



City of  
**Ipswich**

## **AGENDA**

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### **INFRASTRUCTURE, PLANNING AND ASSETS COMMITTEE**

Tuesday, 11 June 2024  
9.00 am

Council Chambers, Level 8  
1 Nicholas Street, Ipswich

**MEMBERS OF THE INFRASTRUCTURE, PLANNING AND ASSETS COMMITTEE**

Councillor Andrew Antonioli (**Chairperson**)  
Councillor Paul Tully (**Deputy Chairperson**)

Mayor Teresa Harding  
Deputy Mayor Nicole Jonic  
Councillor David Cullen  
Councillor Jim Madden

## INFRASTRUCTURE, PLANNING AND ASSETS COMMITTEE AGENDA

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\*\* Item includes confidential papers

**INFRASTRUCTURE, PLANNING AND ASSETS COMMITTEE NO. 2024(01)**

**11 JUNE 2024**

AGENDA

**WELCOME TO COUNTRY OR ACKNOWLEDGEMENT OF COUNTRY**

**DECLARATIONS OF INTEREST IN MATTERS ON THE AGENDA**

**BUSINESS OUTSTANDING**

**OFFICERS' REPORTS**

1. **PROPOSED IPSWICH ADOPTED INFRASTRUCTURE CHARGES RESOLUTION (NO 1) 2024**

This is a report concerning the adoption of the proposed Ipswich Adopted Infrastructure Charges Resolution (No. 1) 2024 to replace Council's current charges resolution, the Ipswich Adopted Infrastructure Charges Resolution (No. 1) 2023. This is an annual exercise to ensure that Council's charges for trunk infrastructure keep pace with increases in infrastructure costs, by applying the Producer Price Index (PPI) for Construction.

**RECOMMENDATION**

That Council adopt the proposed Adopted Infrastructure Charges Resolution as detailed in Attachment 1 pursuant to s113 of the *Planning Act 2016* as the Ipswich Adopted Infrastructure Charges Resolution (No. 1) 2024.

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2. **\*\*RIVER HEART - PROPOSED REMOVAL OF OVER-WATER STRUCTURES**

This is a report concerning repeated damage sustained to the overwater structures within River Heart following the 2022 and 2024 flood events and the recommendation for Council to remove the overwater structures as part of the site's full recovery. The overwater structures are degrading with each flood event with increased ongoing financial costs to Council to continue to restore the structures.

**RECOMMENDATION**

- A. That Council approve the removal of the overwater structures as detailed on page 2 of this report.

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- B. That Council note that the western deck will be retained which provides protection and housing for the irrigation pump and associated infrastructure.

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3. SPRINGFIELD CENTRAL E-SCOOTER PILOT

This is a report concerning the electric scooter (e-scooter) pilot scheme which is being held in the Springfield Central area. In particular, the report discusses the pilot to date and the proposal to extend the pilot to enable collection of additional data to support Council's future position for micro-mobility devices across the City.

RECOMMENDATION

- A. That the report be received and the contents noted.
- B. That Council approve the extension of the current e-scooter pilot in Springfield Central area for an additional 12 months to 1 July 2025, with the option for an additional 12 month extension if considered necessary.

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4. ASSET AND INFRASTRUCTURE SERVICES DEPARTMENT CAPITAL DELIVERY REPORT APRIL 2024

This is a report concerning the performance of the capital delivery by the Asset and Infrastructure Services Department for the month of April 2024.

RECOMMENDATION

That the report on capital delivery by the Asset and Infrastructure Services Department be received and the contents noted.

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5. 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 Planning and Environment Court Action status report be received and the contents noted.

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6. EXERCISE OF DELEGATION REPORT

This is a report concerning applications that have been determined by delegated authority for the period 3 May 2024 to 27 May 2024.

**RECOMMENDATION**

That the Exercise of Delegation report for the period 3 May 2024 to 27 May 2024, be received and the contents noted.

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**NOTICES OF MOTION**

**MATTERS ARISING**

Doc ID No: A10200302

ITEM: 1

SUBJECT: PROPOSED IPSWICH ADOPTED INFRASTRUCTURE CHARGES RESOLUTION (NO 1) 2024

AUTHOR: SENIOR PLANNING OFFICER (STRATEGIC)

DATE: 24 MAY 2024

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### **EXECUTIVE SUMMARY**

This is a report concerning the adoption of the proposed Ipswich Adopted Infrastructure Charges Resolution (No. 1) 2024 to replace Council's current charges resolution, the Ipswich Adopted Infrastructure Charges Resolution (No. 1) 2023. This is an annual exercise to ensure that Council's charges for trunk infrastructure keep pace with increases in infrastructure costs, by applying the Producer Price Index (PPI) for Construction.

### **RECOMMENDATION/S**

**That Council adopt the proposed Adopted Infrastructure Charges Resolution as detailed in Attachment 1 pursuant to s113 of the *Planning Act 2016* as the Ipswich Adopted Infrastructure Charges Resolution (No. 1) 2024.**

### **RELATED PARTIES**

The proposed Adopted Infrastructure Charges Resolution (AICR) is relevant to persons who pay levied charges towards Council's trunk transport, parks and land for community facilities infrastructure, related to their development approvals and also to Urban Utilities who levy charges for trunk water supply and wastewater infrastructure.

### **IFUTURE THEME**

Vibrant and Growing

A Trusted and Leading Organisation

### **PURPOSE OF REPORT/BACKGROUND**

The Ipswich Adopted Infrastructure Charges Resolution (No. 1) 2023 (current charges resolution) came into effect on and from 3 July 2023 pursuant to s113 of the *Planning Act 2016* (the Act).

The infrastructure charges rate included in the current charges resolution are based on rates applicable as at 31 March 2023 and require indexation, by applying the PPI for Construction, to keep pace with increases in infrastructure costs as provided for in the Act.

It is proposed to index Council's trunk infrastructure network charges to reflect the increase in costs over the twelve (12) month period to 31 March 2024 pursuant to the Act.

### ***The proposed changes***

The proposed infrastructure charges contained in Schedule 2 of the proposed AICR have been indexed consistent with the requirement of the Act to use the PPI for Construction (6427.0 Index Number 3101 - Road and Bridge Construction Index for Queensland). This equates to an indexation increase of 6.29% (indexation factor of 1.0629) for the twelve (12) month period.

The increase will only apply if the total charge levied is equal to or below the State government's prescribed amount (maximum charge) pursuant to both the Act and the Planning Regulation 2017 (the Regulation) as calculated pursuant to the resolution. These changes are outlined in Attachment 1.

It is proposed that the new AICR, including the increased charges, apply on and from 1 July 2024, and that the AICR be uploaded onto Council's website on that date.

### **LEGAL IMPLICATIONS**

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

*Planning Act 2016*

*Planning Regulation 2017*

### **POLICY IMPLICATIONS**

This is an annual process, there are no other relevant policy implications.

### **RISK MANAGEMENT IMPLICATIONS**

The proposed indexation of infrastructure charges is consistent with the Act and the Regulations.

The infrastructure charges that may be levied on development pursuant to the proposed AICR cannot exceed the prescribed amount in the Regulation and are generally considered an industry standard.

As identified in the supporting material to the Council's Local Government Infrastructure Plan (LGIP), the trunk infrastructure network is not able to be completely funded by infrastructure charges revenue with the gap between the cost and revenue increasing. This shortfall would be exacerbated if infrastructure charges are not appropriately indexed as provided for by adopting the proposed AICR.



Any such shortfall would need to be supplemented by other general revenue, grants or subsidies.

### FINANCIAL/RESOURCE IMPLICATIONS

The proposed indexation of the infrastructure charges tables pursuant to the Act ensures that infrastructure charge continues to more closely reflect construction industry pricing increases.

No additional resources are required to give effect to the proposed AICR which is proposed to be undertaken by the City Design Branch.

### COMMUNITY AND OTHER CONSULTATION

No consultation is required to be undertaken pursuant to the Act. It is proposed that the new AICR be uploaded onto the Council website and an eAlert issued upon adoption to inform subscribers of the service.

The indexed infrastructure charge tables will be provided to Urban Utilities for inclusion in the Charges Schedule of the Urban Utilities' Water Netserv Plan.

### CONCLUSION



It is recommended that the proposed AICR be adopted as detailed in Attachment 1 which incorporates the indexed infrastructure charges, with the proposed AICR to come into effect on and from 1 July 2024.

### HUMAN RIGHTS IMPLICATIONS

HUMAN RIGHTS IMPACTS	
OTHER DECISION	
(a) What is the Act/Decision being made?	The adoption of the Ipswich Adopted Infrastructure Charges Resolution (No. 1) 2024 pursuant to s113 of the <i>Planning Act 2016</i> .
(b) What human rights are affected?	Human Rights are not 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.

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**ATTACHMENTS AND CONFIDENTIAL BACKGROUND PAPERS**

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|----|---|
| 1. | Ipswich Adopted Infrastructure Charges Resolution (No 1) 2024   |
|----|---|

Richard de Vries  
**SENIOR PLANNING OFFICER (STRATEGIC)**

I concur with the recommendations contained in this report.

Garath Wilson  
**STRATEGIC PLANNING MANAGER**

I concur with the recommendations contained in this report.

Brett Davey  
**GENERAL MANAGER (PLANNING AND REGULATORY SERVICES)**

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

## Ipswich City Council Ipswich Adopted Infrastructure Charges Resolution (No. 1) 2024

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*Ipswich City Council*  
*Ipswich Adopted Infrastructure Charges Resolution (No. 1) 2024*

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## **Ipswich City Council Ipswich Adopted Infrastructure Charges Resolution (No. 1) 2024**

### **Part 1 Introduction**

#### **1. Short title**

This resolution may be cited as *Ipswich Adopted Infrastructure Charges Resolution (No. 1) 2024*.

#### **2. Commencement**

This resolution has effect on and from the day the making of this resolution by the local government is first uploaded on the relevant local government website.<sup>1</sup>

*Editor's note—See section 118(2) (Steps after making charges resolution) of the Planning Act 2016.*

#### **3. Planning Act 2016**

- (1) This resolution is made under the Planning Act.
- (2) This resolution is to be read in conjunction with the following:
  - (a) the Planning Regulation;
  - (b) the Ipswich planning scheme.
- (3) This resolution is attached to but does not form part of the Ipswich planning scheme.

*Editor's note—See section 118(1) (Steps after making charges resolution) of the Planning Act 2016.*

#### **4. Purpose**

The purpose of this resolution is to state the following:

- (a) the adopted charges for providing the local government trunk infrastructure networks and distributor-retailer trunk infrastructure networks for development;
- (b) the levied charges to be levied by the local government for development for the demand placed on the local government trunk infrastructure networks;

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<sup>1</sup> The making of this resolution by the local government was first uploaded on the Ipswich City Council website on 1 July 2024.

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- (c) matters relevant to the working out of an offset and refund for a trunk infrastructure contribution for the local government trunk infrastructure networks for development.

**5. Interpretation**

- (1) The dictionary in schedule 1 defines words used in this resolution.
- (2) A word not defined in this resolution which is defined in the Planning Act has the meaning given in the Planning Act.
- (3) A word not defined in this resolution or the Planning Act has the meaning given to it by the edition of the Macquarie Dictionary that is current at the date this resolution takes effect, subject to section 14A (Interpretation best achieving Act's purpose) of the *Acts Interpretation Act 1954* and section 14 (Applicable provisions) of the *Statutory Instruments Act 1992*.

*Editor's note—Section 14A(1) (Interpretation best achieving Act's purpose) of the Acts Interpretation Act 1954, which provides that in the interpretation of a provision of an Act the interpretation that will best achieve the purpose of the Act is to be preferred to any other interpretation, applies to a statutory instrument under section 14 (Applicable provisions) of the Statutory Instruments Act 1992.*

## Part 2 Adopted charges

### 6. Purpose of part 2

Part 2 states the following:

- (a) the adopted infrastructure charges for providing trunk infrastructure networks for development (**adopted charge**);
- (b) the **trunk infrastructure networks**, which are the following:
  - (i) for the local government—the trunk infrastructure for the local government's transport, public parks and community facilities infrastructure networks (**local government trunk infrastructure networks**);
  - (ii) for the distributor-retailer—the trunk infrastructure for the distributor-retailer's water service and wastewater service (**distributor-retailer trunk infrastructure networks**).
- (c) the date the adopted charges take effect (**applicable date**);
- (d) the part of the local government area to which the adopted charges apply (**applicable area**);
- (e) the uses to which the adopted charges apply (**applicable use**).

### 7. Adopted charges

- (1) The local government has before levied adopted infrastructure charges under the Planning Act on the following basis:
    - (a) the local government had before 30 June 2011 adopted *Planning Scheme Policy 5—Infrastructure (PSP 5)* which stated a charge for the trunk infrastructure networks for development;
    - (b) the adopted infrastructure charge was the lesser of a charge the local government could have obtained in relation to a development by imposing a condition of a development approval requiring a financial contribution under PSP 5 and the maximum adopted charge under the Planning Regulation;
    - (c) the proportion of the adopted infrastructure charge that could be charged by the distributor-retailer was determined by the Planning Regulation to be the proportion that the distributor-retailer was able to charge under PSP 5;
    - (d) the proportion of the adopted infrastructure charge that could be levied by the local government was the balance of the adopted infrastructure charge that was not the proportion of the adopted infrastructure charge that could have been charged by the distributor-retailer.
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Ipswich Adopted Infrastructure Charges Resolution (No. 1) 2024

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- (2) The local government has for the purpose of working out the adopted charges for the local government trunk infrastructure networks under this resolution determined the following:
- (a) a charge for each trunk infrastructure network based on PSP 5 (including indexation) for development which is included in schedule 2 (**trunk infrastructure network charges**) that comprise the following:
    - (i) a charge for each local government trunk infrastructure network (**local government trunk infrastructure network charge or LNC**);
    - (ii) a charge for each distributor-retailer trunk infrastructure network (**distributor-retailer trunk infrastructure network charge or DNC**);
  - (b) a total charge for all trunk infrastructure networks worked out by adding the *LNC* and the *DNC* (**total trunk infrastructure network charges or Total NC**);
  - (c) the proportion of the *DNC* to the *Total NC* being the proportion of the adopted infrastructure charge that could be charged by the distributor-retailer (**relevant proportion or RP**);
  - (d) the maximum adopted charge (**maximum adopted charge or MAC**) is to be applied by the local government as follows:
    - (i) for a reconfiguring a lot which is in the residential area or other area not in the commercial or industrial area, the amount of the *MAC* for a dwelling house (3 or more bedroom);
    - (ii) for a reconfiguring a lot which is in the commercial or industrial area, the nominated percent of the *MAC* for the use of the premises as prescribed in Table B in schedule 2;
    - (iii) for a material change of use, the amount of the *MAC* for the proposed use of the premises;
  - (e) the distributor-retailer's adopted charge cannot exceed the relevant proportion of the *MAC*.
- (3) The adopted charge (*AC*) for the local government trunk infrastructure networks is to be worked out by the local government as follows:
- (a) where *Total NC* is less than or equal to the *MAC*, the *LNC*;
  - (b) where *Total NC* is greater than the *MAC*, the following calculation:  
$$\frac{\text{LNC}}{\text{Total NC}} \times \text{MAC}$$

*Editor's note—For adopted charges for providing the local government trunk infrastructure networks—see section 113(1) (Adopting charges by resolution) and 114(1) (Contents—general) of the Planning Act 2016.*

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**8. Trunk infrastructure networks for adopted charges**

- (1) The local government trunk infrastructure networks are specified in the local government infrastructure plan.
- (2) The distributor-retailer trunk infrastructure networks are specified in the **distributor-retailer infrastructure planning instrument** which means the following:
  - (a) the distributor-retailer's water netserv plan under the SEQ Water Act;
  - (b) the interim connections policy and schedule of works under the SEQ Water Act adopted by the distributor-retailer if paragraph (a) is not applicable;
  - (c) the local government's local government infrastructure plan, if paragraphs (a) and (b) are not applicable.

**9. Applicable date for the adopted charges**

The applicable date for the adopted charges is the day this resolution has effect.

*Editor's note—See section 2 (Commencement).*

**10. Applicable area for the adopted charges**

The applicable area for the adopted charges is all of the local government area.

*Editor's note—See section 114(2) (Contents—general) of the Planning Act 2016.*

**11. Applicable uses or activity for the adopted charges**

- (1) The applicable uses or activity under the Ipswich planning scheme and the Springfield structure plan to which the adopted charges apply are stated in schedule 3.
- (2) The local government is to include a use or activity under the Ipswich planning scheme or Springfield structure plan as 'Any other use not listed, including a use that is unknown' in schedule 3, column 1 pursuant to the Planning Regulation based on an assessment of the use and the demand placed upon the trunk infrastructure networks.
- (3) The local government has indicatively included the uses or activity under the Ipswich planning scheme and the Springfield structure plan in schedule 3, column 2 and column 3 which are identified as an 'Other use' in schedule 3, column 1 pursuant to the Planning Regulation subject to an assessment of the use and the demand placed upon the trunk infrastructure networks.

*Editor's note—See schedule 16, Table 1, column 1 and column 2, 'Other uses', of the Planning Regulation.*

## Part 3 Levied charges

### 12. Purpose of part 3

Part 3 states the following:

- (a) the applicable development for which adopted charges may be levied by the local government for development for the demand placed upon the local government trunk infrastructure networks (**levied charge**);
- (b) the method to be applied by the local government for working out the levied charge including the following:
  - (i) the adopted charge to be applied (**applied adopted charge**);
  - (ii) the additional demand placed upon the local government trunk infrastructure networks which will be generated by the development (**additional demand**);
  - (iii) the relief to be applied to the levied charge (**levied charge relief**);
  - (iv) the discount to be applied for a financial contribution (**prescribed financial contribution**):
    - (A) provided for in relation to a local government trunk infrastructure network under an infrastructure charging instrument for a previous development approval;
    - (B) which has been paid to the local government or otherwise satisfied under an infrastructure agreement between the applicant for the previous development approval and the local government for the provision of land, work or money for the local government trunk infrastructure networks; and
    - (C) which has not been reimbursed or otherwise previously applied against another financial contribution;
- (c) the method to be applied by the local government for working out the increase in the levied charge from the day the levied charge is levied to the day the levied charge is paid (**automatic increase**).

### 13. Applicable development for the levied charge

- (1) The levied charge may be levied for the following development:
    - (a) reconfiguring a lot;
    - (b) material change of use of premises.
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- (2) The levied charge is not to be levied for the following:
- (a) works or use of premises authorised under the *Greenhouse Gas Storage Act 2009*, the *Mineral Resources Act 1989*, the *Petroleum Act 1923* or the *Petroleum and Gas (Production and Safety) Act 2004*; or
  - (b) development in a priority development area under the *Economic Development Act 2012*; or
  - (c) development by a department, or part of a department, under a designation; or
  - (d) development for a non-State school under a designation.

*Editor's note—See section 113(3) (Adopting charges by resolution) of the Planning Act 2016.*

**14. Working out the levied charge**

The levied charge for the development is to be worked out by the local government as follows:

$$LC = ((AC \times AD) - LCR) - D$$

Where:

*LC* is the levied charge for the development, which cannot be less than zero.

*AC* is the applied adopted charge for the development.

*AD* is the additional demand for the development.

*LCR* is the levied charge relief for the development.

*D* is the discount for the prescribed financial contribution.

**15. Working out the applied adopted charge**

The applied adopted charge for the development is to be worked out by the local government by applying the following:

- (a) the adopted charge worked out under section 7 (Adopted charges), if paragraph (b) does not apply;
- (b) the applied adopted charge for particular uses in schedule 4, if the local government considers that it should be applied having regard to the additional demand placed upon the local government trunk infrastructure networks which will be generated by the development.

**16. Working out the additional demand**

- (1) The additional demand for the development is to be worked out by the local government as follows:

$$AD = DD - DC$$

Where:

*AD* is the additional demand.

*DD* is the demand placed upon the local government trunk infrastructure networks which will be generated by the development (**development demand**).

*DC* is the demand placed upon the local government trunk infrastructure networks generated by existing or previous development if applicable (**demand credit**).

(2) The development demand is worked out using the relevant unit of calculation for an adopted charge for the development in schedule 2 (**demand unit**).

(3) The demand credit is to be worked out using the greater of the following:

(a) if the premises is subject to an existing use which is lawful and already taking place on the premises (**existing lawful use**) that places demand upon the local government trunk infrastructure networks, the demand generated for the existing lawful use using the applicable demand units for the use;

(b) if the premises is subject to a previous use which was lawful at the time it was carried out and is no longer taking place on the premises (**previous lawful use**) that placed demand upon the local government trunk infrastructure networks, the demand generated for the previous lawful use using the applicable demand units for the use;

(c) if the premises is a vacant lot in a Residential Zone (other than for a vacant lot in subsection (3)(e) below), the demand for one dwelling house (3 bedroom dwelling) in schedule 2;

*Editor's note—vacant lot excludes lots on which a standalone dwelling is not intended to be located, such as access restriction lots, volumetric lots, common property lots, or the like.*

(d) if the relevant local government trunk infrastructure network is the transport network and the premises are identified in column 1 of schedule 5 (**deemed demand**) the demand identified in column 2 of schedule 5;

(e) if the premises is a vacant lot in a commercial or industrial area and a levied charge has been paid pursuant to section 7(2)(d)(ii), the demand calculated under section 7(2)(d)(ii).

*Editor's note—See section 120 (2) and (3) (Limitation of levied charge) of the Planning Act 2016.*

(4) The demand credit for an existing lawful use or previous lawful use under subsections 3(a) and 3(b) is to be worked out by the local government prior to the time for the giving of the relevant approval to which the levied charge applies as follows:

*Editor's note—A relevant approval is a development approval under the Planning Act 2016.*

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- (a) the local government is to:
- (i) determine if a demand credit for the existing lawful use or the previous lawful use is applicable to the development including requesting additional evidence of the existing lawful use or previous lawful use from the applicant during the information request period for the development application;
  - (ii) work out the demand credit for the existing lawful use or previous lawful use if applicable; and
  - (iii) give a notice to the applicant stating the outcome of the local government's determination.

*Editor's note—The notice may be given in an infrastructure charges notice.*

- (5) The demand credit for the deemed demand under subsection 3(d) is to be worked out by the local government prior to the time for the giving of the relevant approval to which the levied charge applies as follows:

*Editor's note—A relevant approval is a development approval under the Planning Act 2016.*

- (a) an applicant which is seeking the demand credit for the deemed demand is to:
- (i) give a notice to the local government which provides evidence of the following:
    - (A) the premises or zone is identified in Schedule 5 (**deemed demand**);
    - (B) the existing lawful use and the calculation of the demand generated by the existing lawful use on the transport network;

- (b) the local government is to:
- (i) determine if the demand generated by the existing lawful use is applicable to the development;
  - (ii) if it is satisfied that there is no outstanding infrastructure contribution under a previous development approval, work out the deemed demand as follows:

$$DD = AD - ED$$

Where:

*DD* is the deemed demand.

*AD* is the assumed demand for the applicable deemed demand area in schedule 5.

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*ED* is the demand generated by the existing lawful use on the transport network which is applicable to the development.

- (iii) give a notice to the applicant stating the outcome of the local government's determination.

*Editor's note—The notice may be given in an infrastructure charges notice.*

- (6) The demand credit under subsection 3(e) is to be worked out by the local government prior to the time for the giving of the relevant approval to which the levied charge applies as follows:

- (a) an applicant which is seeking the demand credit is to:

- (i) give a notice to the local government which provides evidence of the following:

- (A) application details and any relevant conditions relating to the payment of the levied charge made under section 7(2)(d)(ii);
- (B) receipt of the payment of the levied charge made under section 7(2)(d)(ii);
- (C) the infrastructure agreement under which payment of the levied charge has been satisfied (where relevant);

- (b) the local government is to determine if the demand credit is applicable to the development.

- (7) A demand credit is only to be provided to a maximum amount equal to the development demand.

**17. Working out the levied charge relief**

- (1) The amount of the levied charge relief for the development is to be worked out by the local government as follows:

$$LCR = AC \times AD \times PR$$

Where:

*LCR* is the levied charge relief.

*AC* is the applied adopted charge for the proposed development worked out under section 15 (Working out the applied adopted charge).

*AD* is the additional demand for the proposed development worked out under section 16 (Working out the additional demand).

*PR* is the relevant percentage of levied charge relief stated in schedule 6.

- (2) The levied charge relief for the development is to be worked out by the local government prior to the time for the giving of the relevant approval to which the levied charge applies as follows:
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*Editor's note—A relevant approval is a development approval under the Planning Act 2016.*

- (a) an applicant which is seeking the levied charge relief is to:
- (i) give a notice to the local government which provides evidence of the following:
    - (A) the applicant is a prescribed community organisation;
    - (B) the proposed development is a prescribed community development;
    - (C) the calculation of the amount of the levied charge relief;
  - (b) the local government is to:
    - (i) determine if the applicant is a prescribed community organisation and the proposed development is a prescribed community development;
    - (ii) if it accepts that the applicant is a prescribed community organisation and the proposed development is a prescribed community development, work out the levied charge relief; and
    - (iii) give a notice to the applicant stating the outcome of the local government's determination.

