd	8 Pring Street, Ipswich	Minor Change - Material Change of Use - Community Use (Hospital) and Business Use (Medical Centre)	09/08/2022	Approved	Acting Development Assessment Central Manager
3368/2012/MAOC/A	Llewellyn Motors	246 Brisbane Road, Booval	Other Change - Business Use - Vehicle Sales Premises	22/08/2022	Approved	Acting Development Assessment Central Manager
7404/2021/MCU	Mr Hongxi Liang	7 Queen Street, Dinmore	Material Change of Use - Multiple Residential (4 Units)	18/08/2022	Approved	Acting Development Assessment Central Manage
5140/2022/OD	Tait Morton Johnston	7 Warwick Road, Ipswich	Carrying out building work not associated with a material change of use - Raising, reinstatement of original verandahs and demolition of 20% or less of the original pre-1946 fabric of a Character Building	22/08/2022	Approved	Senior Planner (Development)
5256/2022/OD	Ms Jane Payne	21 Tallon Street, Sadliers Crossing	Carrying out building work not associated with a material change of use - Demolition of less than 20% of the pre-1946 building fabric and new carport in Area B within a Character Zone	01/08/2022	Approved	Senior Planner (Development)
5307/2022/OD	Sustainable Planning Pty Ltd	7 Murphy Street, Ipswich	Carrying out Building Work not associated with a Material Change of Use – Demolition of part of the pre-1946 fabric and Closing in part of the Front Verandah	12/08/2022	Approved	Acting Development Assessment Central Manager
.186/2022/OW	Westera Partners Pty Ltd	91 Gladstone Road, Coalfalls	Road work, Stormwater and Earthworks	18/08/2022	Approved	Engineering Delivery West Manager
015/2022/OW	Gibb Group Development Management Pty Ltd	20 Wood Street, Bundamba	Rate 3 Streetlighting	29/07/2022	Approved	Engineering Delivery East Manager
384/2022/OW	Walker Corporation Pty Ltd	101 Hume Drive, Bundamba	Stormwater - Citiswich Stage 3	11/08/2022	Approved	Engineering Delivery East Manager
288/2022/OW	JW Concepts	7002 Woodlinks Way, Collingwood Park	Landscaping - Forest View Estate Stage 11	03/08/2022	Approved	Engineering Delivery East Manager
374/2022/OW	Walker Corporation Pty Ltd	56 Bognuda Street, Bundamba	Landscaping - Citiswich Stage 6	26/07/2022	Approved	Engineering Delivery East Manager
555/2022/OW	The Village Building Co. Limited	7001 Collingwood Drive, Collingwood Park	Landscaping - Woodlinks Village Stage 10 - Linear Park Works	05/08/2022	Approved	Acting Engineering Delivery East Manager
561/2022/OW	The Village Building Co. Limited	7001 Collingwood Drive, Collingwood Park	Landscaping - Woodlinks Village Stage 10 - Streetscape Works	11/08/2022	Approved	Engineering Delivery East Manager
5770/2022/OW	Ampflo Pty Ltd	7001 Collingwood Drive, Collingwood Park	Rate 3 Streetlighting - Woodlinks Village Stage 10	15/08/2022	Approved	Engineering Delivery East Manager
19099/2021/PFT	Ms Georgina Beryl Walton	12 Merrell Street, East Ipswich	Single Dwelling	29/07/2022	Approved	Plumbing Inspector
7288/2022/PFT	Mrs Swati Akshaykumar Patel and Mr Akshaykumar Dipakbhai Patel	1 Bellflower Street, Collingwood Park	Single Dwelling	01/08/2022	Approved	Plumbing Inspector

Delegated Authori	ty: 58 Application/s					
