



City of Ipswich

**IPSWICH
CITY
COUNCIL**

AGENDA

of the

GROWTH AND INFRASTRUCTURE COMMITTEE

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

On Tuesday, 10 September 2019
At 9.30 am or within any period of time up to a maximum of 10 minutes after the
conclusion of the Economic Development Committee.

MEMBERS OF THE GROWTH AND INFRASTRUCTURE COMMITTEE

Interim Administrator Greg
Chemello(**Chairperson**)

GROWTH AND INFRASTRUCTURE COMMITTEE AGENDA

*9.30 am or within any period of time up to a maximum of 10 minutes
after the conclusion of the Economic Development Committee. on*

Tuesday, 10 September 2019

Council Chambers

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GROWTH AND INFRASTRUCTURE COMMITTEE NO. 9

10 SEPTEMBER 2019

AGENDA

1. **DISTURBED LAND MANAGEMENT SUB-PROGRAM - CAPITAL WORKS PRIORITY LIST OF PROJECTS 2020-2021**

This is a report by the Planning Officer (Environmental Management) dated 16 July 2019 concerning the Disturbed Land Management (DLM) project listing that forms the DLM capital works portfolio sub-program.

RECOMMENDATION

That the Interim Administrator of Ipswich City Council resolve:

That the prioritised list of projects as detailed in Attachment 1 of this report be considered when developing the 'Disturbed Land Management' sub-program as part of the 2020-2021 budget and future capital works portfolio.

2. **SUSTAINABLE TRAVEL SUB-PROGRAM - IGO ACTIVE TRANSPORT ACTION PLAN IMPLEMENTATION PRIORITY LIST OF LOCATIONS**

This is a report concerning the iGO Active Transport Action Plan (ATAP) Implementation project listing that forms part of the 'Sustainable Travel' capital works portfolio sub-program.

RECOMMENDATION

That the Interim Administrator of Ipswich City Council resolve:

That the prioritised list of iGO Active Transport Action Plan Implementation project locations, as detailed in Attachment 3 of the report by the Senior Transport Planner dated 23 July 2019, be considered when developing Council's next capital works portfolio.

3. **STORMWATER QUALITY OFFSET DELIVERY SUB PROGRAM - PRIORITISATION METHODOLOGY AND PROJECT SHORTLIST**

This is a report concerning the Stormwater Quality Offset Delivery sub program and prioritisation methodology.

RECOMMENDATION

That the Interim Administrator of Ipswich City Council resolve:

That the prioritisation methodology and prioritised list of projects as detailed in Attachment 1 be adopted to guide the delivery of the Stormwater Quality Offset sub-program as part of the 2019–2020 capital works portfolio.

4. SUSTAINABLE TRAVEL SUB-PROGRAM - CYCLE SAFETY AND MOBILITY IMPROVEMENTS PRIORITY LIST OF PROJECTS

This is a report concerning the cycle safety and mobility improvements project listing that forms part of the ‘Sustainable Travel’ capital works portfolio sub-program.

RECOMMENDATION

That the Interim Administrator of Ipswich City Council resolve:

That the prioritised list of cycle safety and mobility improvements as detailed in Attachment 3 to the report by the Technical Officer (Traffic) dated 8 August 2019 be considered when developing Council’s next capital works portfolio.

5. STRATEGIC ROADS SUB-PROGRAM - STRATEGIC ROADS PRIORITY LIST OF PROJECTS

This is a report concerning the strategic roads project listing that forms part of the ‘Strategic Roads’ capital works portfolio sub-program.

RECOMMENDATION

That the Interim Administrator of Ipswich City Council resolve:

That the prioritised project lists of strategic road projects, as detailed in Attachment 3, 4 and 5 of the report by the Senior Engineer (Transport Planning) dated 8 August 2019, be considered when developing Council’s next capital works portfolio.

6. LOCAL DRAINAGE SUB-PROGRAM - PRIORITY LIST OF PROJECTS

This is a report concerning the local drainage project listing that forms part of the ‘Local Drainage’ capital works portfolio sub-program.

RECOMMENDATION

That the Interim Administrator of Ipswich City Council resolve:

That the prioritised list of local drainage improvements as detailed in Attachment 3 of the report by the Engineer (Hydraulics) dated 12 August 2019 be considered when developing Council's next capital works portfolio.

7. SUSTAINABLE TRAVEL SUB-PROGRAM - PEDESTRIAN SAFETY IMPROVEMENTS PRIORITY LIST OF PROJECTS.

This is a report concerning the pedestrian safety improvements project listing that forms part of the 'Sustainable Travel' capital works portfolio sub-program.

RECOMMENDATION

That the Interim Administrator of Ipswich City Council resolve:

That the prioritised list of pedestrian safety improvement projects as detailed in Attachment 3 to the report by the Senior Technical Officer (Traffic) dated 12 August 2019 be considered when developing Council's next capital works portfolio.

8. SEALING GRAVEL ROADS SUB-PROGRAM - SEALING OF GRAVEL ROADS PRIORITY LIST OF PROJECTS

This is a report concerning the sealing gravel roads project listing that forms the 'Sealing Gravel Roads' capital works portfolio sub-program.

RECOMMENDATION

That the Interim Administrator of Ipswich City Council resolve:

That the prioritised list of sealing gravel roads projects as detailed in Attachment 3 to the report by the Technical Officer (Traffic) dated 15 August 2019 be considered when developing Council's next capital works portfolio.

9. SUSTAINABLE TRAVEL SUB-PROGRAM - PUBLIC TRANSPORT IMPROVEMENTS PRIORITY LIST OF PROJECTS

This is a report concerning the public transport improvements project listing that forms part of the 'Sustainable Travel' capital works portfolio sub-program.

RECOMMENDATION

That the Interim Administrator of Ipswich City Council resolve:

That the prioritised list of public transport improvements, as detailed in Attachment 3 of the report by the Technical Officer (Traffic) dated 16 August 2019, be considered when developing Council's next capital works portfolio.

10. ENVIROPLAN CAPITAL WORKS PORTFOLIO SUB-PROGRAM - PRIORITY LIST OF PROJECTS 2020-2021

This is a report concerning the “Enviroplan” capital works portfolio sub-program.

RECOMMENDATION

That the Interim Administrator of Ipswich City Council resolve:

That the prioritised list of projects and methodology as detailed below and in Attachment 1 of this report, be considered when developing the “Enviroplan” sub-program as part of the 2020-2021 budget for the future capital works portfolio.

11. SURRENDER AND DISPOSAL OF EASEMENT FOR THE BRIGGS ROAD SPORTS COMPLEX CRITERIUM TRACK PROJECT

This is a report concerning the surrender and disposal of an easement for sewerage purposes for the Briggs Road Sports Complex Criterium Track Project (The “Project”).

RECOMMENDATION

That the Interim Administrator of Ipswich City Council resolve:

- A. That Council (Interim Administrator of Ipswich City Council) resolve pursuant to section 236(2) of the *Local Government Regulation 2012* (the Regulation) that the exemption referred to in section 236 (1)(c)(iv) of the Regulation applies to Council for the disposal of the easement interest of part of Lot 3 on SP243532 located at 36 Huxham Street, Raceview (“the land”), by way of a new easement arrangement between Council and Ipswich Hockey Association Inc.
- B. That Council (Interim Administrator of Ipswich City Council) agree to surrender the existing easement “Easement A” and grant new Easement for a nil consideration, as detailed in the report of the Senior Property Officer dated 19 August 2019 to Ipswich Hockey Association Inc for sewerage purposes over part of Lot 3 on SP243532 located at 36 Huxham Street, Raceview.
- C. That the Chief Executive Officer be authorised to negotiate and finalise the terms of the proposed Easement as detailed in Recommendations A and B of the report by the Senior Property Officer dated 19 August 2019 and do any other acts necessary to implement Council’s decision in accordance with section 13(3) of the *Local Government Act 2009*.

12. SURRENDER AND ACQUISITION OF DRAINAGE EASEMENT FOR THE SCOTT LANE KERB AND CHANNEL PROJECT

This is a report concerning the proposed surrender of existing Easement A in Lot 14 on SP141685 for drainage purposes and acquisition of a new easement for drainage purposes for the Scott Lane Kerb and Channel Project (The Project).

RECOMMENDATION

That the Interim Administrator of Ipswich City Council resolve:

- A. That Council (Interim Administrator of Ipswich City Council) having duly considered this report dated 20 August 2019, be of the opinion that part of Lot 14 on RP141685 located at 10-16 Goodwin Street, Basin Pocket (shown in Attachment 1 ('the Land')) requires an easement for drainage purposes.
- B. That Council (Interim Administrator of Ipswich City Council) declare the existing Easement A in Lot 14 on RP141685 located at 10-16 Goodwin Street, Basin Pocket surplus to Council requirements and grants its consent to the surrender for a consideration of \$1.00 if demanded.
- C. That Council (Interim Administrator of Ipswich City Council) exercise its power as a "constructing authority" under the *Acquisition of Land Act 1967* and acquire the easement, (as described in Recommendation A of this report dated 20 August 2019) for drainage purposes.
- D. That the Chief Executive Officer be authorised to negotiate compensation and perform any other matters, arising out of the *Acquisition of Land Act 1967* or otherwise, and to do any other acts necessary to implement Council's decision to acquire this land in accordance with section 13 (3) of the *Local Government Act 2009*, to acquire the easement.

13. PROPOSED AMENDMENT TO THE 2019-2020 REGISTER OF FEES AND CHARGES

This is a report concerning the proposed amendments to the 2019-2020 Register of Fees and Charges, specifically fees and charges related to planning and development related activities.

RECOMMENDATION

That the Interim Administrator of Ipswich City Council resolve:

That the 2019-2020 Register of Fees and Charges be amended, as detailed in Attachment 1, and adopted with effect from 17 September 2019.

14. COURT ACTION STATUS REPORT

This is a report concerning a status update with respect to current court actions associated with development planning related matters including one other significant matter of dispute that the Planning and Development Department is currently involved with.

RECOMMENDATION

That the report be received and the contents noted.

15. EXERCISE OF DELEGATION

This is a report concerning applications that have been determined by delegated authority for the period 2 August 2019 to 29 August 2019.

RECOMMENDATION

That the Interim Administrator of Ipswich City Council resolve:

That the report be received and the contents noted.

16. HERITAGE AND MONUMENTS ADVISORY COMMITTEE MEETING NO. 210

This is a report concerning the minutes of the Heritage and Monuments Advisory Committee (meeting number 210) which was held on Thursday, 22 August 2019. As well as providing updates on standing items, the Committee has also recommended the revised Terms of Reference and the nomination of a replacement representative from the National Trust for approval.

RECOMMENDATION

That the Interim Administrator of Ipswich City Council resolve:

- A. That the minutes of the Heritage and Monuments Advisory Committee No. 2010 be received and noted.
 - B. That the revised Terms of Reference as detailed in Attachment 2, be adopted.
 - C. That the nomination of Daniel Cameron as a replacement representative from the National Trust Ipswich Branch, be approved.
-

17. **NEW IPSWICH PLANNING SCHEME - STATEMENT OF PROPOSALS (INCLUDING DRAFT STRATEGIC FRAMEWORK) CONSULTATION REPORT

This is a report concerning the outcomes of the public consultation and early state interests review of the Statement of Proposals including the draft Strategic Framework for the New Ipswich Planning Scheme.

The consultation on the Statement of Proposals including the draft Strategic Framework provided an opportunity for early engagement by the community and other stakeholders on the strategies and approaches to managing growth and development within the Ipswich Local Government Area into the future. Importantly, this is the first of two opportunities for the community and other stakeholders to provide comment on the New Ipswich Planning Scheme, with the next being the opportunity to comment on the full draft planning scheme and at which time further detailed information will be made available.

The feedback from the community, other stakeholders and the State Government about the draft strategic framework will be used to guide the preparation of the final strategic framework and the rest of the planning scheme, including the detailed zoning and development code components.

Following review of each the submissions received during the public consultation period, a Consultation Report has been prepared that summarises the issues raised in the submissions and sets out a response and recommendation in relation to those issues.

Subject to Council's approval, the Consultation Report will be made available for public viewing on Council's web site and a letter sent to each submitter containing advice about how they can access the Consultation Report to obtain feedback on how Council has considered their submission and Council's response to the issues they have raised.

The consultation also provided the process for the early identification of state interests with State Agencies. The State government's response in the form of a letter from the Chief Executive of the Department of State Development, Manufacturing, Infrastructure and Planning (DSDMIP) identifies the matters of state interest that need to be further considered and addressed in the drafting of New Ipswich Planning Scheme.

RECOMMENDATION

That the Interim Administrator of Ipswich City Council resolve:

- A. That Council (Interim Administrator of Ipswich City Council) adopt the Consultation Report included in Attachment 2 for the purposes of:
 - Providing a response to the issues raised in the submissions and to the submitters; and
 - Informing the further preparation of the New Ipswich Planning Scheme.
- B. That the Manager, City Design be requested to attend to relevant matters including:
 - Publishing the Consultation Report on Council's website; and

- Notifying all submitters about the publication of the Consultation Report and providing information that allows them to identify Council's response to the issues they have raised.
- C. That the advice on the early identification of state interests received from the Department of State Development, Manufacturing, Infrastructure and Planning included in Attachment 3 be used for the purpose of preparing the New Ipswich Planning Scheme.

** Item includes confidential papers

and any other items as considered necessary.

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ITEM: 1

SUBJECT: DISTURBED LAND MANAGEMENT SUB-PROGRAM - CAPITAL WORKS PRIORITY LIST OF PROJECTS 2020-2021

AUTHOR: PLANNING OFFICER (ENVIRONMENTAL MANAGEMENT)

DATE: 16 JULY 2019

EXECUTIVE SUMMARY

This is a report by the Planning Officer (Environmental Management) dated 16 July 2019 concerning the Disturbed Land Management (DLM) project listing that forms the DLM capital works portfolio sub-program.

RECOMMENDATION/S

That the Interim Administrator of Ipswich City Council resolve:

That the prioritised list of projects as detailed in Attachment 1 of this report be considered when developing the ‘Disturbed Land Management’ sub-program as part of the 2020-2021 budget and future capital works portfolio.

RELATED PARTIES

The only related parties for this report is Ipswich City Council.

ADVANCE IPSWICH THEME LINKAGE

Caring for the environment

PURPOSE OF REPORT/BACKGROUND

As part of the 2020–2021 capital portfolio build process, this report outlines the prioritisation methodology and subsequent project listings for each sub-program. This report relates specifically to the “Disturbed Land Management” sub program.

Council owns and manages a number of sites within its land portfolio that are considered as “disturbed land”. This relates to land which have inherent environmental issues/risks, resulting from previous activities such as landfilling and mining. As a result, Council has a responsibility under the *Environmental Protection Act 1994* (EP Act) to ensure that the General Environmental Duty (GED) (as specified under the EP Act) is met. Proper monitoring and management of applicable sites is necessary to ensure risks are mitigated.

The 'Disturbed Land Management' sub-program includes, but is not limited to the following project types:

- Planning and design for remediation works on disturbed land;
- Construction of remediation works; and
- Planning, design and implementation of Monitoring Infrastructure.

To create the priority list of projects, as outlined in Attachment 1, an assessment of projects for the 'Disturbed Land Management' sub-program has been undertaken using a customized set of three (3) strategic drivers with set percentage weightings. Table 1 of this report outlines each strategic driver, percentage weighting and rationale.

Outlined below is the proposed methodology to determine the prioritised projects. There are three main criteria that are considered when prioritising potential project sites. Each criteria has also been assigned a percentage weighting. These criteria and their assigned percentage weightings are listed and detailed below:

a) Sensitive Receptors – 20% weighting

This factor is based on that the proximity of disturbed land to sensitive receptors (including residential dwellings, waterways and direct site use) increase the potential pathways for the possible contamination and/or risks. Investment is required to monitor or reduce the risk to sensitive receptors.

1. Sensitive Receptors	Weighting
1.1 – Distance to human receptors <500m	10
1.2 – Distance to a watercourse <100m	10

b) Contamination/Risks – 60% weighting

Investment required to reduce the risk to public health and/or the environment. Works required include infrastructure, monitoring equipment or further assessment and investigation works.

2. Contamination/Risks	Weighting
2.1 Gas generation has the potential to cause a hazard to site users; and/or, there is an identified risk for lateral gas migration.	20
2.2 There is potential for ground or surface water contamination.	20
2.3 Soil contamination, and/or site refuse, pose a potential hazards to site users.	20

c) Compliance – 20% weighting

3. Compliance	Weighting
3.1 Investment (rehabilitation, clean up and/or monitoring infrastructure) is required to meet the requirements of statutory environmental legislative compliance.	20

Based on the above methodology, each site currently identified as disturbed land, has been provided an individual score. Prioritisation is then conducted by utilising the below scale:

>65 = HIGH PRIORITY
35-64 = MEDIUM PRIORITY
<34 = LOW PRIORITY

Note that all sites are subjected to the above criteria and prioritisation, however, only sites which currently require capital works investment were included in the evaluation, depending on the sites individual needs at the time.

FINANCIAL/RESOURCE IMPLICATIONS

Council's investment in the 2019 -2020 '**Disturbed Land Management**' sub-program is \$241,000.00. The 2020-2021 proposed budget of \$275,000.00 is based on current site needs.

RISK MANAGEMENT IMPLICATIONS

As stated in the background section, this sub-program relates to land which have inherent environmental issues/risks, resulting from previous activities such as landfilling and mining. These issues or risks may continue for a significant period of time after the activity in question has ceased, and include (but is not limited to):

- Generation of gas – both landfill gas (from decomposing waste) and coal seam gas (from mining activities) has the potential to cause fire, explosion or asphyxiation in certain concentrations. Gas can also include other toxic compounds, including carcinogens.
- Contamination of surrounding water (including groundwater, stormwater and surface water) – from leachate resulting from decomposing waste mixing with rainwater or release of other site contaminants, such as chemicals used on site.

The implementation of the DLM capital sub-project enables Council to monitor the above risks and identify any potential hazards for the purpose of mitigating and managing. If the attached priority list was not approved, there could be a potential risk to the immediate community and environment, as well as potential legal implications to Council due to failure of meeting the GED under the EP Act.

LEGAL/POLICY BASIS

This report and its recommendations are consistent with the following legislative provisions:
Environmental Protection Act 1994

COMMUNITY AND OTHER CONSULTATION

To date no community consultation has been conducted in regards to the Disturbed Land Management Program. Internal communications are generally limited to within the Infrastructure and Environment Department.

CONCLUSION

The 'Disturbed Land Management' is a sub-program of Council's capital works portfolio. A list of priority projects have been developed based on the methodology of using the following three criteria:

1. Sensitive receptors
2. Contamination/Risks
3. Compliance

The priority listing of this sub-program is shown in Attachment 1 of this report.

ATTACHMENTS AND CONFIDENTIAL BACKGROUND PAPERS

1.	Priority List for the Disturbed Land Management Capital Sub-program ↓ 
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Veronica Aster

PLANNING OFFICER (ENVIRONMENTAL MANAGEMENT)

I concur with the recommendations contained in this report.

Phil Smith

ACTING PRINCIPAL OFFICER (NATURAL RESOURCES)

I concur with the recommendations contained in this report.

Kaye Cavanagh

SPORT RECREATION AND NATURAL RESOURCES MANAGER

I concur with the recommendations contained in this report.

Charlie Dill

GENERAL MANAGER - INFRASTRUCTURE AND ENVIRONMENT

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SUB-PROGRAM	CAPEX		SUBURB	PROJECT NAME
	PRIORITY	SITE NAME		
Disturbed Land Management	1	Woogaroo St CLF	GOODNA	Landfill Gas Management
Disturbed Land Management	2	Riverview Recycling & Refuse Centre	RIVERVIEW	Environmental Compliance
Disturbed Land Management	3	Chuwar CLF	KARALEE	Monitoring Infrastructure Network Expansion
Disturbed Land Management	4	Briggs Rd CLF	FLINDERS VIEW	Monitoring Infrastructure Network Expansion
Disturbed Land Management	5	Roseberry Parade CLF	WOODEND	Monitoring Infrastructure Network Expansion
Disturbed Land Management	6	Wilcox Park CLF	ONE MILE	Monitoring Infrastructure Network Expansion
Disturbed Land Management	7	Riverview Depot	RIVERVIEW	Monitoring Infrastructure Network Expansion
Disturbed Land Management	8	Noel Bale Park CLF	SADLIERS CROSSING	Monitoring Infrastructure Network Expansion
Disturbed Land Management	9	Gregory St Reserve CLF	WULKURAKA	Monitoring Infrastructure Network Expansion
Disturbed Land Management	10	Light St Reserve CLF	LEICHHARDT	Monitoring Infrastructure Network Expansion
Disturbed Land Management	11	Various	Various	Compliance infrastructure & Remediation works

Doc ID No: A5680453

ITEM: 2

SUBJECT: SUSTAINABLE TRAVEL SUB-PROGRAM - IGO ACTIVE TRANSPORT ACTION PLAN
IMPLEMENTATION PRIORITY LIST OF LOCATIONS

AUTHOR: SENIOR TRANSPORT PLANNER

DATE: 23 JULY 2019

EXECUTIVE SUMMARY

This is a report concerning the iGO Active Transport Action Plan (ATAP) Implementation project listing that forms part of the 'Sustainable Travel' capital works portfolio sub-program.

RECOMMENDATION

That the Interim Administrator of Ipswich City Council resolve:

That the prioritised list of iGO Active Transport Action Plan Implementation project locations, as detailed in Attachment 3 of the report by the Senior Transport Planner dated 23 July 2019, be considered when developing Council's next capital works portfolio.

RELATED PARTIES

There are no related party matters associated with this report.

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

ADVANCE IPSWICH THEME LINKAGE

Managing growth and delivering key infrastructure

PURPOSE OF REPORT/BACKGROUND

As part of the capital portfolio build process, it is proposed to submit a report outlining the project listing for each sub-program. This report relates to iGO ATAP Implementation which forms part of the 'Sustainable Travel' sub-program. Attachment 1 outlines how this project listing relates to the corresponding sub-program and program of works within the capital works portfolio.

At its Ordinary Meeting on 6 December 2016, the iGO ATAP prioritisation methodology was presented and Council endorsed the iGO ATAP pedestrian and cycle prioritisation maps

(refer Attachment 2). These maps were also endorsed to be used to inform and guide Council infrastructure planning and investment programming activities.

The previously endorsed iGO ATAP pedestrian and cycle prioritisation maps identify top priority locations for strategic active transport infrastructure investment. These locations are currently separated into four categories. These being:

1. Strategic Pedestrian Network Activity Centre Priorities;
2. Strategic Pedestrian Network Public Transport Priorities;
3. Strategic Pedestrian Network School Priorities; and
4. Cycle Network Priorities.

Each category has associated calculation matrices which were used to create the individual category prioritised lists. Unfortunately, it is difficult to fairly prioritise across these four categories due to their different characteristics, scope and drivers (i.e. a like for like comparison cannot be made across the categories using a quantitative method).

It should be noted that the strategic pedestrian network projects were grouped together around their identified 'active transport attractor' (e.g. Activity Centre, Public Transport Hub or School) as much as possible rather than being split up into individual projects to be prioritised. This is so identifying project prioritisation can be simplified, a targeted outcome for active transport in an area can be delivered quickly and Council investment is more visible in the community.

Further, the Secondary Cycle Route and Local Cycle Route single list project prioritisation process gave regard to the location of existing bicycle infrastructure and the location and timing of planned future bicycle infrastructure. This ensures that the bicycle network expands in a connected fashion rather than in an ad hoc manner.

Consequently, a single list of top priority locations for strategic active transport infrastructure investment was developed and has been updated using such information as local knowledge, engineering judgement, inter-departmental co-ordination opportunities and proximity to existing active transport facilities etc. The results of this assessment are provided in Attachment 3.

Finally, it should be noted that the priority locations listing for iGO ATAP Implementation will be considered during development of the next capital works portfolio for years 2022-2023 onwards, given the priority locations and projects in the preceding three financial years are considered to be committed.

FINANCIAL/RESOURCE IMPLICATIONS

In 2017, upon review of historic active transport funding frameworks and when considering the implementation of iGO ATAP, it became apparent that Principal Cycle Routes have a funding source and that some local footpaths and kerb ramps could be funded through existing funding mechanisms.

However, there was a funding gap when it came to developing Secondary and Local Cycle Routes and the strategic pedestrian network. These were projects which were typically too expensive for the previous funding mechanisms, were too small to compete with larger projects for grant funding eligibility or were reliant on ad hoc funding mechanisms [refer to Item 1 tabled at the City Infrastructure and Emergency Management Committee No. 2017(07) of 17 July 2017]. Consequently, since the 2017-2018 Financial Year, Council have previously allocated \$1,000,000 each year towards iGO ATAP Implementation within the capital works portfolio.

Council's recently adopted capital works portfolio has allocated \$400,000 for the 2019-2020 financial year, \$1,150,000 for the 2020-2021 financial year (inclusive of \$750,000 for the Bremer Street footpath project) and \$400,000 for the 2021-2022 financial year.

RISK MANAGEMENT IMPLICATIONS

On average, the funding for the iGO ATAP Implementation program for the next three financial years has been reduced to \$650,000 per year. As outlined, iGO ATAP Implementation project lists are developed based on the total allocated funding amount for the program, this has resulted in reduced project scope for each iGO ATAP Implementation priority location or the implementation of only one location a year as opposed to previous years where sometimes multiple locations were able to be implemented. As a result, there is a potential reduction in active transport benefit for the associated locations and the implementation of iGO ATAP will be reduced in future years.

LEGAL/POLICY BASIS

This report and its recommendations are consistent with the policy outlined in the endorsed *City of Ipswich Transport Plan 2016* and endorsed *iGO Active Transport Action Plan 2016*.

COMMUNITY AND OTHER CONSULTATION

The community has not been consulted as part of the creation of the iGO ATAP Implementation single list of top priority locations. However, the iGO ATAP pedestrian and cycle prioritisation maps (and associated priority lists) are based on consultation activities and a technical assessment completed as part of the Council endorsed iGO ATAP.

iGO ATAP was informed by the following consultation exercises:

- **Online Community Survey** - 941 survey responses from the community were received (survey period being 23 February 2016 and 13 March 2016); and
- **Stakeholder Workshops** - Three project workshops were held with representatives from the Department of Transport and Main Roads and internal Council stakeholders from the former Planning and Development Department, Infrastructure Services Department and Works, Parks and Recreation Department. These workshops consequently held on 25 February 2016, 10 March 2016 and 6 June 2016.

While the community survey provided insight to Ipswich resident's active transport infrastructure preferences, barriers and enablers, throughout the stakeholder workshop and

document review process support for the project and agreement on the active transport priorities was obtained.

There is an intent to renew the consultation activities and update the technical assessment as part of the iGO ATAP document five-year review process which will be undertaken in 2021.

Community consultation will also be undertaken for each individual iGO ATAP Implementation project as they are delivered through the capital works potfolio.

CONCLUSION

iGO ATAP Implementation forms part of the ‘Sustainable Travel’ sub-program within Council’s capital works portfolio. Council previously endorsed a methodology for prioritising iGO ATAP, and this report has taken the previously approved four categories of prioritised lists for strategic active transport investment and provided a combined single list of priority locations. This combined and updated priority list of locations for iGO ATAP Implementation which forms part of the ‘Sustainable Travel’ sub-program is shown in Attachment 3 of this report.

ATTACHMENTS AND CONFIDENTIAL BACKGROUND PAPERS

1.	Capital Works List - iGO ATAP Implementation  
2.	Committee Report - iGO ATAP Network Prioritisation Maps  
3.	iGO ATAP Implementation - Priority List of Locations  

Jessica Cartlidge

SENIOR TRANSPORT PLANNER

I concur with the recommendations contained in this report.

Mary Torres

INFRASTRUCTURE STRATEGY AND PLANNING MANAGER

I concur with the recommendations contained in this report.

Tony Dileo

INFRASTRUCTURE PLANNING MANAGER

I concur with the recommendations contained in this report.

Charlie Dill

GENERAL MANAGER - INFRASTRUCTURE AND ENVIRONMENT

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

Project listings and corresponding sub-program and programs within the capital works portfolio

Program	Sub-program	Project Lists
Transport and Traffic	Strategic Roads	Strategic Roads
	Road Safety and Operations	SafeST
		Road Safety Improvements
		Gravel Turnarounds
	Sustainable Travel	Public Transport Improvements
		Pedestrian Safety Improvements
		Cycle Safety and Mobility Improvements
		iGO ATAP Implementation
Flood Mitigation and Drainage	Flood Mitigation	Flood Mitigation
	Local Drainage	Local Drainage Improvements
Parks, Sports and Environment	Strategic Parks and Sports	Strategic Parks and Sports
	Developer Funded Parks	Developer Funded Parks
	Local and District Parks and Sports	Local and District Parks and Sports
	Natural Environment / Stormwater	Natural Environment / Stormwater
	Enviroplan	Enviroplan
Local Amenity	Kerb and Channel	Accelerated kerb and channel
	Sealing Gravel Roads	Sealing Gravel Roads
	Streetscape Improvements	Streetscape Improvements
Corporate Facilities	New Facilities	New Facilities
	Facility Upgrades	Facility Upgrades
Asset Rehabilitation	Sealed Road Rehabilitation	Sealed Road Rehabilitation
	Path Rehabilitation	Path Rehabilitation
	Bridge and Culvert Rehabilitation	Bridge and Culvert Rehabilitation
	Kerb and Channel Rehabilitation	Kerb and Channel Rehabilitation
	Drainage Rehabilitation	Drainage Rehabilitation
	Water Quality Rehabilitation	Water Quality Rehabilitation
	Street Furniture Rehabilitation	Street Furniture Rehabilitation
	Parks Rehabilitation	Parks Rehabilitation
	Sports Facility Rehabilitation	Sports Facility Rehabilitation
	Landfill Rehabilitation	Landfill Rehabilitation
	Facility Rehabilitation	Facility Rehabilitation

City Infrastructure & Emergency Management	
Mtg Date: 28/11/2016	OAR: YES
Authorisation: Charlie Dill	

10 November 2016

MEMORANDUM

TO: INFRASTRUCTURE PLANNING MANAGER

FROM: TRANSPORT PLANNER

RE: IGO ACTIVE TRANSPORT ACTION PLAN
NETWORK PRIORITISATION MAPS

INTRODUCTION:

This is a report by the Transport Planner dated 10 November 2016 concerning the prioritisation of the pedestrian and cycle networks as part of the development of the *iGO Active Transport Action Plan (ATAP)*.

BACKGROUND:

At its Ordinary Meeting on 11 October 2016, Council approved the outcomes of the ATAP Summary Report. Further, Council resolved that the detailed cycling and pedestrian network prioritisation work be finalised in consultation with all Councillors and submitted to Council for their consideration and approval [refer Item 1 tabled at the City Infrastructure & Emergency Management Committee Meeting No 2016(07)].

IGO ACTIVE TRANSPORT ACTION PLAN NETWORK PRIORITISATION:

The iGO ATAP provides comprehensive cycle and pedestrian network plans to guide infrastructure delivery and encourage more people to use active transport. However, this infrastructure cannot be constructed all at once. As a result, prioritisation processes have been developed to assist Council in deciding where to focus its investment first.

The identified infrastructure priority areas need to deliver value for money, as well as be the first steps towards encouraging more people to walk and cycle in Ipswich.

Separate prioritisation methods were developed for the cycle network plan and the pedestrian network plan. The methodologies for prioritisation and their outcomes are discussed below. The initial analysis used Council's geographic information system and then checked, validated and adjusted where necessary in an internal technical workshop.

CYCLE NETWORK PRIORITIES:

Principal Routes

The prioritisation of principal cycle routes was undertaken as part of the development of the Queensland Government's *SEQ Principal Cycle Network Plan (PCNP)* which was endorsed by Council in June 2016.

The PCNP routes were prioritised using evidence-based quantitative analysis and confirmed during consultation with TMR regional staff and Council officers. This process involved the following five steps:

- (1) Identified areas with the greatest benefit for cycling investment by applying TMR's Cycle Benefit Index;
- (2) Overlaid the principal cycle network on high benefit areas and undertook a supplementary analysis to identify priority routes - refer to Table 1 (over) for more information on the analysis undertaken;
- (3) Consulted with Council and TMR regional representatives to moderate priority cycle routes based on local knowledge of technical officers and qualitative variables - refer to Table 2 (over) for more information on the analysis undertaken;
- (4) Proposed specific actions for each very high priority route for the next 0-10 years formulated as an action plan for TMR and local government internal use; and
- (5) Sought endorsement from all parties to publish Priority Route Maps as an addendum to the SEQ PCNP.

**TABLE 1
SUPPLEMENTARY ROUTE ANALYSIS**

SAFETY	
Crash Data	A high number of crashes can indicate (a) a dangerous situation, and/or (b) more people riding at a location. The number of crashes, divided by route length was calculated. Crash numbers were tripled if the identified crash was a fatality. A higher ranking indicates a higher number of crashes on that route, therefore recognising there is a greater need to provide a cycle facility in this location.
DEMAND	
Cycle Counts	Demonstrates current demand. The analysis used Strava data. Higher scores indicates higher number of cyclists, however it is acknowledged that Strava data may not accurately reflect transport or commuting patterns.
Population Within a Catchment	Measures potential demand by adjacent population. Calculated total population within 500m of the route, divided by length. The greater the population, the higher the ranking.
CONNECTIVITY	
Topography	Measures difference in elevation along a link. Elevation differences of less than 5m received higher rankings. Route is less attractive to cycle if grade greater than 5%.
Analysis of Trip Attractors and Generators	This assessment indicates the likely community benefit achieved through investment, by examining the number and significance of the places people live, work, study or visit, connected by a route. Counted the number of attractors, divided by length (e.g. employment, commercial, community facilities, education facilities and parks) within 500m of the link. Education facilities received a higher score.

**TABLE 2
CONSULTATION WITH COUNCIL**

LOCAL KNOWLEDGE	
Strategic Importance	Routes are more likely to receive priority where there is a strong fit with local and state government published plans, programs and studies i.e. Local Government Planning Schemes and area studies. Consideration is also given to opportunities to align with major state and local government projects and infrastructure programs such as scheduled road upgrades.
Opportunity	Measures whether the cycle link could be undertaken as part of another project with committed funding (e.g. where a road / bridge is being built or upgraded, it is often easier and more cost effective to include a cycle facility).
Feasibility	There are a number of factors including cost, engineering, and community impacts which may constrain the provision of cycle facilities at a location in the short term.
Missing Links	TMR aims to deliver direct and connected principal cycle networks across Queensland cities and towns. Projects that complete 'missing links' to form a connected cycle network are more likely to be prioritised.

Secondary & Local Routes

The prioritisation analysis undertaken for the iGO ATAP cycle network plan was therefore undertaken for the secondary and local routes. This analysis included consideration of the criteria and weightings outlined in Table 3.

**TABLE 3
CYCLE NETWORK PRIORITISATION CRITERIA**

PROCESS	CRITERIA	WEIGHTING
Geographical information system analysis	Population within 500m catchment (existing & planned)	20%
	Jobs within 500m catchment (existing & planned)	20%
	Traffic volumes along route	15%
	Trip attractors / generators within (200m catchment)	15%
	Crash Data	10%
	Topography	10%
	Likelihood of vulnerable road users (e.g. school children)	5%
	Social disadvantage (relative index)	5%
Internal workshop validation	Strategic importance	
	High level feasibility and constructability	
	Integration with another Council project, program and funding pool	

Overall

Maps illustrating the results of the cycle network prioritisation work are outlined in *Attachment A*. The top priority cycle routes as approved by Council in the ATAP Summary Report in October 2016 are outlined in Table 4.

**TABLE 4
CYCLE NETWORK PRIORITIES**

LINK / PROJECT	SECTION
Deebing Creek Bikeway	Ipswich Central to Yamanto/ Ripley <i>(via South St, Thorn St and the Deebing Creek corridor)</i>
Brassall Bikeway (Stage 6)	Ipswich Central to North Ipswich
Glebe Rd	Ipswich Central to Booval
Bradfield Bridge links	Integration with the Ipswich Mall redevelopment and other inner city connections
RAAF Base Amberley	Southern Amberley Road
Goodna Creek Bikeway	Collingwood Park to Redbank Plains
'Western Ipswich Link'	Ipswich Central to Leichhardt <i>(via Roderick St, Omar St and Old Toowoomba Rd)</i>
Brassall Bikeway (Stage 5)	Brassall to Karrabin
South St	East St to Ellenborough St
Bremer St	Olga St to Ellenborough St

The aim is to deliver these priority cycle routes in the short term subject to detailed planning and funding approval.

PEDESTRIAN NETWORK PRIORITIES:

The prioritisation process for the pedestrian network plan was undertaken on an area basis (as opposed to the link basis developed for the cycle network). Separate criteria were developed for each of the major proposed pedestrian generators identified in the pedestrian network plan:

- Activity Centres;
- Major Public Transport Facilities; and
- Schools

Activity Centres

The pedestrian prioritisation analysis undertaken for activity centres was based on a three kilometre radius catchment for Principal, Sub-regional and District activity centres and included consideration of the criteria and weightings outlined in Table 3.

**TABLE 3
PEDESTRIAN NETWORK PRIORITISATION CRITERIA
ACTIVITY CENTRES**

PROCESS	CRITERIA	WEIGHTING
Geographical information system analysis	Population within catchment (existing & planned)	30%
	Jobs within catchment (existing & planned)	30%
	Trip attractors / generators within catchment	30%
	Centre's functional hierarchy	5%
	Social disadvantage (relative index)	5%
Internal workshop validation	Strategic importance	
	Integration with another Council project, program and funding pool	

Maps illustrating the full results of the pedestrian network activity centre prioritisation work are provided in *Attachment B*. The top priority activity centres for pedestrian network improvements as approved by Council in October 2016 as part of the ATAP Summary Report are outlined in Table 4.

**TABLE 4
PEDESTRIAN NETWORK ACTIVITY CENTRE PRIORITIES**

GENERATOR TYPE	LOCATION
Activity Centres	<ul style="list-style-type: none"> • Ipswich Central; • Booval; and • Brassall

Public Transport

The prioritisation analysis undertaken for public transport was based on an 800 metre radius catchment for rail and major bus stations and included consideration of the criteria and weightings outlined in Table 5 (over).

**TABLE 5
PEDESTRIAN NETWORK PRIORITISATION CRITERIA
PUBLIC TRANSPORT NODES**

PROCESS	CRITERIA	WEIGHTING
Geographical information system analysis	Population within catchment (existing & planned)	20%
	Jobs within catchment (existing & planned)	20%
	Trip attractors/ generators within catchment	20%
	Public transport patronage	15%
	Presence of a park and ride facility	10%
	Social disadvantage (relative index)	10%
	Likelihood of vulnerable road users (e.g. school children)	5%
Internal workshop validation	Strategic importance	
	Integration with another Council project, program and funding pool	

Maps illustrating the full results of the pedestrian network public transport facility prioritisation work are provided in *Attachment C*. The top priority public transport facilities for pedestrian improvements as approved by Council in October 2016 as part of the ATAP Summary Report are outlined in Table 6

**TABLE 6
PEDESTRIAN NETWORK PUBLIC TRANSPORT PRIORITIES**

GENERATOR TYPE	LOCATION
Public Transport Facilities	<ul style="list-style-type: none"> • Ipswich Central Rail Station and Bus Station; • Riverlink Bus Station; • Goodna Rail Station and Bus Station; and • Booval Rail and Bus Station.

Schools

The prioritisation analysis undertaken for schools was based on a two kilometre radius catchment for all schools and included consideration of the criteria and weightings outlined in Table 7.

**TABLE 7
PEDESTRIAN NETWORK PRIORITISATION CRITERIA
SCHOOLS**

PROCESS	CRITERIA	WEIGHTING
Geographical information system analysis	Enrolments	35%
	Population within catchment (existing & planned)	20%
	Trip attractors/ generators within catchment	25%
	Social disadvantage (relative index)	10%
	Likelihood of vulnerable road users (e.g. school children) needs)	10%
Internal workshop validation	Strategic importance	
	Integration with another Council project, program and funding pool	

The top priority schools for pedestrian improvements approved by Council in October 2016 as part of the ATAP Summary Report are outlined in Table 8. Maps illustrating the full results of the pedestrian network school prioritisation work are provided in *Attachment D*.

**TABLE 8
PEDESTRIAN NETWORK SCHOOL PRIORITIES**

GENERATOR TYPE	LOCATION
Schools	<ul style="list-style-type: none"> • Woodcrest State College • Redbank Plains State High School • Springfield Lakes State School • Westside Christian School • Kruger State School • Raceview State School • Ipswich Grammar School • St Edmund's College • St Augustine's College • Springfield Central State High School

CONCLUSION:

Detailed prioritisation work of the iGO Active Transport Action Plan cycle and pedestrian networks in Ipswich has now been undertaken. This information will be used to guide the delivery of active transport infrastructure and supporting infrastructure through various Council programs.

ATTACHMENTS:

Name of Attachment	Attachment
<p><u><i>Attachment A</i></u> iGO Active Transport Action Plan Cycle Network Prioritisation Maps (2015 and 2031)</p>	<p>Attachment A</p>
<p><u><i>Attachment B</i></u> iGO Active Transport Action Plan Pedestrian Network Activity Centre Prioritisation Maps (2015 and 2031)</p>	<p>Attachment B</p>
<p><u><i>Attachment C</i></u> iGO Active Transport Action Plan Pedestrian Network Public Transport Prioritisation Maps (2015 and 2031)</p>	<p>Attachment C</p>
<p><u><i>Attachment D</i></u> iGO Active Transport Action Plan Pedestrian Network School Prioritisation Maps (2015 and 2031)</p>	<p>Attachment D</p>

RECOMMENDATIONS:

- A. That the outcomes of the *iGO Active Transport Action Plan* pedestrian and cycle prioritisation maps, as outlined in the report by the Transport Planner dated 10 November 2016, be approved.
- B. That the Chief Executive Officer use the *iGO Active Transport Action Plan* pedestrian and cycle prioritisation maps to inform and guide Council infrastructure planning and investment programming activities.

Jessica Coats
TRANSPORT PLANNER

I concur with the recommendations contained in this report.

Tony Dileo
INFRASTRUCTURE PLANNING MANAGER

I concur with the recommendations contained in this report.

Charlie Dill
CHIEF EXECUTIVE OFFICER (INFRASTRUCTURE SERVICES)

iGO Active Transport Action Plan Implementation - List of Priority Locations

August 2019

PRIORITY	PROJECT NAME	SUBURB	POTENTIAL PROJECT LOCATION	IGO ATAP PROJECT CATEGORY
1*	Ipswich Central Rail and Bus Station	Ipswich	Within a 400m radius of the Ipswich Railway Station and Bus Station on Bell St	Strategic Pedestrian Network - Public Transport
2**	Ipswich Central	Ipswich	Within a 1.2km radius of the centre of Ipswich Central	Strategic Pedestrian Network - Activity Centre
3	Redbank Plains State High School	Redbank Plains	Within a 400m radius of Redbank Plains State High School	Strategic Pedestrian Network - School
4	Brassall	Brassall	Within 400m of the Brassall District Activity Centre	Strategic Pedestrian Network - Activity Centre
5	Springfield Lakes State School	Springfield Lakes	Within 400m of Springfield Lakes State School	Strategic Pedestrian Network - School
6	Riverlink Bus Station	North Ipswich	Within a 400m radius of the Riverlink Bus Station but outside of the Riverlink Shopping Centre	Strategic Pedestrian Network - Public Transport
7	Goodna Town Centre	Goodna	Within a 1.2km radius of the centre of the Goodna Town Centre	Strategic Pedestrian Network - Activity Centre
8	Bundamba Railway Station	Bundamba	Within a 400m radius of the Bundamba Railway Station	Strategic Pedestrian Network - Public Transport
9	Westside Christian College	Goodna	Within a 400m radius of Westside Christian College	Strategic Pedestrian Network - School
10	Challinor St / Tiger St	West Ipswich	Challinor St and Tiger St between Tallon St and Omar St	Cycle Network - Local Cycle Route
11	Kruger State School	Bellbird Park	Within a 400m radius of Kruger State School	Strategic Pedestrian Network - School
12	Tallon St	Sadliers Crossing	Tallon St between Gladstone Rd and Challinor St	Cycle Network - Secondary Cycle Route
13	Raceview State School	Raceview	Within a 400m radius of Raceview State School	Strategic Pedestrian Network - School
14	Yamanto	Yamanto	Within a 400m radius of the Yamanto District Activity Centre	Strategic Pedestrian Network - Activity Centre
15	East Ipswich Railway Station	East Ipswich	Within a 400m radius of the East Ipswich Railway Station	Strategic Pedestrian Network - Public Transport
16	Moffatt Street	Ipswich	Moffatt St between Warwick Rd and Thorn St	Cycle Network - Secondary Cycle Route
17	Ipswich Grammar School & St Edmunds College	Woodend	Within a 400m radius of Ipswich Grammar School & St Edmunds College	Strategic Pedestrian Network - School
18	Redbank Bus and Railway Station	Redbank	Within a 400m radius of the Redbank Bus and Railway Station	Strategic Pedestrian Network - Public Transport
19	Rosewood	Rosewood	Within a 400m radius of the future Rosewood District Activity Centre	Strategic Pedestrian Network - Activity Centre
20	St Augustines College	Augustine Heights	Within a 400m radius of St Augustines College	Strategic Pedestrian Network - School

NOTES:

* Project on hold pending resolution of Ipswich CBD redevelopment scope of works. It is noted that Ipswich Central requires additional or alternate funding beyond that currently available through this program to implement all of the likely works required.

** It is noted that Ipswich Central requires additional or alternate funding beyond that currently available through this program to implement all of the likely works required.

1. A number of ATAP strategic pedestrian and cycle network locations within the very high priority listing are assumed to be completed by new development. These locations have been excluded from the list above

Doc ID No: A5694596

ITEM: 3

SUBJECT: STORMWATER QUALITY OFFSET DELIVERY SUB PROGRAM - PRIORITISATION
METHODOLOGY AND PROJECT SHORTLIST

AUTHOR: ACTING PRINCIPAL OFFICER (NATURAL RESOURCES)

DATE: 31 JULY 2019

EXECUTIVE SUMMARY

This is a report concerning the Stormwater Quality Offset Delivery sub program and prioritisation methodology.

RECOMMENDATION/S

That the Interim Administrator of Ipswich City Council resolve:

That the prioritisation methodology and prioritised list of projects as detailed in Attachment 1 be adopted to guide the delivery of the Stormwater Quality Offset sub-program as part of the 2019–2020 capital works portfolio.

RELATED PARTIES

There are no related parties to this report.

ADVANCE IPSWICH THEME LINKAGE

Managing growth and delivering key infrastructure

PURPOSE OF REPORT/BACKGROUND

As part of the 2019-2020 capital portfolio build process the prioritisation methods and subsequent project listing for each sub-program have been submitted for consideration. This report relates to the “Stormwater Quality Offset Delivery” sub-program and provides a list and details of the method used to prioritise and formulate this list.

The Stormwater Quality offset program is a developer funded program through which Council delivers regional water quality improvement measures and solutions in lieu of them being delivered onsite as part of a development as required by the State Planning Policy. Developers are offered the alternative option of providing a voluntary monetary contribution equivalent to the cost of removing the required proportion of pollutant loads on site. This is used to fund the delivery of regional and local alternatives by council.

Prioritisation Method

Initially potential projects, locations and sites were identified across the city based upon a set of programme rules as outlined and defined in the Water Quality Offset report 2014. This was drawn up into an Offsets 'long list'.

From here basic feasibility and a process of prioritisation is applied to work out the eligibility of each of the potential projects.

To determine initial eligibility, the following criteria is considered:

- The project must demonstrate that it is achieving Council's obligations under the stormwater quality offsets scheme, with improved water quality outcomes. Possible treatment options are: Naturalising concrete channels; constructed wetlands; bio retention basins; creek filtration systems; daylighting stormwater pipes to channels.
- The project does not replicate maintenance issues of contributed assets. Specifically:
 - Large walls surrounding infrastructure will not be accepted, as will large batters, to the greatest extent practicable.
 - Assets must be integrated with existing vegetation, or allow dense vegetation planting surrounding the asset to improve microclimate and drying out. The intent with this approach is to ensure that they are effectively not seen, or the impact is subtle.
 - Assets need to be integrated within parkland in an aesthetically pleasing manner that contributes to wider landscaping and park design.
 - Access must be a key consideration for maintenance and construction and associated costs.
- Offsets projects are required in addition to 'business as usual' and existing regulatory requirements (eg ESC).
- Stormwater quality offsets cannot be credited for the delivery of other types of offset projects
- Project funds are allocated to projects within the Ipswich LGA.
- Cost effectiveness of \$/kg of pollutant removed.
- Delivery must be on Council owned land, unless an alternative partnership approach can be achieved at negligible land cost.
- Adequate space must be retained for any park/drainage reserve to serve a dual purpose role as kick about/active rec areas.

- Basins should not be located below 1 in 20 ARI flood level where possible, particularly on large catchments.
- Sufficient space is available to provide separation between dwellings and dense vegetation.

Within the ‘long list’ provided under the above rules, the offsets program delivery has been prioritised or shortlisted using the following considerations, with the categories given weightings as described below in Table 1:

- Cost effectiveness – how efficiently does the approach/project achieve reduction in pollutant liabilities? Measured by cost estimate relative to modelled pollutant reductions.
- Amenity – How will the project improve amenity of the existing site
- Integration – how well will the project be integrated within the existing site setting?
- Access – How accessible is the proposed treatment measure for maintenance purposes
- Maintenance – will this project assist to resolve existing maintenance challenges?

It is important to note that these weightings exist inside a set of program rules for initial project identification. These are elaborated on in the aforementioned offsets report. The above prioritisation process is summarised in table 1.

PRIORITISATION ASSESSMENT METHODOLOGY:

The prioritised assessment of projects for the “Stormwater Quality Offsets” sub program has been undertaken using a customized set of five (5) strategic drivers with set percentage weightings. Table 1 of this report outlines each strategic driver, percentage weighting and rationale.

Table 1 – Customized Strategic Drivers

Strategic Driver	Percentage Weighting	Rationale
A. Cost Effectiveness	B. 30%	C. The project is required to meet the obligations of the stormwater quality offsets scheme. Different options have different pollutant removal efficiencies, and hence this is critical to ensure successful delivery of the program. Note: Those items that do not achieve minimum standards of pollutant removal will not be considered.
D. Amenity	E. 25%	F. Projects that deliver high levels of amenity to otherwise denuded areas or can be accommodated within existing attractive settings will score highly.
G. Integration	H. 25%	I. Projects that deliver multiple benefits will be valued most highly, for example stormwater harvesting schemes that provide benefit to the amenity and functionality of sports fields, or assets that are designed to fit into a parkland in a pleasing and complementary

		manner will be scored highly.
J. Access	K. 10%	L. Access for the purposes of constructability and maintenance are critical. Those with easy access will score highly.
M. Maintenance	N. 10%	O. Those items that resolve a maintenance concern and can be built in a manner that improves the burden on maintenance crews will be scored most highly.
	P. 100%	

The result of this process is the sub program for 2020-2021 as shown in Table 2, this is the culmination of the initial program phase. Further work within this phase will revisit the long list and feasibility criteria in order to develop the sub programs for the following 3- 5 year project phase.

Table 2 – Proposed Sub-Program Project Lists 2020 - 2021

PRIORITY	PROJECT	SCOPE	PROJECT CATERGORY
1	Small Creek	Channel Naturalisation Stage 3 and 4 (Construct 3 and Design 4 between Whitehill Rd and Briggs Road, Raceview)	WQ Offset
2	Future Offset Program Scope and Planning	Stormwater Quality Future projects site feasibility and concepts Detailed Design	WQ Offset
3	Ironpot Creek Stabilisation (Wairuna Court)	Battering and hardening erosion at Walter Zimmerman Park	WQ Offset
4	Stormwater Street Tree Pilot	City Wide Stormwater Pilot Program	WQ Offset
5	Bremervale Park	Constructed Wetlands Design	WQ Offset

FINANCIAL/RESOURCE IMPLICATIONS

The projected cost of the sub program for 2020-2021 is \$1,938,000.

RISK MANAGEMENT IMPLICATIONS

There is an on ongoing environmental, reputational and legislative risk to council in not meeting/delivering on the liabilities accrued through the collection of developer contributions for an express and specific purpose including Water Quality Offsets.

Reasonable management of this risk comes from projecting and forecasting future collection of offsets funds based on potential growth and pre-programming and planning projects and options accordingly.

LEGAL/POLICY BASIS

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

Planning Act 2016

In accepting the developer contribution under the local planning provisions Council is taking the responsibility and liability to deliver the offset set out under the State Regulation.

COMMUNITY AND OTHER CONSULTATION

Small Creek's award winning community lead design through Design your Creek Week will continue into phase 3 and 4 with internally lead program of community and stakeholder engagement.

Consultation is ongoing across and between relevant bodies and organisations in regards to best practise in the field of Stormwater Offsets and the delivery of associated projects.

The city-wide feasibility study will make recommendations in regards to targeted engagement in association with specific recommendations.

CONCLUSION

The "Stormwater Quality Offsets Delivery" is a sub-program of Council's capital works portfolio. A proposed list of priority projects has been developed based on the methodology of assessing projects against a customized set of five (5) strategic drivers with set percentage weightings. The priority listing for this sub-program is shown in Table 2 of this report.

Phil Smith

ACTING PRINCIPAL OFFICER (NATURAL RESOURCES)

I concur with the recommendations contained in this report.

Kaye Cavanagh

SPORT RECREATION AND NATURAL RESOURCES MANAGER

I concur with the recommendations contained in this report.

Tony Dileo

INFRASTRUCTURE PLANNING MANAGER

I concur with the recommendations contained in this report.

Charlie Dill

GENERAL MANAGER - INFRASTRUCTURE AND ENVIRONMENT

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Doc ID No: A5710216

ITEM: 4

SUBJECT: SUSTAINABLE TRAVEL SUB-PROGRAM - CYCLE SAFETY AND MOBILITY IMPROVEMENTS PRIORITY LIST OF PROJECTS

AUTHOR: TECHNICAL OFFICER (TRAFFIC)

DATE: 8 AUGUST 2019

EXECUTIVE SUMMARY

This is a report concerning the cycle safety and mobility improvements project listing that forms part of the 'Sustainable Travel' capital works portfolio sub-program.

RECOMMENDATION

That the Interim Administrator of Ipswich City Council resolve:

That the prioritised list of cycle safety and mobility improvements as detailed in Attachment 3 to the report by the Technical Officer (Traffic) dated 8 August 2019 be considered when developing Council's next capital works portfolio.

RELATED PARTIES

The only related party for this report is Ipswich City Council.

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

ADVANCE IPSWICH THEME LINKAGE

Managing growth and delivering key infrastructure

PURPOSE OF REPORT/BACKGROUND

As part of the capital works portfolio build process, it is proposed to submit a report outlining the project listing for each sub-program. This report relates to cycle safety and mobility improvements which form part of the 'Sustainable Travel' sub-program. Attachment 1 outlines how this project listing relates to the corresponding sub-program and program of works within the capital works portfolio.

At its Ordinary meeting on 28 July 2015, Council endorsed a methodology for assessing stormwater grates throughout the City for the purpose of prioritising funding through the cycle safety and mobility improvements sub-program [refer to Item 5 tabled at City Infrastructure Committee Meeting 2015(07)].

At its Ordinary meeting on 19 September 2017, Council endorsed a modified scope of the cycle safety and mobility improvements sub-program to include small scale projects. As a result, a new methodology was endorsed to assist with prioritising projects [refer item 6 tabled at City Infrastructure and Emergency Management Committee No. 2017(09)], as per Attachment 2.

The previously developed methodology endorsed by Council has been used to prioritise future projects. The full list of cycle safety and mobility improvement projects for future years can be viewed in Attachment 3, along with the associated priority ranking. It should be noted that the project listing for cycle safety and mobility improvements will be considered during development of the next capital works portfolio for years 2022-2023 onwards, given projects in the preceding three financial years are considered to be committed.

FINANCIAL/RESOURCE IMPLICATIONS

In previous financial years, Council has allocated various funding amounts within the capital portfolio to ensure a level of service continues to be provided with respects to cycle safety and mobility infrastructure. However, Council's recently adopted capital works portfolio has zero funding allocated for cycle safety and mobility improvements for the 2019-2020 financial year, \$148,000 for the 2020-2021 financial year and \$71,000 in the 2021-2022 financial year.

RISK MANAGEMENT IMPLICATIONS

There are no risk management implications associated with this report.

LEGAL/POLICY BASIS

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

COMMUNITY AND OTHER CONSULTATION

The community has not been consulted as part of the creation of the cycle safety and mobility improvements project listing. The project listings are based on a technical assessment in accordance with a Council approved methodology. Further, no internal stakeholder consultation has occurred in the development of this list of projects.

CONCLUSION

Cycle safety and mobility improvements form part of the 'Sustainable Travel' sub-program within Council's capital works portfolio. Council previously endorsed a methodology for assessing cycle safety and mobility improvements which has been used to develop a list of priority projects. The updated priority list of projects for the cycle safety and mobility improvements which forms part of the 'Sustainable Travel' sub-program is shown in Attachment 3 of this report.

ATTACHMENTS AND CONFIDENTIAL BACKGROUND PAPERS

1.	Capital Works List Cycle Safety and Mobility ↓ 
2.	Previous Committee Report - Sustainable Transport Sub-program - cycle safety and mobility improvements - scope and methodology 2018-2019 September 2017 ↓ 
3.	Cycle Safety and Mobility Improvements Priority Listing ↓ 

Jade Smith

TECHNICAL OFFICER (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

INFRASTRUCTURE PLANNING MANAGER

I concur with the recommendations contained in this report.

Charlie Dill

GENERAL MANAGER - INFRASTRUCTURE AND ENVIRONMENT

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Attachment 1 – Project listings and corresponding sub-program and programs within the capital works portfolio

Program	Sub-program	Project Lists
Transport and Traffic	Strategic Roads	Strategic roads and potential bicycle links
	Road Safety and Operations	SafeST
		Road Safety Improvements
		Gravel Turnarounds
	Sustainable Travel	Public Transport Improvements
		Pedestrian Safety Improvements
		Cycle Safety and Mobility Improvements
iGO ATAP Implementation		
Flood Mitigation and Drainage	Flood Mitigation	Flood Mitigation
	Local Drainage	Local Drainage Improvements
Parks, Sports and Environment	Strategic Parks and Sports	Strategic Parks and Sports
	Developer Funded Parks	Developer Funded Parks
	Local and District Parks and Sports	Local and District Parks and Sports
	Natural Environment / Stormwater	Natural Environment / Stormwater
	Enviroplan	Enviroplan
Local Amenity	Kerb and Channel	Accelerated kerb and channel
	Sealing Gravel Roads	Sealing Gravel Roads
	Streetscape Improvements	Streetscape Improvements
Corporate Facilities	New Facilities	New Facilities
	Facility Upgrades	Facility Upgrades
Asset Rehabilitation	Sealed Road Rehabilitation	Sealed Road Rehabilitation
	Path Rehabilitation	Path Rehabilitation
	Bridge and Culvert Rehabilitation	Bridge and Culvert Rehabilitation
	Kerb and Channel Rehabilitation	Kerb and Channel Rehabilitation
	Drainage Rehabilitation	Drainage Rehabilitation
	Water Quality Rehabilitation	Water Quality Rehabilitation
	Street Furniture Rehabilitation	Street Furniture Rehabilitation
	Parks Rehabilitation	Parks Rehabilitation
	Sports Facility Rehabilitation	Sports Facility Rehabilitation
	Landfill Rehabilitation	Landfill Rehabilitation
	Facility Rehabilitation	Facility Rehabilitation

City Infrastructure and Emergency Management Committee	
Mtg Date: 11.09.17	OAR: YES
Authorisation: Charlie Dill	

JC: JC
14 August 2017

14 August 2017

MEMORANDUM

TO: INFRASTRUCTURE PLANNING MANAGER

FROM: TRANSPORT PLANNER

RE: SUSTAINABLE TRAVEL SUB-PROGRAM
CYCLE SAFETY AND MOBILITY IMPROVEMENTS – SCOPE AND METHODOLOGY
2018-2019

INTRODUCTION:

This is a report by the Transport Planner dated 14 August 2017 concerning the 'Cycle Safety and Mobility Improvements' capital works portfolio line item.

BACKGROUND:

It is proposed to submit a report outlining the project listing for each sub-program. This report relates to Cycle Safety and Mobility Improvements which forms part of the 'Sustainable Travel' sub-program.

Table 1 below outlines the sub-programs that the Infrastructure Services Department is responsible for and that will have prioritised lists reported to Council.

Table 1 – Proposed Sub-Program Project Lists

Program	Sub-program	Project Lists	Status	2017-2018 Budget Allocation
Transport and Traffic	Strategic Transport	Strategic roads and potential bicycle links	Submitted to September 2017 CI&EM Committee	
		iGO ATAP Implementation	Submitted to September 2017 CI&EM Committee	
	Road Safety and Operations	SafeST	Submitted to August 2017 CI&EM Committee	
		Road Safety Improvements	Submitted to August 2017 CI&EM Committee	
		Gravel Turnarounds	Submitted to August 2017 CI&EM Committee	
	Sustainable Travel	Public Transport Improvements	Submitted to September 2017 CI&EM Committee	
		Pedestrian Safety Improvements	Submitted to August 2017 CI&EM Committee	
		Cycle Safety and Mobility Improvements	Submitted to September 2017 CI&EM Committee	\$55,000
	Flood Mitigation and Drainage	Local Drainage	Local Drainage Improvements	Submitted to August 2017 CI&EM Committee
Local Amenity	Kerb and Channel	Accelerated kerb and channel	Submitted to August 2017 CI&EM Committee	
Local Amenity	Sealing Gravel Roads	Sealing Gravel Roads	Submitted to September 2017 CI&EM Committee	

PREVIOUS CONSIDERATIONS:

At its Ordinary Meeting on 29 May 2012 [refer Item 2 tabled at City Infrastructure Committee Meeting 2012(1)], Council endorsed the undertaking of an audit of ‘dedicated and high use bicycle routes’ be conducted to determine the presence of older style parallel bar grates throughout the city.

The main risks to cyclists from traditional parallel bar stormwater grates is that a bicycle wheel can become trapped in the grate slots, thus risking injury to the rider if dislodged from the bicycle. Consequently, dedicated and high use bicycle routes should ideally have bicycle safe grates to mitigate this issue. The initial audit in 2012 identified a total of 944 traditional stormwater safe grates from an overall total of 2,920 gully pits. Further investigations since the 2012 audit identified a reduction in sites to 775.

The Cycle Safety and Mobility Improvements line item within the Sustainable Travel sub-program was established to address this issue and in 2014-2015 and 2015-2016 financial years many traditional stormwater grates across the city have now been upgraded to bicycle safe grates.

At its Ordinary meeting on 28 July 2015, Council endorsed a methodology for assessing stormwater grates throughout the City for the purpose of prioritising funding through the Cycle Safety and Mobility Improvements line item [refer to Item 5 tabled at the City Infrastructure Committee Meeting 2015(07)], as per Attachment A.

The previously developed prioritisation methodology endorsed by Council was based on three criteria. These being:

- **Location:** The potential for a cyclist to travel close to or over an existing stormwater gully grate based on its location within the carriageway;
- **'Squeeze Point':** Location of a 'squeeze point' along the carriageway where cyclists are forced towards the kerb and therefore required to traverse over a non-bike safe grate; and
- **Road Hierarchy:** Consideration of the hierarchy of the road which a cyclists may travel on.

The subsequent priority list of projects was adopted by Council and used to develop the 2016-2017 and 2017-2018 financial years capital works portfolio.

To date, the Cycle Safety and Mobility Improvements line item has seen to the installation of 66 bicycle safe grates across the City, further supporting those which have also been upgraded as part of Council's many road works projects.

CYCLE SAFETY AND MOBILITY IMPROVEMENTS

Upgrading traditional stormwater grates to bicycle safe grates has merit and should continue to be delivered by Council. However, now that the most critical stormwater grate locations have been upgraded, it is proposed that the Cycle Safety and Mobility Improvements project list be expanded and prioritised to also include other types of bicycle safety and improvement infrastructure projects.

It is proposed that the scope of the Cycle Safety and Mobility Improvements line item continue to be for small scale, quick win, safety and mobility focused cycle infrastructure projects but be expanded to include (but not be limited to) provision for the following:

- Bicycle safe grates;
- Kerb/ transition ramps;
- Pedestrian refuges/ kerb build outs;
- Short sections of new/ re-aligned shared paths;
- Pavement treatments/ road markings;
- Removal/ relocation of roadside hazards;
- Miscellaneous bicycle infrastructure (e.g. bicycle loop detectors, bicycle push buttons at signals, signal co-ordination etc.); and
- Regulatory, warning and directional signage.

It is intended that the remaining list of traditional stormwater grates requiring upgrade will continue to be used as a base project list (initially the previously identified next top 20 projects). However, other small scale cycle infrastructure projects either requested by the community, identified by Council or suggested by the Department of Transport and Main Roads road safety officers will now also be included for prioritisation. To assist with the project identification process, advice from Councillors will be sought.

PRIORITISATION METHODOLOGY

Outlined below is the proposed methodology which will be used to assist in determining the priority of the projects identified as suitable for the expanded Cycle Safety and Mobility Improvements line item. There are four criteria, each of which have also been assigned a percentage weighting. The weightings were assigned during a collaborative workshop exercise and gave regard to the purpose of the sub-program, the budget and which project locations would be most beneficial to the city’s overall cycle network development.

a) Safety Improvement – 35% Weighting

Project makes a safer and more secure environment for cyclists.

Scoring Parameter	Rating*
Project addresses a known cycle crash location, responds to a community concern about a hazardous location or responds to a potential hazardous situation/ location with a high degree of risk (e.g. ‘squeeze point’) (Yes/No)	6
Project responds to a potential hazardous situation/ location (Yes/No)	4
Project increases the safety of cyclists at an intersection or road crossing (Yes/No)	2
Project is located on an arterial or sub-arterial (i.e. there is a higher risk of an incident with a vehicle) (Yes/No)	2
Project is located on a major collector (Yes/No)	1
<i>*Cumulative score, with a maximum score of 10 possible</i>	

b) Network Enhancement – 25% Weighting

Project fills a gap by addressing a barrier to cycling.

Scoring Parameter	Rating
Project enhances the user experience of a cyclist (i.e. by reducing wait times at intersections, removing a roadside hazard, allowing for more direct travel, provision of wayfinding signage etc.) on an existing cycle facility (e.g. shared path of 2.5m width or greater, on-road bicycle lanes etc.)	10
Project fills a missing link (i.e. there are existing cycle facilities on either side of the project and its construction would result in a longer more continuous route)	8
Project extends an existing cycle facility resulting in a longer continuous route (i.e. project connects into existing cycle facilities at one end)	6
Project enhances the user experience of a cyclist not on an existing cycle facility (i.e. by reducing wait times at intersections, removing a roadside hazard, allowing for more direct travel, provision of wayfinding signage etc.)	4

c) Connectivity – 25% Weighting

Project is located in proximity to key cycle trip attractors.

Scoring Parameter	Rating
Within an Activity Centre (Principal, Sub-Regional, District or Local)	10
Within 100m of an Activity Centre (Principal, Sub-Regional, District or Local), Major Public Transport Station or School	8
Within 250m of an Activity Centre (Principal, Sub-Regional, District or Local), Major Public Transport Station or School	6
Within 500m of an Activity Centre (Principal, Sub-Regional, District or Local), Major Public Transport Station or School	4
Within 1km of an Activity Centre (Principal, Sub-Regional, District or Local), Major Public Transport Station or School	2
Within 2km of an Activity Centre(Principal, Sub-Regional, District or Local), Major Public Transport Station or School	1

d) Strategic Cycle Network – 15% Weighting

Project is on or in proximity to Council’s iGO Active Transport Action Plan (ATAP) Cycle Network.

Scoring Parameter	Rating
Yes – Project located on an iGO ATAP ‘Principal Transport’ cycle route	10
Yes – Project located on an iGO ATAP ‘Secondary Transport’ cycle route	8
Yes – Project located on an iGO ATAP ‘Local Transport’ cycle route	6
Yes – Project located on an iGO ATAP ‘Secondary Recreation’ cycle route	4
No – Project located within 500m of any iGO ATAP cycle route	3
No – Project located within 1km of any iGO ATAP cycle route	2

Based on the above methodology, each identified project will be provided an individual score under each criteria. Each criteria score is then multiplied by the assigned percentage weighting to provide a weighted score. The weighted scores for each criteria are then added to provide an overall project score. An example of how this methodology works is provided in Attachment B. It is intended that this methodology and criteria matrix will be used to identify a full list of prioritised projects for the Cycle Safety and Mobility Improvements line item and this will subsequently be used to inform and develop future budgets and capital works portfolios.

CONCLUSION:

Cycle Safety and Mobility Improvements form part of the Sustainable Travel sub-program within Council’s capital works portfolio. This line item previously focused only on the upgrade of traditional stormwater grates to bicycle safe grates whereby a methodology had been endorsed by Council to assist in the prioritisation of these projects.

This report proposes that the scope of this line item now be expanded to also include other types of small scale cycle safety and mobility improvements and that a new methodology be used to assist in the development of a priority list of projects which can be used to develop future budgets and capital works portfolios.

ATTACHMENTS:

Name of Attachment	Attachment
<u>Attachment A</u> Report from City Infrastructure Committee No 2015(07) regarding prior Cycle Safety and Mobility Improvements prioritisation methodology	Attachment A
<u>Attachment B</u> Cycle Safety and Mobility Improvements Prioritisation Matrix – Worked Example	Attachment B

RECOMMENDATION:

- A. That the extended scope and prioritisation methodology, as detailed in the report by the Transport Planner dated 14 August 2017, be approved and used to develop the Cycle Safety and Mobility Improvements project listing within the Sustainable Travel sub-program and to inform future budgets and capital works portfolios.
- B. Consultation be undertaken with Councillors to assist in the identification of potential projects which may be suitable for the Cycle Safety and Mobility Improvements within the Sustainable Travel sub-program.