*Editor's note—The notice may be given in an infrastructure charges notice.*

**18. Working out the discount for the prescribed financial contribution**

- (1) The amount of the discount for the prescribed financial contribution is to be worked out by the local government as follows:

$$D = PFC - (AC - DC)$$

Where:

*D* is the discount which cannot be less than zero.

*PFC* is the amount of the prescribed financial contribution.

*AC* is the applied adopted charge for the proposed development worked out under section 15 (Working out the applied adopted charge).

*DC* is the demand credit if applicable worked out under section 16 (Working out the additional demand).

- (2) The discount for the prescribed financial contribution is to be worked out by the local government prior to the time for the giving of the relevant approval to which the levied charge applies as follows:

*Editor's note—A relevant approval is a development approval under the Planning Act 2016.*

- (a) an applicant which is seeking the discount for the prescribed financial contribution is to:
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- (i) give a notice to the local government which provides evidence of the prescribed financial contribution and the calculation of the discount;
- (b) the local government is to:
  - (i) determine if the discount for a prescribed financial contribution is applicable to the development;
  - (ii) work out the discount for the prescribed financial contribution if applicable; and
  - (iii) give a notice to the applicant stating the outcome of the local government's determination.

*Editor's note—The notice may be given in an infrastructure charges notice.*

**19. Working out the automatic increase**

- (1) The automatic increase of the levied charge is to be worked out by the local government as the amount which is equal to the increase calculated by using the index stated in the Planning Act.

*Editor's note—See section 114(3)(b), (4) and (6) (Contents—general) of the Planning Act 2016.*

- (2) However the amount of the automatic increase of the levied charge must not be more than the amount of the increase prescribed by the Planning Act.

*Editor's note—See section 114(5) (Contents—general) of the Planning Act 2016.*



## Part 4 Offset and refund for trunk infrastructure

### 20. Purpose of part 4

Part 4 states the following matters relevant to the working out of an offset or refund for the provision of trunk infrastructure for the local government trunk infrastructure networks for development:

- (a) the criteria for trunk infrastructure to be applied by the local government in deciding if development infrastructure is trunk infrastructure (**identified trunk infrastructure criteria**);
- (b) the method to be applied by the local government for working out the cost of trunk infrastructure for an offset or refund where an applicant is required under a condition of a relevant approval to provide land or work for the following trunk infrastructure for local government trunk infrastructure networks (**trunk infrastructure contribution**):

*Editor's note—A relevant approval is a development approval under the Planning Act 2016.*

- (i) **identified trunk infrastructure**—development infrastructure which is identified in the local government infrastructure plan;

*Editor's note—See section 127 (Application and operation of subdivision) and 128(1)(a) (Necessary infrastructure conditions) of the Planning Act 2016.*

- (ii) **different trunk infrastructure**—development infrastructure which:

- (A) is an alternative to the identified trunk infrastructure; and

- (B) delivers the same desired standards of service for the network of development infrastructure stated in the local government infrastructure plan;

*Editor's note—See section 127 (Application and operation of subdivision) and 128(1)(b) (Necessary infrastructure conditions) of the Planning Act 2016.*

- (iii) **necessary trunk infrastructure**—development infrastructure which is not identified trunk infrastructure or different trunk infrastructure that satisfies the identified trunk infrastructure criteria and is necessary to service development;

- (iv) **prescribed trunk infrastructure**—development infrastructure which is not identified trunk infrastructure, different trunk infrastructure or necessary trunk infrastructure that becomes trunk infrastructure under the Planning Act;

- (c) whether an offset or refund applies and if so the details of the offset and refund and the timing of the offset and refund.

**21. Identified trunk infrastructure criteria**

The identified trunk infrastructure criteria for deciding that development infrastructure is trunk infrastructure are the following:

- (a) that the development infrastructure is necessary to service development consistent with the assumptions about the type, scale, location or timing of future development stated in the local government infrastructure plan;
- (b) that the development infrastructure complies with the criteria in schedule 7.

**22. Working out the establishment cost**

The establishment cost for a trunk infrastructure contribution is to be worked out by the local government using the following:

- (a) for the calculation of the establishment cost—the method in section 23 (Calculation of the establishment cost);
- (b) for the recalculation of the establishment cost for work calculated under paragraph (a)—the method in section 24 (Recalculation of the establishment cost for work);
- (c) for the recalculation of the establishment cost for land calculated under paragraph (a)—the method in section 25 (Recalculation of the establishment cost for land).

**23. Calculation of the establishment cost**

(1) The establishment cost for a trunk infrastructure contribution is to be worked out by the local government using any of the following:

- (a) the planned estimate of the trunk infrastructure contribution;
- (b) a cost-based estimate of the establishment cost for the trunk infrastructure contribution determined by the local government using first principles estimating;
- (c) an estimate of the establishment cost for the trunk infrastructure contribution reasonably determined by the local government.

(2) The **planned estimate** of the trunk infrastructure contribution if:

- (a) the whole of an item of identified trunk infrastructure—is the **planned cost** being the amount of the value of the item stated in schedule 8;
  - (b) part of an item of identified trunk infrastructure—is the estimate of the proportion of the planned cost of the item of identified trunk infrastructure applicable to the trunk infrastructure contribution having regard to the method used by the local government to work out the planned cost of the item of identified trunk infrastructure stated in the extrinsic material to the local government infrastructure plan; and
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- (c) different trunk infrastructure, necessary trunk infrastructure or prescribed trunk infrastructure—is the estimate of the planned cost of the infrastructure having regard to the method used by the local government to work out the planned cost of the identified trunk infrastructure for the network of development infrastructure stated in the extrinsic material to the local government infrastructure plan.

**24. Recalculation of the establishment cost for work**

**Market cost**

- (1) The establishment cost for a trunk infrastructure contribution for work may be recalculated by the local government at the request of the applicant by using the market cost for the work.
- (2) The **market cost** for the work is the estimate of the cost of the design and construction of the work:
  - (a) including the following:
    - (i) the construction cost for the work;
    - (ii) construction on costs for the work which do not exceed the maximum construction on costs stated in schedule 9 for the following:
      - (A) the cost of survey for the work;
      - (B) the cost of geotechnical investigations for the work;
      - (C) the cost of only detailed design for the work;
      - (D) the cost of project management and contract administration;
      - (E) the cost of environmental investigations for the work;
      - (F) a portable long service leave payment for a construction contract for the work;
    - (iii) risk and contingencies which do not exceed 10% for the cost of that part of the of the work in a construction contract which is subject to a contingency.

*Example—*

*A construction contract for a trunk road infrastructure network item may state a contingency for pavement design and service relocation.*

- (b) excluding the following:
  - (i) the planning of the work;
  - (ii) a cost of carrying out temporary infrastructure;

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- (iii) a cost of carrying out other infrastructure which is not part of the trunk infrastructure contribution;
  - (iv) a cost of the decommissioning, removal and rehabilitation of infrastructure identified in paragraphs (ii) and (iii);
  - (v) a part of the trunk infrastructure contribution provided by:
    - (A) the local government; or
    - (B) a person, other than the applicant or a person engaged by the applicant;
  - (vi) a cost to the extent that GST is payable and an input tax credit can be claimed for the work;
  - (vii) a cost attributable directly or indirectly to the failure of an applicant or a person engaged by the applicant to perform and fulfil a relevant approval for the work;
- Editor's note—A relevant approval is a development approval under the Planning Act 2016.*
- (viii) a cost caused or contributed to by a negligent or wilful act or omission by the applicant or a person engaged by the applicant;
  - (ix) a cost of carrying out development infrastructure which is only made necessary by the development and does not contribute to the function of the trunk infrastructure item;
  - (x) a cost of carrying out trunk infrastructure which relates to another development infrastructure network;
  - (xi) a cost of carrying out development infrastructure which is replacing existing infrastructure with different infrastructure in another development infrastructure network;
  - (xii) a cost of existing development infrastructure which services or is planned to service existing or future demand that is replaced by the trunk infrastructure contribution.

***Determining the market cost***

- (3) The local government is to, prior to the applicant starting the construction of the work, determine the market cost for the work as follows:
  - (a) the applicant is to undertake an open tender process for the work;
  - (b) the applicant is to:
    - (i) give to the local government a notice which states the following:
      - (A) an open tender process has been conducted;
      - (B) the tenders received;

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- (C) the applicant's preferred tenderer and where the trunk infrastructure contribution is trunk road infrastructure a statement demonstrating the tender is from a **suitably qualified civil contractor**;
- (D) the applicant's reason for the preferred tenderer;
- (E) the terms of the construction contract for the work;
- (F) a plan for each development infrastructure network clearly showing the extent of the work for which an offset is sought;
- (G) the applicant's calculation of the market cost for the work; and

*Editor's note—Tenders for the development of trunk road infrastructure are only to be accepted from a **suitably qualified civil contractor**.*

- (ii) pay the prescribed fee;

*Editor's note—The prescribed fee may include local government's costs for determining the market cost.*

- (c) the local government may, within 15 business days of the date the notice under paragraph (b) is received by the local government, give a notice to the applicant which states that the applicant is to provide to the local government a document to enable the local government to determine the market cost including without limitation the following:
  - (i) details in respect of a construction contract for the work;
  - (ii) a plan for each development infrastructure network clearly showing the scope of the work for which an offset is sought;
- (d) the applicant is to comply with a notice given by the local government to the applicant under paragraph (c);
- (e) the local government is to as soon as reasonably practicable determine the market cost acting reasonably having regard to the matters in paragraphs (a) to (d);
- (f) the local government after determining the market cost is to as soon as reasonably practicable:
  - (i) give to the applicant a notice which states the following:
    - (A) the local government's calculation of the market cost for the work and the reason for any difference from the applicant's calculation;
    - (B) the establishment cost for the work; and
  - (ii) issue an amended infrastructure charges notice.

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**Adjustment of the establishment cost**

- (4) The local government is to, after the completion of the construction of the work and prior to the date for the payment of a levied charge, determine an adjustment to the establishment cost as follows:
- (a) this subsection only applies to a cost of work (**prescribed cost**) if the cost:
    - (i) would have formed part of the market cost used to work out the establishment cost for the work; and
    - (ii) was not included in the market cost used to work out the establishment cost or was included in the market cost used to work out the establishment cost but was for an amount less than the prescribed cost; and
    - (iii) was included in the market cost used to work out the establishment cost but was subject to a contingency stated in subsection (2)(a)(iii);
  - (b) the applicant may, prior to 15 business days after the applicant has completed the work:
    - (i) give to the local government a single notice which is to state the following:
      - (A) that the applicant requests that the local government adjust the establishment cost to take account of the prescribed cost;
      - (B) all information reasonably necessary to establish the calculation of the prescribed cost and that the cost is a prescribed cost;
      - (C) the applicant's calculation of the prescribed cost; and
    - (ii) pay the prescribed fee if paragraph (i) applies.

*Editor's note—The prescribed fee may include local government's costs for determining whether the establishment cost is to be adjusted.*
  - (c) the local government may, within 15 business days of the date the notice under paragraph (b) is received by the local government, give a notice to the applicant which states that the applicant is to provide to the local government a document to enable the local government to determine the value of an adjusted establishment cost;
  - (d) the applicant is to comply with a notice given by the local government to the applicant under paragraph (c);
  - (e) the local government is to as soon as reasonably practicable determine whether the establishment cost is to be adjusted acting reasonably having regard to the matters in paragraphs (a) to (d);
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- (f) the local government after determining whether the establishment cost is to be adjusted, is to as soon as reasonably practicable:
  - (i) give to the applicant a notice which states the following:
    - (A) the local government's calculation of the adjusted establishment cost for the work and the reason for any difference from the applicant's calculation;
    - (B) the establishment cost for the work; and
  - (ii) issue an amended infrastructure charges notice.

**25. Recalculation of the establishment cost for land**

- (1) The establishment cost for a trunk infrastructure contribution for land may be recalculated by the local government at the request of the applicant using the current market value of the land.
- (2) The **current market value** of the land is the difference, determined by using the before and after method of valuation of the whole of the subject premises, between the value of the subject premises including the land and the value of the subject premises excluding the land consistent with the parameters outlined in the Minister's Guidelines and Rules.
- (3) The local government is to, prior to the date of payment of the levied charge, determine the market value of the land as follows:
  - (a) the applicant is to provide to the local government the following:
    - (i) a notice requesting the recalculation of the establishment cost for the land;
    - (ii) a valuation of the land undertaken by a certified practicing valuer;
    - (iii) the prescribed fee;  
*Editor's note—The prescribed fee may include the local government's costs of the recalculation process including the cost of the registered valuer and independent certified practicing valuer.*
  - (b) the local government may, if the matters in paragraph (a) are satisfied, refer the valuation to a registered valuer to assess whether the valuation is consistent with the current market value;
  - (c) the local government is to decide whether to:
    - (i) accept the valuation; or
    - (ii) reject the valuation;
  - (d) the local government is to, if it accepts the valuation:
    - (i) give to the applicant a notice stating the establishment cost for the land; and

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- (ii) index the establishment cost for the land using the CPI from the date of the accepted valuation to the date stated in the amended infrastructure charges notice;
- (e) the local government is to, if it rejects the valuation, refer the valuation to an independent certified practicing valuer to:
  - (i) assess whether the valuation is consistent with the current market value; and
  - (ii) undertake a valuation of the land if the valuation is assessed as not consistent with the current market value;
- (f) the local government is to, upon the determination of the independent certified practicing valuer's valuation:
  - (i) give to the applicant a notice stating the establishment cost for the land;
  - (ii) index the establishment cost for the land using the CPI from the date of the independent certified practicing valuer's valuation to the date stated in the amended infrastructure charges notice; and
  - (iii) issue an amended infrastructure charges notice;
- (g) the local government however is not required to refer the valuation to the registered valuer or the independent certified practising valuer if the applicant has not paid to the Council the prescribed fee including the costs of the registered valuer under paragraph (b) and the independent certified practicing valuer under paragraph (e).

**26. Calculation of the actual cost**

- (1) The **actual cost** for the work is the cost of the design and construction of the work:
  - (a) including the following:
    - (i) the construction cost for the work;
    - (ii) construction on costs for the work which do not exceed the maximum construction on costs stated in schedule 9 for the following:
      - (A) the cost of survey for the work;
      - (B) the cost of geotechnical investigations for the work;
      - (C) the cost of only detailed design for the work;
      - (D) the cost of project management and contract administration;
      - (E) the cost of environmental investigations for the work;



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- (F) a portable long service leave payment for a construction contract for the work;
- (iii) risk and contingencies which do not exceed 10% for the cost of that part of the of the work in a construction contract which is subject to a contingency.

*Example—*

*A construction contract for a trunk road infrastructure network item may state a contingency for pavement design and service relocation.*

- (b) excluding the following:
    - (i) the planning of the work;
    - (ii) a cost of carrying out temporary infrastructure;
    - (iii) a cost of carrying out other infrastructure which is not part of the trunk infrastructure contribution;
    - (iv) a cost of the decommissioning, removal and rehabilitation of infrastructure identified in paragraphs (ii) and (iii);
    - (v) a part of the trunk infrastructure contribution provided by:
      - (A) the local government; or
      - (B) a person, other than the applicant or a person engaged by the applicant;
    - (vi) a cost to the extent that GST is payable and an input tax credit can be claimed for the work;
    - (vii) a cost attributable directly or indirectly to the failure of an applicant or a person engaged by the applicant to perform and fulfil a relevant approval for the work;

*Editor's note—A relevant approval is a development approval under the Planning Act 2016.*
    - (viii) a cost caused or contributed to by a negligent or wilful act or omission by the applicant or a person engaged by the applicant;
    - (ix) a cost of carrying out development infrastructure which is only made necessary by the development and does not contribute to the function of the trunk infrastructure item;
    - (x) a cost of carrying out trunk infrastructure which relates to another development infrastructure network;
    - (xi) a cost of carrying out development infrastructure which is replacing existing infrastructure with different infrastructure in another development infrastructure network;
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- (xii) a cost of existing development infrastructure which services or is planned to service existing or future demand that is replaced by the trunk infrastructure contribution.

*Editor's note—Trunk road infrastructure works are only to be carried out by a suitably qualified civil contractor.*

**27. Application of an offset and refund**

The following apply if a trunk infrastructure contribution services or is planned to service premises other than premises the subject of the relevant approval and an adopted charge applies to the development the subject of the relevant approval:

*Editor's note—A relevant approval is a development approval under the Planning Act 2016.*

- (a) an **offset**—where the cost for the trunk infrastructure contribution calculated in accordance with section 28 (Information about an offset and refund) is equal to or less than the levied charge; and
- (b) a **refund**—where the cost for the trunk infrastructure contribution calculated in accordance with section 28 (Information about an offset and refund) is more than the levied charge.

**28. Information about an offset and refund**

- (1) If an offset applies, the cost for the trunk infrastructure contribution is to be worked out by the local government in accordance with:
  - (a) for the calculation of the establishment cost section 23 (Calculation of the establishment cost);
  - (b) for the recalculation of the establishment cost for work calculated under paragraph (a) section 24 (Recalculation of the establishment cost for work);
  - (c) for recalculation of the establishment cost for land calculated under paragraph (a) section 25 (Recalculation of the establishment cost for land);
  - (d) for calculation of the **actual cost** for work section 26 (Calculation of the actual cost) where less than the establishment cost for work calculated under paragraph (a).

*Editor's note—Calculation of an offset and refund for work pursuant to subclause (1)(d) will be used when the details provided in accordance with section 29(1)(b) (Timing of an offset and refund) evidence that the **actual cost** is less than the establishment cost for work calculated pursuant to subclause (1)(a).*

- (2) If a refund applies, the refund is to be worked out by the local government as the amount equal to the difference between the cost for the trunk infrastructure calculated in accordance with subsection 28(1) and the amount worked out by applying the adopted charge to the premises as follows:

$$R = C - LC$$

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Where:

*R* is the refund amount.

*C* is the cost of the trunk infrastructure provided.

*LC* is the levied charge.

**29. Timing of an offset and refund**

(1) An applicant entitled to seek an offset or refund for the trunk infrastructure contribution is to:

(a) give to the local government a notice which states the following:

- (i) the date the trunk infrastructure contribution the subject of an offset or refund was lawfully completed;
- (ii) that the trunk infrastructure contribution has been provided in accordance with the relevant approval for the trunk infrastructure contribution;

*Editor's note—A relevant approval is a development approval under the Planning Act 2016.*

(b) for works, unless the cost of the trunk infrastructure contribution has been determined in accordance with section 24 (Recalculation of the establishment cost for work), provide full details of the **actual cost** in the form of the tender documentation including any variations, invoices and proof of payments; and

(c) pay the prescribed fee.

*Editor's note—The prescribed fee may include the local government's costs for determining the matters in subsection (1)(a) and (1)(b).*

(2) The local government is to as soon as reasonably practicable after receiving a notice under subsection (1):

- (a) determine whether the trunk infrastructure contribution has satisfied the matters in subsections (1)(a) and (1)(b); and
- (b) give to the applicant a notice stating the outcome of the local government's determination.

(3) The local government if satisfied of the matters in subsections (1)(a) and (1)(b) is to, unless otherwise provided for in an infrastructure agreement:

- (a) for an offset—set off the cost determined in accordance with section 28 (Information about an offset and refund) for the trunk infrastructure contribution against the levied charge when the levied charge stated in the infrastructure charges notice is payable under the Planning Act;
  - (b) for a refund—give the refund when stated in the infrastructure charges notice.
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- (4) The local government has adopted a policy position in relation to the determination in an infrastructure charges notice of when a refund is to be given by the local government to achieve the following policy objectives:
- (a) to seek to integrate the local government's land use and infrastructure plans;
  - (b) to implement the local government infrastructure plan as the basis for the local government's trunk infrastructure funding;
  - (c) to implement infrastructure funding which is equitable, accountable and financially sustainable for the local government.
- (5) The local government's policy position in relation to the determination in an infrastructure charges notice of when a refund is to be given by the local government and related matters is as follows:
- (a) for a trunk infrastructure contribution for identified trunk infrastructure which is identified in the local government's capital works program at the date of the relevant approval with a planned date that is consistent with the local government infrastructure plan:  
*Editor's note—A relevant approval is a development approval under the Planning Act 2016.*
    - (i) the refund may be given in accordance with the payment triggers in paragraph (ii) until the planned date, at which time the balance of the refund is to be given by 31 December of the financial year following the planned date;
    - (ii) the following payment triggers achieve the local government's policy objectives:
      - (A) for a refund which is an amount that is less than \$100,000—the refund may be given by 31 December of the financial year following the completion of the trunk infrastructure contribution;
      - (B) for a refund which is an amount that is \$100,000 or more but not more than \$500,000—the refund may be given annually over 3 financial years in equal payments by 31 December in each financial year commencing in the financial year following the completion of the trunk infrastructure contribution;
      - (C) for a refund which is an amount that is \$500,000 or more but not more than \$1 million—the refund may be given annually over 5 financial years in equal payments by 31 December in each financial year commencing in the financial year following the completion of the trunk infrastructure contribution;
      - (D) for a refund which is an amount that is \$1 million or more—the refund may be given annually in equal payments of \$250,000 by 31 December in each financial year commencing in the financial year following the completion of the trunk infrastructure contribution until the amount is paid;
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- (iii) each amount to be paid under paragraph (i) is to be increased by the CPI from the date of the infrastructure charges notice for the refund to the date that the amount is paid;
  - (b) for a trunk infrastructure contribution for identified trunk infrastructure (for which subsection 29(5)(a) does not apply) or different trunk infrastructure which is provided before or in the planned date or period for the trunk infrastructure contribution stated in the local government infrastructure plan:
    - (i) the following payment triggers achieve the local government's policy objectives:
      - (A) for a refund which is an amount that is less than \$100,000—the refund may be given by 31 December of the financial year following the end of the relevant planned date or period for the trunk infrastructure contribution;
      - (B) for a refund which is an amount that is \$100,000 or more but not more than \$500,000—the refund may be given annually over 3 financial years in equal payments by 31 December in each financial year commencing in the financial year following the end of the relevant planned date or period for the trunk infrastructure contribution;
      - (C) for a refund which is an amount that is \$500,000 or more but not more than \$1 million—the refund may be given annually over 5 financial years in equal payments by 31 December in each financial year commencing in the financial year following the end of the relevant planned date or period for the trunk infrastructure contribution;
      - (D) for a refund which is an amount that is \$1 million or more—the refund may be given annually in equal payments of \$250,000 by 31 December in each financial year commencing in the financial year following the end of the relevant planned date or period for the trunk infrastructure contribution until the amount is paid;
    - (ii) each amount to be paid under paragraph (i) is to be increased by the CPI from the date of the infrastructure charges notice for the refund to the date that the amount is paid;
  - (c) for a trunk infrastructure contribution for identified trunk infrastructure or different trunk infrastructure which is provided after the planned date or period for the trunk infrastructure contribution stated in the local government infrastructure plan:
    - (i) the following payment triggers achieve the local government's policy objectives:
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- (A) for a refund which is an amount that is less than \$100,000—the refund may be given by 31 December of the financial year following the completion of the trunk infrastructure contribution;
  - (B) for a refund which is an amount that is \$100,000 or more but not more than \$500,000—the refund may be given annually over 3 financial years in equal payments by 31 December in each financial year commencing in the financial year following the completion of the trunk infrastructure contribution;
  - (C) for a refund which is an amount that is \$500,000 or more but not more than \$1 million—the refund may be given annually over 5 financial years in equal payments by 31 December in each financial year commencing in the financial year following the completion of the trunk infrastructure contribution;
  - (D) for a refund which is an amount that is \$1 million or more—the refund may be given annually in equal payments of \$250,000 by 31 December in each financial year commencing in the financial year following the completion of the trunk infrastructure contribution until the amount is paid;
- (ii) each amount to be paid under paragraph (i) is to be increased by the CPI from the date of the infrastructure charges notice for the refund to the date that the amount is paid;
- (d) for a trunk infrastructure contribution for necessary trunk infrastructure:
- (i) the local government is to estimate the period in which the trunk infrastructure contribution would have been planned to be provided had it been included in the local government infrastructure plan having regard to the method used by the local government to work out the relevant planned date or period of items of identified trunk infrastructure for the network of development infrastructure stated in the extrinsic material to the local government infrastructure plan (**specified date or period**);
  - (ii) the local government is to upon the completion of the trunk infrastructure contribution include the trunk infrastructure as existing trunk infrastructure in the local government infrastructure plan;
  - (iii) the following payment triggers achieve the local government's policy objectives:
    - (A) for a refund which is an amount that is less than \$100,000—the refund may be given by 31 December of the financial year following the end of the specified date or period for the trunk infrastructure contribution;
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- (B) for a refund which is an amount that is \$100,000 or more but not more than \$500,000—the refund may be given annually over 3 financial years in equal payments by 31 December in each financial year commencing in the financial year following the end of the specified date or period for the trunk infrastructure contribution;
  - (C) for a refund which is an amount that is \$500,000 or more but not more than \$1 million—the refund may be given annually over 5 financial years in equal payments by 31 December in each financial year commencing in the financial year following the end of the specified date or period for the trunk infrastructure contribution;
  - (D) for a refund which is an amount that is \$1 million or more—the refund may be given annually in equal payments of \$250,000 by 31 December in each financial year commencing in the financial year following the end of the specified date or period for the trunk infrastructure contribution until the amount is paid;
  - (iv) each amount to be paid under paragraph (iii) is to be increased by the CPI from the date of the infrastructure charges notice for the refund to the date that the amount is paid;
  - (e) for a trunk infrastructure contribution for prescribed trunk infrastructure:
    - (i) the local government is to upon the completion of the trunk infrastructure contribution include the trunk infrastructure as existing trunk infrastructure in the local government infrastructure plan;
    - (ii) the following payment triggers achieve the local government's policy objectives:
      - (A) for a refund which is an amount that is less than \$100,000—the refund may be given by 31 December 2036;
      - (B) for a refund which is an amount that is \$100,000 or more but not more than \$500,000—the refund may be given annually over 3 financial years in equal payments between 31 December 2036 and 31 December 2039;
      - (C) for a refund which is an amount that is \$500,000 or more but not more than \$1 million—the refund may be given annually over 5 financial years in equal payments between 31 December 2036 and 31 December 2041;
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- (D) for a refund which is an amount that is \$1 million or more—the refund may be given annually in equal payments of \$250,000 from 31 December 2036 until the amount is paid;
- (iii) each amount to be paid under paragraph (ii) is to be increased by the CPI from the date of the infrastructure charges notice for the refund to the date that the amount is paid.