Application No.	Applicant	Address	Description	Decision Date	Decision	Determining Authority
7311/2022/PFT	Mr Naukaben Ashwinkumar Prajapati	4 Mint Close, Collingwood Park	Single Dwelling	02/08/2022	Approved	Plumbing Inspector
7343/2022/PFT	Plantation Homes	1 Mint Close, Collingwood Park	Single Dwelling	10/08/2022	Approved	Plumbing Inspector
7736/2022/PFT	Brighton Homes Queensland	6 Gladys Lane, Eastern Heights	Single Dwelling	16/08/2022	Approved	Plumbing Inspector
7785/2022/PFT	Bella QLD Properties Pty Ltd	10 Bellflower Street, Collingwood Park	Single Dwelling	18/08/2022	Approved	Plumbing Inspector
7847/2022/PFT	Trident Building Certification	2 Brugha Close, Collingwood Park	Single Dwelling	22/08/2022	Approved	Plumbing Inspector
8073/2022/PFT	Approveit Building Certification Pty Ltd	11 Alabaster Street, Collingwood Park	Single Dwelling	25/08/2022	Approved	Plumbing Inspector
8084/2022/PFT	Trident Building Certification	12 Isaac Place, Collingwood Park	Single Dwelling	25/08/2022	Approved	Plumbing Inspector
6754/2022/PPC	BRW Hydraulics Pty Ltd	1 Collingwood Drive, Redbank	Tenancy Fitout - Specsavers	17/08/2022	Approved	Plumbing Inspector
6930/2022/PPC	DMA Engineers	180 Brisbane Street, Ipswich	KLV Beauty - Tenant 2	26/07/2022	Approved	Plumbing Inspector
7336/2022/PPC	Chilton Woodward & Associates	159 Brisbane Road, Booval	Tenancy Fit-out	15/08/2022	Approved	Plumbing Inspector
7466/2022/PPC	East Coast Hydraulics Pty Ltd	25 Byrne Street, Bundamba	Church Amenities	10/08/2022	Approved	Plumbing Inspector
7461/2022/PPC	Ashburner Francis	7000 John Drive, Collingwood Park	New Childcare Facility	22/08/2022	Approved	Plumbing Inspector
7750/2022/PPC	Acor Consultants QLD	8 Pring Street, Ipswich	Comprehensive Cancer Centre	24/08/2022	Approved	Plumbing Inspector
7760/2022/PPC	Triple L Consultants	75 Blackstone Road, Silkstone	Shop Fitout - J Nail Studio	24/08/2022	Approved	Plumbing Inspector
5645/2022/PPR	Ken Harrison Homes Pty Ltd	32 Soe Street, Redbank	Community Residence	05/08/2022	Approved	Plumbing Inspector
7104/2022/PPR	Ms Billee-Anne McCabe	16 Jackes Street, Eastern Heights	Relocate sanitary drainage for dwelling extension	28/07/2022	Approved	Plumbing Inspector
7194/2022/PPR	Shield Management	3 Vineyard Street, One Mile	Replacement of combined drain	29/07/2022	Approved	Plumbing Inspector
7265/2022/PPR	Hewitts Plumbing	4 Ross Street, Ebbw Vale	Connect existing house drainage to new UU connection point	04/08/2022	Approved	Plumbing Inspector
1461/2022/RAL	Mrs Paula Rae Morton	50 Bognuda Street, Bundamba	Reconfiguring a Lot - One (1) Lot into Two (2) Lots	05/08/2022	Approved	Senior Planner (Development)
7192/2022/RAL	Baird & Hayes Surveyors And Town Planners	1 Thomas Street, Sadliers Crossing	Boundary Realignment - Two (2) Lots into Two (2) Lots	01/08/2022	Approved	Senior Planner (Development)
1254/2020/SSP/A	HPC Planning	2 Webb Street, Bundamba	Lots 20 & 21 on SP330370	10/08/2022	Approved	Senior Development Planning Compliance Officer
5737/2022/SSP	Rimfire Homes Pty Ltd	62 Tiger Street, West Ipswich	Lots 1 and 2 on SP302275	04/08/2022	Approved	Senior Development Planning Compliance Officer