Jessica Cartlidge
TRANSPORT PLANNER

I concur with the recommendations contained in this report.

Tony Dileo
INFRASTRUCTURE PLANNING MANAGER

I concur with the recommendations contained in this report.

Charlie Dill
CHIEF OPERATING OFFICER (INFRASTRUCTURE SERVICES)

ATTACHMENT 3

Cycle Safety and Mobility Improvements - 2020-2021 Prioritised List of Projects

KEY: S = Safety Improvement (35% Weighting) NE = Network Enhancement (25% Weighting) C = Connectivity (25% Weighting) SCN = Strategic Cycle Network (15% Weighting)

STREET	LOCATION	SUBURB	DIVISION	PROJECT DESCRIPTION	ASSET #	CRITERIA NOTES			CRITERIA SCORE				WEIGHTED SCORE				OVERALL SCORE	PRIORITY RANKING	
						S	NE	C	SCN	S	NE	C	SCN						
Chermide Road	Narrow Lane	Ipswich	7	Replace unsafe road drainage grate	216095-1216093	Located at a T-junction on Chermide Road and Queen Victoria Drive. Located at a roundabout squeeze point at a roundabout intersection	Not an existing cycle facility	Within 100m of a school	Principal Transport	10	4	8	10	35	10	20	15	80	1
Bell Street	Narrow Lane	Ipswich	7	Replace unsafe road drainage grate	217568	Located at a T-junction on Bell Street and a narrow road intersection	Not an existing cycle facility	Located within an Activity Centre	Bell Street is a Principal Cycle Route	8	4	10	10	28	10	25	15	78	2
Bremer Street	Wide Lane - More than 5m	Ipswich	7	Replace unsafe road drainage grate	217559	located on bridge = potential squeeze point	Not an existing cycle facility	Within an Activity Centre	Pine Street is a Principal Cycle Route	8	4	10	10	28	10	25	15	78	3
Ellenborough Rd West	Narrow Lane	Ipswich	7	Replace unsafe road drainage grate	218019	located at a squeeze point on Ellenborough St is a Sub-Arterial	Not an existing cycle facility	Within a Principal Activity Centre	Principal Transport	8	4	10	10	28	10	25	15	78	4
Henry Drive	Narrow Lane	Redbank Plains	3	Replace unsafe road drainage grate	227718	located at a squeeze point on center island. Located at the intersection of Henry Drive and center island. Located at the intersection of Henry Drive and center island.	Not an existing cycle facility	Within 100m of Kruger State School	Henry Drive is a Principal Cycle Route	9	4	8	10	31.5	10	20	15	77	5
Henry Drive	Narrow Lane	Redbank Plains	3	Replace unsafe road drainage grate	227719	located at a squeeze point on center island. Located at the intersection of Henry Drive and center island.	Not an existing cycle facility	Within 100m of Kruger State School	Henry Drive is a Principal Cycle Route	9	4	8	10	31.5	10	20	15	77	6
Kernald Street	Wide Lane - More than 5m	Redbank	2	Provide connection from path to road	N/A	located at a squeeze point on Kernald Street	project extends cycle facility	Within 500m of train station	Principal Transport	10	6	4	10	35	15	10	15	75	7
Toungara Road	Right Side of Lane	Leichhardt	8	Replace unsafe road drainage grate	923550	Located at a pinch point due to the presence of a bus stop. Community concern, Arterial road, narrow lanes, high risk hazard	Not an existing cycle facility	Within 100m of Activity Centre	Principal Transport	8	4	8	10	28	10	20	15	73	8
Brisbane St	Brisbane St, North side, Outside No 283 Brisbane Rd	West Ipswich	7	Replace unsafe road drainage grate	219887	Arterial road, intersection, significant risk hazard	User experience improvement by elimination of hazard	Within a Principal Activity Centre	Local	8	4	10	6	28	10	25	9	72	9
Toungara Rd	Toungara Rd, North of Aspinall intersection, West side kerb	Wulkuraka	6	Replace unsafe road drainage grate	218621	Arterial road, intersection, significant risk hazard	User experience improvement by elimination of hazard	Within 1km of a major public transport station	Secondary Transport	8	10	2	8	28	25	5	12	70	10
Thorn Street	Wide Lane - Lane Treatments	Ipswich	7	Replace unsafe road drainage grate	878676	located at a T-junction on Thorn Street and a narrow road intersection	Not an existing cycle facility	Within 100m of Activity Centre	Principal Transport	7	4	8	10	24.5	10	20	15	70	11
Cascade St	Cascade St, West of 5th Station Rd, North side kerb	Reeview	4	Replace unsafe road drainage grate	225502	Sub-arterial road, intersection, high risk hazard	User experience improvement by elimination of hazard	Within 250m of a school	Local Transport	10	4	6	6	35	10	15	9	69	12
Cascade St	Cascade St, West of 5th Station Rd, South side kerb	Reeview	4	Replace unsafe road drainage grate	225503	Sub-arterial road, significant risk hazard	User experience improvement by elimination of hazard	Within 250m of a school	Local Transport	10	4	6	6	35	10	15	9	69	13
Bremer Street	Right Side of Lane	Ipswich	7	Replace unsafe road drainage grate	218039	Bremer Street is a Sub-Arterial + located at a pinch point under bridge	Not an existing cycle facility	Within Activity Centre	Secondary Transport	8	4	10	4	28	10	25	6	69	14
Bremer Street	Right Side of Lane	Ipswich	7	Replace unsafe road drainage grate	217574	located at a pinch point on the traffic island + Bremer Street is a Sub-Arterial	Not an existing cycle facility	Within Activity Centre	Secondary Transport	8	4	10	4	28	10	25	6	69	15
Bremer Street	Right Side of Lane	Ipswich	7	Replace unsafe road drainage grate	217606	located at a pinch point on the traffic island + Bremer Street is a Sub-Arterial	Not an existing cycle facility	Within Activity Centre	Secondary Transport	8	4	10	4	28	10	25	6	69	16
Kruger Parade	Wide Lane - More than 5m	Bellbird Park	2	Replace unsafe road drainage grate	227793	located at a pinch point	Not an existing cycle facility	Within 250m of Activity Centre	Principal Transport	8	4	6	10	28	10	15	15	68	17
Kruger Parade	Wide Lane - Lane Treatments	Bellbird Park	2	Replace unsafe road drainage grate	227794	Kruger Parade is a Sub-Arterial + at a pinch point	Not an existing cycle facility	Within 250m of Activity Centre	Principal Transport	8	4	6	10	28	10	15	15	68	18
North Station Rd	North Station Rd, North of Thurno St, West side kerb	North Beoval	4/5	Replace unsafe road drainage grate	229515	Sub-arterial road, intersection, high risk hazard	User experience improvement by elimination of hazard	Within 250m of a major public transport station	Secondary Transport	8	4	6	8	28	10	15	12	65	19
North Station Rd	North Station Rd, South of Thurno St, West side kerb	North Beoval	4/5	Replace unsafe road drainage grate	229598	Sub-arterial road, intersection, high risk hazard	User experience improvement by elimination of hazard	Within 250m of a major public transport station	Secondary Transport	8	4	6	8	28	10	15	12	65	20
Brennan St	Brennan St, West of Jones St, South Side kerb	Bellbird Park	2	Replace unsafe road drainage grate	229958	Arterial road, intersection, high risk hazard	User experience improvement by elimination of hazard	Within 1km of a major public transport station	Principal Transport	10	4	2	10	35	10	5	15	65	21
Old Logan Road	Wide Lane - More than 5m	Springfield	1	Replace unsafe road drainage grate	231175	located at a T-junction on Old Logan Road + Mur Boulevard + Mansfield Drive	Not an existing cycle facility	Within 1km of Activity Centre	Principal Transport	10	4	2	10	35	10	5	15	65	22
Cascade St West	Wide Lane - More than 5m	Reeview	9	Replace unsafe road drainage grate	225501	Arterial road, intersection, high risk hazard	Not an existing cycle facility	Within 500m of a school	Local Transport	10	4	4	6	35	10	10	9	64	23
Robertson Road	Wide Lane - Lane Treatments	Eastern Heights	7	Replace unsafe road drainage grate	228650	Robertson road and Kiah Street + Robertson Road is a Sub-Arterial	BAZ on Robertson Road	Within 500m of Activity Centre	Principal Transport	4	10	4	10	14	25	10	15	64	24
Robertson Road	Wide Lane - Lane Treatments	Reeview	7	Replace unsafe road drainage grate	228657	located at the intersection of Robertson Street + Bremer Street	BAZ on Robertson Road	Within 500m of Activity Centre	Principal Transport	4	10	4	10	14	25	10	15	64	25
Robertson Road	Wide Lane - Lane Treatments	Eastern Heights	7	Replace unsafe road drainage grate	229561	Robertson road and Minnis Street + Robertson Road is a Sub-Arterial	BAZ on Robertson Road	Within 500m of Activity Centre	Principal Transport	4	10	4	10	14	25	10	15	64	26
Collingwood Drive	Wide Lane - Lane Treatments	Collingwood Park	3	Replace unsafe road drainage grate	226047	Collingwood Drive is a Sub-Arterial	BAZ on Collingwood Drive	Within 100m of a school	Secondary Transport	2	10	8	8	7	25	20	12	64	27
Gardens Street	Wide Lane - Lane Treatments	Ipswich	7	Replace unsafe road drainage grate	217629	located at a T-junction on Thorn Street + Gardens Street + Thorn Street is a Sub-Arterial	Not an existing cycle facility	Within Activity Centre	Principal Transport	4	4	10	10	14	10	25	15	64	28
Gardens Street	Wide Lane - Lane Treatments	Ipswich	7	Replace unsafe road drainage grate	217630	located at a T-junction on Thorn Street + Gardens Street + Thorn Street is a Sub-Arterial	Not an existing cycle facility	Within Activity Centre	Principal Transport	4	4	10	10	14	10	25	15	64	29
Gardens Street	Wide Lane - Lane Treatments	Ipswich	7	Replace unsafe road drainage grate	217631	located at a T-junction on Thorn Street + Gardens Street + Thorn Street is a Sub-Arterial	Not an existing cycle facility	Within Activity Centre	Principal Transport	4	4	10	10	14	10	25	15	64	30
Thorn Street	Wide Lane - Lane Treatments	Ipswich	7	Replace unsafe road drainage grate	217633	located at a T-junction on Thorn Street + Gardens Street + Thorn Street is a Sub-Arterial	Not an existing cycle facility	Within Activity Centre	Principal Transport	4	4	10	10	14	10	25	15	64	31
Minnis Street	Wide Lane - Lane Treatments	Eastern Heights	7	Replace unsafe road drainage grate	229562	located at a T-junction on Thorn Street + Gardens Street + Thorn Street is a Sub-Arterial	Robertson Road BAZ	Within 500m of Activity Centre	Principal Transport	4	10	4	10	14	25	10	15	64	32
Ellenborough Rd West	Right Side of Lane	Ipswich	7	Replace unsafe road drainage grate	217603	located at a T-junction on Thorn Street + Gardens Street + Thorn Street is a Sub-Arterial	Not an existing cycle facility	Within Activity Centre	Principal Transport	4	4	10	10	14	10	25	15	64	33
Moffatt St	Moffatt St, East of Pound St, North side kerb	West Ipswich	7	Replace unsafe road drainage grate	221012	Sub-arterial road, intersection, high risk hazard	User experience improvement by elimination of hazard	Within 500m of a school	Principal Transport	8	4	4	10	28	10	10	15	63	34
South Station Road	Narrow Lane	Reeview	7	Replace unsafe road drainage grate	225297	South Station Road is a Sub-Arterial Road + located at a squeeze point.	Not an existing cycle facility	Within 500m of a school	Principal Transport	8	4	4	10	28	10	10	15	63	35

Robertson Road	Wide Lane - Lane Treatments	Silkstone	7	Replace unsafe road drainage grate	212625	Robertson Road is a Sub-Arterial Collector in the northern part of the island + Gledson Street is a major collector	BAZ on Robertson Road	Within 250m of a School	Principal Transport	2	10	6	10	7	25	15	15	62	36
Gledson Street	Wide Lane - Lane Treatments	North Basal	4	Replace unsafe road drainage grate	212817	Robertson Road is a Sub-Arterial Collector in the northern part of the island + Gledson Street is a major collector	Not an existing cycle facility	Within 250m of Activity Centre	Secondary Transport	7	4	6	8	24.5	10	15	12	62	37
Gledson Street	Wide Lane - Lane Treatments	North Basal	4	Replace unsafe road drainage grate	212818	Robertson Road is a Sub-Arterial Collector in the northern part of the island + Gledson Street is a major collector	Not an existing cycle facility	Within 250m of Activity Centre	Secondary Transport	7	4	6	8	24.5	10	15	12	62	38
Bognuda Street	Wide Lane - More than 5m	Bundamba	4	Replace unsafe road drainage grate	215288	Bognuda Street and Bird Street + Bognuda Street and Wall Street + Bognuda Street and Alton Street	Not an existing cycle facility	Within 250m of a School	Secondary Transport	7	4	6	8	24.5	10	15	12	62	39
Bognuda Street	Wide Lane - More than 5m	Bundamba	4	Replace unsafe road drainage grate	215290	Bognuda Street and Bird Street + Bognuda Street and Wall Street + Bognuda Street and Alton Street	Not an existing cycle facility	Within 250m of a School	Secondary Transport	7	4	6	8	24.5	10	15	12	62	40
Bognuda Street	Wide Lane - More than 5m	Bundamba	4	Replace unsafe road drainage grate	215296	Bognuda Street and Bird Street + Bognuda Street and Wall Street + Bognuda Street and Alton Street	Not an existing cycle facility	Within 250m of a School	Secondary Transport	7	4	6	8	24.5	10	15	12	62	41
Workshops Street	Wide Lane - More than 5m	Brissal	6	Replace unsafe road drainage grate	215249	Workshops Street and Albion Street located at the intersection of Workshops Street and Albion Street	Extends on Brassall Bikeway	Within Activity Centre	Within 500m of a Cycle Route	2	10	10	3	7	25	25	4.5	62	42
Lawrie Drive	Wide Lane - More than 5m	Collingwood Park	3	Replace unsafe road drainage grate	216239	Collingwood Drive and Deborah Drive + Lawrie Drive and Deborah Drive + Lawrie Drive and Deborah Drive	located at the end of a bikeway	Within 500m of a School	located within 500m of a Cycle Route	9	6	4	3	31.5	15	10	4.5	61	43
Collingwood Drive	Wide Lane - More than 5m	Collingwood Park	3	Replace unsafe road drainage grate	216159	Collingwood Drive and Goss Drive + Collingwood Drive and Goss Drive + Collingwood Drive and Goss Drive	BAZ on Collingwood Drive	Within 500m of Activity Centre	Secondary Transport	4	10	4	8	14	25	10	12	61	44
Collingwood Drive	Wide Lane - More than 5m	Collingwood Park	3	Replace unsafe road drainage grate	216160	Collingwood Drive and Goss Drive + Collingwood Drive and Goss Drive + Collingwood Drive and Goss Drive	BAZ on Collingwood Drive	Within 500m of Activity Centre	Secondary Transport	4	10	4	8	14	25	10	12	61	45
Brisbane Road	Narrow Lane	Brissal	4	Replace unsafe road drainage grate	214007	Square at point due to island at intersection	Not an existing cycle facility	Within an Activity Centre	Located within 500m of a Cycle Route	6	4	10	3	21	10	25	4.5	61	46
Brisbane Road	Narrow Lane	Brissal	4	Replace unsafe road drainage grate	214009	Square at point due to island at intersection	Not an existing cycle facility	Within an Activity Centre	Located within 500m of a Cycle Route	6	4	10	3	21	10	25	4.5	61	47
King Edward Parade	Bicycle Lane	Ipawath	7	Replace unsafe road drainage grate	216950	King Edward Parade is a major collector	Existing Cycle Facility - on road lane	Within 100m of Activity Centre	Secondary Transport	1	10	8	8	3.5	25	20	12	61	48
King Edward Parade	Bicycle Lane	Ipawath	7	Replace unsafe road drainage grate	216951	King Edward Parade is a major collector	Existing Cycle Facility - on road lane	Within 100m of Activity Centre	Secondary Transport	1	10	8	8	3.5	25	20	12	61	49
King Edward Parade	Bicycle Lane	Ipawath	7	Replace unsafe road drainage grate	216952	King Edward Parade is a major collector	Existing Cycle Facility - on road lane	Within 100m of Activity Centre	Secondary Transport	1	10	8	8	3.5	25	20	12	61	50
King Edward Parade	Bicycle Lane	Ipawath	7	Replace unsafe road drainage grate	216953	King Edward Parade is a major collector	Existing Cycle Facility - on road lane	Within 100m of Activity Centre	Secondary Transport	1	10	8	8	3.5	25	20	12	61	51
King Edward Parade	Bicycle Lane	Ipawath	7	Replace unsafe road drainage grate	216961	King Edward Parade is a major collector	Existing Cycle Facility - on road lane	Within 100m of a School	Secondary Transport	1	10	8	8	3.5	25	20	12	61	52
King Edward Parade	Bicycle Lane	Ipawath	7	Replace unsafe road drainage grate	216962	King Edward Parade is a major collector	Existing Cycle Facility - on road lane	Within 100m of a School	Secondary Transport	1	10	8	8	3.5	25	20	12	61	53
Blackall Street	Bicycle Lane	Ipawath	5	Replace unsafe road drainage grate	217030	Blackall Street is a Major Collector	Existing Cycle Facility - on road lane	Within 100m of a School	Secondary Transport	1	10	8	8	3.5	25	20	12	61	54
Blackall Street	Wide Lane - Lane Treatments	Ipawath	5	Replace unsafe road drainage grate	216965	Blackall Street is a Major Collector	Located on a bile lane	Within 100m of a School	Secondary Transport	1	10	8	8	3.5	25	20	12	61	55
North Station Rd	North Station Rd, South of Calhoun St, West side kerb	North Basal	4/5	Replace unsafe road drainage grate	212916	Sub-arterial road, intersection, high risk hazard	User experience improvement by elimination of hazard	Within 500m of a major public transport station	Secondary Transport	8	4	4	8	28	10	10	12	60	56
North Station Rd	North Station Rd, North of Calhoun St, West side kerb	North Basal	4/5	Replace unsafe road drainage grate	212917	Sub-arterial road, intersection, high risk hazard	User experience improvement by elimination of hazard	Within 500m of a major public transport station	Secondary Transport	8	4	4	8	28	10	10	12	60	57
Kedgus Road	Narrow Lane	Redbank Plains	9	Replace unsafe road drainage grate	943028	Sub-arterial road intersection	Not an existing cycle facility	Within 500m of a major public transport station	Principal Cycle Route	4	4	8	10	14	10	20	15	59	58
Cascade Street	Wide Lane - More than 5m	Reevie	9	Replace unsafe road drainage grate	215195	Cascade Street and Raceview Street + Cascade Street and Raceview Street + Brisbane Road and Lewis Street + Brisbane Road and Lewis Street	Not an existing cycle facility	Within 100m of a School	Principal Transport	4	4	8	10	14	10	20	15	59	59
Brisbane Road	Wide Lane - More than 5m	Redbank	2	Replace unsafe road drainage grate	217177	Cascade Street and Raceview Street + Cascade Street and Raceview Street + Brisbane Road and Lewis Street + Brisbane Road and Lewis Street	Not an existing cycle facility	Within 100m of Major Public Transport Station	Principal Transport	4	4	8	10	14	10	20	15	59	60
Brisbane Street	Wide Lane - Lane Treatments	Ipawath	7	Replace unsafe road drainage grate	217873	Ellenborough Street and Brisbane Street + Brisbane Street and Tower Street + Brisbane Street and Tower Street	Not an existing cycle facility	Within 100m of Activity Centre	Within 500m of a Cycle Route	4	4	8	10	14	10	20	15	59	61
Norman Street	Narrow Lane	Basin Pocket	5	Replace unsafe road drainage grate	217015	Chermide Road and Norman Street + Chermide Road and Norman Street + Chermide Road and Norman Street	Not an existing cycle facility	Within 100m of Activity Centre	Principal Transport	4	4	8	10	14	10	20	15	59	62
Chermide Road	Wide Lane - Lane Treatments	Eastern Heights	7	Replace unsafe road drainage grate	217893	Chermide Road and Tower Street + Chermide Road and Tower Street + Chermide Road and Tower Street	Not an existing cycle facility	Within 100m of a School	Principal Transport	4	4	8	10	14	10	20	15	59	63
Ellenborough Street	Wide Lane - 2 Lane Traffic	Ipawath	7	Replace unsafe road drainage grate	217894	Ellenborough Street and Limestone Street + Brisbane Street and Ellenborough Street + Brisbane Street and Ellenborough Street	Not an existing cycle facility	Within 100m of Activity Centre	Principal Transport	4	4	8	10	14	10	20	15	59	64
Ellenborough Street	Wide Lane - Lane Treatments	Ipawath	7	Replace unsafe road drainage grate	217874	Brisbane Street and Ellenborough Street + Brisbane Street and Ellenborough Street + Brisbane Street and Ellenborough Street	Not an existing cycle facility	Within 100m of Activity Centre	Principal Transport	4	4	8	10	14	10	20	15	59	65
North Station Road	Wide Lane - More than 5m	North Basal	5	Replace unsafe road drainage grate	212927	Jacaranda Street and North Station Road + North Station Road and Rodney Street + North Station Road and Rodney Street	Not an existing cycle facility	Within 100m of Major Public Transport Station	Located on a Principal Cycle Route	4	4	8	10	14	10	20	15	59	66
South Station Road	Wide Lane - Lane Treatments	Silkstone	4	Replace unsafe road drainage grate	212678	Collingwood Drive is a Sub-Arterial Collector	Not an existing cycle facility	Within 100m of a School	Principal Transport	4	4	8	10	14	10	20	15	59	67
Collingwood Drive	Wide Lane - 2 Lane Traffic	Collingwood Park	3	Replace unsafe road drainage grate	216954	Collingwood Drive is a Sub-Arterial Collector	BAZ on Collingwood Drive	Within 250m of a School	Secondary Transport	2	10	6	8	7	25	15	12	59	68
Norman Street	Wide Lane - 2 Lane Traffic	East Ipawath	5	Replace unsafe road drainage grate	217014	Jacaranda Street and Norman Street + Norman Street and Cribb Street + Burnett Street	Not an existing cycle facility	Within 100m of Activity Centre	Principal Transport	4	4	8	10	14	10	20	15	59	69
Burnett Street	Wide Lane - More than 5m	Sadders Crossing	7	Replace unsafe road drainage grate	218506	Collingwood Drive is a Sub-Arterial Collector	Not an existing cycle facility	Within 100m of a School	Principal Transport	4	4	8	10	14	10	20	15	59	70
Collingwood Drive	Wide Lane - More than 5m	Collingwood Park	3	Replace unsafe road drainage grate	216965	Collingwood Drive is a Sub-Arterial Collector	BAZ on Collingwood Drive	Within 250m of a School	Secondary Transport	2	10	6	8	7	25	15	12	59	71
Kruger Parade	Wide Lane - More than 5m	Redbank Plains	3	Replace unsafe road drainage grate	217792	Collingwood Drive is a Sub-Arterial Collector	Not an existing cycle facility	Within 100m of Activity Centre	Principal Transport	4	4	8	10	14	10	20	15	59	72
Chermide Road	Wide Lane - 2 Lane Traffic	Ipawath	7	Replace unsafe road drainage grate	216988	Chermide Road and Brisbane Road + Chermide Road and Brisbane Road + Chermide Road and Brisbane Road	Not an existing cycle facility	Within 100m of a School	Principal Transport	4	4	8	10	14	10	20	15	59	73
Collingwood Drive	Wide Lane - Lane Treatments	Collingwood Park	3	Replace unsafe road drainage grate	216966	Collingwood Drive is a Sub-Arterial Collector	BAZ on Collingwood Drive	Within 250m of a School	Secondary Transport	2	10	6	8	7	25	15	12	59	74

Collingwood Drive	Wide Lane - Lane Treatments	Collingwood Park	3	Replace unsafe road drainage grate	226067	Collingwood Drive is a Sub-Arterial	BAZ on Collingwood Drive	Within 250m of a School	Secondary Transport	2	10	6	8	7	25	15	12	59	75
Collingwood Drive	Wide Lane - Lane Treatments	Collingwood Park	3	Replace unsafe road drainage grate	226068	Collingwood Drive is a Sub-Arterial	BAZ on Collingwood Drive	Within 250m of a School	Secondary Transport	2	10	6	8	7	25	15	12	59	76
Collingwood Drive	Wide Lane - Lane Treatments	Collingwood Park	3	Replace unsafe road drainage grate	226069	Collingwood Drive is a Sub-Arterial	BAZ on Collingwood Drive	Within 250m of a School	Secondary Transport	2	10	6	8	7	25	15	12	59	77
Collingwood Drive	Wide Lane - Lane Treatments	Collingwood Park	3	Replace unsafe road drainage grate	226240	Collingwood Drive is a Sub-Arterial	BAZ on Collingwood Drive	Within 250m of a School	Secondary Transport	2	10	6	8	7	25	15	12	59	78
Ellenborough Street	Wide Lane - Lane Treatments	Ipswich	7	Replace unsafe road drainage grate	249712	Located at the intersection of Ellenborough Street and South Street	Not an existing cycle facility	Within 100m of Activity Centre	Principal Transport	4	4	8	10	14	10	20	15	59	79
Bridson Avenue	Wide Lane - Lane Treatments	East Ipswich	5	Replace unsafe road drainage grate	216986	Chermside Road and Bridson Avenue	Not an existing cycle facility	Within 100m of a School	Principal Transport	4	4	8	10	14	10	20	15	59	80
Mary Street	Freeway M&C	Blackstone	4	Replace unsafe road drainage grate	224919	Located at the intersection of Mary Street and Jones Street + Mary Street	Not an existing cycle facility	Within 100m of Activity Centre	Principal Transport	4	4	8	10	14	10	20	15	59	81
Norman Street	Wide Lane - Lane Treatments	Basin Pocket	5	Replace unsafe road drainage grate	217000	Located at the intersection of Norman Street and Deacon Street +	Not an existing cycle facility	Within 100m of Activity Centre	Principal Transport	4	4	8	10	14	10	20	15	59	82
Norman Street	Wide Lane - Lane Treatments	East Ipswich	5	Replace unsafe road drainage grate	217010	Norman Street and Deacon Street +	Not an existing cycle facility	Within 100m of Activity Centre	Principal Transport	4	4	8	10	14	10	20	15	59	83
Ash Street	Narrow Lane	Yamanto	8	Replace unsafe road drainage grate	222331	Sub-Arterial Road at narrowed bridge crossing.	Not an existing cycle facility	Within 1km of Amberley District State College	Ash Street is a Principal Cycle Route	8	4	2	10	28	10	5	15	58	84
Ash Street	Narrow Lane	Yamanto	8	Replace unsafe road drainage grate	222332	Sub-Arterial Road at narrowed bridge crossing.	Not an existing cycle facility	Within 1km of Amberley District State College	Ash Street is a Principal Cycle Route	8	4	2	10	28	10	5	15	58	85
Ash Street	Narrow Lane	Finders View	8	Replace unsafe road drainage grate	238255	Sub-Arterial Road at narrowed bridge crossing.	Not an existing cycle facility	Within 1km of Amberley District State College	Ash Street is a Principal Cycle Route	8	4	2	10	28	10	5	15	58	86
Ash Street	Narrow Lane	Finders View	8	Replace unsafe road drainage grate	238257	Sub-Arterial Road at narrowed bridge crossing.	Not an existing cycle facility	Within 1km of Amberley District State College	Ash Street is a Principal Cycle Route	8	4	2	10	28	10	5	15	58	87
Old Lurgin Road	Wide Lane - More than 5m	Springfield	1	Replace unsafe road drainage grate	213230	Located at the intersection of Old Logan Road and Seven Street + Old Logan Road is a Sub-Arterial	Not an existing cycle facility	Within 1km of Activity Centre	Principal Transport	8	4	2	10	28	10	5	15	58	88
Aspinall Street	Wide Lane - More than 5m	Leichhardt	6	Replace unsafe road drainage grate	218864	Aspinall Street is a Major Collector + pinch point due to island	Not an existing cycle facility	Within 1km of a School	Principal Transport	8	4	2	10	28	10	5	15	58	89
Aspinall Street	Wide Lane - More than 5m	Leichhardt	6	Replace unsafe road drainage grate	218863	Aspinall Street is a Major Collector + pinch point due to island	Not an existing cycle facility	Within 1km of a Major Public Transport Station	Principal Transport	8	4	2	10	28	10	5	15	58	90
Aspinall Street	Wide Lane - More than 5m	Leichhardt	6	Replace unsafe road drainage grate	218864	Aspinall Street is a Major Collector + pinch point due to island	Not an existing cycle facility	Within 1km of a Major Public Transport Station	Principal Transport	8	4	2	10	28	10	5	15	58	91
Aspinall Street	Wide Lane - More than 5m	Leichhardt	6	Replace unsafe road drainage grate	218880	Aspinall Street is a Major Collector + pinch point due to island	Not an existing cycle facility	Within 1km of a School	Principal Transport	8	4	2	10	28	10	5	15	58	92
Aspinall Street	Wide Lane - More than 5m	Leichhardt	6	Replace unsafe road drainage grate	218894	Aspinall Street is a Major Collector + pinch point due to island	Not an existing cycle facility	Within 1km of a School	Principal Transport	8	4	2	10	28	10	5	15	58	93
Garden Street	Wide Lane - More than 5m	Ipswich	7	Replace unsafe road drainage grate	217444	Located at the intersection of Garden Street and Garden Street + Garden Street is a Major Collector	Not an existing cycle facility	Within Activity Centre	Secondary Transport	3	4	10	8	10.5	10	25	12	58	94
King Edward Pde	King Edward Pde, no them side, at intersection with and	Ipswich Central	7	Install transition ramp between shared path and bicycle lane	N/A	Not particularly hazardous, sub-arterial road	User experience improvement to existing facility	Within 100m of a school	Principal Transport	2	6	8	10	7	15	20	15	57	95
Queen Victoria Pde Service Rd	Queen Victoria Pde Service Rd, Approximately 60m west	Ipswich	7	Install transition ramp between footpath and service road	N/A	Service road, may prevent hazardous behaviour	User experience improvement by improved access	Within 100m of a school	Principal Transport	2	6	8	10	7	15	20	15	57	96
Jacaranda Street	Narrow Lane	North Beal	5	Replace unsafe road drainage grate	222932	Jacaranda Street is a Sub-Arterial Road	Project enables the extension of cycle facilities along Jacaranda Street.	Within 100m of Major Public Transport Station	Located on a Principal Cycle Route	2	6	8	10	7	15	20	15	57	97
Jacaranda Street	Narrow Lane	North Beal	5	Replace unsafe road drainage grate	222935	Jacaranda Street is a Sub-Arterial Road	Project enables the extension of cycle facilities along Jacaranda Street.	Within 100m of Major Public Transport Station	Located on a Principal Cycle Route	2	6	8	10	7	15	20	15	57	98
Cascade Street	Wide Lane - More than 5m	Reeview	9	Replace unsafe road drainage grate	225204	Located at the intersection of Cascade Street and South Station Road, South Station Road is a Sub-Arterial	Not an existing cycle facility	Within 500m of a School	Local Transport	8	4	4	6	28	10	10	9	57	99
Robertson Road	Wide Lane - Lane Treatments	Reeview	7	Replace unsafe road drainage grate	224629	Robertson Road is a Sub-Arterial	BAZ on Robertson Road	Within 500m of a School	Principal Transport	2	10	4	10	7	25	10	15	57	100
Robertson Road	Wide Lane - Lane Treatments	Reeview	7	Replace unsafe road drainage grate	224630	Robertson Road is a Sub-Arterial	BAZ on Robertson Road	Within 500m of a School	Principal Transport	2	10	4	10	7	25	10	15	57	101
Robertson Road	Wide Lane - Lane Treatments	Eastern Heights	7	Replace unsafe road drainage grate	224648	Robertson Road is a Sub-Arterial	BAZ on Robertson Road	Within 500m of a School	Principal Transport	2	10	4	10	7	25	10	15	57	102
Robertson Road	Wide Lane - Lane Treatments	Eastern Heights	7	Replace unsafe road drainage grate	225047	Robertson Road is a Sub-Arterial Road	BAZ on Robertson Road	Within 500m of Activity Centre	Principal Transport	2	10	4	10	7	25	10	15	57	103
Robertson Road	Wide Lane - Lane Treatments	Eastern Heights	7	Replace unsafe road drainage grate	225048	Robertson Road is a Sub-Arterial Road	BAZ on Robertson Road	Within 500m of Activity Centre	Principal Transport	2	10	4	10	7	25	10	15	57	104
Robertson Road	Wide Lane - Lane Treatments	Eastern Heights	7	Replace unsafe road drainage grate	225055	Robertson Road is a Sub-Arterial Road	BAZ on Robertson Road	Within 500m of Activity Centre	Principal Transport	2	10	4	10	7	25	10	15	57	105
Robertson Road	Wide Lane - Lane Treatments	Eastern Heights	7	Replace unsafe road drainage grate	225056	Robertson Road is a Sub-Arterial Road	BAZ on Robertson Road	Within 500m of Activity Centre	Principal Transport	2	10	4	10	7	25	10	15	57	106
Clifton Street	Wide Lane - More than 5m	Beal	5	Replace unsafe road drainage grate	223979	Located at the intersection of Clifton Street and South Station Road	Not an existing cycle facility	Within Activity Centre	Principal Transport	2	4	10	10	7	10	25	15	57	107
Brisbane Road	Right Side of Lane	Redbank	2	Replace unsafe road drainage grate	226934	Brisbane Road is a Sub-Arterial Road	Located near the end of a bicycle lane	Within 100m of Major Public Transport Station	Principal Transport	2	6	8	10	7	15	20	15	57	108
Brisbane Road	Right Side of Lane	Redbank	2	Replace unsafe road drainage grate	226935	Brisbane Road is a Sub-Arterial Road	Located near the end of a bicycle lane	Within 100m of Major Public Transport Station	Principal Transport	2	6	8	10	7	15	20	15	57	109
Thorn Street	Wide Lane - Lane Treatments	Ipswich	7	Replace unsafe road drainage grate	217434	Thorn Street is a Sub-Arterial	Not an existing cycle facility	Within Activity Centre	Principal Transport	2	4	10	10	7	10	25	15	57	110
Regnolds St	Regnolds St, South of Blvd St, East side kerb	Bundamba	4	Replace unsafe road drainage grate	215289	Major collector road, intersection, high risk hazard	User experience improvement by elimination of hazard	Within 500m of a school	Secondary Transport	7	4	4	8	24.5	10	10	12	57	111
Darling Street East	Wide Lane - More than 5m	Woolstead	7	Replace unsafe road drainage grate	217800	Located at the intersection of Darling Street East and Waghorn Street +	Not an existing cycle facility	Within 100m of Ipswich Grammar School	Secondary transport	4	4	8	8	14	10	20	12	56	112
Darling Street East	Wide Lane - Lane Treatments	Ipswich	7	Replace unsafe road drainage grate	217804	Located at the intersection of Darling Street East and Waghorn Street +	Not an existing cycle facility	Within 100m of Activity Centre	Secondary Transport	4	4	8	8	14	10	20	12	56	113

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Robertson Road	Wide Lane - Lane Treatments	Review	7	Replace unsafe road drainage grate	224624	Robertson Road is a Sub-Arterial	BAZ on Robertson Road	Within 250m of a School	Local Transport	2	10	6	6	7	25	15	9	56	114
Robertson Road	Wide Lane - Lane Treatments	Review	7	Replace unsafe road drainage grate	224627	Robertson Road is a Sub-Arterial	BAZ on Robertson Road	Within 250m of a School	Local Transport	2	10	6	6	7	25	15	9	56	115
Blackstone Road	Narrow Lane	Site work	4	Replace unsafe road drainage grate	224635	Sub-Arterial Road at narrowed bridge crossing Located at the intersection of Blackstone Street and Omar Street + Omar Street	Not an existing cycle facility	Within 100m of a School	Principal Transport	8	4	1	10	28	10	2.5	15	56	116
Omar Street	Wide Lane - More than 5m	West to east	7	Replace unsafe road drainage grate	223719	Sub-Arterial Road at intersection of Omar Street and Bryne Street + Mary Street	Not an existing cycle facility	Within 100m of a School	Principal Transport	3	4	8	10	10.5	10	20	15	56	117
Mary Street	Narrow Lane	Bundamba	4	Replace unsafe road drainage grate	223292	Sub-Arterial Road at intersection of Mary Street and Bryne Street + Mary Street	Not an existing cycle facility	Within 100m of a School	Principal Transport	3	4	8	10	10.5	10	20	15	56	118
Mary Street	Narrow Lane	Bundamba	4	Replace unsafe road drainage grate	223293	Sub-Arterial Road at intersection of Mary Street and Bryne Street + Mary Street	Not an existing cycle facility	Within 100m of a School	Principal Transport	3	4	8	10	10.5	10	20	15	56	119
North Station Rd	North Station Rd, South of Gledson St, East side kerb	North Bound	4/5	Replace unsafe road drainage grate	222851	Sub-arterial road, intersection, high risk hazard area Located at a queue point (green van lane), located at an intersection, Bundamba	User experience improvement by elimination of hazard	Within 1km of a major public transport station	Secondary Transport	8	4	2	8	28	10	5	12	55	120
Toronga a Road	Right Side of Lane	Leithward	6	Replace unsafe road drainage grate	223544	Sub-arterial road, intersection, high risk hazard area Located at an intersection, Bundamba	Not an existing cycle facility	Within 500m of a School	0	10	4	4	0	35	10	10	0	55	121
Halgate Amberley Road	Narrow Lane	Wallton	10	Replace unsafe road drainage grate	219878	Sub-arterial road, intersection, high risk hazard area Located at an intersection, Bundamba	Not an existing cycle facility	Within an Activity Centre	located on a Secondary Transport Cycle Route	2	4	10	8	7	10	25	12	54	122
Namatjira Drive	Wide Lane - More than 5m	Gilligans Park	3	Replace unsafe road drainage grate	227165	Sub-arterial road, intersection, high risk hazard area Located at an intersection, Bundamba	Not an existing cycle facility	Within 250m of Activity Centre	Principal Transport	4	4	6	10	14	10	15	15	54	123
South Station Road	Wide Lane - Lane Treatments	Site work	7	Replace unsafe road drainage grate	224681	Sub-arterial road, intersection, high risk hazard area Located at an intersection, Bundamba	Not an existing cycle facility	Within 250m of a School	Principal Transport	4	4	6	10	14	10	15	15	54	124
Alice Street	Wide Lane - Lane Treatments	Goodna	2	Replace unsafe road drainage grate	228802	Sub-arterial road, intersection, high risk hazard area Located at an intersection, Bundamba	Not an existing cycle facility	Within 250m of Activity Centre	Principal Transport	4	4	6	10	14	10	15	15	54	125
Alice Street	Wide Lane - Lane Treatments	Goodna	2	Replace unsafe road drainage grate	228805	Sub-arterial road, intersection, high risk hazard area Located at an intersection, Bundamba	Not an existing cycle facility	Within 250m of Activity Centre	Principal Transport	4	4	6	10	14	10	15	15	54	126
Alice Street	Wide Lane - Lane Treatments	Goodna	2	Replace unsafe road drainage grate	228807	Sub-arterial road, intersection, high risk hazard area Located at an intersection, Bundamba	Not an existing cycle facility	Within 250m of Activity Centre	Principal Transport	4	4	6	10	14	10	15	15	54	127
Chermiside Road	Wide Lane - More than 5m	Eastern Heights	7	Replace unsafe road drainage grate	217533	Sub-arterial road, intersection, high risk hazard area Located at an intersection, Bundamba	Not an existing cycle facility	Within 250m of a School	Principal Transport	4	4	6	10	14	10	15	15	54	128
Rams Street	Narrow Lane	North Bound	5	Replace unsafe road drainage grate	222339	Sub-arterial road, intersection, high risk hazard area Located at an intersection, Bundamba	Not an existing cycle facility	Within 250m of Major Public Transport Station	located on a Principal Cycle Route	4	4	6	10	14	10	15	15	54	129
Collingwood Drive	Wide Lane - Lane Treatments	Gilligans Park	3	Replace unsafe road drainage grate	226071	Collingwood Drive is a Sub-Arterial	BAZ on Collingwood Drive	Within 500m of a School	Secondary Transport	2	10	4	8	7	25	10	12	54	130
Collingwood Drive	Wide Lane - Lane Treatments	Gilligans Park	3	Replace unsafe road drainage grate	226072	Collingwood Drive is a Sub-Arterial	BAZ on Collingwood Drive	Within 500m of a School	Secondary Transport	2	10	4	8	7	25	10	12	54	131
Collingwood Drive	Wide Lane - Lane Treatments	Gilligans Park	3	Replace unsafe road drainage grate	226073	Collingwood Drive is a Sub-Arterial	BAZ on Collingwood Drive	Within 500m of a School	Secondary Transport	2	10	4	8	7	25	10	12	54	132
Collingwood Drive	Wide Lane - Lane Treatments	Gilligans Park	3	Replace unsafe road drainage grate	226074	Collingwood Drive is a Sub-Arterial	BAZ on Collingwood Drive	Within 500m of a School	Secondary Transport	2	10	4	8	7	25	10	12	54	133
Collingwood Drive	Wide Lane - Lane Treatments	Gilligans Park	3	Replace unsafe road drainage grate	226076	Collingwood Drive is a Sub-Arterial	BAZ on Collingwood Drive	Within 500m of a School	Secondary Transport	2	10	4	8	7	25	10	12	54	134
Collingwood Drive	Wide Lane - Lane Treatments	Gilligans Park	3	Replace unsafe road drainage grate	226077	Collingwood Drive is a Sub-Arterial	BAZ on Collingwood Drive	Within 500m of a School	Secondary Transport	2	10	4	8	7	25	10	12	54	135
Collingwood Drive	Wide Lane - Lane Treatments	Gilligans Park	3	Replace unsafe road drainage grate	226077	Collingwood Drive is a Sub-Arterial	BAZ on Collingwood Drive	Within 500m of a School	Secondary Transport	2	10	4	8	7	25	10	12	54	136
Collingwood Drive	Wide Lane - Lane Treatments	Gilligans Park	3	Replace unsafe road drainage grate	226161	Collingwood Drive is a Sub-Arterial	BAZ on Collingwood Drive	Within 500m of a School	Secondary Transport	2	10	4	8	7	25	10	12	54	137
Darling Street East	Wide Lane - Lane Treatments	Woodend	7	Replace unsafe road drainage grate	877275	Darling Street East is a Sub-Arterial	Not an existing cycle facility	Within Activity Centre	Secondary Transport	2	4	10	8	7	10	25	12	54	138
Darling Street East	Wide Lane - Lane Treatments	Woodend	7	Replace unsafe road drainage grate	877276	Darling Street East is a Sub-Arterial	Not an existing cycle facility	Within Activity Centre	Secondary Transport	2	4	10	8	7	10	25	12	54	139
Pathway	Wide Lane - Lane Treatments	Gilligans Park	3	Replace unsafe road drainage grate	226070	Collingwood Drive is a Sub-Arterial	Collingwood Drive BAZ	Within 500m of a School	Secondary Transport	2	10	4	8	7	25	10	12	54	140
Norman Street	Wide Lane - Lane Treatments	Basin Pocket	5	Replace unsafe road drainage grate	217088	Sub-arterial road, intersection, high risk hazard area Located at an intersection, Bundamba	Not an existing cycle facility	Within 250m of Activity Centre	Principal Transport	4	4	6	10	14	10	15	15	54	141
Albion Street	End of Road	Basin Pocket	6	Replace unsafe road drainage grate	218367	Sub-arterial road, intersection, high risk hazard area Located at an intersection, Bundamba	Not an existing cycle facility	Within 250m of Activity Centre	Principal Transport	4	4	6	10	14	10	15	15	54	142
Limesotie Street	Narrow Lane	Epworth	7	Replace unsafe road drainage grate	217602	Sub-arterial road, intersection, high risk hazard area Located at an intersection, Bundamba	Not an existing cycle facility	Within an Activity Centre	Within 500m of a Cycle Route	4	4	10	3	14	10	25	4.5	54	143
Ellenborough Street	Incorrect V&C	Epworth	7	Replace unsafe road drainage grate	217794	Sub-arterial road, intersection, high risk hazard area Located at an intersection, Bundamba	Not an existing cycle facility	Within Activity Centre	Within 500m of a Cycle Route	4	4	10	3	14	10	25	4.5	54	144
Cascade Street	Wide Lane - More than 5m	Review	7	Replace unsafe road drainage grate	224682	Sub-arterial road, intersection, high risk hazard area Located at an intersection, Bundamba	Not an existing cycle facility	Within 100m of a School	Local Transport	4	4	8	6	14	10	20	9	53	145
Gledson Street	Wide Lane - Lane Treatments	North Bound	4	Replace unsafe road drainage grate	222860	Sub-arterial road, intersection, high risk hazard area Located at an intersection, Bundamba	Not an existing cycle facility	Within 100m of Activity Centre	Secondary Transport	3	4	8	8	10.5	10	20	12	53	146
Brisbane Road	Narrow Lane	Redbank	2	Replace unsafe road drainage grate	227178	Brisbane Road is a Sub-Arterial Road	Not an existing cycle facility	Within 100m of Major Public Transport Station	Principal Transport	2	4	8	10	7	10	20	15	52	147
Brisbane Road	Narrow Lane	Redbank	2	Replace unsafe road drainage grate	227179	Brisbane Road is a Sub-Arterial Road	Not an existing cycle facility	Within 100m of Major Public Transport Station	Principal Transport	2	4	8	10	7	10	20	15	52	148
Hunter Street	Wide Lane - Lane Treatments	Basin Pocket	6	Replace unsafe road drainage grate	225236	Hunter Street is a Sub-Arterial Road	Not an existing cycle facility	Within 100m of Activity Centre	Principal Transport	2	4	8	10	7	10	20	15	52	149
Hunter Street	Wide Lane - Lane Treatments	Basin Pocket	6	Replace unsafe road drainage grate	225237	Hunter Street is a Sub-Arterial Road	Not an existing cycle facility	Within 100m of Activity Centre	Principal Transport	2	4	8	10	7	10	20	15	52	150
Ellenborough Street	Wide Lane - Lane Treatments	Epworth	7	Replace unsafe road drainage grate	218009	Ellenborough Street is a Sub-Arterial	Not an existing cycle facility	Within 100m of Activity Centre	Principal Transport	2	4	8	10	7	10	20	15	52	151
Burnett Street	Wide Lane - More than 5m	Walkers Crossing	7	Replace unsafe road drainage grate	218425	Burnett Street is a Sub-Arterial	Not an existing cycle facility	Within 100m of a School	Principal Transport	2	4	8	10	7	10	20	15	52	152
South Station Road	Narrow Lane	Review	7	Replace unsafe road drainage grate	225298	South Station Road is a Sub-Arterial Road	Not an existing cycle facility	Within 100m of Activity Centre	Principal Transport	2	4	8	10	7	10	20	15	52	152

Jacaranda Street	Narrow Lane	North Basal	5	Replace unsafe road drainage grate	222945	Located at the intersection of Jacaranda Street and Waddy St. Located at the intersection of Bremer St and East St	Not an existing cycle facility	Located within 500m of Booval Train Station	Located on a Principal Cycle Route	4	4	4	10	14	10	10	15	49	192
Bremer Street	Wide Lane - 2 Lane Traffic	Ipswich	7	Replace unsafe road drainage grate	217959	Located at the intersection of Bremer St and East St	Not an existing cycle facility	Located within 100m of Ipswich Central Station	Bremer Street is a Secondary Cycle Route	2	4	8	8	7	10	20	12	49	193
Old Toowoomba Road	Narrow Lane	One Mile	8	Replace unsafe road drainage grate	219258	Located at the intersection of Old Toowoomba Road and Denman Street	Not an existing cycle facility	Within 500m of Leichardt State School	Located on a Principal Cycle Route	4	4	4	10	14	10	10	15	49	194
Old Toowoomba Road	Narrow Lane	One Mile	8	Replace unsafe road drainage grate	219274	Located at the intersection of Old Toowoomba Road and Denman Street	Not an existing cycle facility	Within 500m of Leichardt State School	Located on a Principal Cycle Route	4	4	4	10	14	10	10	15	49	195
Namatjira Drive	Wide Lane - More than 5m	Collingwood Park	3	Replace unsafe road drainage grate	227222	Whisen Court and Namatjira Drive + Drysdale Avenue and Namatjira Drive	Not an existing cycle facility	Within 500m of Activity Centre	Principal Transport	4	4	4	10	14	10	10	15	49	196
Namatjira Drive	Wide Lane - More than 5m	Collingwood Park	3	Replace unsafe road drainage grate	227223	Whisen Court and Namatjira Drive + Drysdale Avenue and Namatjira Drive	Not an existing cycle facility	Within 500m of Activity Centre	Principal Transport	4	4	4	10	14	10	10	15	49	197
Namatjira Drive	Wide Lane - More than 5m	Collingwood Park	3	Replace unsafe road drainage grate	227255	Drysdale Avenue and Namatjira Drive	Not an existing cycle facility	Within 500m of Activity Centre	Principal Transport	4	4	4	10	14	10	10	15	49	198
Namatjira Drive	Wide Lane - More than 5m	Collingwood Park	3	Replace unsafe road drainage grate	227470	Drysdale Avenue and Namatjira Drive	Not an existing cycle facility	Within 500m of Activity Centre	Principal Transport	4	4	4	10	14	10	10	15	49	199
Namatjira Drive	Wide Lane - More than 5m	Collingwood Park	3	Replace unsafe road drainage grate	227471	Drysdale Avenue and Namatjira Drive	Not an existing cycle facility	Within 500m of Activity Centre	Principal Transport	4	4	4	10	14	10	10	15	49	200
Alice Street	Wide Lane - Lane Treatments	Goodna	2	Replace unsafe road drainage grate	229811	Located at the intersection of Alice Street and Gilson Street + Alice Street is a Sub Arterial	Not an existing cycle facility	Within 500m of Activity Centre	Principal Transport	4	4	4	10	14	10	10	15	49	201
Darling Street East	Wide Lane - More than 5m	Woodend	7	Replace unsafe road drainage grate	217814	Darling Street East is a Sub Arterial	Not an existing cycle facility	Within 100m of a School	Secondary Transport	2	4	8	8	7	10	20	12	49	202
Darling Street East	Wide Lane - More than 5m	Woodend	7	Replace unsafe road drainage grate	217815	Darling Street East is a Sub Arterial	Not an existing cycle facility	Within 100m of a School	Secondary Transport	2	4	8	8	7	10	20	12	49	203
Darling Street East	Wide Lane - More than 5m	Woodend	7	Replace unsafe road drainage grate	218002	Darling Street East is a Sub Arterial	Not an existing cycle facility	Within 100m of a School	Secondary Transport	2	4	8	8	7	10	20	12	49	204
Herbert Street	Wide Lane - More than 5m	Sedgely Crossing	7	Replace unsafe road drainage grate	218641	Located at the intersection of Herbert Street and Syntax Street	Not an existing cycle facility	Within 100m of a School	Secondary Transport	2	4	8	8	7	10	20	12	49	205
Herbert Street	Wide Lane - More than 5m	Sedgely Crossing	7	Replace unsafe road drainage grate	218661	Located at the intersection of Herbert Street and Syntax Street	Not an existing cycle facility	Within 100m of a School	Secondary Transport	2	4	8	8	7	10	20	12	49	206
Herbert Street	Wide Lane - More than 5m	Sedgely Crossing	7	Replace unsafe road drainage grate	218662	Located at the intersection of Herbert Street and Syntax Street	Not an existing cycle facility	Within 100m of a School	Secondary Transport	2	4	8	8	7	10	20	12	49	207
Thorn Street	Wide Lane - More than 5m	Ipswich	7	Replace unsafe road drainage grate	220913	Located at the intersection of Thorn Street and Park Street + Thorn Street	Not an existing cycle facility	Within 500m of Activity Centre	Principal Transport	4	4	4	10	14	10	10	15	49	208
Jackens Street	Wide Lane - More than 5m	Eastern Heights	8	Replace unsafe road drainage grate	221132	Located at the intersection of Jackens Road and Jackens Street + Salisbury Road	Not an existing cycle facility	Within 500m of a School	Principal Transport	4	4	4	10	14	10	10	15	49	209
Drysdale Avenue	Wide Lane - More than 5m	Collingwood Park	3	Replace unsafe road drainage grate	227252	Whisen Court and Namatjira Drive + Drysdale Avenue and Namatjira Drive	Not an existing cycle facility	Within 500m of Activity Centre	Principal Transport	4	4	4	10	14	10	10	15	49	210
Avon Street	Wide Lane - Lane Treatments	Leichardt	6	Replace unsafe road drainage grate	219543	Located at the intersection of Avon Street and Everdinah Street	Not an existing cycle facility	Within 500m of a School	Principal Transport	4	4	4	10	14	10	10	15	49	211
Morgan Street	Wide Lane - Lane Treatments	Belford Park	2	Replace unsafe road drainage grate	227854	Located at the intersection of Morgan Street and Roobertson Road	Not an existing cycle facility	Within 500m of Activity Centre	Principal Transport	4	4	4	10	14	10	10	15	49	212
Chermide Road	Wide Lane - More than 5m	Ipswich	7	Replace unsafe road drainage grate	217256	Chermide Road and Roobertson Road	Not an existing cycle facility	Within 500m of a School	Principal Transport	4	4	4	10	14	10	10	15	49	213
Creek Street	Wide Lane - More than 5m	Bundamba	4	Replace unsafe road drainage grate	221619	Creek Street is a Major Collector	Not an existing cycle facility	Within 100m of a School	Principal Transport	1	4	8	10	3.5	10	20	15	49	214
Pound Street	Wide Lane - More than 5m	West Ipswich	7	Replace unsafe road drainage grate	217866	Pound Street is a Major Collector	Located near the end of 2.5m path on Moffatt Street	Within 250m of a School	Principal Transport	1	6	6	10	3.5	15	15	15	49	215
Creek Street	Wide Lane - More than 5m	Bundamba	4	Replace unsafe road drainage grate	221166	Creek Street is a Major Collector	Not an existing cycle facility	Within 100m of a School	Principal Transport	1	4	8	10	3.5	10	20	15	49	216
Creek Street	Wide Lane - More than 5m	Bundamba	4	Replace unsafe road drainage grate	221168	Creek Street is a Major Collector	Not an existing cycle facility	Within 100m of a School	Principal Transport	1	4	8	10	3.5	10	20	15	49	217
Creek Street	Wide Lane - More than 5m	Bundamba	4	Replace unsafe road drainage grate	221169	Creek Street is a Major Collector	Not an existing cycle facility	Within 100m of a School	Principal Transport	1	4	8	10	3.5	10	20	15	49	218
Old Logan Road	Wide Lane - Lane Treatments	Galles	2	Replace unsafe road drainage grate	229805	Old Logan Road is a Major Collector	Not an existing cycle facility	Within 100m of Activity Centre	Principal Transport	1	4	8	10	3.5	10	20	15	49	219
Workshops Street	Wide Lane - Lane Treatments	Browall	6	Replace unsafe road drainage grate	225253	Workshops Street is a Major Collector	Not an existing cycle facility	Within 100m of Activity Centre	Principal Transport	1	4	8	10	3.5	10	20	15	49	220
Limestone Street	Incorrect V&C	Ipswich	7	Replace unsafe road drainage grate	217853	Located at the intersection of Waghorn Street and Limestone Street	Not an existing cycle facility	Within 100m of Activity Centre	Within 500m of a Cycle Route	4	4	8	3	14	10	20	4.5	49	221
Cascade Street	Wide Lane - More than 5m	Recville	7	Replace unsafe road drainage grate	221625	Cascade Street is a Major Collector	Not an existing cycle facility	Within Activity Centre	Local Transport	1	4	10	6	3.5	10	25	9	48	222
Cascade Street	Wide Lane - More than 5m	Recville	7	Replace unsafe road drainage grate	221764	Cascade Street is a Major Collector	Not an existing cycle facility	Within Activity Centre	Local Transport	1	4	10	6	3.5	10	25	9	48	223
Bognuda Street	Narrow Lane	Bundamba	4	Replace unsafe road drainage grate	229551	Located at the intersection of Bognuda Street and Law Street + Bognuda Street is a Major Collector	Not an existing cycle facility	Within 250m of a School	Secondary Transport	3	4	6	8	10.5	10	15	12	48	224
Cascade Street	Wide Lane - More than 5m	Recville	7	Replace unsafe road drainage grate	221763	Cascade Street is a Major Collector	Not an existing cycle facility	Within Activity Centre	Local Transport	1	4	10	6	3.5	10	25	9	48	225
Alexandra Street	Wide Lane - Lane Treatments	North Basal	4	Replace unsafe road drainage grate	222805	Located at the intersection of Gleds on Street and Alexandra Street + Gleds on Street is a Major Collector	Not an existing cycle facility	Within 250m of Activity Centre	Secondary Transport	3	4	6	8	10.5	10	15	12	48	226
Alexandra Street	Wide Lane - Lane Treatments	North Basal	4	Replace unsafe road drainage grate	222856	Gleds on Street and Alexandra Street + Gleds on Street is a Major Collector	Not an existing cycle facility	Within 250m of Activity Centre	Secondary Transport	3	4	6	8	10.5	10	15	12	48	227
Cascade Street	Incorrect V&C	Recville	7	Replace unsafe road drainage grate	221763	Cascade Street is a Major Collector	Not an existing cycle facility	Within Activity Centre	Local Transport	1	4	10	6	3.5	10	25	9	48	228
Jacaranda Street	Narrow Lane	North Basal	5	Replace unsafe road drainage grate	222937	Jacaranda Street is a Sub Arterial Road	Not an existing cycle facility	Within 250m of Major Public Transport Station	Located on a Principal Cycle Route	2	4	6	10	7	10	15	15	47	229
South Station Road	Wide Lane - Lane Treatments	Siltstone	4	Replace unsafe road drainage grate	224686	South Station Road is a Sub Arterial	Not an existing cycle facility	Within 250m of a School	Principal Transport	2	4	6	10	7	10	15	15	47	230

South Station Road	Wide Lane - Lane Treatments	Silkstone	4	Replace unsafe road drainage grate	224700	South Station Road is a Sub-Arterial	Not an existing cycle facility	Within 500m of a School	Principal Transport	2	4	6	10	7	10	15	15	47	231
South Station Road	Wide Lane - Lane Treatments	Silkstone	7	Replace unsafe road drainage grate	224727	South Station Road is a Sub-Arterial	Not an existing cycle facility	Within 250m of Activity Centre	Principal Transport	2	4	6	10	7	10	15	15	47	232
Chermide Road	Wide Lane - More than 5m	Eastern Heights	7	Replace unsafe road drainage grate	217528	Chermide Road is a Sub-Arterial	Not an existing cycle facility	Within 250m of a School	Principal Transport	2	4	6	10	7	10	15	15	47	233
Namatjira Drive	Wide Lane - More than 5m	Collingwood Park	3	Replace unsafe road drainage grate	227220	Namatjira Drive is a Sub-Arterial	Not on an existing cycle facility	Within 250m of Activity Centre	Principal Transport	2	4	6	10	7	10	15	15	47	234
Namatjira Drive	Wide Lane - More than 5m	Collingwood Park	3	Replace unsafe road drainage grate	227221	Namatjira Drive is a Sub-Arterial	Not on an existing cycle facility	Within 250m of Activity Centre	Principal Transport	2	4	6	10	7	10	15	15	47	235
Namatjira Drive	Wide Lane - More than 5m	Collingwood Park	3	Replace unsafe road drainage grate	227254	Namatjira Drive is a Sub-Arterial	Not on an existing cycle facility	Within 250m of Activity Centre	Principal Transport	2	4	6	10	7	10	15	15	47	236
Kruger Parade	Wide Lane - More than 5m	Belbird Park	2	Replace unsafe road drainage grate	227795	Kruger Parade is a Sub-Arterial	Not an existing cycle facility	Within 250m of Activity Centre	Principal Transport	2	4	6	10	7	10	15	15	47	237
Kruger Parade	Wide Lane - More than 5m	Belbird Park	2	Replace unsafe road drainage grate	227796	Kruger Parade is a Sub-Arterial	Not an existing cycle facility	Within 250m of Activity Centre	Principal Transport	2	4	6	10	7	10	15	15	47	238
Kruger Parade	Wide Lane - More than 5m	Belbird Park	2	Replace unsafe road drainage grate	227797	Kruger Parade is a Sub-Arterial	Not an existing cycle facility	Within 250m of Activity Centre	Principal Transport	2	4	6	10	7	10	15	15	47	239
Kruger Parade	Wide Lane - More than 5m	Belbird Park	2	Replace unsafe road drainage grate	227798	Kruger Parade is a Sub-Arterial	Not an existing cycle facility	Within 250m of Activity Centre	Principal Transport	2	4	6	10	7	10	15	15	47	240
Toongarra Road	Wide Lane - Lane Treatments	Leichhardt	8	Replace unsafe road drainage grate	219230	Toongarra Road is an Arterial	Not an existing cycle facility	Within 250m of a School	Principal Transport	2	4	6	10	7	10	15	15	47	241
Toongarra Road	Wide Lane - Lane Treatments	Leichhardt	8	Replace unsafe road drainage grate	219231	Toongarra Road is an Arterial	Not an existing cycle facility	Within 250m of a School	Principal Transport	2	4	6	10	7	10	15	15	47	242
Ash Street	Wide Lane - Lane Treatments	Yamanto	8	Replace unsafe road drainage grate	222008	Ash Street is a Sub-Arterial Road	Not an existing cycle facility	Within 250m of Activity Centre	Principal Transport	2	4	6	10	7	10	15	15	47	243
Ash Street	Wide Lane - Lane Treatments	Yamanto	8	Replace unsafe road drainage grate	222009	Ash Street is a Sub-Arterial Road	Not an existing cycle facility	Within 250m of Activity Centre	Principal Transport	2	4	6	10	7	10	15	15	47	244
Ash Street	Wide Lane - Lane Treatments	Yamanto	8	Replace unsafe road drainage grate	222010	Ash Street is a Sub-Arterial Road	Not an existing cycle facility	Within 250m of Activity Centre	Principal Transport	2	4	6	10	7	10	15	15	47	245
Ash Street	Wide Lane - Lane Treatments	Yamanto	8	Replace unsafe road drainage grate	222011	Ash Street is a Sub-Arterial Road	Not an existing cycle facility	Within 250m of Activity Centre	Principal Transport	2	4	6	10	7	10	15	15	47	246
Chermide Road	Wide Lane - Lane Treatments	Rosevale	7	Replace unsafe road drainage grate	215973	Chermide Road is a Sub-Arterial	Not an existing cycle facility	Within 250m of a School	Principal Transport	2	4	6	10	7	10	15	15	47	247
South Station Road	Wide Lane - Lane Treatments	Silkstone	7	Replace unsafe road drainage grate	224679	South Station Road is a Sub-Arterial Road	Not an existing cycle facility	Within 250m of a School	Principal Transport	2	4	6	10	7	10	15	15	47	248
South Station Road	Wide Lane - Lane Treatments	Silkstone	4	Replace unsafe road drainage grate	224680	South Station Road is a Sub-Arterial Road	Not an existing cycle facility	Within 250m of a School	Principal Transport	2	4	6	10	7	10	15	15	47	249
South Station Road	Wide Lane - Lane Treatments	Silkstone	4	Replace unsafe road drainage grate	224728	South Station Road is a Sub-Arterial Road	Not an existing cycle facility	Within 250m of Activity Centre	Principal Transport	2	4	6	10	7	10	15	15	47	250
South Station Road	Wide Lane - Lane Treatments	Silkstone	4	Replace unsafe road drainage grate	224729	South Station Road is a Sub-Arterial Road	Not an existing cycle facility	Within 250m of Activity Centre	Principal Transport	2	4	6	10	7	10	15	15	47	251
Old Logan Road	Wide Lane - Lane Treatments	Camira	1	Replace unsafe road drainage grate	229705	Old Logan Road is a Sub-Arterial	Not an existing cycle facility	Within 250m of a School	Principal Transport	2	4	6	10	7	10	15	15	47	252
Old Logan Road	Wide Lane - Lane Treatments	Camira	1	Replace unsafe road drainage grate	229706	Old Logan Road is a Sub-Arterial	Not an existing cycle facility	Within 250m of a School	Principal Transport	2	4	6	10	7	10	15	15	47	253
Alice Street	Wide Lane - Lane Treatments	Goodna	2	Replace unsafe road drainage grate	229800	Alice Street is a Sub-Arterial	Not an existing cycle facility	Within 250m of a School	Principal Transport	2	4	6	10	7	10	15	15	47	254
Alice Street	Wide Lane - Lane Treatments	Goodna	2	Replace unsafe road drainage grate	229801	Alice Street is a Sub-Arterial	Not an existing cycle facility	Within 250m of a School	Principal Transport	2	4	6	10	7	10	15	15	47	255
Alice Street	Wide Lane - Lane Treatments	Goodna	2	Replace unsafe road drainage grate	229806	Alice Street is a Sub-Arterial	Not an existing cycle facility	Within 250m of a School	Principal Transport	2	4	6	10	7	10	15	15	47	256
Chermide Road	Narrow Lane	Ipswich	7	Replace unsafe road drainage grate	217526	Chermide Road is a Sub-Arterial	Not an existing cycle facility	Within 250m of a School	Principal Transport	2	4	6	10	7	10	15	15	47	257
Chermide Road	Narrow Lane	Ipswich	7	Replace unsafe road drainage grate	217527	Chermide Road is a Sub-Arterial	Not an existing cycle facility	Within 250m of a School	Principal Transport	2	4	6	10	7	10	15	15	47	258
Toongarra Road	Freeway B&C	Leichhardt	8	Replace unsafe road drainage grate	219220	Toongarra Road is an Arterial Road	Not an existing cycle facility	Within 250m of a School	Principal Transport	2	4	6	10	7	10	15	15	47	259
Albion Street	Narrow Lane	Brisbane	6	Replace unsafe road drainage grate	232410	located at the intersection of Workshops Street and Albion Street.	Not an existing cycle facility	Within an Activity Centre	Within 500m of a Cycle Route	2	4	10	3	7	10	25	4.5	47	260
Kewal Street	Wide Lane - More than 5m	Redbank	2	Replace unsafe road drainage grate	226041	Located at the intersection of Kenwick Street and Brisbane Road	Project extends cycle facility located on Brisbane Road	Within 100m of Activity Centre	Located within 500m of a Cycle Route	2	6	8	3	7	15	20	4.5	47	261
Bremna Street	Narrow Lane	Ipswich	7	Replace unsafe road drainage grate	217593	Bremna Street is a sub-arterial road	Not an existing cycle facility	Within 100m of an activity centre	Local Transport Route	2	4	8	6	7	10	20	9	46	262
Bremna Street	Narrow Lane	Ipswich	7	Replace unsafe road drainage grate	217766	Bremna Street is a sub-arterial road	Not an existing cycle facility	Within 100m of an activity centre	Local Transport Route	2	4	8	6	7	10	20	9	46	263
Cascade Street	Narrow Lane	Reevewa	9	Replace unsafe road drainage grate	225218	Cascade Street is a Sub-Arterial Road	Not an existing cycle facility	Within 100m of a School	Local Transport	2	4	8	6	7	10	20	9	46	264
Collingwood Drive	Wide Lane - More than 5m	Collingwood Park	3	Replace unsafe road drainage grate	226154	located at the intersection of Collingwood Drive and Goss Drive + Collingwood Drive is a Sub-Arterial Road	Not an existing cycle facility	Within 500m of a School	Secondary Transport	4	4	4	8	14	10	10	12	46	265
Cascade Street	Wide Lane - More than 5m	Reevewa	7	Replace unsafe road drainage grate	224973	Cascade Street is a Sub-Arterial Road	Not an existing cycle facility	Within 100m of a School	Local Transport	2	4	8	6	7	10	20	9	46	266
Cascade Street	Wide Lane - More than 5m	Reevewa	7	Replace unsafe road drainage grate	224983	Cascade Street is a Sub-Arterial Road	Not an existing cycle facility	Within 100m of a School	Local Transport	2	4	8	6	7	10	20	9	46	267
Church Street	Freeway B&C	Tivoli	5	Replace unsafe road drainage grate	233156	Located at the intersection of Church Street and Mount Crosby Road	Not an existing cycle facility	Within 100m of a School	Local Transport	2	4	8	6	7	10	20	9	46	268
Roderick Street	Wide Lane - Lane Treatments	Ipswich	7	Replace unsafe road drainage grate	217485	At the intersection of Roderick Street + Thorn Street is a Sub-Arterial	Not an existing cycle facility	Within 500m of Ipswich Central State School	Located on a Principal Cycle Route	3	4	4	10	10.5	10	10	15	46	269