## Schedule 1 Dictionary

**actual cost** see section 26 (Calculation of the actual cost).

**additional demand** see section 12(b)(ii) (Purpose of part 3).

**adopted charge** see section 6(a) (Purpose of part 2).

**applicable area** see section 6(d) (Purpose of part 2).

**applicable date** see section 6(c) (Purpose of part 2).

**applicable use** see section 6(e) (Purpose of part 2).

**applied adopted charge** see section 12(b)(i) (Purpose of part 3).

**arterial roads** mean local roads which:

- (a) facilitate traffic movement across a number of suburbs or townships, or provide crosscity links between major activity areas and link with highways and motorways; and
- (b) are primarily used for through traffic movements (that is, 50 percent or more of the road's traffic will ultimately not have an origin or destination within the adjacent traffic zone or contribution sector).

*Editor's note—The term 'arterial roads' is also referred to as 'intersuburban links' in the Council's land-use planning activities.*

**automatic increase** see section 12(c) (Purpose of part 3).

**bedroom** means an area of a building or structure which:

- (a) is used, designed or intended for use for sleeping but excludes a lounge room, dining room, living room, kitchen, water closet, bathroom, laundry, garage or plant room; or
- (b) can be used for sleeping such as a den, study, loft, media or home entertainment room, library, family or rumpus room or other similar space.

**citywide community facilities** mean community facilities which are described as 'citywide community facilities' and meet the relevant elements as set out in the extrinsic material for the community facilities trunk infrastructure network.

*Editor's note—See Part 13—Local Government Infrastructure Plan, which forms part of the Ipswich planning scheme.*

**citywide parks** mean parks which are described as 'citywide parks' and meet the relevant elements as set out in the extrinsic material for the public parks trunk infrastructure network.

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*Editor's note—See Part 13—Local Government Infrastructure Plan, which forms part of the Ipswich planning scheme.*

**commercial or industrial area** means that part of the local government area in the zones and designations under the Ipswich planning scheme identified below:

Commercial (office) area	CBD primary commercial zone
	CBD secondary commercial zone
	CBD top of town zone
	CBD medical services zone
Commercial (retail) area	Major centre zone
	Local retail & commercial zone
	CBD North secondary business zone
	Rosewood town centre primary business area zone & town square sub area
	Character area - mixed use zone
	CBD primary retail zone
Other Industry area	Business park zone
	Rosewood town centre secondary business area zone
	Local business & industry zone
	Local business & industry investigation zone
	Business incubator zone
	Regional business & industry zone
Regional business & industry investigation zone	
	Rosewood service trades & showgrounds zone

**completion** means the stage in the provision of a trunk infrastructure contribution by an applicant when the local government is satisfied that the trunk infrastructure contribution is complete other than for a minor omission and a minor defect which:

- (a) is not essential;
- (b) does not prevent the matter from being reasonably capable of being used for its intended purpose;
- (c) the local government determines the applicant has a reasonable basis for not promptly rectifying; and

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(d) the rectification of which will not prejudice the convenient use of the matter.

**CPI** (an acronym for consumer price index) means the following:

- (a) the consumer price index 6401.0 All Groups Brisbane published by the Australian Bureau of Statistics;
- (b) if an index described in paragraph (a) ceases to be published—another similar index prescribed by the local government.

*Editor's note—Where the CPI has not been published for a calculation date the change in the CPI is to be determined by having regard to the index prior to the base date and the index prior to the calculation date.*

**current market value** see section 25(2) (Recalculation of the establishment cost for land).

**deemed demand** see section 16(3)(d) (Working out the additional demand).

**deemed demand area** means the areas identified in Column 1 of Schedule 5..

**demand credit** see section 16(1) (Working out the additional demand).

**demand unit** see section 16(2) (Working out the additional demand).

**development demand** see section 16(1) (Working out the additional demand).

**different trunk infrastructure** see section 20(b)(ii) (Purpose of part 4).

**distributor-retailer** means the Central SEQ Distributor-Retailer Authority (trading as Queensland Urban Utilities) under the SEQ Water Act.

**distributor-retailer's adopted charge or DAC** see section 7(2)(e) (Adopted charges).

**distributor-retailer infrastructure planning instrument** see section 8(2) (Trunk infrastructure networks for adopted charges).

**distributor-retailer trunk infrastructure network charge or DNC** see section 7(2)(a)(ii) (Adopted charges).

**distributor-retailer trunk infrastructure networks** see section 6(b)(ii) (Purpose of part 2).

**district community facilities** mean community facilities which are described as 'district community facilities' and meet the relevant elements as set out in the extrinsic material for the community facilities trunk infrastructure network.

*Editor's note—See Part 13—Local Government Infrastructure Plan, which forms part of the Ipswich planning scheme.*

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**district parks** mean parks which are described as 'district parks' and meet the relevant elements as set out in the extrinsic material for the public parks trunk infrastructure network.

*Editor's note—See Part 13—Local Government Infrastructure Plan, which forms part of the Ipswich planning scheme.*

**dwelling** has the meaning in the Planning Regulation.

*Editor's note—The term 'dwelling' is defined in the Planning Regulation to mean:*

- (a) is used, or capable of being used, as a self-contained residence; and
- (b) contains—
  - (i) food preparation facilities; and
  - (ii) a bath or shower; and
  - (iii) a toilet; and
  - (iv) a wash basin; and
  - (v) facilities for washing clothes.”

**establishment cost** see section 22 (Working out the establishment cost).

**existing lawful use** see section 16(3)(a) (Working out the additional demand).

**financial year** means a period of 1 year beginning on 1 July.

**GFA** (an acronym for gross floor area) has the meaning in the Planning Regulation.

*Editor's note—The term 'gross floor area' is defined in the Planning Regulation to mean:*

*“for a building, means the total floor area of all storeys of the building, measured from the outside of the external walls and the centre of any common walls of the building, other than areas used for—*

- (a) building services, plant or equipment; or
- (b) access between levels; or
- (c) a ground floor public lobby; or
- (d) a mall; or
- (e) parking, loading or manoeuvring vehicles; or
- (f) unenclosed private balconies, whether roofed or not.”

**identified trunk infrastructure criteria** see section 20(a) (Purpose of part 4).

**identified trunk infrastructure** see section 20(b)(i) (Purpose of part 4).

**infrastructure charging instrument** means any of the following:

- (a) a condition imposed under a planning scheme policy about infrastructure;
- (b) an adopted infrastructure charge levied under an adopted infrastructure charges notice;
- (c) a levied charge under an infrastructure charges notice.

**Ipswich planning scheme** means the *Ipswich Planning Scheme 2006*.

**levied charge** see section 12(a) (Purpose of part 3).

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**levied charge relief** see section 12(b)(iii) (Purpose of part 3).

**local community facilities** mean community facilities which are described as 'local community facilities' and meet the relevant elements as set out in the extrinsic material for the community facilities trunk infrastructure network.

*Editor's note—See Part 13—Local Government Infrastructure Plan, which forms part of the Ipswich planning scheme.*

**local government trunk infrastructure networks** see section 6(b)(i) (Purpose of part 2).

**local government trunk infrastructure network charge or LNC** see section 7(2)(a)(i) (Adopted charges).

**local parks** mean parks which are described as 'local parks' and meet the relevant elements as set out in the extrinsic material for the public parks trunk infrastructure network.

*Editor's note—See Part 13—Local Government Infrastructure Plan, which forms part of the Ipswich planning scheme.*

**market cost** see section 24(2) (Recalculation of the establishment cost for work).

**maximum adopted charge or MAC** see section 7(2)(d) (Adopted charges).

**necessary trunk infrastructure** see section 20(b)(iii) (Purpose of part 4).

**offset** see section 27(a) (Application of an offset and refund).

**persons** has the meaning in the local government infrastructure plan.

*Editor's note—The term 'person' is defined in the local government infrastructure plan to mean "the number of persons within an occupied dwelling averaged across the detached housing or attached housing zones as outlined in the Planning Scheme."*

**planned cost** see section 23(2)(a) (Calculation of the establishment cost).

**planned estimate** see section 23(2) (Calculation of the establishment cost).

**Planning Act** means the *Planning Act 2016*.

**Planning Regulation** means the *Planning Regulation 2017*.

**PPI** (an acronym for producer price index) means the following:

- (a) the producer price index for construction 6427.0 (ABS PPI) index number 3101—Road and Bridge construction index for Queensland published by the Australian Bureau of Statistics;
  - (b) if an index described in paragraph (a) ceases to be published—another similar index prescribed by the local government.
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*Editor's note—Where the PPI has not been published for a calculation date the change in the PPI is to be determined by having regard to the index prior to the base date and the index prior to the calculation date.*

**prescribed community development** means the following:

- (a) citywide developments—these developments are higher order community facilities which have a Citywide or sub-regional catchment. Whilst not mandatory, their location is best intended for the Ipswich City Centre or proposed Town Centres (e.g. Ipswich Grammar Schools);
- (b) district developments—these developments, whilst higher order community facilities, have a 'sector' or large suburban catchment (i.e. Ipswich Eastern Suburbs, Southern Corridor etc.). These types of developments are more prevalent in existing urban areas (e.g. St. Peter Claver College);
- (c) neighbourhood developments—these developments, whilst varying in size, cater primarily for the needs of the surrounding neighbourhood (e.g. Leichhardt Catholic Primary School, Riverview Neighbourhood Centre);
- (d) local developments—these developments provide facilities for a highly localised catchment (e.g. Local Neighbourhood House, Tenants' Association House or local community hall or recreational facility which is generally less than 200m<sup>2</sup> in GFA). These developments will be limited to small, local based community organisations.

**prescribed community organisation** means the following:

- (a) Scouts and Girl Guides Associations, War Widows Guild, Creche and Kindergartens, Queensland Deaf Society (Inc.), Queensland Spastic Welfare League, Welfare Associations for the Blind, Queensland Society for Crippled Children, Senior Citizens Clubs and other like registered charitable organisations;
  - (b) religious institutions;
  - (c) private schools (or non-state schools) in receipt of a subsidy under the *Education (General Provisions) Act 2006* and affiliated with an approved Capital Assistance Authority under the *Education (Capital Assistance) Act 1993*; or
  - (d) other non-profit organisations (including sporting and recreational organisations) which provide a service to the community and do not normally have an income stream or are able to demonstrate their status as non-profit through an external source such as the Australian Taxation Office.
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**prescribed cost** see section 24(4)(a) (Recalculation of the establishment cost for work).

**prescribed financial contribution** see section 12(b)(iv) (Purpose of part 3).

**prescribed fee** means a cost recovery fee prescribed by the local government.

**prescribed form** means a form prescribed by the local government.

**prescribed trunk infrastructure** see section 20(b)(iv) (Purpose of part 4).

**previous lawful use** see section 16(3)(b) (Working out the additional demand).

**local government infrastructure plan** means the Local Government Infrastructure Plan, which forms part of the Ipswich planning scheme.

*Editor's note—The Local Government Infrastructure Plan is Part 13 of the Ipswich Planning Scheme 2006.*

**PSP 5** see section 7(1)(a) (Adopted charges).

**refund** see section 27(b) (Application of an offset and refund).

**relevant proportion or RP** see section 7(2)(c) (Adopted charges).

**religious institution** means an institution which is a religious institution under the *Income Tax Assessment Act 1936* or the *Income Tax Assessment Act 1997*, as applicable.

**residential area** means that part of the local government area in the zones and designations under the Ipswich planning scheme that is not otherwise identified as commercial or industrial area.

**SEQ Water Act** means the *South-East Queensland Water (Distribution and Retail Restructuring) Act 2009*.

**specified date or period** see section 29(5)(d)(i) (Timing of an offset and refund).

**Springfield structure plan** means the Springfield structure plan, which forms part of the Ipswich planning scheme.

*Editor's note—The Springfield structure plan is Part 14 of the Ipswich Planning Scheme 2006.*

**sub-arterial roads** mean local roads which:

- (a) facilitate movement across a suburb, from one suburb to another and link with arterial roads; and

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- (b) are primarily used for through traffic movements (that is, 50 percent or more of the road's traffic usage that ultimately does not have an origin or destination within the adjacent traffic zone or contribution sector).

*Editor's note—The term 'sub-arterial roads' is also referred to as 'suburban links' and 'distributors' in the Council's land-use planning activities.*

**suite** means a number of connected rooms one of which is a bedroom in which an individual or a group of two or more related or unrelated people reside with the common intention to live together on a long term basis and who make common provision for food or other essentials for living.

**suitably qualified civil contractor** means a contractor:

- (a) that has been prequalified by the Department of Transport and Main Roads under the Austroads National Prequalification System for Civil (Road and Bridge) Construction Contracts in the categories of roadworks and bridge construction relevant to the trunk road infrastructure to be constructed; or
- (b) that is able to demonstrate that it meets the prequalification criteria of the Department of Transport and Main Roads under the Austroads National Prequalification System for Civil (Road and Bridge) Construction Contracts in the categories of roadworks and bridge construction relevant to the trunk road infrastructure to be constructed.

**total trunk infrastructure network charges or Total NC** see section 7(2)(b) (Adopted charges).

**trunk infrastructure contribution** see section 20(b) (Purpose of part 4).

**trunk infrastructure networks** see section 6(b) (Purpose of part 2).

**trunk infrastructure network charges** see section 7(2) (Adopted charges).



## Schedule 2 Trunk infrastructure network charges

Table A Reconfiguring a lot of land in the residential area

Column 1 Demand unit	Column 2 Trunk infrastructure network charges				
	Transport trunk infrastructure network	Public parks trunk infrastructure network	Community facilities trunk infrastructure network	Water supply trunk infrastructure network for water service	Sewerage trunk infrastructure network for wastewater service
Lot	Trunk infrastructure network charge for one dwelling house (3 bedroom dwelling) charge in Table C1.	Trunk infrastructure network charge for one dwelling house (3 bedroom dwelling) charge in Table C2.	Trunk infrastructure network charge for one dwelling house (3 bedroom dwelling) charge in Table C3.	Trunk infrastructure network charge for one dwelling house (3 bedroom dwelling) charge in Table C4.	Trunk infrastructure network charge for one dwelling house (3 bedroom dwelling) charge in Table C5.

**Table B Reconfiguring a lot of land not in the residential area**

Column 1 Demand unit	Column 2 Area	Column 3 Unconstrained (see schedule 11) percentage	Column 4 Constrained Area (see schedule 11) percentage	Column 5 Trunk infrastructure network charges		
				Transport trunk infrastructure network	Water supply trunk infrastructure network for water service	Sewerage trunk infrastructure network for wastewater service
Lot	Commercial (office) area	30	Not applicable	Trunk infrastructure network charge for Commercial (office) - Office charge in Table D1 (\$ per m <sup>2</sup> GFA).	Trunk infrastructure network charge for Commercial (office) - Office charge in Table D2 (\$ per m <sup>2</sup> GFA).	Trunk infrastructure network charge for Commercial (office) - Office charge in Table D3 (\$ per m <sup>2</sup> GFA).
Lot	Commercial (retail) area	30	22.5 in the Business park zone (see schedule 11)	Trunk infrastructure network charge for Commercial (retail) - Shop charge in Table D1 (\$ per m <sup>2</sup> GFA).	Trunk infrastructure network charge for Commercial (retail) - Shop charge in Table D2 (\$ per m <sup>2</sup> GFA).	Trunk infrastructure network charge for Commercial (retail) - Shop charge in Table D3 (\$ per m <sup>2</sup> GFA).
Lot	Other industry area	30	6.65 in the Regional business and industry zone and Regional business and industry investigation zone (see schedule 11)	Trunk infrastructure network charge for Other industry - Low impact industry charge in Table D1 (\$ per m <sup>2</sup> GFA).	Trunk infrastructure network charge for Other industry - Low impact industry charge in Table D2 (\$ per m <sup>2</sup> GFA).	Trunk infrastructure network charge for Other industry - Low impact industry charge in Table D3 (\$ per m <sup>2</sup> GFA).

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**Table C1 Residential use – transport trunk infrastructure network**

Column 1 Charge Area	Column 2 Transport trunk infrastructure network charge (\$ per demand unit)																																	
	Residential use under the Planning Regulation Editor's note - See schedule 16, Table 1, column 1 of the Planning Regulation																																	
	Residential uses			Accommodation (long term)												Accommodation (short term)																		
	Caretaker's accommodation			Rooming Accommodation												Short-term accommodation																		
	Multiple dwelling			Other				Student accommodation				Retirement Facility Community Residence				Tourist Park (Caravan Park)			Hotel (residential component)			Short-term accommodation (other)			Tourist Park (Camping ground)									
	Dual occupancy			Dwelling house		Relocatable Home Park		Other				Student accommodation				Retirement Facility Community Residence				Tourist Park (Caravan Park)			Hotel (residential component)			Short-term accommodation (other)			Tourist Park (Camping ground)					
			1 or 2 bedroom dwelling	3 or more bedroom dwelling	1 or 2 bedroom dwelling	3 or more bedroom dwelling	1 or 2 bedroom dwelling	3 or more bedroom dwelling	Suite with 1 bedroom	Suite with 2 bedrooms	Suite with 3 or more bedrooms	Bedroom that is not within a suite	Suite with 1 bedroom	Suite with 2 bedrooms	Suite with 3 or more bedrooms	Bedroom that is not within a suite	Suite with 1 bedroom	Suite with 2 bedrooms	Suite with 3 or more bedrooms	Bedroom that is not within a suite	1 caravan site	2 caravan sites	3 caravan sites	Suite with 1 bedroom	Suite with 2 bedrooms	Suite with 3 or more bedrooms	Bedroom that is not within a suite	Suite with 1 bedroom	Suite with 2 bedrooms	Suite with 3 or more bedrooms	Bedroom that is not within a suite	1 tent site	2 tent sites	3 tent sites
1	3,105.45	4,069.21	5,996.74	4,968.73	6,960.50	4,069.21	4,069.21	2,141.69	4,283.38	6,425.08	2,141.69	3,105.45	6,210.91	9,316.36	3,105.45	3,105.45	4,069.21	5,996.74	3,105.45	4,069.21	8,138.43	12,207.64	2,141.69	4,283.38	6,425.08	2,141.69	3,105.45	6,210.91	9,316.36	3,105.45	3,105.45	4,069.21	5,996.74	3,105.45
2	2,612.02	3,422.65	5,043.90	4,179.23	5,854.53	3,422.65	3,422.65	1,801.39	3,602.79	5,404.18	1,801.39	2,612.02	5,224.04	7,836.06	2,612.02	2,612.02	3,422.65	5,043.90	2,612.02	3,422.65	6,845.30	10,267.95	1,801.39	3,602.79	5,404.18	1,801.39	2,612.02	5,224.04	7,836.06	2,612.02	2,612.02	3,422.65	5,043.90	2,612.02
3	3,073.77	4,027.69	5,935.55	4,918.02	6,889.47	4,027.69	4,027.69	2,119.84	4,239.68	6,359.51	2,119.84	3,073.77	6,147.53	9,221.30	3,073.77	3,073.77	4,027.69	5,935.55	3,073.77	4,027.69	8,055.38	12,083.08	2,119.84	4,239.68	6,359.51	2,119.84	3,073.77	6,147.53	9,221.30	3,073.77	3,073.77	4,027.69	5,935.55	3,073.77
4	3,001.33	3,932.78	5,795.68	4,802.14	6,727.13	3,932.78	3,932.78	2,069.89	4,139.77	6,209.66	2,069.89	3,001.33	6,002.67	9,004.00	3,001.33	3,001.33	3,932.78	5,795.68	3,001.33	3,932.78	7,865.57	11,798.35	2,069.89	4,139.77	6,209.66	2,069.89	3,001.33	6,002.67	9,004.00	3,001.33	3,001.33	3,932.78	5,795.68	3,001.33
5	4,237.18	5,552.16	8,182.14	6,779.49	9,497.12	5,552.16	5,552.16	2,922.19	5,844.38	8,766.58	2,922.19	4,237.18	8,474.36	12,711.54	4,237.18	4,237.18	5,552.16	8,182.14	4,237.18	5,552.16	11,104.33	16,656.49	2,922.19	5,844.38	8,766.58	2,922.19	4,237.18	8,474.36	12,711.54	4,237.18	4,237.18	5,552.16	8,182.14	4,237.18
6	4,418.25	5,789.44	8,531.80	7,069.21	9,902.98	5,789.44	5,789.44	3,047.07	6,094.14	9,141.22	3,047.07	4,418.25	8,836.51	13,254.76	4,418.25	4,418.25	5,789.44	8,531.80	4,418.25	5,789.44	9,141.22	13,668.31	3,047.07	6,094.14	9,141.22	3,047.07	4,418.25	8,836.51	13,254.76	4,418.25	4,418.25	5,789.44	8,531.80	4,418.25
7	3,657.74	4,792.89	7,063.21	5,852.38	8,198.37	4,792.89	4,792.89	2,522.58	5,045.15	7,567.73	2,522.58	3,657.74	7,315.47	10,973.21	3,657.74	3,657.74	4,792.89	7,063.21	3,657.74	4,792.89	9,585.79	14,378.68	2,522.58	5,045.15	7,567.73	2,522.58	3,657.74	7,315.47	10,973.21	3,657.74	3,657.74	4,792.89	7,063.21	3,657.74
8	1,267.53	1,660.90	2,447.65	2,028.05	2,841.02	1,660.90	1,660.90	874.16	1,748.32	2,622.48	874.16	1,267.53	2,535.06	3,802.60	1,267.53	1,267.53	1,660.90	2,447.65	1,267.53	1,660.90	3,321.81	4,982.71	874.16	1,748.32	2,622.48	874.16	1,267.53	2,535.06	3,802.60	1,267.53	1,267.53	1,660.90	2,447.65	1,267.53
9	2,480.74	3,250.63	4,790.40	3,959.19	5,560.28	3,250.63	3,250.63	1,710.86	3,421.71	5,132.57	1,710.86	2,480.74	4,961.48	7,442.22	2,480.74	2,480.74	3,250.63	4,790.40	2,480.74	3,250.63	6,501.25	9,751.88	1,710.86	3,421.71	5,132.57	1,710.86	2,480.74	4,961.48	7,442.22	2,480.74	2,480.74	3,250.63	4,790.40	2,480.74
10	3,463.08	4,537.83	6,687.32	5,540.93	7,762.07	4,537.83	4,537.83	2,388.33	4,776.66	7,164.99	2,388.33	3,463.08	6,926.16	10,389.24	3,463.08	3,463.08	4,537.83	6,687.32	3,463.08	4,537.83	9,075.65	13,613.48	2,388.33	4,776.66	7,164.99	2,388.33	3,463.08	6,926.16	10,389.24	3,463.08	3,463.08	4,537.83	6,687.32	3,463.08
11	3,055.66	4,003.97	5,900.58	4,889.05	6,848.89	4,003.97	4,003.97	2,107.35	4,214.70	6,322.05	2,107.35	3,055.66	6,111.32	9,166.97	3,055.66	3,055.66	4,003.97	5,900.58	3,055.66	4,003.97	8,007.93	12,011.90	2,107.35	4,214.70	6,322.05	2,107.35	3,055.66	6,111.32	9,166.97	3,055.66	3,055.66	4,003.97	5,900.58	3,055.66
12	4,300.56	5,635.21	8,304.52	6,880.89	9,639.18	5,635.21	5,635.21	2,965.90	5,931.80	8,897.70	2,965.90	4,300.56	8,601.11	12,901.67	4,300.56	4,300.56	5,635.21	8,304.52	4,300.56	5,635.21	11,270.42	16,905.63	2,965.90	5,931.80	8,897.70	2,965.90	4,300.56	8,601.11	12,901.67	4,300.56	4,300.56	5,635.21	8,304.52	4,300.56
13	4,363.93	5,718.26	8,426.90	6,982.29	9,781.23	5,718.26	5,718.26	3,009.61	6,019.22	9,028.82	3,009.61	4,363.93	8,727.86	13,091.79	4,363.93	4,363.93	5,718.26	8,426.90	4,363.93	5,718.26	11,436.51	17,154.77	3,009.61	6,019.22	9,028.82	3,009.61	4,363.93	8,727.86	13,091.79	4,363.93	4,363.93	5,718.26	8,426.90	4,363.93
14	4,341.30	5,688.60	8,383.19	6,946.08	9,730.49	5,688.60	5,688.60	2,994.00	5,988.00	8,981.99	2,994.00	4,341.30	8,682.59	13,023.89	4,341.30	4,341.30	5,688.60	8,383.19	4,341.30	5,688.60	11,377.19	17,065.79	2,994.00	5,988.00	8,981.99	2,994.00	4,341.30	8,682.59	13,023.89	4,341.30	4,341.30	5,688.60	8,383.19	4,341.30
15	2,634.66	3,452.31	5,087.61	4,215.45	5,905.26	3,452.31	3,452.31	1,817.00	3,634.01	5,451.01	1,817.00	2,634.66	5,269.31	7,903.97	2,634.66	2,634.66	3,452.31	5,087.61	2,634.66	3,452.31	6,904.62	10,356.92	1,817.00	3,634.01	5,451.01	1,817.00	2,634.66	5,269.31	7,903.97	2,634.66	2,634.66	3,452.31	5,087.61	2,634.66
16	3,250.31	4,259.03	6,276.47	5,200.50	7,285.19	4,259.03	4,259.03	2,241.60	4,483.19	6,724.79	2,241.60	3,250.31	6,500.63	9,750.94	3,250.31	3,250.31	4,259.03	6,276.47	3,250.31	4,259.03	8,518.06	12,777.10	2,241.60	4,483.19	6,724.79	2,241.60	3,250.31	6,500.63	9,750.94	3,250.31	3,250.31	4,259.03	6,276.47	3,250.31
17	5,767.27	7,557.11	11,136.80	9,227.63	12,926.64	7,557.11	7,557.11	3,977.43	7,954.86	11,932.28	3,977.43	5,767.27	11,534.54	17,301.81	5,767.27	5,767.27	7,557.11	11,136.80	5,767.27	7,557.11	15,114.23	22,671.34	3,977.43	7,954.86	11,932.28	3,977.43	5,767.27	11,534.54	17,301.81	5,767.27	5,767.27	7,557.11	11,136.80	5,767.27
18	4,336.77	5,682.66	8,374.45	6,938.83	9,720.35	5,682.66	5,682.66	2,990.88	5,981.75	8,972.63	2,990.88	4,336.77	8,673.54	13,010.31	4,336.77	4,336.77	5,682.66	8,374.45	4,336.77	5,682.66	11,365.33	17,047.99	2,990.88	5,981.75	8,972.63	2,990.88	4,336.77	8,673.54	13,010.31	4,336.77	4,336.77	5,682.66	8,374.45	4,336.77
19	5,934.77	7,776.59	11,460.24	9,495.63	13,302.06	7,776.59	7,776.59	4,092.94	8,185.88	12,278.83	4,092.94	5,934.77	11,869.53	17,804.30	5,934.77	5,934.77	7,776.59	11,460.24	5,934.77	7,776.59	15,553.18	23,329.77	4,092.94	8,185.88	12,278.83	4,092.94	5,934.77	11,869.53	17,804.30	5,934.77	5,934.77	7,776.59	11,460.24	5,934.77
20	3,811.65	4,994.58	7,360.43	6,098.64	8,543.35	4,994.58	4,994.58	2,628.72	5,257.45	7,886.17	2,628.72	3,811.65	7,623.30	11,434.95	3,811.65	3,811.65	4,994.58	7,360.43	3,811.65	4,994.58	11,246.69	16,870.04	2,628.72	5,257.45	7,886.17	2,628.72	3,811.65	7,623.30	11,434.95	3,811.65	3,811.65	4,994.58	7,360.43	3,811.65
21	4,291.50	5,623.35	8,287.04	6,866.40	9,618.88	5,623.35	5,623.35	2,959.66	5,919.31	8,878.97	2,959.66	4,291.50	8,583.00	12,874.50	4,291.50	4,291.50	5,623.35	8,287.04	4,291.50	5,623.35	11,246.69	16,870.04	2,959.66	5,919.31	8,878.97	2,959.66	4,291.50	8,583.00	12,874.50	4,291.50	4,291.50	5,623.35	8,287.04	4,291.50
22	5,785.38	7,580.84	11,171.76	9,256.61	12,967.23	7,580.84	7,580.84	3,989.92	7,979.83	11,969.75	3,989.92	5,785.38	11,570.76	17,356.13	5,785.38	5,785.38	7,580.84	11,171.76	5,785.38	7,580.84	15,161.68	22,742.52	3,989.92	7,979.83	11,969.75	3,989.92	5,785.38	11,570.76	17,356.13	5,785.38	5,785.38	7,580.84	11,171.76	5,785.38
23	3,195.99	4,187.85	6,171.57	5,113.59	7,163.43	4,187.85	4,187.85	2,204.13	4,408.26	6,612.40	2,204.13	3,195.99	6,391.98	9,587.97	3,195.99	3,195.99	4,187.85	6,171.57	3,195.99	4,187.85	8,375.70	12,563.52	2,204.13	4,408.26	6,612.40	2,204.13	3,195.99	6,391.98	9,587.97	3,195.99	3,195.99	4,187.85	6,171.57	3,195.99
24	2,711.61	3,553.15	5,236.22	4,338.58	6,077.75	3,553.15	3,553.15	1,870.08	3,740.16	5,610.23	1,870.08	2,711.61	5,423.23	8,134.84	2,711.61	2,711.61	3,553.15	5,236.22	2,711.61	3,553.15	7,106.30	10,659.44	1,870.08	3,740.16	5,610.23	1,870.08	2,711.61	5,423.23	8,134.84	2,711.61	2,711.61	3,553.15	5,236.22	2,711.61
25	3,023.97	3,962.44	5,839.39	4,838.35	6,777.86	3,962.44	3,962.44	2,085.50	4,170.99	6,256.49	2,085.50	3,023.97	6,047.94	9,071.91	3,023.97	3,023.97	3,962.44	5,839.39	3,023.97	3,962.44	7,92													