.7070/2021/VA	Sunnygold International Pty Ltd	7001 Sunnygold Street, Collingwood Park	Variation Request to vary the effect of the Ipswich Planning Scheme 2006 to allow for development to be carried out generally in accordance with the Sunnygold Plan of Development	02/08/2022	Approved	Development Assessment East Manager

Delegated Authority: 98 Application/s									
Application No.	Applicant	Address	Description	Decision Date	Decision	Determining Authority			
17485/2021/BR	Sheds N Homes	6 Churchill Street, Churchill	Siting Variation - Shed	16/08/2022	Refused	Building Regulatory Officer			
812/2022/BR	Dynamic Building Approvals	14 Clare Avenue, North Ipswich	Amenity and Aesthetics/Siting Variation - Shed/Garage	03/08/2022	Approved	Building Regulatory Officer			
6008/2022/BR	Mrs Jan Margaret Prentice	8 Waler Court, Yamanto	Siting Variation - Carport	03/08/2022	Approved	Building Regulatory Officer			
6036/2022/BR	O'Brien Building Consultants Pty Ltd	13 Cottonwood Court, Brassall	Siting Variation - Carport	03/08/2022	Approved	Building Regulatory Officer			
5178/2022/BR	Project BA	72 Carlock Promenade, Karalee	Amenity and Aesthetics - Shed	03/08/2022	Approved	Building Regulatory Officer			
6663/2022/BR	MacKie Consultants	67 Pine Mountain Quarry Road, Pine Mountain	Amenity and Aesthetics - Shipping Container Shed	12/08/2022	Approved	Building Regulatory Officer			
5731/2022/BR	Mrs Caroline Gall	395-401 Junction Road, Karalee	Amenity and Aesthetics/Siting Variation - Garaport	04/08/2022	Approved	Building Regulatory Officer			
843/2022/BR	Construct 81	10 Kingsley Street, Walloon	Siting Variation - Shed and Carport	28/07/2022	Approved	Building Regulatory Officer			
5841/2022/BR	Dynamic Building Approvals	3 Croydon Street, Tivoli	Siting Variation - Deck	28/07/2022	Approved	Building Regulatory Officer			
846/2022/BR	Steelit Pty Ltd	31A Walloon Road, Rosewood	Siting Variation - Carport	08/08/2022	Approved	Building Regulatory Officer			
5966/2022/BR	Precision Building Certification	15 Alexandra Street, Brassall	Siting Variation - Carport	01/08/2022	Approved	Building Regulatory Officer			
101/2022/BR	Mr Craig Harvey Isaacs	5 Le Prix Court, Yamanto	Siting Variation - Shed	16/08/2022	Approved	Building Regulatory Officer			
226/2022/BR	Strickland Certifications Pty Ltd	19 Delacy Street, North Ipswich	Siting Variation/Amenity and Aesthetics - Shed	09/08/2022	Approved	Building Regulatory Officer			
283/2022/BR	Ipswich Sheds And Garages	65 Downs Street, North Ipswich	Amenity and Aesthetics - Shed Siting Variation - Shed	10/08/2022	Approved	Building Regulatory Officer			
299/2022/BR	Construct 81	17 Midland Street, Yamanto	Amenity and Aesthetics - Carports	18/08/2022	Approved	Building Regulatory Officer			
486/2022/BR	Mr Mark David Thomas	1-3 Elizabeth Street, Karalee	Siting Variation - Shed	15/08/2022	Approved	Building Regulatory Officer			
549/2022/BR	Deano's Restumping & House Raising Pty Ltd	10 Royal George Lane, Rosewood	Siting Variation - Raising a Dwelling	15/08/2022	Approved	Building Regulatory Officer			
557/2022/BR	Chris Gratton Sheds	28 Birru Place, Rosewood	Siting Variation - Carport	11/08/2022	Approved	Building Regulatory Officer			