Chermide Road	Wide Lane - More than 5m	Eastern Heights	7	Replace unsafe road drainage grate	217545	Located at the intersection of Chermide Road and Kangaroo Street	Not an existing cycle facility	Within 500m of Ipswich Central State School	Chermide Road is a Principal Cycle Route	3	4	4	10	10.5	10	10	15	46	270
Chermide Road	Wide Lane - More than 5m	Eastern Heights	7	Replace unsafe road drainage grate	217550	Located at the intersection of Chermide Road and Kangaroo Street	Not an existing cycle facility	Within 500m of Ipswich Central State School	Chermide Road is a Principal Cycle Route	3	4	4	10	10.5	10	10	15	46	271
Chermide Road	Wide Lane - More than 5m	Eastern Heights	7	Replace unsafe road drainage grate	217552	Located at the intersection of Chermide Road and Fifer Street + Chermide Road	Not an existing cycle facility	Within 500m of Ipswich Central State School	Chermide Road is a Principal Cycle Route	3	4	4	10	10.5	10	10	15	46	272
Griffith Road	Wide Lane - More than 5m	Ipswich	7	Replace unsafe road drainage grate	217605	Griffith Road is a Major Collector	Not an existing cycle facility	Within 100m of a School	Secondary Transport	1	4	8	8	3.5	10	20	12	46	273
Griffith Road	Wide Lane - More than 5m	Ipswich	7	Replace unsafe road drainage grate	217607	Griffith Road is a Major Collector	Not an existing cycle facility	Within 100m of a School	Secondary Transport	1	4	8	8	3.5	10	20	12	46	274
Griffith Road	Wide Lane - More than 5m	Ipswich	7	Replace unsafe road drainage grate	217608	Griffith Road is a Major Collector	Not an existing cycle facility	Within 100m of a School	Secondary Transport	1	4	8	8	3.5	10	20	12	46	275
Griffith Road	Wide Lane - More than 5m	Ipswich	7	Replace unsafe road drainage grate	217609	Griffith Road is a Major Collector	Not an existing cycle facility	Within 100m of a School	Secondary Transport	1	4	8	8	3.5	10	20	12	46	276
Griffith Road	Wide Lane - More than 5m	Ipswich	7	Replace unsafe road drainage grate	217610	Griffith Road is a Major Collector	Not an existing cycle facility	Within 100m of a School	Secondary Transport	1	4	8	8	3.5	10	20	12	46	277
Midford Street	Wide Lane - More than 5m	Redbank Plains	9	Replace unsafe road drainage grate	220666	Located at a pinch point due to the mid block crossing refuge island	Not an existing cycle facility	Within 500m of a School	Within 500m of a Cycle Route	6	4	4	3	21	10	10	4.5	46	278
Midford Street	Wide Lane - More than 5m	Redbank Plains	9	Replace unsafe road drainage grate	220667	Located at a pinch point due to the mid block crossing refuge island	Not an existing cycle facility	Within 500m of a School	Within 500m of a Cycle Route	6	4	4	3	21	10	10	4.5	46	279
Park Street	Wide Lane - More than 5m	Ipswich	7	Replace unsafe road drainage grate	220912	Located at the intersection of Park Street and Thorn Street	Not an existing cycle facility	Within 500m of Activity Centre	Principal Transport	3	4	4	10	10.5	10	10	15	46	280
Bergins Hill Road	Wide Lane - More than 5m	Bundamba	4	Replace unsafe road drainage grate	220501	Located at the intersection of Bergins Hill Road and Tibbits St + Bergins Hill	Not an existing cycle facility	Within 100m of Bundamba State Secondary College	Within 500m of a Cycle Route	3	4	8	3	10.5	10	20	4.5	45	281
Edwards Street	Wide Lane - Lane Treatments	Fiders View	9	Replace unsafe road drainage grate	232796	Located at the intersection of Edwards Street and Discovery Street + Edwards Street	BAZ on Edwards Street	Within 1km of Activity Centre	Within 500m of a Cycle Route	3	10	2	3	10.5	25	5	4.5	45	282
Nurser Street	End of Road	Browall	6	Replace unsafe road drainage grate	232387	No notable safety improvement parameter comments	Not an existing cycle facility	Within 100m of a School	Principal Transport	0	4	8	10	0	10	20	15	45	283
Clern Street	Narrow Lane	Browall	6	Replace unsafe road drainage grate	232386	No notable safety improvement parameter comments	Not an existing cycle facility	Within 100m of Activity Centre	Principal Transport	0	4	8	10	0	10	20	15	45	284
South Street	Wide Lane - Lane Treatments	Ipswich	7	Replace unsafe road drainage grate	232718	No notable safety improvement parameter comments	Not an existing cycle facility	Within 100m of Activity Centre	Principal Transport	0	4	8	10	0	10	20	15	45	285
Clern Street	End of Road	Browall	6	Replace unsafe road drainage grate	232318	Located at the end of a cul-de-sac	Located at the end of a shared path	Within 250m of a School	Principal Transport	0	6	6	10	0	15	15	15	45	286
Sanford Road	Narrow Lane	Leichhardt	8	Replace unsafe road drainage grate	219140	Located at the intersection of Sanford Road and Margison Street	Not an existing cycle facility	Within 250m of a School	Local Transport	3	4	6	6	10.5	10	15	9	45	287
Sanford Road	Narrow Lane	Leichhardt	8	Replace unsafe road drainage grate	219208	Located at the intersection of Sanford Road and Larsen Street + Sanford Road	Not an existing cycle facility	Within 250m of a School	Local Transport	3	4	6	6	10.5	10	15	9	45	288
Stafford Street	Wide Lane - More than 5m	Silkstone	4	Replace unsafe road drainage grate	224960	Located at the intersection of Stafford Street and Stafford Street + Stafford Street	Not an existing cycle facility	Within 1km of a School	Principal Transport	4	4	2	10	14	10	5	15	44	289
Stafford Street	Wide Lane - More than 5m	Silkstone	4	Replace unsafe road drainage grate	224964	Located at the intersection of Stafford Street and Stafford Street + Stafford Street	Not an existing cycle facility	Within 1km of a School	Principal Transport	4	4	2	10	14	10	5	15	44	290
Stafford Street	Wide Lane - More than 5m	Silkstone	4	Replace unsafe road drainage grate	224961	Located at the intersection of Stafford Street and Stafford Street + Stafford Street	Not an existing cycle facility	Within 1km of a School	Principal Transport	4	4	2	10	14	10	5	15	44	291
Old Logan Road	Wide Lane - More than 5m	Camira	1	Replace unsafe road drainage grate	231210	Located at the intersection of Old Logan Road and Steven Street + Old Logan Road	Not an existing cycle facility	Within 1km of Activity Centre	Principal Transport	4	4	2	10	14	10	5	15	44	292
Braga Road	Wide Lane - More than 5m	Reeville	8	Replace unsafe road drainage grate	234702	Located at the intersection of Braga Road and Edwards Street + Edwards Street	Not an existing cycle facility	Within 1km of a School	Principal Transport	4	4	2	10	14	10	5	15	44	293
Salisbury Road	Wide Lane - Lane Treatments	Ipswich	8	Replace unsafe road drainage grate	220598	Located at the intersection of Salisbury Road and Thorn Street + Salisbury Road	Not an existing cycle facility	Within 1km of Activity Centre	Principal Transport	4	4	2	10	14	10	5	15	44	294
Edwards Street	Wide Lane - More than 5m	Fiders View	8	Replace unsafe road drainage grate	231618	Located at the intersection of Edwards Street and Wilton Court + Edwards Street	Not an existing cycle facility	Within 1km of Activity Centre	Principal Transport	4	4	2	10	14	10	5	15	44	295
Bird Street	Narrow Lane	Bundamba	4	Replace unsafe road drainage grate	215305	Located at the corner of Bograda Street and Bird Street	Not an existing cycle facility	Within 250m of Activity Centre	Secondary Transport	2	4	6	8	7	10	15	12	44	296
Herbert Street	Wide Lane - More than 5m	Suffern Crossing	7	Replace unsafe road drainage grate	218031	Located at intersection of Herbert Street and Tallon Street	Not an existing cycle facility	Within 250m of Major Public Transport Station	Secondary Transport	2	4	6	8	7	10	15	12	44	297
Herbert Street	Wide Lane - More than 5m	Suffern Crossing	7	Replace unsafe road drainage grate	218032	Located at intersection of Herbert Street and Tallon Street	Not an existing cycle facility	Within 250m of Major Public Transport Station	Secondary Transport	2	4	6	8	7	10	15	12	44	298
Salisbury Road	Wide Lane - Lane Treatments	Ipswich	8	Replace unsafe road drainage grate	220592	Located at the intersection of Salisbury Road and Salisbury Road	Not an existing cycle facility	Within 1km of Activity Centre	Principal Transport	4	4	2	10	14	10	5	15	44	299
Short Street	Wide Lane - More than 5m	Ipswich	7	Replace unsafe road drainage grate	220598	Located at the intersection of Short Street and Thorn Street + Thorn Street	Not an existing cycle facility	Within 1km of Activity Centre	Principal Transport	4	4	2	10	14	10	5	15	44	300
Short Street	Wide Lane - More than 5m	Ipswich	7	Replace unsafe road drainage grate	220596	Located at the intersection of Short Street and Thorn Street + Thorn Street	Not an existing cycle facility	Within 1km of Activity Centre	Principal Transport	4	4	2	10	14	10	5	15	44	301
Hatherton Court	Wide Lane - More than 5m	Collingwood Park	3	Replace unsafe road drainage grate	227270	Located at the intersection of Hatherton Court and Namatjira Drive + Hatherton Court	Not an existing cycle facility	Within 1km of Activity Centre	Principal Transport	4	4	2	10	14	10	5	15	44	302
Hatherton Court	Wide Lane - More than 5m	Collingwood Park	3	Replace unsafe road drainage grate	227272	Located at the intersection of Hatherton Court and Namatjira Drive + Hatherton Court	Not an existing cycle facility	Within 1km of Activity Centre	Principal Transport	4	4	2	10	14	10	5	15	44	303
Avon Street	Wide Lane - Lane Treatments	Leichhardt	6	Replace unsafe road drainage grate	219572	Located at the intersection of Avon Street and Everdinnah Street + Avon Street	Not an existing cycle facility	Within 1km of a School	Principal Transport	4	4	2	10	14	10	5	15	44	304
Creek Street	Wide Lane - More than 5m	Bundamba	4	Replace unsafe road drainage grate	223160	Creek Street is a Major Collector	Not an existing cycle facility	Within 250m of a School	Principal Transport	1	4	6	10	3.5	10	15	15	44	305
Pound Street	Wide Lane - More than 5m	West Ipswich	7	Replace unsafe road drainage grate	217962	Pound Street is a Major Collector	Not an existing cycle facility	Within 250m of a School	Principal Transport	1	4	6	10	3.5	10	15	15	44	306
Pound Street	Wide Lane - More than 5m	West Ipswich	7	Replace unsafe road drainage grate	217967	Pound Street is a Major Collector	Not an existing cycle facility	Within 250m of a School	Principal Transport	1	4	6	10	3.5	10	15	15	44	307
Pound Street	Wide Lane - More than 5m	West Ipswich	7	Replace unsafe road drainage grate	217968	Pound Street is a Major Collector	Not an existing cycle facility	Within 250m of a School	Principal Transport	1	4	6	10	3.5	10	15	15	44	308

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Pound Street	Wide Lane - More than 5m	West Ipswich	7	Replace unsafe road drainage grate	237869	Pound Street is a Major Collector	Not an existing cycle facility	Within 250m of a School	Principal Transport	1	4	6	10	3.5	10	15	15	44	309
Birrell Street	Wide Lane - More than 5m	Leichhardt	8	Replace unsafe road drainage grate	219229	Toongarra Road and Birrell Street + Eastern Branch of South	Not an existing cycle facility	Within 250m of a School	Within 500m of a Cycle Route	4	4	6	3	14	10	15	4.5	44	310
Petaine Street	Wide Lane - More than 5m	Reeveya	7	Replace unsafe road drainage grate	225335	station Road and Petaine Street + Eastern Branch of South	Not an existing cycle facility	Within 250m of Activity Centre	Within 500m of a Cycle Route	4	4	6	3	14	10	15	4.5	44	311
Petaine Street	Wide Lane - More than 5m	Reeveya	7	Replace unsafe road drainage grate	225336	station Road and Petaine Street + Eastern Branch of South	Not an existing cycle facility	Within 250m of Activity Centre	Within 500m of a Cycle Route	4	4	6	3	14	10	15	4.5	44	312
Workshops Str east	Wide Lane - Lane Treatments	Ipswich	6	Replace unsafe road drainage grate	232417	Workshops Street is a Major Collector	Not an existing cycle facility	Within 250m of Activity Centre	Principal Transport	1	4	6	10	3.5	10	15	15	44	313
Workshops Str east	Wide Lane - Lane Treatments	Ipswich	6	Replace unsafe road drainage grate	232418	Workshops Street is a Major Collector	Not an existing cycle facility	Within 250m of Activity Centre	Principal Transport	1	4	6	10	3.5	10	15	15	44	314
Workshops Str east	Wide Lane - Lane Treatments	Ipswich	6	Replace unsafe road drainage grate	232420	Workshops Street is a Major Collector	Not an existing cycle facility	Within 250m of Activity Centre	Principal Transport	1	4	6	10	3.5	10	15	15	44	315
Workshops Str east	Wide Lane - Lane Treatments	Ipswich	6	Replace unsafe road drainage grate	232447	Workshops Street is a Major Collector	Not an existing cycle facility	Within 250m of Activity Centre	Principal Transport	1	4	6	10	3.5	10	15	15	44	316
Workshops Str east	Wide Lane - Lane Treatments	Ipswich	6	Replace unsafe road drainage grate	232556	Workshops Street is a Major Collector	Not an existing cycle facility	Within 250m of Activity Centre	Principal Transport	1	4	6	10	3.5	10	15	15	44	317
Workshops Str east	Wide Lane - Lane Treatments	Ipswich	6	Replace unsafe road drainage grate	232557	Workshops Street is a Major Collector	Not an existing cycle facility	Within 250m of Activity Centre	Principal Transport	1	4	6	10	3.5	10	15	15	44	318
Gledson Street	Wide Lane - Lane Treatments	North Ipswich	4	Replace unsafe road drainage grate	222861	located at the intersection of Wergin Street and Gledson Street + Major Collector	Not an existing cycle facility	Within 500m of Activity Centre	Secondary Transport	3	4	4	8	10.5	10	10	12	43	319
Cascade Street	Wide Lane - More than 5m	Reeveya	7	Replace unsafe road drainage grate	221766	Cascade Street is a Major Collector	Not an existing cycle facility	Within 100m of Activity Centre	Local Transport	1	4	8	6	3.5	10	20	9	43	320
Cascade Street	Incorrect V&C	Reeveya	7	Replace unsafe road drainage grate	232972	Cascade Street is a Major Collector	Not an existing cycle facility	Within 100m of a School	Local Transport	1	4	8	6	3.5	10	20	9	43	321
Kelidges Road	Narrow Lane	Redbank Plains	9	Replace unsafe road drainage grate	230305	Kelidges Road is a Sub-Arterial Road	Not an existing cycle facility	Within 500m of an Activity Centre	Located on a Principal Cycle Route	2	4	4	10	7	10	10	15	42	322
Redbank Plains Road	Wide Lane - Lane Treatments	Belford Park	2	Replace unsafe road drainage grate	227855	Redbank Plains road is an Arterial Road	Not an existing cycle facility	Within 500m of Activity Centre	Principal Transport	2	4	4	10	7	10	10	15	42	323
Welsby Str east	Narrow Lane	North Ipswich	5	Replace unsafe road drainage grate	222943	Located at the intersection of Welsby Street and Jacaranda Street	Not an existing cycle facility	Within 500m of Major Public Transport Station	Located within 500m of a cycle route	2	4	4	10	7	10	10	15	42	324
Welsby Str east	Narrow Lane	North Ipswich	5	Replace unsafe road drainage grate	222944	Located at the intersection of Welsby Street and Jacaranda Street	Not an existing cycle facility	Within 500m of Major Public Transport Station	Located within 500m of a cycle route	2	4	4	10	7	10	10	15	42	325
Namatjira Drive	Wide Lane - More than 5m	Collingwood Park	3	Replace unsafe road drainage grate	227218	Namatjira Drive is a Sub-Arterial	Not on an existing cycle facility	Within 500m of Activity Centre	Principal Transport	2	4	4	10	7	10	10	15	42	326
Namatjira Drive	Wide Lane - More than 5m	Collingwood Park	3	Replace unsafe road drainage grate	227219	Namatjira Drive is a Sub-Arterial	Not on an existing cycle facility	Within 500m of Activity Centre	Principal Transport	2	4	4	10	7	10	10	15	42	327
Namatjira Drive	Wide Lane - More than 5m	Collingwood Park	3	Replace unsafe road drainage grate	227256	Namatjira Drive is a Sub-Arterial	Not on an existing cycle facility	Within 500m of Activity Centre	Principal Transport	2	4	4	10	7	10	10	15	42	328
Namatjira Drive	Wide Lane - More than 5m	Collingwood Park	3	Replace unsafe road drainage grate	227261	Namatjira Drive is a Sub-Arterial	Not on an existing cycle facility	Within 500m of Activity Centre	Principal Transport	2	4	4	10	7	10	10	15	42	329
Namatjira Drive	Wide Lane - More than 5m	Collingwood Park	3	Replace unsafe road drainage grate	227262	Namatjira Drive is a Sub-Arterial	Not on an existing cycle facility	Within 500m of Activity Centre	Principal Transport	2	4	4	10	7	10	10	15	42	330
Ash Street	Wide Lane - Lane Treatments	Yarranto	8	Replace unsafe road drainage grate	222013	Ash Street is a Sub-Arterial Road	Not an existing cycle facility	Within 500m of Activity Centre	Principal Transport	2	4	4	10	7	10	10	15	42	331
Ash Street	Wide Lane - Lane Treatments	Yarranto	8	Replace unsafe road drainage grate	222014	Ash Street is a Sub-Arterial Road	Not an existing cycle facility	Within 500m of Activity Centre	Principal Transport	2	4	4	10	7	10	10	15	42	332
Ash Street	Wide Lane - Lane Treatments	Yarranto	8	Replace unsafe road drainage grate	222015	Ash Street is a Sub-Arterial Road	Not an existing cycle facility	Within 500m of Activity Centre	Principal Transport	2	4	4	10	7	10	10	15	42	333
Redbank Plains Road	Wide Lane - Lane Treatments	Belford Park	2	Replace unsafe road drainage grate	227856	Redbank Plains road is an Arterial Road	Not an existing cycle facility	Within 500m of Activity Centre	Principal Transport	2	4	4	10	7	10	10	15	42	334
South Station Road	Wide Lane - Lane Treatments	Silkstone	7	Replace unsafe road drainage grate	224670	South Station Road is a Sub-Arterial Road	Not an existing cycle facility	Within 500m of Activity Centre	Principal Transport	2	4	4	10	7	10	10	15	42	335
South Station Road	Wide Lane - Lane Treatments	Silkstone	4	Replace unsafe road drainage grate	224671	South Station Road is a Sub-Arterial Road	Not an existing cycle facility	Within 500m of Activity Centre	Principal Transport	2	4	4	10	7	10	10	15	42	336
South Station Road	Wide Lane - Lane Treatments	Silkstone	7	Replace unsafe road drainage grate	224699	South Station Road is a Sub-Arterial Road	Not an existing cycle facility	Within 500m of a School	Principal Transport	2	4	4	10	7	10	10	15	42	337
Old Logan Road	Wide Lane - Lane Treatments	Centra	1	Replace unsafe road drainage grate	923879	Old Logan Road is a Sub-Arterial	Not an existing cycle facility	Within 500m of a School	Principal Transport	2	4	4	10	7	10	10	15	42	338
Thorn Street	Wide Lane - More than 5m	Ipswich	7	Replace unsafe road drainage grate	220851	Thorn Street is a Major collector	Not an existing cycle facility	Within 500m of Activity Centre	Principal Transport	2	4	4	10	7	10	10	15	42	339
Thorn Street	Wide Lane - More than 5m	Ipswich	7	Replace unsafe road drainage grate	220852	Thorn Street is a Major collector	Not an existing cycle facility	Within 500m of Activity Centre	Principal Transport	2	4	4	10	7	10	10	15	42	340
Thorn Street	Wide Lane - More than 5m	Ipswich	7	Replace unsafe road drainage grate	220914	Thorn Street is a Major collector	Not an existing cycle facility	Within 500m of Activity Centre	Principal Transport	2	4	4	10	7	10	10	15	42	341
Thorn Street	Wide Lane - More than 5m	Ipswich	7	Replace unsafe road drainage grate	220915	Thorn Street is a Major collector	Not an existing cycle facility	Within 500m of Activity Centre	Principal Transport	2	4	4	10	7	10	10	15	42	342
Thorn Street	Wide Lane - More than 5m	Ipswich	7	Replace unsafe road drainage grate	220916	Thorn Street is a Major collector	Not an existing cycle facility	Within 500m of Activity Centre	Principal Transport	2	4	4	10	7	10	10	15	42	343
Thorn Street	Wide Lane - More than 5m	Ipswich	7	Replace unsafe road drainage grate	220917	Thorn Street is a Major collector	Not an existing cycle facility	Within 500m of Activity Centre	Principal Transport	2	4	4	10	7	10	10	15	42	344
Thorn Street	Wide Lane - More than 5m	Ipswich	7	Replace unsafe road drainage grate	220962	Thorn Street is a Major collector	Not an existing cycle facility	Within 500m of Activity Centre	Principal Transport	2	4	4	10	7	10	10	15	42	345
South Station Road	Wide Lane - More than 5m	Reeveya	9	Replace unsafe road drainage grate	225349	South Station Road is a Sub-Arterial Road	Not an existing cycle facility	Within 500m of Activity Centre	Principal Transport	2	4	4	10	7	10	10	15	42	346
South Station Road	Wide Lane - More than 5m	Reeveya	9	Replace unsafe road drainage grate	225350	South Station Road is a Sub-Arterial Road	Not an existing cycle facility	Within 500m of Activity Centre	Principal Transport	2	4	4	10	7	10	10	15	42	347

South Station Road	Wide Lane - More than 5m	Receive	9	Replace unsafe road drainage grate	225462	South Station Road is a Sub-Arterial Road	Not an existing cycle facility	Within 500m of Activity Centre	Principal Transport	2	4	4	10	7	10	10	15	42	348
South Station Road	Wide Lane - More than 5m	Receive	9	Replace unsafe road drainage grate	225500	South Station Road is a Sub-Arterial Road	Not an existing cycle facility	Within 500m of a School	Principal Transport	2	4	4	10	7	10	10	15	42	349
Cotton Street	Narrow Lane	East Ipswich	5	Replace unsafe road drainage grate	216189	Located at an intersection	Not an existing cycle facility	Located within 100m of Ipswich East State School	Located within 500m of a cycle route	2	4	8	3	7	10	20	4.5	42	350
Creek Street	Narrow Lane	Bundamba	4	Replace unsafe road drainage grate	223161	Located at the intersection of Creek Street and Mining St	Not an existing cycle facility	Within 100m of Bundamba Train station	Located within 500m of a Cycle Route	2	4	8	3	7	10	20	4.5	42	351
Creek Street	Narrow Lane	Bundamba	4	Replace unsafe road drainage grate	223162	Located at the intersection of Creek Street and Mining St	Not an existing cycle facility	Within 100m of Bundamba Train station	Located within 500m of a Cycle Route	2	4	8	3	7	10	20	4.5	42	352
Bergins Hill Road	Wide Lane - More than 5m	Bundamba	4	Replace unsafe road drainage grate	223500	Bergins Hill Road is a Major Collector	Not an existing cycle facility	Within 100m of Bundamba State Secondary College	Within 500m of a Cycle Route	2	4	8	3	7	10	20	4.5	42	353
Bergins Hill Road	Wide Lane - More than 5m	Bundamba	4	Replace unsafe road drainage grate	223522	Bergins Hill Road is a Major Collector	Not an existing cycle facility	Within 100m of Bundamba State Secondary College	Within 500m of a Cycle Route	2	4	8	3	7	10	20	4.5	42	354
Herbert Street	Narrow Lane	Sedlens Crossing	7	Replace unsafe road drainage grate	219086	Located at the intersection of Thomas Street and Herbert Street	Not an existing cycle facility	Within 100m of Major Public Transport Station	Within 500m of a Cycle Route	2	4	8	3	7	10	20	4.5	42	355
Cole Street	Narrow Lane	Browl	4	Replace unsafe road drainage grate	224008	Located at the intersection of Brisbane Road and Cole Street	Not an existing cycle facility	Within 100m of Activity Centre	Within 500m of a Cycle Route	2	4	8	3	7	10	20	4.5	42	356
Blackwood Street	Narrow Lane	East Ipswich	5	Replace unsafe road drainage grate	216182	Located at the intersection of Blackwood Street and Jacaranda Street	Not an existing cycle facility	Within 100m of a School	Within 500m of a Cycle Route	2	4	8	3	7	10	20	4.5	42	357
Herbert Street	Wide Lane - More than 5m	Sedlens Crossing	7	Replace unsafe road drainage grate	219087	Located at intersection of Herbert Street and Thomas Street	Not an existing cycle facility	Within 100m of Major Public Transport Station	Within 500m of a Cycle Route	2	4	8	3	7	10	20	4.5	42	358
Herbert Street	Wide Lane - More than 5m	Sedlens Crossing	7	Replace unsafe road drainage grate	219088	Located at intersection of Herbert Street and Thomas Street	Not an existing cycle facility	Within 100m of Major Public Transport Station	Within 500m of a Cycle Route	2	4	8	3	7	10	20	4.5	42	359
Larsen Street	Narrow Lane	Letchford	8	Replace unsafe road drainage grate	219259	Located at intersection of Larsen Street and Samford Road	Not an existing cycle facility	Within 100m of a School	Within 500m of a Cycle Route	2	4	8	3	7	10	20	4.5	42	360
Mill Street	Narrow Lane	Goodna	2	Replace unsafe road drainage grate	226249	Located at the intersection of Mill Street and Queen Street	Not an existing cycle facility	Within 100m of a School	Located within 500m of a Cycle Route	2	4	8	3	7	10	20	4.5	42	361
Mill Street	Narrow Lane	Goodna	2	Replace unsafe road drainage grate	229250	Located at the intersection of Mill Street and Queen Street	Not an existing cycle facility	Within 100m of a School	Located within 500m of a Cycle Route	2	4	8	3	7	10	20	4.5	42	362
Mill Street	Narrow Lane	Goodna	2	Replace unsafe road drainage grate	229254	Located at the intersection of Mill Street and Clive Street	Not an existing cycle facility	Within 100m of Activity Centre	Located within 500m of a Cycle Route	2	4	8	3	7	10	20	4.5	42	363
Albert Street	Wide Lane - More than 5m	Rosewood	10	Replace unsafe road drainage grate	233302	Located on the corner of Albert Street and William Street	Not an existing cycle facility	Within 100m of Activity Centre	Within 500m of a Cycle Route	2	4	8	3	7	10	20	4.5	42	364
Albert Street	Wide Lane - More than 5m	Rosewood	10	Replace unsafe road drainage grate	233303	Located on the corner of Albert Street and William Street	Not an existing cycle facility	Within 100m of Activity Centre	Within 500m of a Cycle Route	2	4	8	3	7	10	20	4.5	42	365
Redbank Plains Road	Wide Lane - Lane Treatments	Belberr Park	2	Replace unsafe road drainage grate	228802	Redbank Plains road is an Arterial Road	Not an existing cycle facility	Within 100m of a School	Located within 500m of a Cycle Route	2	4	8	3	7	10	20	4.5	42	366
Redbank Plains Road	Wide Lane - Lane Treatments	Belberr Park	2	Replace unsafe road drainage grate	228803	Redbank Plains road is an Arterial Road	Not an existing cycle facility	Within 100m of a School	Located within 500m of a Cycle Route	2	4	8	3	7	10	20	4.5	42	367
Redbank Plains Road	Wide Lane - Lane Treatments	Belberr Park	2	Replace unsafe road drainage grate	228805	Redbank Plains road is an Arterial Road	Not an existing cycle facility	Within 100m of a School	Located within 500m of a Cycle Route	2	4	8	3	7	10	20	4.5	42	368
Siemens Street	Wide Lane - More than 5m	One Mile	8	Replace unsafe road drainage grate	219275	Located at the intersection of Siemens Street and Old Toowoomba Road	Not an existing cycle facility	Within 100m of Activity Centre	Within 500m of a Cycle Route	2	4	8	3	7	10	20	4.5	42	369
Siemens Street	Wide Lane - More than 5m	One Mile	8	Replace unsafe road drainage grate	219277	Located at the intersection of Siemens Street and Old Toowoomba Road	Not an existing cycle facility	Within 100m of Activity Centre	Within 500m of a Cycle Route	2	4	8	3	7	10	20	4.5	42	370
Elms Street	Narrow Lane	Bundamba	4	Replace unsafe road drainage grate	223799	Located at the intersection of Elms Street and Bergins Hill Road	Not an existing cycle facility	Within 100m of a School	Located within 500m of a Cycle Route	2	4	8	3	7	10	20	4.5	42	371
Kenwick Street	Wide Lane - More than 5m	Redbank	2	Replace unsafe road drainage grate	220247	Located at the intersection of Kenwick Street and John Street	Not an existing cycle facility	Within 100m of Activity Centre	Located within 500m of a Cycle Route	2	4	8	3	7	10	20	4.5	42	372
John Street	Wide Lane - More than 5m	Redbank	2	Replace unsafe road drainage grate	220249	Located at the intersection of Kenwick Street and John Street	Not an existing cycle facility	Within 100m of Activity Centre	Located within 500m of a Cycle Route	2	4	8	3	7	10	20	4.5	42	373
Jones Street	Incorrest MAC	Blackstone	4	Replace unsafe road drainage grate	224845	Located at the intersection of Jones Street and Mary Street	Not an existing cycle facility	Within 100m of Activity Centre	Located within 500m of a Cycle Route	2	4	8	3	7	10	20	4.5	42	374
Cascade Street	Narrow Lane	Receive	9	Replace unsafe road drainage grate	225467	Cascade Street is a Sub-Arterial Road	Not an existing cycle facility	Within 250m of a School	Local Transport	2	4	6	6	7	10	15	9	41	375
Joyce Street	Narrow Lane	East Ipswich	5	Replace unsafe road drainage grate	216154	Located at the intersection of Woolen Mill Way and Joyce Street	Not an existing cycle facility	Within 250m of Major Public Transport Station	Local Transport	2	4	6	6	7	10	15	9	41	376
Cascade Street	Wide Lane - More than 5m	Receive	9	Replace unsafe road drainage grate	225389	Cascade Street is a Sub-Arterial Road	Not an existing cycle facility	Within 250m of a School	Local Transport	2	4	6	6	7	10	15	9	41	377
Cascade Street	Wide Lane - More than 5m	Receive	9	Replace unsafe road drainage grate	225390	Cascade Street is a Sub-Arterial Road	Not an existing cycle facility	Within 250m of a School	Local Transport	2	4	6	6	7	10	15	9	41	378
Cascade Street	Wide Lane - More than 5m	Receive	9	Replace unsafe road drainage grate	225395	Cascade Street is a Sub-Arterial Road	Not an existing cycle facility	Within 250m of a School	Local Transport	2	4	6	6	7	10	15	9	41	379
Cascade Street	Wide Lane - More than 5m	Receive	9	Replace unsafe road drainage grate	225449	Cascade Street is a Sub-Arterial Road	Not an existing cycle facility	Within 250m of a School	Local Transport	2	4	6	6	7	10	15	9	41	380
Cascade Street	Wide Lane - More than 5m	Receive	9	Replace unsafe road drainage grate	225450	Cascade Street is a Sub-Arterial Road	Not an existing cycle facility	Within 250m of a School	Local Transport	2	4	6	6	7	10	15	9	41	381
Cascade Street	Wide Lane - More than 5m	Receive	9	Replace unsafe road drainage grate	225451	Cascade Street is a Sub-Arterial Road	Not an existing cycle facility	Within 250m of a School	Local Transport	2	4	6	6	7	10	15	9	41	382
Joyce Street	Narrow Lane	East Ipswich	5	Replace unsafe road drainage grate	216162	Located at the corner of Joyce Street and Cotton Street	Not an existing cycle facility	Within 250m of a Major Public Transport Station	Local Transport	2	4	6	6	7	10	15	9	41	383
Bruford Court	Wide Lane - More than 5m	Goodna	2	Replace unsafe road drainage grate	220940	Located at the intersection of Stuart Street and Bruford Court	Not an existing cycle facility	Within 250m of a School	Local Transport	2	4	6	6	7	10	15	9	41	384
Riverview Road	Narrow Lane	Riverview	4	Replace unsafe road drainage grate	214855	Project in progress to increase the safety of cyclists at an intersection - Riverview Road is a Major Collector	Not an existing cycle facility	Within 1km of Riverview Train Station	Riverview Road is a Principle Cycle Route	3	4	2	10	10.5	10	5	15	41	385
Redbank Plains Road	Narrow Lane	Belberr Park	2	Replace unsafe road drainage grate	227479	Arterial road slip turn	Not an existing cycle facility	Within 1km of Kruger State School	Located within 500m of a Cycle Route	6	4	2	3	21	10	5	4.5	41	386

Riverview Road	Wide Lane - More than 5m	Riverview	4	Replace unsafe road drainage grate	214848	Located at intersection of Kenneth St and Riverview Rd + Riverview Road	Not an existing cycle facility	Within 1km of St Peter Claver College and Moggi Ferry	Principal Transport	3	4	2	10	10.5	10	5	15	41	387
Riverview Road	Wide Lane - More than 5m	Riverview	4	Replace unsafe road drainage grate	214852	Located at intersection of Kenneth St and Riverview Rd + Riverview Road	Not an existing cycle facility	Within 1km of St Peter Claver College	Principal Transport	3	4	2	10	10.5	10	5	15	41	388
Riverview Road	Wide Lane - More than 5m	Riverview	4	Replace unsafe road drainage grate	214858	Located at intersection of Kenneth St and Riverview Rd + Riverview Road	Not an existing cycle facility	Within 1km of St Peter Claver College	Principal Transport	3	4	2	10	10.5	10	5	15	41	389
Chermide Road	Wide Lane - More than 5m	Eastern Heights	7	Replace unsafe road drainage grate	217267	Chermide Road and Robertson Road	Not an existing cycle facility	Within 1km of Ipswich Central State School	Chermide Road is a Principal Cycle Route	3	4	2	10	10.5	10	5	15	41	390
Aspinall Street	Wide Lane - More than 5m	Leitchhardt	6	Replace unsafe road drainage grate	218834	Street and Aspinall Street + Aspinall Street + Main Street	Not an existing cycle facility	Within 1km of a School	Principal Transport	3	4	2	10	10.5	10	5	15	41	391
Aspinall Street	Wide Lane - More than 5m	Leitchhardt	6	Replace unsafe road drainage grate	218837	Street and Aspinall Street + Aspinall Street + Main Street	Not an existing cycle facility	Within 1km of a School	Principal Transport	3	4	2	10	10.5	10	5	15	41	392
Aspinall Street	Wide Lane - More than 5m	Leitchhardt	6	Replace unsafe road drainage grate	218884	Street and Aspinall Street + Aspinall Street + Main Street	Not an existing cycle facility	Within 1km of Major Public Transport Station	Principal Transport	3	4	2	10	10.5	10	5	15	41	393
Aspinall Street	Wide Lane - More than 5m	Leitchhardt	6	Replace unsafe road drainage grate	218888	Street and Aspinall Street + Aspinall Street + Main Street	Not an existing cycle facility	Within 1km of a School	Principal Transport	3	4	2	10	10.5	10	5	15	41	394
Aspinall Street	Wide Lane - More than 5m	Leitchhardt	6	Replace unsafe road drainage grate	218889	Street and Aspinall Street + Aspinall Street + Main Street	Not an existing cycle facility	Within 1km of a School	Principal Transport	3	4	2	10	10.5	10	5	15	41	395
Workshops Street	Wide Lane - More than 5m	Browall	6	Replace unsafe road drainage grate	232460	Street and Booth Street + Workshops Street + Main Street	Not an existing cycle facility	Within 1km of Activity Centre	Principal Transport	3	4	2	10	10.5	10	5	15	41	396
Workshops Street	Wide Lane - More than 5m	Browall	6	Replace unsafe road drainage grate	232465	Workshops Street and Jellicoe Street	Not an existing cycle facility	Within 1km of a School	Principal Transport	3	4	2	10	10.5	10	5	15	41	397
Workshops Street	Wide Lane - More than 5m	Browall	6	Replace unsafe road drainage grate	232462	Workshops Street and Booth Street + Workshops Street + Main Street	Not an existing cycle facility	Within 1km of Activity Centre	Principal Transport	3	4	2	10	10.5	10	5	15	41	398
Tanya Gay Avenue	Wide Lane - More than 5m	Browall	6	Replace unsafe road drainage grate	244168	Workshops Street and Tanya Gay Avenue	Not an existing cycle facility	Within 1km of Activity Centre	Principal Transport	3	4	2	10	10.5	10	5	15	41	399
Workshops Street	Wide Lane - More than 5m	Browall	6	Replace unsafe road drainage grate	244170	Workshops Street and Charles Street	Not an existing cycle facility	Within 1km of Activity Centre	Principal Transport	3	4	2	10	10.5	10	5	15	41	400
Workshops Street	Wide Lane - More than 5m	Browall	6	Replace unsafe road drainage grate	232462	Workshops Street and Tanya Gay Avenue	Not an existing cycle facility	Within 1km of a School	Principal Transport	3	4	2	10	10.5	10	5	15	41	401
Bergins Hill Road	Narrow Lane	Bundamba	4	Replace unsafe road drainage grate	222427	Located at intersection of Bergins Hill Road and Herbert St + Bergins Hill Road + Main Street	Not an existing cycle facility	Within 250m of Bundamba State School	Within 500m of a Cycle Route	3	4	6	3	10.5	10	15	4.5	40	402
Samford Road	Narrow Lane	Leitchhardt	8	Replace unsafe road drainage grate	219130	Samford Road and Marginson street	Not an existing cycle facility	Within 250m of a School	Within 500m of a Cycle Route	3	4	6	3	10.5	10	15	4.5	40	403
Lawrie Drive	Wide Lane - More than 5m	Collingwood Park	3	Replace unsafe road drainage grate	236223	Located at intersection of Lawrie Drive and Whitlam Drive + Lawrie Drive + Main Street	Not an existing cycle facility	Within 250m of a School	Located within 500m of a Cycle Route	3	4	6	3	10.5	10	15	4.5	40	404
Lawrie Drive	Wide Lane - More than 5m	Collingwood Park	3	Replace unsafe road drainage grate	236225	Located at intersection of Lawrie Drive and Whitlam Drive + Lawrie Drive + Main Street	Not an existing cycle facility	Within 250m of a School	Located within 500m of a Cycle Route	3	4	6	3	10.5	10	15	4.5	40	405
Chermide Road	End of Road	East Ipswich	5	Replace unsafe road drainage grate	217018	No notable safety improvement parameter comments	Not an existing cycle facility	Within 250m of a School	Principal Transport	0	4	6	10	0	10	15	15	40	406
Clenn Street	Narrow Lane	Browall	6	Replace unsafe road drainage grate	232395	No notable safety improvement parameter comments	Not an existing cycle facility	Within 250m of Activity Centre	Principal Transport	0	4	6	10	0	10	15	15	40	407
Clenn Street	Narrow Lane	Browall	6	Replace unsafe road drainage grate	232398	No notable safety improvement parameter comments	Not an existing cycle facility	Within 250m of Activity Centre	Principal Transport	0	4	6	10	0	10	15	15	40	408
Flaghban Street	Incorret MBC	North Ipswich	5	Replace unsafe road drainage grate	216699	No notable safety improvement parameter comments	Not an existing cycle facility	Within 250m of a School	Located within 500m of a cycle route	0	4	6	10	0	10	15	15	40	409
Flaghban Street	Incorret MBC	North Ipswich	5	Replace unsafe road drainage grate	216700	No notable safety improvement parameter comments	Not an existing cycle facility	Within 250m of a School	Located within 500m of a cycle route	0	4	6	10	0	10	15	15	40	410
Flaghban Street	Incorret MBC	North Ipswich	5	Replace unsafe road drainage grate	216828	No notable safety improvement parameter comments	Not an existing cycle facility	Within 250m of a School	Located within 500m of a cycle route	0	4	6	10	0	10	15	15	40	411
Cascade Street	Wide Lane - More than 5m	Riverview	7	Replace unsafe road drainage grate	231260	Located at intersection of Cascade Street and Whitehill Road + Whitehill Road + Main Street	Not an existing cycle facility	Within 500m of Activity Centre	Local Transport	3	4	4	6	10.5	10	10	9	40	412
Waghon Street	Wide Lane - Lane Treatments	Ipswich	7	Replace unsafe road drainage grate	217860	No notable safety improvement parameter comments	Not an existing cycle facility	Within Activity Centre	Within 500m of a Cycle Route	0	4	10	3	0	10	25	4.5	40	413
Waghon Street	Wide Lane - Lane Treatments	Ipswich	7	Replace unsafe road drainage grate	217850	No notable safety improvement parameter comments	Not an existing cycle facility	Within Activity Centre	Within 500m of a Cycle Route	0	4	10	3	0	10	25	4.5	40	414
Mil Street	Wide Lane - More than 5m	Goodna	2	Replace unsafe road drainage grate	236874	No notable safety improvement parameter comments	Not an existing cycle facility	Within Activity Centre	Located within 500m of a Cycle Route	0	4	10	3	0	10	25	4.5	40	415
Mil Street	Wide Lane - More than 5m	Goodna	2	Replace unsafe road drainage grate	236875	No notable safety improvement parameter comments	Not an existing cycle facility	Within Activity Centre	Located within 500m of a Cycle Route	0	4	10	3	0	10	25	4.5	40	416
Mil Street	Wide Lane - More than 5m	Goodna	2	Replace unsafe road drainage grate	236867	No notable safety improvement parameter comments	Not an existing cycle facility	Within Activity Centre	Located within 500m of a Cycle Route	0	4	10	3	0	10	25	4.5	40	417
Waghon Street	Incorret MBC	Ipswich	7	Replace unsafe road drainage grate	217860	No notable safety improvement parameter comments	Not an existing cycle facility	Within Activity Centre	Within 500m of a Cycle Route	0	4	10	3	0	10	25	4.5	40	418
Waghon Street	Right Side of Lane	Ipswich	7	Replace unsafe road drainage grate	218818	No notable safety improvement parameter comments	Not an existing cycle facility	Within Activity Centre	Within 500m of a Cycle Route	0	4	10	3	0	10	25	4.5	40	419
Collingwood Drive	Wide Lane - More than 5m	Collingwood Park	3	Replace unsafe road drainage grate	236157	Collingwood Drive is a Sub-Arterial	Not an existing cycle facility	Within 500m of Activity Centre	Secondary Transport	2	4	4	8	7	10	10	12	39	420
Collingwood Drive	Wide Lane - More than 5m	Collingwood Park	3	Replace unsafe road drainage grate	236158	Collingwood Drive is a Sub-Arterial	Not an existing cycle facility	Within 500m of Activity Centre	Secondary Transport	2	4	4	8	7	10	10	12	39	421
Collingwood Drive	Narrow Lane	Collingwood Park	3	Replace unsafe road drainage grate	236165	Collingwood Drive is a Sub-Arterial	Not an existing cycle facility	Within 500m of Activity Centre	Secondary Transport	2	4	4	8	7	10	10	12	39	422
Collingwood Drive	Narrow Lane	Collingwood Park	3	Replace unsafe road drainage grate	236166	Collingwood Drive is a Sub-Arterial	Not an existing cycle facility	Within 500m of Activity Centre	Secondary Transport	2	4	4	8	7	10	10	12	39	423
Collingwood Drive	Narrow Lane	Collingwood Park	3	Replace unsafe road drainage grate	236167	Collingwood Drive is a Sub-Arterial	Not an existing cycle facility	Within 500m of Activity Centre	Secondary Transport	2	4	4	8	7	10	10	12	39	424
Clenn Street	Narrow Lane	Browall	4	Replace unsafe road drainage grate	232394	No notable safety improvement parameter comments	Not an existing cycle facility	Within 100m of Activity Centre	Local Transport	0	4	8	6	0	10	20	9	39	425

Collin Street	Near row Lane	Browall	4	Replace unsafe road drainage grate	219271	No notable safety improvement parameter comments	Not an existing cycle facility	Within 100m of Activity Centre	Local Transport	0	4	8	6	0	10	20	9	39	426
Sanford Road	Near row Lane	Leitchhardt	8	Replace unsafe road drainage grate	219199	No notable safety improvement parameter comments	Not an existing cycle facility	Within 100m of a School	Local Transport	0	4	8	6	0	10	20	9	39	427
Sanford Road	Near row Lane	Leitchhardt	8	Replace unsafe road drainage grate	219201	No notable safety improvement parameter comments	Not an existing cycle facility	Within 100m of a School	Local Transport	0	4	8	6	0	10	20	9	39	428
Sanford Road	Near row Lane	Leitchhardt	8	Replace unsafe road drainage grate	219204	No notable safety improvement parameter comments	Not an existing cycle facility	Within 100m of a School	Local Transport	0	4	8	6	0	10	20	9	39	429
Sanford Road	Near row Lane	Leitchhardt	8	Replace unsafe road drainage grate	219205	No notable safety improvement parameter comments	Not an existing cycle facility	Within 100m of a School	Local Transport	0	4	8	6	0	10	20	9	39	430
Sanford Road	Near row Lane	Leitchhardt	8	Replace unsafe road drainage grate	219206	No notable safety improvement parameter comments	Not an existing cycle facility	Within 100m of a School	Local Transport	0	4	8	6	0	10	20	9	39	431
Sanford Road	Near row Lane	Leitchhardt	8	Replace unsafe road drainage grate	219207	No notable safety improvement parameter comments	Not an existing cycle facility	Within 100m of a School	Local Transport	0	4	8	6	0	10	20	9	39	432
Collin Road Drive	Wide Lane - More than 5m	Collingwood Park	3	Replace unsafe road drainage grate	220162	Collingwood Drive is a Sub-Arterial	Not an existing cycle facility	Within 500m of Activity Centre	Secondary Transport	2	4	4	8	7	10	10	12	39	433
Collin Road Drive	Wide Lane - More than 5m	Collingwood Park	3	Replace unsafe road drainage grate	220164	Collingwood Drive is a Sub-Arterial	Not an existing cycle facility	Within 500m of Activity Centre	Secondary Transport	2	4	4	8	7	10	10	12	39	434
Mering Street	Near row Lane	Bundamba	4	Replace unsafe road drainage grate	223155	No notable safety improvement parameter comments	Not an existing cycle facility	Within 100m of Major Public Transport Station	Local Transport	0	4	8	6	0	10	20	9	39	435
Stuart Street	Wide Lane - More than 5m	Goodna	2	Replace unsafe road drainage grate	229174	No notable safety improvement parameter comments	Located near the end of a bicycle lane	Within 25m of a School	Local Transport	0	6	6	6	0	15	15	9	39	436
Church Street	Incor ext. VIC	Tivoli	5	Replace unsafe road drainage grate	231151	No notable safety improvement parameter comments	Not an existing cycle facility	Within 100m of a School	Local Transport	0	4	8	6	0	10	20	9	39	437
Church Street	Incor ext. VIC	Tivoli	5	Replace unsafe road drainage grate	231154	No notable safety improvement parameter comments	Not an existing cycle facility	Within 100m of a School	Local Transport	0	4	8	6	0	10	20	9	39	438
Church Street	Incor ext. VIC	Tivoli	5	Replace unsafe road drainage grate	231155	No notable safety improvement parameter comments	Not an existing cycle facility	Within 100m of a School	Local Transport	0	4	8	6	0	10	20	9	39	439
Cascade Street	Wide Lane - More than 5m	Roseville	8	Replace unsafe road drainage grate	221261	Located at the intersection of Cascade Street and Whishell Road + Whishell Road is an Arterial	Not an existing cycle facility	Within 500m of Activity Centre	Within 500m of a Cycle Route	4	4	4	3	14	10	10	4.5	39	440
Jayville Court	Wide Lane - Lane Treatments	Belbird Park	2	Replace unsafe road drainage grate	230071	Located at the intersection of Jayville Court and Belbird Road	Not an existing cycle facility	Within 500m of a School	Within 500m of a Cycle Route	4	4	4	3	14	10	10	4.5	39	441
Workshops Street	Wide Lane - Lane Treatments	Browall	6	Replace unsafe road drainage grate	222464	Workshops Street is a Major Collector	Not an existing cycle facility	Within 500m of Activity Centre	Principal Transport	1	4	4	10	3.5	10	10	15	39	442
Workshops Street	Wide Lane - Lane Treatments	Browall	6	Replace unsafe road drainage grate	222465	Workshops Street is a Major Collector	Not an existing cycle facility	Within 500m of Activity Centre	Principal Transport	1	4	4	10	3.5	10	10	15	39	443
Harold Summervilles Road	Near row Lane	Koralee	5	Replace unsafe road drainage grate	220123	Harold Summervilles Road is a Major Collector	Not an existing cycle facility	Within 100m of a School	Located within 500m of a Cycle Route	1	4	8	3	3.5	10	20	4.5	38	444
Harold Summervilles Road	Near row Lane	Koralee	5	Replace unsafe road drainage grate	220124	Harold Summervilles Road is a Major Collector	Not an existing cycle facility	Within 100m of a School	Located within 500m of a Cycle Route	1	4	8	3	3.5	10	20	4.5	38	445
Lawrie Drive	Wide Lane - More than 5m	Collingwood Park	3	Replace unsafe road drainage grate	227046	Lawrie Drive is a Major Collector	Located at the end of a shared path	Within 250m of a School	Located within 500m of a Cycle Route	1	6	6	3	3.5	15	15	4.5	38	446
Lawrie Drive	Wide Lane - More than 5m	Collingwood Park	3	Replace unsafe road drainage grate	230229	Lawrie Drive is a Major Collector	Located at the end of a shared path	Within 250m of a School	Located within 500m of a Cycle Route	1	6	6	3	3.5	15	15	4.5	38	447
Lawrie Drive	Wide Lane - More than 5m	Collingwood Park	3	Replace unsafe road drainage grate	230230	Lawrie Drive is a Major Collector	Located at the end of a shared path	Within 250m of a School	Located within 500m of a Cycle Route	1	6	6	3	3.5	15	15	4.5	38	448
Edwards Street	Wide Lane - Lane Treatments	Friders View	9	Replace unsafe road drainage grate	237347	Edwards Street is a Major Collector	Edwards Street BAZ	Within 1km of Activity Centre	Within 500m of a Cycle Route	1	10	2	3	3.5	25	5	4.5	38	449
Edwards Street	Wide Lane - Lane Treatments	Friders View	9	Replace unsafe road drainage grate	237348	Edwards Street is a Major Collector	Edwards Street BAZ	Within 1km of Activity Centre	Within 500m of a Cycle Route	1	10	2	3	3.5	25	5	4.5	38	450
Edwards Street	Wide Lane - Lane Treatments	Friders View	9	Replace unsafe road drainage grate	237349	Edwards Street is a Major Collector	Edwards Street BAZ	Within 1km of a School	Within 500m of a Cycle Route	1	10	2	3	3.5	25	5	4.5	38	451
Riverview Road	Wide Lane - More than 5m	Riverview	4	Replace unsafe road drainage grate	214839	Located at the intersection of Marianne St and Riverview Rd	Not an existing cycle facility	Within 1km of St Peter Claver College and Moggil Ferry	Principal Transport	2	4	2	10	7	10	5	15	37	452
Riverview Road	Wide Lane - More than 5m	Riverview	4	Replace unsafe road drainage grate	214840	Located at the intersection of Marianne St and Riverview Rd	Not an existing cycle facility	Within 1km of St Peter Claver College and Moggil Ferry	Principal Transport	2	4	2	10	7	10	5	15	37	453
Riverview Road	Wide Lane - More than 5m	Riverview	4	Replace unsafe road drainage grate	214841	Located at the intersection of Kevin St and Riverview Rd	Not an existing cycle facility	Within 1km of St Peter Claver College and Moggil Ferry	Principal Transport	2	4	2	10	7	10	5	15	37	454
Riverview Road	Wide Lane - More than 5m	Riverview	4	Replace unsafe road drainage grate	214849	Located at the intersection of Kevin St and Riverview Rd	Not an existing cycle facility	Within 1km of St Peter Claver College and Moggil Ferry	Principal Transport	2	4	2	10	7	10	5	15	37	455
Ash Street	Near row Lane	Yamanto	8	Replace unsafe road drainage grate	222334	Ash Street is a Sub-Arterial Road	Not an existing cycle facility	Within 1km of Amberley District State College	Ash Street is a Principal Cycle Route	2	4	2	10	7	10	5	15	37	456
Ash Street	Near row Lane	Yamanto	8	Replace unsafe road drainage grate	222335	Ash Street is a Sub-Arterial Road	Not an existing cycle facility	Within 1km of Amberley District State College	Ash Street is a Principal Cycle Route	2	4	2	10	7	10	5	15	37	457
Stafford Street	Wide Lane - More than 5m	Sibston	4	Replace unsafe road drainage grate	216489	Stafford Street is a Sub-Arterial Road	Not an existing cycle facility	Within 1km of a School	Principal Transport	2	4	2	10	7	10	5	15	37	458
Stafford Street	Wide Lane - More than 5m	Sibston	4	Replace unsafe road drainage grate	224625	Stafford Street is a Sub-Arterial Road	Not an existing cycle facility	Within 1km of a School	Principal Transport	2	4	2	10	7	10	5	15	37	459
Brennan Street	Near row Lane	Belbird Park	2	Replace unsafe road drainage grate	229961	Brennan Street is a Sub-Arterial Road	Not an existing cycle facility	Within 1km of a School	Principal Transport	2	4	2	10	7	10	5	15	37	460
Brennan Street	Near row Lane	Belbird Park	2	Replace unsafe road drainage grate	229962	Brennan Street is a Sub-Arterial Road	Not an existing cycle facility	Within 1km of a School	Principal Transport	2	4	2	10	7	10	5	15	37	461
Ripley Road	Wide Lane - More than 5m	Friders View	9	Replace unsafe road drainage grate	221700	Ripley Road is a Sub-Arterial Road	Not an existing cycle facility	Within 1km of Activity Centre	Principal Transport	2	4	2	10	7	10	5	15	37	462
Ripley Road	Wide Lane - More than 5m	Friders View	9	Replace unsafe road drainage grate	221701	Ripley Road is a Sub-Arterial Road	Not an existing cycle facility	Within 1km of Activity Centre	Principal Transport	2	4	2	10	7	10	5	15	37	463
Jupiter Street	Near row Lane	Wilkenska	6	Replace unsafe road drainage grate	218098	Located at intersection of Grace Street and Jupiter Street	Not an existing cycle facility	Within 100m of Major Public Transport Station	0	2	4	8	0	7	10	20	0	37	464

Ivory Street	Narrow Lane	Bitumal	7	Replace unsafe road drainage grate	224039	Located at the intersection of Ivory Street and South Station Road	Not an existing cycle facility	Within 100m of Activity Centre	0	2	4	8	0	7	10	20	0	37	465
Creek Street	Wide Lane - More than 5m	Sikstone	4	Replace unsafe road drainage grate	224439	Creek Street is a Sub-Arterial	Not an existing cycle facility	Within 1km of a School	Principal Transport	2	4	2	10	7	10	5	15	37	466
Creek Street	Wide Lane - More than 5m	Sikstone	4	Replace unsafe road drainage grate	224441	Creek Street is a Sub-Arterial	Not an existing cycle facility	Within 1km of a School	Principal Transport	2	4	2	10	7	10	5	15	37	467
Creek Street	Wide Lane - More than 5m	Sikstone	4	Replace unsafe road drainage grate	224442	Creek Street is a Sub-Arterial	Not an existing cycle facility	Within 1km of a School	Principal Transport	2	4	2	10	7	10	5	15	37	468
Creek Street	Wide Lane - More than 5m	Sikstone	4	Replace unsafe road drainage grate	224445	Creek Street is a Sub-Arterial	Not an existing cycle facility	Within 1km of a School	Principal Transport	2	4	2	10	7	10	5	15	37	469
Creek Street	Wide Lane - More than 5m	Sikstone	4	Replace unsafe road drainage grate	224448	Creek Street is a Sub-Arterial	Not an existing cycle facility	Within 1km of a School	Principal Transport	2	4	2	10	7	10	5	15	37	470
Creek Street	Wide Lane - More than 5m	Sikstone	4	Replace unsafe road drainage grate	224491	Creek Street is a Sub-Arterial	Not an existing cycle facility	Within 1km of a School	Principal Transport	2	4	2	10	7	10	5	15	37	471
Stafford Street	Wide Lane - More than 5m	Sikstone	4	Replace unsafe road drainage grate	224493	Creek Street is a Sub-Arterial	Not an existing cycle facility	Within 1km of a School	Principal Transport	2	4	2	10	7	10	5	15	37	472
Creek Street	Wide Lane - More than 5m	Sikstone	4	Replace unsafe road drainage grate	224608	Creek Street is a Sub-Arterial	Not an existing cycle facility	Within 1km of a School	Principal Transport	2	4	2	10	7	10	5	15	37	473
Creek Street	Wide Lane - More than 5m	Sikstone	4	Replace unsafe road drainage grate	224609	Creek Street is a Sub-Arterial	Not an existing cycle facility	Within 1km of a School	Principal Transport	2	4	2	10	7	10	5	15	37	474
Creek Street	Wide Lane - More than 5m	Sikstone	4	Replace unsafe road drainage grate	224610	Creek Street is a Sub-Arterial	Not an existing cycle facility	Within 1km of a School	Principal Transport	2	4	2	10	7	10	5	15	37	475
Edwards Street	Wide Lane - More than 5m	Fibers New	8	Replace unsafe road drainage grate	221615	Edwards Street is a Sub-Arterial	Not an existing cycle facility	Within 1km of Activity Centre	Principal Transport	2	4	2	10	7	10	5	15	37	476
Thorn Street	Wide Lane - More than 5m	Ipawith	7	Replace unsafe road drainage grate	220954	Thorn Street is a Major collector	Not an existing cycle facility	Within 1km of Activity Centre	Principal Transport	2	4	2	10	7	10	5	15	37	477
Thorn Street	Wide Lane - More than 5m	Ipawith	7	Replace unsafe road drainage grate	220955	Thorn Street is a Major collector	Not an existing cycle facility	Within 1km of Activity Centre	Principal Transport	2	4	2	10	7	10	5	15	37	478
Thorn Street	Wide Lane - More than 5m	Ipawith	7	Replace unsafe road drainage grate	220956	Thorn Street is a Major collector	Not an existing cycle facility	Within 1km of Activity Centre	Principal Transport	2	4	2	10	7	10	5	15	37	479
Thorn Street	Wide Lane - More than 5m	Ipawith	7	Replace unsafe road drainage grate	220957	Thorn Street is a Major collector	Not an existing cycle facility	Within 1km of Activity Centre	Principal Transport	2	4	2	10	7	10	5	15	37	480
Thorn Street	Wide Lane - More than 5m	Ipawith	7	Replace unsafe road drainage grate	220961	Thorn Street is a Major collector	Not an existing cycle facility	Within 1km of Activity Centre	Principal Transport	2	4	2	10	7	10	5	15	37	481
Thorn Street	Wide Lane - More than 5m	Ipawith	7	Replace unsafe road drainage grate	220963	Thorn Street is a Major collector	Not an existing cycle facility	Within 1km of Activity Centre	Principal Transport	2	4	2	10	7	10	5	15	37	482
Chilcot Street	Wide Lane - More than 5m	Sikstone	4	Replace unsafe road drainage grate	224483	Located at the intersection of Stafford Street and Chilcot Street	Not an existing cycle facility	Within 1km of a School	Principal Transport	2	4	2	10	7	10	5	15	37	483
Salisbury Road	Right Side of Lane	Ipawith	7	Replace unsafe road drainage grate	220987	Salisbury Road is a Sub-Arterial	Not an existing cycle facility	Within 1km of Activity Centre	Principal Transport	2	4	2	10	7	10	5	15	37	484
Chermide Road	Right Side of Lane	Ipawith	8	Replace unsafe road drainage grate	220944	Chermide Road is a Sub-Arterial	Not an existing cycle facility	Within 1km of a School	Principal Transport	2	4	2	10	7	10	5	15	37	485
Canalade Street	Narrow Lane	Receivew	9	Replace unsafe road drainage grate	225223	Located at the intersection of Thornton St and Cascade St	Not an existing cycle facility	Located within 500m of Bethany Lutheran Primary School	2	4	6	3	7	10	15	4.5	37	486	
Begins Hill Road	Wide Lane - More than 5m	Bundamba	4	Replace unsafe road drainage grate	225055	Begins Hill Road is a Major Collector	Not an existing cycle facility	Within 250m of Bundamba State School	2	4	6	3	7	10	15	4.5	37	487	
Begins Hill Road	Wide Lane - More than 5m	Bundamba	4	Replace unsafe road drainage grate	225024	Begins Hill Road is a Major Collector	Not an existing cycle facility	Within 250m of Bundamba State Secondary College	2	4	6	3	7	10	15	4.5	37	488	
Redbank Plains Road	Wide Lane - Lane Treatments	Belford Park	2	Replace unsafe road drainage grate	228815	Redbank Plains Road is an Arterial Road	Not an existing cycle facility	Within 250m of a School	Located within 500m of a Cycle Route	2	4	6	3	7	10	15	4.5	37	489
Redbank Plains Road	Wide Lane - Lane Treatments	Belford Park	2	Replace unsafe road drainage grate	228816	Redbank Plains Road is an Arterial Road	Not an existing cycle facility	Within 250m of a School	Located within 500m of a Cycle Route	2	4	6	3	7	10	15	4.5	37	490
Nathan Street	Narrow Lane	East Ipawith	5	Replace unsafe road drainage grate	215522	Located at the corner of Jacaranda Street and Nathan Street	Not an existing cycle facility	Within 250m of a School	Located within 500m of a cycle route	2	4	6	3	7	10	15	4.5	37	491
Nathan Street	Narrow Lane	East Ipawith	5	Replace unsafe road drainage grate	215523	Located at the corner of Jacaranda Street and Nathan Street	Not an existing cycle facility	Within 250m of a School	Located within 500m of a cycle route	2	4	6	3	7	10	15	4.5	37	492
Mertons Street	Narrow Lane	East Ipawith	5	Replace unsafe road drainage grate	215577	Located at the intersection of Woolen Mill Way and Joyce Street	Not an existing cycle facility	Within 250m of Major Public Transport Station	Located within 500m of a cycle route	2	4	6	3	7	10	15	4.5	37	493
Joyce Street	Narrow Lane	East Ipawith	5	Replace unsafe road drainage grate	215579	Located at the intersection of Woolen Mill Way and Joyce Street	Not an existing cycle facility	Within 250m of Major Public Transport Station	Located within 500m of a cycle route	2	4	6	3	7	10	15	4.5	37	494
Blackall Street	Wide Lane - More than 5m	Bank Packet	5	Replace unsafe road drainage grate	217027	Located at the intersection of Blakall Street and Norman Street	Not an existing cycle facility	Within 250m of Activity Centre	2	4	6	3	7	10	15	4.5	37	495	
Clay Street	Wide Lane - More than 5m	West Ipawith	7	Replace unsafe road drainage grate	219043	Located at the intersection of Clay Street and Omar Street	Not an existing cycle facility	Within 250m of a School	Within 500m of a Cycle Route	2	4	6	3	7	10	15	4.5	37	496
Clay Street	Wide Lane - More than 5m	West Ipawith	7	Replace unsafe road drainage grate	219070	Located at the intersection of Clay Street and Omar Street	Not an existing cycle facility	Within 250m of a School	Within 500m of a Cycle Route	2	4	6	3	7	10	15	4.5	37	497
Ernest Street	Narrow Lane	On a Hill	8	Replace unsafe road drainage grate	219162	Located at the intersection of Ernest Street and Old Toowoomba Road	Not an existing cycle facility	Within 250m of Activity Centre	Within 500m of a Cycle Route	2	4	6	3	7	10	15	4.5	37	498
Birrell Street	Narrow Lane	Leithford	8	Replace unsafe road drainage grate	219228	Located at intersection of Birrell Street and Toongarra Road	Not an existing cycle facility	Within 250m of a School	Within 500m of a Cycle Route	2	4	6	3	7	10	15	4.5	37	499
Petaine Street	Narrow Lane	Receivew	7	Replace unsafe road drainage grate	225334	Located at the intersection of Petaine Street and South Station Road	Not an existing cycle facility	Within 250m of Activity Centre	Within 500m of a Cycle Route	2	4	6	3	7	10	15	4.5	37	500
Clive Street	Narrow Lane	Goodna	2	Replace unsafe road drainage grate	229495	Located at the intersection of Mill Street and Clive Street	Not an existing cycle facility	Within 250m of Activity Centre	Located within 500m of a Cycle Route	2	4	6	3	7	10	15	4.5	37	501
Clive Street	Narrow Lane	Goodna	2	Replace unsafe road drainage grate	229496	Located at the intersection of Mill Street and Clive Street	Not an existing cycle facility	Within 250m of Activity Centre	Located within 500m of a Cycle Route	2	4	6	3	7	10	15	4.5	37	502
Mill Street	Narrow Lane	Goodna	2	Replace unsafe road drainage grate	229500	Located at the intersection of Mill Street and Parker Street	Not an existing cycle facility	Within 250m of Activity Centre	Located within 500m of a Cycle Route	2	4	6	3	7	10	15	4.5	37	503