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Ipswich City Council  
Ipswich Adopted Infrastructure Charges Resolution (No. 1) 2024

Table C2 Residential use – public parks trunk infrastructure network

Column 1 Charge Area	Column 2 Public Parks trunk infrastructure network charge (\$ per demand unit) Residential use under the Planning Regulation Editor's note - See schedule 16, Table 1, column 1 of the Planning Regulation																										
	Residential uses						Accommodation (long term)											Accommodation (short term)									
	Caretaker's accommodation		Multiple dwelling				Relocatable Home Park	Rooming Accommodation				Retirement Facility Community Residence				Tourist Park (Caravan Park)			Short-term accommodation Hotel (residential component)				Tourist Park (Camping ground)				
	Dual occupancy		Dwelling house		1 or 2 bedroom dwelling	3 or more bedroom dwelling		1 or 2 bedroom relocatable dwelling site	3 or more bedroom relocatable dwelling site	Suite with 1 bedroom	Suite with 2 bedrooms	Suite with 3 or more bedrooms	Bedroom that is not within a suite	Suite with 1 bedroom	Suite with 2 bedrooms	Suite with 3 or more bedrooms	Bedroom that is not within a suite	1 caravan site	2 caravans sites	3 caravans sites	Suite with 1 bedroom	Suite with 2 bedrooms	Suite with 3 or more bedrooms	Bedroom that is not within a suite	1 tent site	2 tent sites	3 tent sites
E1	5,447.88	7,055.45	10,449.21	8,752.33	12,235.40	7,055.45	7,055.45	5,447.88	10,895.75	16,343.63	5,447.88	5,447.88	7,055.45	10,449.21	5,447.88	7,055.45	14,110.89	21,166.34	4,465.47	8,930.95	13,396.42	4,465.47	5,447.88	10,895.75	16,343.63		
E2	5,552.55	7,191.00	10,649.97	8,920.49	12,470.47	7,191.00	7,191.00	5,552.55	11,105.09	16,657.64	5,552.55	5,552.55	7,191.00	10,649.97	5,552.55	7,191.00	14,382.01	21,573.01	4,551.27	9,102.54	13,653.80	4,551.27	5,552.55	11,105.09	16,657.64		
E3	4,884.91	6,326.35	9,369.41	7,847.88	10,971.02	6,326.35	6,326.35	4,884.91	9,769.81	14,654.72	4,884.91	4,884.91	6,326.35	9,369.41	4,884.91	6,326.35	12,652.71	18,979.06	4,004.02	8,008.04	12,012.06	4,004.02	4,884.91	9,769.81	14,654.72		
E4	5,289.32	6,850.10	10,145.08	8,497.59	11,879.28	6,850.10	6,850.10	5,289.32	10,578.63	15,867.95	5,289.32	5,289.32	6,850.10	10,145.08	5,289.32	6,850.10	13,700.20	20,550.29	4,335.51	8,671.01	13,006.52	4,335.51	5,289.32	10,578.63	15,867.95		
E5	4,923.79	6,376.72	9,444.00	7,910.36	11,058.36	6,376.72	6,376.72	4,923.79	9,847.59	14,771.38	4,923.79	4,923.79	6,376.72	9,444.00	4,923.79	6,376.72	12,753.43	19,130.15	4,035.90	8,071.79	12,107.69	4,035.90	4,923.79	9,847.59	14,771.38		
E6	5,590.48	7,240.13	10,722.73	8,981.43	12,555.67	7,240.13	7,240.13	5,590.48	11,180.97	16,771.45	5,590.48	5,590.48	7,240.13	10,722.73	5,590.48	7,240.13	14,480.27	21,720.40	4,582.36	9,164.73	13,747.09	4,582.36	5,590.48	11,180.97	16,771.45		
C1	4,883.99	6,325.17	9,367.66	7,846.42	10,968.97	6,325.17	6,325.17	4,883.99	9,767.99	14,651.98	4,883.99	4,883.99	6,325.17	9,367.66	4,883.99	6,325.17	12,650.35	18,975.52	4,003.27	8,006.55	12,009.82	4,003.27	4,883.99	9,767.99	14,651.98		
C2	4,696.87	6,082.84	9,008.76	7,545.80	10,548.71	6,082.84	6,082.84	4,696.87	9,393.75	14,090.62	4,696.87	4,696.87	6,082.84	9,008.76	4,696.87	6,082.84	12,165.67	18,248.51	3,849.90	7,699.79	11,549.69	3,849.90	4,696.87	9,393.75	14,090.62		
C3	5,476.28	7,092.23	10,503.68	8,797.96	12,299.18	7,092.23	7,092.23	5,476.28	10,952.56	16,428.84	5,476.28	5,476.28	7,092.23	10,503.68	5,476.28	7,092.23	14,184.46	21,276.69	4,488.75	8,977.51	13,466.26	4,488.75	5,476.28	10,952.56	16,428.84		
C4	5,263.79	6,817.04	10,096.12	8,456.58	11,821.95	6,817.04	6,817.04	5,263.79	10,527.58	15,791.36	5,263.79	5,263.79	6,817.04	10,096.12	5,263.79	6,817.04	13,634.07	20,451.11	4,314.58	8,629.16	12,943.74	4,314.58	5,263.79	10,527.58	15,791.36		
C5	5,022.12	6,504.06	9,632.59	8,068.33	11,279.19	6,504.06	6,504.06	5,022.12	10,044.24	15,066.36	5,022.12	5,022.12	6,504.06	9,632.59	5,022.12	6,504.06	13,008.12	19,512.18	4,116.49	8,232.99	12,349.48	4,116.49	5,022.12	10,044.24	15,066.36		
C6	5,708.87	7,393.45	10,949.80	9,171.62	12,821.56	7,393.45	7,393.45	5,708.87	11,417.74	17,126.61	5,708.87	5,708.87	7,393.45	10,949.80	5,708.87	7,393.45	14,786.91	22,180.36	4,679.40	9,358.80	14,038.20	4,679.40	5,708.87	11,417.74	17,126.61		
C7	4,968.88	6,435.11	9,530.48	7,982.80	11,159.63	6,435.11	6,435.11	4,968.88	9,937.77	14,906.65	4,968.88	4,968.88	6,435.11	9,530.48	4,968.88	6,435.11	12,870.22	19,305.34	4,072.86	8,145.71	12,218.57	4,072.86	4,968.88	9,937.77	14,906.65		
C8	4,757.21	6,160.97	9,124.48	7,642.72	10,684.22	6,160.97	6,160.97	4,757.21	9,514.41	14,271.62	4,757.21	4,757.21	6,160.97	9,124.48	4,757.21	6,160.97	12,321.94	18,482.91	3,899.35	7,798.70	11,698.05	3,899.35	4,757.21	9,514.41	14,271.62		
C9	4,993.98	6,467.61	9,578.61	8,023.11	11,215.98	6,467.61	6,467.61	4,993.98	9,987.95	14,981.93	4,993.98	4,993.98	6,467.61	9,578.61	4,993.98	6,467.61	12,935.22	19,402.83	4,093.42	8,186.85	12,280.27	4,093.42	4,993.98	9,987.95	14,981.93		
C10	5,960.54	7,719.39	11,432.52	9,575.96	13,386.80	7,719.39	7,719.39	5,960.54	11,921.09	17,881.63	5,960.54	5,960.54	7,719.39	11,432.52	5,960.54	7,719.39	15,438.79	23,158.18	4,885.69	9,771.38	14,657.08	4,885.69	5,960.54	11,921.09	17,881.63		
C11	7,337.77	9,503.01	14,074.07	11,788.54	16,479.90	9,503.01	9,503.01	7,337.77	14,675.53	22,013.30	7,337.77	7,337.77	9,503.01	14,074.07	7,337.77	9,503.01	19,006.01	28,509.02	6,014.56	12,029.12	18,043.68	6,014.56	7,337.77	14,675.53	22,013.30		
R1	5,497.01	7,119.08	10,543.45	8,831.26	12,345.75	7,119.08	7,119.08	5,497.01	10,994.02	16,491.03	5,497.01	5,497.01	7,119.08	10,543.45	5,497.01	7,119.08	14,238.16	21,357.24	4,505.75	9,011.49	13,517.24	4,505.75	5,497.01	10,994.02	16,491.03		
R2	5,776.02	7,480.42	11,078.59	9,279.51	12,972.37	7,480.42	7,480.42	5,776.02	11,552.04	17,328.06	5,776.02	5,776.02	7,480.42	11,078.59	5,776.02	7,480.42	14,960.84	22,441.25	4,734.44	9,468.88	14,203.33	4,734.44	5,776.02	11,552.04	17,328.06		
R3	5,292.96	6,894.82	10,152.08	8,503.45	11,887.47	6,894.82	6,894.82	5,292.96	10,585.93	15,878.89	5,292.96	5,292.96	6,894.82	10,152.08	5,292.96	6,894.82	13,709.64	20,564.46	4,338.49	8,676.99	13,015.48	4,338.49	5,292.96	10,585.93	15,878.89		
R4	5,381.94	6,970.05	10,322.73	8,646.39	12,087.30	6,970.05	6,970.05	5,381.94	10,763.87	16,145.81	5,381.94	5,381.94	6,970.05	10,322.73	5,381.94	6,970.05	13,940.10	20,910.14	4,411.42	8,822.85	13,234.27	4,411.42	5,381.94	10,763.87	16,145.81		
W1	5,164.49	6,688.44	9,905.66	8,297.05	11,598.93	6,688.44	6,688.44	5,164.49	10,328.98	15,493.47	5,164.49	5,164.49	6,688.44	9,905.66	5,164.49	6,688.44	13,376.87	20,065.31	4,233.19	8,466.38	12,699.56	4,233.19	5,164.49	10,328.98	15,493.47		
W2	5,357.30	6,938.14	10,275.48	8,606.81	12,031.97	6,938.14	6,938.14	5,357.30	10,714.60	16,071.90	5,357.30	5,357.30	6,938.14	10,275.48	5,357.30	6,938.14	13,876.28	20,814.42	4,391.23	8,782.46	13,173.69	4,391.23	5,357.30	10,714.60	16,071.90		
W3	4,740.06	6,138.77	9,091.59	7,615.18	10,645.71	6,138.77	6,138.77	4,740.06	9,480.12	14,220.18	4,740.06	4,740.06	6,138.77	9,091.59	4,740.06	6,138.77	12,277.53	18,416.30	3,885.30	7,770.59	11,655.89	3,885.30	4,740.06	9,480.12	14,220.18		
W4	4,922.33	6,374.82	9,441.18	7,908.00	11,055.06	6,374.82	6,374.82	4,922.33	9,844.65	14,766.98	4,922.33	4,922.33	6,374.82	9,441.18	4,922.33	6,374.82	12,749.63	19,124.45	4,034.69	8,069.39	12,104.08	4,034.69	4,922.33	9,844.65	14,766.98		
W5	4,953.46	6,415.14	9,500.91	7,958.02	11,124.99	6,415.14	6,415.14	4,953.46	9,906.93	14,860.39	4,953.46	4,953.46	6,415.14	9,500.91	4,953.46	6,415.14	12,830.28	19,245.43	4,060.22	8,120.43	12,180.65	4,060.22	4,953.46	9,906.93	14,860.39		
W6	4,884.99	6,326.46	9,369.56	7,848.01	10,971.20	6,326.46	6,326.46	4,884.99	9,769.97	14,654.96	4,884.99	4,884.99	6,326.46	9,369.56	4,884.99	6,326.46	12,652.91	18,979.37	4,004.09	8,008.17	12,012.26	4,004.09	4,884.99	9,769.97	14,654.96		
W7	4,813.04	6,233.28	9,231.57	7,732.42	10,809.61	6,233.28	6,233.28	4,813.04	9,626.08	14,439.12	4,813.04	4,813.04	6,233.28	9,231.57	4,813.04	6,233.28	12,466.56	18,699.84	3,945.11	7,890.23	11,835.34	3,945.11	4,813.04	9,626.08	14,439.12		
W8	4,838.65	6,266.44	9,280.68	7,773.56	10,867.12	6,266.44	6,266.44	4,838.65	9,677.29	14,515.94	4,838.65	4,838.65	6,266.44	9,280.68	4,838.65	6,266.44	12,532.89	18,799.33	3,966.10	7,932.21	11,898.31	3,966.10	4,838.65	9,677.29	14,515.94		
W9	4,787.43	6,200.12	9,182.45	7,691.28	10,752.10	6,200.12	6,200.12	4,787.43	9,574.86	14,362.29	4,787.43	4,787.43	6,200.12	9,182.45	4,787.43	6,200.12	12,400.23	18,600.35	3,924.12	7,848.25	11,772.37	3,924.12	4,787.43	9,574.86	14,362.29		

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Table C3 Residential use – community facilities trunk infrastructure network

Column 1 Charge Area	Column 2 Community Facilities trunk infrastructure network charge (\$ per demand unit)																										
	Residential use under the Planning Regulation Editor's note - See schedule 16, Table 1, column 1 of the Planning Regulation																										
	Residential uses					Accommodation (long term)										Accommodation (short term)											
	Caretaker's accommodation			Multiple dwelling		Dual occupancy	Dwelling house		Relocatable Home Park		Rooming Accommodation				Retirement Facility Community Residence				Tourist Park (Caravan Park)			Short-term accommodation Hotel (residential component)				Tourist Park (Camping ground)	
1 bedroom dwelling	2 bedroom dwelling	3 or more bedroom dwelling	1 or 2 bedroom dwelling	3 or more bedroom dwelling	1 or 2 bedroom relocatable dwelling site		3 or more bedroom relocatable dwelling site	Suite with 1 bedroom	Suite with 2 bedrooms	Suite with 3 or more bedrooms	Bedroom that is not within a suite	Suite with 1 bedroom	Suite with 2 bedrooms	Suite with 3 or more bedrooms	Bedroom that is not within a suite	1 caravan site	2 caravan sites	3 caravan sites	Suite with 1 bedroom	Suite with 2 bedrooms	Suite with 3 or more bedrooms	Bedroom that is not within a suite	1 tent site	2 tent sites	3 tent sites		
E1	698.60	904.74	1,339.94	1,122.34	1,568.99	904.74	904.74	698.60	1,397.20	2,095.80	698.60	698.60	904.74	1,339.94	698.60	904.74	1,809.49	2,714.23	572.62	1,145.25	1,717.87	572.62	698.60	1,397.20	2,095.80		
E2	687.04	889.78	1,317.77	1,103.78	1,543.03	889.78	889.78	687.04	1,374.09	2,061.13	687.04	687.04	889.78	1,317.77	687.04	889.78	1,779.56	2,669.34	563.15	1,126.30	1,689.45	563.15	687.04	1,374.09	2,061.13		
E3	715.61	926.77	1,372.55	1,149.66	1,607.18	926.77	926.77	715.61	1,431.21	2,146.82	715.61	715.61	926.77	1,372.55	715.61	926.77	1,853.54	2,780.30	586.56	1,173.12	1,759.69	586.56	715.61	1,431.21	2,146.82		
E4	624.06	808.20	1,196.96	1,002.58	1,401.57	808.20	808.20	624.06	1,248.11	1,872.17	624.06	624.06	808.20	1,196.96	624.06	808.20	1,616.41	2,424.61	511.52	1,023.04	1,534.56	511.52	624.06	1,248.11	1,872.17		
E5	639.99	828.84	1,227.53	1,028.18	1,437.36	828.84	828.84	639.99	1,279.98	1,919.98	639.99	639.99	828.84	1,227.53	639.99	828.84	1,657.68	2,486.53	524.58	1,049.17	1,573.75	524.58	639.99	1,279.98	1,919.98		
E6	679.20	879.61	1,302.72	1,091.17	1,525.41	879.61	879.61	679.20	1,358.39	2,037.59	679.20	679.20	879.61	1,302.72	679.20	879.61	1,759.23	2,638.84	556.72	1,113.44	1,670.15	556.72	679.20	1,358.39	2,037.59		
C1	718.08	929.98	1,377.31	1,153.64	1,612.74	929.98	929.98	718.08	1,436.17	2,154.25	718.08	718.08	929.98	1,377.31	718.08	929.98	1,859.95	2,789.93	588.59	1,177.19	1,765.78	588.59	718.08	1,436.17	2,154.25		
C2	713.82	924.46	1,369.13	1,146.80	1,603.17	924.46	924.46	713.82	1,427.64	2,141.46	713.82	713.82	924.46	1,369.13	713.82	924.46	1,848.92	2,773.37	585.10	1,170.20	1,755.30	585.10	713.82	1,427.64	2,141.46		
C3	708.83	917.99	1,359.55	1,138.77	1,591.96	917.99	917.99	708.83	1,417.65	2,126.48	708.83	708.83	917.99	1,359.55	708.83	917.99	1,835.98	2,753.97	581.01	1,162.01	1,743.02	581.01	708.83	1,417.65	2,126.48		
C4	734.47	951.20	1,408.75	1,179.97	1,649.56	951.20	951.20	734.47	1,468.95	2,203.42	734.47	734.47	951.20	1,408.75	734.47	951.20	1,902.41	2,853.61	602.03	1,204.06	1,806.08	602.03	734.47	1,468.95	2,203.42		
C5	655.29	848.66	1,256.87	1,052.77	1,471.72	848.66	848.66	655.29	1,310.59	1,965.88	655.29	655.29	848.66	1,256.87	655.29	848.66	1,697.32	2,545.97	537.13	1,074.25	1,611.38	537.13	655.29	1,310.59	1,965.88		
C6	624.87	809.26	1,198.52	1,003.89	1,403.39	809.26	809.26	624.87	1,249.74	1,874.61	624.87	624.87	809.26	1,198.52	624.87	809.26	1,618.51	2,427.77	512.19	1,024.38	1,536.56	512.19	624.87	1,249.74	1,874.61		
C7	671.15	869.19	1,287.29	1,078.24	1,507.33	869.19	869.19	671.15	1,342.30	2,013.45	671.15	671.15	869.19	1,287.29	671.15	869.19	1,738.39	2,607.58	550.12	1,100.24	1,650.37	550.12	671.15	1,342.30	2,013.45		
C8	813.52	1,053.57	1,560.35	1,306.96	1,827.08	1,053.57	1,053.57	813.52	1,627.03	2,440.55	813.52	813.52	1,053.57	1,560.35	813.52	1,053.57	2,107.14	3,160.71	666.82	1,333.63	2,000.45	666.82	813.52	1,627.03	2,440.55		
C9	634.42	821.63	1,216.84	1,019.24	1,424.85	821.63	821.63	634.42	1,268.84	1,903.27	634.42	634.42	821.63	1,216.84	634.42	821.63	1,643.26	2,464.89	520.02	1,040.04	1,560.05	520.02	634.42	1,268.84	1,903.27		
C10	581.42	752.99	1,115.19	934.09	1,305.82	752.99	752.99	581.42	1,162.85	1,744.27	581.42	581.42	752.99	1,115.19	581.42	752.99	1,505.98	2,258.97	476.58	953.15	1,429.73	476.58	581.42	1,162.85	1,744.27		
C11	797.92	1,033.37	1,530.43	1,281.90	1,792.05	1,033.37	1,033.37	797.92	1,595.84	2,393.76	797.92	797.92	1,033.37	1,530.43	797.92	1,033.37	2,066.74	3,100.11	654.03	1,308.06	1,962.09	654.03	797.92	1,595.84	2,393.76		
R1	659.18	853.69	1,264.32	1,059.01	1,480.45	853.69	853.69	659.18	1,318.36	1,977.53	659.18	659.18	853.69	1,264.32	659.18	853.69	1,707.38	2,561.07	540.31	1,080.62	1,620.93	540.31	659.18	1,318.36	1,977.53		
R2	758.52	982.34	1,454.86	1,218.60	1,703.55	982.34	982.34	758.52	1,517.03	2,275.55	758.52	758.52	982.34	1,454.86	758.52	982.34	1,964.68	2,947.02	621.73	1,243.47	1,865.20	621.73	758.52	1,517.03	2,275.55		
R3	755.32	978.21	1,448.74	1,213.47	1,696.39	978.21	978.21	755.32	1,510.65	2,265.97	755.32	755.32	978.21	1,448.74	755.32	978.21	1,956.42	2,934.62	619.12	1,238.24	1,857.36	619.12	755.32	1,510.65	2,265.97		
R4	711.26	921.15	1,364.23	1,142.69	1,597.43	921.15	921.15	711.26	1,422.53	2,133.79	711.26	711.26	921.15	1,364.23	711.26	921.15	1,842.29	2,763.44	583.00	1,166.01	1,749.01	583.00	711.26	1,422.53	2,133.79		
W1	237.90	308.10	456.30	382.20	534.30	308.10	308.10	237.90	475.80	713.70	237.90	237.90	308.10	456.30	237.90	308.10	616.20	924.30	195.00	390.00	585.00	195.00	237.90	475.80	713.70		
W2	242.04	313.47	464.25	388.86	543.61	313.47	313.47	242.04	484.09	726.13	242.04	242.04	313.47	464.25	242.04	313.47	626.93	940.40	198.40	396.79	595.19	198.40	242.04	484.09	726.13		
W3	291.02	376.89	558.18	467.54	653.60	376.89	376.89	291.02	582.04	873.06	291.02	291.02	376.89	558.18	291.02	376.89	753.79	1,130.68	238.54	477.08	715.62	238.54	291.02	582.04	873.06		
W4	255.78	331.25	490.59	410.92	574.45	331.25	331.25	255.78	511.56	767.34	255.78	255.78	331.25	490.59	255.78	331.25	662.51	993.76	209.65	419.31	628.96	209.65	255.78	511.56	767.34		
W5	256.95	332.77	492.83	412.80	577.08	332.77	332.77	256.95	513.90	770.84	256.95	256.95	332.77	492.83	256.95	332.77	665.54	998.31	210.61	421.23	631.84	210.61	256.95	513.90	770.84		
W6	319.46	413.73	612.74	513.23	717.48	413.73	413.73	319.46	638.92	958.38	319.46	319.46	413.73	612.74	319.46	413.73	827.46	1,241.18	261.85	523.71	785.56	261.85	319.46	638.92	958.38		
W7	291.95	378.10	559.97	469.04	655.69	378.10	378.10	291.95	583.90	875.85	291.95	291.95	378.10	559.97	291.95	378.10	756.20	1,134.30	239.30	478.61	717.91	239.30	291.95	583.90	875.85		
W8	294.63	381.56	565.10	473.33	661.70	381.56	381.56	294.63	589.25	883.88	294.63	294.63	381.56	565.10	294.63	381.56	763.13	1,144.69	241.50	482.99	724.49	241.50	294.63	589.25	883.88		
W9	289.29	374.66	554.88	464.77	649.73	374.66	374.66	289.29	578.59	867.88	289.29	289.29	374.66	554.88	289.29	374.66	749.32	1,123.98	237.13	474.25	711.38	237.13	289.29	578.59	867.88		