554/2022/BR	Mr Alan James Simpson	15 Chalmers Place, North Ipswich	Siting Variation - Alterations/Additions	15/08/2022	Approved	Building Regulatory Officer			
803/2022/BR	O'Brien Building Consultants	94 Vogel Road, Brassall	Siting Variation - Carport	23/08/2022	Approved	Building Regulatory Officer			
160/2022/CA	Commonwealth Bureau Of Meteorology	22 Paidley Road, The Bluff	Material Change of Use - Major Utility (Weather Facility) Reconfiguration of a Lot - Subdivision by Lease	17/08/2022	Approved	Development Assessment West Manager			
499/2022/CA	Baird & Hayes Surveyors And Town Planners	21 F Holts Road, Pine Mountain	Reconfiguring a Lot – Four (4) Lots into Four (4) Lots (Boundary Realignment – Transfer of Dwelling Entitlements) and Material Change of Use - Single Residential Affected by a Development Constraints Overlay (Bushfire Risk and Difficult Topography)	15/08/2022	Approved	Senior Planner (Development)			
293/2009/MAMC/C	B Global (Aust) Pty Ltd	21A North Street, North Ipswich	Minor Change - Multiple Residential (100 Units)	16/08/2022	Approved	Acting Development Assessment Central Manage			
407/2022/MAMC/A	Be & Cc One One Pty Ltd	71 Oxley Drive, Barellan Point	Minor Change - Material Change of Use - Dual Occupancy	16/08/2022	Approved	Development Assessment East Manager			
090/2022/MCU	The Certifier Pty Ltd	64 Kunkala Court, Rosewood	Material Change of Use - Single Residential Dwelling (including associated carport) on land affected by a Development Constraint Overlay (OV3 - Mining Constrained Area)	27/07/2022	Approved	Senior Planner (Development)			
100/2022/MCU	Homecorp Constructions Pty Ltd	5 Savannah Court, North Ipswich	Material Change of Use - Single Residential and Auxiliary Unit	03/08/2022	Approved	Acting Development Assessment Central Manage			
148/2022/MCU	Mrs Ilona Tomins and Mr Janis Tomis	83 Aspinall Street, Wulkuraka	Material Change of Use of Premises – Single Residential Dwelling within the LLR2 Sub Area and on Land Affected by a Development Constraint Overlay (Significant Aircraft Noise OV7C – 20-25 ANEF Contour)	16/08/2022	Approved	Senior Planner (Development)			
4547/2021/NAME/A	Id Walloon Developments Pty Ltd	7001 Rohl Road, Walloon	Road Naming - Dawn Stage 6B1	24/08/2022	Approved	Senior Development Planning Compliance Officer			
753/2022/OD	Ms Tracey Noll	2A Kingston Street, Rosewood	Extension to a Single Residential in a Character Area	27/07/2022	Approved	Senior Planner (Development)			
472/2022/OD	Ms Tracey Joanne Shieldhouse	9 Anthonys Road, Walloon	Carrying out building work not associated with a material change of use - Extension to Existing Dwelling and Swimming Pool in a Development Constraints Overlay (Mining)	09/08/2022	Approved	Acting Development Assessment Central Manage			
217/2021/OW	SMEC Australia Pty Ltd	148-174 Raysource Road, Haigslea	Road Work, Stormwater, Drainage Work, Earthworks, Signage, Clearing Vegetation & Rehabilitation	10/08/2022	Approved	Engineering Delivery West Manager			
7745/2021/OW	Workshops Street Pty Ltd	149 Workshops Street, Brassall	Road Work, Stormwater, Drainage Work, Earthworks, Signage and Clearing Vegetation	26/07/2022	Approved	Acting Engineering Delivery West Manager			