Mill Street	Narrow Lane	Goodna	2	Replace unsafe road drainage grate	229503	Located at the intersection of Mill Street and Parker Street	Not an existing cycle facility	Within 250m of Activity Centre	Located within 500m of a Cycle Route	2	4	6	3	7	10	15	4.5	37	504
Mill Street	Narrow Lane	Brossell	6	Replace unsafe road drainage grate	232304	Located at the intersection of Mclell Street and Clem Street	Not an existing cycle facility	Within 250m of Activity Centre	Within 500m of a Cycle Route	2	4	6	3	7	10	15	4.5	37	505
Redbank Plains Road	Wide Lane - Lane Treatments	Belbird Park	2	Replace unsafe road drainage grate	228775	Redbank Plains road is an Arterial Road	Not an existing cycle facility	Within 250m of a School	Located within 500m of a Cycle Route	2	4	6	3	7	10	15	4.5	37	506
Redbank Plains Road	Wide Lane - Lane Treatments	Belbird Park	2	Replace unsafe road drainage grate	228777	Redbank Plains road is an Arterial Road	Not an existing cycle facility	Within 250m of a School	Located within 500m of a Cycle Route	2	4	6	3	7	10	15	4.5	37	507
Redbank Plains Road	Wide Lane - Lane Treatments	Belbird Park	2	Replace unsafe road drainage grate	228778	Redbank Plains road is an Arterial Road	Not an existing cycle facility	Within 250m of a School	Located within 500m of a Cycle Route	2	4	6	3	7	10	15	4.5	37	508
Redbank Plains Road	Wide Lane - Lane Treatments	Belbird Park	2	Replace unsafe road drainage grate	228781	Redbank Plains road is an Arterial Road	Not an existing cycle facility	Within 250m of a School	Located within 500m of a Cycle Route	2	4	6	3	7	10	15	4.5	37	509
Redbank Plains Road	Wide Lane - Lane Treatments	Belbird Park	2	Replace unsafe road drainage grate	228782	Redbank Plains road is an Arterial Road	Not an existing cycle facility	Within 250m of a School	Located within 500m of a Cycle Route	2	4	6	3	7	10	15	4.5	37	510
Cascade Street	Narrow Lane	Reevewa	7	Replace unsafe road drainage grate	225425	Cascade Street is a Sub-Arterial Road	Not an existing cycle facility	Within 500m of a School	Local Transport	2	4	4	6	7	10	10	9	36	511
Cascade Street	Narrow Lane	Reevewa	9	Replace unsafe road drainage grate	225426	Cascade Street is a Sub-Arterial Road	Not an existing cycle facility	Within 500m of a School	Local Transport	2	4	4	6	7	10	10	9	36	512
Thorn Street	Narrow Lane	Ipawath	7	Replace unsafe road drainage grate	221008	Located at the intersection of Thorn Street and Salisbury Road + Thorn Street - Main Collection	Not an existing cycle facility	Within 1km of Activity Centre	Principal Transport	3	4	0	10	10.5	10	0	15	36	513
Bognuda Street	Intersect M/C	Bundamba	4	Replace unsafe road drainage grate	215306	Bognuda Street is a Major Collector	Not an existing cycle facility	Within 500m of a School	Secondary Transport	1	4	4	8	3.5	10	10	12	36	514
Harold Summervilles Road	Narrow Lane	Karalee	5	Replace unsafe road drainage grate	220053	Located at the intersection of Summervilles Rd and Harold Summervilles Rd	Not an existing cycle facility	Within 500m of Karalee State School	Located within 500m of a Cycle Route	3	4	4	3	10.5	10	10	4.5	35	515
Harold Summervilles Road	Narrow Lane	Karalee	5	Replace unsafe road drainage grate	220055	Located at the intersection of Summervilles Rd and Harold Summervilles Rd	Not an existing cycle facility	Within 500m of Karalee State School	Located within 500m of a Cycle Route	3	4	4	3	10.5	10	10	4.5	35	516
Lawrie Drive	Narrow Lane	Gullings of Park	3	Replace unsafe road drainage grate	227517	Located at the intersection of Lawrie Drive and Milgate Street + Lawrie Drive - Main Collection	Not an existing cycle facility	Within 500m of Collingwood Park State School	Located within 500m of a Cycle Route	3	4	4	3	10.5	10	10	4.5	35	517
Whitehill Road	Wide Lane - More than 5m	Eastern Heights	7	Replace unsafe road drainage grate	221122	Whitehill Road and Taylor Street + Whitehill Road - Main Collection	Not an existing cycle facility	Within 500m of Activity Centre	Within 500m of a Cycle Route	3	4	4	3	10.5	10	10	4.5	35	518
Whitehill Road	Wide Lane - More than 5m	Eastern Heights	7	Replace unsafe road drainage grate	221180	Whitehill road and Lloyd George Estate	Not an existing cycle facility	Within 500m of Activity Centre	Within 500m of a Cycle Route	3	4	4	3	10.5	10	10	4.5	35	519
Whitehill Road	Wide Lane - More than 5m	Eastern Heights	8	Replace unsafe road drainage grate	221187	Whitehill road and Lloyd George Estate	Not an existing cycle facility	Within 500m of Activity Centre	Within 500m of a Cycle Route	3	4	4	3	10.5	10	10	4.5	35	520
Whitehill Road	Wide Lane - More than 5m	Reevewa	7	Replace unsafe road drainage grate	221250	Located at the intersection of Cascade Street and Whitehill Road + Whitehill Road - Main Collection	Not an existing cycle facility	Within 500m of Activity Centre	Within 500m of a Cycle Route	3	4	4	3	10.5	10	10	4.5	35	521
Lawrie Drive	Wide Lane - More than 5m	Gullings of Park	3	Replace unsafe road drainage grate	227510	Drive and Monnevey Street + Lawrie Drive - Main Collection	Not an existing cycle facility	Within 500m of a School	Located within 500m of a Cycle Route	3	4	4	3	10.5	10	10	4.5	35	522
Lawrie Drive	Wide Lane - More than 5m	Gullings of Park	3	Replace unsafe road drainage grate	227511	Drive and Monnevey Street + Lawrie Drive - Main Collection	Not an existing cycle facility	Within 500m of a School	Located within 500m of a Cycle Route	3	4	4	3	10.5	10	10	4.5	35	523
Lawrie Drive	Wide Lane - More than 5m	Gullings of Park	3	Replace unsafe road drainage grate	227513	Drive and Milgate Street + Lawrie Drive - Main Collection	Not an existing cycle facility	Within 500m of a School	Located within 500m of a Cycle Route	3	4	4	3	10.5	10	10	4.5	35	524
Lawrie Drive	Wide Lane - More than 5m	Gullings of Park	3	Replace unsafe road drainage grate	227514	Drive and Milgate Street + Lawrie Drive - Main Collection	Not an existing cycle facility	Within 500m of a School	Located within 500m of a Cycle Route	3	4	4	3	10.5	10	10	4.5	35	525
Lawrie Drive	Wide Lane - More than 5m	Gullings of Park	3	Replace unsafe road drainage grate	227518	Drive and Milgate Street + Lawrie Drive - Main Collection	Not an existing cycle facility	Within 500m of a School	Located within 500m of a Cycle Route	3	4	4	3	10.5	10	10	4.5	35	526
Lawrie Drive	Wide Lane - More than 5m	Gullings of Park	3	Replace unsafe road drainage grate	227519	Drive and Milgate Street + Lawrie Drive - Main Collection	Not an existing cycle facility	Within 500m of a School	Located within 500m of a Cycle Route	3	4	4	3	10.5	10	10	4.5	35	527
Lawrie Drive	Wide Lane - More than 5m	Gullings of Park	3	Replace unsafe road drainage grate	227602	Drive and Moby Street + Lawrie Drive - Main Collection	Not an existing cycle facility	Within 500m of a School	Located within 500m of a Cycle Route	3	4	4	3	10.5	10	10	4.5	35	528
Whitehill Road	Wide Lane - Lane Treatments	Reevewa	7	Replace unsafe road drainage grate	221255	Located at the intersection of Road and Olive Street + Whitehill Road - Main Collection	Not an existing cycle facility	Within 500m of Activity Centre	Within 500m of a Cycle Route	3	4	4	3	10.5	10	10	4.5	35	529
Whitehill Road	Wide Lane - Lane Treatments	Reevewa	7	Replace unsafe road drainage grate	221257	Located at the intersection of Road and Olive Street + Whitehill Road - Main Collection	Not an existing cycle facility	Within 500m of Activity Centre	Within 500m of a Cycle Route	3	4	4	3	10.5	10	10	4.5	35	530
Whitehill Road	Wide Lane - Lane Treatments	Reevewa	7	Replace unsafe road drainage grate	221324	Whitehill Road and Greenham Street + Whitehill Road - Main Collection	Not an existing cycle facility	Within 500m of Activity Centre	Within 500m of a Cycle Route	3	4	4	3	10.5	10	10	4.5	35	531
Whitehill Road	Wide Lane - Lane Treatments	Reevewa	7	Replace unsafe road drainage grate	221353	Located at the intersection of Whitehill Road and Teak Street + Whitehill Road - Main Collection	Not an existing cycle facility	Within 500m of Activity Centre	Within 500m of a Cycle Route	3	4	4	3	10.5	10	10	4.5	35	533
Margonia Street	Wide Lane - Lane Treatments	Reevewa	8	Replace unsafe road drainage grate	221262	Whitehill Road and Margonia Street + Whitehill Road - Main Collection	Not an existing cycle facility	Within 500m of Activity Centre	Within 500m of a Cycle Route	3	4	4	3	10.5	10	10	4.5	35	534
Midgill Street	Wide Lane - Lane Treatments	Reevewa	8	Replace unsafe road drainage grate	221280	Whitehill Road and Midgill Street + Whitehill Road - Main Collection	Not an existing cycle facility	Within 500m of Activity Centre	Within 500m of a Cycle Route	3	4	4	3	10.5	10	10	4.5	35	535
Midgill Street	Wide Lane - Lane Treatments	Reevewa	7	Replace unsafe road drainage grate	221319	Whitehill Road and Midgill Street + Whitehill Road - Main Collection	Not an existing cycle facility	Within 500m of Activity Centre	Within 500m of a Cycle Route	3	4	4	3	10.5	10	10	4.5	35	536
Greenham Street	Wide Lane - Lane Treatments	Reevewa	7	Replace unsafe road drainage grate	221330	Whitehill Road and Greenham Street + Whitehill Road - Main Collection	Not an existing cycle facility	Within 500m of Activity Centre	Within 500m of a Cycle Route	3	4	4	3	10.5	10	10	4.5	35	537
Ripley Road	Wide Lane - More than 5m	Finder's View	8	Replace unsafe road drainage grate	221699	Ripley Road is a Sub-Arterial Road	Not an existing cycle facility	Within 2km of Raceview State School	Principal Transport	2	4	1	10	7	10	2.5	15	35	538
Brennan Street	Narrow Lane	Belbird Park	2	Replace unsafe road drainage grate	230027	Brennan Street is a Sub-Arterial Road	Not an existing cycle facility	Within 2km of a School	Principal Transport	2	4	1	10	7	10	2.5	15	35	539
Brennan Street	Narrow Lane	Belbird Park	2	Replace unsafe road drainage grate	230028	Brennan Street is a Sub-Arterial Road	Not an existing cycle facility	Within 2km of a School	Principal Transport	2	4	1	10	7	10	2.5	15	35	540
Cole Street	Wide Lane - More than 5m	Brossell	4	Replace unsafe road drainage grate	224011	No notable safety improvement parameter comments	Not an existing cycle facility	Within 100m of Activity Centre	Within 500m of a Cycle Route	0	4	8	3	0	10	20	4.5	35	541
Cole Street	Wide Lane - More than 5m	Brossell	4	Replace unsafe road drainage grate	224012	No notable safety improvement parameter comments	Not an existing cycle facility	Within 100m of Activity Centre	Within 500m of a Cycle Route	0	4	8	3	0	10	20	4.5	35	542

Cole Street	Wide Lane - More than 5m	Round	4	Replace unsafe road drainage grate	224072	No notable safety improvement parameter comments	Not an existing cycle facility	Within 100m of Activity Centre	Within 500m of a Cycle Route	0	4	8	3	0	10	20	4.5	35	543
Cole Street	Wide Lane - More than 5m	Round	4	Replace unsafe road drainage grate	224331	No notable safety improvement parameter comments	Not an existing cycle facility	Within 100m of Activity Centre	Within 500m of a Cycle Route	0	4	8	3	0	10	20	4.5	35	544
Cole Street	Wide Lane - More than 5m	Round	4	Replace unsafe road drainage grate	224332	No notable safety improvement parameter comments	Not an existing cycle facility	Within 100m of Activity Centre	Within 500m of a Cycle Route	0	4	8	3	0	10	20	4.5	35	545
Cole Street	Wide Lane - More than 5m	Round	4	Replace unsafe road drainage grate	224310	No notable safety improvement parameter comments	Not an existing cycle facility	Within 100m of Activity Centre	Within 500m of a Cycle Route	0	4	8	3	0	10	20	4.5	35	546
Cole Street	Wide Lane - More than 5m	Round	4	Replace unsafe road drainage grate	224067	No notable safety improvement parameter comments	Not an existing cycle facility	Within 100m of Activity Centre	Within 500m of a Cycle Route	0	4	8	3	0	10	20	4.5	35	547
Cole Street	Wide Lane - More than 5m	Round	4	Replace unsafe road drainage grate	224068	No notable safety improvement parameter comments	Not an existing cycle facility	Within 100m of Activity Centre	Within 500m of a Cycle Route	0	4	8	3	0	10	20	4.5	35	548
Cole Street	Wide Lane - More than 5m	Round	4	Replace unsafe road drainage grate	224069	No notable safety improvement parameter comments	Not an existing cycle facility	Within 100m of Activity Centre	Within 500m of a Cycle Route	0	4	8	3	0	10	20	4.5	35	549
Cole Street	Wide Lane - More than 5m	Round	4	Replace unsafe road drainage grate	224070	No notable safety improvement parameter comments	Not an existing cycle facility	Within 100m of Activity Centre	Within 500m of a Cycle Route	0	4	8	3	0	10	20	4.5	35	550
Cole Street	Wide Lane - More than 5m	Round	4	Replace unsafe road drainage grate	224328	No notable safety improvement parameter comments	Not an existing cycle facility	Within 100m of Activity Centre	Within 500m of a Cycle Route	0	4	8	3	0	10	20	4.5	35	551
Cole Street	Wide Lane - More than 5m	Round	4	Replace unsafe road drainage grate	224329	No notable safety improvement parameter comments	Not an existing cycle facility	Within 100m of Activity Centre	Within 500m of a Cycle Route	0	4	8	3	0	10	20	4.5	35	552
Cole Street	Wide Lane - More than 5m	Round	4	Replace unsafe road drainage grate	224330	No notable safety improvement parameter comments	Not an existing cycle facility	Within 100m of Activity Centre	Within 500m of a Cycle Route	0	4	8	3	0	10	20	4.5	35	553
Cole Street	Wide Lane - More than 5m	Round	4	Replace unsafe road drainage grate	224333	No notable safety improvement parameter comments	Not an existing cycle facility	Within 100m of Activity Centre	Within 500m of a Cycle Route	0	4	8	3	0	10	20	4.5	35	554
Mt1 Street	Narrow Lane	Goodna	2	Replace unsafe road drainage grate	224482	No notable safety improvement parameter comments	Not an existing cycle facility	Within 100m of Activity Centre	Located within 500m of a Cycle Route	0	4	8	3	0	10	20	4.5	35	555
Mt1 Street	Narrow Lane	Goodna	2	Replace unsafe road drainage grate	224483	No notable safety improvement parameter comments	Not an existing cycle facility	Within 100m of Activity Centre	Located within 500m of a Cycle Route	0	4	8	3	0	10	20	4.5	35	556
Mt1n Street	Narrow Lane	Merburg	10	Replace unsafe road drainage grate	223959	No notable safety improvement parameter comments	Not an existing cycle facility	Within 100m of Activity Centre	Within 500m of a Cycle Route	0	4	8	3	0	10	20	4.5	35	557
Merton Street	Wide Lane - Lane Treatments	East Ipswich	5	Replace unsafe road drainage grate	215580	No notable safety improvement parameter comments	Not an existing cycle facility	Within 100m of Major Public Transport Station	Located within 500m of a cycle route	0	4	8	3	0	10	20	4.5	35	558
Kerndt Street	Wide Lane - More than 5m	Redbank	2	Replace unsafe road drainage grate	220939	No notable safety improvement parameter comments	Not an existing cycle facility	Within 100m of Activity Centre	Located within 500m of a Cycle Route	0	4	8	3	0	10	20	4.5	35	559
Kerndt Street	Wide Lane - More than 5m	Redbank	2	Replace unsafe road drainage grate	220940	No notable safety improvement parameter comments	Not an existing cycle facility	Within 100m of Activity Centre	Located within 500m of a Cycle Route	0	4	8	3	0	10	20	4.5	35	560
Kerndt Street	Wide Lane - More than 5m	Redbank	2	Replace unsafe road drainage grate	220944	No notable safety improvement parameter comments	Not an existing cycle facility	Within 100m of Activity Centre	Located within 500m of a Cycle Route	0	4	8	3	0	10	20	4.5	35	561
Kerndt Street	Wide Lane - More than 5m	Redbank	2	Replace unsafe road drainage grate	220945	No notable safety improvement parameter comments	Not an existing cycle facility	Within 100m of Activity Centre	Located within 500m of a Cycle Route	0	4	8	3	0	10	20	4.5	35	562
Kerndt Street	Wide Lane - More than 5m	Redbank	2	Replace unsafe road drainage grate	221182	No notable safety improvement parameter comments	Not an existing cycle facility	Within 100m of Activity Centre	Located within 500m of a Cycle Route	0	4	8	3	0	10	20	4.5	35	563
Mt1n Street	End of Road	Bandamba	4	Replace unsafe road drainage grate	223073	Located at the end of a cul-de-sac	Not an existing cycle facility	Within 100m of Major Public Transport Station	Within 500m of a Cycle Route	0	4	8	3	0	10	20	4.5	35	564
Cole Street	Incorrest M&C	Round	4	Replace unsafe road drainage grate	224071	No notable safety improvement parameter comments	Not an existing cycle facility	Within 100m of Activity Centre	Within 500m of a Cycle Route	0	4	8	3	0	10	20	4.5	35	565
Station Road	End of Road	River view	4	Replace unsafe road drainage grate	221857	Located at the end of a cul-de-sac	Not an existing cycle facility	Within 100m of Major Public Transport Station	Within 500m of a Cycle Route	0	4	8	3	0	10	20	4.5	35	566
Toongarra Rd	Wide Lane - Lane Treatments	Leichhardt	6	Replace unsafe road drainage grate	215573	Located at the intersection of Toongarra Road and Avon Street +	Not an existing cycle facility	Within 500m of a School	0	4	4	4	0	14	10	10	0	34	567
Joyce Street	Narrow Lane	East Ipswich	5	Replace unsafe road drainage grate	215573	No notable safety improvement parameter comments	Not an existing cycle facility	Within 250m of a Major Public Transport Station	Local Transport	0	4	6	6	0	10	15	9	34	568
Joyce Street	Wide Lane - Lane Treatments	East Ipswich	5	Replace unsafe road drainage grate	216167	No notable safety improvement parameter comments	Not an existing cycle facility	Within 250m of Major Public Transport Station	Local Transport	0	4	6	6	0	10	15	9	34	569
Joyce Street	Wide Lane - Lane Treatments	East Ipswich	5	Replace unsafe road drainage grate	216168	No notable safety improvement parameter comments	Not an existing cycle facility	Within 250m of Major Public Transport Station	Local Transport	0	4	6	6	0	10	15	9	34	570
Old Toowoomba Rd	Wide Lane - 2 Lane Traffic	One Mile	8	Replace unsafe road drainage grate	210267	Old Toowoomba Road is a Major Collector	Not an existing cycle facility	Within 1km of Leichardt State School	Old Toowoomba Road is Principle Cycle Route	1	4	2	10	3.5	10	5	15	34	571
Old Toowoomba Rd	Wide Lane - 2 Lane Traffic	One Mile	8	Replace unsafe road drainage grate	210268	Old Toowoomba Road is a Major Collector	Not an existing cycle facility	Within 1km of Leichardt State School	Old Toowoomba Road is Principal Cycle Route	1	4	2	10	3.5	10	5	15	34	572
Aspinall Street	Wide Lane - More than 5m	Leichhardt	6	Replace unsafe road drainage grate	218879	Aspinall Street is a Major Collector	Not an existing cycle facility	Within 1km of a School	Principal Transport	1	4	2	10	3.5	10	5	15	34	573
Riverview Road	Wide Lane - More than 5m	Riverview	4	Replace unsafe road drainage grate	214856	Riverview Road is a Major Collector	Not an existing cycle facility	Within 1km of a Major Public Transport Station	Principal Transport	1	4	2	10	3.5	10	5	15	34	574
Riverview Road	Wide Lane - More than 5m	Riverview	4	Replace unsafe road drainage grate	214857	Riverview Road is a Major Collector	Not an existing cycle facility	Within 1km of a Major Public Transport Station	Principal Transport	1	4	2	10	3.5	10	5	15	34	575
Workshops Street	Wide Lane - More than 5m	Brissall	6	Replace unsafe road drainage grate	223453	Workshops Street is a Major Collector	Not an existing cycle facility	Within 1km of Activity Centre	Principal Transport	1	4	2	10	3.5	10	5	15	34	576
Workshops Street	Wide Lane - More than 5m	Brissall	6	Replace unsafe road drainage grate	223454	Workshops Street is a Major Collector	Not an existing cycle facility	Within 1km of Activity Centre	Principal Transport	1	4	2	10	3.5	10	5	15	34	577
Workshops Street	Wide Lane - More than 5m	Brissall	6	Replace unsafe road drainage grate	223459	Workshops Street is a Major Collector	Not an existing cycle facility	Within 1km of Activity Centre	Principal Transport	1	4	2	10	3.5	10	5	15	34	578
Riverview Road	Incorrest M&C	Riverview	4	Replace unsafe road drainage grate	214855	Riverview Road is a Major Collector	Not an existing cycle facility	Within 1km of a School	Principal Transport	1	4	2	10	3.5	10	5	15	34	579
Cotton Street	Narrow Lane	East Ipswich	5	Replace unsafe road drainage grate	216163	Located at the intersection of Joyce Street and Cotton Street	Not an existing cycle facility	Within 250 of East Ipswich Train Station	Located with 500m of a Cycle Route	1	4	6	3	3.5	10	15	4.5	33	580
Bergins Hill Road	Wide Lane - More than 5m	Bandamba	4	Replace unsafe road drainage grate	223183	Bergins Hill Road is a Major Collector	Not an existing cycle facility	Within 250m of a School	Within 500m of a Cycle Route	1	4	6	3	3.5	10	15	4.5	33	581

Begins Hill Road	Wide Lane - More than 5m	Bundamba	4	Replace unsafe road drainage grate	223184	Begins Hill Road is a Major Collector	Not an existing cycle facility	Within 250m of a School	Within 500m of a Cycle Route	1	4	6	3	3.5	10	15	4.5	33	582
Begins Hill Road	Wide Lane - More than 5m	Bundamba	4	Replace unsafe road drainage grate	223186	Begins Hill Road is a Major Collector	Not an existing cycle facility	Within 250m of a School	Within 500m of a Cycle Route	1	4	6	3	3.5	10	15	4.5	33	583
Begins Hill Road	Wide Lane - More than 5m	Bundamba	4	Replace unsafe road drainage grate	223187	Begins Hill Road is a Major Collector	Not an existing cycle facility	Within 250m of a School	Within 500m of a Cycle Route	1	4	6	3	3.5	10	15	4.5	33	584
Begins Hill Road	Wide Lane - More than 5m	Bundamba	4	Replace unsafe road drainage grate	223533	Begins Hill Road is a Major Collector	Not an existing cycle facility	Within 250m of a School	Within 500m of a Cycle Route	1	4	6	3	3.5	10	15	4.5	33	585
Blackall Street	Wide Lane - More than 5m	East Ipswich	5	Replace unsafe road drainage grate	216898	Blackall Street is a Major Collector	Not an existing cycle facility	Within 250m of Activity Centre	Within 500m of a Cycle Route	1	4	6	3	3.5	10	15	4.5	33	586
Eleazar Drive	Wide Lane - More than 5m	Blackall	10	Replace unsafe road drainage grate	232160	Eleazar Drive is a Major Collector	Not an existing cycle facility	Within 250m of Activity Centre	Within 500m of a Cycle Route	1	4	6	3	3.5	10	15	4.5	33	587
Eleazar Drive	Wide Lane - More than 5m	Blackall	10	Replace unsafe road drainage grate	232161	Eleazar Drive is a Major Collector	Not an existing cycle facility	Within 250m of Activity Centre	Within 500m of a Cycle Route	1	4	6	3	3.5	10	15	4.5	33	588
Lawrie Drive	Wide Lane - More than 5m	Collingwood Park	3	Replace unsafe road drainage grate	236226	Lawrie Drive is a Major Collector	Not an existing cycle facility	Within 250m of a School	Located within 500m of a Cycle Route	1	4	6	3	3.5	10	15	4.5	33	589
Lawrie Drive	Wide Lane - More than 5m	Collingwood Park	3	Replace unsafe road drainage grate	236227	Lawrie Drive is a Major Collector	Not an existing cycle facility	Within 250m of a School	Located within 500m of a Cycle Route	1	4	6	3	3.5	10	15	4.5	33	590
Lawrie Drive	Wide Lane - More than 5m	Collingwood Park	3	Replace unsafe road drainage grate	236228	Lawrie Drive is a Major Collector	Not an existing cycle facility	Within 250m of a School	Located within 500m of a Cycle Route	1	4	6	3	3.5	10	15	4.5	33	591
Bayley Road	Narrow Lane	Five Mountain	10	Replace unsafe road drainage grate	232139	Bayley Road is a Major Collector	Not an existing cycle facility	Within 500m of Activity Centre	Local Transport	1	4	4	6	3.5	10	10	9	33	592
Bayley Road	Narrow Lane	Five Mountain	10	Replace unsafe road drainage grate	232147	Bayley Road is a Major Collector	Not an existing cycle facility	Within 500m of Activity Centre	Local Transport	1	4	4	6	3.5	10	10	9	33	593
Chermide Road	Wide Lane - More than 5m	Eastern Heights	8	Replace unsafe road drainage grate	232943	Chermide Road is a Sub-Arterial	Not an existing cycle facility	Within 1km of a School	Principal Transport	2	4	0	10	7	10	0	15	32	594
Toongarra Road	Wide Lane - Lane Treatments	Leichhardt	6	Replace unsafe road drainage grate	219232	Toongarra Road is an Arterial	Not an existing cycle facility	Within 250m of a School	0	2	4	6	0	7	10	15	0	32	595
Aspinall Street	Narrow Lane	Leichhardt	6	Replace unsafe road drainage grate	218893	Located at the intersection of Aspinall St and Sturt St	Not an existing cycle facility	Within 500m of Walkuraka Train Station	Within 500m of a Cycle Route	2	4	4	3	7	10	10	4.5	32	596
Moffatt Street	Wide Lane - More than 5m	Ipswich	7	Replace unsafe road drainage grate	207302	Moffatt Street is a Sub-Arterial	Not an existing cycle facility	Within 500m of Activity Centre	Within 500m of a Cycle Route	2	4	4	3	7	10	10	4.5	32	597
Moffatt Street	Narrow Lane	Ipswich	7	Replace unsafe road drainage grate	207303	Moffatt Street is a Sub-Arterial	Not an existing cycle facility	Within 500m of Activity Centre	Within 500m of a Cycle Route	2	4	4	3	7	10	10	4.5	32	598
Moffatt Street	Wide Lane - More than 5m	Ipswich	7	Replace unsafe road drainage grate	220801	Located at the intersection of Moffatt Street and Wanwick Road	Not an existing cycle facility	Within 500m of Activity Centre	Within 500m of a Cycle Route	2	4	4	3	7	10	10	4.5	32	599
Cedar Road	Wide Lane - More than 5m	Redbank Plains	3	Replace unsafe road drainage grate	228035	Located at the intersection of Glen Brae Street and Cedar Road	Located near a bikeway across Glen Brae Street	Within 1km of Activity Centre	Within 500m of a Cycle Route	2	6	2	3	7	15	5	4.5	32	600
Cedar Road	Wide Lane - More than 5m	Redbank Plains	3	Replace unsafe road drainage grate	228036	Located at the intersection of Glen Brae Street and Cedar Road	Located near a bikeway across Glen Brae Street	Within 1km of Activity Centre	Within 500m of a Cycle Route	2	6	2	3	7	15	5	4.5	32	601
Blackall Street	Wide Lane - More than 5m	Bain Pocket	5	Replace unsafe road drainage grate	216074	Located at the intersection of Blacklakk Street and Davidson Street	Not an existing cycle facility	Within 500m of Activity Centre	Within 500m of a Cycle Route	2	4	4	3	7	10	10	4.5	32	602
Harding Street	Narrow Lane	Reeview	9	Replace unsafe road drainage grate	225347	Located at the intersection of Harding Street and South Station Road	Not an existing cycle facility	Within 500m of Activity Centre	Within 500m of a Cycle Route	2	4	4	3	7	10	10	4.5	32	603
Jayville Court	Narrow Lane	Belbird Park	2	Replace unsafe road drainage grate	230069	Located at the intersection of Jayville Court and Redbak Plains Road	Not an existing cycle facility	Within 500m of a School	Within 500m of a Cycle Route	2	4	4	3	7	10	10	4.5	32	604
Jayville Court	Narrow Lane	Belbird Park	2	Replace unsafe road drainage grate	230070	Located at the intersection of Jayville Court and Redbak Plains Road	Not an existing cycle facility	Within 500m of a School	Within 500m of a Cycle Route	2	4	4	3	7	10	10	4.5	32	605
Redbank Plains Road	Wide Lane - Lane Treatments	Belbird Park	2	Replace unsafe road drainage grate	227481	Redbank Plains road is an Arterial Road	Not an existing cycle facility	Within 500m of a School	Located within 500m of a Cycle Route	2	4	4	3	7	10	10	4.5	32	606
Redbank Plains Road	Wide Lane - Lane Treatments	Belbird Park	2	Replace unsafe road drainage grate	227482	Redbank Plains road is an Arterial Road	Not an existing cycle facility	Within 500m of a School	Located within 500m of a Cycle Route	2	4	4	3	7	10	10	4.5	32	607
Redbank Plains Road	Wide Lane - Lane Treatments	Belbird Park	2	Replace unsafe road drainage grate	227483	Redbank Plains road is an Arterial Road	Not an existing cycle facility	Within 500m of a School	Located within 500m of a Cycle Route	2	4	4	3	7	10	10	4.5	32	608
Glennoss Drive	Wide Lane - More than 5m	Five Mountain	10	Replace unsafe road drainage grate	232150	Located at the intersection of Glennoss Drive and Bayley Road	Not an existing cycle facility	Within 500m of Activity Centre	Within 500m of a Cycle Route	2	4	4	3	7	10	10	4.5	32	609
Hains Terrace	Wide Lane - More than 5m	Ipswich	7	Replace unsafe road drainage grate	220751	Moffatt Street is a Sub-Arterial	Not an existing cycle facility	Within 500m of Activity Centre	Within 500m of a Cycle Route	2	4	4	3	7	10	10	4.5	32	610
Hains Terrace	Wide Lane - More than 5m	Ipswich	7	Replace unsafe road drainage grate	220752	Moffatt Street is a Sub-Arterial	Not an existing cycle facility	Within 500m of Activity Centre	Within 500m of a Cycle Route	2	4	4	3	7	10	10	4.5	32	611
Jayville Court	Wide Lane - Lane Treatments	Belbird Park	2	Replace unsafe road drainage grate	227480	Redbank Plains Road is an Arterial Road	Not an existing cycle facility	Within 500m of a School	Within 500m of a Cycle Route	2	4	4	3	7	10	10	4.5	32	612
Macalister Street	Right Side of Lane	Ipswich	7	Replace unsafe road drainage grate	220773	Located at the intersection of Macalister Street and Moffatt Street	Not an existing cycle facility	Within 500m of Activity Centre	Within 500m of a Cycle Route	2	4	4	3	7	10	10	4.5	32	613
Tiger Street	Freeway V&C	Sedlers Crossing	7	Replace unsafe road drainage grate	218094	Located at the intersection of Herbert Street and Tiger Street	Not an existing cycle facility	Within 500m of Major Public Transport Station	Within 500m of a Cycle Route	2	4	4	3	7	10	10	4.5	32	614
Willow Road West	Wide Lane - More than 5m	Redbank Plains	9	Replace unsafe road drainage grate	220524	Located at the intersection of Willow Road West and Boyd Street	Not an existing cycle facility	Within 1km of a School	Local Transport	2	4	2	6	7	10	5	9	31	615
Goss Drive	Narrow Lane	Collingwood Park	3	Replace unsafe road drainage grate	220153	Located at the intersection of Collingwood Drive and Goss Drive + Goss Drive is a Major Collector	Not an existing cycle facility	Within 1km of Collingwood Park State School	Located within 500m of a Cycle Route	3	4	2	3	10.5	10	5	4.5	30	616
Lawrie Drive	Narrow Lane	Collingwood Park	3	Replace unsafe road drainage grate	227526	Located at the intersection of Lawrie Drive and McInerney Street + Lawrie Drive is a Major Collector	Not an existing cycle facility	Within 1km of Collingwood Park State School	Located within 500m of a Cycle Route	3	4	2	3	10.5	10	5	4.5	30	617
Jayne Street	Narrow Lane	East Ipswich	5	Replace unsafe road drainage grate	211574	No notable safety improvement parameter comments	Not an existing cycle facility	Within 250m of a Major Public Transport Station	Located within 500m of a cycle route	0	4	6	3	0	10	15	4.5	30	618
Mil Street	Narrow Lane	Goodna	3	Replace unsafe road drainage grate	229499	No notable safety improvement parameter comments	Not an existing cycle facility	Within 250m of Activity Centre	Located within 500m of a Cycle Route	0	4	6	3	0	10	15	4.5	30	619
Constitution Street	Wide Lane - More than 5m	East Ipswich	5	Replace unsafe road drainage grate	215636	No notable safety improvement parameter comments	Not an existing cycle facility	Within 250m of Major Public Transport Station	Within 500m of a Cycle Route	0	4	6	3	0	10	15	4.5	30	620

Lower Drive	Wide Lane - More than 5m	Collingwood Park	3	Replace unsafe road drainage grate	236240	Lawrie Drive is a Major Collector	Not an existing cycle facility	Within 500m of a School	Located within 500m of a Cycle Route	1	4	4	3	3.5	10	10	4.5	28	660
Lower Drive	Wide Lane - More than 5m	Collingwood Park	3	Replace unsafe road drainage grate	236241	Lawrie Drive is a Major Collector	Not an existing cycle facility	Within 500m of a School	Located within 500m of a Cycle Route	1	4	4	3	3.5	10	10	4.5	28	661
Whitehill Road	Wide Lane - More than 5m	Receiveva	7	Replace unsafe road drainage grate	870283	Whitehill Road is a Major Collector	Not an existing cycle facility	Within 500m of Activity Centre	Within 500m of a Cycle Route	1	4	4	3	3.5	10	10	4.5	28	662
Whitehill Road	Wide Lane - Lane Treatments	Receiveva	9	Replace unsafe road drainage grate	231771	Whitehill Road is a Major Collector	Not an existing cycle facility	Within 500m of Activity Centre	Within 500m of a Cycle Route	1	4	4	3	3.5	10	10	4.5	28	663
Whitehill Road	Wide Lane - Lane Treatments	Receiveva	9	Replace unsafe road drainage grate	231772	Whitehill Road is a Major Collector	Not an existing cycle facility	Within 500m of Activity Centre	Within 500m of a Cycle Route	1	4	4	3	3.5	10	10	4.5	28	664
Whitehill Road	Wide Lane - Lane Treatments	Receiveva	8	Replace unsafe road drainage grate	231773	Whitehill Road is a Major Collector	Not an existing cycle facility	Within 500m of Activity Centre	Within 500m of a Cycle Route	1	4	4	3	3.5	10	10	4.5	28	665
Fayes Street	Wide Lane - Lane Treatments	Receiveva	8	Replace unsafe road drainage grate	231281	Whitehill Road is a Major Collector	Not an existing cycle facility	Within 500m of Activity Centre	Within 500m of a Cycle Route	1	4	4	3	3.5	10	10	4.5	28	666
North Station Road	Narrow Lane	North Road	4	Replace unsafe road drainage grate	222664	North Station Road is a Major Collector	Not an existing cycle facility	Within 1km of Activity Centre	Local Transport	1	4	2	6	3.5	10	5	9	28	667
Kingmill Road	Narrow Lane	Coalfields	7	Replace unsafe road drainage grate	218958	located at intersection of Williams St and Kingmill Rd	Not an existing cycle facility	Within 2km or less of a Primary Centre and Ipswich Adventist School	Located within 500m of a Cycle Route	2	4	2	3	7	10	5	4.5	27	668
Salisbury Road	Narrow Lane	Ipswich	8	Replace unsafe road drainage grate	220996	Located at the intersection of Thorn Street and Salisbury Road	Not an existing cycle facility	Within 1km of Bremma State High	Located within 500m of a Cycle Route	2	4	2	3	7	10	5	4.5	27	669
Salisbury Road	Narrow Lane	Ipswich	8	Replace unsafe road drainage grate	221000	Located at the intersection of Thorn Street and Salisbury Road	Not an existing cycle facility	Within 1km of Bremma State High	Located within 500m of a Cycle Route	2	4	2	3	7	10	5	4.5	27	670
Salisbury Road	Narrow Lane	Ipswich	8	Replace unsafe road drainage grate	221001	Located at the intersection of Thorn Street and Salisbury Road	Not an existing cycle facility	Within 1km of Bremma State High	Located within 500m of a Cycle Route	2	4	2	3	7	10	5	4.5	27	671
Cedar Road	Wide Lane - More than 5m	Redbank Plains	3	Replace unsafe road drainage grate	238634	Located at the intersection of Glen Brae Street and Cedar Road	Not an existing cycle facility	Within 1km of an Activity Centre	Within 500m of a Cycle Route	2	4	2	3	7	10	5	4.5	27	672
Toongarra Road	Wide Lane - Lane Treatments	Leitchfield	6	Replace unsafe road drainage grate	230077	located at the intersection of Toongarra Road + Toongarra Road + Arbutot Road	Not an existing cycle facility	Within 2km of a School	0	4	4	1	0	14	10	2.5	0	27	673
Saxelby Street	Narrow Lane	East Ipswich	5	Replace unsafe road drainage grate	215530	Located at the corner of Jacaranda Street and Saxelby Street	Not an existing cycle facility	Within 1km of a School	Located within 500m of a cycle route	2	4	2	3	7	10	5	4.5	27	674
Saxelby Street	Narrow Lane	East Ipswich	5	Replace unsafe road drainage grate	215540	Located at the corner of Jacaranda Street and Saxelby Street	Not an existing cycle facility	Within 1km of a School	Located within 500m of a cycle route	2	4	2	3	7	10	5	4.5	27	675
Collingwood Drive	Wide Lane - More than 5m	Collingwood Park	3	Replace unsafe road drainage grate	236175	Located at the intersection of Bowtell Court and WS Hayden Drive	Not an existing cycle facility	Within 1km of Activity Centre	Within 500m of a Cycle Route	2	4	2	3	7	10	5	4.5	27	676
Milford Street	Wide Lane - More than 5m	Redbank Plains	9	Replace unsafe road drainage grate	220823	Located at the corner of Milford Street and Tindis Street	Not an existing cycle facility	Within 1km of a School	Within 500m of a Cycle Route	2	4	2	3	7	10	5	4.5	27	677
Hatherton Court	Narrow Lane	Collingwood Park	3	Replace unsafe road drainage grate	227271	Located at the intersection of Hatherton Court and Namatjira Drive	Not an existing cycle facility	Within 1km of Activity Centre	Located within 500m of a Cycle Route	2	4	2	3	7	10	5	4.5	27	678
Hatherton Court	Narrow Lane	Collingwood Park	3	Replace unsafe road drainage grate	227273	Located at the intersection of Hatherton Court and Namatjira Drive	Not an existing cycle facility	Within 1km of Activity Centre	Located within 500m of a Cycle Route	2	4	2	3	7	10	5	4.5	27	679
Milofft Street	Wide Lane - Lane Treatments	Ipswich	7	Replace unsafe road drainage grate	220798	Grate is located in parking bay	Not an existing cycle facility	Within 500m of Activity Centre	Within 500m of a Cycle Route	0	4	4	3	0	10	10	4.5	25	680
Harbert Street	Wide Lane - More than 5m	Sedgely Crossing	7	Replace unsafe road drainage grate	218959	No notable safety improvement parameter comments	Not an existing cycle facility	Within 500m of Major Public Transport Station	Within 500m of a Cycle Route	0	4	4	3	0	10	10	4.5	25	681
Milofft Street	Wide Lane - Lane Treatments	Ipswich	7	Replace unsafe road drainage grate	220965	No notable safety improvement parameter comments	Not an existing cycle facility	Within 500m of Activity Centre	Within 500m of a Cycle Route	0	4	4	3	0	10	10	4.5	25	682
Milofft Street	Wide Lane - Lane Treatments	Ipswich	7	Replace unsafe road drainage grate	220967	No notable safety improvement parameter comments	Not an existing cycle facility	Within 500m of Activity Centre	Within 500m of a Cycle Route	0	4	4	3	0	10	10	4.5	25	683
Milofft Street	Wide Lane - Lane Treatments	Ipswich	7	Replace unsafe road drainage grate	220970	No notable safety improvement parameter comments	Not an existing cycle facility	Within 500m of Activity Centre	Within 500m of a Cycle Route	0	4	4	3	0	10	10	4.5	25	684
Milofft Street	Wide Lane - Lane Treatments	Ipswich	7	Replace unsafe road drainage grate	220971	No notable safety improvement parameter comments	Not an existing cycle facility	Within 500m of Activity Centre	Within 500m of a Cycle Route	0	4	4	3	0	10	10	4.5	25	685
Milofft Street	Wide Lane - Lane Treatments	Ipswich	7	Replace unsafe road drainage grate	220972	No notable safety improvement parameter comments	Not an existing cycle facility	Within 500m of Activity Centre	Within 500m of a Cycle Route	0	4	4	3	0	10	10	4.5	25	686
Milofft Street	Wide Lane - Lane Treatments	Ipswich	7	Replace unsafe road drainage grate	220975	No notable safety improvement parameter comments	Not an existing cycle facility	Within 500m of Activity Centre	Within 500m of a Cycle Route	0	4	4	3	0	10	10	4.5	25	687
Harbert Street	Wide Lane - More than 5m	Sedgely Crossing	7	Replace unsafe road drainage grate	218966	No notable safety improvement parameter comments	Not an existing cycle facility	Within 500m of Major Public Transport Station	Within 500m of a Cycle Route	0	4	4	3	0	10	10	4.5	25	688
James Street	Wide Lane - More than 5m	East Ipswich	5	Replace unsafe road drainage grate	215576	No notable safety improvement parameter comments	Not an existing cycle facility	Within 500m of Major Public Transport Station	Located within 500m of a cycle route	0	4	4	3	0	10	10	4.5	25	689
James Street	Wide Lane - More than 5m	East Ipswich	5	Replace unsafe road drainage grate	215578	No notable safety improvement parameter comments	Not an existing cycle facility	Within 500m of Major Public Transport Station	Located within 500m of a cycle route	0	4	4	3	0	10	10	4.5	25	690
Ipswich Street	Wide Lane - More than 5m	Grandchester	10	Replace unsafe road drainage grate	233219	No notable safety improvement parameter comments	Not an existing cycle facility	Within 500m of a School	Within 500m of a Cycle Route	0	4	4	3	0	10	10	4.5	25	691
Ipswich Street	Wide Lane - More than 5m	Grandchester	10	Replace unsafe road drainage grate	233220	No notable safety improvement parameter comments	Not an existing cycle facility	Within 500m of a School	Within 500m of a Cycle Route	0	4	4	3	0	10	10	4.5	25	692
Tiger Street	Wide Lane - More than 5m	Sedgely Crossing	7	Replace unsafe road drainage grate	866921	No notable safety improvement parameter comments	Not an existing cycle facility	Within 500m of Major Public Transport Station	Within 500m of a Cycle Route	0	4	4	3	0	10	10	4.5	25	693
Tiger Street	Wide Lane - More than 5m	Sedgely Crossing	7	Replace unsafe road drainage grate	866922	No notable safety improvement parameter comments	Not an existing cycle facility	Within 500m of Major Public Transport Station	Within 500m of a Cycle Route	0	4	4	3	0	10	10	4.5	25	694
Tiger Street	Wide Lane - More than 5m	Sedgely Crossing	7	Replace unsafe road drainage grate	866923	No notable safety improvement parameter comments	Not an existing cycle facility	Within 500m of Major Public Transport Station	Within 500m of a Cycle Route	0	4	4	3	0	10	10	4.5	25	695
Tiger Street	Wide Lane - More than 5m	Sedgely Crossing	7	Replace unsafe road drainage grate	866924	No notable safety improvement parameter comments	Not an existing cycle facility	Within 500m of Major Public Transport Station	Within 500m of a Cycle Route	0	4	4	3	0	10	10	4.5	25	696
Tiger Street	Wide Lane - More than 5m	Sedgely Crossing	7	Replace unsafe road drainage grate	866925	No notable safety improvement parameter comments	Not an existing cycle facility	Within 500m of Major Public Transport Station	Within 500m of a Cycle Route	0	4	4	3	0	10	10	4.5	25	697
Tiger Street	Wide Lane - More than 5m	Sedgely Crossing	7	Replace unsafe road drainage grate	866926	No notable safety improvement parameter comments	Not an existing cycle facility	Within 500m of Major Public Transport Station	Within 500m of a Cycle Route	0	4	4	3	0	10	10	4.5	25	698

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Enid Street	Incorrect MBC	Goodne	2	Replace unsafe road drainage grate	229513	No notable safety improvement parameter comments	Not an existing cycle facility	Within 500m of Activity Centre	Located within 500m of a Cycle Route	0	4	4	3	0	10	10	4.5	25	699
Enid Street	Incorrect MBC	Goodne	2	Replace unsafe road drainage grate	229514	No notable safety improvement parameter comments	Not an existing cycle facility	Within 500m of Activity Centre	Located within 500m of a Cycle Route	0	4	4	3	0	10	10	4.5	25	700
Railway Street	Incorrect MBC	No access	10	Replace unsafe road drainage grate	2295179	No notable safety improvement parameter comments	Not an existing cycle facility	Within 500m of a School	Within 500m of a Cycle Route	0	4	4	3	0	10	10	4.5	25	701
Edwards Street	Narrow Lane	Finders View	9	Replace unsafe road drainage grate	237342	Located at the intersection of Discovery Street and Edwards Street	Not an existing cycle facility	Within 2km of Bethany Lutheran Primary School	Within 500m of a Cycle Route	2	4	1	3	7	10	2.5	4.5	24	702
Edwards Street	Narrow Lane	Finders View	9	Replace unsafe road drainage grate	237344	Located at the intersection of Discovery Street and Edwards Street	Not an existing cycle facility	Within 2km of Bethany Lutheran Primary School	Within 500m of a Cycle Route	2	4	1	3	7	10	2.5	4.5	24	703
Danyel Court	Narrow Lane	Redbank Plains	9	Replace unsafe road drainage grate	226586	No notable safety improvement parameter comments	Not an existing cycle facility	Within 1km of a School	Local Transport	0	4	2	6	0	10	5	9	24	704
Danyel Court	Narrow Lane	Redbank Plains	9	Replace unsafe road drainage grate	226587	No notable safety improvement parameter comments	Not an existing cycle facility	Within 1km of a School	Local Transport	0	4	2	6	0	10	5	9	24	705
Danyel Court	Narrow Lane	Redbank Plains	9	Replace unsafe road drainage grate	226589	No notable safety improvement parameter comments	Not an existing cycle facility	Within 1km of a School	Local Transport	0	4	2	6	0	10	5	9	24	706
Danyel Court	Narrow Lane	Redbank Plains	9	Replace unsafe road drainage grate	226590	No notable safety improvement parameter comments	Not an existing cycle facility	Within 1km of a School	Local Transport	0	4	2	6	0	10	5	9	24	707
Danyel Court	Narrow Lane	Redbank Plains	9	Replace unsafe road drainage grate	226591	No notable safety improvement parameter comments	Not an existing cycle facility	Within 1km of a School	Local Transport	0	4	2	6	0	10	5	9	24	708
Wilkie Road West	Narrow Lane	Redbank Plains	3	Replace unsafe road drainage grate	226516	No notable safety improvement parameter comments	Not an existing cycle facility	Within 1km of a School	Local Transport	0	4	2	6	0	10	5	9	24	709
Danyel Court	End of Road	Redbank Plains	9	Replace unsafe road drainage grate	226518	Located at the end of a cul-de-sac	Not an existing cycle facility	Within 1km of a School	Local Transport	0	4	2	6	0	10	5	9	24	710
Danyel Court	End of Road	Redbank Plains	9	Replace unsafe road drainage grate	226519	Located at the end of a cul-de-sac	Not an existing cycle facility	Within 1km of a School	Local Transport	0	4	2	6	0	10	5	9	24	711
Bertha Street	Wide Lane - More than 5m	Goodne	2	Replace unsafe road drainage grate	234001	Bertha Street is a Major Collector	Not an existing cycle facility	Within 1km of Activity Centre	Located within 500m of a Cycle Route	1	4	2	3	3.5	10	5	4.5	23	712
Whitehill Road	Wide Lane - More than 5m	Eastern Heights	7	Replace unsafe road drainage grate	221177	Whitehill Road is a Major Collector	Not an existing cycle facility	Within 1km of Activity Centre	Within 500m of a Cycle Route	1	4	2	3	3.5	10	5	4.5	23	713
Whitehill Road	Wide Lane - More than 5m	Eastern Heights	7	Replace unsafe road drainage grate	221191	Whitehill Road is a Major Collector	Not an existing cycle facility	Within 1km of a School	Within 500m of a Cycle Route	1	4	2	3	3.5	10	5	4.5	23	714
Lawrie Drive	Wide Lane - More than 5m	Collingwood Park	3	Replace unsafe road drainage grate	227506	Lawrie Drive is a Major Collector	Not an existing cycle facility	Within 1km of a School	Located within 500m of a Cycle Route	1	4	2	3	3.5	10	5	4.5	23	715
Lawrie Drive	Wide Lane - More than 5m	Collingwood Park	3	Replace unsafe road drainage grate	227507	Lawrie Drive is a Major Collector	Not an existing cycle facility	Within 1km of a School	Located within 500m of a Cycle Route	1	4	2	3	3.5	10	5	4.5	23	716
Lawrie Drive	Wide Lane - More than 5m	Collingwood Park	3	Replace unsafe road drainage grate	227508	Lawrie Drive is a Major Collector	Not an existing cycle facility	Within 1km of a School	Located within 500m of a Cycle Route	1	4	2	3	3.5	10	5	4.5	23	717
Lawrie Drive	Wide Lane - More than 5m	Collingwood Park	3	Replace unsafe road drainage grate	227509	Lawrie Drive is a Major Collector	Not an existing cycle facility	Within 1km of a School	Located within 500m of a Cycle Route	1	4	2	3	3.5	10	5	4.5	23	718
Lawrie Drive	Wide Lane - More than 5m	Collingwood Park	3	Replace unsafe road drainage grate	227550	Lawrie Drive is a Major Collector	Not an existing cycle facility	Within 1km of a School	Located within 500m of a Cycle Route	1	4	2	3	3.5	10	5	4.5	23	719
Lawrie Drive	Wide Lane - More than 5m	Collingwood Park	3	Replace unsafe road drainage grate	227660	Lawrie Drive is a Major Collector	Not an existing cycle facility	Within 1km of a School	Located within 500m of a Cycle Route	1	4	2	3	3.5	10	5	4.5	23	720
Lawrie Drive	Wide Lane - More than 5m	Collingwood Park	3	Replace unsafe road drainage grate	227661	Lawrie Drive is a Major Collector	Not an existing cycle facility	Within 1km of a School	Located within 500m of a Cycle Route	1	4	2	3	3.5	10	5	4.5	23	721
Whitehill Road	Incorrect MBC	Eastern Heights	7	Replace unsafe road drainage grate	221127	Whitehill Road is a Major Collector	Not an existing cycle facility	Within 1km of Activity Centre	Within 500m of a Cycle Route	1	4	2	3	3.5	10	5	4.5	23	722
Toongarra Road	Wide Lane - Lane Treatments	Letchford	6	Replace unsafe road drainage grate	220078	Toongarra Road is an Arterial	Not an existing cycle facility	Within 1km of a Major Public Transport Station	0	2	4	2	0	7	10	5	0	22	723
Shine Street	Narrow Lane	On a Mile	8	Replace unsafe road drainage grate	231978	Located at intersection of Old Toowoomba Road and Shine Street	Not an existing cycle facility	Within 100m of Activity Centre	Within 500m of a Cycle Route	2	4	0	3	7	10	0	4.5	22	724
Mur Boulevard	Wide Lane - More than 5m	Springfield	1	Replace unsafe road drainage grate	231185	Mur Boulevard is a Major Collector	Not an existing cycle facility	Within 2km of a School	Within 500m of a Cycle Route	1	4	1	3	3.5	10	2.5	4.5	21	725
Mur Boulevard	Wide Lane - More than 5m	Springfield	1	Replace unsafe road drainage grate	231186	Mur Boulevard is a Major Collector	Not an existing cycle facility	Within 2km of a School	Within 500m of a Cycle Route	1	4	1	3	3.5	10	2.5	4.5	21	726
Mur Boulevard	Wide Lane - More than 5m	Springfield	1	Replace unsafe road drainage grate	231188	Mur Boulevard is a Major Collector	Not an existing cycle facility	Within 2km of a School	Within 500m of a Cycle Route	1	4	1	3	3.5	10	2.5	4.5	21	727
Mur Boulevard	Wide Lane - More than 5m	Springfield	1	Replace unsafe road drainage grate	231189	Mur Boulevard is a Major Collector	Not an existing cycle facility	Within 2km of a School	Within 500m of a Cycle Route	1	4	1	3	3.5	10	2.5	4.5	21	728
Cedar Road	End of Road	Redbank Plains	3	Replace unsafe road drainage grate	228632	No notable safety improvement parameter comments	Not an existing cycle facility	Within 1km of Activity Centre	Within 500m of a Cycle Route	0	4	2	3	0	10	5	4.5	20	729
Kirton Street	Narrow Lane	Redbank Plains	9	Replace unsafe road drainage grate	226831	No notable safety improvement parameter comments	Not an existing cycle facility	Within 1km of a School	Within 500m of a Cycle Route	0	4	2	3	0	10	5	4.5	20	730
Kirton Street	Narrow Lane	Redbank Plains	9	Replace unsafe road drainage grate	226832	No notable safety improvement parameter comments	Not an existing cycle facility	Within 1km of a School	Within 500m of a Cycle Route	0	4	2	3	0	10	5	4.5	20	731
Jacaranda Street	Wide Lane - Lane Treatments	East Ipswich	5	Replace unsafe road drainage grate	221612	Jacaranda Street is a Sub-Arterial Road	Not an existing cycle facility	0	0	2	4	0	0	7	10	0	0	17	732

Note: Distances to Activity Centres have been calculated using the Activity Centres identified in the Ipswich Planning Scheme

Doc ID No: A5710749

ITEM: 5

SUBJECT: STRATEGIC ROADS SUB-PROGRAM - STRATEGIC ROADS PRIORITY LIST OF PROJECTS

AUTHOR: SENIOR ENGINEER (TRANSPORT PLANNING)

DATE: 8 AUGUST 2019

EXECUTIVE SUMMARY

This is a report concerning the strategic roads project listing that forms part of the 'Strategic Roads' capital works portfolio sub-program.

RECOMMENDATION

That the Interim Administrator of Ipswich City Council resolve:

That the prioritised project lists of strategic road projects, as detailed in Attachment 3, 4 and 5 of the report by the Senior Engineer (Transport Planning) dated 8 August 2019, be considered when developing Council's next capital works portfolio.

RELATED PARTIES

There only related parties for this report is Ipswich City Council.

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

ADVANCE IPSWICH THEME LINKAGE

Managing growth and delivering key infrastructure

PURPOSE OF REPORT/BACKGROUND

As part of the capital portfolio build process, it is proposed to submit a report outlining the project listing for each sub-program. This report relates to strategic road projects which form part of the 'Strategic Roads' sub-program. Attachment 1 outlines how this project listing relates to the corresponding sub-program and program of works within the capital works portfolio.

Projects in the 'Strategic Roads' sub-program include road upgrade projects, intersection upgrade projects and new road projects which are derived from *iGO – the City of Ipswich Transport Plan* (iGO). At its Ordinary meeting on 15 September 2015, Council endorsed a methodology for assessing the priority of these strategic road projects (refer Attachment 2).

The endorsed prioritisation methodology has associated calculation matrices which are used to prioritise the road upgrade projects, intersection upgrade projects and new road projects. It is difficult to fairly prioritise projects across these three categories due to their different characteristics, scope and drivers. That is, a like for like comparison cannot be made across the categories. But a comparison of projects within each category can be made and as such, have been prioritised accordingly. The priority list of projects for each category are included in Attachments 3, 4 and 5.

It should be noted that it is proposed to make a minor alteration to the weightings applied to the criteria for new road projects from the previously endorsed methodology. New road projects have previously been prioritised based on the following criteria and weighting:

- iGO population trigger (required by 275,000, 350,000 or 435,000) - 70% weighting;
- Rate of development in the catchment serviced by the new road - 15% weighting;
- Spare capacity within the existing roads that service the catchment - 15% weighting.

Since the adoption of iGO in June 2016, there has been significant development within Ipswich. However, the rate and location of development has differed from that forecast in iGO. As a result, it is proposed to alter the weightings applied to the three criteria for new road projects in order to reflect these differences and place greater emphasis over time on the observed impacts rather than forecast impacts to the existing road network.

It is intended to continue this approach (i.e. sliding scale reduction of the iGO population trigger weighting by 10% each year) until such time as iGO is updated as part of the planned 2021 review, whereby the original weightings will be reinstated. As such, the proposed weightings for the prioritisation are as noted below:

- iGO population trigger (required by 275,000, 350,000 or 435,000) - 40% weighting;
- Rate of development in the catchment serviced by the new road - 30% weighting;
- Spare capacity within the existing roads that service the catchment - 30% weighting.

Council's recently developed Long Term Financial Forecast (LTFF) includes a high level 10 year capital works portfolio (2019-2028). Projects included within the first three financial years of the 10 year capital works portfolio are considered to be committed and are not included within the project prioritisation assessment. As such, the priority project lists for strategic roads will be considered during the development of the capital works portfolio for years 2022-2023 onwards.

FINANCIAL/RESOURCE IMPLICATIONS

In previous financial years, Council has allocated funding towards strategic road projects within the capital portfolio (where the funding amount varied annually) in order to work towards delivering on the cities growing transport demands. Council's recently adopted capital works portfolio has allocated approximately \$19.3 million for the 2019-2020 financial year, \$29.5 million for the 2020-2021 financial year and \$37.1 million for the 2021-2022 financial year.

RISK MANAGEMENT IMPLICATIONS

Council's recently developed LTFF and 10 year capital works portfolio shows an increase in funding towards strategic road projects compared to previous financial years. However, the strategic road priority project list assessment is based on observed traffic volumes and growth rates and has identified that a significant number of road projects are operating at or over capacity if delivered in accordance with the timing included in the 10 year capital works portfolio. Consequently, this will impact upon the future safety and efficiency of the strategic road network.

The current investment timing also falls short of the forecast requirements outlined in iGO whereby iGO is a plan to meet satisfactory transport development standards where projects are delivered in a responsible timeframe. This means that essential strategic transport projects will not be in place to meet the needs of the city's expected growth.

Finally, it should be noted that the current strategic roads priority project lists do not include projects within the Ripley Valley Priority Development Area (PDA). The Ripley Valley PDA is currently operating under the Queensland Government's Ripley Valley Development Scheme. The development of the Ripley Valley PDA is predicated on the fact that all trunk infrastructure requirements for the PDA will ultimately be funded by development within the PDA. There is an emerging risk for Council that a significant number of road upgrades will be required within the Ripley Valley PDA that are unlikely to be constructed by developers and will not be covered by the limited municipal contributions that are currently being collected.

Further, there is a potential risk to Council should the Queensland Government revoke the Ripley Valley PDA. Specifically, the strategic transport, open space and community infrastructure requirements of Ripley Valley would significantly impact upon Council's LTFF and ability to deliver other much needed citywide strategic infrastructure. The potential risks and issues related to the Ripley Valley PDA infrastructure requirements will be the subject of a future report.

LEGAL/POLICY BASIS

This report and its recommendations are consistent with the strategic direction outlined in the endorsed *City of Ipswich Transport Plan 2016*.

COMMUNITY AND OTHER CONSULTATION

The community and internal stakeholders have not been consulted as part of the creation of the strategic roads project lists. The project lists are derived from *iGO – the City of Ipswich Transport Plan* which included both internal and external stakeholder consultation, with the technical assessment undertaken in accordance with a Council approved methodology. Community consultation will be undertaken for each individual strategic road project as part of the delivery of the capital works program.

CONCLUSION

Road upgrade projects, intersection upgrade projects and new road projects form part of the 'Strategic Roads' sub-program within Council's capital works portfolio. Council previously endorsed a methodology for assessing strategic road projects which has been used to develop a list of priority projects for each category. The updated strategic road priority lists of projects which form part of the 'Strategic Roads' sub-program are shown in Attachment 3, 4 and 5 of this report.

ATTACHMENTS AND CONFIDENTIAL BACKGROUND PAPERS

1.	Capital Works List - Strategic Roads ↓ 
2.	Previous Committee Report - Strategic Roads Prioritisation Methodology ↓ 
3.	Strategic Roads - Prioritised Road Upgrade Project Listing ↓ 
4.	Strategic Roads - Prioritised Intersection Upgrade Project Listing ↓ 
5.	Strategic Roads - Prioritised New Road Project Listing ↓ 

Brad Freiberg

SENIOR ENGINEER (TRANSPORT PLANNING)

I concur with the recommendations contained in this report.

Mary Torres

INFRASTRUCTURE STRATEGY AND PLANNING MANAGER

I concur with the recommendations contained in this report.

Tony Dileo

INFRASTRUCTURE PLANNING MANAGER

I concur with the recommendations contained in this report.

Charlie Dill

GENERAL MANAGER - INFRASTRUCTURE AND ENVIRONMENT

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

Project listings and corresponding sub-program and programs within the capital works portfolio

Program	Sub-program	Project Lists
Transport and Traffic	Strategic Roads	Strategic Roads
	Road Safety and Operations	SafeST
		Road Safety Improvements
		Gravel Turnarounds
	Sustainable Travel	Public Transport Improvements
		Pedestrian Safety Improvements
		Cycle Safety and Mobility Improvements
		iGO ATAP Implementation
		Principal Cycle
	Flood Mitigation and Drainage	Flood Mitigation
Local Drainage		Local Drainage Improvements
Parks, Sports and Environment	Strategic Parks and Sports	Strategic Parks and Sports
	Developer Funded Parks	Developer Funded Parks
	Local and District Parks and Sports	Local and District Parks and Sports
	Natural Environment / Stormwater	Natural Environment / Stormwater
	Enviroplan	Enviroplan
Local Amenity	Kerb and Channel	Accelerated kerb and channel
	Sealing Gravel Roads	Sealing Gravel Roads
	Streetscape Improvements	Streetscape Improvements
Corporate Facilities	New Facilities	New Facilities
	Facility Upgrades	Facility Upgrades
Asset Rehabilitation	Sealed Road Rehabilitation	Sealed Road Rehabilitation
	Path Rehabilitation	Path Rehabilitation
	Bridge and Culvert Rehabilitation	Bridge and Culvert Rehabilitation
	Kerb and Channel Rehabilitation	Kerb and Channel Rehabilitation
	Drainage Rehabilitation	Drainage Rehabilitation
	Water Quality Rehabilitation	Water Quality Rehabilitation
	Street Furniture Rehabilitation	Street Furniture Rehabilitation
	Parks Rehabilitation	Parks Rehabilitation
	Sports Facility Rehabilitation	Sports Facility Rehabilitation
	Landfill Rehabilitation	Landfill Rehabilitation
	Facility Rehabilitation	Facility Rehabilitation

City Infrastructure Committee	
Mtg Date: 07/09/2015	OAR: YES
Authorisation: Charlie Dill	

1 September 2015

MEMORANDUM

TO: INFRASTRUCTURE PLANNING MANAGER

FROM: PRINCIPAL PLANNER (TRANSPORT & INVESTMENT)

RE: 2016–2017 CAPITAL WORKS PORTFOLIO DEVELOPMENT
STRATEGIC TRANSPORT SUB-PROGRAM
PRIORITY LIST OF PROJECTS

INTRODUCTION:

This is a report by the Principal Planner (Transport & Investment) dated 1 September 2015 concerning the *Strategic Transport* sub-program of the Capital Works Portfolio.

BACKGROUND:

As part of the development of the 2016–2017 Capital Works Portfolio, it is proposed to submit a report outlining the prioritisation methodology and subsequent project listing for each sub-program. This report relates to the *Strategic Transport* sub-program.

DRIVER:

As part of Council’s continuous improvement process, Branch Managers from all departments of Council were consulted to investigate improvements to the development of the annual capital portfolio.

An outcome of this process was to revise the structure of the capital portfolio to rationalise the number of sub-programs and better categorise sub-programs into programs to align with their intent and corporate goals.

The revised Transport & Traffic Program is outlined in Table 1 (over).

TABLE 1
REVISED CAPITAL PORTFOLIO STRUCTURE
TRANSPORT & TRAFFIC PROGRAM

PROGRAM	SUB-PROGRAM	PROJECT CATEGORIES
Transport & Traffic	Strategic Transport	Road Upgrades
		Intersection Upgrades
		New Roads
		New commuter Bikeways
		Developer Repayments
		Corridor Preservation
	Roads Safety & Operational Improvements	Sign & Line Marking improvements
		Traffic Signal Improvements
		Safe School Travel Improvements
		Blackspot Improvements
		Road Safety Audits & Improvements
		Seal Gravel Roads
		Gravel Turnarounds (refuse vehicles)
	Minor Safety & Operational Improvements	
	Sustainable Travel	Bus Stops & Shelters
Strategic Pedestrian & Disability Access Improvements		
Strategic Cyclist Safety & Mobility Improvements		

PROJECT IDENTIFICATION:

This report relates to the prioritisation of projects in the following project categories within the Strategic Transport sub-program (as highlighted in blue):

- Road upgrades;
- Intersection upgrades; and
- New roads

The projects listed in this report are all classified as trunk infrastructure in the Ipswich Planning Scheme and are included in Council’s Priority Infrastructure Plan (PIP). For this task, projects identified as part of the development of the draft Ipswich Transport Plan (“iGO”) to service a future citywide population of 350,000 have been prioritised in each category.

PRIORITY LIST OF PROJECTS:

It is difficult to fairly prioritise projects across these three categories due to their different characteristics, scope and drivers. That is, a like for like comparison cannot be made across the categories. But a comparison of projects within each category can be made and as such have been prioritised accordingly.

Road Upgrades

Transport planning has identified road upgrade projects that are required to be delivered by Council to service future city populations. These projects are categorised as either:

- Capacity upgrade, or
- Upgrade to urban standards

Projects have then been prioritised for future investment based on the criteria outlined in Table 2.

**TABLE 2
ROAD UPGRADE PROJECT PRIORITISATION CRITERIA**

CRITERIA	DESCRIPTION	CALCULATION	WEIGHTING								
Volume to capacity (V/C) ratio	<p>The amount of traffic currently using the road compared to its nominal capacity.</p> <p>A road with a V/C ratio >1 is over capacity.</p> <p>The notion is that a project will be ranked higher if it is at or nearing its nominal capacity.</p>	<p>VOLUME The existing traffic volumes along the road. Data was obtained from the 2014 Strategic Traffic Count Program.</p> <p>CAPACITY Each project was nominated a capacity based on the criteria below:</p> <table border="1"> <thead> <tr> <th>CAPACITY (vehicles per day)</th> <th>EXISTING CONFIGURATION</th> </tr> </thead> <tbody> <tr> <td>20,000</td> <td>Urban with shoulders and limited side access</td> </tr> <tr> <td>15,000</td> <td>Urban but with no shoulders and/or more side friction (driveways, intersections);</td> </tr> <tr> <td>10,000</td> <td>Rural with narrow travel lanes, no kerb, shoulders etc.)</td> </tr> </tbody> </table> <p>This is based on the notion that a good standard road with limited side friction will have more free-flow capacity than a road with side friction or with a rural type configuration.</p>	CAPACITY (vehicles per day)	EXISTING CONFIGURATION	20,000	Urban with shoulders and limited side access	15,000	Urban but with no shoulders and/or more side friction (driveways, intersections);	10,000	Rural with narrow travel lanes, no kerb, shoulders etc.)	70%
CAPACITY (vehicles per day)	EXISTING CONFIGURATION										
20,000	Urban with shoulders and limited side access										
15,000	Urban but with no shoulders and/or more side friction (driveways, intersections);										
10,000	Rural with narrow travel lanes, no kerb, shoulders etc.)										
Crashes	<p>The number of reported crashes along the road over the last five years (2010-2014).</p> <p>Data was obtained from the Qld Government's WebCrash database.</p>	<p>The total recorded crashes for the section of road, where divided by the length of the road, and the number of years of crash data, to obtain an average annual crash rate per kilometre of road.</p>	15%								
Traffic growth rate	<p>Observed traffic growth trend over the last five years. Data was obtained from the annual Strategic Traffic Count Program.</p>	<p>It should be noted that some roads have a higher observed growth rate due to their low base traffic volumes even though their actual growth in the number of vehicle is relatively small.</p> <p>To allow for a like for like comparison across the projects, the observed number of vehicles were then normalised by dividing it by the highest observed traffic volume.</p>	15%								

To ensure each criteria is using the same scale for scoring, the highest score for each criteria was then assigned a value of 1 with all other scores given a proportional value less than 1.

The prioritised list of road upgrade projects is outlined in **Attachment A**.

Intersection Upgrades

Transport planning has identified intersection upgrade projects that are required to be delivered by Council to service future city populations. These projects need to be undertaken for safety and/or capacity reasons.

These projects have then been prioritised for future investment based on the criteria outlined in Table 3.

TABLE 3
INTERSECTION UPGRADE PROJECT PRIORITISATION CRITERIA

CRITERIA	DESCRIPTION	CALCULATION
Capacity	The year in which the intersection is forecast to reach its capacity and start to cause intolerable queues and delays for motorists	Peak hour counts were undertaken at each intersection in July 2015. Each intersection was then analysed using the SIDRA intersection analysis software program using the count data obtained and then forecasting future volumes on each leg based on observed traffic growth rates over the last five years to determine when the intersection is expected to reach capacity.
Peak Hour Volumes	The total observed through the intersection within the AM and PM peak hours	For each intersection that was forecast to reach capacity within the same year, each project was then prioritised based upon the total observed traffic through the intersection within the AM and PM peak hours.

The prioritised list of intersection upgrade projects is outlined in **Attachment B**.

New Roads

Transport planning has identified new road projects that are required to be delivered by Council to service future city populations. These projects need to be undertaken for connectivity reasons and initially consist of a nominal two-lane cross section.

These projects have then been prioritised for future investment based on the criteria outlined in Table 4.

TABLE 4
NEW ROAD PROJECT PRIORITISATION CRITERIA

CRITERIA	DESCRIPTION	CALCULATION	WEIGHTING
Modelled timing	The timing of which the new road is included in the Ipswich Strategic Traffic Model (ISTM) as part of the development of iGO.	The ISTM was developed based on the following years: <ul style="list-style-type: none"> • 2021 – short term (assigned 3 points) • 2026 – medium term (assigned 2 points) • 2031 – long term (assigned 1 points) • PIP Ultimate (assigned zero points) 	70%
Development pressure	Whether the project is located in an area of high urban growth	<ul style="list-style-type: none"> • High (assigned 3 points) • Medium (assigned 2 points) • Low (assigned 1 point) 	15%
Spare capacity	Whether the road network surrounding the project is operating below capacity and is able to accommodate additional traffic, without causing intolerable queues and delays for motorists.	<ul style="list-style-type: none"> • Low (assigned 3 points) • Medium (assigned 2 points) • High (assigned 1 point) 	15%

The prioritised list of new road projects is outlined in **Attachment C**.

CONCLUSION:

“Strategic Transport” is a new sub-program of Council’s revised capital works portfolio structure. Prioritised project lists for future road upgrades, intersection upgrades and new roads have been developed.

ATTACHMENTS:

Name of Attachment	Attachment
<u>Attachment A</u> Road Upgrade Projects Prioritisation Matrix	 Attachment A
<u>Attachment B</u> Intersection Upgrade Projects Prioritisation Matrix	 Attachment B
<u>Attachment C</u> New Road Projects Prioritisation Matrix	 Attachment C

RECOMMENDATION:

[Amended at CI Ctee No. 2015\(09\) of 7 September 2015.](#)

- [A.](#) That the prioritisation methodology, ~~and priority list of projects under the Strategic Transport sub-program,~~ as detailed in the report by the Principal Planner (Transport & Investment) dated 1 September 2015, be adopted and used when developing the 2016–2017 Capital Works Portfolio, ~~noting that the number of projects adopted will be dependent on funding.~~
- [B.](#) [That the list of projects, as detailed in the Attachment A – Road Upgrade Projects Prioritisation Matrix, Attachment B – Intersection Upgrade Projects Prioritisation Matrix and Attachment C – New Road Projects Prioritisation Matrix of the report by the Principal Planner \(Transport and Investment\) dated 1 September 2015, be received and used when developing the 2016-2017 Capital Works Portfolio, subject to funding availability.](#)

Nick Prasser
PRINCIPAL PLANNER (TRANSPORT & INVESTMENT)

I concur with the recommendation contained in this report.

Tony Dileo
INFRASTRUCTURE PLANNING MANAGER

I concur with the recommendation contained in this report.