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**Table C4 Residential use – water supply trunk infrastructure network for water service**

Column 1 Charge Area	Column 2 Water supply trunk infrastructure network charge (\$ per demand unit)																																					
	Residential use under the Planning Regulation Editor's note - See schedule 16, Table 1, column 1 of the Planning Regulation																																					
	Residential uses										Accommodation (long term)										Accommodation (short term)																	
	Caretaker's accommodation Multiple dwelling			Dual occupancy			Dwelling house				Relocatable Home Park			Rooming Accommodation							Retirement Facility Community Residence			Tourist Park (Caravan Park)			Short-term accommodation						Tourist Park (Camping Ground)					
1 bedroom dwelling	2 bedroom dwelling	3 or more bedroom dwelling	1 bedroom dwelling	2 bedroom dwelling	3 or more bedroom dwelling	1 or 2 bedroom dwelling	3 or more bedroom dwelling	1 or 2 bedroom dwelling	3 or more bedroom dwelling	1 or 2 bedroom relocatable dwelling site	3 or more bedroom relocatable dwelling site	3 or more bedroom	Other				Student accommodation			Bedroom that is not within a suite				1 caravan site	2 caravan sites	3 caravan sites	Hotel (residential component)			Short-term accommodation (other)			1 tent site	2 tent sites	3 tent sites			
site > 450m2	site < or = 450m2	1 or 2 bedroom	3 or more bedroom	1 or 2 bedroom	3 or more bedroom	1 or 2 bedroom	3 or more bedroom	1 or 2 bedroom	3 or more bedroom	1 or 2 bedroom	3 or more bedroom	Suite with 1 bedroom	Suite with 2 or more bedrooms	Suite with 3 or more bedrooms	Bedroom that is not within a suite	Suite with 1 bedroom	Suite with 2 or more bedrooms	Suite with 3 or more bedrooms	Bedroom that is not within a suite	Suite with 1 bedroom	Suite with 2 or more bedrooms	Suite with 3 or more bedrooms	Bedroom that is not within a suite	Suite with 1 bedroom	Suite with 2 or more bedrooms	Suite with 3 or more bedrooms	Bedroom that is not within a suite	Suite with 1 bedroom	Suite with 2 or more bedrooms	Suite with 3 or more bedrooms	Bedroom that is not within a suite	Suite with 1 bedroom	Suite with 2 or more bedrooms	Suite with 3 or more bedrooms	Bedroom that is not within a suite			
1	2,347.55	3,521.32	4,108.21	2,934.43	4,108.21	4,695.09	5,540.21	7,746.91	4,530.77	6,338.38	3,521.32	3,521.32	1,760.66	3,521.32	5,281.98	1,760.66	1,525.91	3,051.81	4,577.72	1,525.91	2,347.55	3,521.32	4,108.21	2,347.55	3,521.32	7,042.64	10,563.96	1,760.66	3,521.32	5,281.98	1,760.66	2,347.55	4,695.09	7,042.64	2,347.55	2,347.55	4,695.09	7,042.64
2	1,969.02	2,953.52	3,445.78	2,461.27	3,445.78	3,938.03	4,646.88	6,497.75	3,800.20	5,316.34	2,953.52	2,953.52	1,476.76	2,953.52	4,430.28	1,476.76	1,279.86	2,559.72	3,839.58	1,279.86	1,969.02	2,953.52	3,445.78	1,969.02	2,953.52	5,907.05	8,860.57	1,476.76	2,953.52	4,430.28	1,476.76	1,969.02	3,938.03	5,907.05	1,969.02	1,969.02	3,938.03	5,907.05
3	1,567.74	2,351.61	2,743.54	1,959.67	2,743.54	3,135.48	3,699.86	5,173.54	3,025.74	4,232.90	2,351.61	2,351.61	1,175.80	2,351.61	3,527.41	1,175.80	1,019.03	2,038.06	3,057.09	1,019.03	1,567.74	2,351.61	2,743.54	1,567.74	2,351.61	4,703.22	7,054.83	1,175.80	2,351.61	3,527.41	1,175.80	1,567.74	3,135.48	4,703.22	1,567.74	1,567.74	3,135.48	4,703.22
4	1,819.55	2,729.33	3,184.22	2,274.44	3,184.22	3,639.10	4,294.14	6,004.52	3,511.74	4,912.79	2,729.33	2,729.33	1,364.66	2,729.33	4,093.99	1,364.66	1,182.71	2,365.42	3,548.13	1,182.71	1,819.55	2,729.33	3,184.22	1,819.55	2,729.33	5,458.66	8,187.98	1,364.66	2,729.33	4,093.99	1,364.66	1,819.55	3,639.10	5,458.66	1,819.55	1,819.55	3,639.10	5,458.66
5	994.26	1,491.38	1,739.95	1,242.82	1,739.95	1,988.51	2,346.44	3,281.04	1,918.91	2,684.49	1,491.38	1,491.38	745.69	1,491.38	2,237.07	745.69	646.27	1,292.53	1,938.80	646.27	994.26	1,491.38	1,739.95	994.26	1,491.38	2,982.77	4,474.15	745.69	1,491.38	2,237.07	745.69	994.26	1,988.51	2,982.77	994.26	994.26	1,988.51	2,982.77
6	605.98	908.96	1,060.46	757.47	1,060.46	1,211.95	1,430.10	1,999.72	1,169.53	1,636.13	908.96	908.96	454.48	908.96	1,363.45	454.48	393.88	787.77	1,181.65	393.88	605.98	908.96	1,060.46	605.98	908.96	1,817.93	2,726.89	454.48	908.96	1,363.45	454.48	605.98	1,211.95	1,817.93	605.98	605.98	1,211.95	1,817.93
7	1,683.09	2,524.63	2,945.40	2,103.86	2,945.40	3,366.17	3,972.08	5,554.18	3,248.36	4,544.33	2,524.63	2,524.63	1,262.31	2,524.63	3,786.94	1,262.31	1,094.01	2,188.01	3,282.02	1,094.01	1,683.09	2,524.63	2,945.40	1,683.09	2,524.63	5,049.26	7,573.89	1,262.31	2,524.63	3,786.94	1,262.31	1,683.09	3,366.17	5,049.26	1,683.09	1,683.09	3,366.17	5,049.26
8	1,099.85	1,649.78	1,924.74	1,374.82	1,924.74	2,199.71	2,595.66	3,629.52	2,122.72	2,969.61	1,649.78	1,649.78	824.89	1,649.78	2,474.67	824.89	714.91	1,429.81	2,144.72	714.91	1,099.85	1,649.78	1,924.74	1,099.85	1,649.78	3,299.56	4,949.34	824.89	1,649.78	2,474.67	824.89	1,099.85	2,199.71	3,299.56	1,099.85	1,099.85	2,199.71	3,299.56
9	999.13	1,498.69	1,748.48	1,248.91	1,748.48	1,998.26	2,357.94	3,297.13	1,928.32	2,697.65	1,498.69	1,498.69	749.35	1,498.69	2,248.04	749.35	649.43	1,298.87	1,948.30	649.43	999.13	1,498.69	1,748.48	999.13	1,498.69	2,997.39	4,496.08	749.35	1,498.69	2,248.04	749.35	999.13	1,998.26	2,997.39	999.13	999.13	1,998.26	2,997.39
10	1,852.04	2,778.07	3,241.08	2,315.06	3,241.08	3,704.09	4,370.82	6,111.75	3,574.44	5,000.52	2,778.07	2,778.07	1,389.03	2,778.07	4,167.10	1,389.03	1,203.83	2,407.66	3,611.49	1,203.83	1,852.04	2,778.07	3,241.08	1,852.04	2,778.07	5,556.13	8,334.20	1,389.03	2,778.07	4,167.10	1,389.03	1,852.04	3,704.09	5,556.13	1,852.04	1,852.04	3,704.09	5,556.13
11	1,413.40	2,120.10	2,473.45	1,766.75	2,473.45	2,826.80	3,335.63	4,664.23	2,727.87	3,816.19	2,120.10	2,120.10	1,060.05	2,120.10	3,180.15	1,060.05	918.71	1,837.42	2,756.13	918.71	1,413.40	2,120.10	2,473.45	1,413.40	2,120.10	4,240.21	6,360.31	1,060.05	2,120.10	3,180.15	1,060.05	1,413.40	2,826.80	4,240.21	1,413.40	1,413.40	2,826.80	4,240.21
12	854.54	1,281.81	1,495.44	1,068.17	1,495.44	1,709.08	2,016.71	2,819.98	1,649.26	2,307.26	1,281.81	1,281.81	640.90	1,281.81	1,922.71	640.90	555.45	1,110.90	1,666.35	555.45	854.54	1,281.81	1,495.44	854.54	1,281.81	2,563.62	3,845.43	640.90	1,281.81	1,922.71	640.90	854.54	1,709.08	2,563.62	854.54	854.54	1,709.08	2,563.62
13	2,888.54	4,332.81	5,054.94	3,610.67	5,054.94	5,777.08	6,816.95	9,532.18	5,574.88	7,799.05	4,332.81	4,332.81	2,166.40	4,332.81	6,499.21	2,166.40	1,877.55	3,755.10	5,632.65	1,877.55	2,888.54	4,332.81	5,054.94	2,888.54	4,332.81	8,665.62	12,998.42	2,166.40	4,332.81	6,499.21	2,166.40	2,888.54	5,777.08	8,665.62	2,888.54	2,888.54	5,777.08	8,665.62
14	1,946.27	2,919.41	3,405.97	2,432.84	3,405.97	3,892.54	4,593.20	6,422.69	3,756.30	5,254.93	2,919.41	2,919.41	1,459.70	2,919.41	4,379.11	1,459.70	1,265.08	2,530.15	3,795.23	1,265.08	1,946.27	2,919.41	3,405.97	1,946.27	2,919.41	5,838.81	8,758.22	1,459.70	2,919.41	4,379.11	1,459.70	1,946.27	3,892.54	5,838.81	1,946.27	1,946.27	3,892.54	5,838.81
15	1,788.68	2,683.03	3,130.20	2,235.86	3,130.20	3,577.37	4,221.30	5,902.66	3,452.16	4,829.45	2,683.03	2,683.03	1,341.51	2,683.03	4,024.54	1,341.51	1,162.64	2,325.29	3,487.93	1,162.64	1,788.68	2,683.03	3,130.20	1,788.68	2,683.03	5,366.05	8,049.08	1,341.51	2,683.03	4,024.54	1,341.51	1,788.68	3,577.37	5,366.05	1,788.68	1,788.68	3,577.37	5,366.05
16	3,653.73	5,480.59	6,394.02	4,567.16	6,394.02	7,307.45	8,622.79	12,057.29	7,051.69	9,865.06	5,480.59	5,480.59	2,740.29	5,480.59	8,220.88	2,740.29	2,374.92	4,749.84	7,124.76	2,374.92	3,653.73	5,480.59	6,394.02	3,653.73	5,480.59	10,961.18	16,441.76	2,740.29	5,480.59	8,220.88	2,740.29	3,653.73	7,307.45	10,961.18	3,653.73	3,653.73	7,307.45	10,961.18
17	3,273.57	4,910.35	5,728.75	4,091.96	5,728.75	6,547.14	7,725.62	10,802.78	6,317.99	8,338.64	4,910.35	4,910.35	2,455.18	4,910.35	7,365.53	2,455.18	2,127.82	4,255.64	6,383.46	2,127.82	3,273.57	4,910.35	5,728.75	3,273.57	4,910.35	9,820.71	14,731.06	2,455.18	4,910.35	7,365.53	2,455.18	3,273.57	6,547.14	9,820.71	3,273.57	3,273.57	6,547.14	9,820.71
18	3,180.97	4,771.45	5,566.69	3,976.21	5,566.69	6,361.93	7,507.08	10,497.19	6,139.27	8,588.61	4,771.45	4,771.45	2,385.73	4,771.45	7,157.18	2,385.73	2,067.63	4,135.26	6,202.89	2,067.63	3,180.97	4,771.45	5,566.69	3,180.97	4,771.45	9,542.90	14,314.35	2,385.73	4,771.45	7,157.18	2,385.73	3,180.97	6,361.93	9,542.90	3,180.97	3,180.97	6,361.93	9,542.90
19	7,526.77	11,290.16	13,171.85	9,408.46	13,171.85	15,053.54	17,763.18	24,838.35	14,526.67	20,322.28	11,290.16	11,290.16	5,645.08	11,290.16	16,935.24	5,645.08	4,892.40	9,784.80	14,677.21	4,892.40	7,526.77	11,290.16	13,171.85	7,526.77	11,290.16	22,580.32	33,870.47	5,645.08	11,290.16	16,935.24	5,645.08	7,526.77	15,053.54	22,580.32	7,526.77	7,526.77	15,053.54	22,580.32
20	2,029.13	3,043.69	3,550.97	2,536.41	3,550.97	4,058.25	4,788.74	6,696.11	3,916.21	5,478.64	3,043.69	3,043.69	1,521.84	3,043.69	4,565.53	1,521.84	1,318.93	2,637.86	3,956.79	1,318.93	2,029.13	3,043.69	3,550.97	2,029.13	3,043.69	6,087.38	9,131.06	1,521.84	3,043.69	4,565.53	1,521.84	2,029.13	4,058.25	6,087.38	2,029.13	2,029.13	4,058.25	6,087.38
21	1,579.11	2,368.67	2,763.44	1,973.89	2,763.44	3,158.22	3,726.70	5,211.07	3,047.68	4,263.60	2,368.67	2,368.67	1,184.33	2,368.67	3,553.0																							



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Ipswich City Council  
Ipswich Adopted Infrastructure Charges Resolution (No. 1) 2024