616/2022/OW	Mr Matthew Patrick MacLean	21 Willowdowns Drive, Karalee	Earthworks	29/07/2022	Approved	Engineering Delivery East Manager			
146/2022/PFT	Three Little Pigs Construction	78 Kunkala Court, Rosewood	Single Dwelling	28/07/2022	Approved	Plumbing Inspector			
110/2022/PFT	Groundup Construction QLD	11 Stanley Court, Brassall	Single Dwelling	26/07/2022	Approved	Plumbing Inspector			

DIVISION 4	y 98 Application/c					
Delegated Authority		Address	Description	Decision Date	Desision	Dotormining Authority
Application No.	Applicant	Address	Description	Decision Date	Decision	Determining Authority
224/2022/PFT	G&P Builders Pty Ltd	62 Stanton Cross Drive, Karalee	Single Dwelling	28/07/2022	Approved	Plumbing Inspector
'407/2022/PFT	Silkwood Homes Pty Ltd	43 Mary Crescent, Rosewood	Single Dwelling	04/08/2022	Approved	Plumbing Inspector
408/2022/PFT	Approveit Building Certification Pty Ltd		Single Dwelling	04/08/2022	Approved	Plumbing Inspector
7458/2022/PFT	Escape Homes And Developments Pty Ltc		Single Dwelling	16/08/2022	Approved	Plumbing Inspector
7528/2022/PFT	Mrs Karyn Margaret Boot and Mr David Kenneth Boot	·	Single Dwelling	10/08/2022	Approved	Plumbing Inspector
7574/2022/PFT	Approveit Building Certification Pty Ltd	31 Timothy Crescent, Rosewood	Single Dwelling	10/08/2022	Approved	Plumbing Inspector
7838/2022/PFT	Choice Homes (Qld) Pty Ltd	17 Ironwood Circuit, Brassall	Single Dwelling	22/08/2022	Approved	Plumbing Inspector
7842/2022/PFT	Choice Homes (Qld) Pty Ltd	6 Ironwood Circuit, Brassall	Single Dwelling	22/08/2022	Approved	Plumbing Inspector
7912/2022/PFT	Choice Homes (Qld) Pty Ltd	5 Wilga Street, Brassall	Single Dwelling	23/08/2022	Approved	Plumbing Inspector
'843/2022/PFT	Choice Homes (Qld) Pty Ltd	21 Ironwood Circuit, Brassall	Single Dwelling	22/08/2022	Approved	Plumbing Inspector
7908/2022/PFT	Choice Homes (Qld) Pty Ltd	10 Ironwood Circuit, Brassall	Single Dwelling	22/08/2022	Approved	Plumbing Inspector
7849/2022/PFT	Choice Homes (Qld) Pty Ltd	12 Ironwood Circuit, Brassall	Single Dwelling	22/08/2022	Approved	Plumbing Inspector
7848/2022/PFT	Choice Homes (Qld) Pty Ltd	18 Ironwood Circuit, Brassall	Single Dwelling	22/08/2022	Approved	Plumbing Inspector
7850/2022/PFT	Choice Homes (Qld) Pty Ltd	20 Ironwood Circuit, Brassall	Single Dwelling	22/08/2022	Approved	Plumbing Inspector
7851/2022/PFT	Choice Homes (Qld) Pty Ltd	22 Ironwood Circuit, Brassall	Single Dwelling	22/08/2022	Approved	Plumbing Inspector
7910/2022/PFT	Choice Homes (Qld) Pty Ltd	28 Ironwood Circuit, Brassall	Single Dwelling	24/08/2022	Approved	Plumbing Inspector
7913/2022/PFT	Choice Homes (Qld) Pty Ltd	30 Ironwood Circuit, Brassall	Single Dwelling	23/08/2022	Approved	Plumbing Inspector
7914/2022/PFT	Choice Homes (Qld) Pty Ltd	32 Ironwood Circuit, Brassall	Single Dwelling	23/08/2022	Approved	Plumbing Inspector
7911/2022/PFT	Choice Homes (Qld) Pty Ltd	36 Ironwood Circuit, Brassall	Single Dwelling	23/08/2022	Approved	Plumbing Inspector
7907/2022/PFT	Choice Homes (Qld) Pty Ltd	2 Ironwood Circuit, Brassall	Single Dwelling	22/08/2022	Approved	Plumbing Inspector
8021/2022/PFT	Choice Homes (Qld) Pty Ltd	3 Ironwood Circuit, Brassall	Single Dwelling	24/08/2022	Approved	Plumbing Inspector