Charlie Dill
CHIEF OPERATING OFFICER (INFRASTRUCTURE SERVICES)

STRATEGIC TRANSPORT SUB-PROGRAM

ROAD UPGRADE PROJECTS PRIORITISATION MATRIX

August 2019

PROJECT	PROJECT NAME	SUBURB	LOCATION	CAPACITY UPGRADE (4 lanes)	URBAN STANDARD UPGRADE (2 lanes)	SIA ²	UPGRADE TIMING			
							1	2	3	
							19/20	20/21	21/22	
							FIXED			
1	Old Toowoomba Road	Leichhardt - One Mile	Lobb St - Old Toowoomba Rd	✓						
2	Brisbane Street	West Ipswich	Burnett St - Hooper St	3 lanes						
3	Redbank Plains Road	Redbank Plains - Bellbird Park	Keildges Rd - Kruger Pde	✓						
4	Springfield Pky - Springfield Greenbank Art	Springfield	Centenary Hwy - Eden Station Drv	✓		✓				
5	Springfield Greenbank Arterial	Springfield	Eden Station Drv - Simmathamby Bvd	✓		✓				
6	Springfield Parkway	Springfield	Springfield Greenbank Art - Topaz Rd	✓						

PRIORITY	PROJECT NAME	SUBURB	LOCATION	CAPACITY UPGRADE (4 lanes)	URBAN STANDARD UPGRADE (2 lanes)	SIA ²	Length (km)	Existing Volume	Existing Geometric Standard	Existing Road Capacity (lph)	VOLUME / CAPACITY RATIO		CRASHES ³			TRAFFIC GROWTH RATE			PRIORITY			
											Observed	Standardised	2014-2018	Average / km / year	Standardised	Observed	Relative	Standardised	Vol.Cap (70%)	Cash Rate (15%)	Growth Rate (15%)	Weighted Score
1	Redbank Plains Road	Redbank Plains	Cunningham Hwy - Collingwood Drv	✓			3.1	15800	Low	10000	1.58	1.00	23	1.5	0.69	11.0%	6.7%	0.59	70	10	9	89
2	Augusta Pky - Simmathamby Bvd	Springfield	Eden Station Drv - Main St	✓		✓	0.5	25900	High	20000	1.30	0.82	4	1.6	0.75	11.5%	11.5%	1.00	57	11	15	84
3	School Road	Redbank Plains	Alawoona St - Redbank Plains Rd		✓		1.4	16400	Medium	15000	1.09	0.69	15	2.1	1.00	11.6%	7.4%	0.64	48	15	10	73
4	Albion Street	Bracall	Sydney St - Workshops St	✓			0.4	16800	Medium	15000	1.12	0.71	4	2.0	0.98	1.2%	0.8%	0.07	50	14	1	65
5	Mary Street	Blackstone	Cunningham Hwy - Thomas St	✓			1.5	15900	Medium	15000	1.06	0.67	13	1.7	0.81	5.6%	3.4%	0.30	47	12	5	64
6	Toongarra Road	Leichhardt	Old Toowoomba Rd - Samford Rd	✓			0.4	14900	Medium	15000	0.99	0.63	3	1.5	0.70	1.6%	0.9%	0.08	44	11	1	56
7	Waterworks Road	North Ipswich	Pine Mountain Rd - Warrago Hwy	✓			0.8	13800	Medium	15000	0.92	0.58	7	1.8	0.82	2.1%	1.1%	0.10	41	12	1	54
8	Keildges Road	Redbank Plains	Brittains Rd - Jones Rd		✓		0.7	9200	Low	10000	0.92	0.58	5	1.4	0.67	5.3%	1.9%	0.16	41	10	2	53
9	Junction Road	Karalee	Arthur Summervilles Rd - Torrains St		✓		1.4	10100	Low	10000	1.01	0.64	3	0.4	0.20	2.5%	1.0%	0.09	45	3	1	49
10	Springfield Greenbank Arterial	Springfield	Springfield Central Bvd - Grande Ave	✓			0.5	18100	High	20000	0.91	0.57	1	0.4	0.29	4.2%	2.9%	0.25	40	3	4	47
11	Ripley Road	Flinders View	Cunningham Hwy - Edwards St	✓			0.9	10800	Medium	15000	0.72	0.46	4	0.9	0.41	9.0%	3.8%	0.33	32	6	5	43
12	Jones Road	Bellbird Park	Augusta Pky - Happy Jack Gully		✓		1.4	7600	Low	10000	0.76	0.48	3	0.4	0.20	9.7%	2.8%	0.25	34	3	4	40
13	Jones Road	Bellbird Park	Alice Street - Happy Jack Gully		✓		2.9	6300	Low	10000	0.63	0.40	5	0.3	0.36	9.5%	2.3%	0.20	28	2	3	33
14	Eden Station Drive	Springfield	Augusta Pky - Springfield Greenbank Art	✓			0.8	9000	High	20000	0.45	0.28	2	0.5	0.23	13.3%	4.6%	0.40	20	4	6	29
15	Edwards Street	Raceview	Biggs Rd - Ripley Rd	✓			1.1	6200	Medium	15000	0.41	0.26	3	0.5	0.25	7.5%	1.8%	0.16	18	4	2	24
16	Jacobs Street / Pottery Road	Dinmore / New Chum	Aberdare St - Old Ipswich Rd		✓		0.6	3900	Low	10000	0.39	0.25	0	0.0	0.00	1.0%	0.2%	0.01	17	0	0	17
17	Keildges Road	Redbank Plains	Brittains Rd - Mt Jullerat Drv		✓		1.2	3500	Low	10000	0.35	0.22	0	0.0	0.00	5.3%	0.7%	0.06	16	0	1	16
18	Greenwood Village Road / Rice Road	Redbank Plains	Redbank Plains Rd - Halletts Rd		✓		1.7	1500	Low	10000	0.15	0.09	2	0.2	0.11	1.9%	0.1%	0.01	7	2	0	8

NOTES:

- Projects 1 - 6 are listed for upgrade within years 1, 2 or 3 of the Long Term Financial Forecast - 10 Year Capital Portfolio and are considered fixed for planning and delivery purpose.
- SIA = Springfield Infrastructure Agreement. These projects are the responsibility of Council to deliver under the SIA in accordance with traffic volumes triggers. Investment in these projects may need to be undertaken ahead of other projects prioritised higher to meet Council's responsibilities under the SIA.
- Reported accidents are from Queensland Government Webrash database between 2014-2018.
- Road upgrade projects included within the Economic Development Queensland (EDQ) - Ripley Valley Priority Development Area (PDA) are assumed to be funded and delivered by Developers within the Ripley PDA, and as such have not been included.

CAPITAL PORTFOLIO

STRATEGIC TRANSPORT SUB-PROGRAM

INTERSECTION UPGRADE PROJECTS PRIORITISATION MATRIX

August 2019

PROJECT ¹	PROJECT NAME	SUBURB	SCOPE	UPGRADE TIMING		
				1	2	3
				19/20	20/21	21/22
				FIXED		
1	Robertson Road / Grange Road	Eastern Heights	Install traffic signals			
2	Salisbury Road / Briggs Road	Ipswich	Install traffic signals			
3	Mary Street / Williams Street	Blackstone	Install traffic signals			
4	Cobalt Street / Johnson Road	Carole Park	Install traffic signals			
5	Redbank Plains / Albert Street	Goodna	Install traffic signals			

PRIORITY	PROJECT NAME	SUBURB	SCOPE	Intersection Operation - Year of Failure																	Intersection Upgrade	
				Year		Growth Rate	DOS		LOS		Cycle Time (sec)		Delay (sec)				95 th ile Queue (m)		Critical Movement		Year	AM & PM Peak Volumes
				AM	PM		AM	PM	AM	PM	AM	PM	Average	Maximum	AM	PM	AM	PM	AM	PM		
1	Ripley Road / Reif Street	Finders View	Add auxiliary lanes	2021	2021	5.0%	0.93	1.22	E	F	120	100	45	118	71	261	270	592	Ripley Road - south approach	Ripley Road - south approach	2021	3410
2	Albion Street / Sydney Street	Brassall	Install traffic signals	2022	2025	2.0%	0.84	0.66	E	E	NA	NA	6	5	47	49	35	18	Sydney Street - right turn	Sydney Street - right turn	2022	3589
3	Redbank Plains Road / Eagle Street	Bellbird Park / Goodna	Intersection reconfiguration	2029	2022	2.0%	0.51	0.33	E	E	NA	NA	4	3	37	37	22	11	Eagle Street	Eagle Street	2022	3307
5	Old Logan Road / Meier Road	Gemina	Intersection reconfiguration	2030	2024	2.0%	0.60	0.69	D	E	NA	NA	2	1	31	36	16	13	Old Logan Road - north approach	Meier Road - right turn	2024	3503
6	Blackstone Road / Thomas Street / Creek Street	Silkstone	Install roundabout	2027	2024	3.0%	0.45	0.73	E	E	NA	NA	3	5	37	37	8	22	Creek Street - right turn	Creek Street - right turn	2024	3312
7	Alice Street / Queen Street	Goodna	Add auxiliary lanes	2030	2026	2.0%	0.87	0.91	E	E	100	100	34	38	56	63	119	316	Queen Streetsouth - through / left	Queen Street north - through / left	2026	3599
8	Thorn Street / Gray Street	Ipswich	Add auxiliary lanes	2026	2028	2.0%	0.42	0.70	E	E	NA	NA	5	7	36	37	17	50	Gray Street - right turn	Gray Street - right turn	2026	2439
9	Vogel Road / Workshops Street	Brassall	Install traffic signals	2026	2027	5.0%	0.83	0.81	E	E	NA	NA	26	26	37	37	60	54	Vogel Road - north approach	Vogel Road - north approach	2026	1466
10	Hunter Street / Workshops Street	Brassall	Add auxiliary lanes	2027	2028	2.0%	0.90	0.98	D	E	120	120	50	64	61	79	194	370	Hunter Street - north approach	Albion Street - south approach	2027	3380
11	Jacaranda Street / Cook Street	East Ipswich / North Booval	Install traffic signals	2028	2027	4.0%	0.37	0.32	E	E	NA	NA	3	3	38	37	5	7	Cook Street - right turn	Cook Street - right turn	2027	1937
12	Garden Street / Thorn Street	Ipswich	Install traffic signals	2030	2029	3.0%	0.59	0.70	D	E	NA	NA	7	9	32	37	40	66	Garden Street - right turn	Garden Street - right turn	2029	2512
13	Old Logan Road / Mass Road	Gemina	Intersection reconfiguration	2030	2030	2.0%	0.65	0.64	B	D	NA	NA	1	4	13	33	17	29	Old Logan Road - south approach	Mass Road	2030	3449
14	Redbank Plains Road / Stuart Street	Goodna	Install traffic signals	2030	2030	2.0%	0.61	0.56	C	D	NA	NA	3	2	21	25	14	10	Stuart Street - right turn	Stuart Street - right turn	2030	3099
15	Kruger Parade / Duncan Street / Namitjira Drive	Collingwood Park	Install traffic signals	2030	2030	2.0%	0.30	0.46	A	B	NA	NA	4	5	9	11	11	23	Kruger Parade - right turn	Namitjira Drive - right turn	2030	2122
16	Jacaranda Street / Cotton Street / Leslie Street	East Ipswich	Install traffic signals	2030	2030	2.0%	0.29	0.31	C	C	NA	NA	2	2	19	22	4	2	Leslie Street	Leslie Street	2030	1868
17	Brisbane Terrace / Layard Street	Goodna	Install traffic signals	2030	2030	7.0%	0.41	0.66	B	C	NA	NA	6	8	10	22	13	28	Layard Street - right turn	Layard Street - right turn	2030	1595

NOTES:

- Projects 1-4 are listed for upgrade within years 1, 2 or 3 of the Long Term Financial Forecast - 10 Year Capital Portfolio and are considered fixed for planning and delivery purpose.
- Intersection upgrade projects included within the Economic Development Queensland (EDQ) - Ripley Valley Priority Development Area (PDA) are assumed to be funded and delivered by Developers within the Ripley PDA, and as such have not been included.
- Traffic signal phase and cycle times have been optimised in Sidra to minimise Intersection Degree of Saturation (DOS).
- Intersections with a failure year beyond 2029 have been allocated a nominal failure year of 2030.

CAPITAL PORTFOLIO

STRATEGIC TRANSPORT SUB-PROGRAM

NEW ROAD PROJECTS PRIORITISATION MATRIX

August 2019

PROJECT ¹	PROJECT NAME	SUBURB	LOCATION	SCOPE	UPGRADE TIMING		
					1	2	3
					19/20	20/21	21/22
					FIXED		
1	Marsden Parade Realignment	Ipswich	Gordon Street - Rail Underpass	New 2 lane road			

PRIORITY	PROJECT NAME	SUBURB	LOCATION	SCOPE	iGO Population Trigger	Rate of Development in Catchment	Spare Capacity within Catchment	New Road Priority				
								iGO Timing (40%)	Development Pressure (30%)	Spare Capacity (30%)	Weighted Score	Forecast Volumes
1	Norman Street Bridge (Stage 1)	North Ipswich - East Ipswich	Downs Street - Chermide Road	New bridge crossing of the Bremer River	275000	Medium	Low	3	2	3	270	28500
2	Edwards Street Extension	Raceview	Briggs Road - Warwick Road	New 2 lane road including crossing of Small Creek	350000	High	Medium	2	3	2	230	10000
3	Robertson Road Extension	Blackstone	South Station Road - Mary Street	New 2 lane road including a bridge over Bundamba Creek	350000	Medium	Medium	2	2	2	200	12500
4	Mount Jullierat Drive	Redbank Plains	Cedar Road - Keidges Road	New 2 lane road	350000	Medium	Medium	2	2	2	200	7000
5	Mount Jullierat Drive	Augustine Heights	Keidges Road - St Augustines Drive	New 2 lane road including a bridge over Woogaroo Creek	350000	Medium	Medium	2	2	2	200	6000
6	Bayley Road Extension	Pine Mountain	Cebernet Crescent - Pine Mountain Road	New 2 lane road	275000	Low	High	3	1	1	180	5000
7	Diamantina Boulevard Extension	Brazall - Karrabin	Moonlight Drive - Wulkuraks Connection Road	New 2 lane road including a bridge over Ironpot Creek	275000	Low	High	3	1	1	180	4000
8	Newhill Drive Extension	Swanbank	Rob Roy Way - Swanbank Road	New 2 lane road	350000	Low	Medium	2	1	2	170	6500
9	Eagle Street Extension	Bellbird Park - Collingwood Park	Collingwood Drive - Kruger Parade	New 2 lane road including a bridge over Goodna Creek	350000	Medium	High	2	2	1	170	6500
10	Salisbury Road Extension	Ipswich	MacAlister Street - Moffatt Street	New 2 lane road	435000	Low	Medium	1	1	2	130	15000
11	New Hill Drive Extension	Swanbank	Swanbank Road - Mount Jullierat Drive	New 2 lane road	435000+	Low	Medium	0	1	2	90	5000
12	Goldham Street Connection	Redbank Plains	Goldham Street - Redbank Plains Road	New 2 lane road	435000+	Low	Medium	0	1	2	90	3000

NOTES:

- Projects 1 is listed for upgrade within years 1, 2 or 3 of the Long Term Financial Forecast - 10 Year Capital Portfolio and are considered fixed for planning and delivery purpose.
- New road projects included within the Economic Development Queensland (EDQ) - Ripley Valley Priority Development Area (PDA) are assumed to be funded and delivered by Developers within the Ripley the Ripley PDA, and as such have not been included.

Doc ID No: A5717248

ITEM: 6
SUBJECT: LOCAL DRAINAGE SUB-PROGRAM - PRIORITY LIST OF PROJECTS
AUTHOR: ENGINEER (HYDRAULICS)
DATE: 12 AUGUST 2019

EXECUTIVE SUMMARY

This is a report concerning the local drainage project listing that forms part of the 'Local Drainage' capital works portfolio sub-program.

RECOMMENDATION

That the Interim Administrator of Ipswich City Council resolve:

That the prioritised list of local drainage improvements as detailed in Attachment 3 of the report by the Engineer (Hydraulics) dated 12 August 2019 be considered when developing Council's next capital works portfolio.

RELATED PARTIES

The only related parties for this report is Ipswich City Council.

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

ADVANCE IPSWICH THEME LINKAGE

Managing growth and delivering key infrastructure

PURPOSE OF REPORT/BACKGROUND

As part of the capital works portfolio build process, it is proposed to submit a report outlining the project listing for each sub-program. This report relates to the 'Local Drainage sub-program. Attachment 1 outlines how this project listing relates to the corresponding sub-program and program of works within the capital works portfolio.

At its Ordinary meeting on 15 September 2015, Council endorsed a methodology for assessing local drainage issues [refer to Item 5 tabled at the City Infrastructure Committee Meeting 2015(09)] as per Attachment 2.

The previously developed methodology endorsed by Council has been used to prioritise future projects. The full list of local drainage projects for future years can be viewed in Attachment 3, along with the associated priority ranking. It should be noted that the project

listing for local drainage will be considered during development of the next capital works portfolio for years 2022-2023 onwards, given projects in the preceding three financial years are considered to be committed.

FINANCIAL/RESOURCE IMPLICATIONS

In previous financial years Council has allocated approximately \$750,000 annually towards the local drainage sub-program. Council's recently adopted capital works portfolio has \$649,000 for the 2019-2020 financial year, \$685,000 for the 2020-2021 financial year and \$770,000 for the 2021-2022 financial year.

RISK MANAGEMENT IMPLICATIONS

There are no risk management implications associated with this report.

LEGAL/POLICY BASIS

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

COMMUNITY AND OTHER CONSULTATION

The majority of the projects forming the local drainage sub-program have been initiated by members of the community raising requests directly to Council for drainage improvements. The project listings are based on a technical assessment in accordance with a Council approved methodology.

CONCLUSION

'Local drainage' is a sub-program within Council's capital works portfolio. Council previously endorsed a methodology for assessing local drainage which has been used to develop a list of priority projects. The updated priority list of projects for this sub-program is shown in Attachment 3 of this report.

ATTACHMENTS AND CONFIDENTIAL BACKGROUND PAPERS

1	Capital Works List - Local Drainage ↓ 
2.	Previous Committee Report - Local Drainage Improvement sub-program - prioritisation methodology and list of projects ↓ 
3	Local Drainage Priority Listing ↓ 

Scott Fenn
ENGINEER (HYDRAULICS)

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
INFRASTRUCTURE PLANNING MANAGER

I concur with the recommendations contained in this report.

Charlie Dill
GENERAL MANAGER - INFRASTRUCTURE AND ENVIRONMENT

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

Attachment 1 – Project listings and corresponding sub-program and programs within the capital works portfolio

Program	Sub-program	Project Lists
Transport and Traffic	Strategic Roads	Strategic roads and potential bicycle links
	Road Safety and Operations	SafeST
		Road Safety Improvements
		Gravel Turnarounds
	Sustainable Travel	Public Transport Improvements
		Pedestrian Safety Improvements
		Cycle Safety and Mobility Improvements
iGO ATAP Implementation		
Flood Mitigation and Drainage	Flood Mitigation	Flood Mitigation
	Local Drainage	Local Drainage Improvements
Parks, Sports and Environment	Strategic Parks and Sports	Strategic Parks and Sports
	Developer Funded Parks	Developer Funded Parks
	Local and District Parks and Sports	Local and District Parks and Sports
	Natural Environment / Stormwater	Natural Environment / Stormwater
	Enviroplan	Enviroplan
Local Amenity	Kerb and Channel	Accelerated kerb and channel
	Sealing Gravel Roads	Sealing Gravel Roads
	Streetscape Improvements	Streetscape Improvements
Corporate Facilities	New Facilities	New Facilities
	Facility Upgrades	Facility Upgrades
Asset Rehabilitation	Sealed Road Rehabilitation	Sealed Road Rehabilitation
	Path Rehabilitation	Path Rehabilitation
	Bridge and Culvert Rehabilitation	Bridge and Culvert Rehabilitation
	Kerb and Channel Rehabilitation	Kerb and Channel Rehabilitation
	Drainage Rehabilitation	Drainage Rehabilitation
	Water Quality Rehabilitation	Water Quality Rehabilitation
	Street Furniture Rehabilitation	Street Furniture Rehabilitation
	Parks Rehabilitation	Parks Rehabilitation
	Sports Facility Rehabilitation	Sports Facility Rehabilitation
	Landfill Rehabilitation	Landfill Rehabilitation
	Facility Rehabilitation	Facility Rehabilitation

City Infrastructure Committee	
Mtg Date: 07.09.15	OAR: YES
Authorisation: Charlie Dill	

SF:MT

H:\5-Infrastructure Planning\Infrastructure Planning Team\Committee Reports\Local Drainage Prioritisation Methodology.docx

ITEM 5

26 August 2015

MEMORANDUM

TO: INFRASTRUCTURE PLANNING MANAGER

FROM: ENGINEER (HYDRAULICS)

RE: "LOCAL DRAINAGE IMPROVEMENTS" SUB-PROGRAM – PRIORITISATION
METHODOLOGY AND LIST OF PROJECTS

INTRODUCTION:

This is a report by the Engineer (Hydraulics) dated 26 August 2015 regarding the "local drainage" capital works portfolio sub-program.

BACKGROUND:

As part of the 2016/2017 capital portfolio build process, it is proposed to submit a report outlining the prioritisation methodology and subsequent project listing for each sub-program. This report relates to the "local drainage" sub-program. Table 1 below outlines the sub-program's that will have prioritised lists reported to Council with a status update.

Table 1 – Proposed Sub-Program Project Lists

Program	Sub-program	Project Lists	Status
Transport	Growth Management	Strategic Roads	Submitted to September 2015 CI Committee
	Safety and Amenity	SafeST	Submitted to September 2015 CI Committee
		Road Safety Improvements	Submitted to July 2015 CI Committee
		Sealing Gravel Roads	
		Gravel Turnarounds	Submitted to August 2015 CI Committee
		Public Transport Improvements	Submitted to September 2015 CI Committee
	Sustainable Travel	Pedestrian Safety Improvements	Submitted to August 2015 CI Committee
		Cycle Safety and Mobility Improvements	Submitted to July 2015 CI Committee
Drainage	Drainage	Local Drainage Improvements	Submitted to September 2015 CI Committee

PREVIOUS CONSIDERATIONS:

At its ordinary meeting on 17 July 2012, Council endorsed the risk assessment based methodology for assessing local drainage issues [refer to Item 2 tabled at the City Infrastructure Committee Meeting 2012(03) as per Attachment A].

The previously developed and endorsed prioritisation methodology has been used to develop local drainage project lists for each subsequent financial year since being endorsed. As part of the development of the 2016/2017 capital portfolio build, a re-evaluation of the previously endorsed risk assessment methodology has been undertaken. The Infrastructure Services Department has undertaken a collaborative review of the methodology with several officers from the Works, Parks & Recreation Department. The review has outlined improvements that can be made including some additional considerations as outlined in this report.

PROPOSED PRIORITISATION METHODOLOGY FOR LOCAL DRAINAGE PROJECTS:

The previously endorsed risk assessment methodology can be improved by further considering three main ‘categories’ when investigating a local drainage issue. The three categories are outlined below:

- i) drainage issues,
- ii) environmental issues;
- iii) other contributing factors (such as road hierarchy and public infrastructure).

Each category is further broken up into ‘characteristics’ and their associated impacts. The characteristics and impacts are both rated to allow calculation of the overall priority score.

Below in Table 2 are the characteristics and their associated impacts further explained.

Table 2 – Explanation of Local Drainage Categories and the associated Impact Ratings

Category 1: Drainage Issues	
Characteristic (Rating)	Explanation of Impacts (Rating)
Council infrastructure contributing (4)	<p><u>Directly responsible (5):</u> Where Council drainage infrastructure (pipe, table drain, kerb and channel, swale etc.) is directly responsible for the issue. Example: if Council has installed a pipe which is causing flooding to a property previously not affected.</p> <p><u>Contributing (2):</u> Where Council drainage infrastructure (pipe, table drain, kerb and channel, swale etc.) is contributing to the issue. In this case, the issue would still exist without Council’s infrastructure, however is being exacerbated by it. Example: erosion in a drainage channel. Council may have pipes flowing into the channel, however even without the pipes erosion can still occur from overland flows.</p>
Existing drainage – including kerb and channel (2)	<p><u>Under-capacity (3):</u> Where Council’s drainage capacity is less than what is specified in the QLD urban drainage manual (QUDM).</p> <p><u>Inefficient (2):</u> Where Council’s drainage has sufficient capacity, however is not working efficiently, an impact rating of two is applied. Example: inlet grate too small to allow full stormwater flows to enter into pipe.</p>
Stormwater enters property – not caused by flooded Creeks/Rivers	<p><u>Habitable dwelling (5):</u> Where stormwater enters a habitable dwelling (house/business etc.) during a local storm event.</p> <p><u>Non-habitable structure (3):</u> Where stormwater enters a non-habitable structure (garage/carport</p>

(5)	<p>etc.) during a local storm event.</p> <p><u>Land only (1):</u> Where stormwater unlawfully enters a neighbouring property during a local storm event i.e. where an easement, pipe, drainage channel, overland flow path etc. does not exist on the property to prevent flow to the neighbouring property.</p>
Safety (3)	<p><u>Pedestrian and vehicular (5):</u> Where the drainage issue affects both pedestrian and vehicle movements.</p> <p><u>Vehicular (3):</u> Where the drainage issue affects vehicles travelling on the carriageway only.</p> <p><u>Pedestrian (2):</u> Where the drainage issue affects pedestrians only.</p>
Category 2: Environmental Issues	
Characteristic (Rating)	Explanation of Impacts (Rating)
Erosion / scour / sediment (2)	<p><u>Severe (5):</u> Where erosion/scour/sediment has the potential to cause ‘catastrophic’ harm to the environment or adjacent infrastructure if not resolved.</p> <p><u>Major (3):</u> Where erosion/scour/sediment has the potential to cause ‘severe’ harm to the environment or adjacent infrastructure if not resolved.</p> <p><u>Moderate (2):</u> Where erosion/scour/sediment has the potential to cause ‘major’ harm to the environment or adjacent infrastructure if not resolved.</p> <p><u>Minor (1):</u> Where erosion/scour/sediment has the potential to cause ‘moderate’ harm to the environment or adjacent infrastructure if not resolved.</p>
General (2)	<p><u>Deep ponding water (5):</u> Where water ponds in excess of 300mm in areas where this is not the intent i.e. not in detention basins etc.</p> <p><u>Shallow ponding water (3):</u> Where water ponds less than 300mm in areas where this is not the intent.</p> <p><u>Overgrown (2):</u> Where an area becomes overgrown due to the fact it cannot be maintained. This may be due to maintenance access restrictions for example.</p> <p><u>Unightly (1):</u></p>

	Where an area is aesthetically displeasing for residents.
Maintenance history (3)	Where Council's City Maintenance Branch have encountered a drainage issue and have only been able to provide a temporary solution. <u>Frequent (3):</u> Example: gravel road with no cross-drainage pipe at the sag will require frequent scour repairs on top of their programmed maintenance runs. <u>Occasional/reactive (1):</u> Where maintenance has been undertaken on a reactive basis i.e. as an outcome of a customer service request.
Category 3: Other	
Characteristic (Rating)	Explanation of Impacts (Rating)
Road classification – if issue is with the road only (2)	Where a drainage issue exists on a Council controlled road, the associated road hierarchy shall determine its impact rating. <u>Arterial Road (5)</u> <u>Sub-arterial Road (4)</u> <u>Major Collector Road (3)</u> <u>Minor collector Road (2)</u> <u>Local Road (1)</u>
Nearby public infrastructure likely to be affected by issue (2)	Where a drainage issue exists within close proximity to public infrastructure, and is likely to be encountered by a large volume of people. <u>School (5)</u> <u>Shopping centre (5)</u> <u>Hospital (5)</u> <u>Public Transport (3)</u> <u>Park (3)</u>

Refer to Attachment B for further clarity on how the characteristic scores and overall priority score are calculated.

Below is a summary of how the matrix in Attachment B is used to determine the prioritisation of local drainage projects:

1. Multiply the characteristic rating (CR) by the corresponding impact rating (IR) to give a characteristic score (CS). If the characteristic is not relevant to the project, no score

shall be given. Only one impact rating per characteristic is allowed. Where multiple impacts apply to a project, the impact with the highest rating shall be used.

2. Calculate the overall priority score by accumulating the total of the characteristic scores.

The sites that have the same priority rating will then further be prioritised based on which project has the highest score from the drainage issues category. The current list of local drainage projects for the future years are shown in Attachment B, along with the associated contributing categories and priority ranking.

CONCLUSION:

“Local drainage” is a sub-program of Council’s capital works portfolio. Council previously endorsed a risk assessment based methodology which has been reviewed and improved. A list of priority projects have been developed based on the methodology of using the following three categories:

1. Drainage Issues;
2. Environmental Issues;
3. Other Contributing Factors.

A revised local drainage project list has been developed using the proposed prioritisation methodology. The priority listing of projects for this sub-program is shown in Attachment B of this report.

ATTACHMENTS:

Name of Attachment	Attachment
Report from City Infrastructure Committee No 2012(03) regarding local drainage prioritisation methodology	 Attachment A
Prioritised local drainage improvement prioritisation metrics / matrix	 Attachment B
Prioritised local drainage improvement project listing	 Attachment C

RECOMMENDATIONS:

Amended at CI Ctee No. 2015(09) of 7 September 2015

- A. That the proposed prioritisation methodology as detailed in the report by the Engineer (Hydraulics) dated 26 August 2015, be adopted and used when developing the "local drainage" sub-program as part of the 2016-2017 Capital Works Portfolio report be received and the contents noted.
- B. That the prioritised proposed prioritisation methodology and subsequent priority list of projects as detailed in Attachment C B to the report by the Engineer (Hydraulics) dated 26 August 2015, be ~~received~~ adopted and used when developing the "local drainage" sub-program as part of the 2016/2017 capital works portfolio, ~~noting that the number of projects adopted will depend on~~ subject to funding availability.

Scott Fenn
ENGINEER (HYDRAULICS)

I concur with the recommendation contained in this report.

Tony Dileo
INFRASTRUCTURE PLANNING MANAGER

I concur with the recommendation contained in this report.

Charlie Dill
CHIEF OPERATING OFFICER (INFRASTRUCTURE SERVICES)

Attachment 3 - Prioritised Local Drainage Projects

Location	Issue	Priority Score	Priority Rating	Overall Priority
16 Enid St, Goodna	Drainage channel in private property not maintainable. Water ponding on Enid St and flooding road.	34	1	1
15-17 Verran St, Bellbird Park	Lack of road drainage.	33	2	2
118 Gladstone Rd, Coalfalls	Fence falling into drainage channel.	32	3	3
164 Moores Pocket Rd, Moores Pocket	No drainage on road. Water overtops AC kerb and runs under houses.	31	4	4
77 Boscawan Cres, Bellbird Park	Concrete outlet structure causing ponding issues.	31	4	5
Kerners Rd, Yamanto	Water sheeting across road near first bend.	31	4	6
35 Ash Street, Yamanto	Possible pavement movement. Sag point not drained causing ponding water on road.	31	4	7
67 Redbank Plains Rd, Goodna	Insufficient road drainage causing water to overtop concrete k&c.	31	4	8
468-470 Junction Rd, Karalee	Erosion within drainage channel.	31	4	9
8 Dove Cl & 5 Corella Pl, Goodna	Insufficient road drainage causing water flooding pool and dangerous flows in rock-lined channel.	29	5	10
Cnr Coyne St/Chubb St, One Mile	Intersection ponds water since road rehab project in 2012.	29	5	11
Berlins Rd, Tallegalla	Water has been redirected and causing erosion to gravel road.	29	5	12
144 Fernvale Rd, Brassall	Water collects at a trapped sag upstream of retaining wall and ponds on road.	28	6	13
James St, Bundamba	Flows hit raised sewer and splits causing water to flood the cul de sac.	28	6	14
29 Lloyd George St, Eastern Heights	Trapped sag at intersection with Devon St. Water overtopping kerb flowing onto front lawn at 29 Lloyd George St.	28	6	15
Sutton Park, Brassall	Ponding water throughout Sutton Park.	28	6	16
130b Chermerside Rd, East Ipswich	Bike-safe grate blocks and water overtops kerb going into property and down footpath.	27	7	17
17 Blackwood Ave, North Ipswich	Insufficient road drainage causing water flow through property.	27	7	18
66 Gladstone Rd, Sadliers Crossing	Insufficient drainage on road. Water builds up on western side of the road and overtops AC kerb into several properties.	26	8	19
58 Cashmere St, Redbank Plains	Water from creek rising under fence and into property.	26	8	20
39 Meier Rd, Camira	Water overtopping footpath since kerb and channel installation.	25	9	21
6-10 Hallet Ave, Camira	Severe erosion through property.	25	9	22
12 Wyndham Street, North Ipswich	Insufficient road drainage.	24	10	23
41 Alfred St, Riverview	Dangerous inlet pit adjacent road edge.	24	10	24
Rosewood Drainage Channel, Rosewood	Channel requires full reprofiling.	23	11	25
Keanes Rd, Rosewood	Gravel resheet has raised height of road causing water to backup into 1042 Ipswich Rosewood Rd.	22	12	26
5 Wearne St, Booval	Open channel in front of property. Owners have been complaining for 40 years apparently.	22	12	27
80 Cummings Road, Calvert	Gravel road scour. Requires concrete floodway for minor flows.	22	12	28
92 Schumanns Rd, Mt Marrow	Water crossing road adjacent driveway to 92 Schumanns Rd. No culvert under road at sag location.	22	12	29
2 Fitzroy Place, Karalee	Water runoff through property.	21	13	30
Thornton St Drainage Channel, Raceview	Channel unmaintainable. Ponding water throughout.	20	14	31
28 Thompson St, Bundamba	Channel unmaintainable.	20	14	32
Watsons Rd, South Ripley	Water pooling on south-east side of intersection with McGuires Hut Rd.	20	14	33
33 Waterworks Rd, North Ipswich	Insufficient road drainage causing water to overtop concrete k&c.	19	15	34
23 Hiddenvale Rd, Calvert	Water backing up into property due to undersized culverts (4 x 900 x 300 RCBC's)	19	15	35
38 Waters Rd, Calvert	Lack of table drain shape allowing water through properties.	17	16	36
99 Darling St West, West Ipswich	Lack of table drain shape allowing water through properties.	17	16	37
309 Ironbark Rd, Ironbark	Gravel road scour. Requires pipe for minor flows.	16	17	38
80 McCarthys Road, Thagoona	Ponding water in table drain.	16	17	39
415-417 Junction Rd, Karalee	Water causing boggy area in property backyard.	14	18	40
14 Brick St, Redbank	Water runoff through property.	13	19	41
6-12 Arunta Street, Karalee	Seepage.	10	20	42
12 Senna Close, Pine Mountain	Safety concerns for children with large pipe opening in property.	6	21	43

Note: For those projects that have the same priority rating the project with the highest 'Drainage Issues' category sub-total score is considered a higher priority

Doc ID No: A5717618

ITEM: 7

SUBJECT: SUSTAINABLE TRAVEL SUB-PROGRAM - PEDESTRIAN SAFETY IMPROVEMENTS
PRIORITY LIST OF PROJECTS.

AUTHOR: SENIOR TECHNICAL OFFICER (TRAFFIC)

DATE: 12 AUGUST 2019

EXECUTIVE SUMMARY

This is a report concerning the pedestrian safety improvements project listing that forms part of the 'Sustainable Travel' capital works portfolio sub-program.

RECOMMENDATION

That the Interim Administrator of Ipswich City Council resolve:

That the prioritised list of pedestrian safety improvement projects as detailed in Attachment 3 to the report by the Senior Technical Officer (Traffic) dated 12 August 2019 be considered when developing Council's next capital works portfolio.

RELATED PARTIES

The only related party for this report is Ipswich City Council.

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

ADVANCE IPSWICH THEME LINKAGE

Managing growth and delivering key infrastructure

PURPOSE OF REPORT/BACKGROUND

As part of the capital works portfolio build process, it is proposed to submit a report outlining the project listing for each sub-program. This report relates to pedestrian safety improvements which forms part of the 'Sustainable Travel' sub-program. Attachment 1 outlines how this project listing relates to the corresponding sub-program and program of works within the capital works portfolio.

At its Ordinary meeting on 25 August 2015, Council endorsed a methodology for assessing pedestrian safety improvements [refer to Item 5 tabled at the City Infrastructure Committee Meeting 2015(08)], as per Attachment 2.

The previously developed methodology endorsed by Council has been used to prioritise future projects. The full list of pedestrian safety improvement projects for future years can

be viewed in Attachment 3, along with the associated priority ranking. It should be noted that the project listing for pedestrian safety improvements will be considered during development of the next capital works portfolio for years 2022-2023 onwards, given projects in the preceding three financial years are considered to be committed.

FINANCIAL/RESOURCE IMPLICATIONS

In previous financial years Council has allocated approximately \$140,000 annually towards pedestrian safety improvements within the 'Sustainable Travel' sub-program. Council's recently adopted capital works portfolio has \$135,000 for 2019-2020, \$124,000 for 2020-2021 and \$141,000 for the 2021-2022 financial year.

RISK MANAGEMENT IMPLICATIONS

There are no risk management implications associated with this report.

LEGAL/POLICY BASIS

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

COMMUNITY AND OTHER CONSULTATION

External stakeholders such as members of the community have not been consulted directly as part of the creation of the pedestrian safety improvements project listing. The project listings are based on technical assessment in accordance with a Council approved methodology. However, members of the community do raise requests for pedestrian improvement infrastructure directly with Council which is considered when developing potential projects.

Internal stakeholders from various Council departments also raise requests for pedestrian improvement infrastructure when no alternate funding sources are available. While no formal consultation has been carried out with these stakeholders, their requests are considered against other projects based on priorities and funding availability.

CONCLUSION

Pedestrian safety improvement projects form part of the 'Sustainable Travel' sub-program within Council's capital works portfolio. Council previously endorsed a methodology for assessing pedestrian safety improvements which has been used to develop a list of priority projects. The updated priority list of projects for the pedestrian safety improvements which forms part of the 'Sustainable Travel' sub-program is shown in Attachment 3 of this report.

ATTACHMENTS AND CONFIDENTIAL BACKGROUND PAPERS

1.	Capital Works List - Pedestrian Safety Improvements  
2.	Previous Committee Report - Pedestrian Safety Improvements sub-program - priority list of projects  

3. | Pedestrian Safety Improvements Priority Listing  

Tim Salomon
SENIOR TECHNICAL OFFICER (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
INFRASTRUCTURE PLANNING MANAGER

I concur with the recommendations contained in this report.

Charlie Dill
GENERAL MANAGER - INFRASTRUCTURE AND ENVIRONMENT

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

Attachment 1 – Project listings and corresponding sub-program and programs within the capital works portfolio

Program	Sub-program	Project Lists
Transport and Traffic	Strategic Roads	Strategic roads and potential bicycle links
	Road Safety and Operations	SafeST
		Road Safety Improvements
		Gravel Turnarounds
	Sustainable Travel	Public Transport Improvements
		Pedestrian Safety Improvements
		Cycle Safety and Mobility Improvements
iGO ATAP Implementation		
Flood Mitigation and Drainage	Flood Mitigation	Flood Mitigation
	Local Drainage	Local Drainage Improvements
Parks, Sports and Environment	Strategic Parks and Sports	Strategic Parks and Sports
	Developer Funded Parks	Developer Funded Parks
	Local and District Parks and Sports	Local and District Parks and Sports
	Natural Environment / Stormwater	Natural Environment / Stormwater
	Enviroplan	Enviroplan
Local Amenity	Kerb and Channel	Accelerated kerb and channel
	Sealing Gravel Roads	Sealing Gravel Roads
	Streetscape Improvements	Streetscape Improvements
Corporate Facilities	New Facilities	New Facilities
	Facility Upgrades	Facility Upgrades
Asset Rehabilitation	Sealed Road Rehabilitation	Sealed Road Rehabilitation
	Path Rehabilitation	Path Rehabilitation
	Bridge and Culvert Rehabilitation	Bridge and Culvert Rehabilitation
	Kerb and Channel Rehabilitation	Kerb and Channel Rehabilitation
	Drainage Rehabilitation	Drainage Rehabilitation
	Water Quality Rehabilitation	Water Quality Rehabilitation
	Street Furniture Rehabilitation	Street Furniture Rehabilitation
	Parks Rehabilitation	Parks Rehabilitation
	Sports Facility Rehabilitation	Sports Facility Rehabilitation
	Landfill Rehabilitation	Landfill Rehabilitation
	Facility Rehabilitation	Facility Rehabilitation

City Infrastructure Committee	
Mtg Date: 17.08.15	OAR: YES
Authorisation: Charlie Dill	

GH:RW
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ITEM 5

7 August 2015

MEMORANDUM

TO: INFRASTRUCTURE PLANNING MANAGER

FROM: SENIOR TECHNICAL OFFICER (TRAFFIC)

RE: "PEDESTRIAN SAFETY IMPROVEMENTS" SUB-PROGRAM – PRIORITY LIST OF PROJECTS

INTRODUCTION:

This is a report by the Senior Technical Officer (Traffic) dated 7 August 2015 concerning the "Pedestrian Safety Improvements" capital works portfolio sub-program.

BACKGROUND:

As part of the 2016-2017 capital portfolio build process, it is proposed to submit a report outlining the prioritisation methodology and subsequent project listing for each sub-program. This report relates to the "Pedestrian Safety Improvements" sub-program. Table 1 below outlines the sub-programs that will have prioritised lists reported to Council with a status update.

Table 1 – Proposed Sub-Program Project Lists

Program	Sub-program	Project Lists	Status
Transport	Growth Management	Strategic Roads	
		SafeST	
	Safety and Amenity	Road Safety Improvements	Submitted to July 2015 CI Committee
		Sealing Gravel Roads	
		Gravel Turnarounds	Submitted to August 2015 CI Committee
	Sustainable Travel	Public Transport Improvements	
		Pedestrian Safety Improvements	Submitted to August 2015 CI Committee
		Cycle Safety and Mobility Improvements	Submitted to July 2015 CI Committee

Drainage	Drainage	Local Drainage Improvements	
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PRIORITY LIST OF PROJECTS

Projects identified under the “Pedestrian Safety Improvements” sub-program are generally based on requests from the community. In addition, through collaboration with the Department of Transport and Main Roads road safety officers pedestrian improvements around schools, to assist students and school communities, are also identified. These suggested projects are generally not suitable for consideration as a Safe School Travel Program project.

Outlined below is the proposed methodology to determine the prioritised projects. There are six criteria that are considered when prioritising potential project sites. Each criteria has also been assigned a percentage weighting. These criteria and their assigned percentage weighting are listed and detailed below:

a) **Pedestrian Volumes – 25% weighting**

This factor is based on the overall daily pedestrian volumes that would use the proposed pedestrian facility / link.

Pedestrian Volumes	Rating
High (greater than 50)	10
Medium (10 to 50)	5
Low (less than 10)	2

b) **Required to Meet Disability Compliance – 20% Weighting**

This factor is based on meeting the associated disability requirements for the project.

Required to Meet Disability Compliance	Rating
Yes	10
No	2

c) **Proximity to Public Transport – Weighting 10%**

This criteria relates to any public transport activity the pedestrian may use in close proximity to the proposed project.

Proximity to public transport	Rating
High (within 150m)	10
Medium (within 400m)	5
Low (greater than 400m)	2

d) **Proximity to a pedestrian traffic generator – Weighting 20%**

Consideration of other pedestrian traffic generators are also considered important, such as, but not limited to schools, CBD environments, hospitals, aged care facilities, sporting complexes.

Proximity to a pedestrian traffic generator	Rating
High (within 150m)	10
Medium (within 400m)	5
Low (greater than 400m)	2

e) Road Hierarchy – Weighting 20%

Consideration of the hierarchy of the road which a pedestrian may travel on. The higher rating would be for those roads having the higher road classification that would ideally have higher pedestrian activities (i.e arterial road through to local roads having the smallest rating).

Road Hierarchy	Rating
Main Street Sub-Arterial	8
Arterial	7
Sub -Arterial	6
Rural Arterial	5
Major Collector	4
Minor Collector	4
Local	3

f) Part of Strategic Pedestrian Network – Weighting 5%

Consideration of whether the project is on Council’s strategic pedestrian network link or not.

Part of the Strategic pedestrian network	Rating
Yes	10
No	5

Based on the above methodology, each identified site has been provided an individual score under each category. Each category is then multiplied by the assigned percentage weighting to provide a weighted score. The weighted scores are added to provide an overall score. The pedestrian safety improvement criteria matrix and the full list of pedestrian safety improvement projects and their priority ranking are shown in Attachment A.

CONCLUSION:

“Pedestrian Safety Improvements” is a sub-program of Council’s capital works portfolio. A list of priority projects have been developed based on the methodology of using the following six categories:

1. Pedestrian Volumes;

2. Meeting Disability Requirements;
3. Proximity to Public Transport;
4. Proximity to pedestrian traffic generators;
5. Road Hierarchy;
6. Part of the Strategic Pedestrian Network.

The priority listing for this sub-program is shown in Attachment A of this report.

ATTACHMENTS:

Name of Attachment	Attachment
Pedestrian Safety Improvements – Assessment Criteria Matrix and prioritised project list	 ATTACHMENT A

RECOMMENDATION:

[Amended at CI Ctee No. 2015\(08\) of 17 August 2015](#)

- A. That the report be received and the contents noted.
- B. That the prioritisation methodology and subsequent priority list of projects as detailed in Attachment [AB](#) to the report by the Senior Technical Officer (Traffic) dated 7 August 2015 be adopted and used when developing the “Pedestrian Safety Improvements” sub-program as part of the 2016–2017 capital works portfolio, noting that the number of projects adopted will depend on funding availability.

Gavin Heuer
SENIOR TECHNICAL OFFICER (TRAFFIC)

I concur with the recommendation contained in this report.

Tony Dileo
INFRASTRUCTURE PLANNING MANAGER

I concur with the recommendation contained in this report.

Charlie Dill
CHIEF OPERATING OFFICER (INFRASTRUCTURE SERVICES)

Attachment 3 – Pedestrian Safety Improvements Priority List of Projects

Project	Pedestrian Volumes	Weighted Score	Disability Compliance	Weighted Score	Proximity to Public Transport	Weighted Score	Proximity to Pedestrian Generator	Weighted Score	Road Hierarchy	Weighted Score	Part of Strategic Route	Weighted Score	Overall Score	Priority	Notes
Railway Street, Rosewood	10	2.5	10	2	10	1	10	2	4	0.8	10	0.5	8.8	1	Reconstruct Kerb Ramp.
Darling Street East, Ipswich	10	2.5	10	2	5	0.5	10	2	6	1.2	10	0.5	8.7	2	Reconstruct Kerb Ramps & Construct Island Cut-Throughs.
Mary Street & Horan Street, Woodend	10	2.5	10	2	10	1	10	2	3	0.6	10	0.5	8.6	3	Reconstruct Kerb Ramps.
Anderson Street, Riverview	10	2.5	10	2	10	1	10	2	3	0.6	5	0.25	8.35	4	Reconstruct Kerb Ramps.
Pickering Street, Riverview	10	2.5	10	2	10	1	10	2	3	0.6	5	0.25	8.35	5	Reconstruct Kerb Ramps & Surrounding Footpaths.
Becker Street, Riverview	10	2.5	10	2	10	1	10	2	3	0.6	5	0.25	8.35	6	Reconstruct Kerb Ramps & Surrounding Footpaths.
Arthur Street, Woodend	10	2.5	10	2	5	0.5	10	2	3	0.6	5	0.25	7.85	7	Reconstruct Kerb Ramp & Footpath.

Doc ID No: A5724422

ITEM: 8

SUBJECT: SEALING GRAVEL ROADS SUB-PROGRAM - SEALING OF GRAVEL ROADS
PRIORITY LIST OF PROJECTS

AUTHOR: TECHNICAL OFFICER (TRAFFIC)

DATE: 15 AUGUST 2019

EXECUTIVE SUMMARY

This is a report concerning the sealing gravel roads project listing that forms the 'Sealing Gravel Roads' capital works portfolio sub-program.

RECOMMENDATION/S

That the Interim Administrator of Ipswich City Council resolve:

That the prioritised list of sealing gravel roads projects as detailed in Attachment 3 to the report by the Technical Officer (Traffic) dated 15 August 2019 be considered when developing Council's next capital works portfolio.

RELATED PARTIES

The only related party for this report is Ipswich City Council.

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

ADVANCE IPSWICH THEME LINKAGE

Managing growth and delivering key infrastructure

PURPOSE OF REPORT/BACKGROUND

As part of the capital works portfolio build process, it is proposed to submit a report outlining the project listing for each sub-program. This report relates to sealing gravel roads which forms the 'Sealing Gravel Roads' sub-program. Attachment 1 outlines how this project listing relates to the corresponding sub-program and program of works within the capital works portfolio.

At its Ordinary meeting on 10 November 2015, Council endorsed a methodology for assessing sealing gravel roads [refer to Item 8 tabled at the City Infrastructure Committee Meeting 2015(11)], as per Attachment 2.

The previously developed methodology endorsed by Council has been used to prioritise future projects. It should however be noted that due to additional maintenance cost data being available, the road maintenance costs have been calculated over five (5) years in lieu of four (4) years. The full list of sealing gravel road projects for future years can be viewed in Attachment 3, with the associated priority ranking. It should be noted that the project listing for sealing gravel roads will be considered during development of the next capital works portfolio for years 2022-2023 onwards, given projects in the preceding three financial years are considered to be committed.

In an effort to ensure that Council is delivering projects that provide value for money for ratepayers and the community, there will be additional investigations regarding alternate solutions to gravel road issues in place of a full road upgrade. This will allow Council to improve current road conditions with a smaller budget.

FINANCIAL/RESOURCE IMPLICATIONS

In previous financial years Council has allocated approximately \$800,000 annually towards the 'Sealing Gravel Roads' sub-program. However, Council's recently adopted capital works portfolio has zero funding allocated for sealing gravel roads for years 2019-2020, 2020-2021 and 2021-2022.

RISK MANAGEMENT IMPLICATIONS

There are no risk management implications associated with this report.

LEGAL/POLICY BASIS

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

COMMUNITY AND OTHER CONSULTATION

The community has not been consulted as part of the creation of the sealing gravel roads project listing. The project listings are based on a technical assessment in accordance with a Council approved methodology.

Consultation was not required with internal stakeholders while developing the sealing gravel roads project listing.

CONCLUSION

'Sealing Gravel Roads' is a sub-program within Council's capital works portfolio. Council previously endorsed a methodology for assessing sealing of gravel roads which has been used to develop a list of priority projects. The priority list of projects for the 'Sealing Gravel Roads' sub-program is shown in Attachment 3 of this report.

ATTACHMENTS AND CONFIDENTIAL BACKGROUND PAPERS

1.	Capital Works List - Sealing Gravel Roads  
2.	Previous Committee Report - Sealing of Gravel Roads Sub-Program - Priority List of Projects  
3.	Sealing Gravel Roads Priority Listing  

Dylan Wingfield

TECHNICAL OFFICER (TRAFFIC)

I concur with the recommendations contained in this report.

Tony Dileo

INFRASTRUCTURE PLANNING MANAGER

I concur with the recommendations contained in this report.

Charlie Dill

GENERAL MANAGER - INFRASTRUCTURE AND ENVIRONMENT

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

Attachment 1 – Project listings and corresponding sub-program and programs within the capital works portfolio

Program	Sub-program	Project Lists
Transport and Traffic	Strategic Roads	Strategic roads and potential bicycle links
	Road Safety and Operations	SafeST
		Road Safety Improvements
		Gravel Turnarounds
	Sustainable Travel	Public Transport Improvements
		Pedestrian Safety Improvements
		Cycle Safety and Mobility Improvements
iGO ATAP Implementation		
Flood Mitigation and Drainage	Flood Mitigation	Flood Mitigation
	Local Drainage	Local Drainage Improvements
Parks, Sports and Environment	Strategic Parks and Sports	Strategic Parks and Sports
	Developer Funded Parks	Developer Funded Parks
	Local and District Parks and Sports	Local and District Parks and Sports
	Natural Environment / Stormwater	Natural Environment / Stormwater
	Enviroplan	Enviroplan
	Kerb and Channel	Accelerated kerb and channel
Local Amenity	Sealing Gravel Roads	Sealing Gravel Roads
	Streetscape Improvements	Streetscape Improvements
Corporate Facilities	New Facilities	New Facilities
	Facility Upgrades	Facility Upgrades
Asset Rehabilitation	Sealed Road Rehabilitation	Sealed Road Rehabilitation
	Path Rehabilitation	Path Rehabilitation
	Bridge and Culvert Rehabilitation	Bridge and Culvert Rehabilitation
	Kerb and Channel Rehabilitation	Kerb and Channel Rehabilitation
	Drainage Rehabilitation	Drainage Rehabilitation
	Water Quality Rehabilitation	Water Quality Rehabilitation
	Street Furniture Rehabilitation	Street Furniture Rehabilitation
	Parks Rehabilitation	Parks Rehabilitation
	Sports Facility Rehabilitation	Sports Facility Rehabilitation
	Landfill Rehabilitation	Landfill Rehabilitation
	Facility Rehabilitation	Facility Rehabilitation

City Infrastructure Committee	
Mtg Date: 04.11.2015	OAR: YES
Authorisation: Charlie Dill	

WB:WB
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Methodology.docx

ITEM 8

20 October 2015

MEMORANDUM

TO: INFRASTRUCTURE PLANNING MANAGER
FROM: SENIOR PROGRAM PLANNING OFFICER (ROADS)
RE: SEALING OF GRAVEL ROADS SUB- PROGRAM – PRIORITY LIST OF PROJECTS

INTRODUCTION:

This is a report by the Senior Program Planning Officer (Roads) dated 20 October 2015 concerning the Sealing of Gravel Roads capital works portfolio sub-program.

BACKGROUND:

As part of the 2016-2017 capital portfolio build process, it is proposed to submit a report outlining the prioritisation methodology and subsequent project listing for each sub-program. This report relates to the “Sealing of Gravel Roads” sub-program. Table 1 below outlines the sub-program’s that will have prioritised lists reported to Council with a status update.

Table 1 – Proposed Sub-Program Project Lists

Program	Sub-program	Project Lists	Status
Transport	Growth Management	Strategic Roads	Submitted to September 2015 CI Committee
	Safety and Amenity	SafeST	Submitted to September 2015 CI Committee
		Road Safety Improvements	Submitted to July 2015 CI Committee
		Gravel Turnarounds	Submitted to August 2015 CI Committee

Program	Sub-program	Project Lists	Status
		Sealing Gravel Roads	Submitted to November 2015 CI Committee
	Sustainable Travel	Public Transport Improvements	Submitted to September 2015 CI Committee
		Pedestrian Safety Improvements	Submitted to August 2015 CI Committee
		Cycle Safety and Mobility Improvements	Submitted to July 2015 CI Committee
Drainage	Drainage	Local Drainage Improvements	Submitted to September 2015 CI Committee

PREVIOUS CONSIDERATIONS:

At its ordinary meeting on 22 July 2008, Council endorsed a methodology for assessing sealing of gravel roads with an associated prioritised project list, [refer to Item 3 tabled at City Works Committee Meeting 2008(07)], as per Attachment A.

The previously endorsed methodology has been used to develop sealing of gravel roads project lists where funds have been available. As part of the development of the 2016–2017 capital portfolio build, a re-evaluation of the previously endorsed methodology has been undertaken. The review has outlined that improvements can be made to the methodology to ensure each category is relevant and easily quantifiable.

PRIORITY LIST OF PROJECTS

The previous Council endorsed methodology, as show in Attachment A of this report, had eight main categories to determine prioritisation of projects. These have been reviewed individually, and below in Table 2 are comments on the significance of their continued use as assessment criteria.

Table 2– Previous Assessment Criteria

Assessment Category	Description	Relevance
Traffic Volumes	Volume of traffic using the road.	Still relevant.
Existing gravel depth	The actual depth of gravel existing on the carriageway.	Not relevant as an assessment category as this is considered during detailed design.
Geometric Safety	What is the existing road geometry and how this relates to existing standards.	Still relevant.
Drainage	What type of drainage does the existing carriageway have.	Still relevant.

Assessment Category	Description	Relevance
Maintenance Costs	This is the amount of maintenance dollars Council is spending on undertaking regular maintenance as per the desired standard of service agreement.	Still relevant.
Seal Costs	This is the cost per length of road to seal the carriageway.	Not relevant. During the initial investigation stage it is difficult to determine how much the carriageway would cost to seal until detailed investigations are undertaken and a design has been prepared.
Residential Accesses	The number of residential properties accessing the carriageway and others.	Still relevant.
Residences Affected	This relates to how many houses are located close to the road.	Not relevant. In the current methodology there is no defined distances to quantify this.

Given the large number of gravel roads within Ipswich and the ability to only seal one or two roads annually with available funding, it was determined to only assess roads that have gravel maintenance expenditure of \$20,000 or above over the past 4 year period (August 2011 to July 2015). The Infrastructure Services Department have obtained the gravel maintenance expenditure for the listed roads from the Works, Parks and Recreation Department. It should be noted that some roads that qualify in this initial list will not be prioritised due to development of adjoining land whereby developers will be conditioned to upgrade the carriageway to relevant standards. These roads have been noted in the listing, however should not be considered for funding as part of Council's sealing of gravel roads sub-program.

As noted in Table 2, some of the original assessment criteria are still considered relevant and outlined below is the proposed methodology to determine the prioritised projects. There are four criteria that are considered when prioritising potential project sites. Each criteria has also been assigned a percentage weighting. These criteria and their assigned percentage weighting are listed and detailed below:

a) Traffic Volumes – 20% weighting

This factor is based on the volume of traffic on the carriageway. As the actual traffic volumes are not readily available for all of the roads listed, it has been assumed the traffic generation rates are calculated as 10 vehicle trips per day per dwelling.

Traffic Volumes	Rating
High (> 100)	10
Medium (> 50 and < 100)	5
Low (<50)	2

b) Existing Maintenance Costs – 20% Weighting

This factor is based on the actual maintenance cost Council is spending on the individual road over a 4 year period. A 4 year period has been considered appropriate to average out the costs rather than choosing an individual year of spend. The costs have then been used to calculate the maintenance cost per kilometre based on the length of road in the following way:

$$\text{Maintenance cost (per km)} = \text{Cost} / \text{road length}$$

Existing Maintenance Costs / km (over a 4 year period)	Rating
Very High (> \$50k)	10
High (between \$40k and \$50k)	8
Medium (between \$30k and \$40k)	6
Low (between \$20k and \$30k)	3

c) Ratio of Residential Properties over project length – Weighting 20%

This criteria considers two important factors and their relationship. The number of residential properties is an important factor, however it should be considered even more important over the length of carriageway. As an example of this, there may be a very long stretch of carriageway but it may only service a small number of properties. And vica versa, a small length of road may service a high number of properties. Therefore this criteria has been determined by this relationship in the following way:

$$\text{Ratio} = \text{length of road} / \text{number of residential properties}$$

Ratio of Residential properties against road length	Rating
Very High (< 150)	10
High (between 150 and 300)	8
Medium (between 300 and 500)	6
Moderate (between 500 and 800)	4
Low (> 800)	2

d) Known Drainage Problem – Weighting 10%

Gravel roads experience overland drainage concerns and some roads can experience significant overflowing during and following rain events. In addition, some roads also present a safety risk to motorists due to drainage geometric issues associated with the design of the carriageway (e.g steep table drain).

Known Drainage Problem	Rating
Yes	10
No	0

e) **Geometric Safety – 20%**

This factor considers the geometric safety of the carriageway based on the existing road conditions such as whether the road has curves.

i) Combined vertical and horizontal curves – there are some roads that have a combination of both vertical and horizontal curves along the length that would be considered to increase hazards. These geometric conditions can be challenging for motorists to negotiate and the carriageway provides the perception the road or roadside objects are hazardous.

ii) horizontal or vertical curves – this rating considers horizontal or vertical curves that would be considered geometrically to increase hazards. The horizontal or vertical curves can provide the perception the road could be challenging to negotiate and can restrict motorist visibility.

iv) straight alignment – This rating is used for roads that have a relatively straight alignment where hazards to motorists are considered minimal.

Geometric Safety	Rating
Combined vertical and horizontal (carriageway has increased hazards, can be challenging to negotiate, potential for perceptual issues)	10
Horizontal or vertical curve (the individual curves can restrict motorist visibility and can be hazardous)	6
Straight alignment (minimal hazards)	0

f) **Additional Traffic Generator – Weighting 10%**

There are some roads that have additional traffic generators instead of just household trips. Traffic generators are facilities that would be considered to increase the number of vehicles using the carriageway. Examples of additional traffic generators are: private businesses, places of worship, recreational facilities etc.

Additional Traffic Generator	Rating
Yes	10
No	0

Based on the above methodology, each identified site has been provided an individual score under each category. Each category is then multiplied by the assigned percentage weighting to provide a weighted score. The weighted scores are added to provide an overall score. The sites that have the same priority rating will then further be prioritised based on the scores from the ratio of residential properties against road length. The sealing of gravel roads criteria matrix and the full list of projects and their priority ranking are shown in Attachment B.

It should be noted there are many roads in the priority list that are of a significant length. Therefore some of these roads may need to be broken into sections and delivered over a number of financial years based on their priority order for delivery.

CONCLUSION:

“Sealing of gravel roads” is a sub-program of Council’s capital works portfolio. A list of priority projects have been developed based on the methodology of using the following four categories:

1. Traffic volumes;
2. Maintenance costs (over a 4 year period);
3. Ratio of residential properties against road length;
4. Additional traffic generator.

The priority listing for this sub-program is shown in Attachment B of this report.

ATTACHMENTS:

Name of Attachment	Attachment
Report from City Works Committee No 2008(04) on the Proposed Construction Program of Sealing Gravel Roads	 Attachment A
Sealing of Gravel Roads – Assessment Criteria Matrix and prioritised project list	 Attachment B

RECOMMENDATION:

- A. That the prioritisation methodology for Sealing of Gravel Roads, as detailed in the report by the Senior Program Planning Officer (Roads) dated 20 October 2015, be adopted and used when developing the 2016–2017 Capital Works Portfolio.
- B. That the prioritised list of projects, as detailed in Attachment B of the report by the Senior Program Planning Officer (Roads) dated 20 October 2015 be received and used when developing the Sealing of Gravel Roads sub-program as part of the 2016–2017 Capital Works Portfolio, subject to funding availability.

Wayne Barram
SENIOR PROGRAM PLANNING OFFICER (ROADS)

I concur with the recommendation contained in this report.

Tony Dileo
INFRASTRUCTURE PLANNING MANAGER

I concur with the recommendation contained in this report.

Charlie Dill
CHIEF OPERATING OFFICER (INFRASTRUCTURE SERVICES)

ATTACHMENT 3 - SEALING OF GRAVEL ROADS ASSESSMENT CRITERIA MATRIX AND PRIORITY LISTING

Traffic Volumes	Weighting	Existing Maintenance Costs (per km of road)	Weighting	Ratio of Residential Properties over road length	Weighting	Known Drainage Problem	Weighting	Geometric Safety	Weighting	Additional Traffic Generator	Weighting	Total
	20%		20%		20%		10%		20%		10%	
High	10	Very High	10	Very High	10	Yes	10	Combined Vertical / Horizontal curves	10	Yes	10	
Medium	5	High	8	High	8	No	0	Horizontal or vertical curve	6	No	0	
Low	2	Medium	6	Medium	6			Straight alignment	0			
		Low	3	Moderate	4							
				Low	2							

NOTE: In the case where sites have been given the same score, priority will be given to the site with the lowest score from the ratio of residential properties against road length.

Division	Project	Traffic Volumes	Weighted Score	Road Length (m)	Existing Maintenance Costs / km	Weighted Score	Number of Dwellings	Ratio of Residential Properties over road length	Weighted Score	Known Drainage Problem	Weighted Score	Geometric Safety	Weighted Score	Traffic Generator	Weighted Score	Overall Score	Priority	Notes
10	Riverside Dr, Pine Mountain	10	2	4000	10	2	22	8	1.6	10	1	10	2	10	1	9.6	1	Several businesses, access to Kholo Gardens.
10	Trowers Road, Pine Mountain	10	2	750	8	1.6	15	10	2	0	0	6	1.2	10	1	7.8	2	Natural Therapies business
10	Paynes Road, Ebenezer	10	2	3400	8	1.6	13	8	1.6	10	1	0	0	10	1	7.2	3	Access to the motorsport precinct
10	Hodgsons Road, Walloon	10	2	1200	10	2	10	10	2	0	0	6	1.2	0	0	7.2	3	

Item 8 / Attachment 3.

10	Hoopers Road, Mt Marrow	5	1	400	10	2	5	10	2	10	1	6	1.2	0	0	7.2	3	
10	Schumanns Road, Mt Marrow	10	2	2200	8	1.6	11	8	1.6	0	0	10	2	0	0	7.2	3	School not included as traffic generator as there is sealed cul-de-sac area for parents and Schumanns Rd currently is separated with non-maintained portion in middle reducing through function.
10	Two Tree Hill Road, Tallegalla	5	1	1500	10	2	6	8	1.6	0	0	6	1.2	10	1	6.8	4	Cemetery
10	Pine Mount Quarry Road, Pine Mountain	5	1	1600	10	2	7	8	1.6	0	0	6	1.2	10	1	6.8	4	Manufacturing business
10	Stokes Road, Pine Mountain	10	2	1600	3	0.6	14	10	2	0	0	6	1.2	10	1	6.8	4	Lot 330 Car Repair and Maintenance
10	Piepers Road, Marburg	2	0.4	400	10	2	3	10	2	0	0	6	1.2	10	1	6.6	5	
10	Embrey's Road, Tallegalla & Ashwell	5	1	2400	10	2	9	8	1.6	0	0	10	2	0	0	6.6	5	
10	Reillys Road, Rosewood	10	2	2250	10	2	12	8	1.6	10	1	0	0	0	0	6.6	5	

Item 8 / Attachment 3.