**Table D1 Non-residential use – transport trunk infrastructure network**

Column 1 Charge area	Column 2 Transport trunk infrastructure network charge (\$per demand unit)																																				Other uses	Minor uses
	Non-residential use under the Planning Regulation Editor's note - see schedule 16, Table 1, column 1 of the Planning Regulation																																					
	Commercial (bulk goods)				Commercial (retail)				Commercial (office)				Educational facility		Entertainment			Indoor sport & recreation		Other industry			High impact industry or special		Low impact rural		High impact rural			Essential services			Other uses					
Club	Function facility	Agric. Supplies store	Bulk landscape supplies	Showroom	Adult Store	Service station	Shopping Centre (<10,000m2 GFA)	Shopping Centre (10,000m2 - <30,000m2 GFA)	Shopping Centre (> 30,000m2 GFA)	Food & drink outlet	Service Industry	Office	Sales office	Childcare centre	Hotel	Theatre	Indoor sport & recreation	Low impact industry	Research & tech. ind.	Warehouse	High impact industry	Animal husbandry	Cultivating, in a confined area, aquatic animals or plants for sale	Winery	Correctional facility	Health care service	Emergency services	Crematorium	Major sport, recreation and entertainment facility	Air service, Animal keeping, Car park	Any other use not listed, including a use that is unknown	Advertising device, Cemetery, Home-based business						
Community use	Garden Centre			Shop						Fast Food Premises	Other			Community care centre	Highclub entertainment facility						Medium impact industry					Special industry	Cropping	Intensive animal ind. & horticulture							Residential care facility	Outdoor sport and recreation	Motor sport facility, Non-resident accommodation	Landing, Market, Roadside stall
Funeral parlour	H'ware & trade supplies			Shopping Centre (<10,000m2 GFA)										Educational establishment other than an educational establishment for the Flying Start for Queensland Children program							Rural industry							Permanent plantation	Wholesale nursery							Port service, Tourist attraction	Telecommunications facility, Park	
Place of worship	Outdoor sales																											Wind farm								Utility installation, Extractive industry	Temporary use, Outdoor lighting	
	m <sup>2</sup> of GFA	m <sup>2</sup> of GFA			m <sup>2</sup> of GFA				m <sup>2</sup> of GFA		m <sup>2</sup> of GFA		m <sup>2</sup> of GFA		m <sup>2</sup> of GFA		m <sup>2</sup> of GFA			m <sup>2</sup> of GFA		m <sup>2</sup> of GFA		m <sup>2</sup> of GFA			m <sup>2</sup> of GFA			m <sup>2</sup> of GFA		n/a						
1	110.30	142.42	142.42	50.33	100.66	142.42	249.51	110.30	100.66	77.10	249.51	199.18	50.33	110.30	142.42	110.30	249.51	142.42	50.33	110.30	24.63	50.33	0.00	0.00	0.00	42.33	58.55	92.77	42.33	92.77	110.30	142.42	The maximum adopted charge under the Planning Regulation and adopted charges under this resolution are those which are applicable to the use that the local government decides should apply for the use.	The maximum adopted charge under the Planning Regulation and adopted charges under this resolution are those which are applicable to the use that the local government decides should apply for the use.	The maximum adopted charge under the Planning Regulation and adopted charges under this resolution are those which are applicable to the use that the local government decides should apply for the use.			
2	92.77	119.79	119.79	42.33	84.67	119.79	209.86	92.77	84.67	64.85	209.86	167.53	42.33	92.77	119.79	92.77	209.86	119.79	42.33	92.77	20.71	42.33	0.00	0.00	0.00	42.33	58.55	92.77	42.33	92.77	119.79	142.42	The maximum adopted charge under the Planning Regulation and adopted charges under this resolution are those which are applicable to the use that the local government decides should apply for the use.	The maximum adopted charge under the Planning Regulation and adopted charges under this resolution are those which are applicable to the use that the local government decides should apply for the use.	The maximum adopted charge under the Planning Regulation and adopted charges under this resolution are those which are applicable to the use that the local government decides should apply for the use.			
3	109.17	140.97	140.97	49.82	99.63	140.97	246.96	109.17	99.63	76.31	246.96	197.14	49.82	109.17	140.97	109.17	246.96	140.97	49.82	109.17	24.38	49.82	0.00	0.00	0.00	49.82	68.89	109.17	49.82	109.17	140.97	140.97	The maximum adopted charge under the Planning Regulation and adopted charges under this resolution are those which are applicable to the use that the local government decides should apply for the use.	The maximum adopted charge under the Planning Regulation and adopted charges under this resolution are those which are applicable to the use that the local government decides should apply for the use.	The maximum adopted charge under the Planning Regulation and adopted charges under this resolution are those which are applicable to the use that the local government decides should apply for the use.			
4	106.60	137.65	137.65	48.64	97.68	137.65	241.14	106.60	97.68	74.52	241.14	192.50	48.64	106.60	137.65	106.60	241.14	137.65	48.64	106.60	23.80	48.64	0.00	0.00	0.00	48.64	67.27	106.60	48.64	106.60	137.65	137.65	The maximum adopted charge under the Planning Regulation and adopted charges under this resolution are those which are applicable to the use that the local government decides should apply for the use.	The maximum adopted charge under the Planning Regulation and adopted charges under this resolution are those which are applicable to the use that the local government decides should apply for the use.	The maximum adopted charge under the Planning Regulation and adopted charges under this resolution are those which are applicable to the use that the local government decides should apply for the use.			
5	150.49	194.33	194.33	68.67	137.34	194.33	340.44	150.49	137.34	105.20	340.44	271.76	68.67	150.49	194.33	150.49	340.44	194.33	68.67	150.49	33.61	68.67	0.00	0.00	0.00	68.67	94.97	194.33	68.67	194.33	194.33	194.33	The maximum adopted charge under the Planning Regulation and adopted charges under this resolution are those which are applicable to the use that the local government decides should apply for the use.	The maximum adopted charge under the Planning Regulation and adopted charges under this resolution are those which are applicable to the use that the local government decides should apply for the use.	The maximum adopted charge under the Planning Regulation and adopted charges under this resolution are those which are applicable to the use that the local government decides should apply for the use.			
6	156.92	202.63	202.63	71.61	143.21	202.63	354.98	156.92	143.21	109.69	354.98	283.38	71.61	156.92	202.63	156.92	354.98	202.63	71.61	156.92	35.04	71.61	0.00	0.00	0.00	71.61	99.03	202.63	71.61	202.63	202.63	202.63	The maximum adopted charge under the Planning Regulation and adopted charges under this resolution are those which are applicable to the use that the local government decides should apply for the use.	The maximum adopted charge under the Planning Regulation and adopted charges under this resolution are those which are applicable to the use that the local government decides should apply for the use.	The maximum adopted charge under the Planning Regulation and adopted charges under this resolution are those which are applicable to the use that the local government decides should apply for the use.			
7	129.91	167.75	167.75	59.28	118.56	167.75	293.88	129.91	118.56	90.81	293.88	234.60	59.28	129.91	167.75	129.91	293.88	167.75	59.28	129.91	29.01	59.28	0.00	0.00	0.00	59.28	81.98	129.91	59.28	129.91	167.75	167.75	The maximum adopted charge under the Planning Regulation and adopted charges under this resolution are those which are applicable to the use that the local government decides should apply for the use.	The maximum adopted charge under the Planning Regulation and adopted charges under this resolution are those which are applicable to the use that the local government decides should apply for the use.	The maximum adopted charge under the Planning Regulation and adopted charges under this resolution are those which are applicable to the use that the local government decides should apply for the use.			
8	45.02	58.13	58.13	20.54	41.09	58.13	101.84	45.02	41.09	31.47	101.84	81.30	20.54	45.02	58.13	45.02	101.84	58.13	20.54	45.02	10.05	20.54	0.00	0.00	0.00	20.54	28.41	45.02	20.54	45.02	58.13	58.13	The maximum adopted charge under the Planning Regulation and adopted charges under this resolution are those which are applicable to the use that the local government decides should apply for the use.	The maximum adopted charge under the Planning Regulation and adopted charges under this resolution are those which are applicable to the use that the local government decides should apply for the use.	The maximum adopted charge under the Planning Regulation and adopted charges under this resolution are those which are applicable to the use that the local government decides should apply for the use.			
9	88.11	113.77	113.77	40.21	80.41	113.77	199.31	88.11	80.41	61.59	199.31	159.11	40.21	88.11	113.77	88.11	199.31	113.77	40.21	88.11	19.67	40.21	0.00	0.00	0.00	40.21	55.60	88.11	40.21	88.11	113.77	113.77	The maximum adopted charge under the Planning Regulation and adopted charges under this resolution are those which are applicable to the use that the local government decides should apply for the use.	The maximum adopted charge under the Planning Regulation and adopted charges under this resolution are those which are applicable to the use that the local government decides should apply for the use.	The maximum adopted charge under the Planning Regulation and adopted charges under this resolution are those which are applicable to the use that the local government decides should apply for the use.			
10	123.00	158.82	158.82	56.13	112.25	158.82	278.24	123.00	112.25	85.98	278.24	222.11	56.13	123.00	158.82	123.00	278.24	158.82	56.13	123.00	27.47	56.13	0.00	0.00	0.00	56.13	77.62	123.00	56.13	123.00	158.82	158.82	The maximum adopted charge under the Planning Regulation and adopted charges under this resolution are those which are applicable to the use that the local government decides should apply for the use.	The maximum adopted charge under the Planning Regulation and adopted charges under this resolution are those which are applicable to the use that the local government decides should apply for the use.	The maximum adopted charge under the Planning Regulation and adopted charges under this resolution are those which are applicable to the use that the local government decides should apply for the use.			
11	108.53	140.14	140.14	49.52	99.05	140.14	245.51	108.53	99.05	75.86	245.51	195.98	49.52	108.53	140.14	108.53	245.51	140.14	49.52	108.53	24.23	49.52	0.00	0.00	0.00	49.52	68.49	108.53	49.52	108.53	140.14	140.14	The maximum adopted charge under the Planning Regulation and adopted charges under this resolution are those which are applicable to the use that the local government decides should apply for the use.	The maximum adopted charge under the Planning Regulation and adopted charges under this resolution are those which are applicable to the use that the local government decides should apply for the use.	The maximum adopted charge under the Planning Regulation and adopted charges under this resolution are those which are applicable to the use that the local government decides should apply for the use.			
12	152.74	197.23	197.23	69.70	139.40	197.23	345.53	152.74	139.40	106.77	345.53	275.83	69.70	152.74	197.23	152.74	345.53	197.23	69.70	152.74	34.11	69.70	0.00	0.00	0.00	69.70	96.39	152.74	69.70	152.74	197.23	197.23	The maximum adopted charge under the Planning Regulation and adopted charges under this resolution are those which are applicable to the use that the local government decides should apply for the use.	The maximum adopted charge under the Planning Regulation and adopted charges under this resolution are those which are applicable to the use that the local government decides should apply for the use.	The maximum adopted charge under the Planning Regulation and adopted charges under this resolution are those which are applicable to the use that the local government decides should apply for the use.			
13	154.99	200.14	200.14	70.73	141.45	200.14	350.62	154.99	141.45	108.35	350.62	279.89	70.73	154.99	200.14	154.99	350.62	200.14	70.73	154.99	34.61	70.73	0.00	0.00	0.00	70.73	97.81	154.99	70.73	154.99	200.14	200.14	The maximum adopted charge under the Planning Regulation and adopted charges under this resolution are those which are applicable to the use that the local government decides should apply for the use.	The maximum adopted charge under the Planning Regulation and adopted charges under this resolution are those which are applicable to the use that the local government decides should apply for the use.	The maximum adopted charge under the Planning Regulation and adopted charges under this resolution are those which are applicable to the use that the local government decides should apply for the use.			
14	154.19	199.10	199.10	70.36	140.72	199.10	348.80	154.19	140.72	107.78	348.80	278.44	70.36	154.19	199.10	154.19	348.80	199.10	70.36	154.19	34.43	70.36	0.00	0.00	0.00	70.36	97.30	154.19	70.36	154.19	199.10	199.10	The maximum adopted charge under the Planning Regulation and adopted charges under this resolution are those which are applicable to the use that the local government decides should apply for the use.	The maximum adopted charge under the Planning Regulation and adopted charges under this resolution are those which are applicable to the use that the local government decides should apply for the use.	The maximum adopted charge under the Planning Regulation and adopted charges under this resolution are those which are applicable to the use that the local government decides should apply for the use.			
15	93.58	120.83	120.83	42.70	85.40	120.83	211.68	93.58	85.40	65.41	211.68	168.98	42.70	93.58	120.83	93.58	211.68	120.83	42.70	93.58	20.90	42.70	0.00	0.00	0.00	42.70	59.05	93.58	42.70	93.58	120.83	120.83	The maximum adopted charge under the Planning Regulation and adopted charges under this resolution are those which are applicable to the use that the local government decides should apply for the use.	The maximum adopted charge under the Planning Regulation and adopted charges under this resolution are those which are applicable to the use that the local government decides should apply for the use.	The maximum adopted charge under the Planning Regulation and adopted charges under this resolution are those which are applicable to the use that the local government decides should apply for the use.			
16	115.44	149.07	149.07	52.68	105.36	149.07	261.15	115.44	105.36	80.70	261.15	208.47	52.68	115.44	149.07	115.44	261.15	149.07	52.68	115.44	25.78	52.68	0.00	0.00	0.00	52.68	72.85	115.44	52.68	115.44	149.07	149.07	The maximum adopted charge under the Planning Regulation and adopted charges under this resolution are those which are applicable to the use that the local government decides should apply for the use.	The maximum adopted charge under the Planning Regulation and adopted charges under this resolution are those which are applicable to the use that the local government decides should apply for the use.	The maximum adopted charge under the Planning Regulation and adopted charges under this resolution are those which are applicable to the use that the local government decides should apply for the use.			
17	204.84	264.50	264.50	105.47	204.84	264.50	463.37	204.84	204.84	143.19	463.37	369.90	105.47	204.84	264.50	204.84	463.37	264.50	105.47	204.84	45.74	105.47	0.00	0.00	0.00	105.47	129.27	204.84	105.47	204.84	264.50	264.50	The maximum adopted charge under the Planning Regulation and adopted charges under this resolution are those which are applicable to the use that the local government decides should apply for the use.	The maximum adopted charge under the Planning Regulation and adopted charges under this resolution are those which are applicable to the use that the local government decides should apply for the use.	The maximum adopted charge under the Planning Regulation and adopted charges under this resolution are those which are applicable to the use that the local government decides should apply for the use.			
18	154.03	198.89	198.89	70.29	140.57	198.89	348.44	154.03	140.57	107.67	348.44	278.15	70.29	154.03	198.89	154.03	348.44	198.89	70.29	154.03	34.40	70.29	0.00	0.00	0.00	70.29	97.20	154.03	70.29	154.03	198.89	198.89	The maximum adopted charge under the Planning Regulation and adopted charges under this resolution are those which are applicable to the use that the local government decides should apply for the use.	The maximum adopted charge under the Planning Regulation and adopted charges under this resolution are those which are applicable to the use that the local government decides should apply for the use.	The maximum adopted charge under the Planning Regulation and adopted charges under this resolution are those which are applicable to the use that the local government decides should apply for the use.			
19	210.79	272.18	272.18	96.18	192.37	272.18	476.83	210.79	192.37	147.35	476.83	380.64	96.18	210.79	272.18	210.79	476.83	272.18	96.18	210.79	47.07	96.18	0.00	0.00	0.00	96.18	133.02	210.79	96.18	210.79	272.18	272.18	The maximum adopted charge under the Planning Regulation and adopted charges under this resolution are those which are applicable to the use that the local government decides should apply for the use.	The maximum adopted charge under the Planning Regulation and adopted charges under this resolution are those which are applicable to the use that the local government decides should apply for the use.	The maximum adopted charge under the Planning Regulation and adopted charges under this resolution are those which are applicable to the use that the local government decides should apply for the use.			
20	135.38	174.81	174.81	61.78	123.55	174.81	306.25	135.38	123.55	94.63	306.25	244.47	61.78	135.38	174.81	135.38	306.25	174.81	61.78	135.38	30.23	61.78	0.00	0.00	0.00	61.78	85.43	135.38	61.78	135.38	174.81	174.81	The maximum adopted charge under the Planning Regulation and adopted charges under this resolution are those which are applicable to the use that the local government decides should apply for the use.	The maximum adopted charge under the Planning Regulation and adopted charges under this resolution are those which are applicable to the use that the local government decides should apply for the use.	The maximum adopted charge under the Planning Regulation and adopted charges under this resolution are those which are applicable to the use that the local government decides should apply for the use.			
21	152.42	196.82	196.82	69.55	139.10	196.82	344.80	152.42	139.10	106.55	344.80	275.25	69.55	152.42	196.82	152.42	344.80	196.82	69.55	152.42	34.04	69.55	0.00	0.00	0.00	69.55	96.19	152.42	69.55	152.42	196.82	196.82	The maximum adopted charge under the Planning Regulation and adopted charges under this resolution are those which are applicable to the use that the local government decides should apply for the use.	The maximum adopted charge under the Planning Regulation and adopted charges under this resolution are those which are applicable to the use that the local government decides should apply for the use.	The maximum adopted charge under the Planning Regulation and adopted charges under this resolution are those which are applicable to the use that the local government decides should apply for the use.			
22	205.48	265.33	265.33	93.76	187.53	265.33	464.83	205.48	187.53	143.64	464.83	371.06	93.76	205.48	265.33	205.48	464.83	265.33	93.76	205.48	45.88	93.76	0.00	0.00	0.00	93.76	129.67	205.48	93.76	205.48	265.33	265.33	The maximum adopted charge under the Planning Regulation and adopted charges under this resolution are those which are applicable to the use that the local government decides should apply for the use.	The maximum adopted charge under the Planning Regulation and adopted charges under this resolution are those which are applicable to the use that the local government decides should apply for the use.	The maximum adopted charge under the Planning Regulation and adopted charges under this resolution are those which are applicable to the use that the local government decides should apply for the use.			
23	113.51	146.57	146.57	51.80	103.59	146.57	256.78	113.51	103.59	79.35	256.78	204.98	51.80	113.51	146.57	113.51	256.78	146.57	51.80	113.51	25.35	51.80	0.00	0.00	0.00	51.80	71.63	113.51	51.80	113.51	146.57	146.57	The maximum adopted charge under the Planning Regulation and adopted charges under this resolution are those which are applicable to the use that the local					



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Table D2 Non-residential use – water supply trunk infrastructure network for water service

Column 1 Charge area	Column 2 Water supply trunk infrastructure network charge (\$ per demand unit)																														
	Non-residential use under the Planning Regulation Editor's note - see schedule 16, Table 1, column 1 of the Planning Regulation																														
	Places of Assembly		Commercial (bulk goods)			Commercial (retail)			Commercial (office)	Educational facility			Entertainment		Indoor sport & recreation	Other industry			High impact industry or special industry	Low impact rural	High impact rural	Essential services			Other uses			Minor uses			
	Club	Function facility	Agric. Supplies store	Bulk landscape supplies	Outdoor sales	Adult Store	Food & drink outlet	Service Industry	Office	Childcare centre	Educational establishment other than an educational establishment for the Flying Start for Queensland Children program		Hotel	Theatre	Indoor sport & recreation	Low impact industry	Research & tech. ind.	Warehouse	High impact industry	Animal husbandry	Cultivating, in a confined area, aquatic animals or plants for sale	Correctional facility	Emergency services	Health care service	Crematorium	Major sport, recreation and entertainment facility	Air service, Animal keeping, Car park	Any other use not listed, including a use that is unknown	Advertising device, Cemetery, Home-based business		
Community use		Garden Centre			Shop	Fast Food Premises	Other		Sales office	Community care centre	Primary school	Other	Nightclub entertainment facility		Medium impact industry			Special industry	Cropping	Intensive animal ind. & horticulture	Hospital		Veterinary service		Outdoor sport and recreation	Motor sport facility, Non-resident accommodation		Landing, Market, Roadside stall			
Funerary parlour		Hardware & trade supplies			Shopping Centre										Rural industry				Permanent plantation	Wholesale nursery						Port service, Tourist attraction	Telecommunications facility, Park				
Place of worship		Showroom			Service Station										Marine industry				Wind farm	Winery						Utility installation, Extractive industry	Temporary use, Outdoor lighting				
Demand unit																															
	m <sup>2</sup> of GFA	m <sup>2</sup> of GFA			m <sup>2</sup> of GFA			m <sup>2</sup> of GFA	m <sup>2</sup> of GFA			m <sup>2</sup> of GFA		m <sup>2</sup> of GFA	m <sup>2</sup> of GFA			m <sup>2</sup> of GFA	m <sup>2</sup> of GFA	m <sup>2</sup> of GFA	m <sup>2</sup> of GFA			m <sup>2</sup> of GFA			n/a				
1	14.09	42.26	35.21	7.04	14.09	35.21	211.28	112.68	21.13	35.21	27.47	27.47	45.78	42.26	14.09	21.13	35.21	7.04	21.13	0.00	0.00	15.49	21.13	35.21	35.21	14.09	11.81	The maximum adopted charge under the Planning Regulation and adopted charges under this resolution are those which are applicable to the use that the local government decides should apply for the use.	The maximum adopted charge under the Planning Regulation and adopted charges under this resolution are those which are applicable to the use that the local government decides should apply for the use.	The maximum adopted charge under the Planning Regulation and adopted charges under this resolution are those which are applicable to the use that the local government decides should apply for the use.	The maximum adopted charge under the Planning Regulation and adopted charges under this resolution are those which are applicable to the use that the local government decides should apply for the use.
2	11.81	35.43	29.53	5.91	11.81	29.53	177.16	94.49	17.72	29.53	23.03	23.03	38.39	35.43	11.81	17.72	29.53	5.91	17.72	0.00	0.00	12.99	17.72	29.53	29.53	11.81					
3	9.41	28.22	23.52	4.70	9.41	23.52	141.10	75.25	14.11	23.52	18.34	18.34	30.57	28.22	9.41	14.11	23.52	4.70	14.11	0.00	0.00	10.35	14.11	23.52	23.52	9.41					
4	10.92	32.75	27.29	5.46	10.92	27.29	163.76	87.34	16.38	27.29	21.29	21.29	35.48	32.75	10.92	16.38	27.29	5.46	16.38	0.00	0.00	12.01	16.38	27.29	27.29	10.92					
5	5.96	17.89	14.91	2.98	5.96	14.91	89.43	47.70	8.94	14.91	11.63	11.63	19.38	17.89	5.96	8.94	14.91	2.98	8.94	0.00	0.00	6.56	8.94	14.91	14.91	5.96					
6	3.64	10.92	9.10	1.82	3.64	9.10	54.59	29.11	5.46	9.10	7.10	7.10	11.83	10.92	3.64	5.46	9.10	1.82	5.46	0.00	0.00	4.00	5.46	9.10	9.10	3.64					
7	10.10	30.29	25.24	5.05	10.10	25.24	151.45	80.78	15.15	25.24	19.69	19.69	32.81	30.29	10.10	15.15	25.24	5.05	15.15	0.00	0.00	11.11	15.15	25.24	25.24	10.10					
8	6.00	19.81	16.51	3.30	6.00	16.51	99.06	52.83	9.91	16.51	12.88	12.88	21.46	19.81	6.00	9.91	16.51	3.30	9.91	0.00	0.00	7.26	9.91	16.51	16.51	6.00					
9	6.00	18.01	15.01	3.00	6.00	15.01	90.04	48.02	9.00	15.01	11.71	11.71	19.51	18.01	6.00	9.00	15.01	3.00	9.00	0.00	0.00	6.60	9.00	15.01	15.01	6.00					
10	11.10	33.31	27.76	5.55	11.10	27.76	166.56	88.83	16.66	27.76	21.65	21.65	36.09	33.31	11.10	21.65	36.09	5.55	16.66	0.00	0.00	12.21	16.66	27.76	27.76	11.10					
11	8.48	25.44	21.20	4.24	8.48	21.20	127.21	67.84	12.72	21.20	16.54	16.54	27.56	25.44	8.48	16.54	27.56	4.24	12.72	0.00	0.00	9.33	12.72	21.20	21.20	8.48					
12	5.13	15.38	12.81	2.56	5.13	12.81	76.88	41.00	7.69	12.81	9.99	9.99	16.66	15.38	5.13	9.99	16.66	2.56	7.69	0.00	0.00	5.64	7.69	12.81	12.81	5.13					
13	17.33	51.98	43.32	8.66	17.33	43.32	259.90	138.61	25.99	43.32	33.79	33.79	56.31	51.98	17.33	33.79	56.31	8.66	25.99	0.00	0.00	19.06	25.99	43.32	43.32	17.33					
14	11.68	35.04	29.20	5.84	11.68	29.20	175.21	93.45	17.52	29.20	22.78	22.78	37.96	35.04	11.68	22.78	37.96	5.84	17.52	0.00	0.00	12.85	17.52	29.20	29.20	11.68					
15	10.73	32.19	26.83	5.37	10.73	26.83	160.96	85.84	16.10	26.83	20.92	20.92	34.87	32.19	10.73	20.92	34.87	5.37	16.10	0.00	0.00	11.80	16.10	26.83	26.83	10.73					
16	21.92	65.77	54.81	10.96	21.92	54.81	328.86	175.39	32.89	54.81	42.75	42.75	71.25	65.77	21.92	42.75	71.25	10.96	32.89	0.00	0.00	24.12	32.89	54.81	54.81	21.92					
17	19.64	58.92	49.10	9.82	19.64	49.10	294.62	157.13	29.46	49.10	38.30	38.30	63.83	58.92	19.64	38.30	63.83	9.82	29.46	0.00	0.00	21.61	29.46	49.10	49.10	19.64					
18	19.09	57.27	47.72	9.54	19.09	47.72	286.34	152.71	28.63	47.72	37.22	37.22	62.04	57.27	19.09	37.22	62.04	9.54	28.63	0.00	0.00	21.00	28.63	47.72	47.72	19.09					
19	45.16	135.49	112.91	22.58	45.16	112.91	677.46	361.31	67.75	112.91	88.07	88.07	146.78	135.49	45.16	88.07	146.78	22.58	67.75	0.00	0.00	49.68	67.75	112.91	112.91	45.16					
20	12.17	36.50	30.42	6.08	12.17	30.42	182.52	97.35	18.25	30.42	23.73	23.73	39.55	36.50	12.17	23.73	39.55	6.08	18.25	0.00	0.00	13.39	18.25	30.42	30.42	12.17					
21	9.47	28.41	23.68	4.74	9.47	23.68	142.07	75.77	14.21	23.68	18.47	18.47	30.78	28.41	9.47	18.47	30.78	4.74	14.21	0.00	0.00	10.42	14.21	23.68	23.68	9.47					
22	12.76	38.28	31.90	6.38	12.76	31.90	191.42	102.09	19.14	31.90	24.88	24.88	41.47	38.28	12.76	24.88	41.47	6.38	19.14	0.00	0.00	14.04	19.14	31.90	31.90	12.76					
23	11.21	33.63	28.02	5.60	11.21	28.02	168.15	89.68	16.81	28.02	21.86	21.86	36.43	33.63	11.21	21.86	36.43	5.60	16.81	0.00	0.00	12.33	16.81	28.02	28.02	11.21					
24	3.89	11.67	9.73	1.95	3.89	9.73	58.36	31.13	5.84	9.73	7.59	7.59	12.65	11.67	3.89	7.59	12.65	1.95	5.84	0.00	0.00	4.28	5.84	9.73	9.73	3.89					
25	9.45	28.34	23.62	4.72	9.45	23.62	141.71	75.58	14.17	23.62	18.42	18.42	30.70	28.34	9.45	18.42	30.70	4.72	14.17	0.00	0.00	10.39	14.17	23.62	23.62	9.45					
26	10.02	30.05	25.04	5.01	10.02	25.04	150.23	80.13	15.02	25.04	19.53	19.53	32.55	30.05	10.02	19.53	32.55	5.01	15.02	0.00	0.00	11.02	15.02	25.04	25.04	10.02					
27	10.77	32.31	26.93	5.39	10.77	26.93	161.57	86.17	16.16	26.93	21.00	21.00	35.01	32.31	10.77	21.00	35.01	5.39	16.16	0.00	0.00	11.85	16.16	26.93	26.93	10.77					
28	6.58	19.74	16.45	3.29	6.58	16.45	98.69	52.64	9.87	16.45	12.83	12.83	21.38	19.74	6.58	12.83	21.38	3.29	9.87	0.00	0.00	7.24	9.87	16.45	16.45	6.58					
29	5.86	17.57	14.64	2.93	5.86	14.64	87.85	46.85	8.79	14.64	11.42	11.42	19.03	17.57	5.86	11.42	19.03	2.93	8.79	0.00	0.00	6.44	8.79	14.64	14.64	5.86					
30	9.30	27.90	23.25	4.65	9.30	23.25	139.51	74.41	13.95	23.25	18.14	18.14	30.23	27.90	9.30	18.14	30.23	4.65	13.95	0.00	0.00	10.23	13.95	23.25	23.25	9.30					
31	1.79	5.36	4.47	0.89	1.79	4.47	26.81	14.30	2.68	4.47	3.48	3.48	5.81	5.36	1.79	3.48	5.81	0.89	2.68	0.00	0.00	1.97	2.68	4.47	4.47	1.79					
32	8.48	25.44	21.20	4.24	8.48	21.20	127.21	67.84	12.72	21.20	16.54	16.54	27.56	25.44	8.48	16.54	27.56	4.24	12.72	0.00	0.00	9.33	12.72	21.20	21.20	8.48					
33	4.35	13.04	10.86	2.17	4.35	10.86	65.19	34.77	6.52	10.86	8.47	8.47	14.12	13.04	4.35	8.47	14.12	2.17	6.52	0.00	0.00	4.78	6.52	10.86	10.86	4.35					
34	50.86	152.57	127.15	25.43	50.86	127.15	762.87	406.86	76.29																						



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### Schedule 3 Applicable uses under the Ipswich planning scheme and Springfield structure plan

Column 1 Use pursuant to the Planning Regulation  <i>Editor's note—See schedule 16, Table 1, column 1, of the Planning Regulation.</i>	Column 2 Use or activity under the Ipswich planning scheme  <i>Editor's note—See Ipswich Planning Scheme 2006.</i>	Column 3 Use under the Springfield structure plan  <i>Editor's note—See Springfield Structure Plan.</i>
Residential uses		
Dwelling house	Single residential	Detached house
Dual occupancy	Dual occupancy	Dual occupancy dwelling; Relatives' flat
Caretaker's accommodation	Caretaker residential	Caretakers' residence
Multiple dwelling	Multiple residential	Apartment building; Attached house (per dwelling)
Accommodation (short-term)		
Tourist park	Temporary accommodation (camping ground, caravan park)	Camping ground; Caravan park (short term accommodation)
Hotel	No defined use	Hotel
Short-term accommodation	Temporary accommodation (boarding house, motel)	Backpackers' hostel; Motel
Resort complex		
Accommodation (long-term)		
Relocatable home park	Multiple residential (caravan park, if providing permanent accommodation)	Caravan park (permanent occupancy)
Community residence	No defined use	No defined use
Retirement facility	Multiple residential (retirement community)	Retirement community
Rooming accommodation	Multiple residential (boarding house, if providing permanent accommodation); Student accommodation	Student accommodation; Tenement building
Places of assembly		
Club	Entertainment use (club)	Club