8017/2022/PFT	Choice Homes (Qld) Pty Ltd	4 Ironwood Circuit, Brassall	Single Dwelling	24/08/2022	Approved	Plumbing Inspector
8020/2022/PFT	Choice Homes (Qld) Pty Ltd	61 Ironwood Circuit, Brassall	Single Dwelling	24/08/2022	Approved	Plumbing Inspector
8023/2022/PFT	Choice Homes (Qld) Pty Ltd	59 Ironwood Circuit, Brassall	Single Dwelling	24/08/2022	Approved	Plumbing Inspector
3024/2022/PFT	Choice Homes (Qld) Pty Ltd	2 Hickory Place, Brassall	Single Dwelling	24/08/2022	Approved	Plumbing Inspector
8025/2022/PFT	Choice Homes (Qld) Pty Ltd	4 Hickory Place, Brassall	Single Dwelling	24/08/2022	Approved	Plumbing Inspector
3078/2022/PFT		5 Ironwood Circuit, Brassall	Single Dwelling	25/08/2022		
	Choice Homes (Qld) Pty Ltd				Approved	Plumbing Inspector
3081/2022/PFT	Choice Homes (Qld) Pty Ltd	19 Ironwood Circuit, Brassall	Single Dwelling	25/08/2022	Approved	Plumbing Inspector
3082/2022/PFT	Choice Homes (Qld) Pty Ltd	14 Ironwood Circuit, Brassall	Single Dwelling	25/08/2022	Approved	Plumbing Inspector
3034/2022/PFT	Choice Homes (Qld) Pty Ltd	6 Hickory Place, Brassall	Single Dwelling	24/08/2022	Approved	Plumbing Inspector
8074/2022/PFT	Choice Homes (Qld) Pty Ltd	51 Ironwood Circuit, Brassall	Single Dwelling	25/08/2022	Approved	Plumbing Inspector
3076/2022/PFT	Choice Homes (Qld) Pty Ltd	49 Ironwood Circuit, Brassall	Single Dwelling	25/08/2022	Approved	Plumbing Inspector
3077/2022/PFT	Choice Homes (Qld) Pty Ltd	47 Ironwood Circuit, Brassall	Single Dwelling	25/08/2022	Approved	Plumbing Inspector
3112/2022/PFT	Choice Homes (Qld) Pty Ltd	3 Wilga Street, Brassall	Single Dwelling	25/08/2022	Approved	Plumbing Inspector
3115/2022/PFT	Choice Homes (Qld) Pty Ltd	11 Ironwood Circuit, Brassall	Single Dwelling	25/08/2022	Approved	Plumbing Inspector
126/2022/PFT	Choice Homes (Qld) Pty Ltd	6 Wilga Street, Brassall	Single Dwelling	25/08/2022	Approved	Plumbing Inspector
3119/2022/PFT	Choice Homes (Qld) Pty Ltd	45 Ironwood Circuit, Brassall	Single Dwelling	25/08/2022	Approved	Plumbing Inspector
3122/2022/PFT	Choice Homes (Qld) Pty Ltd	43 Ironwood Circuit, Brassall	Single Dwelling	25/08/2022	Approved	Plumbing Inspector
1373/2022/PPC	Chilton Woodward & Associates	78-82 Junction Road, Karalee	Proposed Sheds	26/07/2022	Approved	Plumbing Inspector
7034/2022/PPC	Hatchman Construction	1 Rosewood Road, Amberley	Site Office	09/08/2022	Approved	Plumbing Inspector
7205/2022/PPC	Diametric Enginners	475-481 Warwick Road, Yamanto	Aldi Store Extension to Existing Building	19/08/2022	Approved	Plumbing Inspector
7223/2022/PPC	MRP Hydraulic & Fire Services Consultants Pty Ltd	66 Hunter Street, Brassall	Woolworths Store 2561	01/08/2022	Approved	Plumbing Inspector

DIVISION 4						
Delegated Authorit	y: 98 Application/s					
Application No.	Applicant	Address	Description	Decision Date	Decision	Determining Authority
7252/2022/PPC	Neil Blair And Associates	1 Hunter Street, Brassall	School Building Refurbishment	02/08/2022	Approved	Plumbing Inspector
6385/2022/PPR	Groundup Construction QLD	22 Campbell Court, Blacksoil	Non Sewered Single Dwelling	15/08/2022	Approved	Plumbing Inspector