10	Woolshed Creek Road, Tallegalla	10	2	2800	3	0.6	11	8	1.6	10	1	6	1.2	0	0	6.4	6	
10	Borallon Station Road, Pine Mountain	10	2	1800	6	1.2	12	10	2	0	0	6	1.2	0	0	6.4	6	
10	Russells Road, Pine Mountain	5	1	1000	6	1.2	7	10	2	0	0	6	1.2	10	1	6.4	6	Orchard & Agricultural Risk Consultant
10	Mt Flinders Road, Peak Crossing	2	0.4	3200	6	1.2	4	4	0.8	10	1	10	2	10	1	6.4	6	Festival/retreat site.
10	Greys Plains Road, Mt Walker	5	1	3000	10	2	6	6	1.2	10	1	6	1.2	0	0	6.4	6	
10	Cochranes Road, Tallegalla	2	0.4	700	10	2	4	8	1.6	0	0	6	1.2	10	1	6.2	7	Fruit tree nursery business
10	Freeman Road, Tallegalla	2	0.4	800	10	2	4	8	1.6	0	0	6	1.2	10	1	6.2	7	Access to Historic Society railway and rail museum
10	Greet Road, Ashwell	5	1	1200	10	2	9	10	2	0	0	6	1.2	0	0	6.2	7	
10	Hornbuckles West Road, Mt Mort	5	1	900	6	1.2	6	10	2	0	0	10	2	0	0	6.2	7	

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10	Morgans Road, Purga	10	2	2400	8	1.6	10	8	1.6	0	0	0	0	10	1	6.2	7	
10	Keswick Road, Karrabin	10	2	600	6	1.2	12	10	2	10	1	0	0	0	0	6.2	7	
10	Hughes Road, Purga	5	1	600	10	2	7	10	2	0	0	0	0	10	1	6	8	Road Haulage Company
10	Butterfield Road, Karrabin	5	1	600	10	2	7	10	2	0	0	0	0	10	1	6	8	Close to West Moreton Anglican College
10	Greens Road, Purga	5	1	1100	10	2	8	10	2	0	0	0	0	10	1	6	8	Gas fitting and plumbing business
10	Ivan Lane, Ironbark	2	0.4	800	10	2	4	8	1.6	10	1	0	0	10	1	6	8	Prison and training centre
10	Missigs Road, Haigslea	10	2	2600	6	1.2	17	8	1.6	0	0	0	0	10	1	5.8	9	2 Businesses. Rahn holdings and drilling supplies
10	Stevens Road, Purga	10	2	1700	6	1.2	11	8	1.6	0	0	0	0	10	1	5.8	9	Trade business
10	Cummings Road, Calvert	2	0.4	1300	10	2	3	6	1.2	0	0	6	1.2	10	1	5.8	9	Calvert Station Harness Racing and Stud

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5	Francis Street, Chuwar	5	1	2000	10	2	8	8	1.6	0	0	0	0	10	1	5.6	10	Colliery and Energex substation
10	Berlins Road, Tallegalla	10	2	2300	10	2	12	8	1.6	0	0	0	0	0	0	5.6	10	
10	Champions Way, Willowbank	2	0.4	1400	8	1.6	4	6	1.2	0	0	6	1.2	10	1	5.4	11	Willowbank Raceway
10	Marburg Quarry Road, Marburg	5	1	1000	6	1.2	7	10	2	0	0	6	1.2	0	0	5.4	11	
10	Boyles Road, Pine Mountain	2	0.4	900	6	1.2	3	8	1.6	10	1	6	1.2	0	0	5.4	11	
10	Bluff Road, Ashwell	2	0.4	1000	8	1.6	2	6	1.2	0	0	10	2	0	0	5.2	12	
10	Sherlocks Road, Pine Mountain	2	0.4	700	8	1.6	2	6	1.2	10	1	0	0	10	1	5.2	12	Factory fabricator business
10	Keanes Road, Rosewood	5	1	1400	8	1.6	9	8	1.6	10	1	0	0	0	0	5.2	12	
10	Ivy Hansens Road, Tallegalla	5	1	1800	8	1.6	7	8	1.6	0	0	0	0	10	1	5.2	12	Hatchery Business

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10	M.Hines Road, Ebenezer & Mt Forbes	10	2	3100	6	1.2	12	4	0.8	0	0	6	1.2	0	0	5.2	12	
10	Ellison Road, Goolman	5	1	1450	3	0.6	7	8	1.6	0	0	10	2	0	0	5.2	12	
10	Laglan Lane, Tallegalla	5	1	900	6	1.2	7	10	2	10	1	0	0	0	0	5.2	12	
10	Waters Road, Calvert	2	0.4	2600	10	2	2	2	0.4	10	1	6	1.2	0	0	5	13	
10	Hiddenvale Road, Calvert	5	1	3150	8	1.6	8	6	1.2	0	0	6	1.2	0	0	5	13	
10	Strongs Road, Lanefield	2	0.4	800	10	2	3	8	1.6	10	1	0	0	0	0	5	13	
10	Lairhopes Road, Ebenezer	5	1	1400	6	1.2	7	8	1.6	0	0	0	0	10	1	4.8	14	Department of Transport and Main Roads Depot
10	Coynes Road, Mt Mort	2	0.4	1500	6	1.2	3	6	1.2	0	0	10	2	0	0	4.8	14	
10	Mountain Scrub Road, Tallegalla	5	1	2100	3	0.6	5	6	1.2	10	1	0	0	10	1	4.8	14	Soil stabilisation services and plant nursery business

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10	Purga School Road, Purga	2	0.4	800	8	1.6	4	8	1.6	0	0	0	0	10	1	4.6	15	Water cart business
10	Postmans Track, Marburg	5	1	1400	10	2	6	8	1.6	0	0	0	0	0	0	4.6	15	
10	Hedricks Road, Mt Forbes	5	1	1000	10	2	5	8	1.6	0	0	0	0	0	0	4.6	15	
10	Schubels Road, Marburg	5	1	1800	10	2	9	8	1.6	0	0	0	0	0	0	4.6	15	
10	Pepper Lane, Pine Mountain	2	0.4	300	10	2	4	10	2	0	0	0	0	0	0	4.4	16	
10	Stokes Road, Grandchester	2	0.4	300	10	2	3	10	2	0	0	0	0	0	0	4.4	16	
10	Grandchester-Mt Mort Road, Mt Mort	2	0.4	1000	8	1.6	3	6	1.2	10	1	0	0	0	0	4.2	17	
10	Johs Road, Lower Mount Walker	5	1	1800	8	1.6	8	8	1.6	0	0	0	0	0	0	4.2	17	
10	Mt Beau Brummel Road, Mt Mort	2	0.4	900	6	1.2	1	2	0.4	10	1	6	1.2	0	0	4.2	17	

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10	Howell Road, Grandchester	2	0.4	500	10	2	2	8	1.6	0	0	0	0	0	0	4	18	
10	Perrins Road, Rosewood	5	1	1600	3	0.6	5	6	1.2	0	0	6	1.2	0	0	4	18	
10	Bramwell Road, Calvert	2	0.4	1000	10	2	4	8	1.6	0	0	0	0	0	0	4	18	
10	F.Holts Road, Pine Mountain	5	1	1600	6	1.2	9	8	1.6	0	0	0	0	0	0	3.8	19	
10	Siddans Road, Purga	5	1	1800	0	0	6	8	1.6	0	0	0	0	10	1	3.6	20	Water truck business
10	Brass Road, Mt Forbes	5	1	1350	3	0.6	9	10	2	0	0	0	0	0	0	3.6	20	
10	Larsens Road, Karrabin	2	0.4	900	3	0.6	3	8	1.6	0	0	0	0	10	1	3.6	20	West Moreton Anglican College Sports Fields
10	Coramandel Road, Ironbark	5	1	950	3	0.6	7	10	2	0	0	0	0	0	0	3.6	20	
10	Doonans Road, Grandchester	5	1	3300	3	0.6	5	4	0.8	0	0	6	1.2	0	0	3.6	20	

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10	Teves Road, Ebenezer	5	1	1200	3	0.6	8	10	2	0	0	0	0	0	0	3.6	20	
10	Bourkes West Road, Calvert	2	0.4	1000	10	2	2	6	1.2	0	0	0	0	0	0	3.6	20	
10	Kuss Road, Calvert	2	0.4	1485	10	2	4	6	1.2	0	0	0	0	0	0	3.6	20	
10	Redhill Road, Karrabin	2	0.4	1300	10	2	3	6	1.2	0	0	0	0	0	0	3.6	20	
10	McInnes Road, Blacksoil	2	0.4	500	8	1.6	2	8	1.6	0	0	0	0	0	0	3.6	20	
10	Bakers Road, Grandchester	5	1	3000	6	1.2	9	6	1.2	0	0	0	0	0	0	3.4	21	
10	Henderson Road, Lanefield	5	1	2800	6	1.2	8	6	1.2	0	0	0	0	0	0	3.4	21	
10	Stirling Road, Walloon	2	0.4	1900	3	0.6	2	2	0.4	0	0	10	2	0	0	3.4	21	
10	Archery Road, Calvert	5	1	1750	3	0.6	6	8	1.6	0	0	0	0	0	0	3.2	22	

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10	Arndt Road, Talleghalla	2	0.4	600	6	1.2	3	8	1.6	0	0	0	0	0	0	3.2	22	
10	McCarthys Road, Thagoona	5	1	2100	3	0.6	7	8	1.6	0	0	0	0	0	0	3.2	22	
10	Franklyn Vale Road, Mt Mort	2	0.4	900	3	0.6	2	6	1.2	10	1	0	0	0	0	3.2	22	
10	Earls Road, Marburg	2	0.4	500	8	1.6	1	6	1.2	0	0	0	0	0	0	3.2	22	
10	Kavanagh East Road, Thagoona	5	1	1200	3	0.6	5	8	1.6	0	0	0	0	0	0	3.2	22	
10	Tea Tree Avenue, Mt Forbes	5	1	1000	3	0.6	5	8	1.6	0	0	0	0	0	0	3.2	22	
10	Tommary Road, Grandchester	2	0.4	600	6	1.2	3	8	1.6	0	0	0	0	0	0	3.2	22	
10	Bodley Road, Karrabin	5	1	930	3	0.6	6	8	1.6	0	0	0	0	0	0	3.2	22	
10	Bowden Lane, Marburg	2	0.4	650	6	1.2	3	8	1.6	0	0	0	0	0	0	3.2	22	

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10	Raysource Road, Haigslea	2	0.4	600	6	1.2	2	8	1.6	0	0	0	0	0	0	3.2	22	
10	Jacobs Road, Mt Forbes	2	0.4	1000	6	1.2	4	8	1.6	0	0	0	0	0	0	3.2	22	
10	Grieves Road, Haigslea	2	0.4	1000	6	1.2	4	8	1.6	0	0	0	0	0	0	3.2	22	
10	Poplar Street, Walloon	5	1	1100	3	0.6	7	8	1.6	0	0	0	0	0	0	3.2	22	
10	McCormack Road, Lower Mount Walker	2	0.4	600	10	2	1	4	0.8	0	0	0	0	0	0	3.2	22	
10	Alpers Road, Mt Mort	5	1	3200	6	1.2	5	4	0.8	0	0	0	0	0	0	3	23	
10	Blanchs Road, Lower Mount Walker	2	0.4	1800	6	1.2	1	2	0.4	10	1	0	0	0	0	3	23	
10	Lubes Road, Purga	5	1	2200	3	0.6	5	6	1.2	0	0	0	0	0	0	2.8	24	
10	Sippels Road, Grandchester	2	0.4	2100	8	1.6	4	4	0.8	0	0	0	0	0	0	2.8	24	

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10	Langdon Road, Rosewood	2	0.4	1500	6	1.2	4	6	1.2	0	0	0	0	0	0	2.8	24	
5	Robin Street, Chuwar	2	0.4	1000	10	2	1	2	0.4	0	0	0	0	0	0	2.8	24	
10	Glen Cairn Road, Purga	2	0.4	800	3	0.6	4	8	1.6	0	0	0	0	0	0	2.6	25	
10	Grants Road, Lower Mount Walker	5	1	1200	0	0	7	8	1.6	0	0	0	0	0	0	2.6	25	
10	Hartwigs Road, Mt Forbes	2	0.4	1700	3	0.6	2	2	0.4	0	0	6	1.2	0	0	2.6	25	
10	Bexleigh Lane, Calvert	2	0.4	800	3	0.6	4	8	1.6	0	0	0	0	0	0	2.6	25	
10	Turnbull Road, Thagoona	2	0.4	800	6	1.2	1	4	0.8	0	0	0	0	0	0	2.4	26	
10	Kings Road, Mt Mort	2	0.4	1300	6	1.2	2	4	0.8	0	0	0	0	0	0	2.4	26	
10	Hodges Road, Mt Mort	2	0.4	2000	8	1.6	2	2	0.4	0	0	0	0	0	0	2.4	26	

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10	Bassett Road, Ashwell	2	0.4	1000	8	1.6	1	2	0.4	0	0	0	0	0	0	2.4	26	
10	Carmichaels Road, Purga	2	0.4	1700	8	1.6	2	2	0.4	0	0	0	0	0	0	2.4	26	
10	Hornbuckles Road, Calvert	2	0.4	2800	8	1.6	2	2	0.4	0	0	0	0	0	0	2.4	26	
10	McKenna Road, Lower Mt Walker	2	0.4	1900	0	0	3	4	0.8	0	0	6	1.2	0	0	2.4	26	
10	Huth Road, Ironbark	5	1	1900	0	0	6	6	1.2	0	0	0	0	0	0	2.2	27	
10	Old Grandchester Road, Grandchester	0	0	600	10	2	0		0	0	0	0	0	0	0	2	28	
10	Murrimo Road, Ebenezer	2	0.4	1500	3	0.6	2	4	0.8	0	0	0	0	0	0	1.8	29	
10	Bergmans Road, Ebenezer	5	1	3300	0	0	5	4	0.8	0	0	0	0	0	0	1.8	29	
10	Meiers Road, Mt Mort	2	0.4	1500	0	0	2	4	0.8	0	0	0	0	0	0	1.2	30	

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10	Bryants Road, Ripley																	Maintenance cost is over \$20,00 over 5 years, however road will be upgraded due to adjoining development
10	Binnies Road, Ripley																	Maintenance cost is over \$20,00 over 5 years, however road will be upgraded due to adjoining development
10	Fischer Road, Ripley																	Maintenance cost is over \$20,00 over 5 years, however road will be upgraded due to adjoining development
10	Wensley Road, Ripley																	Maintenance cost is over \$20,00 over 5 years, however road will be upgraded due to adjoining development
10	Barrams Road, South Ripley																	Maintenance cost is over \$20,00 over 5 years, however road will be upgraded due to adjoining development
10	Bayliss Road, South Ripley																	Maintenance cost is over \$20,00 over 5 years, however road will be upgraded due to adjoining development
10	Wards Road, South Ripley																	Maintenance cost is over \$20,00 over 5 years, however road will be upgraded due to adjoining development
10	Watsons Road, South Ripley																	Maintenance cost is over \$20,00 over 5 years, however road will be upgraded due to adjoining development
10	Taylors Road, Walloon																	Maintenance cost is over \$20,00 over 5 years, however road will be upgraded due to adjoining development

Doc ID No: A5728155

ITEM: 9

SUBJECT: SUSTAINABLE TRAVEL SUB-PROGRAM - PUBLIC TRANSPORT IMPROVEMENTS
PRIORITY LIST OF PROJECTS

AUTHOR: TECHNICAL OFFICER (TRAFFIC)

DATE: 16 AUGUST 2019

EXECUTIVE SUMMARY

This is a report concerning the public transport improvements project listing that forms part of the 'Sustainable Travel' capital works portfolio sub-program.

RECOMMENDATION

That the Interim Administrator of Ipswich City Council resolve:

That the prioritised list of public transport improvements, as detailed in Attachment 3 of the report by the Technical Officer (Traffic) dated 16 August 2019, be considered when developing Council's next capital works portfolio.

RELATED PARTIES

The related parties for this report are Ipswich City Council and the State Government's Translink Division of the Department of Transport and Main Roads (TMR).

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

ADVANCE IPSWICH THEME LINKAGE

Managing growth and delivering key infrastructure

PURPOSE OF REPORT/BACKGROUND

As part of the capital works portfolio build process, it is proposed to submit a report outlining the project listing for each sub-program. This report relates to the public transport improvements which forms part of the "Sustainable Travel" sub-program. Attachment 1 outlines how this project listing relates to the corresponding sub-program and program of works within the capital works portfolio.

At its Ordinary meeting on 15 September 2015, Council endorsed a methodology for assessing public transport improvements [refer to Item 3 tabled at the City Infrastructure Committee Meeting 2015(09)], refer to Attachment 2.

The previously developed prioritisation methodology endorsed by Council has an associated calculation matrix which is used to prioritise future projects. The matrix and the full list of public transport improvement projects for future years can be viewed in Attachment 3, along with the associated criteria scoring and priority ranking. In recent years Translink have indicated to Council that if bus stops to be upgraded are aligned on opposite sides of the road, then upgrades should be paired together (that is both the inbound and outbound stops constructed consecutively). Therefore this has been taken into account during the prioritisation of remaining bus stops.

FINANCIAL/RESOURCE IMPLICATIONS

In previous financial years, Council has allocated funding (where the funding amount varied annually) within the capital portfolio to ensure that Council meets our obligations under the State Government's Disability Discrimination Act (DDA) to have all public transport stops compliant by December 2022. Council's recently adopted capital works portfolio has \$598,000 allocated towards public transport improvements within the 'Sustainable Travel' sub-program for the 2019-2020, 2020-2021 and 2021-2022 financial years. It should be noted that 50% of this allocation is provided by a grant from the State Government through their Passenger Transport Accessible Infrastructure Program (PTAIP). In addition, in order to meet our DDA obligation the State have now provided an additional \$247,000 of funds for the shelters under the Bus Stop Shelter Program in 2019-2020.

RISK MANAGEMENT IMPLICATIONS

There are no risk management implications associated with this report.

LEGAL/POLICY BASIS

This report and its recommendations are consistent with the following legislative provisions:
Disability Standards for Accessible Public Transport 2002
Disability Discrimination Act (DDA) 1992

COMMUNITY AND OTHER CONSULTATION

The community has not been consulted as part of the creation of the public transport improvements project listing. The project listings are based on a technical assessment in accordance with a Council approved methodology.

The Translink Division of TMR are consulted throughout the year to provide valuable input regarding bus stop patronage data and overall bus stop infrastructure requirements. This ensures a collaborative approach to these program of works.

Consultation was not required with internal stakeholders while developing the public transport improvements project listing.

CONCLUSION

Public transport improvements form part of the 'Sustainable Travel' sub-program within Council's capital works portfolio. Council previously endorsed a methodology for assessing

public transport improvements which has been used to develop a list of priority projects. The updated priority list of projects for the public transport improvements which forms part of the 'Sustainable Travel' sub-program is shown in Attachment 3 of this report.

ATTACHMENTS AND CONFIDENTIAL BACKGROUND PAPERS

1.	Capital Works List - Public Transport Improvements ↓ 
2.	Previous Committee Report - Public Transport Improvements Sub-Program - Priority List of Projects Report ↓ 
3.	Public Transport Improvements Priority Listing ↓ 

Sally Peters
TECHNICAL OFFICER (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
INFRASTRUCTURE PLANNING MANAGER

I concur with the recommendations contained in this report.

Charlie Dill
GENERAL MANAGER - INFRASTRUCTURE AND ENVIRONMENT

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

Attachment 1 – Project listings and corresponding sub-program and programs within the capital works portfolio

Program	Sub-program	Project Lists
Transport and Traffic	Strategic Roads	Strategic roads and potential bicycle links
	Road Safety and Operations	SafeST
		Road Safety Improvements
		Gravel Turnarounds
	Sustainable Travel	Public Transport Improvements
		Pedestrian Safety Improvements
		Cycle Safety and Mobility Improvements
iGO ATAP Implementation		
Flood Mitigation and Drainage	Flood Mitigation	Flood Mitigation
	Local Drainage	Local Drainage Improvements
Parks, Sports and Environment	Strategic Parks and Sports	Strategic Parks and Sports
	Developer Funded Parks	Developer Funded Parks
	Local and District Parks and Sports	Local and District Parks and Sports
	Natural Environment / Stormwater	Natural Environment / Stormwater
	Enviroplan	Enviroplan
Local Amenity	Kerb and Channel	Accelerated kerb and channel
	Sealing Gravel Roads	Sealing Gravel Roads
	Streetscape Improvements	Streetscape Improvements
Corporate Facilities	New Facilities	New Facilities
	Facility Upgrades	Facility Upgrades
Asset Rehabilitation	Sealed Road Rehabilitation	Sealed Road Rehabilitation
	Path Rehabilitation	Path Rehabilitation
	Bridge and Culvert Rehabilitation	Bridge and Culvert Rehabilitation
	Kerb and Channel Rehabilitation	Kerb and Channel Rehabilitation
	Drainage Rehabilitation	Drainage Rehabilitation
	Water Quality Rehabilitation	Water Quality Rehabilitation
	Street Furniture Rehabilitation	Street Furniture Rehabilitation
	Parks Rehabilitation	Parks Rehabilitation
	Sports Facility Rehabilitation	Sports Facility Rehabilitation
	Landfill Rehabilitation	Landfill Rehabilitation
	Facility Rehabilitation	Facility Rehabilitation

City Infrastructure Committee	
Mtg Date: 07.09.2015	OAR: YES
Authorisation: Charlie Dill	

AK:
H:\5-Infrastructure Planning\Capital Program Development\Committee Reports\Public Transport
Improvements 15-16.doc

ITEM 3

24 August 2015

MEMORANDUM

TO: INFRASTRUCTURE PLANNING MANAGER

FROM: TECHNICAL OFFICER (TRAFFIC)

RE: "PUBLIC TRANSPORT IMPROVEMENTS" SUB-PROGRAM – PRIORITY LIST OF
PROJECTS

INTRODUCTION:

This is a report by the Technical Officer (Traffic) dated 24 August 2015 concerning the "Public Transport Improvements" capital works portfolio sub-program.

BACKGROUND:

As part of the 2016-2017 capital portfolio build process, it is proposed to submit a report outlining the prioritisation methodology and subsequent project listing for each sub-program. This report relates to the "Public Transport Improvements" sub-program. Table 1 below outlines the sub-programs that will have prioritised lists reported to Council with a status update.

Table 1 – Proposed Sub-Program Project Lists

Program	Sub-program	Project Lists	Status
Transport	Growth Management	Strategic Roads	Submitted to September 2015 CI Committee
	Safety and Amenity	SafeST	Submitted to September 2015 CI Committee
		Road Safety Improvements	Submitted to July 2015 CI Committee
		Sealing Gravel Roads	
		Gravel Turnarounds	Submitted to August 2015 CI Committee
		Public Transport Improvements	Submitted to September 2015 CI Committee
	Sustainable Travel	Pedestrian Safety Improvements	Submitted to August 2015 CI Committee
		Cycle Safety and Mobility Improvements	Submitted to July 2015 CI Committee
	Drainage	Drainage	Local Drainage Improvements

PRIORITY LIST OF PROJECTS

The Translink division of the Queensland Department of Transport and Main Roads (Translink) provides funding assistance to Local Governments under the Passenger Transport Accessible Infrastructure Program (PTAIP). This funding is provided for the replacement of existing non *Disability Discrimination Act 1992* (DDA) compliant infrastructure. In regards to Council, this includes the upgrade of bus stops of a comparable scale, design and capacity to the DDA compliance standard. Projects identified under the “Public Transport Improvements” sub-program are generally based on consultation with Translink, community requirements and resident requests. In addition, cost to upgrade individual sites should be considered when developing projects within this program as some sites may be cost prohibitive and this would need to be further discussed with Translink for alternate proposals.

Outlined below is the proposed methodology to determine the prioritised projects. There are four criteria that are considered when prioritising potential project sites. Each criteria has also been assigned a percentage weighting. These criteria and their assigned percentage weighting are listed and detailed below:

a) **Patronage Data – 20% weighting**

This factor is based on the overall annual patronage data which is obtained from Translink in the number of passengers boarding a bus at individual stops.

Patronage Volumes	Rating
High (> 500)	10
Medium (>200 and < 500)	5
Low (<200)	2

b) **Nearby Traffic/User Generator – 20% Weighting**

This factor is based on whether any traffic generators are located in the vicinity of the stop. Stops with large and multiple generators are given a higher prioritisation. Traffic generators are facilities which would be considered to attract a demand for people to travel (e.g. shopping centres, places of worship, train stations, schools, sports facilities, etc).

i) High Traffic Generators - Examples include: shopping centres, medical centres and schools.

ii) Medium Traffic Generators – Examples include: Government services individual commercial sites and strategic recreational facilities.

iii) Low Generators - Examples include: sport facilities, places of worship and minor recreational facilities.

iv) Very Low – This rating is used for locations where there are no obvious generators (e.g local streets with only residential dwellings in the surrounding area).

Nearby Traffic/User Generator	Rating
High - Multiple large traffic generators	10
Medium - Single large or multiple medium generators	5
Low - Single medium or low generator	2
Very Low – No significant generators	0

c) **Vulnerable User Groups – Weighting 20%**

This criteria considers vulnerable bus patrons (people with disabilities, elderly, children, etc). Higher scores are given when vulnerable users gain a benefit from the upgrade of the bus stop to meet DDA requirements due to their location being in close proximity to facilities that may generate vulnerable user groups.

Vulnerable User Groups	Rating
High – When the stop is located near hospitals, Medical Centres, Aged Care Facilities etc	10
Medium - When the stop is located around a school, residential areas that have generated requests to upgrade the stop	5
Low - no vulnerable users identified	2

d) Type of Site – Weighting 40%

Consideration of the type of upgrade required needs to be considered.

Upgrades can be classed as outlined below:

- i) Minimum boarding point. This is the construction of a concrete slab and associated tactiles. The majority of bus stop upgrades are installed as minimum boarding points;
- ii) Regular stop. This is the construction of a concrete slab, associated tactiles and Translink approved seat;
- iii) Intermediate stop. This is the construction of a concrete slab, associated tactiles and a Translink approved shelter.

Occasionally some sites can still have a high cost due to site constraints. Given these sites generally have a low cost/benefit ratio they will be given a lower priority. In most instances these existing difficult sites may need to be relocated to another suitable location which needs to be negotiated with Translink and other affected stakeholders.

Type of Site	Rating
Minimum boarding point (slab and tactiles)	10
Regular stop (slab, tactiles and seat)	5
Intermediate stop (slab, tactiles and shelter)	2
Minimum boarding point – High cost expected	0

Based on the above methodology, each identified site has been provided an individual score under each category. Each category is then multiplied by the assigned percentage weighting to provide a weighted score. The weighted scores are added to provide an overall score. The sites that have the same priority rating will then further be prioritised based on the highest patronage data for the individual bus stop. The public transport improvement criteria matrix and the full list of public transport improvement projects and their priority ranking are shown in Attachment A.

CONCLUSION:

“Public Transport Improvements” is a sub-program of Council’s capital works portfolio. A list of priority projects have been developed based on the methodology of using the following four categories:

- 1. Patronage Data;
- 2. Nearby Traffic/User Generators
- 3. Vulnerable User Groups;
- 4. Type of Site;

The priority listing for this sub-program is shown in Attachment A of this report.

ATTACHMENTS:

Name of Attachment	Attachment
Public Transport Improvements – Assessment Criteria Matrix and prioritised project list	 Attachment A.xlsx

RECOMMENDATIONS:

[Amended at CI Ctee No. 2015\(09\) of 7 September 2015](#)

- A. [That the prioritisation methodology, as detailed in the report by the Technical Officer \(Traffic\) dated 24 August 2015 be adopted and used when developing the “Public Transport Improvements” sub-program as part of the 2016-2017 Capital Works Portfolio.](#)~~That the report be received and the contents noted.~~

- B. That the [prioritised list of projects, prioritisation methodology and subsequent priority list of projects](#) as detailed in Attachment A to the report by the Technical Officer (Traffic) dated 24 August 2015 be ~~received~~ [adopted](#) and used when developing the “Public Transport Improvements” sub-program as part of the 2016–2017 capital works portfolio, ~~noting that the number of projects adopted will depend on funding availability~~ [subject to funding availability](#).

Alex King
TECHNICAL OFFICER (TRAFFIC)

I concur with the recommendation contained in this report.

Tony Dileo
INFRASTRUCTURE PLANNING MANAGER

I concur with the recommendation contained in this report.

Charlie Dill
CHIEF OPERATING OFFICER (INFRASTRUCTURE SERVICES)

Attachment 3 - Public Transport Improvements – Assessment Criteria Matrix and prioritised project list

CRITERIA MATRIX								TOTAL 100%
Site Type	Weighting 40%	Patrongage Data	Weighting 20%	Vulnerable User Group	Weighting 20%	Traffic/User Generator	Weighting 20%	
Minimum Boarding Point	10	More than 500 Annual Boardings	10	High probability of Vulnerable User	10	Multiple Large Traffic Generators	10	
Regular stop	5	Between 200 and 500 Annual Boardings	5	Medium probability of Vulnerable User	5	Single Large or Multiple Medium Generators	5	
Intermediate Stop	2	Less than 200 Annual Boardings	2	No Obvious Vulnerable Users	2	Single Medium or Low Generator	2	
Min. Boarding Point (High Cost)	0					No Significant Generators	0	

Bus Stop No.	Site Name	Suburb	Site Type	Weighted Score	Patronage Data	Weighted Score	Vulnerable User Groups	Weighted Score	Traffic/ User Generator	Weighted Score	Total Score	Priority	Comments
310569	Limestone Street App Foote Lane	IPSWICH	10	4	10	2	10	2	10	2	10	1	
318072	Bell Street FS Brisbane Street (501246)	IPSWICH	10	4	10	2	10	2	10	2	10	2	
318074	Bell Street App Brisbane Street (501248)	IPSWICH	10	4	10	2	10	2	10	2	10	3	
318073	Bell Street APP Brisbane Street (501249)	IPSWICH	2	0.8	10	2	10	2	10	2	6.8	4	Escalated as must be completed together with ID 318074
311120	Mount Crosby Road APP Church Street	TIVOLI	10	4	2	0.4	5	1	10	2	7.4	5	
312797	Pine Street FS Fitzgibbon Street	NORTH IPSWICH	10	4	2	0.4	5	1	10	2	7.4	6	
312802	Pine Street FS Eastwood Street	NORTH IPSWICH	2	0.8	10	2	5	1	10	2	5.8	7	Escalated as must be completed with pair (ID 312797)
312906	Kruger Parade OPP Henderson St	REDBANK	10	4	10	2	5	1	2	0.4	7.4	8	
310570	Limestone Street APP Ellenborough Street	IPSWICH	2	0.8	10	2	10	2	10	2	6.8	9	
313067	Price Street AT Hayden Street	Riverview	2	0.8	10	2	10	2	10	2	6.8	10	
313066	Price Street OPP FS Hayden Street	Riverview	2	0.8	10	2	10	2	10	2	6.8	11	
312786	Holdsworth Road AT Paten Street	NORTH IPSWICH	10	4	10	2	2	0.4	0	0	6.4	12	
313054	Gibbs Street APP Diamond Street	Riverview	2	0.8	5	1	10	2	10	2	5.8	13	
311203	Coopers Road APP Cunningham Highway	Willowbank	2	0.8	10	2	10	2	5	1	5.8	14	
310811	Waterworks Road FS Simmons Road	NORTH IPSWICH	10	4	5	1	2	0.4	2	0.4	5.8	15	
311805	Old Logan Road APP Hallett Avenue	CAMIRA	2	0.8	10	2	5	1	10	2	5.8	16	
310835	Raceview Street AT Carlita Place	RACEVIEW	2	0.8	10	2	5	1	10	2	5.8	17	
310241	Haig Street APP Charles Street	BRASSALL	2	0.8	5	1	10	2	10	2	5.8	18	
310358	Warwick Road OPP/AP Berry Street	CHURCHILL	2	0.8	10	2	5	1	10	2	5.8	19	
310359	Warwick Road OPP Fitzroy Street	CHURCHILL	2	0.8	10	2	2	0.4	0	0	3.2	20	Escalated as must be completed with pair (ID 310538)
310271	Brisbane Road APP Boyce Street	Bundamba	5	2	10	2	2	0.4	5	1	5.4	21	
310272	Brisbane Road APP Bergins Hill Road	Bundamba	2	0.8	10	2	2	0.4	5	1	4.2	22	Escalated as must be completed with pair (ID 310271)
310805	Pine Mountain Road OPP/AP Birdwood Street	NORTH IPSWICH	10	4	2	0.4	2	0.4	2	0.4	5.2	23	
312785	Holdsworth Road AT Roberts Street	NORTH IPSWICH	2	0.8	10	2	10	2	2	0.4	5.2	24	
313603	Woodend Road App Macrae Street	WOODEND	5	2	10	2	2	0.4	0	0	4.4	25	

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312319	Cemetery Road FS Briggs Road	IPSWICH	2	0.8	10	2	2	0.4	5	1	4.2	26	
313070	Riverview Road OPP APP Sean Street	Riverview	2	0.8	10	2	2	0.4	5	1	4.2	27	
313069	Riverview Road OPP APP Kenneth Street	Riverview	2	0.8	10	2	2	0.4	5	1	4.2	28	Must be completed with pair (ID 313070)
313579	Coopers Road APP Cunningham Highway	Willowbank	2	0.8	2	0.4	10	2	5	1	4.2	29	
310232	Brisbane Road APP Vowles Street	Booval	2	0.8	10	2	2	0.4	5	1	4.2	30	
312511	Toongarra Road FS May Street	LEICHHARDT	2	0.8	10	2	2	0.4	5	1	4.2	31	
312512	Toongarra Road FS Finch Street	LEICHHARDT	2	0.8	10	2	2	0.4	5	1	4.2	32	
313705	Wigmore St App Tinworth Street	Willowbank	2	0.8	10	2	5	1	0	0	3.8	33	
310506	River Road OPP APP King Street	Dinmore	2	0.8	10	2	2	0.4	2	0.4	3.6	34	
310521	Brisbane Road FS Railway Street	Ebbw Vale	2	0.8	10	2	2	0.4	2	0.4	3.6	35	
310172	Redbank Plains Rd OPP FS Eagle St	Bellbird Park	2	0.8	10	2	2	0.4	2	0.4	3.6	36	
310275	Brisbane Road FS Lower McCormack Street	Bundamba	2	0.8	10	2	2	0.4	2	0.4	3.6	37	
312225	Gorry St FS Cross St	Goodna	2	0.8	10	2	2	0.4	2	0.4	3.6	38	
312766	Gledson Street AT Bergin Street	North Booval	2	0.8	10	2	2	0.4	2	0.4	3.6	39	
312767	Gledson St OPP / AP Service Road	North Booval	2	0.8	10	2	2	0.4	0	0	3.2	40	Escalated as must be completed with pair (ID 312766)
312513	Toongarra Road App Avon Street	LEICHHARDT	2	0.8	10	2	2	0.4	2	0.4	3.6	41	
311530	William Street FS Charlotte Street	BLACKSTONE	2	0.8	10	2	2	0.4	0	0	3.2	42	
310239	Ipswich - Warrego Highway Connection (Fernvale Rd) OPP/AP North High Street	BRASSALL	2	0.8	10	2	2	0.4	0	0	3.2	43	
310273	Brisbane Road APP Harold Street	BUNDAMBA	2	0.8	10	2	2	0.4	0	0	3.2	44	
310522	Brisbane Road FS Robert Street	Ebbw Vale	2	0.8	10	2	2	0.4	0	0	3.2	45	
313064	Old Ipswich Road FS Laura Street	Riverview	2	0.8	10	2	2	0.4	0	0	3.2	46	
313580	Coopers Road APP Willobank Drive	Willowbank	2	0.8	10	2	2	0.4	0	0	3.2	47	
311355	McGill Street OPP Howard Street	Basin Pocket	2	0.8	10	2	2	0.4	0	0	3.2	48	
310841	Kruger Parade FS Henderson Street	REDBANK	2	0.8	5	1	5	1	2	0.4	3.2	49	
313072	Riverview Road OPP Maryanne Street	Riverview	2	0.8	10	2	2	0.4	0	0	3.2	50	
313068	Riverview Road FS Maryanne Street	Riverview	0	0	10	2	2	0.4	0	0	2.4	51	Escalated as must be completed with pair (ID 313070)
311995	Kingsmill Road OPP/FS Robin Street	COALFALLS	5	2	2	0.4	2	0.4	0	0	2.8	52	
313073	Tessman OPP APP Mitchell Street	Riverview	2	0.8	5	1	2	0.4	2	0.4	2.6	53	
312779	Cyprus Street App Albert Street	NORTH IPSWICH	2	0.8	5	1	2	0.4	0	0	2.2	54	
312771	Jacaranda Road FS Burton Street	North Booval	2	0.8	2	0.4	2	0.4	2	0.4	2	55	
310829	Brisbane Valley Highway AT James Road	PINE MOUNTAIN	2	0.8	2	0.4	2	0.4	0	0	1.6	56	
310309	Rosewood Laidley Road AT Calver Station Rd	Lanefield	2	0.8	2	0.4	2	0.4	0	0	1.6	57	
310310	Rosewood Laidley Road OPP Calvert Station Rd	Lanefield	2	0.8	2	0.4	2	0.4	0	0	1.6	58	Escalated as must be completed with pair (ID 310309)
310639	Rosewood Laidley Road FS Stevens Street	Lanefield	2	0.8	2	0.4	2	0.4	0	0	1.6	59	
310638	Rosewood Laidley Road AT Lane Road	Lanefield	2	0.8	2	0.4	2	0.4	0	0	1.6	60	Must be completed with pair (ID 310639)
311529	Naomai Street FS Alice Street	Bundamba	0	0	2	0.4	2	0.4	0	0	0.8	61	

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ITEM: 10

SUBJECT: ENVIROPLAN CAPITAL WORKS PORTFOLIO SUB-PROGRAM - PRIORITY LIST OF PROJECTS 2020-2021

AUTHOR: PLANNING OFFICER (NATURAL ENVIRONMENT)

DATE: 21 AUGUST 2019

EXECUTIVE SUMMARY

This is a report concerning the “Enviroplan” capital works portfolio sub-program.

RECOMMENDATION/S

That the Interim Administrator of Ipswich City Council resolve:

That the prioritised list of projects and methodology as detailed below and in Attachment 1 of this report, be considered when developing the “Enviroplan” sub-program as part of the 2020-2021 budget for the future capital works portfolio.

RELATED PARTIES

There are no related parties for this report.

ADVANCE IPSWICH THEME

Caring for the environment

PURPOSE OF REPORT/BACKGROUND

As part of the 2020–2021 capital portfolio build process, it is proposed to submit a report outlining the prioritisation methodology and subsequent project listing for each sub-program. This report relates to the “Enviroplan” sub-program. The prioritisation and delivery of Enviroplan projects will remain the responsibility of the Environment and Sustainability Branch of the Infrastructure and Environment Department.

Through the strategic direction given by the Ipswich Enviroplan policy and its aims around securing significant conservation and bushland areas for the purpose of retaining and managing Ipswich’s valuable natural resources, a project prioritisation decision matrix has been developed to reflect the key elements outlined in that policy.

Due to the dynamic nature of the natural environment, it is expected that a significant number of additional reactive projects may need to be considered throughout the course of this capital investment period, and subsequent years, which are outside this current list.

These additional projects will be assessed under an adaptive management framework using the proposed methodology and added to the Enviroplan capital portfolio list as required.

Table 1 outlines the methodology to determine the prioritisation of projects.

Sub- Programs	Strategic Driver Criteria	% weighting	Rationale
Enviroplan	Public Health and Safety	25%	Projects which demonstrate a significant level of benefit based to Public Health & Safety value of project sites will be weighted the highest, while projects with the least benefits will be weighted the lowest.
	Fire management	20%	Projects which demonstrate a significant level of benefit based on the required fire management at project sites will be weighted the highest, while projects with the least benefits will be weighted the lowest. Fire management value is based primarily on reducing risk to life and property and then ecological outcomes.
	Conservation value	15%	Projects which demonstrate a significant level of benefit based on the conservation value present at project sites will be weighted the highest, while projects with the least benefits will be weighted the lowest. Conservation value is based on factors such as: Land management zones, the presence of iconic native species, proximity to critical habitat and waterways.
	Pest animal management	10%	Projects which demonstrate a significant level of benefit based on the pest animal management of project sites will be weighted the highest, while projects with the least benefits will be weighted the lowest.
	Unauthorised motor vehicle access	10%	Projects which demonstrate a significant level of benefit based on unauthorised motor vehicle access management of project sites will be weighted the highest, while projects with the least benefits will be weighted the lowest.
	Nature based recreation & environmental education	10%	Projects which demonstrate a significant level of benefit based on sustainable nature-based recreation and environmental education with increased visitor experience at project sites will be weighted the highest, while projects with the least benefits will be weighted the lowest.
	Compliance	10%	Investment is required to meet legislative and land management compliance purposes.
		100%	

LEGAL/POLICY BASIS

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

Biosecurity Act 2014

Fire and Emergency Services Act 1990

Land Act 1994

Local Government Act 2009

Nature Conservation Act 1992

RISK MANAGEMENT IMPLICATIONS

There is an ongoing environmental, reputational and legislative risk to council in not meeting/delivering on land management responsibilities including those relating to public use and health and safety, ecological health, native biodiversity impacts and fire management.

FINANCIAL/RESOURCE IMPLICATIONS

The projected cost of the sub program for 2020-2021 is estimated at \$255,000. In not completing and investing fully in this subprogram the burden of works and subsequent costs are likely to increase into future years.

COMMUNITY AND OTHER CONSULTATION

No community consultation was required for this report.

Relevant internal stakeholders were consulted in the development of the prioritised project list.

CONCLUSION

The “Enviroplan” capital works are a sub-program of Council’s capital works portfolio. A proposed list of priority projects have been developed based on the methodology of assessing projects against a customized set of seven (7) strategic drivers with set percentage weightings. The priority listing for this sub-program is shown in Attachment 1.

ATTACHMENTS AND CONFIDENTIAL BACKGROUND PAPERS

1	Enviroplan Sub-program CapEx 20-21  
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John Young

PLANNING OFFICER (NATURAL ENVIRONMENT)

I concur with the recommendations contained in this report.

Phil Smith

ACTING PRINCIPAL OFFICER (NATURAL RESOURCES)

I concur with the recommendations contained in this report.

Kaye Cavanagh

SPORT RECREATION AND NATURAL RESOURCES MANAGER

I concur with the recommendations contained in this report.

Charlie Dill

GENERAL MANAGER - INFRASTRUCTURE AND ENVIRONMENT

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

EnviroPlan "Sub-program" CapEx Projects			
Priority	Location (Estate/Reserve)	Project description	Cost Estimate
1	White Rock - Spring Mountain Conservation Estate	Upgrade of the Bluff Walking Track & the Little White Rock track within the WRSME.	40000
2	Ric Natrass Environmental Park	The project is to remove an old unused sliprail and replace with a new turnstile and resecure the site up to the turnstile (SP.103) with bollards and rails without gaps.	5000
3	Ric Natrass Environmental Park	Remove approx. 60m of old bollards and replace with new tube steel fence (SR.33 – Type 2) Install new Turnstile (SP.103) at main entrance. Remove old recycled plastic Reserve naming sign and replace with new Reserve naming sign (NDI-ID-1 A).	10000
4	White Rock - Spring Mountain Conservation Estate	Construction of a new section of the Archery Range Service Track along the South Western boundary of the WRSME	50000
5	White Rock - Spring Mountain Conservation Estate	Track upgrade - Six mile Creek and White Rock 1 Tracks. Repair and upgrade vehicle tracks (approximately 2000m) to standard service track specifications, as detailed in Natural Area Estate Asset/Landscape Maintenance Standards. Including installation and cleaning of whoa boys and drains. Roadbase material supplied and installed where required to repair damaged track surfaces and reinstate level surfaces.	50000
6	Redbank Rifle Range Conservation Estate	Install approx. 20m of Tube Steel Fencing (SR.33 – Type 2) and 1 x Sliprail (SP.86) across access point at the south/west corner of Sutherland Crescent, Redbank.	3000
7	Redbank Rifle Range Conservation Estate	Install approx. 40m of Tube Steel Fencing (SR.33 – Type 2) and 1 x Sliprail (SP.86) across access point at the southern side of Davies Street, Redbank to secure Hillier Street Transmission Easement which has direct access to RRR.	8000
8	Redbank Rifle Range Conservation Estate	Install approx. 400m of Tube Steel Fencing (SR.33 – Type 2) and 1 x Sliprail (SP.86) across access point along the eastern side of Kruger Parade, Redbank to secure the western boundary of RRR.	50000
9	Flinders - Goolman Conservation Estate	Creation and installation of new signage (Stage 5 of 5)	10000
10	White Rock - Spring Mountain Conservation Estate	Creation and installation of new signage (Stage 5 of 5)	10000
11	Redbank Rifle Range Conservation Estate	This project is to secure and improve the Broadleaf Park entrance to the Redbank Rifle Range Conservation Estate through the installation of the following infrastructure: • Approx. 10m of Tube Steel Fencing (SR.33 – Type 2) • 1 x 4.2m Slip rail (SP.86)	5000
12	Various	Minor emergent projects	10000
13	Redbank Rifle Range Conservation Estate	This project is to secure and improve the Hillier Street entrance to the Redbank Rifle Range Conservation Estate through the installation of the following infrastructure: • Approx. 20m of Tube Steel Fencing (SR.33 – Type 2) • 1 x 4.2m Slip rail (SP.86)	5000
14	Ric Natrass Environmental Park	The project is to remove approx. 80m of old single bollards and to install approx. 140m of Tube Steel Fencing (SR.33 – Type 2) along the Eric Street boundary.	15000
15	Ric Natrass Environmental Park	Install approx. 210m of tube steel fence (SR.33 – Type 2)	25000
16	Redbank Rifle Range Conservation Estate	The installation of 2 x Timber Trail Bike Entrance Deterrent (SP.88) and associated Tube Steel Fencing (SR.33 – Type 2) to cover easement span.	10000
17	Redbank Rifle Range Conservation Estate	Install approx. 350m of Tube Steel Fencing (SR.33 – Type 2) across access points along the eastern side of Kruger Parade, Redbank to secure the western boundary of RRR.	35000
18	Redbank Rifle Range Conservation Estate	This project is to secure and improve the aesthetic of the Cross Street entrance to the Redbank Rifle Range Conservation Estate through the installation of the following infrastructure: • Approx. 270m of Tube Steel Fencing (SR.33 – Type 2) • 1 x 4.2m Slip rail (SP.86) • 1 x Timber Pedestrian Entry (SP.101) • 1 x Conservation Estate Compliance Sign (NCW-IF-5)	35000

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19	White Rock - Spring Mountain Conservation Estate	Track upgrade - White Rock Track 2. Repair and upgrade vehicle tracks (approximately 2000m) to standard service track specifications, as detailed in Natural Area Estate Asset/Landscape Maintenance Standards. Including installation and cleaning of whoa boys and drains. Roadbase material supplied and installed where required to repair damaged track surfaces and reinstate level surfaces.	50000
20	White Rock - Spring Mountain Conservation Estate	Track upgrade - White Rock Track 3. Upgrade of the White Rock Walking Trail near and around the base of White Rock. The 2 sections of the trail are 710 m in length and connect to the proposed upgraded stairs, boardwalk and decking areas.	50000
21	Flinders - Goolman Conservation Estate	Creation and installation of new signage (Stage 6 of 10)	10000
22	White Rock - Spring Mountain Conservation Estate	Creation and installation of new signage (Stage 6 of 10)	10000
23	Various	Minor emergent projects	10000
24	White Rock - Spring Mountain Conservation Estate	Construction of new steps & possibly ramp access for the White Rock Walking Track near the base of White Rock. Approximately 60m in length and made of material that will withstand erosion and fire events.	50000
25	White Rock - Spring Mountain Conservation Estate	Track upgrade - Haul Road 3. Repair and upgrade vehicle tracks (approximately 2000m) to standard service track specifications, as detailed in Natural Area Estate Asset/Landscape Maintenance Standards. Including installation and cleaning of whoa boys and drains. Roadbase material supplied and installed where required to repair damaged track surfaces and reinstate level surfaces.	50000
26	White Rock - Spring Mountain Conservation Estate	Track upgrade - Yaddamun Trail Section 4. Repair and upgrade vehicle tracks (approximately 2000m) to standard service track specifications, as detailed in Natural Area Estate Asset/Landscape Maintenance Standards. Including installation and cleaning of whoa boys and drains. Roadbase material supplied and installed where required to repair damaged track surfaces and reinstate level surfaces.	50000
27	White Rock - Spring Mountain Conservation Estate	Track upgrade - Haul Road 2. Repair and upgrade vehicle tracks (approximately 2000m) to standard service track specifications, as detailed in Natural Area Estate Asset/Landscape Maintenance Standards. Including installation and cleaning of whoa boys and drains. Roadbase material supplied and installed where required to repair damaged track surfaces and reinstate level surfaces.	50000
28	White Rock - Spring Mountain Conservation Estate	Track upgrade - Yaddamun Trail Section 5. Repair and upgrade vehicle tracks (approximately 2000m) to standard service track specifications, as detailed in Natural Area Estate Asset/Landscape Maintenance Standards. Including installation and cleaning of whoa boys and drains. Roadbase material supplied and installed where required to repair damaged track surfaces and reinstate level surfaces.	50000
29	Flinders - Goolman Conservation Estate	Creation and installation of new signage (Stage 6 of 10)	10000
30	White Rock - Spring Mountain Conservation Estate	Creation and installation of new signage (Stage 6 of 10)	10000
31	Various	Minor emergent projects	10000
32	Flinders - Goolman Conservation Estate	Track upgrade - Gamlen Circuit. Repair and upgrade vehicle tracks (approximately 2000m) to standard service track specifications, as detailed in Natural Area Estate Asset/Landscape Maintenance Standards. Including installation and cleaning of whoa boys and drains. Roadbase material supplied and installed where required to repair damaged track surfaces and reinstate level surfaces.	50000

33	Flinders - Goolman Conservation Estate	Track upgrade - Ellison Road. Repair and upgrade vehicle tracks (approximately 2000m) to standard service track specifications, as detailed in Natural Area Estate Asset/Landscape Maintenance Standards. Including installation and cleaning of whoa boys and drains. Roadbase material supplied and installed where required to repair damaged track surfaces and reinstate level surfaces.	50000
34	Flinders - Goolman Conservation Estate	Track upgrade - Mt Blaine Track. Repair and upgrade vehicle tracks (approximately 2000m) to standard service track specifications, as detailed in Natural Area Estate Asset/Landscape Maintenance Standards. Including installation and cleaning of whoa boys and drains. Roadbase material supplied and installed where required to repair damaged track surfaces and reinstate level surfaces.	50000
35	Flinders - Goolman Conservation Estate	Track upgrade - Sandy Creek Track. Repair and upgrade vehicle tracks (approximately 2000m) to standard service track specifications, as detailed in Natural Area Estate Asset/Landscape Maintenance Standards. Including installation and cleaning of whoa boys and drains. Roadbase material supplied and installed where required to repair damaged track surfaces and reinstate level surfaces.	50000
36	Flinders - Goolman Conservation Estate	Track upgrade - Goolman Lookout Track. Repair and upgrade vehicle tracks (approximately 2000m) to standard service track specifications, as detailed in Natural Area Estate Asset/Landscape Maintenance Standards. Including installation and cleaning of whoa boys and drains. Roadbase material supplied and installed where required to repair damaged track surfaces and reinstate level surfaces.	50000
37	Flinders - Goolman Conservation Estate	Track upgrade - Central Ridge Track Repair and upgrade vehicle tracks (approximately 2000m) to standard service track specifications, as detailed in Natural Area Estate Asset/Landscape Maintenance Standards. Including installation and cleaning of whoa boys and drains. Roadbase material supplied and installed where required to repair damaged track surfaces and reinstate level surfaces.	50000
38	Flinders - Goolman Conservation Estate	Track Upgrade – Eastern Boundary Track. Repair and upgrade vehicle tracks (approximately 2000m) to standard service track specifications, as detailed in Natural Area Estate Asset/Landscape Maintenance Standards. Including installation and cleaning of whoa boys and drains. Roadbase material supplied and installed where required to repair damaged track surfaces and reinstate level surfaces.	50000
39	Flinders - Goolman Conservation Estate	Track upgrade - Havill Track. Repair and upgrade vehicle tracks (approximately 2000m) to standard service track specifications, as detailed in Natural Area Estate Asset/Landscape Maintenance Standards. Including installation and cleaning of whoa boys and drains. Roadbase material supplied and installed where required to repair damaged track surfaces and reinstate level surfaces.	50000
40	Flinders - Goolman Conservation Estate	Track upgrade - Honeymoon Hill Track. Repair and upgrade vehicle tracks (approximately 2000m) to standard service track specifications, as detailed in Natural Area Estate Asset/Landscape Maintenance Standards. Including installation and cleaning of whoa boys and drains. Roadbase material supplied and installed where required to repair damaged track surfaces and reinstate level surfaces.	50000
41	Flinders - Goolman Conservation Estate	Track upgrade - Mt Goolman Track. Repair and upgrade vehicle tracks (approximately 2000m) to standard service track specifications, as detailed in Natural Area Estate Asset/Landscape Maintenance Standards. Including installation and cleaning of whoa boys and drains. Roadbase material supplied and installed where required to repair damaged track surfaces and reinstate level surfaces.	50000

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42	Flinders - Goolman Conservation Estate	Track upgrade - Scott's Scrub Track. Repair and upgrade vehicle tracks (approximately 2000m) to standard service track specifications, as detailed in Natural Area Estate Asset/Landscape Maintenance Standards. Including installation and cleaning of whoa boys and drains. Roadbase material supplied and installed where required to repair damaged track surfaces and reinstate level surfaces.	50000
43	Flinders - Goolman Conservation Estate	Track upgrade - Skyline Ridge Track. Repair and upgrade vehicle tracks (approximately 2000m) to standard service track specifications, as detailed in Natural Area Estate Asset/Landscape Maintenance Standards. Including installation and cleaning of whoa boys and drains. Roadbase material supplied and installed where required to repair damaged track surfaces and reinstate level surfaces.	50000
44	Flinders - Goolman Conservation Estate	Track upgrade - Spotted Gum Track. Repair and upgrade vehicle tracks (approximately 2000m) to standard service track specifications, as detailed in Natural Area Estate Asset/Landscape Maintenance Standards. Including installation and cleaning of whoa boys and drains. Roadbase material supplied and installed where required to repair damaged track surfaces and reinstate level surfaces.	50000
45	Flinders - Goolman Conservation Estate	Track upgrade - Spowers Road Track. Repair and upgrade vehicle tracks (approximately 2000m) to standard service track specifications, as detailed in Natural Area Estate Asset/Landscape Maintenance Standards. Including installation and cleaning of whoa boys and drains. Roadbase material supplied and installed where required to repair damaged track surfaces and reinstate level surfaces.	50000
46	Flinders - Goolman Conservation Estate	Track upgrade - Teviot Range Track. Repair and upgrade vehicle tracks (approximately 2000m) to standard service track specifications, as detailed in Natural Area Estate Asset/Landscape Maintenance Standards. Including installation and cleaning of whoa boys and drains. Roadbase material supplied and installed where required to repair damaged track surfaces and reinstate level surfaces.	50000
47	Flinders - Goolman Conservation Estate	Track upgrade - Teviot Range Track 2. Repair and upgrade vehicle tracks (approximately 2000m) to standard service track specifications, as detailed in Natural Area Estate Asset/Landscape Maintenance Standards. Including installation and cleaning of whoa boys and drains. Roadbase material supplied and installed where required to repair damaged track surfaces and reinstate level surfaces.	50000
48	White Rock - Spring Mountain Conservation Estate	Track upgrade - Yaddamun Trail Section 6. Repair and upgrade vehicle tracks (approximately 2000m) to standard service track specifications, as detailed in Natural Area Estate Asset/Landscape Maintenance Standards. Including installation and cleaning of whoa boys and drains. Roadbase material supplied and installed where required to repair damaged track surfaces and reinstate level surfaces.	50000
49	White Rock - Spring Mountain Conservation Estate	Track upgrade - Yaddamun Trail Section 7. Repair and upgrade vehicle tracks (approximately 2000m) to standard service track specifications, as detailed in Natural Area Estate Asset/Landscape Maintenance Standards. Including installation and cleaning of whoa boys and drains. Roadbase material supplied and installed where required to repair damaged track surfaces and reinstate level surfaces.	50000
50	White Rock - Spring Mountain Conservation Estate	Track upgrade - Yaddamun Trail Section 8. Repair and upgrade vehicle tracks (approximately 2000m) to standard service track specifications, as detailed in Natural Area Estate Asset/Landscape Maintenance Standards. Including installation and cleaning of whoa boys and drains. Roadbase material supplied and installed where required to repair damaged track surfaces and reinstate level surfaces.	50000

Doc ID No: A5728799

ITEM: 11

SUBJECT: SURRENDER AND DISPOSAL OF EASEMENT FOR THE BRIGGS ROAD SPORTS
COMPLEX CRITERIUM TRACK PROJECT

AUTHOR: SENIOR PROPERTY OFFICER

DATE: 19 AUGUST 2019

EXECUTIVE SUMMARY

This is a report concerning the surrender and disposal of an easement for sewerage purposes for the Briggs Road Sports Complex Criterium Track Project (The "Project").

RECOMMENDATION

That the Interim Administrator of Ipswich City Council resolve:

- A. That Council (Interim Administrator of Ipswich City Council) resolve pursuant to section 236(2) of the *Local Government Regulation 2012* (the Regulation) that the exemption referred to in section 236 (1)(c)(iv) of the Regulation applies to Council for the disposal of the easement interest of part of Lot 3 on SP243532 located at 36 Huxham Street, Raceview ("the land"), by way of a new easement arrangement between Council and Ipswich Hockey Association Inc.**
- B. That Council (Interim Administrator of Ipswich City Council) agree to surrender the existing easement "Easement A" and grant new Easement for a nil consideration, as detailed in the report of the Senior Property Officer dated 19 August 2019 to Ipswich Hockey Association Inc for sewerage purposes over part of Lot 3 on SP243532 located at 36 Huxham Street, Raceview.**
- C. That the Chief Executive Officer be authorised to negotiate and finalise the terms of the proposed Easement as detailed in Recommendations A and B of the report by the Senior Property Officer dated 19 August 2019 and do any other acts necessary to implement Council's decision in accordance with section 13(3) of the *Local Government Act 2009*.**

RELATED PARTIES

Ipswich Hockey Association Inc.

There was no declaration of conflicts of interest.

ADVANCE IPSWICH THEME

Managing growth and delivering key infrastructure

PURPOSE OF REPORT/BACKGROUND

The project was the subject of a City Works, Parks Sport and Environment Committee Report adopted 5 September 2016 (19) regarding the Functional Brief to inform the design and construction of the new Briggs Road Sports Complex Criterium Track, which has since completed construction.

This report seeks to ratify and formalise actions over Council owned land required to complete the Project.

The project identified an appropriate location for the development of an off-road cycling criterium track where there was a need to service the Ipswich cycling community. Council was successful in obtaining \$1,500,000 in State Government funding to deliver construction of the project. A concept master plan and scope was prepared and the following elements of the project were constructed:

- **Criterium Track** 1685m long, 10m wide asphalt (with configurations of 400m, 1055m and 1353m tracks)
- **Main staging area** which doubles as “learn to ride” bike facility with removable signs
- **Small staging area** for 400m track
- **Pathway connections** to car park
- **Officials shelter** with services (power and timing devices) for hosting competitions
- **Lighting and security cameras** for improved safety and utilisation
- **Toilets/amenities**
- **Clubhouse**

As a result of the construction completion of the project, the following actions were identified:

1. Road Closure

Council will be required to apply to the Department of Natural Resources, Mines and Energy to have the road closed at Balaclava Street, Flinders View, and amalgamated into Council’s adjoining freehold land. The power to close roads is pursuant to s69 of the *Local Government Act 2009* and is not a disposal of land and therefore does not require a council resolution.

2. Surrender of Existing Easement and Disposal of New Easement

There is an existing easement identified as “Easement A” benefitting lot 2 on SP243532 located at 30 Huxham Street, Raceview, owned by the Ipswich Hockey Association Inc. over the Council freehold land described as Lot 3 on SP243532 located at 36 Huxham Street, Raceview which connects the sewer line from the Ipswich Hockey Association Inc to the sewer main. The sewer line infrastructure was realigned to accommodate the project, to avoid conflicts with stormwater drains, and therefore requires the surrender of the existing easement (927m²) and creation of a new easement (995m²) over the realigned sewerage infrastructure. The proposed easement will be disposed of for a consideration of nil as it is a relocation of an existing easement required by Council to facilitate the Project.

3. Amalgamation of lots

The following three Council freehold lots are to be amalgamated into one lot:

- a. Lot 3 on SP243532 located at 36 Huxham Street, Raceview;
- b. Lot 282 on I163 located at Lot 282 Balaclava Street, Flinders View; and
- c. Lot 3 on RP85713 located at 137 Briggs Road, Flinders View

Amalgamating lots is not a disposal of land, and therefore a council resolution is not required.

LEGAL/POLICY BASIS

This report and its recommendations are consistent with the following legislative provisions:
Local Government Regulation 2012

RISK MANAGEMENT IMPLICATIONS

The relocation of the easement to the realigned sewerage infrastructure through the process of surrendering the existing easement and creating a new easement secures formal access to the sewerage infrastructure. The easement will also create legal access for the Ipswich Hockey Association Inc to maintain the private sewer connection. This could also create risks to Council in the future in developing infrastructure over its freehold land if the easement is not correctly aligned with the new sewerage infrastructure.

FINANCIAL/RESOURCE IMPLICATIONS

Expenses relating to the surrender of the existing easement, creation of the new easement and any other related project actions will form part of the project budget. The surrender of the existing easement and creation of the new easement will be at nil consideration.

COMMUNITY AND OTHER CONSULTATION

In the initial concept stage, consultation was held with the Ipswich Hockey Association Inc and Council’s Infrastructure and Environment Department, Sport, Recreation and Natural Resources Branch and Construction Branch to discuss the project and the need to relocate their existing sewer connection and associated easement at Council’s expense. It was agreed to re-align their private sewer connection from their facility on 30 Huxham Street,

Raceview to the sewer main located at 74 Huxham Street, Raceview, as part of the project to avoid conflict with the stormwater drains.

Ipswich Hockey Association Inc were provided updates from Council's Infrastructure and Environment Department during the course of the project and the realignment of the easements was one component of the larger project. No objections or concerns were raised.

CONCLUSION

It is recommended that Council proceed to surrender the existing easement "Easement A" and create a new easement over Lot 3 on SP243532 located at 36 Huxham Street, Raceview for sewerage purposes for nil consideration.

ATTACHMENTS AND CONFIDENTIAL BACKGROUND PAPERS

1.	Briggs Road Sports Complex Criterium Track Functional Brief ↓ 
2.	Existing Easement Document ↓ 
3.	Plan of Existing Easement and New Easement ↓ 
4.	Ipswich Cycle Park - Concept Report ↓ 

Kerry Perrett

SENIOR PROPERTY OFFICER

I concur with the recommendations contained in this report.

Brett McGrath

PRINCIPAL PROPERTY OFFICER

I concur with the recommendations contained in this report.

Andrew Knight

GENERAL MANAGER - CORPORATE SERVICES

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

City Works, Parks Sport and Environment Committee	
Mtg Date: 05.09.16	OAR: YES
Authorisation: Craig Maudsley	

JB: JB
H:\Departmental\Committee Reports\1608JB Functional Brief for Briggs Rd Sports Complex Criterium TrackCR

ITEM 19

22 August 2016

MEMORANDUM

TO: SPORT, RECREATION AND NATURAL RESOURCES MANAGER

FROM: SENIOR SPORT AND RECREATION PLANNING OFFICER

RE: BRIGGS ROAD SPORTS COMPLEX CRITERIUM TRACK FUNCTIONAL BRIEF
DIVISION 8

INTRODUCTION:

This is a report by the Senior Sport and Recreation Planning Officer dated 22 August 2016 concerning the Functional Brief to inform the design and construction of the new Briggs Road Sports Complex Criterium Track.

BACKGROUND:

The Briggs Rd Sports Complex has been identified as an appropriate location for the development of an off-road cycling criterium track to service the needs of the Ipswich cycling community. A Concept Master Plan (Attachment A) and Scope (Attachment B) has been prepared which shows the ultimate preferred design and development and includes the following elements:

- Criterium Track
- Lighting
- Staging Areas x 2
- Car Parking and Access Pathways
- Fencing
- Shelter
- Toilets/amenities
- Clubhouse

STAGE 1 WORKS:

In June 2016, Council, in partnership with 24//7 Cycle Safety Fund (24//7 CSF) and the Ipswich Cycling Club was successful in obtaining \$1.5 million through the Qld Government's, National Parks, Sport and Racing "Get Playing Plus" grant funding program for development of Stage 1 works for a total project budget of \$3,626,700. The **Stage 1** works to be delivered as part of the grant funding includes construction of:

- **Criterion track** - 1685m long, 10m wide asphalt (with configurations of 400m, 1055m and 1353m tracks)
- **Main staging area** which doubles as "learn to ride" bike facility with removable signs
- **Small staging area** for 400m track
- **Pathway connections** to car park
- **Officials shelter** with services (power and timing devices) for hosting competitions
- **Lighting and security cameras** for improved safety and utilisation.

In accordance with the "Get Playing Plus" Funding guidelines, the project is to be completed by 31 December 2017.

ASPIRATIONAL DEVELOPMENT:

There has been strong indication from potential contractors/tenderer/partners to be involved in the delivery of this project on a community good will basis. Council should look to leverage from this opportunity to deliver a better outcome for the facility and cycling in Ipswich. As such, it is suggested that through the Request for Tender (RFT) process, that contractors/tenderer/partners be encouraged to submit proposals that deliver innovative outcomes for the community. Initiatives could include the delivery of further infrastructure (over and above the Stage 1 baseline works) towards the ultimate aspirational build of the Concept Master Plan.

In addition, through the "Smart City" initiative, Council could take the opportunity to develop the *Briggs Rd Sports Complex Criterion Track* as a "Smart" sporting facility, through the inclusion of "Smart Park" infrastructure, "Smart Lighting" and "Smart Buildings". The outcome of this would be a facility that is energy efficient, includes effective water management, leverages latest technologies, is connected and delivers a reduction in utilities/resource consumables. Council should look to leverage from the *Smart City* initiative through the Request for Tender (RFT) process, contractors/tenderers be requested to submit proposals that deliver innovative outcomes that align with the *Smart City Strategy*.

Through both the *Smart City* initiative and indications from potential contractors/tenderers to be involved in the delivery of the *Briggs Rd Sports Complex Criterion Track* from a community good will basis present Council with opportunities to deliver more than just the baseline Stage 1 works.

FUNCTIONAL BRIEF:

In light of these identified opportunities, a Draft “Functional Brief” (Attachment C) has been prepared for Council consideration. The purpose of the Functional Brief is to articulate the minimum Stage 1 baseline works in line with the “Get Playing Plus” funding requirements. As well as this it will be to seek opportunities to deliver innovative outcomes and additional elements in line with the long term aspirational build of the Concept Master Plan and the Smart City initiative. The Functional Brief is summarised below:

1. Stage 1 Baseline Build

- *Criterion track* - 1685m long, 10m wide asphalt (with configurations of 400m, 1055m and 1353m tracks)
- *Main staging area*
- *Small staging area*
- *Pathway connections*
- *Officials shelter*
- *Lighting and security cameras.*

2. Aspirational Build - Innovative outcomes/additional elements towards ultimate development of facility within available budget. Works could include:

- *Car Parking and Access*
- *Fencing*
- *Toilets/amenities*
- *Clubhouse*

3. Smart City Infrastructure - Innovative outcomes towards development of a “Smart” sporting facility and could include but not be limited to:

- *“Smart Park” infrastructure,*
- *“Smart Lighting” and*
- *“Smart Buildings”.*

Budget - The proposed Budget for this project is as follows:

• State Government “Get Playing Plus” Funding (confirmed) -	\$ 1,500,000
• Council (confirmed) -	\$ 2,026,700
• 24//7 Cycle Safety Fund (confirmed) -	\$ 70,000
• Ipswich Cycling Club (confirmed) -	\$ 30,000
• Total Budget	\$ 3,626,700

CONCLUSION:

The Briggs Rd Sports Complex has been identified as an appropriate location for the development of a cycling criterium track. Council was successful in obtaining \$1,500,000 in State Government funding to deliver Stage 1 construction of the *Briggs Rd Sports Complex Criterium Track*.

Opportunities have been identified to deliver additional infrastructure towards ultimate development of the *Briggs Rd Sports Complex Criterium Track* through the *Smart City* initiative and indications from potential contractors/tenderers to invest in the delivery of elements of the *Briggs Rd Sports Complex Criterium Track* from a community good will basis. As such, a revised “Functional Brief” has been prepared which details the minimum Stage 1 requirements, along with seeking opportunities to deliver additional elements in line with the long term aspirational build of the Concept Master Plan and the Smart City initiative.

ATTACHMENTS:

Name of Attachment	Attachment
Concept Master Plan	 Attachment A
Detailed Scope	 Attachment B
Functional Brief	 Attachment C

RECOMMENDATION:

- A. That the Functional Brief as detailed in Attachment C for construction of the *Briggs Road Sports Complex Criterium Track* be approved for tendering purposes, as detailed in the report by the Senior Sport and Recreation Planning Officer dated 22 August 2016.
- B. That Council note the inclusion of the potential for the delivery of Smart infrastructure towards development of a Smart Sporting Facility as outlined in the Functional Brief and detailed in the report by the Senior Sport and Recreation Planning Officer dated 22 August 2016.

John Bolton
SENIOR SPORT AND RECREATION PLANNING OFFICER

I concur with the recommendation/s contained in this report.

Bryce Hines
SPORT, RECREATION AND NATURAL RESOURCES MANAGER

I concur with the recommendation/s contained in this report.

Craig Maudsley
CHIEF OPERATING OFFICER (WORKS, PARKS AND RECREATION)

QUEENSLAND LAND REGISTRY
Land Title Act 1994 and Land Act 1994

EASEMENT

FORM 9 Version 14
Page 1 of 6



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BE 600

Client No: 19 ⁹ Duty Imprint 724 ⁹ Duties Act 2001
Transaction No: 506-507-599
Duty Paid \$ 0.00 Exempt
UTI \$
Date: 1/7/13 Signed: [Signature]

1. Grantor Ipswich Hockey Association Inc		Lodger (Name, address, E-mail & phone number) Harrell Legal PO Box 3709 Newstead Qld 4006 07 38542342 tim@harrell.com.au		Lodger Code DE 2783
2. Description of Easement/Lot on Plan				
Servient Tenement (burdened land) Easement A in Lot 3 on SP243532		County Stanley	Parish Ipswich	Title Reference To issue from 18582012
*Dominant Tenement (benefited land) Lot 2 on SP243532		Stanley	Ipswich	To issue from 18582012
* not applicable if easement in gross				
3. Interest being burdened Fee simple		4. * Interest being benefited Fee simple		
* not applicable if easement in gross				
5. Grantee Given names Surname/Company name and number (include tenancy if more than one) Ipswich Hockey Association Inc				
6. Consideration \$1.00		7. Purpose of easement Sewerage		

8. Grant/Execution
The Grantor for the above consideration grants to the Grantee the easement over the servient tenement for the purpose stated in item 7 and the Grantor and Grantee covenant with each other in terms of the attached schedule.
Witnessing officer must be aware of his/her obligations under section 162 of the Land Title Act 1994

Executed under the common seal of Ipswich Hockey Association Inc

.....signature 29/6/13
.....full name
.....qualification
Witnessing Officer
(Witnessing officer must be in accordance with Schedule 1 of the Land Title Act 1994 eg Legal Practitioner, JP, C Dec)

Execution Date [Signature]

Member of management committee
Grantor's Signature

Executed under the common seal of Ipswich Hockey Association Inc

.....signature 28/6/13
.....full name
.....qualification
Witnessing Officer
(Witnessing officer must be in accordance with Schedule 1 of the Land Title Act 1994 eg Legal Practitioner, JP, C Dec)

Execution Date [Signature]

Member of management committee
Grantee's Signature

QUEENSLAND LAND REGISTRY
Land Title Act 1994, Land Act 1994
and Water Act 2000

**SCHEDULE / ENLARGED PANEL /
ADDITIONAL PAGE / DECLARATION**

Page 2 of 6
FORM 20 Version 2

Title Reference [To Issue from 18582012]

Schedule referred to in item 8 of the attached Form 9 Easement.

Grantor: Ipswich Hockey Association Inc

Grantee: Ipswich Hockey Association Inc

1. INTERPRETATION

1.1 In this easement:

"Benefited Land" means the dominant tenement (benefited land) identified in item 2 of the Form 9, and includes a separate reference to each separately identifiable part of that land.

"Burdened Land" means the servient tenement (burdened land) identified in item 2 of the Form 9, and includes a separate reference to each separately identifiable part of that land.

"Easement Purpose" means passing or conveying of sewage and waste from, to, under, through or across the Burdened Land through Sewerage Infrastructure.

"Form 9" means the form 9 under the *Land Title Act 1994* and *Land Act 1994* to which this schedule is attached.

"Grantee" means the grantee named in item 5 of the Form 9 and also includes any person who is a registered owner of the Benefited Land, or who has an estate or interest in the Benefited Land, from time to time.

"Grantee's Infrastructure" means Sewerage Infrastructure installed on, in or under the Burdened Land:

- (a) by or for the Grantee under this easement; or
- (b) by or for another person (even if before the grant of this easement) to the extent that it exclusively services the Benefited Land.

"Grantor" means plant, equipment or things for passing or conveying sewage or waste and also anything else that forms part of a "sewerage system" as defined by the *Plumbing and Drainage Act 2002*.

"Sewerage Infrastructure" means any plant, equipment or things for draining, passing, conveying or regulating or directing the passage or flow of greywater, sewer effluent or for other sanitary purposes.

1.2 If the Grantor or the Grantee consists of two or more persons at any time:

- (a) a reference in this easement to that party is to be read as a reference to each of those persons individually, and each combination of them jointly; and
- (b) those persons are bound and benefited by this easement both individually and in each combination of them jointly.

1.3 A reference in this easement to a person includes a reference to a body corporate, a local government and every other kind of legal person.