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<b>Column 1 Use pursuant to the Planning Regulation</b>	<b>Column 2 Use or activity under the Ipswich planning scheme</b>	<b>Column 3 Use under the Springfield structure plan</b>
<i>Editor's note—See schedule 16, Table 1, column 1, of the Planning Regulation.</i>	<i>Editor's note—See Ipswich Planning Scheme 2006.</i>	<i>Editor's note—See Springfield Structure Plan.</i>
Community use	Community use (community centre, community hall, cultural centre, gallery, information centre, library, meeting rooms, museum, neighbourhood centre, senior citizens centre, transit centre, youth centre)	Community building (art and craft centre, information centre, senior citizens centre, youth centre, meeting room, welfare centre, library, neighbourhood centre); Passenger terminal
Function facility		Reception and function rooms
Funeral parlour	Business use (funeral premises)	Funeral parlour
Place of worship	Community use (place of worship)	Place of public worship
Commercial (bulk goods)		
Agricultural supplies store	Business use (farm supply outlet, produce/craft market)	Produce/craft market; Produce store
Bulk landscape supplies		Landscape supply outlet
Garden centre	Business use (garden centre)	Garden centre
Hardware and trade supplies		
Outdoor sales		Plant sales and hire yard
Showroom	Business use (auction depot, vehicle sales premises, bulky goods sales)	Auction depot, Retail warehouse; Motor showroom
Commercial (retail)		
Adult store		
Food and drink outlet	Catering shop; Business use (cafe, restaurant, fast food premises, cake shop, snack bar, takeaway food premises, hot bread shop, food delivery service)	Fast food premises; Catering business; Restaurant; Community building (kiosk centre)
Service industry	Business use (laundromat)	Service industry
Service station	Business use (service station)	Service station
Shop	General store; Business use (shop)	General store; Local shops; Sale of automotive parts and accessories; Commercial

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<b>Column 1 Use pursuant to the Planning Regulation</b>	<b>Column 2 Use or activity under the Ipswich planning scheme</b>	<b>Column 3 Use under the Springfield structure plan</b>
<i>Editor's note—See schedule 16, Table 1, column 1, of the Planning Regulation.</i>	<i>Editor's note—See Ipswich Planning Scheme 2006.</i>	<i>Editor's note—See Springfield Structure Plan.</i>
		Premises (business or commercial purpose, other than for a business office or a purpose specified in the Springfield structure plan)
Shopping centre	Shopping centre	Major shopping centre; Neighbourhood shopping centre; Neighbourhood centre
Commercial (office)		
Office	Business use (office, professional office)	Professional office; Commercial premises (business office); Public building
Sales office	Temporary sales office; Display housing	Real estate display/sales office
	Broadcasting station	Radio station; Television station
Educational facility		
Childcare centre	Community use (child care centre)	Child care centre
Community care centre		
Educational establishment other than an educational establishment for the Flying Start for Queensland Children program	Community use (school); primary school; secondary school; tertiary use	Educational establishment
Educational establishment for the Flying Start for Queensland Children program		
Entertainment		
Hotel	Business use (hotel); Entertainment use (licensed club)	Hotel; Tavern; Licensed club
Nightclub entertainment facility	Entertainment use (cabaret, night club)	Night club

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Column 1 Use pursuant to the Planning Regulation <i>Editor's note—See schedule 16, Table 1, column 1, of the Planning Regulation.</i>	Column 2 Use or activity under the Ipswich planning scheme <i>Editor's note—See Ipswich Planning Scheme 2006.</i>	Column 3 Use under the Springfield structure plan <i>Editor's note—See Springfield Structure Plan.</i>
Theatre	Entertainment use (theatre, cinema, concert hall, dance hall)	Indoor entertainment (theatre, cinema, concert hall, dance hall, public hall)
Resort complex		
Indoor sport and recreation		
Indoor sport and recreation	Recreation use (indoor recreation); Entertainment use (amusement parlour); Indoor entertainment	Indoor recreation; Indoor entertainment (amusement parlour); Sports complex (indoor)
High impact industry or special industry		
High impact industry		Concrete batching plant; Dangerous goods store; Fuel depot; Junk yard; Special industry; Vehicle wrecking yard
Special industry	Special industry; Nuclear industry	
Other Industry		
Low impact industry	Service/Trades use	Automatic car wash; Car repair station; Light industry
Medium impact industry	General industry	Freight depot; General industry; Milk depot; Transport depot; Transport terminal; Truck depot
Research and technology industry		Research and associated technology activities
Rural industry		
Warehouse	Service/Trades use (warehouse or storage)	Mini storage complex; Warehouse; Bulk store; Storage yard
Marine industry		
High impact rural		
Cultivating, in a confined area, aquatic animals or	Intensive Animal Husbandry (aquaculture)	

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<b>Column 1 Use pursuant to the Planning Regulation</b> <i>Editor's note—See schedule 16, Table 1, column 1, of the Planning Regulation.</i>	<b>Column 2 Use or activity under the Ipswich planning scheme</b> <i>Editor's note—See Ipswich Planning Scheme 2006.</i>	<b>Column 3 Use under the Springfield structure plan</b> <i>Editor's note—See Springfield Structure Plan.</i>
plants for sale		
Intensive animal industry	Intensive animal husbandry (feedlot, riding establishment, piggery, stock sales market)	Animal establishment; Riding school; stable; Stock sales yard
Intensive horticulture		
Wholesale nursery	Plant nursery (wholesale)	Plant nursery (wholesale)
Winery	Wine making	
Low impact rural		
Animal husbandry	Animal husbandry; Intensive animal husbandry (dairy)	Animal husbandry
Cropping	Agriculture	Agriculture; Turf farm
Permanent plantation	Forestry	Forestry
Wind farm		
Essential services		
Correctional facility	Correctional centre	Reformative institution
Emergency services	Community use (emergency service depot)	Emergency services depot
Health care service	Business use (medical centre)	Community building (health centre); Medical centre
Hospital	Community use (hospital)	Hospital
Residential care facility	Institutional residential; Multiple Residential (nursing home)	Institutional residence
Veterinary service	Business use (veterinary clinic)	Veterinary clinic; Veterinary hospital
Minor uses		
Advertising device		Advertising structure
Cemetery	Community use (cemetery)	Cemetery
Home-based business	Home based activity	Family day care centre; Home business; Home industry; Home occupation

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<b>Column 1 Use pursuant to the Planning Regulation</b> <i>Editor's note—See schedule 16, Table 1, column 1, of the Planning Regulation.</i>	<b>Column 2 Use or activity under the Ipswich planning scheme</b> <i>Editor's note—See Ipswich Planning Scheme 2006.</i>	<b>Column 3 Use under the Springfield structure plan</b> <i>Editor's note—See Springfield Structure Plan.</i>
Landing		
Market		
Outdoor lighting	Night court	Night tennis court
Park	Park	Environmental facility; Park; Community building; restrooms
Roadside stall		Roadside stall
Telecommunications facility	Minor utility	Local utility
Temporary use	Temporary use	
Other uses		
Air service	Aviation use	
Animal keeping	Intensive animal husbandry (cattery, kennels, stable)	Animal establishment; Stable
Car park	Car park	Car park
Crematorium	Community use (crematorium)	Crematorium
Extractive industry	Extractive industry	Extractive industry
Major sport, recreation and entertainment facility	Recreation use (equestrian and coursing sports); Entertainment use (exhibition, trade fair)	Exhibition; Trade fair
Motor sport facility	Recreation use (motor sports)	Motor sports complex
Non-resident workforce accommodation		
Outdoor sport and recreation	Entertainment use (drive in theatre); Recreation use (outdoor recreation)	Outdoor entertainment; Outdoor recreation; Sports complex
Port service		
Tourist attraction	Tourist facility	Tourist facility; Zoo
Utility installation	Major utility	Public utility; Special use
Other uses		Clearing of timber or



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Column 1 Use pursuant to the Planning Regulation <i>Editor's note—See schedule 16, Table 1, column 1, of the Planning Regulation.</i>	Column 2 Use or activity under the Ipswich planning scheme <i>Editor's note—See Ipswich Planning Scheme 2006.</i>	Column 3 Use under the Springfield structure plan <i>Editor's note—See Springfield Structure Plan.</i>
		vegetation; earth works
Any other use not listed in column 1, including a use that is unknown		



































Doc ID No: A10141039

ITEM: 2

SUBJECT: RIVER HEART - PROPOSED REMOVAL OF OVER-WATER STRUCTURES

AUTHOR: PROGRAM MANAGER (FLOOD RECOVERY CFRCP)

DATE: 31 MAY 2024

### **EXECUTIVE SUMMARY**

This is a report concerning repeated damage sustained to the overwater structures within River Heart following the 2022 and 2024 flood events and the recommendation for Council to remove the overwater structures as part of the site's full recovery. The overwater structures are degrading with each flood event with increased ongoing financial costs to Council to continue to restore the structures.

### **RECOMMENDATION/S**

- A. That Council approve the removal of the overwater structures as detailed on page 2 of this report.**
- B. That Council note that the western deck will be retained which provides protection and housing for the irrigation pump and associated infrastructure.**

### **RELATED PARTIES**

There was no declarations of conflict of interest.

### **IFUTURE THEME**

Vibrant and Growing

### **PURPOSE OF REPORT/BACKGROUND**

River Heart was constructed and officially opened in 2007. Since the opening of the site, River Heart has experienced a minimum of seven (7) flood inundations from minor to major flood level events. This means this site, specifically the overwater structures are experiencing on average, a flood inundation every two years.

The repeated flood inundation to the overwater structures is causing continued degradation and increased ongoing costs to recover and restore the structures. Due to their low-lying positions, the overwater structures will always be susceptible to flood inundation particularly low or minor level flooding.

Following the 2011 flood event the cost to recover this site and return it back to full activation for the community was in the order of \$1 million. With weather events such as

flood events becoming more frequent the future recovery of this site following flood inundation is expected to exponentially increase in costs.

Potential funding from the state for future flood or declared events for locations such as River Heart, which are positioned on the river, may not be guaranteed or available in the future. Sites such as these are not considered essential assets, and if no funding is provided, it would be a cost that Council would need to wholly absorb following any flood event.

Anecdotally, in recent years, the parkland is used primarily for exercise, and as a thoroughfare linking River Heart to the Bob Gamble site via the pathways, with the existing overwater structures used rarely.

Following the February and May 2022 flood events Council advertised for tenders from suitable contractors to undertake repairs and restore the overwater structures but was unsuccessful in its efforts. No submissions were received for this work with no options to commence any work on the structures. Following this procurement process the January 2024 minor flood event occurred requiring Council to reassess its position in relation to the long-term life and maintenance requirements of the structures.

It is proposed that the overwater structures as shown in the below diagram are removed from the site by way of demolition. This diagram depicts the structures that will be removed with the western deck being retained to continue to provide protection to the irrigation pump and associated infrastructure.

The below proposal currently excludes the Riverbank Walkway used for disability access to the site. This infrastructure is to be considered in future works and will include consultation on this topic with the community.

#### Identified Structures Proposed for Removal



## **LEGAL IMPLICATIONS**

This report and its recommendations are consistent with the following legislative provisions:  
*Local Law 7 (Local Government Controlled Areas and Roads)*

## **RISK MANAGEMENT IMPLICATIONS**

Initially it was determined that repairs to the overwater structures should be undertaken to recover the site to full activation. Following a structural assessment of the infrastructure including costs analysis of different repair options, it was identified that the material used for the structures is deteriorating at a faster rate than originally designed. As more frequent flooding occurs the structures are now exposed to quicker degradation.

Cost analysis to repair or to remove the structures is very similar in cost to demolition. To repair the structures would expose them to further damage in future flooding events. Subsequently, if the structures were to be repaired this cost would be ongoing each time flood inundation occurs at this site.

It was determined that the most cost-effective outcome for Council was to remove these overwater structures to reduce not only the ongoing maintenance and repair costs, but to also provide Council with a more efficient recovery of the site following an inundation event.

Additionally, if future funding from the Queensland Reconstruction Authority (QRA) for this type of asset is no longer offered in the future, the costs to continue to repair this site after future floods will be a cost that Council will need to include in future budgets.

## **FINANCIAL/RESOURCE IMPLICATIONS**

The River Heart site was included in submissions for funding under the QRA and was approved. The costs for the removal of the overwater structures can be absorbed within the funding approved by the QRA.

Any proposed works to the Riverbank Walkway will need to be discussed and prioritised under future capital works depending on the outcome of future community consultation on this structure.

## **COMMUNITY AND OTHER CONSULTATION**

The removal of the overwater structures will be communicated to the community with details on the basis for the decision including the ongoing degradation of the assets following multiple flood inundation events. This will be undertaken prior to any physical works commencing.

Community consultation and feedback will be sought on the Riverbank Walkway through several communication channels and media to assist in informing any further works to this structure.

A community engagement plan (Attachment 2) has been developed outlining the consultation proposed with the community.

Internal stakeholders who have been engaged support the final recommendation of the River Heart overwater structures include:

- (a) General Manager (Asset & Infrastructure Services)
- (b) General Manager (Environment & Sustainability)
- (c) Asset Services Branch
- (d) Flood Recovery Project Team

Several briefings have been held with the Mayor and Divisional Councillors in relation to the details and recommendations for the River Heart overwater structures and the associated community engagement and consultation.

### CONCLUSION


The removal of the River Heart overwater structures, as detailed in this report, will provide a more financially and environmentally sustainable parkland, while also significantly reducing the effort required to reopen the parkland after flooding events.

The removal of the overwater structures will still provide community users with a location adjacent to the river for walking and recreational purposes.

### HUMAN RIGHTS IMPLICATIONS

HUMAN RIGHTS IMPACTS	
OTHER DECISION	
(a) What is the Act/Decision being made?	That Council endorses the removal of the overwater structures as detailed in this report. This includes the retention of the western deck which provides protection and housing for the irrigation pump and associated infrastructure.
(b) What human rights are affected?	No human rights are affected by this decision. This is because Council has a responsibility to manage the infrastructure and assets the community utilise. The subject of removing the asset will not impact on the human rights of any third parties.
(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.

**ATTACHMENTS AND CONFIDENTIAL BACKGROUND PAPERS**

1.	Community Engagement Plan <a href="#">↓</a> 
	CONFIDENTIAL
2.	Hydrology Report

Matthew Mulroney  
**PROGRAM MANAGER (FLOOD RECOVERY CFRCP)**

I concur with the recommendations contained in this report.

Matt Anderson  
**GENERAL MANAGER (ASSET AND INFRASTRUCTURE SERVICES)**

I concur with the recommendations contained in this report.

Sonia Cooper  
**CHIEF EXECUTIVE OFFICER**

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Doc ID No: A10126338

ITEM: 3  
SUBJECT: SPRINGFIELD CENTRAL E-SCOOTER PILOT  
AUTHOR: TEAM LEAD (TRANSPORT AND TRAFFIC)  
DATE: 31 MAY 2024

### **EXECUTIVE SUMMARY**

This is a report concerning the electric scooter (e-scooter) pilot scheme which is being held in the Springfield Central area. In particular, the report discusses the pilot to date and the proposal to extend the pilot to enable collection of additional data to support Council's future position for micro-mobility devices across the City.

### **RECOMMENDATION/S**

- A. That the report be received and the contents noted.**
- B. That Council approve the extension of the current e-scooter pilot in Springfield Central area for an additional 12 months to 1 July 2025, with the option for an additional 12 month extension if considered necessary.**

### **RELATED PARTIES**

There was no declaration of conflict of interest.

### **IFUTURE THEME**

Vibrant and Growing

### **PURPOSE OF REPORT/BACKGROUND**

At the Growth Infrastructure and Waste Committee meeting held on 4 November 2021, Council approved a 6-month pilot of e-scooters in Springfield Central with the possibility of extending the pilot an additional 6-months (refer to Attachment 1 for Item 2 of the Growth, Infrastructure and Waste Committee meeting held 4 November 2021).

In response to the recommendation to proceed with an e-scooter pilot, Council ran an expression of interest (EOI) for micro-mobility companies to lodge their submissions for a pilot program for e-scooters in the Springfield Central area.

Following the EOI process, Beam Mobility was chosen as the successful micro-mobility company to undertake the pilot, which has now been in place since July 2023. The current pilot was originally proposed to be completed by 31 December 2023 but was extended for an additional 6 months. The pilot is now due to be finalised on 1 July 2024.

The key objective of the pilot is to understand the long term viability and inform decision making processes regarding additional micro-mobility services across the Ipswich Local Government Area (LGA). Further to this, Council is seeking to gain insight into key considerations required to support mobility as a service. To date, there have been some encouraging results from the pilot, however it is considered that Council would benefit from an extension of the pilot period to collect additional and sufficient data to determine the longevity of e-scooters in the City.

Other Councils have set much longer pilot periods than what Council currently has in place, and it is now evident that we would also benefit from the collection of additional data. This is to enable a full evaluation of longer term data patterns.

In addition, with the recent announcement by the state government to impose a 50c public transport fare scheme commencing in August 2024, it would be ideal to capture what this means for travel patterns for e-scooters, as it may quite likely increase the demand for trips to public transport hubs.

Recommendation B in the previous report to Council (Attachment 1), outlined *“The outcomes of the e-scooter Pilot be reported to a future Growth, Infrastructure and Waste Committee Meeting”*.

Given the suggestion that Council has not collected sufficient data from the pilot, the proposed extension will provide more relevant and sufficient data to report back to Council following an extended pilot period, whereby more data and intelligence can be collected.

### **Pilot Results to date**

The e-scooter pilot scheme in Springfield Central has been relatively successful in providing an alternative and sustainable travel mode to the community. Below is a summary of the data captured.

#### **Trip Data Analysis:**

For the period of July 2023 to March 2024 inclusive, the following data has been made available:

- Total Trips made – 21,577
- Average trip duration – 12 minutes
- Average trip distance – 2.1 km
- Average 80 trips per day

The current e-scooter trial is showing evidence of:

- recreational usage,
- travel to/from shops,
- travel to/from public transport,

- travel to/from work.
- Public transport is a key destination and continual e-scooter availability may encourage modal shift from car to public transport usage. Other key destinations include shops and the university.
- In Springfield Central, the Robelle Parklands and Orion Shopping Centre are popular destinations for recreational use and are also near public transport and the university. This encourages a positive sustainability outcome.

**Safety:**

There have not been any Beam related e-scooter safety incidents reported across the operating area for the length of the pilot scheme to date.

Should an issue arise, the micro-mobility company has provided evidence of public liability insurance and are prepared to act, in a quick response time, in the interest of public safety.

**LEGAL IMPLICATIONS**

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

This report is consistent with iFuture, the City of Ipswich Transport Plan (iGO) and iGO Intelligent Transport System Action Plan.

**RISK MANAGEMENT IMPLICATIONS**

With regard to potential safety risks associated with an increase in e-scooters on the roads and pathways, these have so far been negated. This has been through proper policy and procedures being followed, auditing, monthly meetings, technology advancement and stakeholder engagement.

Some of the community who have made the shift to e-scooter usage will be disadvantaged if the e-scooter pilot is not extended. There may be dissatisfaction (and possibly community backlash) among the community and will more than likely revert users to less desirable transport modes such as cars.

By not extending the pilot, Council may not have enough data to make the best informed decision on the suitability of e-scooters, and subsequently micro-mobility devices with our LGA. This can be mitigated by extending the current pilot and continuing to collect data on the pilot.

**FINANCIAL/RESOURCE IMPLICATIONS**

No capital financial implications exist regarding the e-scooter pilot.

Council officers undertake business as usual activities regarding the e-scooter pilot such as on site auditing of e-scooter operations and regular attendance at stakeholder meetings. This however is covered by normal operational budgets at no additional cost to Council.

## COMMUNITY AND OTHER CONSULTATION

To date, key stakeholders are asked for comment on the e-scooter pilot scheme every few months. The micro-mobility operator, Council officers and Division 2 Councillor meet for updates regularly and there have been very few complaints received.

There have been no complaints from external stakeholders such as the Queensland Police Service, the Department of Transport and Main Roads and major local businesses.

Internal stakeholders have raised small concerns which were able to be mitigated through further communication between the operators and other Council departments. The issues were addressed promptly and did not affect ongoing operations.

Community feedback to date shows that there has been a low number of negative complaints compared to the number of user trips, with an average of 4 complaints per month and 2,397 trips per month being undertaken.

## CONCLUSION


An e-scooter pilot is currently in place within the Springfield Central area. To enable Council to make a more informed decision on the provision and operation of e-scooters and micro-mobility devices within the City, it would be valuable to extend the existing pilot. This will allow collection and evaluation of data from the current trial and will be subject to a future report back to Council on the proposed long term viability of micro-mobility devices across the City.

## HUMAN RIGHTS IMPLICATIONS

HUMAN RIGHTS IMPACTS	
OTHER DECISION	
(a) What is the Act/Decision being made?	Recommendation B states that Council approve the extension of the current e-scooter pilot in Springfield Central area for an additional 12 months to 1 July 2025, with the option for an additional 12 month extension, if considered necessary
(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.

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**ATTACHMENTS AND CONFIDENTIAL BACKGROUND PAPERS**

1.	E-Scooters in Ipswich Report from the Growth Infrastructure and Waste Committee Meeting held 4 November 2021 <a href="#">↓</a> 
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Berto Santana

**TEAM LEAD (TRANSPORT AND TRAFFIC)**

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.

Matt Anderson

**GENERAL MANAGER (ASSET AND INFRASTRUCTURE SERVICES)**

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Doc ID No: A9984852

ITEM: 4

SUBJECT: ASSET AND INFRASTRUCTURE SERVICES DEPARTMENT CAPITAL DELIVERY  
REPORT APRIL 2024

AUTHOR: ACTING PRINCIPAL OFFICER (PROGRAM MANAGEMENT)

DATE: 13 MARCH 2024

### **EXECUTIVE SUMMARY**

This is a report concerning the performance of the capital delivery by the Asset and Infrastructure Services Department for the month of April 2024.

### **RECOMMENDATION/S**

**That the report on capital delivery by the Asset and Infrastructure Services Department 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**

The Asset and Infrastructure Department's Capital Works Program for the month of April has experienced an improved expenditure when compared to the previous month of March, due to favourable weather and significant progress on several key projects. The department achieved a monthly expenditure of \$6.79 million, which was however 5.2% below the budgeted phasing for the month. This is in comparison to the revised baseline budget of \$7.16 million, resulting in a negative variance of \$373,000.

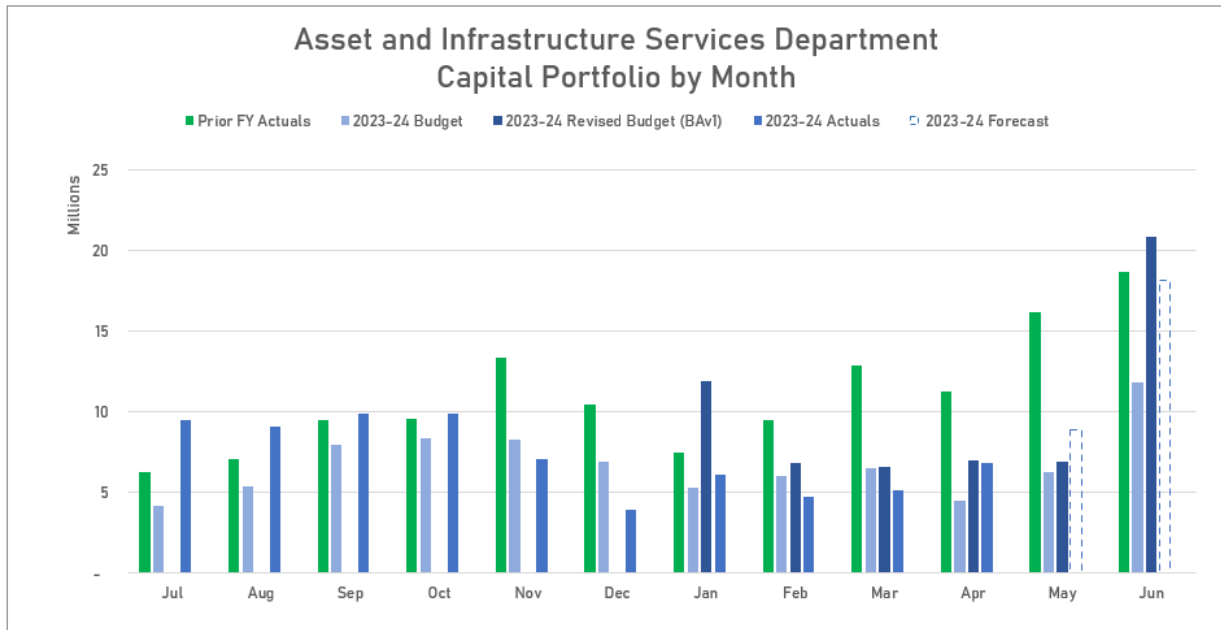
The variance for the month is primarily attributed to reduced spending within the Strategic Transport Sub-program, Asset Rehabilitation, and delays in vehicle and plant delivery from the Fleet Capital Program. Significant progress, however, was achieved in the Parks, Sport, and Environment Program, particularly with the projects at Cameron Park, Richardson Park, and the Wiley Street BMX Canteen Upgrades, which have helped contribute to the outcomes for the month.