6829/2022/PPR	Cam Grant Plumbing Pty Ltd	90-92 Phillip Crescent, Barellan Point	On-Site Sewerage Facility Upgrade	18/08/2022	Approved	Plumbing Inspector
7088/2022/PPR	Elymas Pty Ltd	11-13 Loder Road, Thagoona	Secondary Dwelling - On-site	04/08/2022	Approved	Plumbing Inspector
7095/2022/PPR	Aushomes Pty Ltd	13 Isabell Street, Brassall	Single Dwelling and Secondary Dwelling	27/07/2022	Approved	Plumbing Inspector
7137/2022/PPR	Sandsky Developments Pty Ltd C/- Total Building Co	37 Conifer Avenue, Brassall	Single Dwelling 1a - Community Residence	01/08/2022	Approved	Plumbing Inspector
7170/2022/PPR	Metricon Homes Pty Ltd	52 Diamantina Circle, Karalee	Single Dwelling - On-site	01/08/2022	Approved	Plumbing Inspector
7254/2022/PPR	Bettwieser Plant Hire Pty Ltd	72-76 Junction Road, Karalee	Decommission of Septic Facility	02/08/2022	Approved	Plumbing Inspector
7446/2022/PPR	Schmick Plumbing And Relining	35 Elm Road, Walloon	On-Site Sewerage Facility Upgrade	10/08/2022	Approved	Plumbing Inspector
7429/2022/PPR	Vermeer Building Certification	80 Aspect Way, Karalee	Non-Sewered Single Dwelling	10/08/2022	Approved	Plumbing Inspector
7448/2022/PPR	TJB Building Certifiers	209 Workshops Street, Brassall	Single Dwelling and Secondary Dwelling	09/08/2022	Approved	Plumbing Inspector
7432/2022/PPR	TJB Building Certifiers	213 Workshops Street, Brassall	Single Dwelling and Secondary Dwelling	09/08/2022	Approved	Plumbing Inspector
7431/2022/PPR	Aushomes Pty Ltd	9 Isabell Street, Brassall	Single Dwelling and Secondary Dwelling	24/08/2022	Approved	Plumbing Inspector
3054/2022/PPR	TJB Building Certifiers	2 Henry Street, Brassall	Single Dwelling & Secondary Dwelling	24/08/2022	Approved	Plumbing Inspector
2110/2022/RAL	Mrs Helene Elizabeth Quin	116-118 Phillip Crescent, Barellan Point	Reconfiguring a Lot - Two (2) Lots into Three (3) Lots	15/08/2022	Approved	Senior Planner (Development)
2698/2022/RAL	Baird & Hayes Surveyors And Town Planners	9-11 First Avenue, Barellan Point	Reconfiguring a Lot - one (1) lot into two (2) lots	19/08/2022	Approved	Development Assessment East Manager
5061/2022/RAL	Mr Garry James Spring and Mrs Rhonda Frances Spring	239 Tallegalla Two Tree Hill Road, Marburg	Reconfiguring a Lot - Boundary Realignment (Three (3) Lots into Three (3) Lots)	10/08/2022	Approved	Senior Planner (Development)
5255/2022/RAL	Mr Dylan Jose	79 Velvet Street, Pine Mountain	Reconfiguring a Lot - One (1) Lot into Two (2) Lots	05/08/2022	Approved	Acting Development Assessment Central Manager
313/2022/RAL	Mr Robin John Burkin	91 Beduhns Road, Haigslea	Reconfiguring a Lot – Three (3) Lots into Three (3) Lots (Boundary Realignment – Transfer of Dwelling Entitlements)	25/08/2022	Approved	Acting Development Assessment Central Manage
.740/2018/SSP/B	Veris Australia Pty Ltd	7001 Rohl Road, Walloon	Lots 321-325, 328-331 & 816 on SP327512 Lots 332-338, 349-380, 382, 384-391, 393, 394 & 816 on SP327951	10/08/2022	Approved	Senior Development Planning Compliance Officer
0028/2019/SSP/C	Veris Australia Pty Ltd	7001 Rohl Road, Walloon	Lots 399, 400, 402-410, 422-430, 432, 433 & 816 on SP327954; Lots 401, 431 & 434-436 on SP333238	10/08/2022	Approved	Acting Development Compliance Manager