1.4 A reference in this easement to a provision or definition contained in a specific Act is taken:

- (a) to refer to that provision or definition as amended, relocated, reenacted or consolidated from time to time; and
- (b) after the repeal of the provision or definition – to continue to refer to that provision or definition as it stood just before its repeal and to also refer to any replacement provision or definition which most closely deals with the same or the most closely similar subject matter either in the same Act as the original provision or definition or, if that Act is repealed, in some other Act which replaced the repealed Act or deals with the same or most closely similar subject matter to the repealed Act; and

Title Reference [To issue from 18582012]

- (c) In any case – to import any other legislative provisions (such as the definitions of other terms defined in the Act which are used in the provision or definition referred to or taken to be referred to in this easement, and the provisions of any relevant Acts Interpretation Act as they apply in the interpretation of that provision or definition) which are relevant in the interpretation of the provision or definition referred to or taken to be referred to in this easement in the same way as those legislative provisions are imported in the interpretation of the provision or definition.
- 1.5 The headings in this easement are for reference purposes only and are not to be used in interpreting this easement.
2. GRANT
- 2.1 The Grantor grants to the Grantee an easement over the Burdened Land for the purposes of:
- (a) the Easement Purpose; and
 - (b) the installation, maintenance and removal of Sewerage Infrastructure on, in or under the Burdened Land; and
 - (c) the exercise by the Grantee of the other rights given to the Grantee by this easement.
- 2.2 The Grantee's rights and powers under this easement in relation to the Burdened Land are not exclusive to the Grantee. However, the Grantor must not grant any rights to any person in relation to the Burdened Land if the granting of those other rights could conflict or interfere with any of the Grantee's rights and powers under this easement.
3. RIGHTS AND OBLIGATIONS OF GRANTEE
- 3.1 The Grantee may:
- (a) Install Sewerage Infrastructure on, in or under the Burdened Land; and
 - (b) repair, remove, replace, clean, clear and alter any Grantee's Infrastructure; and
 - (c) for the purpose of exercising the powers under paragraphs (a) and (b) but only to the extent that it is reasonably necessary in order to do so, break open the surface of the Burdened Land and dig into the surface of the Burdened Land); and
 - (d) Inspect or survey the Burdened Land and any Grantee's Infrastructure; and
 - (e) take anything onto the Burdened Land when entering it and use and operate what has been taken onto the Burdened Land; and
 - (f) temporarily stockpile on the Burdened Land any Sewerage Infrastructure or items for or relating to the installation of Sewerage Infrastructure by or for Grantee or the removal of Grantee's Infrastructure, and any soil or matter dug up from under the Burdened Land, for a reasonable period while the Grantee or a person authorised by the Grantee undertakes the installation or removal; and
 - (g) do anything the Grantee reasonably requires to do in connection with or in order to exercise any of the powers listed above or to enjoy the benefit of this easement for the purposes specified in subclause 2.1.
- 3.2 If in exercising its rights and powers under this easement the Grantee digs up any soil or matter from or from under the Burdened Land:
- (a) the soil or matter remains the property of the Grantor; and
 - (b) the Grantee must allow the Grantor to have the soil or matter or, if the Grantor requires, must remove the soil or matter from the Burdened Land and dispose of it at the Grantee's own expense.

Title Reference [To Issue from 18582012]

- 3.3 In exercising its rights and powers under this easement, the Grantee must:
- (a) ensure that any work it does on the Burdened Land is done properly; and
 - (b) use reasonable endeavours to cause as little inconvenience as is reasonably practicable to the Grantor; and
 - (c) restore the Burdened Land as nearly as is reasonably practicable to its former condition if the Burdened Land is damaged by the Grantee; and
 - (d) give reasonable notice to the Grantor before entering the Burdened Land except in an emergency; and
 - (e) not pass or convey sewage or waste from, to, under, through or across the Burdened Land otherwise than through Sewerage Infrastructure that:
 - (i) is Grantee's Infrastructure or is Sewerage Infrastructure that was on the Burdened Land at the time of the grant of this easement; and
 - (ii) complies with, and is used in compliance with, all applicable laws including under the *Work Health and Safety Act 2011*.
- 3.4 If the Grantee removes any Grantee's Infrastructure, the Grantee must restore the Burdened Land as nearly as is reasonably practicable to its former condition before the installation of the Grantee's Infrastructure (even if that was before the grant of this easement).
- 3.5 The Grantee must indemnify and release the Grantor from any claim, action, loss, expense, proceeding or liability by the Grantee or anyone else arising from any of the following:
- (a) the exercise or purported exercise by the Grantee or any person authorised by the Grantee of rights under this easement;
 - (b) any escape from the Grantee's Infrastructure of any substance;
 - (c) a breach by the Grantee of this easement;
 - (d) the negligence of the Grantee;
 - (e) the negligence of any person for whose conduct the Grantee is in law responsible;
 - (f) any damage to, or destruction of, the Grantee's Infrastructure to the extent that it is not caused by the Grantor's negligence or breach of this easement.
- 3.6 All Sewerage Infrastructure and other things brought onto or installed on the Burdened Land by or for the Grantee from time to time will, as between the Grantor and the Grantee, remain the property of the Grantee.

4. RIGHTS AND OBLIGATIONS OF GRANTOR

- 4.1 The Grantor may use the Burdened Land for any lawful purpose not inconsistent with the Grantee's rights under this easement.

5. SURRENDER OF EASEMENT

- 5.1 The Grantee must within 21 days surrender this easement if the Grantor gives notice to the Grantee requiring the Grantee to surrender this easement and:
- (a) the Benefited Land becomes connected to the reticulated sewer network; or

Title Reference [To issue from 18582012]

- (b) a condition of a development approval under the *Sustainable Planning Act 2009* relating to the Benefited Land (or a larger parcel of land which includes the Benefited Land) requires that this easement be surrendered or extinguished.
- 5.2 The Grantee's obligation to surrender this easement includes the obligations to:
- (a) execute and give to the Grantor any instrument required to be executed by the Grantee and registered under the *Land Title Act 1994* to effect and register the surrender; and
 - (b) procure and give to the Grantor the consent of any other person, in a form registrable under the *Land Title Act 1994*, to the surrender if that person's consent is required to effect and register the surrender; and
 - (c) do anything else reasonably required of the Grantee by the Grantor in order to effect and register the surrender.
- 5.3 As security for the performance of the Grantee's obligation to surrender this easement, the Grantee appoints the following persons ("Attorneys") as the Grantee's joint and several attorneys:
- (a) the person that is the Grantor from time to time;
 - (b) if the person mentioned in paragraph (a) is a local government – the chief executive officer (by whatever title his or her position is known, and including a person acting in that position) from time to time of the local government;
 - (c) if the person mentioned in paragraph (a) is a company – the directors from time to time of the company.
- 5.4 The Grantee cannot revoke the appointment of the Attorneys.
- 5.5 If the Grantee breaches its obligation to surrender this easement (or any obligation included in that obligation), the Attorneys may act jointly and any one of them may act severally to do:
- (a) what they, it, he or she consider is reasonably necessary to remedy the breach; and
 - (b) anything else they, it, he or she consider is reasonably necessary to completely fulfil the Grantee's obligation to surrender this easement (and any obligation included in that obligation),
- and for that purpose may:
- (c) register this power of attorney under the *Land Title Act 1994* and any other law; and
 - (d) sign and execute documents (including deeds) for the Grantee; and
 - (e) act despite a conflict between their, its, his or her duties to the Grantee and any other duty or interest; and
 - (f) prefer the interests of the Grantor to those of the Grantee.
- 5.6 The Grantee agrees for the benefit of any person dealing with any of the Attorneys that that person may assume that an Attorney is properly acting, without being obliged to make any further enquiry and in spite of the person's knowledge of any matter other than actual knowledge that the Attorney is not properly acting, if an Attorney gives the person a statutory declaration made by or for an Attorney or by a person who declares that he or she has knowledge that:
- (a) the person who is acting as an Attorney is an Attorney; and
 - (b) the power of attorney in this easement has become exercisable; and
 - (c) what the person who is acting as an Attorney is doing is within the scope of the powers conferred on the Attorneys under this easement.
- 5.7 The Grantee must:

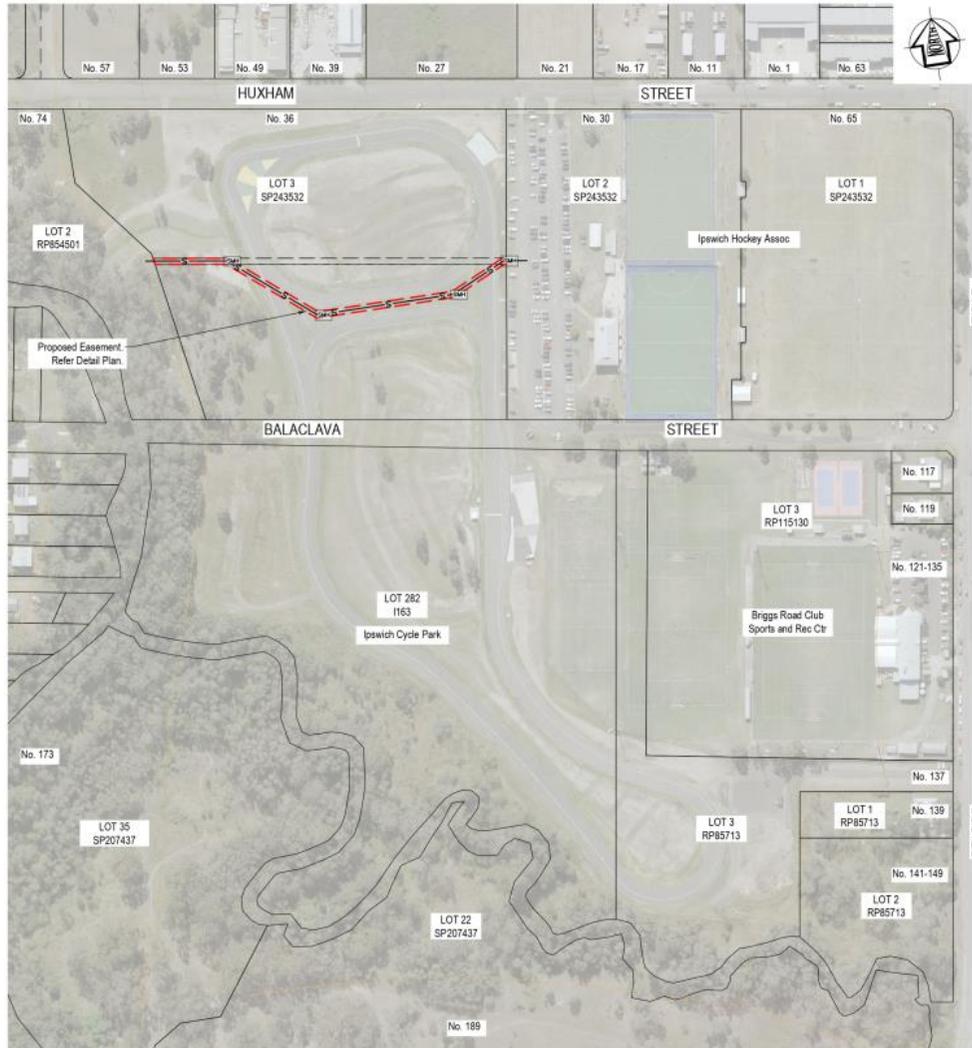
QUEENSLAND LAND REGISTRY
Land Title Act 1994, Land Act 1994
and Water Act 2000

**SCHEDULE / ENLARGED PANEL /
ADDITIONAL PAGE / DECLARATION**

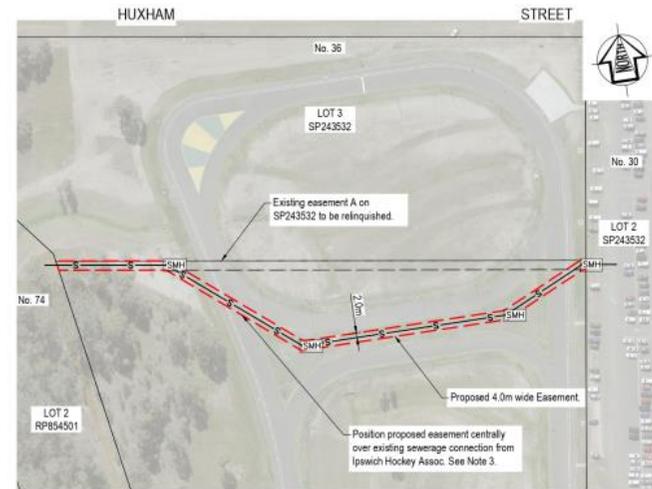
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Title Reference [To issue from 18582012]

- (a) pay or reimburse to an Attorney any cost or expense incurred by the Attorney in properly acting under the power of attorney in this easement; and
 - (b) indemnify the Attorney against any such cost or expense.
- 5.8 If asked to do so, the Grantor must promptly ratify anything lawfully done by an Attorney under the power of attorney in this easement.



PLAN
Scale A



DETAIL PLAN
Scale B

PROPERTY DETAILS

LOCATION	: Huxham Street and Briggs Road, Raceview/Flinders View
PROPERTY OWNER	: Ipswich City Council Program 30/33 PO Box 191 Ipswich Qld 4305
PROPERTY DESCRIPTION	: Lot 3 on SP243532
EXISTING AREA	: Lot 3 on SP243532: 48.157m ² Easement: 927m ²
PROPOSED AMALGAMATED LOT AREA	: 48.090m ²
PROPOSED EASEMENT AREA	: 995m ²

Issue	Revisions/Descriptions	Drawn	Date

SURVEY DATA	
Horiz Datum: Tasman 2001	Level Book: ---
Vertical A.H.D. Datum	
Size: A1 - Scales before reduction:	
Scale A: 1:1000	
Scale B: 1:500	

DRAWING CERTIFICATION	
Classification	
Contract Name	
Contract No.	
Date	
Signature	
Drawing Status	40% DESIGN REVIEW

COUNCIL APPROVAL	
Approved By	
(For) Chief Operating Officer (CO)	
Date	

City of Ipswich
TECHNICAL SERVICES
P.O. Box 191 Ipswich QLD 4305 Australia
Telephone: (07) 3810 5666
Facsimile: (07) 3810 7963

Project: **BRIGGS ROAD AND HUXHAM STREET, FLINDERS VIEW / RACEVIEW IPSWICH CYCLE PARK**

Drawing Title: **EASEMENT AMENDMENT**

Drawn	Issue	Date
Crystal Lee		02/2019
Crystal Lee		02/2019
Brett Kleinschmidt		02/2019
Project No.	Sheet No.	R#
INF01722	1400	

Ipswich Cycle Park

Concept Report



The Vision

“

The vision is to create a facility renowned as
Australia's premier cycling park.

The precinct is to provide safe and **diverse experiences** associated with **cycling** for all the community as well as be able to hold **regular sporting events** at the **local, state and national level**.

It is to be a **destination** that will attract **all ages** and can be used safely day or night, inspiring a wealth of memories.

It will be a showcase of **Sustainability and Technology** which promotes Ipswich as a **Smart Connected City**, recognised universally as a great place to **work, live and play**.

”



The Principles

Principle 1

Safe State of the Art Facilities for the Cycling Community

Principle 2

A Connected Facility - Site, Precinct & City

Principle 3

Site Responsive Built Form

Principle 4

Distinctive & Appropriate Landscape Setting

Principle 5

A Showcase of Sustainability & Smart City Environmental Design









Principle 1

Safe State of the Art Facilities for the Cycling Community

- » Premier cycling park in Australia
- » Diversity of cycling experiences for all of the community
- » Destination day or night



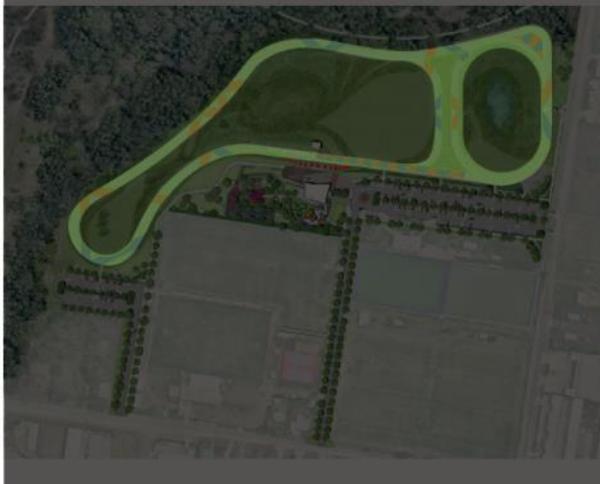
A memorable cycling experience circuit which can be used day and night.

The Criterium Track

- Track configurations of 400 lm, 1050 lm and 1310 lm tracks (nominally)
- 10m wide track that consists of: a 7m wide cycle track, a 1m wide safety zone and a 2m wide running track
- The track meets Union Cycliste Internationale (UCI) and Australian Standards for a Criterium Track
- The track design is in accordance with Cycling Aspects of Austroads Guides 2014
- Minimum 200m straight prior to the start/finish line
- Minimum 70m straight immediately after start/finish line
- 11m front straight which complies with UCI standards
- Multiple events may be held concurrently with short and medium tracks separated
- Smart lighting technology to provide different light levels for varying uses

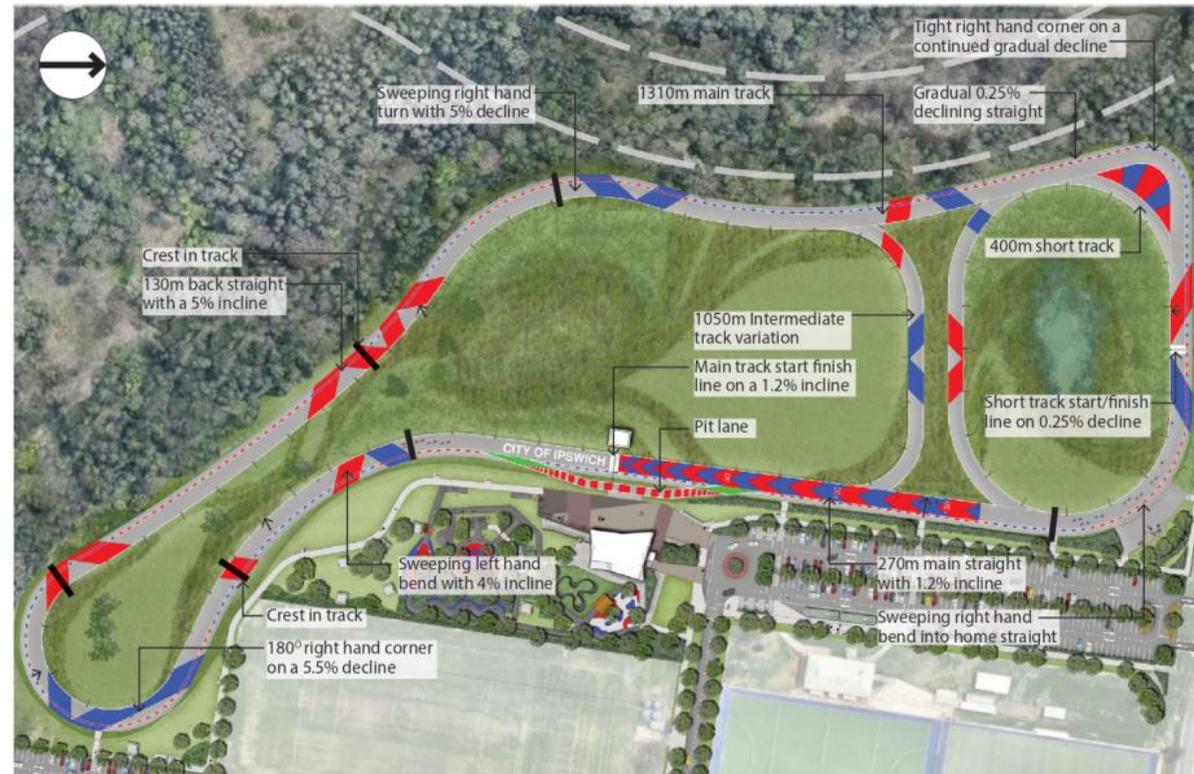
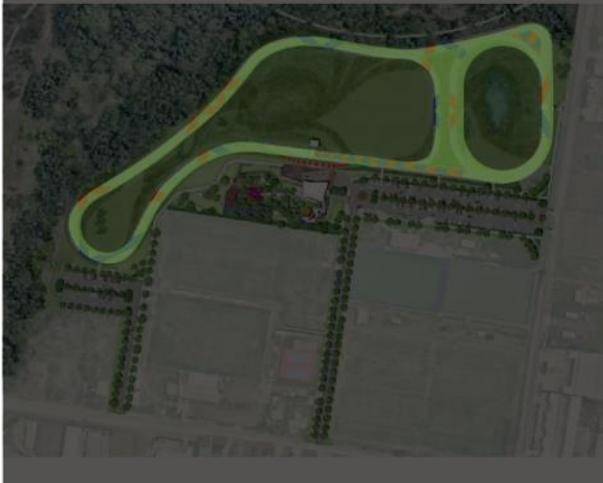


Image 1 - State of the Art Facilities for the Cycling Community



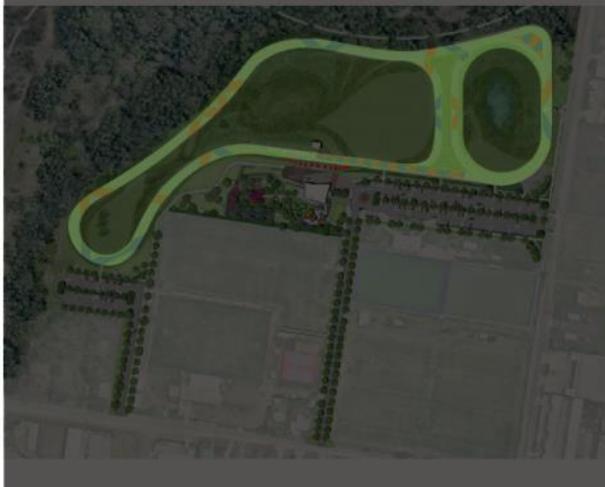
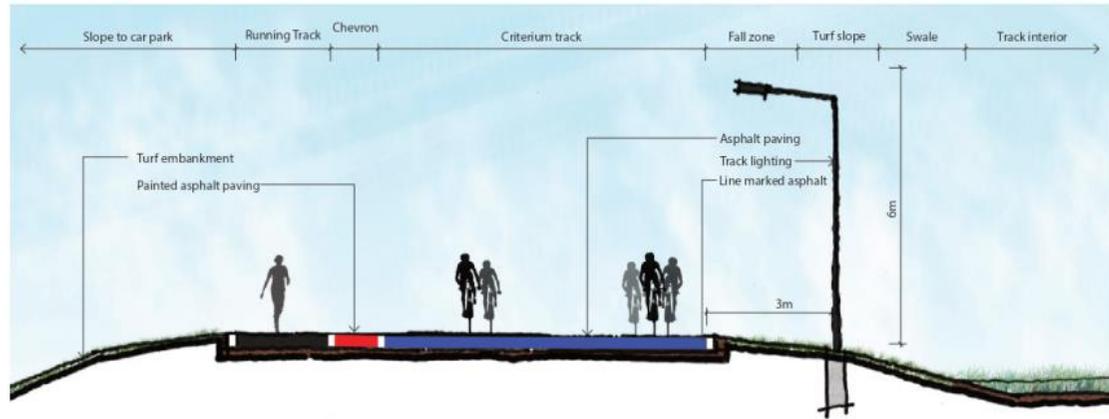
The Criterium Track

- Main Track - 1310 lm with a 10m nominal width to include 7m cycle track, 1m chevron and 2m running track
- Intermediate Track - 1050 lm with a nominal width of 6m
- Short Course - 400 lm with a nominal width of 6m
- Pit Lane - 100 lm with a nominal width of 4m with 1:5 taper at entrance and exit



The Criterium Track Treatment

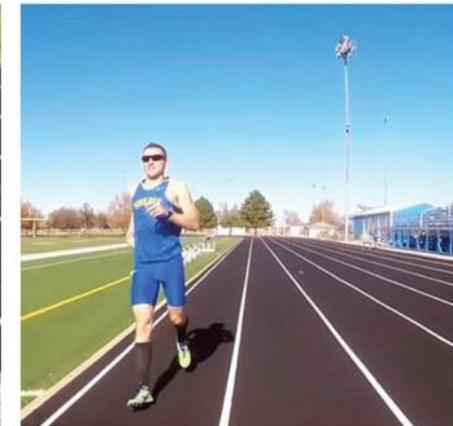
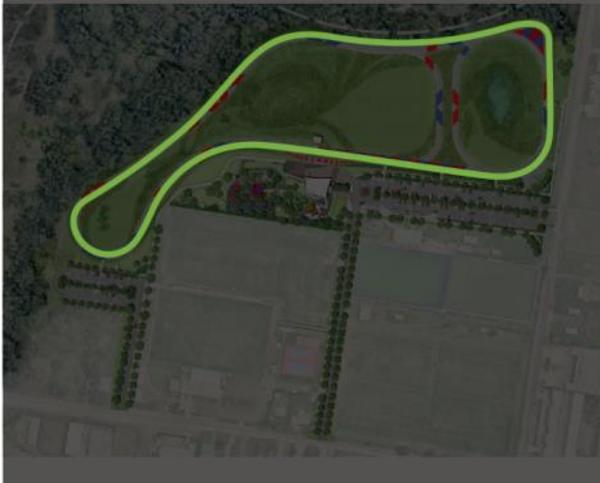
- Paint treatment to delineate users, corners and highlights
- Showcase Ipswich Cyclepark, creating an identity which stands apart from other criteriums



Running Track is to the outside line of the cycle track and 1350m in length.

The Running Track

- Intended to be used by the Ipswich Triathlon Club and local community
- Located around outside of cycle track pavement (2m width)
- Distances marked on pavement
- Accessible from multiple areas around the site
- Surface treated to create differentiation from cycle track



Staging Areas

- A 1150m² hardstand main staging area is located at the start/finish line of the main Criterium Track
- The main staging area is connected to the main track via a pit lane
- Secondary 6m wide hardstand staging area approximately 420m² to the outside edge of the 400m small track with connections to Huxham Street and the existing Hockey Club park

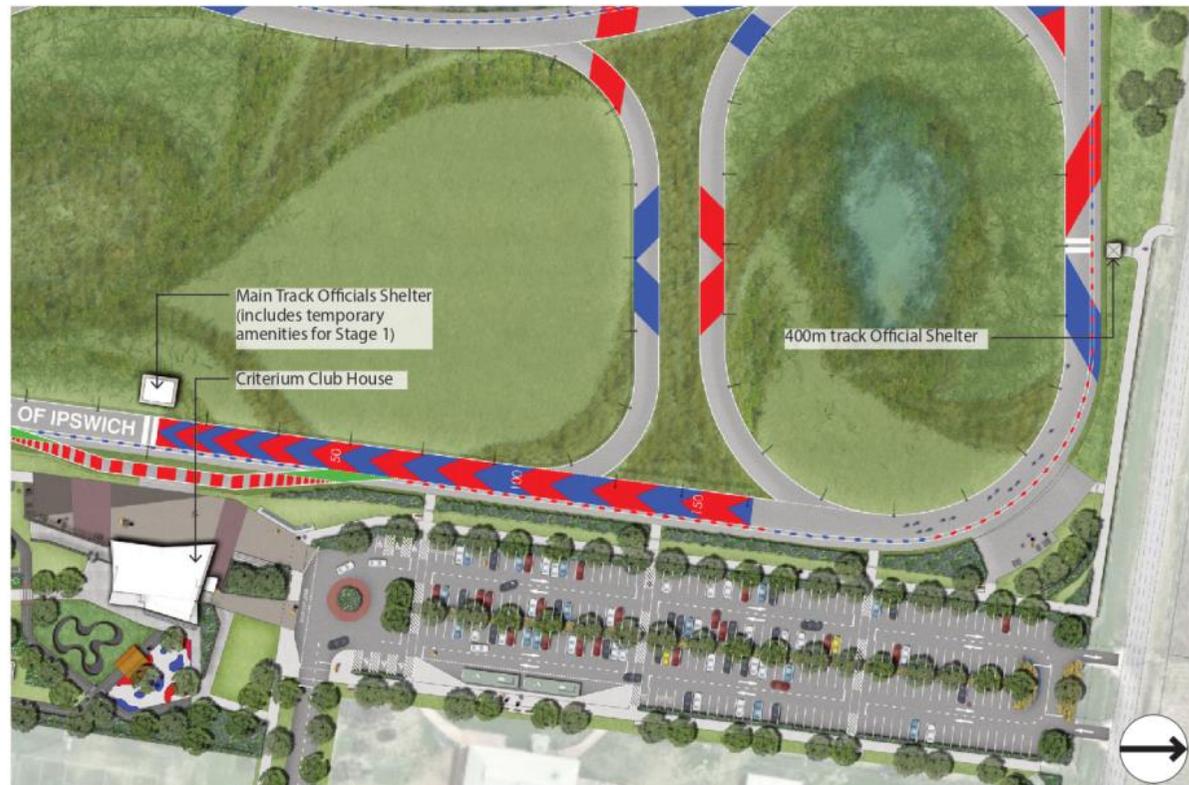


Bike fixing station

11/20/2019 1:15:00 PM ALL RIGHTS RESERVED BY THE CYCLING COMMUNITY

Club House & Officials Shelters

- The Club House will be a building of contemporary architecture, closely integrated with the main staging area, Learn to Ride and track and accessible from the existing car park
- The Club House will be a facility for all of the community with a cafe, amenities and flexible spaces suitable for a range of activities and patrons
- The main officials shelter is to be used by officials during cycling competitions and is to be located on the inside of the main track
- In Stage 1 a temporary, smaller scale, Main Official Shelter will be incorporated. The ultimate Main Officials Shelter will be larger in scale and constructed as part of the Stage 2 works.
- The 400m track officials shelter is to be used by officials during cycling competitions on the 400m track



Learn to Ride

- The Safe to Cycle “Learn to Ride” facility will attract families and school groups, activating the cycling complex outside of competition times
- A variety of learning spaces are created within the facility for riders of all skill level to be challenged and entertained
- Seating and picnic areas are integrated into the facility to ensure close supervision of children
- Clear visual and physical connections to the car park, Club House and pathways are provided
- Fully fenced for child safety with cyclists and vehicles
- All ages play for children who don't have bikes



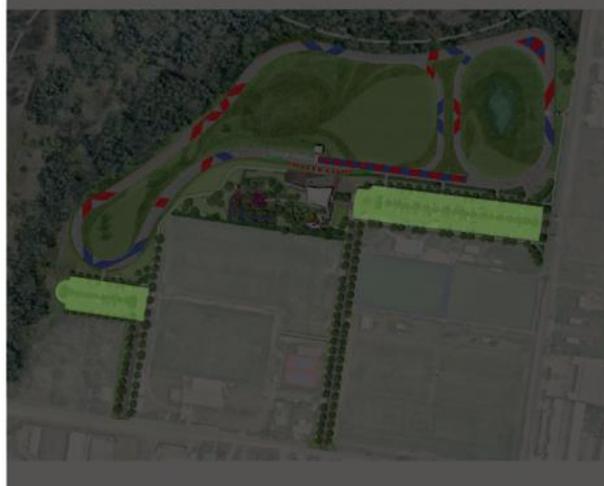
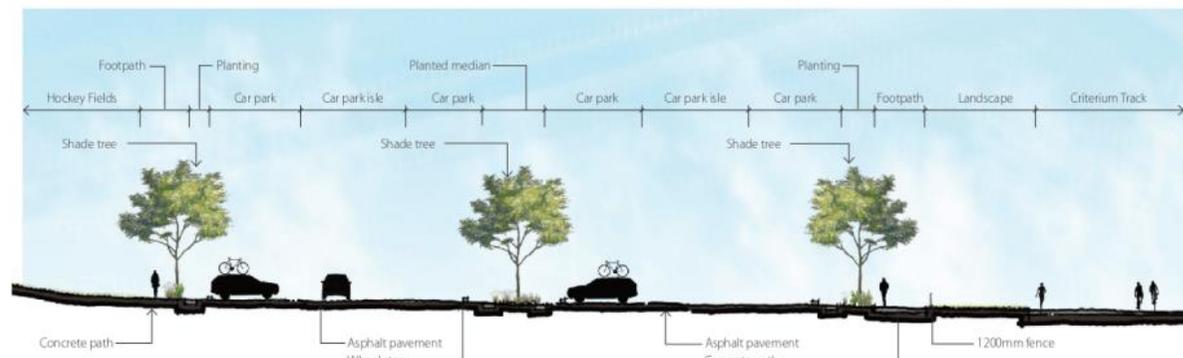
11 | STATE OF THE ART FACILITIES FOR THE CYCLING COMMUNITY

Stage 1 Car Parking: Repair Existing Hockey Carpark

- Intended to service entire precinct (Criterium, Hockey Club, etc.)
- Repair and chip seal existing car park, and formalise car spacing with linemarking

Stage 2 Car Parking: New Car Parking

- Rebuild hockey carpark to create 250 off-street car spaces incl. PWD spaces and provisions for 2 bus pull up zone
- Access provided for service and emergency vehicles
- Drop off zone in front of Club House
- 120 off-street car park located at the southern end of Briggs Rd
- 45 on-street parallel car spaces located at the southern side of Huxham Street. On-street car parking servicing cycling, hockey, soccer and tennis facility users)
- Integration of trees to provide shading to car parks
- Capacity to provide overflow parking at elected grass areas



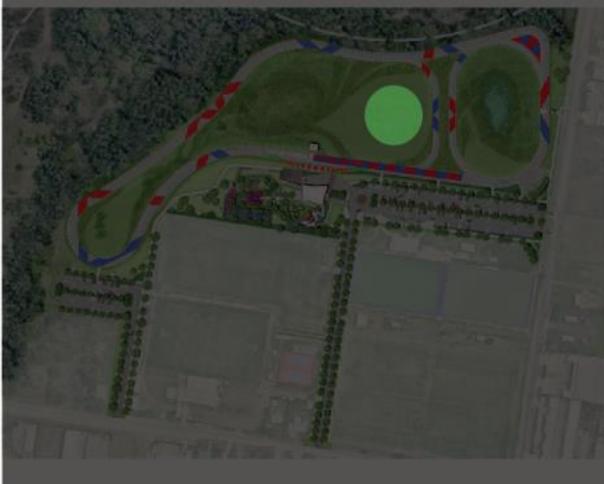
Other Uses Supported in the Ultimate Scheme

Drone Racing

- Infrastructure to support drone racing is included in the design of the track
- Promotes the facilities to a wider range of the community
- Diversifies and activates the criterium track when not in use for cycling

Cyclocross

- Multi-purpose event space located inside the track
- Variety of on-road, off-road and constructed cycling obstacles
- Encourages community interaction and involvement
- Promotes active living and healthy lifestyle



Drone Racing



Cyclocross



Principle 2

A Connected Facility - Site, Precinct & City

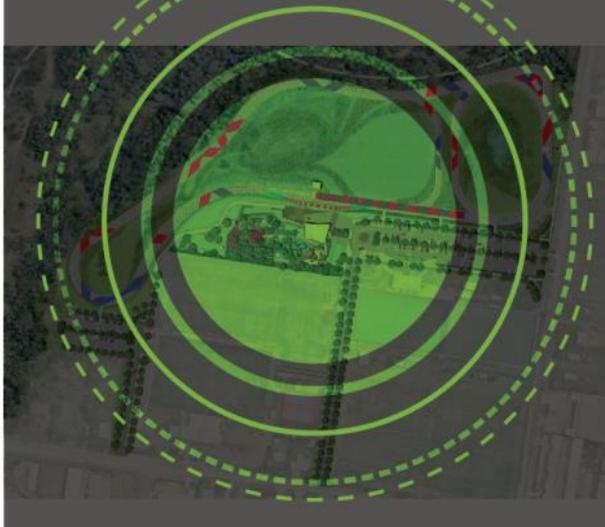
- » Destination
- » Attract all ages
- » Used safely day and night



City Connectivity

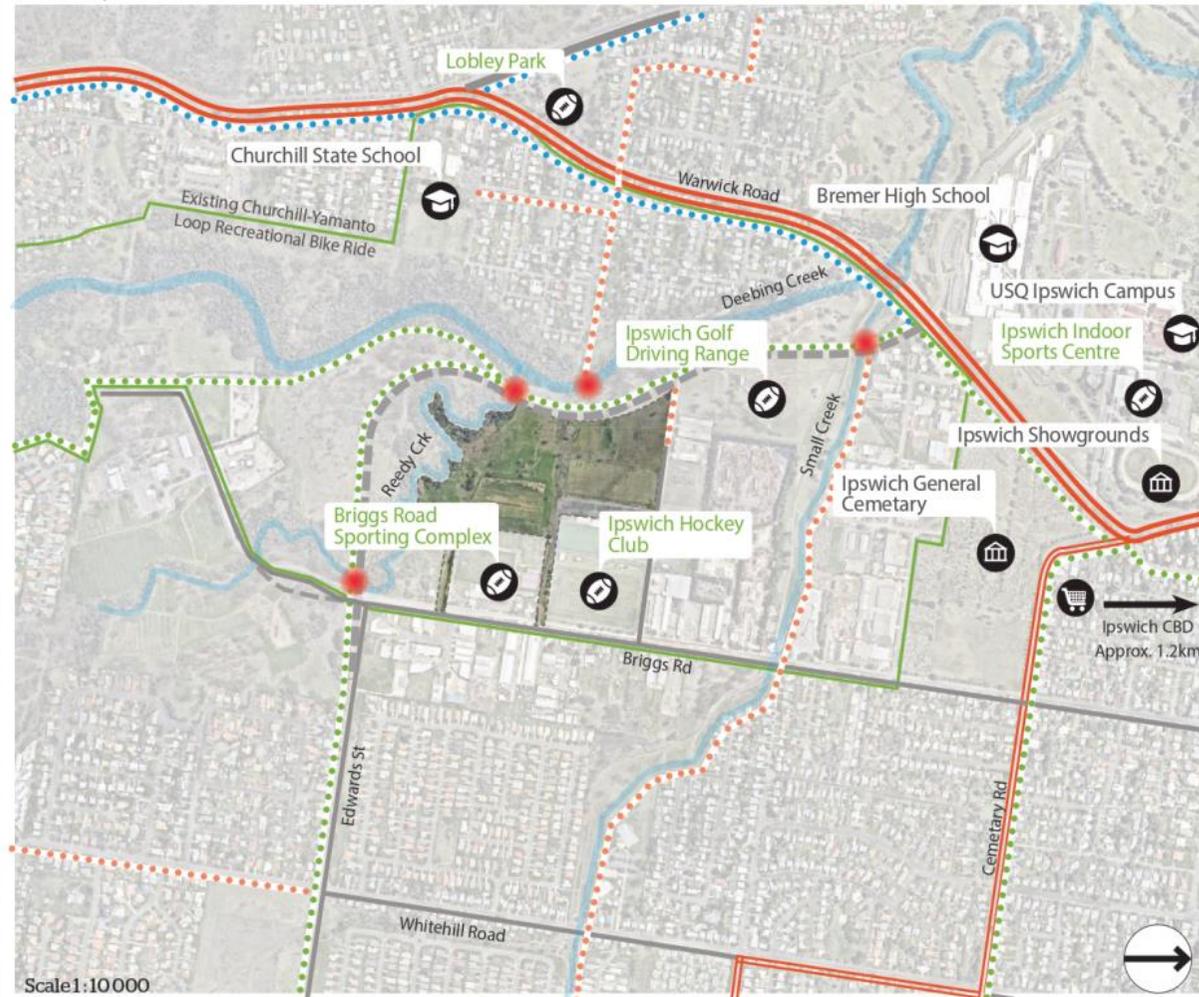
- Connected to the broader active transport network
- Connection to Deebing Creek
- Connection to the broader road network including consideration of Edward St extension
- Be highly accessible and connected to surrounding sporting club facilities and the wider community

Principle 1: A Connected Facility - Site, Facility & Region



Key

- | | | | | | |
|--|-----------------------------------|--|-------------------------------------|--|--|
| | Existing Road | | Proposed Local Cycle Route | | Potential Creek Crossing
(Subject to Further Investigation) |
| | Proposed Road | | Community Facility | | Educational Facility |
| | Existing Bus Route | | Sporting /
Recreational Facility | | Retail Facility |
| | Existing Cycle Route | | | | |
| | Proposed Principal
Cycle Route | | | | |
| | Proposed Secondary
Cycle Route | | | | |



Precinct Connectivity

- The site is accessible by car, bus, truck and emergency vehicle from 3 points off Huxham Street and Briggs Road
- Information, Communication and Technology supports the precinct
- Vibrant, sociable place attracting people at all hours
- Sense of arrival at the sports precinct



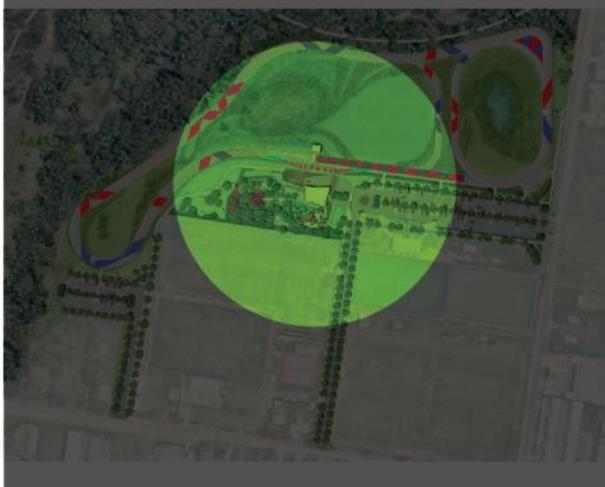
Key

- Existing Road
- - - Proposed Road
- Churchill-Yamanto Loop Recreational Bike Ride
- Proposed Principal Cycle Route
- Proposed Local Cycle Route
- ✱ Primary Site Entry Point
- ✱ Future Site Entry Point
- Potential Creek Crossing (Subject to Further Investigation)



Site Connectivity

- Minimum 3m wide concrete paths provide pedestrian based access within the facility (provisions for bicycle movement between cycling zones)
- Access to the Criterium Track is external with no access allowed to internal zones
- Major networks are to, from and between:
 - » New Club House
 - » Criterium Track
 - » Staging Areas
 - » Officials Shelter
 - » Learn to Ride facilities
 - » Car parks
- All pathways and car parks are lit in order to provide safe access



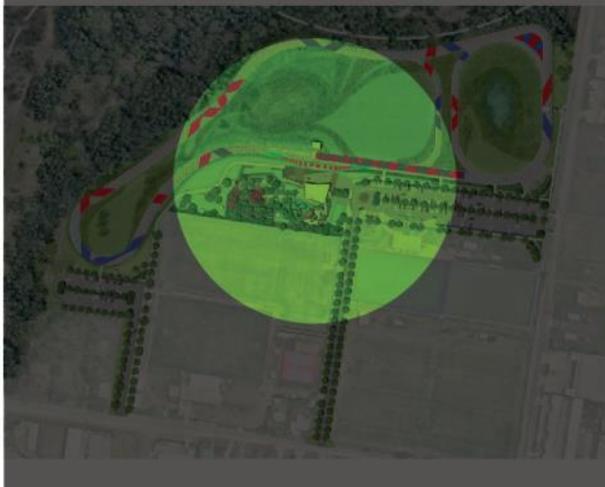
- Key**
-  Criterium Track (7m wide)
 -  Running Track (2m wide)
 -  Pedestrian Path
 -  Track Access Point
 -  Pedestrian Entry
 -  Vehicular Movement
 -  Vehicular Entry
 -  Car park



Signage and Wayfinding Strategy

- Precinct Signage
 - Primary Entry Signage
 - Secondary Entry Signage
 - Precinct Map Signage
- Destination Signage
- Educational Signage
- Directional Signage
- Regulatory Signage

Key			
	Relocated Hockey Club Signage		Destination Signage
	Primary Entry Signage		Educational Signage
	Secondary Entry Signage		Directional Signage
	Precinct Map Signage		Regulatory Signage



Connectivity



Signage & Wayfinding



Wi-fi/ICT



Transportation Modes



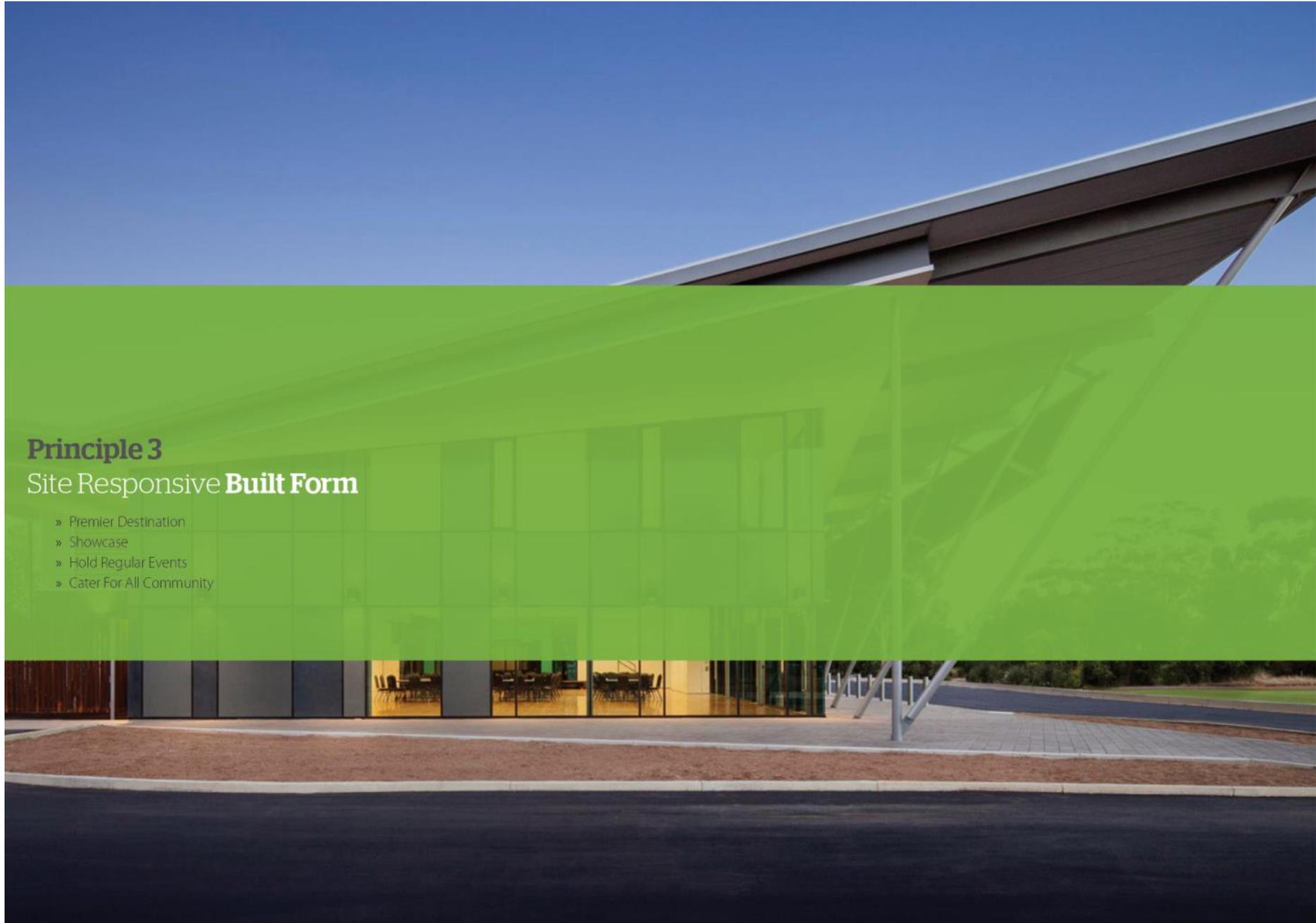
Pedestrian Cycle Networks



Ecological Connections

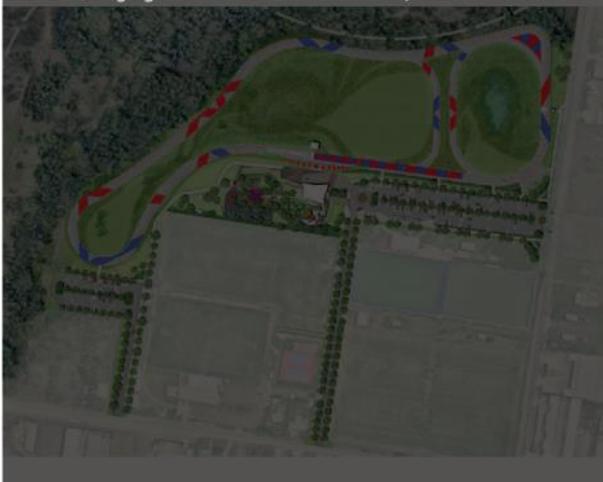


Placemaking A Great Place to Showcase Ipswich



Club House

- Open framed appearance with high level of transparency and accessibility
- Timeless simplicity of building forms, material and architectural detailing
- Permeable frontages (such as commercial grade glass bi-fold doors) to maximise external views
- Built forms are coloured with light, cool shades and darker tones for trims are to be used sparingly
- Built forms will demonstrate high quality construction and finishes
- All materials will be robust, durable, low maintenance and resistant to vandalism/theft
- Provide covered outdoor dining/seating areas that are protected from the western sun by large exaggerated awnings
- Elevated viewing deck has sweeping views across the criterium track, staging areas and learn to ride facility



Room	Area
Viewing Deck	281m ²
Servery	26m ²
Kitchen, Scullery and Preparation Area	32m ²
Food Storage (fridges and dry store)	10m ²
Store	8m ²
Cleaner	1.5m ²
Upper Toilets	19m ²
Corridor	9m ²
General Multifunction Room	48m ²
Lower Toilets and Showers	55m ²
Future Expansion	98m ²





1 GROUND FLOOR - CLUBHOUSE
1:100



19 Sharn Street (PO Box 485) Northcote Auckland
 P 07 352 8888 F 07 352 8399 www.brand+slater.com
 brand+slater architects
 BRAND+SLATER ARCHITECTS IS AN EQUAL OPPORTUNITY EMPLOYER AND
 ENCOURAGES DIVERSITY IN THE WORKPLACE. WE WELCOME THE BEST
 TALENT FROM ALL BACKGROUNDS AND CULTURES. BRAND+SLATER ARCHITECTS
 IS AN EQUAL OPPORTUNITY EMPLOYER AND ENCOURAGES DIVERSITY IN THE
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 AND CULTURES. BRAND+SLATER ARCHITECTS IS AN EQUAL OPPORTUNITY
 EMPLOYER AND ENCOURAGES DIVERSITY IN THE WORKPLACE. WE
 WELCOME THE BEST TALENT FROM ALL BACKGROUNDS AND CULTURES.

W204
 2017/02 PRESENTATION
 2017/03 CLIENT PRESENTATION

1988 BRIGGS ROAD
 CRITERIA
 19 IPSWICH CITY COUNCIL

1988 GROUND FLOOR
 PRELIMINARY

2016/169 SD P03 P2
 2019/09/10 1:100

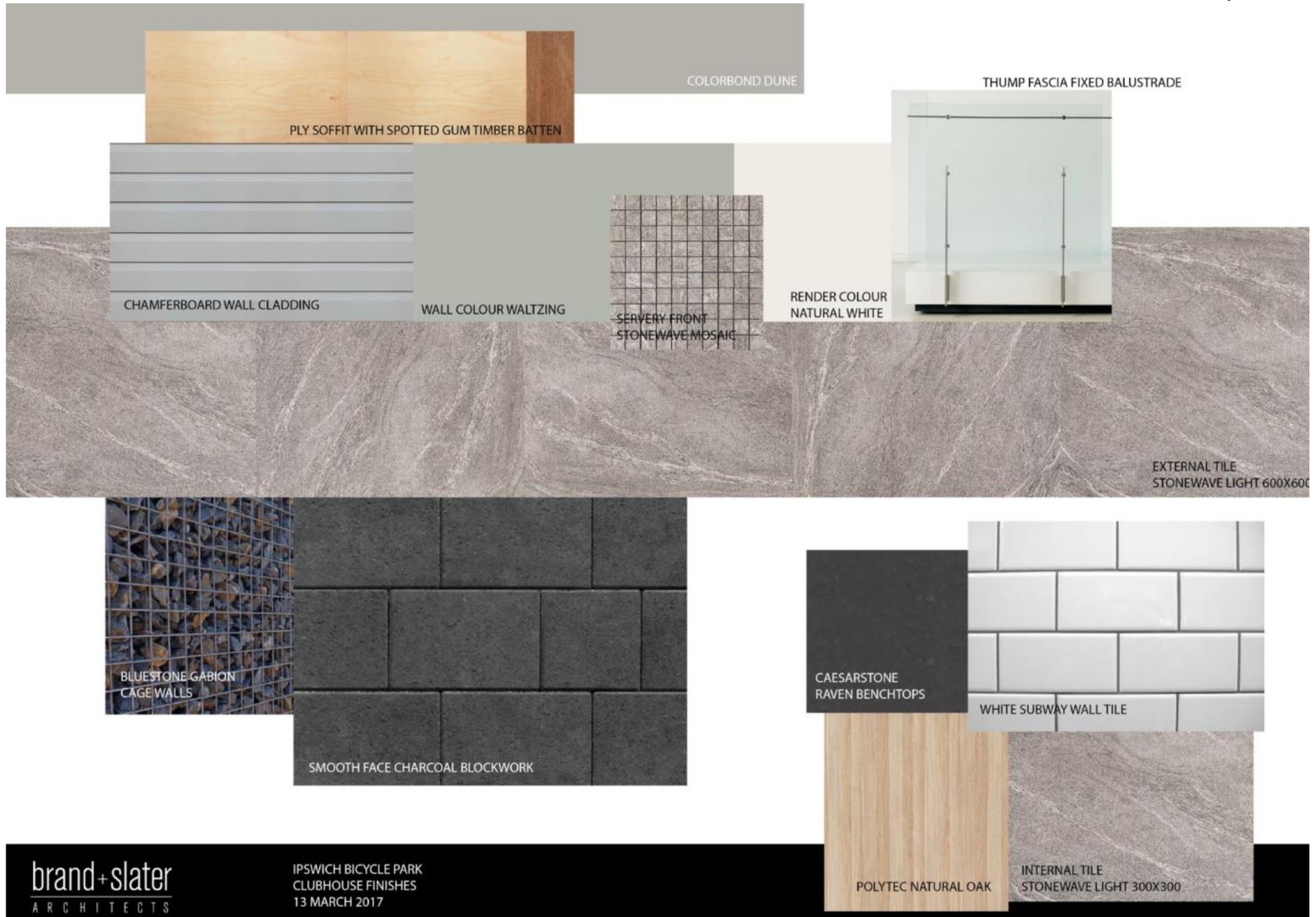
Perspectives of Club House



Perspectives of Club House



Item 11 / Attachment 4.



Main Official Shelter & 400m Track Official Shelter
Perspectives



Main Officials Shelter
(Ultimate design to be delivered as part of Stage 2 works)



400m Track Officials Shelter

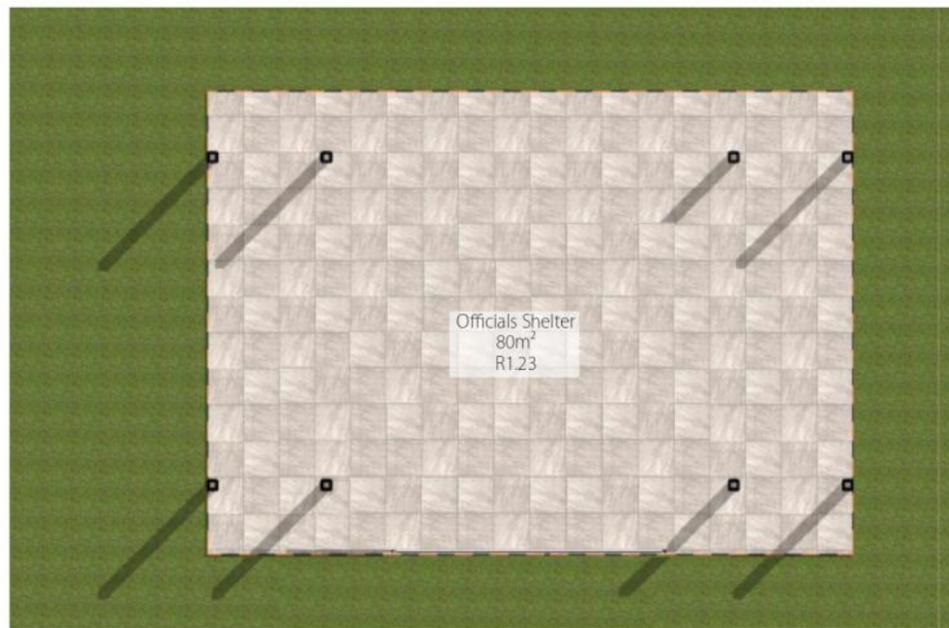
(Shelter to be used as Main Officials Shelter for Stage 1 works.
Shelter to be relocated in Stage 2 works as 400m shelter)

Main Officials Shelter

- 80m² area
- Power and communications

400m Track Officials Shelter

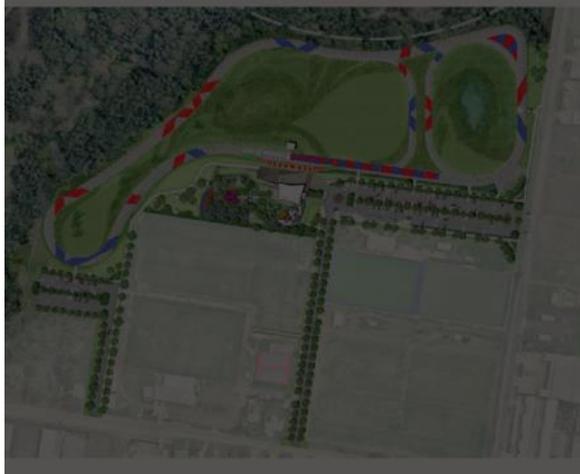
- 16m² area
- Power and communications
- Intended for community use when 400m track is closed



Main Officials Shelter



400m Track Officials Shelter



Principle 4

Distinctive and Appropriate **Landscape Setting**

- » Memorable
- » Sustainable
- » Appropriate

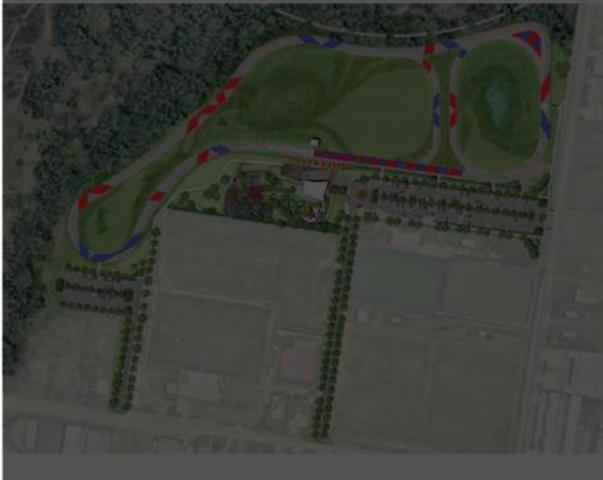


Item 11 / Attachment 4.



Planting

- The predominantly local native plant palette is based on native species endemic to the site and as per ICC guidelines and planting lists
- The maintenance of the planting will be low
- The selection of plant species will provide clear sight lines for CPTED
- Large canopy trees cater for shade to car parks
- Revegetation and rehabilitation areas will enhance the character and connection to the immediate environment



General



Trees

Key Areas



Shade to car park

Revegetation & Rehabilitation



Eucalyptus & Melaleuca spec.



Shrubs / Feature plants



Shade to pedestrian network



Callistemon spec.



Groundcovers



Grass swathes to internal track area



Carex spec.

Water Sensitive Urban Design (WSUD)

- Wetland and stormwater management strategies will be incorporated in the landscape concept
- The plant species selection is based on WSUD and ICC plant guidelines
- Permeable surfaces will be used as much as possible to facilitate water recharge, cleansing and reuse

Biofiltration



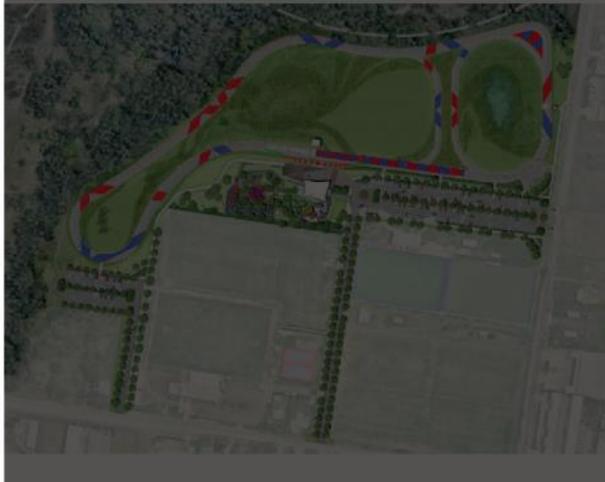
Swale



Wetland

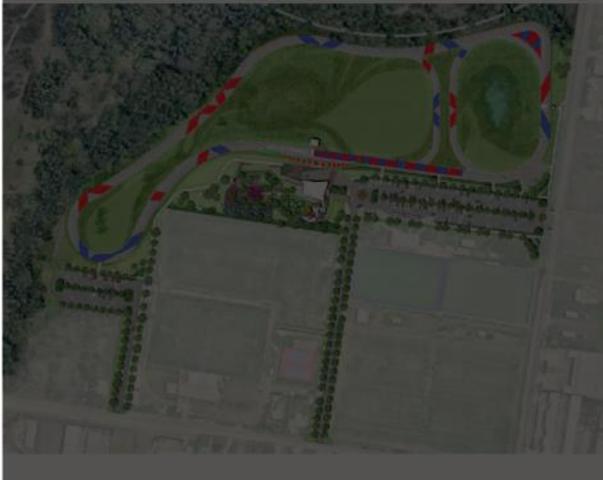


Wetland



Concrete / Surface Finishes

- Natural colours and stone has been selected to blend into the soft tones of the existing surrounding and to enhance the connection into the character of the local identity



Coloured Concrete



CCS Mulberry



CCS Ghost Gum



CCS Black 44

Concrete



Broom finish

Walls and seating



Bluestone Gabion



Bluestone Entry Wall



Bluestone Seating Wall

Furniture

- Timbers and contemporary hardscape materials will be incorporated into the suite of outdoor furniture which will be durable, robust and require low maintenance to ensure longevity
- Incorporate the City of Ipswich standard furniture suite where possible to connect into the wider Ipswich character and identity

Bench



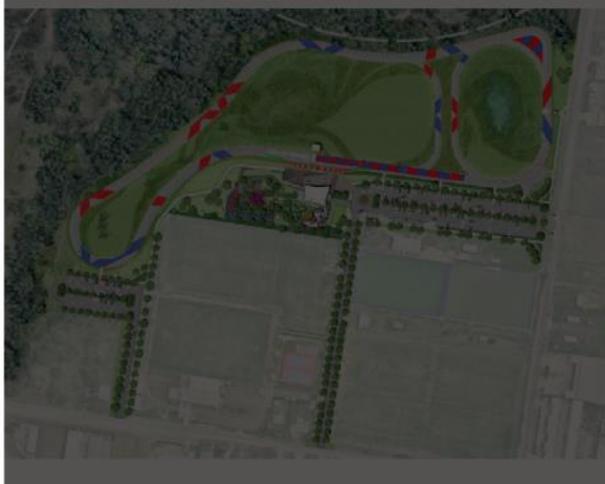
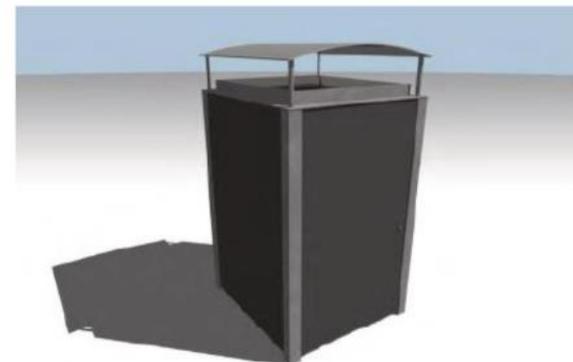
Water Bubbler



Bike Racks



Bin



Fencing

- Multiple cycle and pedestrian entries around the site/ track to maintain connectivity to the local community and to provide safe access
- All fencing 1.2m to maintain clear sightlines and visibility to the track
- Learn to Ride full fenced to minimise potential conflicts between children and vehicles/ cyclists
- Bollards placed at key entry points to the track and Club House to deter vehicle access but enabling clear pedestrian and cycle access



Key

- 1.2m PVC coated black chainwire fence
- Bollards

Cycle Safe Bollards

1.2m high Fencing

Principle 5

A Showcase of Sustainability & Smart City Environment Design

» Promotes Ipswich As a Smart Connected City



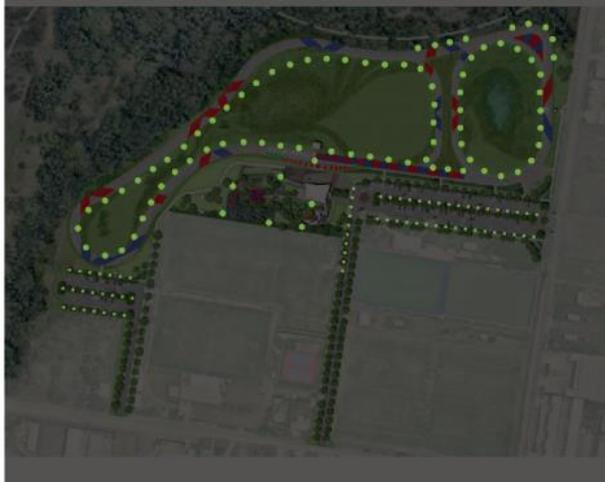
Site Sustainability and Technology Initiatives

- Innovative and sustainable initiatives across the site, including cutting edge technology that can be utilised for competition and also general cycling public
- Wi-fi connectivity around the precinct
- LED lighting through out the site and Club House
- Video analytics are integrated into site from the Smart Park initiative to help maintain good condition of the facility (e.g. check for graffiti, vandalism, fallen trees, etc.)
- Electric Vehicle/Bike charging stations can be incorporated and be powered through on-site solar generation
- Site water run-off will be treated on site in accordance to Water Sensitive Urban Design Principles. Stormwater will be collected and stored in retention basins and to be used for precinct irrigation
- Charging benches allow for charging of small equipment such as smart phones and tablets
- Solar panels are located on the roof of the building
- Natural Ventilation System
- All air-conditioning is a 5 star rating inverter system
- High performance glazing and reuse of recycled materials within Club House
- Investigate the use of batteries to create a self sufficient Sporting Precinct



Lighting

- LED lights will illuminate the internal and external sporting facilities to minimise energy consumption
- Lighting will be timed and controlled remotely to ensure power is only used when necessary
- LED lighting poles that allow for digital signage, sensors, cameras, proximity network and public WI-FI
- Learn to Ride to be flood lit, to allow safe night time use



Cycle Technology Initiatives

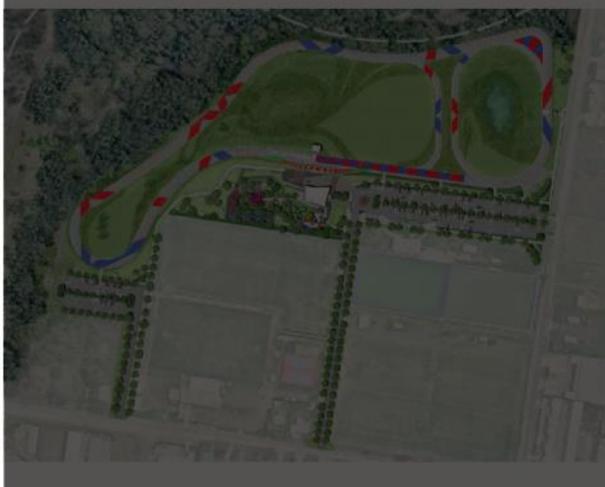
- Screens displaying video footage of races
- Photo finish technology such as My Laps
- Engage and promote existing technology such as Strava
- Incorporate bike charging stations



Fitness apps - Strava



Capability to screen events



Bike Charging Stations



Photo finish technology

Cycle Technology Initiatives

- Digital timing system including: lap counter, video / photo line finish, lap split times
- Digital leader board
- On site lockers, for all users of site from Learn to Ride, Cyclists, Runners etc.



Lockers



LIVE RACE TIMING

Race: Qualifying - Round 9 Class: Pro 2

Q	No	NAME	Lap	Time	Best	Cls
1	17	C. RENEZEDER	7	48.23	47.85	1
2	2	J. MCGRATH	7	48.51	47.85	1
3	21	R. MACCACHREN	7	49.45	48.11	1
4	38	B. DEEGAN	7	48.67	48.15	1
5	7	B. MENZIES	6	48.77	48.41	1
6	25	P. CLARK	7	49.47	48.42	1
7	36	R. AMPUDIA	7	50.18	48.44	1
8	12	M. SPACCARELL	7	48.60	48.46	1
9	81	D. MITTAG	7	49.06	48.58	1
10	37	R. ANDERSON	7	48.85	48.85	1

Digital Scoreboard



Cameras



Lap counters



Digital timers

Masterplan Flythrough

Doc ID No: A5731968

ITEM: 12

SUBJECT: SURRENDER AND ACQUISITION OF DRAINAGE EASEMENT FOR THE SCOTT LANE KERB AND CHANNEL PROJECT

AUTHOR: SENIOR PROPERTY OFFICER

DATE: 20 AUGUST 2019

EXECUTIVE SUMMARY

This is a report concerning the proposed surrender of existing Easement A in Lot 14 on SP141685 for drainage purposes and acquisition of a new easement for drainage purposes for the Scott Lane Kerb and Channel Project (The Project).