Whilst the year to date expenditure reached \$71.8 million, the variance to the base line budget has increased from the March results of \$427k and is now \$800k below the year to date budget of \$72.6 mil.



The table below shows the baseline for the published budget and expenditure to date for the 2023-2024 FY.

**Capital Portfolio Progress**



The April financial outcome, being \$6.79 mil of actual expenditure, was largely attributable to the following programs / projects expenditure:

**2023-2024 FY Budgeted > \$100k:**

- Springfield GBA RU Stg 3 \$2.9mil
- Mary William TL 23 \$708k
- Redbank Plains Rd Stg 3 RU 17 \$496k
- Richardson Pk PG 20 \$348k
- Wiley St BMX Canteen Upgrade \$268k
- Adelong Av, Thagoona \$232k
- Blackwood KC 23 \$188k
- Ripley Rd RU 23 \$145k
- Cameron Pk UG 20 \$143k

**Key projects underspent against their Baseline budget > \$100k:**

- Springfield Parkway Stage 2 Budget \$1.47mil vs actuals \$80k
- Redbank Plns Rd Stg 3 RU 17 Budget \$938k vs actuals \$496k
- East Ipswich Invest Stage 1 DR Budget \$475k vs actuals \$41k
- Mowing Minor Plant 23 Budget \$300k vs nil spend

- Springfield Pkwy RU 19                      Budget \$291k    vs actuals \$61k
- Hiddenvale Road Bridge BR20              Budget \$286k    vs actuals \$99k
- Kirk St LR 23                                      Budget \$110k    vs nil spend
- Gravel Resheeting                              Budget \$200k    vs actuals \$95k

AIS Deliverable (April 2024)	MTD				
	Actuals	Budget	Variance (Budget - Actuals)	Forecast	Variance (Forecast - Actuals)
Capital Program	\$	\$	\$	\$	\$
Asset Rehabilitation	717,005	1,617,234	900,229	1,153,203	436,198
Corporate Facilities	-	-	-	-	-
Local Amenity	305,409	112,000	(193,409)	377,824	72,415
Flood Mitigation & Drainage	15,722	30,000	14,278	40,000	24,278
Parks Sport and Environment	813,004	120,000	(693,004)	1,040,000	226,996
Transport And Traffic	4,670,444	4,804,176	133,732	5,459,094	788,650
Project Overheads	124,822	-	(124,822)	-	(124,822)
<b>Infrastructure Program</b>	<b>6,646,405</b>	<b>6,683,410</b>	<b>37,005</b>	<b>8,070,121</b>	<b>1,423,716</b>
Fleet	113,501	420,569	307,068	601,119	487,618
Other	30,342	59,000	28,658	75,000	44,658
<b>Capital Works Program</b>	<b>6,790,248</b>	<b>7,162,979</b>	<b>372,731</b>	<b>8,746,240</b>	<b>1,955,992</b>
Disaster Recovery	4,113,615	10,200,000	6,086,385	9,034,227	4,920,612
<b>Total</b>	<b>10,903,863</b>	<b>17,362,979</b>	<b>6,459,116</b>	<b>17,780,467</b>	<b>6,876,604</b>

AIS Deliverable (April 2024)	2023-24 Financial Year					
	Forecast Remaining FY	Forecast Final Cost	Adopted Budget	Current Approved Budget	Variance (Budget - Forecast)	Forecast impact to 2024-25 FY Program
Capital Program	\$	\$	\$	\$	\$	\$
Asset Rehabilitation	1,670,292	16,737,898	7,445,000	18,044,600	1,306,702	2,990,000
Corporate Facilities	-	76,080	-	-	(76,080)	-
Local Amenity	635,648	2,866,312	2,414,000	2,971,000	104,688	25,000
Flood Mitigation & Drainage	570,675	1,181,939	1,403,000	2,066,000	884,061	948,000
Parks Sport and Environment	2,536,000	12,224,521	7,320,000	8,772,000	(3,452,521)	1,042,157
Transport And Traffic	13,311,071	48,342,867	44,641,000	49,008,000	665,133	4,612,623
Project Overheads	(1,317,566)	68,985	-	-	(68,985)	-
<b>Infrastructure Program</b>	<b>17,406,121</b>	<b>81,498,600</b>	<b>63,223,000</b>	<b>80,861,600</b>	<b>(637,000)</b>	<b>9,617,780</b>
Fleet	9,419,181	16,812,769	16,813,000	18,397,000	1,584,231	-
Other	177,364	485,567	691,000	1,058,900	573,333	66,865
<b>Capital Works Program</b>	<b>27,002,666</b>	<b>98,796,935</b>	<b>80,727,000</b>	<b>100,317,500</b>	<b>1,520,565</b>	<b>9,684,645</b>
Disaster Recovery	19,881,800	75,490,636	95,000,000	118,400,000	42,909,364	900,000
<b>Total</b>	<b>46,884,466</b>	<b>174,287,572</b>	<b>175,727,000</b>	<b>218,717,500</b>	<b>44,429,928</b>	<b>10,584,645</b>

**Program Variances (Budget vs Actual)**

**Asset Rehabilitation** overall, achieved an actual spend of \$717k resulting in an \$900k underspend against an adopted budget of \$1.62mil for the month of April.

The majority of the underspend was attributed to delays in receiving drainage materials associated with the East Ipswich Stage 1 Drainage Works.

Due to the extended lead times associated with procuring these materials, prior approval was received to purchase the necessary drainage pipes this FY. This measure aims to mitigate the risk to construction activities for this Grant-funded project identified for delivery within the 24-25FY.

Early works relating to the Energex relocation requirements associated with Hiddenvale Road Bridge replacement also experienced delays impacting the financial results specifically to this sub-program.

**Local Amenity** incurred an actual spend of \$305k against a budget of \$112k for the month of April resulting in an overspend of \$193k. The majority of the spend was attributed to the continuation of the construction activities associated with the kerb and channel currently underway at Blackwood Avenue.

**Flood Mitigation and Drainage** incurred an actual spend of \$16k against a budget of \$30k for the month of April resulting in an underspend of \$14k. The spend was primarily a result of re-phasing of planning and design activities associated with Parcell Street drainage investigations.

**Transport and Traffic** had an underspend of \$133k when compared to the adopted budget of \$4.80 million for the month. The actual expenditure was very close to the budgeted amount with actual's amounting to \$4.67 million.

Redbank Plains Road Stage 3 has progressed well despite the impact of the transition from Allroads to Council as the Principal contractor on site, still achieving \$496k against the original baseline budget of \$937k.

The combined expenditure for all three Springfield Parkway Stages stood at \$3.04 million, falling short of the baseline budget of \$3.32 million. Whilst good results were achieved within Stage 3 Works as a result of bringing forward work, delays associated with Urban Utilities approvals within stage 2 have significantly impacted the final results for the month.

**Parks Sports and Environment** overall, achieved an actual spend of \$813k resulting in an \$693k overspend against a budget of \$120k for the month of April. The overspend can primarily be attributed to:

Richardson Park incurred expenses of \$348,000 during the month, despite having a baseline budget of \$0 due to the timing of works. Construction progress is on track, and the contractor aims to complete it by June.

Progress on the grant-funded Cameron Park Upgrade project now has the contractor established on-site, with expenses reaching \$142k against a current monthly baseline budget of \$0. Delays caused by asbestos in the amenities block impacted the dismantling timeline. According to the latest program, the project remains on track for practical completion in late August.

The Willey Street BMX Canteen Upgrade experienced additional expenses in April due to an increase in scope to meet DDA compliance and Certificate of Occupancy requirements. The project has now achieved practical completion, with actual costs for the month totalling \$268k, resulting in a further overspend of \$168k against the budget.

**Fleet**, experienced a \$113k spend against a monthly budget of \$420k as a result of delays associated with the delivery of vehicles and plant, that had previously been identified for delivery within the month of April.

The delivery of plant associated with minor plant replacements, including mowing minor plant and major plant acquisitions, has been delayed due to shortages across the industry.

Works continue with SmartTrack GPS program which is currently upgrading from 3G to 4G, with work on light vehicles expected to be completed by early June. The remaining fleet, monitored by SmartTrack, should be upgraded by September, subject to component availability and resource allocation.

### Summary

In April, the Asset and Infrastructure Services Department Capital Works Program saw an increase in the gap between actual progress and the year-to-date budget. However, the actual expenditure for the month totalled \$6.79 million, falling just 5.2% short of the budgeted amount of \$7.16 million, a variance of \$372k. The cumulative year-to-date expenditure now stands at \$71.8 million, slightly below the current budget of \$72.6 million.

The main spends above budget for the month were:

- Traffic and Transport Program -
  - Springfield GBA RU Stg 3 \$2.9 mil
  - Mary William TL 23 \$708k
  - Redbank Plns Rd Stg 3 RU 17 \$496k
  - Ripley Rd RU 23 \$145k
- Parks Sport and Environment
  - Richardson Pk PG 20 \$348k
  - Wiley St BMX Canteen Upgrade \$268k
  - Cameron Pk UG 20 \$143k
- Asset rehabilitation
  - Adelong Av, Thagoona \$232k
- Local Amenity
  - Blackwood KC 23 \$188k

The budget variance for the year, initially reported in March as being \$430k under, has further increased to \$800k below the baseline for the month of April. Although expenditures have generally aligned with the baseline trend, there remain several key projects with substantial planned costs in the coming months that are critical for achieving the desired end-of-year budget results.

Further scrutiny of the carryover requirements identified in April's forecasting results is currently being assessed to provide transparency for the remaining two months of the financial year and the implications it may have upon the 24-25FY program.

Although there is an optimistic outlook for the program, it is important that the department maintains the necessary oversight of the planned activities to help ensure they are aligned with the department's strategic objectives as closely as possible, particularly with regards to the known time constraints that exist for the remainder of the financial year.

## **Major Projects**

### **Springfield Parkway & Springfield-Greenbank Arterial Road Upgrade**

A general overview of the project shows good progress being made on all three stages, with the progress best outlined as:

**Stage 1:** Stage 1 has previously reached practical completion, with only minor defects remaining. While BMD is actively addressing these issues, it has been identified that the landscaping associated with this stage will be excluded from the practical completion milestone due to having had insufficient time for it to establish. The proposal is to hand over these works to the Council and include them in the maintenance requirements as part of Stage 3 Landscaping Works.

**Stage 2:** The Stage 2 Design has reached the IFC milestone with only service relocation designs remaining. The Project Team is developing a further Early Works Package to accelerate Stage 2, which would allow both service relocations and civil works to start earlier than originally programmed. The project team have been proactive in procuring the necessary Stormwater Pipes, RE Wall Panels and RE Backfill material in preparation for this early works package. The new 3 x 3.6m culverts works have restarted and the design is being modified due to some geotechnical requirements changing. We are we using a cost target variation of \$1.2m, which should mitigate risk and avoid the budget being exceeded.

**Stage 3:** Services relocation are all complete including a successful UU Live connection which is a major milestone for the project. As a result works are now being undertaken across multiple work fronts, with day and night shifts and this is allowing the project to advance quickly. As a result of recent rain, the Exit 32 Off Ramp batter face has deteriorated and with a number of slips occurring. This required temporary remedial works and installation of a concrete barrier. Monitoring continues and a more permanent treatment design is being developed.

The QR Eastern Carpark's restructuring is nearing practical completion, pending the resolution of minor defects and omissions, and is expected to open in early June. The TMR has processed and approved the initial funding invoice of \$3.7 million for prompt payment, and the subsequent invoice of \$5.8 million is scheduled for submission by the end of May. Negotiations are underway to secure additional funding, with targets set between \$23.0 and \$25.0 million (\$8.0 to \$10.0 million increase).

Generally, overall, the project continues to remain on track with the program being monitored closely to maintain overall milestones and mitigate cost and time delays. Stakeholder Engagement continues to be very well managed by the project site team, ensuring they are proactive in addressing any concerns before they can arise, where possible.

### **Redbank Plains Road Upgrade**

While the transition from Allroads to Council as the Principal Contractor has been gradual, the project is now making good progress. In conjunction with Council's internal resources, Naric Civil Pty Ltd has been mobilized on-site since mid-April to continue the necessary programming of works. These activities have also utilized the existing panel arrangements where possible for additional resourcing and to facilitate the advancement of the necessary civil works.

Work zones still remain significantly restricted until new traffic management arrangements can be put in place. Once these are resolved, works are expected to accelerate even further. Many areas of partially completed work have forced the entire site footprint to be a work zone under traffic management (which has been a feature for some time). The primary focus remains on completing both the Southern and Northern work zones, aiming to remove traffic controls and signal that the project is nearing completion. The target completion date is currently identified for November this year, dependant on favourable site conditions and weather.

**Northern Portion:** Retaining wall works located along the eastern side adjacent to Kruger Parade roundabout to Morgan Street continue with posts and sleepers having been installed for these properties. With further works associated with watermain alterations having also been completed for five properties.

**Central Zone:** Construction of 'fast lane' gravels against central median retaining "Wall 1" are underway, with the site currently preparing for the necessary asphalt layers.

**Southern Zone:** Significant asphalt works have been completed, allowing for a traffic switch. The Verran Street intersection can now commence, including the closure of this Street.

### **Passenger Transport Accessible Infrastructure Program (PTAIP) - Bus Stop Program**

The Program (PTAIP) aims to enhance passenger transport facilities across Queensland, ensuring compliance with the Disability Discrimination Act (DDA) requirements. Funded by the Queensland Government, PTAIP continues to support councils with upgrading the existing bus stops and other transport infrastructure.

The current status for the program consists of:

- Design work for bus stops funded in the current year are now finished. With these projects having been handed over to the Construction team for delivery, with an expected completion before 30th June 2024. This includes Mount Crosby Road (Near Croydon St) which has now been handed over following the design being finalised.
- Design for Lawrie Drive is continuing, as we await response from Urban Utilities for their impact assessment which will result in construction being scheduled for FY2024-2025.
- The remaining stops with grant funding will be constructed in FY2024-2025. Designs for these locations, including Booval Station, Brisbane Street (Near Keogh St), Workshops Street (At Sutton Park), and Blackstone Rd (Near Whitehill Rd), will be finalised by the end of the financial year.

- Council is progressing with the bus stop upgrade on Reif Street, originally funded under the 2022-2023FY PTAIP program. TransLink has granted an extension until 30 June 2024 for necessary consultations and approvals with Urban Utilities.

### 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 Operational projects.

Project Name	Grant Amount	Total estimate Project Cost	Required Project Completion Date / Agreement End Date	Project Status
<b>(Cycle Network Local Government Grants Program (CNLGGP) State Funded)</b>				
Deebling Creek Stage 2 (Design Component)	\$ 75,000.00	\$ 250,000.00	30/06/2023	Complete
Deebling Creek Stage 2 (Construction)				Submitted for consideration
Brassall Bikeway Data Counters	\$ 85,000.00	\$ 140,000.00	30/06/2024	Complete
Civic Centre Carpark EOT (Tulmur Place EOT Facility)	\$ 194,000.00	\$ 388,000.00	30/06/2024	In progress
Queen Vic Pde Construct (Eastern Ipswich Link Stage 2)	\$ 750,000.00	\$ 1,500,000.00	30/06/2024	In progress
<b>Election Commitment 2020 (Dept Tourism, Innovation and Sport) State Funded</b>				
Jim Donald Raceview Clubhouse	\$ 900,000.00	\$ 1,510,000.00	31/01/2024	Complete
BMX Clubhouse Wiley Park	\$ 500,000.00	\$ 1,496,000.00	30/03/2024	Complete
<b>TIDS (Transport Infrastructure Development Scheme) State Funded</b>				
Springfield Greenbank Arterial (Stage 3)	\$ 196,145.00	\$ 11,600,000.00	30/06/2025	In progress
<b>Bus Stop Shelter Program 2022-23 (BSSP) State Funded</b>				
Various	\$ 152,000.00	\$ 152,000.00	31/12/2024	Complete (except 1)
Note – Reif Street Project is tied to BSSP as well as PTAIP – Approval received with extension of time until 30-6-24				In Progress
<b>Passenger Transport Infrastructure Grants 2022-23 (PTAIP) State Funded</b>				
Various	\$ 293,475.00	\$ 319,725.00	30/09/2023	Complete (except 1)
Note – Reif Street comment as noted above in BSSP			30/06/2024	In Progress
<b>Local Roads &amp; Community Infrastructure Program (LRCIP) Federal Funded</b>				
Alice Street Kerb and Channel	\$ 1,500,000.00	\$ 1,870,000.00	30/06/2024	Complete
South Station Road A Road Rehabilitation	\$ 1,000,000.00	\$ 1,870,000.00	30/06/2024	Complete
Charlotte Street Road Rehabilitation	\$ 1,200,720.00	\$ 1,450,000.00	30/06/2024	Complete
Nolan Street Road Rehabilitation	\$ 955,000.00	\$ 1,010,000.00	30/06/2024	Complete
Adelong Avenue, Culvert Rehabilitation	\$ 671,381.00	\$ 950,000.00	30/06/2024	In Progress
Tallegalla Road, Culvert Rehabilitation	\$ 671,381.00	\$ 935,000.00	30/12/2024	In Progress
<b>R2R (Roads to Recovery) Federal Funded</b>				
Springfield Parkway	\$ 2,327,860.00	\$ 10,000,000.00	30/06/2025	In progress
<b>South East Queensland Community Stimulus Package (SEQCSP) State Funded</b>				
Cameron Park Playground and Amenities Upgrade	\$ 2,000,000.00	\$ 3,282,349.00	EOT Requested until 26/08/24	In progress
Richardson Park Playground and Amenities Upgrade	\$ 1,500,000.00	\$ 2,232,000.00	30/06/2024	In progress
<b>Bridges Renewal Program 2022-2024 Federal Funded</b>				
Hiddenvale Road, Calvert	\$ 3,901,761.00	\$ 4,877,201.00	30/09/2024	In progress
<b>Keanes Road, Calvert</b>	<b>\$ 1,747,860.00</b>	<b>\$ 2,184,825.00</b>	<b>30/09/2024</b>	<b>Complete</b>
Purga School Road, Purga	\$ 5,000,000.00	\$ 8,185,876.00		Submitted for consideration

Heavy Vehicle Safety and Productivity Program		Federal Funded		
Purga School Road, Purga	\$ 3,904,203.00	\$ 4,880,254.00		Submitted for consideration
Australian Cricket Infrastructure Fund		Other		
Ivor Marsden Sports field Lighting Upgrade	\$ 100,000.00	\$ 907,500.00	N/A	In progress
Blackspot Program 2023-2024		Federal Funded		
Old Logan Road and Formation Street, Carole Park	\$ 65,500.00	\$ 65,500.00	30/06/2024	In progress
Robertson Road and Whitehill Road, Eastern Heights	\$ 694,000.00	\$ 694,000.00	30/06/2025	In progress
Gordon Street and South Street, Ipswich	\$ 92,000.00	\$ 92,000.00	30/06/2024	In progress
School Transport Infrastructure Program		State Funded		
WMAC Signals Wulkuraka	\$ 198,000.00	\$ 396,000.00	30/06/2024	Not yet started
Flexible Funding Grants		State Funded		
Karalee Alternate Access Track	\$ 50,000.00	\$ 55,000.00	30/12/2024	In progress
Priority Infrastructure Projects		State Funded		
Ash Barty Park Upgrade	\$ 525,000.00	\$ 525,000.00	28/02/2025	In progress

**Master Schedule status of Practical Completion milestone for April  
(Exclusive of emergent projects)**

Milestone	April Actual	Actuals Year to date	Target for 23/24
Practical Completion	0	30	37

As at end of April, project completion status shows 30 projects have reached practical completion from a total of 37 projects that are scheduled for delivery this FY.

**Current status of Construction projects for 2023-2024 FY**

Current Status of Projects	Count of Projects February
Concept Design	0
Detail Design	1
Handed Over for Execution	2
Construction in Progress	4
Practically Complete	30

The data shown above for status of projects scheduled for delivery in the 2023-2024 FY. Majority of projects scheduled for delivery this financial year have been designed and handed over for construction, with only 1 project yet to be handed over to construction.

**LEGAL IMPLICATIONS**

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

**POLICY IMPLICATIONS**

Nil



## RISK MANAGEMENT IMPLICATIONS

The Asset and Infrastructure Services Department has a departmental risk register that includes the 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.

## 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 Asset and Infrastructure Services 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 Asset and Infrastructure Services Department is committed to delivering high quality infrastructure for the community.

## HUMAN RIGHTS IMPLICATIONS

HUMAN RIGHTS IMPACTS
<b>RECEIVE AND NOTE REPORT</b>
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.

## ATTACHMENTS AND CONFIDENTIAL BACKGROUND PAPERS

1.	Asset Rehabilitation Report <a href="#">↓</a> 
2.	Capital Delivery Report April 2024 <a href="#">↓</a> 

Tom Reynolds  
**ACTING PRINCIPAL OFFICER (PROGRAM MANAGEMENT)**

I concur with the recommendations contained in this report.

Graeme Martin  
**MANAGER, CAPITAL PROGRAM DELIVERY**

I concur with the recommendations contained in this report.

Matt Anderson  
**GENERAL MANAGER (ASSET AND INFRASTRUCTURE SERVICES)**

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Doc ID No: A10210638

ITEM: 5  
SUBJECT: PLANNING AND ENVIRONMENT COURT ACTION STATUS REPORT  
AUTHOR: MANAGER, DEVELOPMENT PLANNING  
DATE: 27 MAY 2024

### **EXECUTIVE SUMMARY**

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

### **RECOMMENDATION/S**

**That the Planning and Environment Court Action status 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

### **PURPOSE OF REPORT/BACKGROUND**

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.

Further information on these appeals can be found on the Planning and Environment Court web site.

### **LEGAL IMPLICATIONS**

This report and its recommendations are consistent with the following legislative provisions:  
*Local Government Act 2009*  
*Planning Act 2016*

*Planning Regulation 2017*

## **POLICY IMPLICATIONS**

N/A

## **RISK MANAGEMENT IMPLICATIONS**

There are no risk management implications associated with this report.

## **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.

## **HUMAN RIGHTS IMPLICATIONS**

HUMAN RIGHTS IMPACTS
<b>RECEIVE AND NOTE REPORT</b>
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.

## **ATTACHMENTS AND CONFIDENTIAL BACKGROUND PAPERS**

1.	Planning and Environment Court Action Status Report <a href="#">↓</a> 
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Greg Potter

**MANAGER, DEVELOPMENT PLANNING**

I concur with the recommendations contained in this report.

Brett Davey

**GENERAL MANAGER (PLANNING AND REGULATORY SERVICES)**

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Doc ID No: A10210702

ITEM: 6  
SUBJECT: EXERCISE OF DELEGATION REPORT  
AUTHOR: MANAGER, DEVELOPMENT PLANNING  
DATE: 27 MAY 2024

### **EXECUTIVE SUMMARY**

This is a report concerning applications that have been determined by delegated authority for the period 3 May 2024 to 27 May 2024.

### **RECOMMENDATION/S**

**That the Exercise of Delegation report for the period 3 May 2024 to 27 May 2024, 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 IMPLICATIONS**

This report and its recommendations are consistent with the following legislative provisions:  
*Local Government Act 2009*  
*Planning Act 2016*  
*Planning Regulation 2017*

## POLICY IMPLICATIONS

N/A

## RISK MANAGEMENT IMPLICATIONS

There are no risk management implications associated with this report.

## FINANCIAL/RESOURCE IMPLICATIONS

There are no resourcing or budget implications associated with this report.

## COMMUNITY AND OTHER CONSULTATION

The contents of this report did not require any community consultation. In the event that the development applications listed in this report triggered 'impact assessment' pursuant to the Ipswich Planning Scheme, public notification was undertaken as part of the development application process in accordance with any legislative requirements and matters raised in any submissions and were addressed in the respective development assessment reports.



## CONCLUSION

The Planning and Regulatory Services Department is responsible for the assessment and determination of development applications. Attachment 1 to this report provides a list of development applications that were determined by delegated authority for the period 3 May 2024 to 27 May 2024.

## HUMAN RIGHTS IMPLICATIONS

HUMAN RIGHTS IMPACTS
<b>RECEIVE AND NOTE REPORT</b>
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.

## ATTACHMENTS AND CONFIDENTIAL BACKGROUND PAPERS

1.	Exercise of Delegation Report  
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Greg Potter  
**MANAGER, DEVELOPMENT PLANNING**

I concur with the recommendations contained in this report.

Brett Davey  
**GENERAL MANAGER (PLANNING AND REGULATORY SERVICES)**



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