RECOMMENDATION

That the Interim Administrator of Ipswich City Council resolve:

- A. That Council (Interim Administrator of Ipswich City Council) having duly considered this report dated 20 August 2019, be of the opinion that part of Lot 14 on RP141685 located at 10-16 Goodwin Street, Basin Pocket (shown in Attachment 1 ('the Land')) requires an easement for drainage purposes.**
- B. That Council (Interim Administrator of Ipswich City Council) declare the existing Easement A in Lot 14 on RP141685 located at 10-16 Goodwin Street, Basin Pocket surplus to Council requirements and grants its consent to the surrender for a consideration of \$1.00 if demanded.**
- C. That Council (Interim Administrator of Ipswich City Council) exercise its power as a "constructing authority" under the *Acquisition of Land Act 1967* and acquire the easement, (as described in Recommendation A of this report dated 20 August 2019) for drainage purposes.**
- D. That the Chief Executive Officer be authorised to negotiate compensation and perform any other matters, arising out of the *Acquisition of Land Act 1967* or otherwise, and to do any other acts necessary to implement Council's decision to acquire this land in accordance with section 13 (3) of the *Local Government Act 2009*, to acquire the easement.**

RELATED PARTIES

The owners of property located at 10-16 Goodwin Street, Basin Pocket.

ADVANCE IPSWICH THEME

Managing growth and delivering key infrastructure

PURPOSE OF REPORT/BACKGROUND

The existing easement identified as Easement A (415m²) for drainage purposes was created by Council on 24 October 2001. Council have recently completed works for the installation of new drainage infrastructure within the existing easement as part of the Accelerated Kerb and Channel sub-program.

The design required an upgrade to the cross road drainage that existed on Goodwin Street (adjacent to Scott Lane) to cater for the increase in stormwater flows as a result of the new kerb and channel on Scott lane. An existing section of stormwater infrastructure running from Goodwin Street through the east of the property at 10-16 Goodwin Street, Basin Pocket was made redundant. A new gully inlet point and associated stormwater main running along Goodwin Street was installed, joining into the above mentioned work. The existing stormwater network was not contained within the existing Easement A boundary, and was abandoned during construction work, both ends were broken and sealed.

The new stormwater infrastructure was designed to minimise impacts over private residences. Therefore, the area in which the drainage infrastructure has been made redundant can be surrendered and a new easement created over the new infrastructure, as agreed with the property owner.

The surrender of the existing easement (415m²) will be for nil consideration and acquisition of the new easement (222m²) will also be for nil consideration. Effectively, the reduction of the size of the drainage infrastructure means there is no requirement for Council to hold the existing easement (415m²) and the new easement (222m²) is all that is required for access to the new drainage infrastructure.

LEGAL/POLICY BASIS

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

RISK MANAGEMENT IMPLICATIONS

It is highly unlikely that the abandoned infrastructure or the existing easement area to be surrendered will be required by Council in the future. Council's preference would be to augment or increase the capacity of the infrastructure contained within the road reserve and the proposed new easement boundary. The risk of not resolving to surrender the existing easement and create a new easement over the new drainage infrastructure will not allow the property owner to utilise their property to its full potential as the easement restricts their use over that portion of land.

FINANCIAL/RESOURCE IMPLICATIONS

Expenses relating to the surrender of the existing easement and acquisition of new easement will form part of the project budget from the Local Amenity Sub-program for Kerb and Channel. The expenses include the registration of a new survey plan as well as surrender and registration of the easements with the titles office.

As a result of the recent drainage works, Council and the property owner have agreed to the surrender of the existing easement and acquisition of a new easement over the reduced portion of land now required for the infrastructure. If the new easement proposal is not agreed to, the existing easement will remain over the property and still provide the required access for maintenance of the drainage infrastructure when required by Council.

COMMUNITY AND OTHER CONSULTATION

The property owner approached Council during the construction of the project to enquire whether the easement area would be reduced to reflect the smaller size of the new drainage infrastructure. Council and the land owner agreed that the additional area was not required and agreed to surrender the existing easement and acquire a new easement with a smaller area.

CONCLUSION

It is recommended that Council proceed with the surrender of the existing easement and acquisition of the new easement over Lot 14 on SP141685 located at 10-16 Goodwin Street, Basin Pocket.

Council will seek to acquire the new easement by agreement with the property owner, however if this is unsuccessful, Council will not surrender the existing easement and the existing easement will remain over the property to ensure access to Council's infrastructure.

ATTACHMENTS AND CONFIDENTIAL BACKGROUND PAPERS

1.	New Easement Plan ↓ 
2.	Survey Plan SP141685 - Existing Easement A ↓ 
3.	Easement Document Dealing ↓ 

Kerry Perrett
SENIOR PROPERTY OFFICER

I concur with the recommendations contained in this report.

Brett McGrath
PRINCIPAL PROPERTY OFFICER

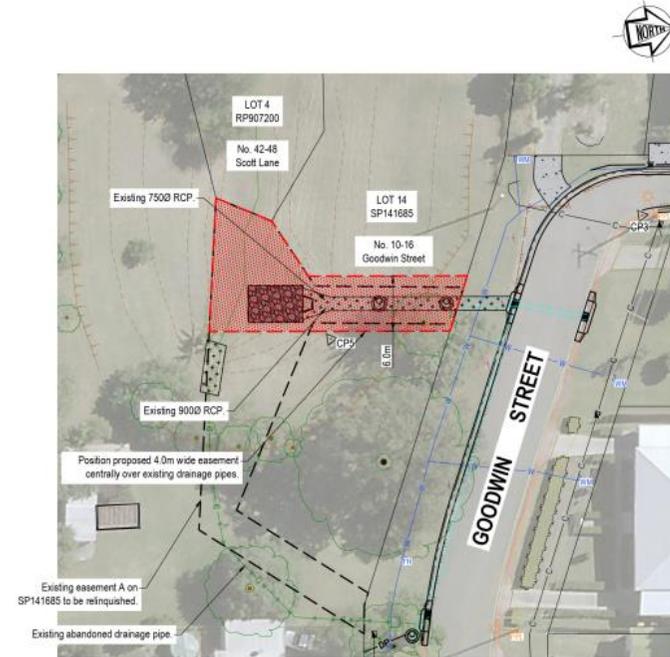
I concur with the recommendations contained in this report.

Andrew Knight
GENERAL MANAGER - CORPORATE SERVICES

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



PLAN
Scale A



DETAIL PLAN
Scale B

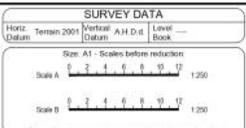
PROPERTY DETAILS

LOCATION : No. 10-16 Goodwin Street, Basin Pocket
 PROPERTY OWNER : Mr B G Mackenzie
 10 Goodwin Street
 Basin Pocket QLD 4305
 PROPERTY DESCRIPTION : Lot 14 on SP141685
 EXISTING AREA : 3940 m²
 ACQUISITION AREA : 222 m²

NOTES:

- All dimensions are approximate only and subject to survey.
- This drawing is to be read in conjunction with the Notes and Legend on Drg. INF02651 / 002.

REVISIONS			
Issue	Revisions/Descriptions	Drawn	Date
A	Original issue - for construction	CL	10/06/19



DRAWING CERTIFICATION	
Classification:	
Contract Name:	
Contract No.:	
Date:	
Signature:	
Drawing Station:	FOR CONSTRUCTION

COUNCIL APPROVAL	
Approved by:	
(For General Manager (A/C))	
Date:	

City of Ipswich
TECHNICAL SERVICES
 P.O. Box 191 Ipswich QLD 4305 Australia
 Telephone: (07) 3810 6666
 Facsimile: (07) 3810 7963
 e-mail: TechnicalServices@ipswich.qld.gov.au

Project: **SCOTT LANE, BASIN POCKET EASEMENT AMENDMENT**
 Drawing Title: **EASEMENT PLAN**

Drawn	Items	Date
Crystal Lee		05/20/19
Designed	Crystal Lee	05/20/19
Checked	Rani Jayasingho	06/20/19
Project No.	Sheet No.	Revisions
INF02651	1400	A

Sheet 1 of 1

Land Title Act 1994 ; Land Act 1994
Form 21 Version 2

SURVEY PLAN

STN	TO	REFERENCE	MARKS	DIST
1	OP	RP 163308	89°32'40"	1-0
2	OP	RP 140737	88°10'	0-98
3	O Dog Spike	RP 140737	269°52'40"	0-04
4	O Dog Spike	RP 110013	359°50'	0-804
5	O Dog Spike	RP 110013	69°10'	0-097
5	O Dog Spike	RP 110013	170°10'	0-356
6	OP	RP 907200	12°27'	1-007
6	OP	RP 907200	44°48'	5-147
7	O Nail in Conc	RP 907200	22°28'	3-748
8	OP	RP 110013	180°10'	1-006
9	O Nail in Conc	RP 853173	61°46'	4-632
10	O D/Hole in Kerb	IS 96036	355°15'40"	15-68
11	OP	IS 96036	90°10'	0-589
12	OP	RP 907200	180°42'	0-99
13	OP	RP 907200	226°25'	1-008

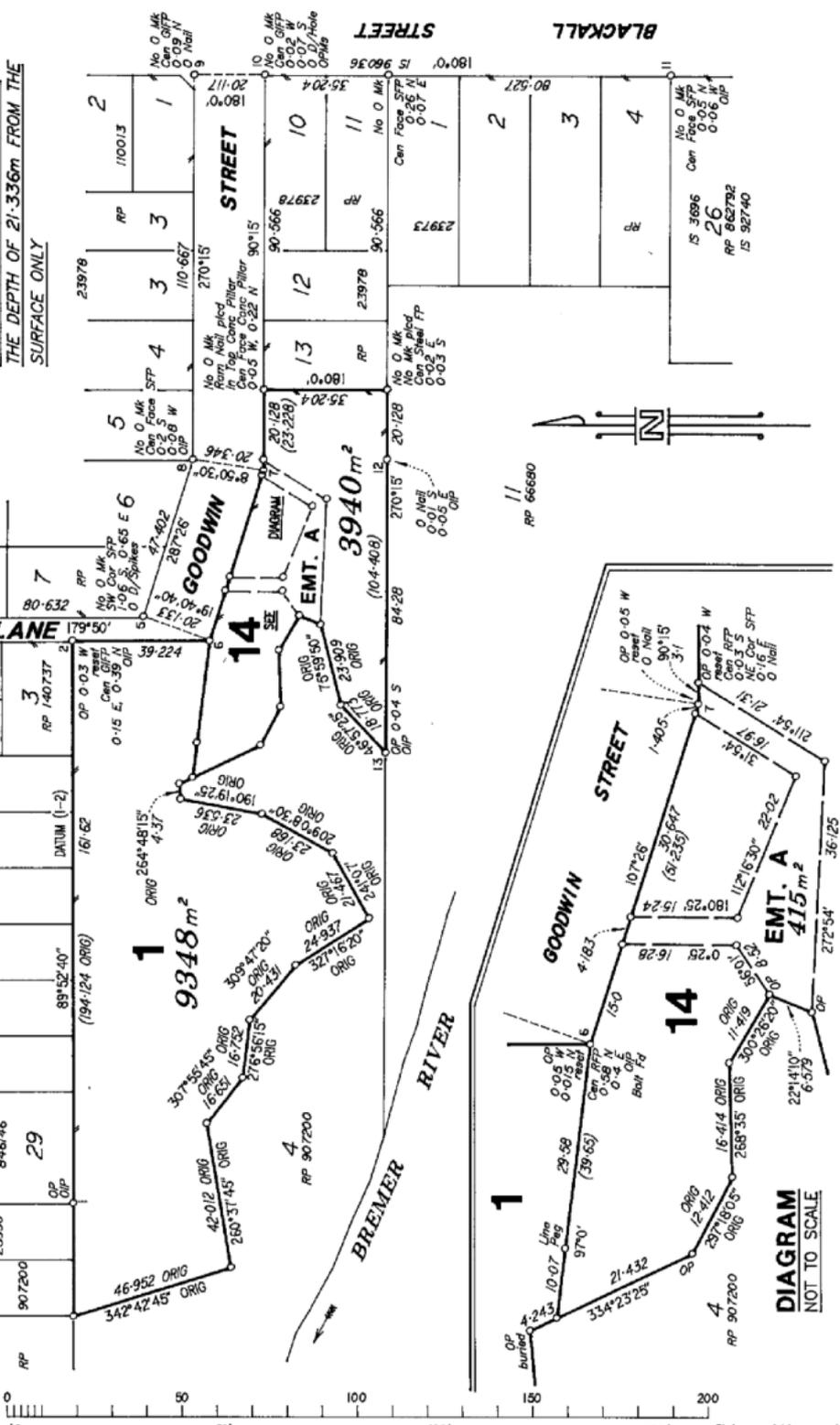
LOTS 1 & 14 ARE RESTRICTED TO
THE DEPTH OF 21.336m FROM THE
SURFACE ONLY

PM	ORIGIN	BEARING	NO	DIST	MARKS
10 - OPM	RP 907200	82°54'20"	18-72	320.77	new conn
10 - OPM	RP 853173	0°26'50"	135-69	31.400	new ref

Original information compiled from
RP 907200 in the Dept. of
Natural Resources & Mines, Brisbane.
Peg placed at all new corners
unless otherwise noted.

I, Shaun Patrick VERRENKAMP, hereby certify that I
have surveyed the land comprised in this plan personally,
that the plan is accurate, that the said survey was
performed in accordance with the Surveyors Act 1977
and the Surveyors Regulation 1992 and that the said survey
was completed on 18-6-2001.

..... Licensed Surveyor
Date: 12-7-01.



0 50 100 150 200 State copyright reserved.

**PLAN OF LOTS 1 AND 14 "RESTRICTED"
& EMT. A In Lot 14**
Cancelling Lot 1 on RP 907200 - to the depth
of 21.336m from the surface
and Lot 14 on RP 23978 - to the depth
of 21.336m from the surface

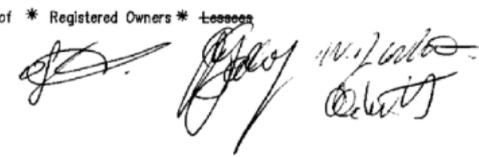
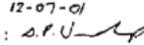
PARISH: **IPSWICH** COUNTY: **STANLEY**

Meridian: **RP 907200** F/N's: **NO**

Scale: **1:1250**
Format: **STANDARD**

SP 141685

Plan Status:

<p style="font-size: 24pt; font-weight: bold;">705137523</p> <p style="font-size: 18pt; font-weight: bold;">IH 400 NT</p> <p style="text-align: right;">\$332.05 24/10/2001 12:01</p>	<p>WARNING : Folded or Mutilated Plans will not be accepted. Plans may be rolled. Information may not be placed in the outer margins.</p>																														
<p>Registered</p>	<p>s. Lodged by</p> <p style="font-size: 24pt; font-style: italic;">DALE & FALL U</p> <p style="text-align: right; font-size: 24pt; font-style: italic;">106.</p> <p style="font-size: 10pt;">(Include address, phone number, reference, and Lodger Code)</p>																														
<p>1. Certificate of Registered Owners or Lessees.</p> <p>1/We JOHN DARRELL GALLOWAY WARREN JOHN RAMSEY WILLIAM JOHN CORBUTT ALLETTE ALICE CORBUTT</p> <p>(Names in full)</p> <p>* as Registered Owners of this land agree to this plan and dedicate the Public Use Land as shown hereon in accordance with Section 50 of the Land Title Act 1994.</p> <p>* as Lessees of this land agree to this plan.</p> <p>Signature of * Registered Owners * Lessees</p> 	<p>6. Existing</p> <table border="1" style="width:100%; border-collapse: collapse;"> <thead> <tr> <th>Title Reference</th> <th>Lot</th> <th>Plan</th> <th>Created</th> <th>Lots</th> <th>Emts</th> <th>Road</th> </tr> </thead> <tbody> <tr> <td>13202171</td> <td>14</td> <td>RP 23978</td> <td></td> <td>14</td> <td>—</td> <td>—</td> </tr> <tr> <td>50205573</td> <td>1</td> <td>RP 907200</td> <td></td> <td>1 & 14</td> <td>A</td> <td>—</td> </tr> </tbody> </table> <p style="text-align: center; font-weight: bold;">MORTGAGE ALLOCATIONS</p> <table border="1" style="width:100%; border-collapse: collapse;"> <thead> <tr> <th>Mortgage</th> <th>Lots Fully Encumbered</th> <th>Partially Encumbered</th> </tr> </thead> <tbody> <tr> <td>702883087</td> <td></td> <td>14</td> </tr> <tr> <td>704560687</td> <td>1</td> <td>14</td> </tr> </tbody> </table>	Title Reference	Lot	Plan	Created	Lots	Emts	Road	13202171	14	RP 23978		14	—	—	50205573	1	RP 907200		1 & 14	A	—	Mortgage	Lots Fully Encumbered	Partially Encumbered	702883087		14	704560687	1	14
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13202171	14	RP 23978		14	—	—																									
50205573	1	RP 907200		1 & 14	A	—																									
Mortgage	Lots Fully Encumbered	Partially Encumbered																													
702883087		14																													
704560687	1	14																													
<p>* Rule out whichever is inapplicable</p> <p>2. Local Government Approval.</p> <p>Ipswich City Council certifies that the requirements of this Council, the Local Government Act 1993, the Integrated Planning Act 1997 and all Local Laws have been complied with and that this plan relates to a Development application Decision Notice dated 18 May 2001 and is approved.</p> <p>Dated this Seventeenth day of August 2001</p> <p style="text-align: right;"># Authorised Local Government Officer</p> <p>* Insert the name of the Local Government. # Insert designation of signatory or delegation % Insert Integrated Planning Act 1997 or Local Government (Planning & Environment) Act 1990</p>	<p>7. Portion Allocation :</p> <p>8. Map Reference : ICC 19 9442-14331</p> <p>9. Locality : BASIN POCKET</p> <p>10. Local Government : IPSWICH C. C.</p> <p>11. Passed & Endorsed :</p> <p>By : Shaun Patrick Verrenkamp Date : 12-07-01 Signed :  Designation : Licensed Surveyor</p>																														
<p>3. Plans with Community Management Statement :</p> <p>CMS Number : Name :</p>	<p>4. References :</p> <p>Dept File : Local Govt : F.SCI4-0005 DC Surveyor : 7429/9</p>																														
<p>12. Building Format Plans only.</p> <p>I certify that : * As far as it is practical to determine, no part of the building shown on this plan encroaches onto adjoining lots or roads. * Part of the building shown on this plan encroaches onto adjoining lots and road</p> <p>Licensed Surveyor/Director * Date delete words not required</p>	<p>13. Lodgement Fees :</p> <table style="width:100%;"> <tr> <td>Survey Deposit</td> <td style="text-align: right;">\$. 146 00</td> </tr> <tr> <td>Lodgement</td> <td style="text-align: right;">\$. 88 00</td> </tr> <tr> <td>2. New Titles</td> <td style="text-align: right;">\$. 80 00</td> </tr> <tr> <td>Photocopy</td> <td style="text-align: right;">\$. 8 00</td> </tr> <tr> <td>Postage</td> <td style="text-align: right;">\$.</td> </tr> <tr> <td>TOTAL</td> <td style="text-align: right;">\$. 322 00</td> </tr> </table>	Survey Deposit	\$. 146 00	Lodgement	\$. 88 00	2. New Titles	\$. 80 00	Photocopy	\$. 8 00	Postage	\$.	TOTAL	\$. 322 00																		
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Postage	\$.																														
TOTAL	\$. 322 00																														
<p>3. Plans with Community Management Statement :</p> <p>CMS Number : Name :</p>	<p>14. Insert Plan Number</p> <p style="font-size: 24pt; font-weight: bold;">SP 141685</p>																														

FORM 9 Version 2

Land Title Act 1994 and Land Act 1994

Dealing No.

EASEMENT

QUEENSLAND LAND REGISTRY

Page 1 of 6

Stamp Duty Imprint

Page 1 of 6

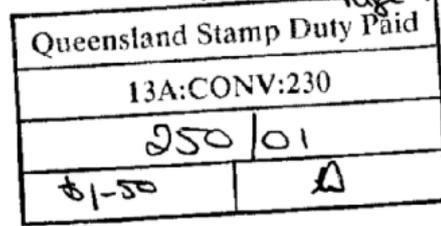


705137582

\$90.80

24/10/2001 12:09

IH 601



1. Grantor

Lodger Name, address & phone number Lodger Code

William John Corbutt
Alette Alice Corbutt

Joint Tenants

Walker
Pender

2. Description of Easement/Lot

County

Parish

Title Reference

Servient Tenement (burdened land)

Easement A in Lot 14 on SP 141685

Stanley

Ipswich

50203573

*Dominant Tenement (benefited land)

Not Applicable

* not applicable if easement in gross

3. Interest being burdened

*4. Interest being benefited

Fee Simple

Not Applicable

* not applicable if easement in gross

5. Grantee Given names

Surname/Company name and number

(include tenancy if more than one)

IPSWICH CITY COUNCIL

6. Consideration

7. Purpose of easement

\$1.00 (One Dollar)

Drainage

8. Grant/Execution

The Grantor for the above consideration grants to the Grantee the easement over the servient tenement for the purpose stated in item 7 and the Grantor and Grantee covenant with each other in terms of the attached schedule

Witnessing Officer

Execution Date

Grantor's Signature

.....signature

1 / 1

See Enlarged Panel

.....full name

.....qualification

as per Schedule 1 of Land Title Act 1994 (eg Legal Practitioner, JP, C.Dec)

Witnessing Officer

Execution Date

Grantee's Signature

.....signature

17/10/2001

MARIANNE JOAN WEBB
Commissioner for Declarations
Registered No 2639

.....full name

.....qualification

as per Schedule 1 of Land Title Act 1994 (eg Legal Practitioner, JP, C.Dec)



Mayor

City Solicitor

Item 12 / Attachment 3.

FORM 20 Version 1
Land Title Act 1994 and Land Act 1994

ENLARGED PANEL

QUEENSLAND LAND REGISTRY
Page 2 of 25
Page 2 of 6

Title Reference

8. Grant/Execution

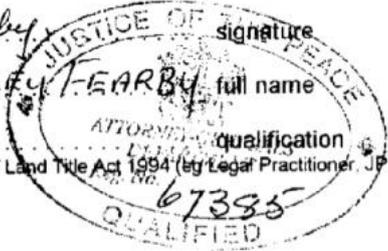
The Grantor for the above consideration grants to the Grantee the easement over the servient tenement for the purpose stated in item 7 and the Grantor and Grantee covenant with each other in terms of the attached schedule.

Witnessing Officer

Execution Date

Transferor's Signature

J. Stannard
JOHN STANNARD
signature
full name
qualification
as per Schedule 1 of Land Title Act 1994 (eg Legal Practitioner, JP, C.Dec)



519101

[Handwritten Signature]

FORM 20 Version 1
Land Title Act 1994 and Land Act 1994

ENLARGED PANEL

QUEENSLAND LAND REGISTRY
Page 2 of 25
Page 3 of 6

Title Reference

8. Grant/Execution

The Grantor for the above consideration grants to the Grantee the easement over the servient tenement for the purpose stated in item 7 and the Grantor and Grantee covenant with each other in terms of the attached schedule.

Witnessing Officer

Execution Date

Transferor's Signature

J. Stanley Fearby signature
JOHN STANLEY FEARBY full name
ATTORNEY-AT-LAW qualification
as per Schedule 1 of Land Title Act 1994 (eg Legal Practitioner, JP, C.Dec)
67385
QUALIFIED

5 19 10 1

M. J. [Signature]



FORM 20 Version 1
Land Title Act 1994 and Land Act 1994

SCHEDULE

QUEENSLAND LAND REGISTRY

Page 4 of 6 Page 84 of 15

Title Reference: [Title Reference]

This is the Schedule referred to in * Easement dated the 5 day of September 2001

Subject to the reservations hereinafter contained the Grantee shall be permitted the full and free right and liberty to use the said land in common with the Grantor and all other persons having the like right FOR THE PASSAGE OR CONVEYANCE OF STORM WATERS AND FOR ANY OTHER PURPOSE CONNECTED WITH DRAINAGE and for that purpose at all times and from time to time through or under the said land to have construct and thereafter forever to use and maintain an underground pipe or pipes for the passage or conveyance of stormwater through or under the said land and all equipment and fittings in connection therewith and appurtenant thereto including surface manholes, vents, marker posts and plates and thereafter at all times to have full free and uninterrupted access to the said underground pipe or pipes equipment and fittings from the surface of the said land and for the purposes aforesaid and also the full and free right at all times and from time to time to the uninterrupted flow of rain water and drainage of all kinds inclusive of stormwater run off flowing in concentration either intermittently or occasionally (all of which is hereinafter called "stormwater drainage") over and along the surface of the said land without

(1) any obstruction, interruption, impeding, hampering or interference, diversion, scouring, change of alteration in or to the flow or escape of stormwater drainage or its or their natural outlet (if any) or

(2) any ponding of waters

caused by or consequent upon

(a) any use to which the said land may be put or

(b) the erection, raising, making, placing or suffering to stand or to remain of any building, fence, wall, structure (whether of the class just mentioned or not) paving or vegetation (except grass which is kept properly mown at all times) or thing whatsoever upon the said land or

(c) any alteration in level or gradient of the said land or any change to the surface of the said land or to the natural or artificial features of the said land which contain or assist in containing the flow of stormwater drainage over the said land

other than as is or are permitted in writing by the Grantee and only on such terms and conditions as the Grantee may impose or stipulate in the event of such permission being granted with power for the Grantee and its contractors, agents and servants (but without prejudice to any other powers or remedies of the Grantee) at the cost to the owner or owners, registered proprietor or registered proprietors or occupier or occupiers from time to time and for the time being of the said land or any of them

(i) to demolish, remove or otherwise dispose of any building, fence, wall, structure (whether of the class just mentioned or not) paving or vegetation (except grass which is kept properly mown at all times) or thing whatsoever at any time on or in the said land in contravention of the foregoing provisions and

(ii) to perform any works necessary for restoring or reinstating the said land (including the grass thereon) and the natural or artificial features containing or assisting in containing the flow of stormwater drainage over the said land to their former state and condition and also

- (iii) to alter, grade, pave, prepare, grass, fertilize or mow the surface of the said land or place, install, establish or construct and keep any earthworks and any other works whatsoever (whether of the class just mentioned or not) thereon or therein for the purpose of the exercise of the rights hereinbefore given or incidental thereto or for the purpose of forming the surface of the land in such a way as to contain the flow of stormwater drainage or for the purpose of rectifying or alleviating any scouring of the said land due to the flow of stormwater drainage thereover

and for the purposes aforesaid and for the purpose of obtaining free and uninterrupted access to the said land and any works or things thereon and for the purpose of patrolling, inspecting, replacing, cleansing, amending, enlarging, repairing and removing any such underground pipe or pipes, equipment and fittings full free and uninterrupted right and liberty at all times by day and by night in time of emergency and from time to time to enter upon and to go pass and repass over along and under the said land or any part or parts thereof with or without engineers, surveyors, workmen, servants, agents, contractors or any of them and with or without vehicles, plant and equipment of any description, laden or unladen, and to dig into, sink shafts in, erect scaffolding upon and to open and break up the soil of the said land or any part or parts thereof as well the subsurface as the surface thereof and to bring and place in and upon the said land or any part or parts thereof and remove such materials, machinery, equipment, tools and other articles and to do such other incidental works and things in the premises as the Grantee shall in its discretion think fit doing as little damage as may be and being responsible and held liable to make good or compensate the Grantor for damage sustained by the Grantor by reason of the exercise and performance by the Grantee of any of its rights and liberties herein granted AND THE GRANTOR DOES HEREBY COVENANT with the Grantee that notwithstanding anything by the Grantor made done or excepted or knowingly suffered the Grantor has full power to make the grant hereby made and that such grant shall remain to and be quietly held and enjoyed and taken by the Grantee and every person or corporation deriving title under the Grantee and the benefit thereof shall be received and taken accordingly without any interruption or disturbance by the Grantor or any person rightfully claiming or to claim by through under or in trust for the Grantor and freed and discharged from or otherwise by the Grantor sufficiently indemnified against all such estates, encumbrances, claims or demands as either before or after the date hereof have been or shall be made, occasioned or suffered by the Grantor or any person rightfully claiming by through under or in trust for the Grantor AND FURTHER that the Grantor and every other person having or rightfully claiming any estate or interest in the said land will from time to time and at all times hereafter on the request and at the cost of the Grantee and of any person or corporation deriving title under it execute and do all such lawful assurances and things for the further and more perfectly assuring the said grant and the rights thereby given to the Grantee and those deriving title under the Grantee as by them or any of them shall be reasonably required AND FURTHER that the foregoing GRANT and COVENANT is made subject to and shall be read as one with the special conditions hereafter contained in paragraphs 1 to 7.

1. All pipes, drains, equipment and fittings installed in or placed upon the said land in pursuance of this agreement shall remain the property of the Grantee.
2. It shall be the duty of the Grantee to reinstate to the satisfaction of the Grantor the said land and all fences, roads and paved surfaces where the same have been damaged by the Grantee in the exercise and performance of any of its rights and liberties granted herein.
3. For the purpose of gaining access to the said land the Grantee shall be entitled to pull down or break open any fencing on or adjacent to the said land provided that where livestock are contained within the fenced area sufficient notice shall be given to the Grantor to enable the said livestock to be securely held.

4. In lieu of reinstating any fence pulled down in accordance with Clause 3 herein, the Grantee may install a gate the quality of the materials and workmanship of which except with the Grantor's consent shall be not less than the quality of the materials and workmanship in the existing fence. All such gates shall become the property of the owner of the fence in which the gate is installed and thereafter shall be maintained by the said owner.

5. Notwithstanding the generality of the foregoing the following provisions shall apply:

- (i) The Grantor shall at all times maintain and keep the said land reasonably grassed and properly mown.
- (ii) The Grantor shall at all times maintain and keep the surface of the said land formed so as to contain the stormwater drainage within a defined course if and as directed by the Grantee from time to time.
- (iii) The Grantor shall not erect any buildings, fences, walls, structures, (whether of the class just mentioned or not) or pavings (hereinafter called "obstructions") nor permit nor suffer to grow or remain any vegetation (other than grass which is kept properly mown at all times) on the said land unless and to the extent only that any such obstructions or vegetation are permitted in writing by the Grantee and only on such terms and conditions as the Grantee or the said permanent head may impose or require in the event of such permission being granted.

In considering any such proposal for consent, the Grantee may -

- (a) consent to the proposal; or
- (b) refuse to consent to the proposal; or
- (c) consent to the proposal subject to such conditions as the Grantee thinks fit.

6. The Grantee indemnifies and at all times agrees to indemnify the Grantor against any claims, demands or actions which may be made or brought against the Grantor as a result of the installation, maintenance and use of the pipes, drains, equipment and fittings aforesaid.

7. That at no cost to the Grantee the Grantor shall make available the relevant Title Deed at the Real Property Office in Brisbane, obtain the consent of any other person or body to these presents which may be required and do all other acts and things as may be required to enable registration of this easement.

Words importing the singular number include the plural number and vice versa and words importing any gender include the other genders and words importing only persons include corporations and/or associations and/or bodies and vice versa in each respective case.

Doc ID No: A5746196

ITEM: 13
SUBJECT: PROPOSED AMENDMENT TO THE 2019-2020 REGISTER OF FEES AND CHARGES
AUTHOR: ACTING DEVELOPMENT PLANNING MANAGER
DATE: 27 AUGUST 2019

EXECUTIVE SUMMARY

This is a report concerning the proposed amendments to the 2019-2020 Register of Fees and Charges, specifically fees and charges related to planning and development related activities.

RECOMMENDATION/S

That the Interim Administrator of Ipswich City Council resolve:

That the 2019-2020 Register of Fees and Charges be amended, as detailed in Attachment 1, and adopted with effect from 17 September 2019.

RELATED PARTIES

There are no related parties associated with this report.

ADVANCE IPSWICH THEME

Listening, leading and financial management

PURPOSE OF REPORT/BACKGROUND

Proposed changes in response to fee variations

The Register of Fees and Charges must be amended from time-to-time to appropriately reflect the costs of undertaking Council's development assessment responsibilities. Section 1.3 of the Register of Fees and Charges 'Reducing Development Application Fees' permits Council to consider a request to wholly or partially reduce a Development Application fee where a strict application of the scheduled fee is considered unfair or unreasonable.

On occasions where a variation to a development application is granted on the basis of the fee being unreasonable, it is considered prudent to review the fee being varied to determine if an amendment to the fee is required. In this instance, it is considered that an amendment to the 2019-2020 Register of Fees and Charges is required as follows:

Section 4.1 Material Change of Use of Premises Schedule of Uses – Material Change of Use

Currently, dual occupancies are charged on an individual basis even when a proposal may include multiple dual occupancies. The proposed change will allow for development applications with multiple dual occupancies to be charged the same fee as a development application for multiple dwellings, which is charged per dwelling with a single base fee. The proposed fee results in a reduction in fees for this type of development, which is reflective of the similarities to assessing a multiple residential development.

Other proposed changes

There are other proposed amendments to the fees and charges to ensure consistency with other fees, correct errors and remove redundant fees as follows:

4.3.3 Changes After Appeal Period

Minor Change and PDA Amendment Application – Request to Change a Development Approval – Change of Conditions, Approved Plans or Infrastructure Charges Notice

The proposed change is to reintroduce a provision which allows for Council to levy a fee for change applications which introduce new lots or GFA or otherwise assessable development, and thereby increase the applicable application fee.

4.6 Area Development Plans/Local Area Plans

(b) Amendment Fee

The proposed change is to reintroduce a provision which allows for Council to levy a fee for change applications which introduce new lots or GFA or otherwise assessable development, and thereby increase the applicable application fee.

4.3.1 Changing Application before a decision is made

(b) Changing a “Reconfiguring a Lot” application

The proposed change to the fee is to allow for a previously varied application fee to be accounted for when changing a reconfiguring a lot application. This change reflects the amendments for the fee for changing a material change of use application, which were adopted by Council on 20 August 2019. The purpose of this change is to ensure consistency with other similar fees, but has not come about in response to a fee variation request.

Section 4.1.5 Superseded Planning Scheme Requests

The proposed change is to correct a typographical error in the fees and charges review approved by Council on 21 May 2019.

4.7 Other Fees

(f) Copies of Approved Plans and Documents

The proposed change is to remove this fee. This fee is not used, as Council is required to allow for inspection of building records by an owner or authorised person without charge.

LEGAL/POLICY BASIS

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

Local Government Act 2009

Planning Act 2016

Economic Development Act 2012

RISK MANAGEMENT IMPLICATIONS

Under the provisions of the *Local Government Act 2009* s98, Local Governments are required to maintain a register of fees and charges available for inspection by the public. This ad-hoc review of the fees complements the annual review, which is undertaken along with adjustments and rolling reviews of fees. As part of the annual review, a risk register is reviewed and updated by Departments.

FINANCIAL/RESOURCE IMPLICATIONS

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

COMMUNITY AND OTHER CONSULTATION

The proposed change to the fees and charges have come about from feedback from customers, who have sought variations as described above. The feedback provided from Council's customers has been accepted and the changes are a reflection of this feedback.

CONCLUSION

With the amendments to the 2019-2020 Register of Fees and Charges, the attached document has been submitted for Council approval and adoption.

ATTACHMENTS AND CONFIDENTIAL BACKGROUND PAPERS

1.	2019-2020 Register of Fees and Charges Track Changes - Section 4 Development Planning Application Fees  
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Anthony Bowles

ACTING DEVELOPMENT PLANNING MANAGER

I concur with the recommendations contained in this report.

Brett Davey

ACTING GENERAL MANAGER - PLANNING AND REGULATORY SERVICES

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Name	Year 19/20 Fee (incl. GST)	Legislative Provision / Head of Power	GST	LGA s97(2)
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1. Development Planning Application Fees

4.1 Material Change of Use of Premises

Council requires an applicant, as part of their submission, to state whether the development application being made is Code, Impact (Consistent Use) or Impact (Inconsistent Use) in accordance with the Planning Scheme. Receipting of fees upon lodgement shall be on the basis of this statement and will be subject to adjustment should it be determined that the statement is not correct.

NOTES: The following "Schedule of Uses - Material Change of Use" table should be referred to for the Material Change of Use Development Application Fees to follow.

If a proposed development includes areas outside of a building used for storage or operations (other than for the parking and manoeuvring of vehicles), then the calculated fee shall be the greater of that calculated for the use based on the GFA of all buildings or the total outdoor use area.

Minor development matter as determined by the Responsible Officer (e.g. use of existing building, use of land only, minor extensions for some uses up to 100m ² etc.)	\$1,320.00	Planning Act 2016 s51; or Economic Development Act 2012 s129	(a)
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Schedule of Uses – Material Change of Use

Type 1 Development	Type 2	Type 3
Residential	Residential	Residential
Caretaker Residential	Institutional Residential - up to 50 dwellings	Institutional Residential - over 50 beds
Display Housing	Multiple Residential - up to 50 dwellings	Multiple Residential - over 50 dwellings
Dual Occupancy	Temporary Accommodation - up to 50 units/sites	Temporary Accommodation - over 50 units/sites
Home Based Activity		
Single Residential		
Commercial/Industrial	Commercial/Industrial	Commercial/Industrial
Business Use up to 200m ²	Business Use 201m ² to 2000 m ²	Business Use over 2000m ²
General Industry up to 200m ²	General Industry 201m ² to 2000m ²	General Industry over 2000m ²
Service/Trades Use up to 200m ²	Service/Trades Use 201m ² to 2000m ²	Service/Trades Use over 2000m ²
Shopping Centre up to 200m ²	Shopping Centre 201m ² to 2000m ²	Shopping Centre over 2000m ²
Special Industry up to 200m ²	Special Industry 201m ² to 2000m ²	Special Industry over 2000m ²
General Store		Extractive Industry
Temporary Sales Office		Nuclear Industry
Plant Nursery (Wholesale)		
Recreation/Entertainment	Recreational/Entertainment	Recreational/Entertainment
Entertainment Use up to 200m ²	Entertainment Use 201m ² to 2000m ²	Entertainment Use over 2000m ²
Recreation Use (Indoor) up 200m ²	Recreation Use (Indoor) 201m ² to 2000m ²	Recreation Use (Indoor) over 2000m ²
Night Court	Recreation Use (Outdoor) up to 2ha in site area	Recreation Use (Outdoor) over 2ha in site area
Park		
Rural	Rural	Rural
Intensive Animal Husbandry (Aquaculture, Cattery, Dairy, Kennels, Riding Establishment & Stable)	Intensive Animal Husbandry (Stock Sales Market)	Intensive Animal Husbandry (Feedlot, Piggery or Poultry Feedlot)
Animal Husbandry		
Agriculture		
Forestry		
Wine Making		
Other	Other	Other
Community Use up to 200m ²	Community Use 201m ² to 2000 m ²	Community Use over 2000 m ²
Minor Utility	Major Utility	
Carpark - ground level only	Tourist Facility	Aviation Use
Temporary Use	Car Park - multi storey	Correctional Centre

4.3.3 Changes After Appeal Period

Minor Change and PDA Amendment Application – Request to Change a Development Approval – Change of Conditions, Approved Plans or Infrastructure Charges Notice

Per requested change to a Condition, Approved Plan or Infrastructure Charges Notice	\$540.00 <u>plus the difference between the fee applicable to the existing approval and the fee applicable to the changed development proposal (if applicable)</u>	Planning Act 2016 s79; or Economic Development Act 2012 s129	(a)
→ Minimum fee	\$990.00 <u>plus the difference between the fee applicable to the existing approval and the fee applicable to the changed development proposal (if applicable)</u>	Planning Act 2016 s79; or Economic Development Act 2012 s129	(a)
→ Maximum fee	\$5,400.00 <u>plus the difference between the fee applicable to the existing approval and the fee applicable to the changed development proposal (if applicable)</u>	Planning Act 2016 s79; or Economic Development Act 2012 s129	(a)

NOTE: If a change to a Condition necessitates a change to an Approved Plan or Infrastructure Charges Notice, additional fees will apply in accordance with the above.

4.6 Area Development Plans/Local Area Plans

(a) Amendment Fee

Per requested change to a Condition, Approved Plan or Infrastructure Charges Notice	\$540.00 <u>plus the difference between the fee applicable to the existing approval and the fee applicable to the changed development proposal (if applicable)</u>	Planning Act 2016 s79	(a)
→ Minimum fee	\$990.00 <u>plus the difference between the fee applicable to the existing approval and the fee applicable to the changed development proposal (if applicable)</u>	Planning Act 2016 s79	(a)
→ Maximum fee	\$32,500.00 <u>plus the difference between the fee applicable to the existing approval and the fee applicable to the changed development proposal (if applicable)</u>	Planning Act 2016 s79	(a)

NOTE: If a change to a Condition necessitates a change to an Approved Plan or Infrastructure Charges Notice, additional fees will apply in accordance with the above.

NOTE: In addition, the cost of consultancy fees in respect to any further expert advice required by Council in consideration of such plan will be charged to the application.

4.3.1 Changing Application before a decision is made

(a) Changing a "Reconfigure of Lot" application

Prior to preliminary examination by Council or minor amendment not requiring alteration of reports and not including additional lots	No charge	Planning Act 2016 s52; or Economic Development Act 2012 s129	(a)
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Item 13 / Attachment 1.

After preliminary examination by Council (prior to decision notice)	25% of relevant current application fee <u>or 25% of the relevant fee as previously determined in accordance with section 1.3 Reducing Development Application Fees</u> plus a per lot fee in accordance with Section 4.2.1 above for each additional allotment sought as a result of the change	Planning Act 2016 s52; or Economic Development Act 2012 s129	(a)
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NOTE: This 25% fee does not apply if the change is in response to an information request. Additional fees will be applicable for additional lots sought

4.1.5 Superseded Planning Scheme Requests

Request for application of superseded planning scheme	\$2,600.00 \$1,320.00	Planning Act 2016 s29	(a)
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4.7 Other Fees

(f) Copies of Approved Plans and Documents

Residential Building Approval Documentation – All approved structures	\$260.00	Planning Act 2016 s264	(c)
Residential Building Approval Documentation – Single structure	\$195.00	Planning Act 2016 s264	(c)
Building Location Envelope Plan	\$65.00	Local Government Act # s262(3)(c)	
Commercial Building Approval Documentation – Up to 3 approvals	\$475.00	Planning Act 2016 s264	

(f) Copies of Approved Plans and Documents [continued]

Commercial Building Approval Documentation – 4-10 approvals	\$570.00	Planning Act 2016 s264	(c)
Commercial Building Approval Documentation – 10 or more approvals	\$570.00 plus \$25.00 for each approval over 10	Planning Act 2016 s264	(c)
→ If hard copy is provided	Plus current photocopy costs	Local Government Act # s262(3)(c)	
Copy of Certificate of Classification where already issued by Council or Private Certifier	\$215.00	Planning Act 2016 s264	(c)
Inspection of building records by an owner or authorised person	\$135.00	Planning Act 2016 s264	(c)
Copy of internal sewerage plan (residential)	\$65.00	Local Government Act # s262(3)(c)	
Hydraulic services plan (commercial)	\$65.00	Local Government Act # s262(3)(c)	
Search other than as listed above	By Quote	Local Government Act # s262(3)(c)	

Doc ID No: A5752968

ITEM: 14
SUBJECT: COURT ACTION STATUS REPORT
AUTHOR: ACTING DEVELOPMENT PLANNING MANAGER
DATE: 29 AUGUST 2019

EXECUTIVE SUMMARY

This is a report concerning a status update with respect to current court actions associated with development planning related matters including one other significant matter of dispute that the Planning and Development Department is currently involved with.

RECOMMENDATION/S

That the report be received and the contents noted.

RELATED PARTIES

The related parties, being the appellants associated with any court actions, are detailed in the attachment to this report.

ADVANCE IPSWICH THEME

Strengthening our local economy and building prosperity
Managing growth and delivering key infrastructure
Caring for our community
Caring for the environment
Listening, leading and financial management

PURPOSE OF REPORT/BACKGROUND

In addition to the current court actions, there is one (1) other significant matter of dispute that the Planning and Development Department is currently involved with. At Council's meeting on 13 November 2018, it was resolved to amend the Ipswich Planning Scheme (Planning Scheme Major Amendment Package 02/2018) by making amendments to Part 14 – Springfield Structure Plan. Springfield City Group has made representations to the State Government that the amendments as adopted by Council should not be approved and has suggested alternative wording regarding the rights and responsibilities of developers and land owners within the Springfield Structure Plan area.

As a consequence of this dispute, the State Government facilitated a without prejudice discussion on 28 February 2019 between Springfield City Group and Council officers. The matter was not resolved at this meeting and it was determined that further discussions

would be required prior to the State Government determining the outcome. The formal process surrounding this is presently on hold whilst ongoing discussions occur.

LEGAL/POLICY BASIS

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

Local Government Act 2009

Planning Act 2016

Planning and Environment Court Act 2016

RISK MANAGEMENT IMPLICATIONS

There are no risk management implications associated with this report.

FINANCIAL/RESOURCE IMPLICATIONS

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

COMMUNITY AND OTHER CONSULTATION

The contents of this report did not require any community consultation.

CONCLUSION

The Planning and Regulatory Services Department are currently involved with a number of current court related matters. Attachment 1 to this report provides a current status with respect to these matters.

ATTACHMENTS AND CONFIDENTIAL BACKGROUND PAPERS

1.	Court Action Status Report  
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Anthony Bowles

ACTING DEVELOPMENT PLANNING MANAGER

I concur with the recommendations contained in this report.

Brett Davey

ACTING GENERAL MANAGER - PLANNING AND REGULATORY SERVICES

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**Planning and Development Department
Court Action Status Report
29 August 2019**

Total Number of Appeals - 6

Note: Data is current as at close of business on the previous working day.

Planning & Environment Court - 6 Appeal/s

Appeal No: 473 of 2018	Appeal Date: 9/2/2018	Case Name: HPC Urban Design & Planning Pty Ltd and Bio-Recycle Australia Pty Ltd v/s Ipswich City Council
Solicitor: N/A at this time		Appeal Type: Applicant Appeal
P&D Register No: 139	Application No: 4475/2017/MCU	Applicant: HPC Urban Design & Planning Pty Ltd
Division: 3		Property: 30 Memorial Drive, Swanbank
Appeal Summary: This is an applicant appeal against Council's decision to refuse an application. The MCU application for Special Industry (Extension to an existing Landfill for Non-Putrescible Waste) was refused on the basis of amenity impacts on to adjoining residential areas specifically Ripley Valley.		
Status: Matter heard in court (25 March - 4 April 2019). Awaiting Judgement.		
Appeal No: 945 of 2018	Appeal Date: 14/3/2018	Case Name: Black Ink Architecture Pty Ltd v Ipswich City Council
Solicitor: N/A		Appeal Type: Applicant Appeal
P&D Register No: 140	Application No: 3859/2017/MCU	Applicant: Black Ink Architecture Pty Ltd
Division: 4		Property: 39 Barclay Street, Bundamba 41 Barclay Street, Bundamba 43 Barclay Street, Bundamba
Appeal Summary: This is an applicant appeal against Council's decision to refuse an application. The refusal related to a material change of use - child care centre which was recommended for refusal based on flooding, traffic, and amenity.		
Status: Experts engaged on 8 August 2019. Experts are meeting to discuss if issues can be resolved. JER's to complete report by 6 September 2019. Next court review 11 December 2019		
Appeal No: 1727 of 2018	Appeal Date: 11/5/2018	Case Name: C.B. Developments Australia Pty Ltd v ICC
Solicitor: N/A		Appeal Type: Applicant Appeal
P&D Register No: 141	Application No: 4432/2017/RAL	Applicant: CB Developments Pty Ltd
Division: 2		Property: 12-26 Eugene Street, Bellbird Park Lot 902 Eugene Street, Bellbird Park
Appeal Summary: This is an applicant appeal against Council's decision to refuse an application to reconfigure land into 333 lots plus parkland.		
Status: Order given that nominated planning experts are to prepare joint report by 20 September 2019. A further review is scheduled for 11 October 2019.		

Planning & Environment Court - 6 Appeal/s

Appeal No: 6410 of 2018 **Appeal Date:** 20/9/2018 **Case Name:** Mirvac Queensland Pty Ltd v Ipswich City Council and Home Investment Consortium Company Pty Ltd

Solicitor: N/A **Appeal Type:** Originating Application

P&D Register No: 144 **Application No:** 911/2018/ADP **Applicant:** Home Investment Consortium Company Pty Ltd

Division: 1 **Property:** 95 Southern Cross Circuit, Springfield Central

Appeal Summary: This is an originating application seeking a declaration that Council's approval of 11 April 2018 to approve an Area Development Plan is invalid and of no legal effect, or alternatively is to be set aside owing to the approval not being a minor amendment for the purposes of the Springfield Structure Plan.

Council granted an Area Development Plan approval to permit the establishment of a range of Supporting Uses in conjunction with the approved Retail Warehouse. The Supporting Uses were for the display and sale by retail of the goods as identified in the Master Area Development Plan – Toys, Fabrics, haberdashery and home décor, Craft and hobby supplies, Housewares, and Pet products.

Status: Matter is set down for a 2 day trial hearing on 29 & 30 August 2019.

Appeal No: 4457 of 2018 **Appeal Date:** 12/12/2018 **Case Name:** Weyba3 Pty Ltd v Ipswich City Council

Solicitor: N/A at this time **Appeal Type:** Applicant Appeal

P&D Register No: 147 **Application No:** 7117/2017/CA **Applicant:** WEBYA3

Division: 2 **Property:** 45 Ascot Street, Goodna
16 Redbank Plains Road, Goodna
45A Ascot Street, Goodna

Appeal Summary: This is an applicant appeal against Council's decision to refuse an application. The refusal related to reconfiguring the subject land into 78 residential lots and a material change of use for 78 Single Residential dwellings that are non-compliant with the planning scheme provisions.

Status: Order given that experts are to prepare joint reports with a further review by the court on 4 October 2019.

Appeal No: 939 of 2019 **Appeal Date:** 19/3/2019 **Case Name:** HPC Urban Design & Planning Pty Ltd and Bio-Recycle Australia Pty Ltd v Ipswich City Council

Solicitor: Allison Ferres-MacDonald **Appeal Type:** Applicant Appeal

P&D Register No: 152 **Application No:** 5601/2004/MAM C/A **Applicant:** Bio-Recycle Australia Pty Ltd

Division: 3 **Property:** 30 Memorial Drive, Swanbank

Appeal Summary: This is an applicant appeal against Council's decision to refuse a 'Minor Change' application for a combined approval for MCU for an Environmental Recycling Park (Soil Conditioner Manufacturing and Waste Disposal Facility).

The application was refused on the basis that:

- It failed to demonstrate that the proposed development is not in conflict with the Temporary Local Planning Instrument No.1 of 2018 (Waste Activity Regulation).
- It failed to demonstrate that there is a need to extend the life of the existing facility by increasing the landfill height from the approved RL75 to RL80. the proposed changes would result in a substantially different development to that which is currently permitted as they change the ability of the proposed development to operate as intended and introduce new impacts or increase the severity of known impacts including but not limited to visual and environmental nuisances.

Status: To be listed for review 14 days after the reasons for judgment are given by the court in appeal 473 of 2018.

Doc ID No: A5753093

ITEM: 15
SUBJECT: EXERCISE OF DELEGATION
AUTHOR: ACTING DEVELOPMENT PLANNING MANAGER
DATE: 29 AUGUST 2019

EXECUTIVE SUMMARY

This is a report concerning applications that have been determined by delegated authority **for the period 2 August 2019 to 29 August 2019.**

RECOMMENDATION/S

That the Interim Administrator of Ipswich City Council resolve:

That the report be received and the contents noted.

RELATED PARTIES

There are no related parties associated with the recommendation as the development applications have already been determined.

ADVANCE IPSWICH THEME

- Strengthening our local economy and building prosperity
- Managing growth and delivering key infrastructure
- Caring for our community
- Caring for the environment
- Listening, leading and financial management

PURPOSE OF REPORT/BACKGROUND

The following delegations (and associated sub-delegations) contain a requirement for the noting of applications determined by delegated authority:

- **Approval of Plans for Springfield**
- **Determination of Development Applications, Precinct Plans, Area Development Plans and Related Matters**
- **Exercise the Powers of Council under the *Economic Development Act 2012***
- **Implementation of the Planning and Development Program**
- **Exercise the Powers of Council under *Planning Act 2016***

LEGAL/POLICY BASIS

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

Local Government Act 2009

Planning Act 2016

Economic Development Act 2012

RISK MANAGEMENT IMPLICATIONS

There are no risk management implications associated with this report.

FINANCIAL/RESOURCE IMPLICATIONS

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

COMMUNITY AND OTHER CONSULTATION

The contents of this report did not require any community consultation. In the event that the development applications listed in this report triggered 'impact assessment' pursuant to the Ipswich Planning Scheme, public notification was undertaken as part of the development application process in accordance with any legislative requirements and matters raised in any submissions 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 28 June 2019 to 1 August 2019.

ATTACHMENTS AND CONFIDENTIAL BACKGROUND PAPERS

1.	Exercise of Delegation  
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Anthony Bowles

ACTING DEVELOPMENT PLANNING MANAGER

I concur with the recommendations contained in this report.

Brett Davey

ACTING GENERAL MANAGER - PLANNING AND REGULATORY SERVICES

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**Development Applications Determined by Delegated Authority
2 August 2019 to 29 August 2019**

Application No	Type	Application Details	Primary Property Location
ADP Area Development Plan			
4709/2019/ADP	ADP	Request to amend the Brookwater Precinct Plan	60 Springfield Greenbank Arterial, Springfield Central
	Decision Date - 8/08/2019	Decision - Approved	Authority - Acting Development Planning Manager
5183/2019/ADP	ADP	Area Development Plan to Amend an existing Area Development Plan	1 Springfield Lakes Boulevard, Springfield Lakes
	Decision Date - 5/08/2019	Decision - Approved	Authority - Team Co-ordinator East
CA Combined Approval			
2262/2019/CA	CA	Reconfiguring a Lot - Two (2) Lots into Sixteen (16) Lots in Two (2) Stages Material Change of Use - Single Residential (Lots 2-3 and 5-16 - Building Envelope Plans)	14-16 Samantha Street, Redbank Plains
	Decision Date - 26/08/2019	Decision - Approved - Negotiated Decision Approved	Authority - Team Co-ordinator Central
5878/2018/CA	CA	Material Change of Use - Business Use (Fast Food Premises, Service Station and Shop) Reconfiguring a Lot - Six (6) lots into three (3) lots and access easement	12 Kerwick Street, Redbank
	Decision Date - 12/08/2019	Decision - Approved	Authority - Team Co-ordinator East
EXC Exemption Certificate			
6668/2019/EXC	EXC	Exemption Certificate - Single Residential	80 Brentwood Drive, Ebbw Vale
	Decision Date - 21/08/2019	Decision - Approved	Authority - Senior Planner (Development)
MCU Material Change of Use			
1140/2019/MCU	MCU	Material Change of Use - Business Use (Service Station)	7001 Sunbird Drive, Redbank Plains
	Decision Date - 5/08/2019	Decision - Approved - Negotiated Decision Approved	Authority - Team Co-ordinator Central
1142/2019/MCU	MCU	Material Change of Use - Business Use (Fast Food Premises and Medical Centre) and Shopping Centre	7001 Sunbird Drive, Redbank Plains
	Decision Date - 5/08/2019	Decision - Approved - Negotiated Decision Approved	Authority - Team Co-ordinator Central
3007/2019/MCU	MCU	Material Change of Use - Single Residential affected by a Development Constraints Overlay (Difficult Topography)	80 Starks Road, Tallegalla
	Decision Date - 5/08/2019	Decision - Approved	Authority - Senior Planner (Development)
3509/2019/MCU	MCU	Material Change of Use - General Industry (Extension to Existing General Industry Use)	23-25 Antimony Street, Carole Park
	Decision Date - 20/08/2019	Decision - Approved - Negotiated Decision Refused	Authority - Team Co-ordinator East
4018/2019/MCU	MCU	Material Change of Use - Dual Occupancy (Relative's Accommodation)	257 Old Logan Road, Camira
	Decision Date - 9/08/2019	Decision - Approved	Authority - Senior Planner (Development)
4126/2019/MCU	MCU	Material Change of Use - Extension to a Special Industry (Asphalt Manufacturing Plant)	2B Kenneth Street, Riverview

Application No	Type	Application Details	Primary Property Location
	Decision Date - 15/08/2019	Decision - Approved	Authority - Team Co-ordinator Central
4565/2019/MCU	MCU	Material Change of Use - Temporary Sales Office (Waterlea Estate)	7001 Rohl Road, Walloon
	Decision Date - 14/08/2019	Decision - Approved	Authority - Senior Planner (Development)
4802/2019/MCU	MCU	Material Change of Use - Service/Trades Use - Warehouse Extension	142 Mica Street, Carole Park
	Decision Date - 21/08/2019	Decision - Approved	Authority - Team Co-ordinator East
4883/2019/MCU	MCU	Material Change of Use - Services Trade Use (Warehouse)	50 Weedman Street, Redbank
	Decision Date - 23/08/2019	Decision - Approved	Authority - Team Co-ordinator East
6216/2018/MCU	MCU	Material Change of Use - Special Industry (Chemical Manufacturing) and Environmentally Relevant Activity (ERA) 7 - Chemical Manufacturing	191 Whitwood Road, New Chum
	Decision Date - 26/08/2019	Decision - Approved	Authority - Acting City Planner
6245/2019/MCU	MCU	Material Change of Use - Single Residential with Auxiliary Unit	9A Henderson Street, Redbank
	Decision Date - 2/08/2019	Decision - Approved	Authority - Senior Planner (Development)
6436/2019/MCU	MCU	Material Change of Use - Single Residential with Auxiliary Unit	4 Larter Street, Brassall
	Decision Date - 12/08/2019	Decision - Approved	Authority - Senior Planner (Development)
6444/2019/MCU	MCU	Material Change of Use - Single Residential affected by a Development Constraints Overlay (ANEF Noise)	200 Ipswich Boonah Road, Purga
	Decision Date - 12/08/2019	Decision - Approved	Authority - Senior Planner (Development)
9242/2018/MCU	MCU	Material Change of Use - Community Use (School)	6 Church Street, Goodna
	Decision Date - 7/08/2019	Decision - Approved	Authority - Acting Development Planning Manager
MAMC Modification-Change Application Minor			
2359/2017/MAMC/B	MAMC	Minor Change - Reconfiguring a Lot – 1 Lot into 40 Residential Lots plus 2 Management Lots (Future Medium Density Residential), New Road, Park, Drainage, Bushfire Buffer & Balance Lot Material Change of Use – Single Residential (40 Lots)	7001 Keidges Road, Augustine Heights
	Decision Date - 23/08/2019	Decision - Approved	Authority - Team Co-ordinator East
4024/2016/MAMC/A	MAMC	Minor Change - Service/Trade Use (Warehouse & Ancillary Office)	39 Silica Street, Carole Park
	Decision Date - 5/08/2019	Decision - Approved	Authority - Team Co-ordinator East
4350/2007/MAMC/A	MAMC	Minor Change - Making a Material Change of Use of Premises – Preliminary Approval to Affect the Planning Scheme pursuant to section 242 of the Sustainable Planning Act 2009 for the development of Land for Residential Low Density Purposes; Reconfiguring a Lot – One (1) Lot into Fifty-Seven (57) Lots plus Balance Area, Drainage Reserve and New Roads; and Reconfiguring a Lot – One (1) Lot into Three Hundred and Seventy-Five (375) L Plus a Balance Lot, Drainage Reserve and New Roads	993-1049 Karrabin Rosewood Road, Thagoona
	Decision Date - 26/08/2019	Decision - Approved	Authority - City Planner
4583/2017/MAMC/B	MAMC	Minor Change - Business use and community use (office tower)	1 Union Place Mall, Ipswich
	Decision Date - 20/08/2019	Decision - Approved	Authority - Acting City Planner
6223/2018/MAMC/A	MAMC	Minor Change - Material Change of Use - Single Residential in a Rural A Zone	620-628 Hagslea Amberley Road, Walloon

Item 15 / Attachment 1.

Application No	Type	Application Details	Primary Property Location
6421/2017/MAMC/B	MAMC	Decision Date - 7/08/2019 Decision - Approved Minor Change - Material Change of Use - Undefined Use (Costco Wholesale Warehouse and Service Station) Operational Works - Advertising Devices (five (5) wall signs, four (4) awning fast signs and one (1) pylon sign) Operational Works - Roadworks, Stormwater, Landscaping, Signage and Car Park Design	Authority - Team Co-ordinator West 1 Wood Street, Bundamba
6650/2017/MAMC/A	MAMC	Decision Date - 7/08/2019 Decision - Approved Minor Change - Material Change of Use - Business Use (Service Station, Fast Food Premises, Café, Restaurant, Takeaway Food Premises) and Service Trade Use (Mechanical Car Wash)	Authority - Team Co-ordinator Central 1-19 Mullins Street, Collingwood Park
7342/2008/MAMC/C	MAMC	Decision Date - 6/08/2019 Decision - Approved Minor Change - MCU - Single Residential (30 Lots less than 450m2) RAL - One (1) Lot into 129 Lots plus balance areas and opening of new roads, linear open space, drainage reserve & parkland	Authority - Team Co-ordinator Central 7001 Diamantina Boulevard, Brassall
7564/2007/MAMC/B	MAMC	Decision Date - 12/08/2019 Decision - Approved Minor Change - RAL- Two (2) Lot into 268 Lots MCU- Single Residential Dwellings on allotments affected by Development Constraint Overlay 5: Underground Mining (Proposed Lots 290-299).	Authority - Team Co-ordinator West 7001 Karrabin Rosewood Road, Rosewood
928/2019/MAMC/A	MAMC	Decision Date - 14/08/2019 Decision - Approved Decision Date - 15/08/2019 Decision - Approved Minor Change - Material Change of Use - Business Use (Fast Food Premises) Advertising Devices - Wall Signs, Pylon Signs, Awning Signs	Authority - Team Co-ordinator West 70 Brisbane Road, East Ipswich
995/2018/MAMC/A	MAMC	Decision Date - 21/08/2019 Decision - Approved Minor Change - Material Change of Use - Business Use (Cafe, Restaurant and/or Hotel) and Community Use (Library and Visitor Information Centre)	Authority - Team Co-ordinator Central 23 Ipswich City Mall, Ipswich
		Decision Date - 20/08/2019 Decision - Approved	Authority - City Planner
MAEXT Modification-Extension Application			
1428/2016/MAEXT/A	MAEXT	Extension Application - Operational Works (Road works, Drainage works and Earthworks)	16 Lorikeet Lane, Bellbird Park
1469/2015/MAEXT/A	MAEXT	Decision Date - 12/08/2019 Decision - Approved Extension to Currency Period Application – Reconfiguring a Lot - one (1) lot into three (3) lots	Authority - Team Co-ordinator Engineering 121 Cedar Road, Redbank Plains
2175/2013/MAEXT/B	MAEXT	Decision Date - 8/08/2019 Decision - Approved Extension to Currency Period Application - MCU - Service Trades Use (Warehouse & Storage) OW - Internal Works (Stormwater and Landscaping) OW - Signage Smart eDA	Authority - Senior Planner (Development) 7001 Hoepner Road, Bundamba

Item 15 / Attachment 1.

Application No	Type	Application Details	Primary Property Location
	Decision Date - 28/08/2019	Decision - Approved	Authority - Senior Planner (Development)
3639/2005/MAEXT/B	MAEXT	Extension to Currency Period Application - Two (2) Lots into Four (4) Lots	57 Harlin Road, Coalfalls
	Decision Date - 5/08/2019	Decision - Approved	Authority - Senior Planner (Development)
4328/2015/MAEXT/A	MAEXT	Extension to Currency Period Application - Single Residential Dwelling within a Development Constraints Overlay	51 Phillip Street, One Mile
	Decision Date - 2/08/2019	Decision - Approved	Authority - Senior Planner (Development)
4350/2007/MAEXT/A	MAEXT	Extension to Currency Period Application - Making a Material Change of Use of Premises - Preliminary Approval to Affect the Planning Scheme pursuant to section 242 of the Sustainable Planning Act 2009 for the development of Land for Residential Low Density Purposes; Reconfiguring a Lot - One (1) Lot into Fifty-Seven (57) Lots plus Balance Area, Drainage Reserve and New Roads; and Reconfiguring a Lot - One (1) Lot into Three Hundred and Seventy-Five (375) L Plus a Balance Lot, Drainage Reserve and New Roads	993-1049 Karrabin Rosewood Road, Thagoona
	Decision Date - 28/08/2019	Decision - Approved	Authority - Senior Planner (Development)
6228/2014/MAEXT/A	MAEXT	Extension to Currency Period Application - RAL - Boundary Realignment Four(4) Lots into Four (4) Lots MCU - Business Use - Medical Centre and/or Office Preliminary Approval to Affect the Planning Scheme	19 Warwick Road, Ipswich
	Decision Date - 20/08/2019	Decision - Approved	Authority - Senior Planner (Development)
OW Operational Works			
1940/2019/OW	OW	Road Work, Stormwater, Drainage Work, Earthworks and Landscaping	28 Essex Street, Chuwar
	Decision Date - 13/08/2019	Decision - Approved	Authority - Team Co-ordinator Engineering
3688/2019/OW	OW	Earthworks and Landscaping	1382 Warrego Highway, Brassall
	Decision Date - 8/08/2019	Decision - Approved	Authority - Team Co-ordinator Engineering
3934/2019/OW	OW	Road Work, Stormwater, Earthworks and Signage	85 Thornton Street, Raceview
	Decision Date - 2/08/2019	Decision - Approved	Authority - Acting Team Co-ordinator Engineering
4088/2019/OW	OW	Road work, Stormwater, Drainage work and Earthworks	7003 Sunbird Drive, Redbank Plains
	Decision Date - 21/08/2019	Decision - Approved	Authority - Team Co-ordinator Engineering
4401/2019/OW	OW	Rate 3 Streetlighting - Oaklands Estate Stages 1A, 1B, 1C, 3A and 3B	14 Church Street, Tivoli
	Decision Date - 5/08/2019	Decision - Approved	Authority - Team Co-ordinator Engineering
4601/2019/OW	OW	Earthworks	21 Orana Street, Redbank Plains
	Decision Date - 12/08/2019	Decision - Approved	Authority - Team Co-ordinator Engineering
4912/2019/OW	OW	Rate 3 Streetlighting - Six Mile Creek Estate Stage 8	7004 Collingwood Drive, Collingwood Park
	Decision Date - 12/08/2019	Decision - Approved	Authority - Team Co-ordinator Engineering
5023/2019/OW	OW	Rate 3 Streetlighting - Blue Gum Estate	21-25 North High Street, Brassall
	Decision Date - 27/08/2019	Decision - Approved	Authority - Team Co-ordinator Engineering
5046/2019/OW	OW	Stormwater	1382 Warrego Highway, Brassall
	Decision Date - 13/08/2019	Decision - Approved	Authority - Team Co-ordinator Engineering
5056/2019/OW	OW	Earthworks	16 Noble Place, Goodna

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Application No	Type	Application Details	Primary Property Location
5201/2019/OW	OW	Rate 3 Streetlighting	352-396 Ripley Road, Ripley
6080/2019/OW	OW	Road Work, Stormwater Drainage Work and Earthworks	14 Monash Road, Redbank
6159/2019/OW	OW	Road Work, Stormwater Drainage Work and Earthworks	4 Weedman Street, Redbank
6188/2019/OW	OW	Landscaping	18-20 Harris Street, Bellbird Park
6268/2019/OW	OW	Road Work and Stormwater Drainage Work	50 Weedman Street, Redbank
OD Other Development			
3004/2019/OD	OD	Advertising Device	51 Springfield Parkway, Springfield
5566/2019/OD	OD	Carrying out Building Work not Associated with a Material Change of Use - Garage in a Character Zone	21 Pine Mountain Road, North Ipswich
5894/2019/OD	OD	Carrying out Operational Works - Multiple Advertising Devices	8 Smiths Road, Goodna
5943/2019/OD	OD	Carrying out Building Works not Associated with a Material Change of Use - Outdoor Decking on a Heritage Place	82 Chermerside Road, Ipswich
6067/2019/OD	OD	Carrying out building work not associated with a material change of use - extension to a single residential in a character zone	10 Stephenson Street, Sadliers Crossing
6421/2019/OD	OD	Advertising Devices - Ten (10) Entry Flags, Three (3) Direction Signs and One Entry Marker	259-283 Cumner Road, White Rock
MAPDA PDA Amendment Application			
5840/2019/MAPDA	MAPDA	Amendment Application – Changes to Conditions Associated with an MEDQ Endorsed Context Plan (MEDQ Decision Notice DEV2012/235)	7002 Ripley Road, Ripley
9140/2016/MAPDA/CMAPDA	CMAPDA	PDA Amendment Application - Reconfiguration of a Lot with a Plan of Development (POD) - 1 Lot into 515 Lots plus Parks, Drainage Reserve and Ne Roads	7002 Ripley Road, Ripley
PDA Priority Development Area			
4760/2019/PDA	PDA	Operational Works – 7 Rex Hills Drive, Ripley – Civil Works	7 Rex Hills Drive, Ripley

Application No	Type	Application Details	Primary Property Location
	Decision Date - 26/08/2019	Decision - Approved	Authority - Senior Development Engineer
RAL Reconfiguring a Lot			
1385/2019/RAL	RAL	Reconfiguring a Lot - Two (2) Lots into Twelve (12) Lots	4 Weedman Street, Redbank
	Decision Date - 20/08/2019	Decision - Approved	Authority - Team Co-ordinator East
1779/2019/RAL	RAL	Reconfiguring a Lot - Two (2) Lots into Twenty-Seven (27) Lots, Drainage Rese and New Road	163-165 Cedar Road, Redbank Plains
	Decision Date - 7/08/2019	Decision - Approved	Authority - Team Co-ordinator Central
3245/2019/RAL	RAL	Reconfiguring Two (2) Lots into Two (2) Lots, plus New Road	70 Weedman Street, Redbank
	Decision Date - 5/08/2019	Decision - Approved	Authority - Team Co-ordinator East
3682/2019/RAL	RAL	Reconfiguring a Lot - One (1) Lot into Two (2) Lots	22 Birdwood Street, North Ipswich
	Decision Date - 8/08/2019	Decision - Approved	Authority - Senior Planner (Development)
3884/2019/RAL	RAL	Reconfiguring a Lot - One (1) Lot into Two (2) Lots and New Road	83 Bognuda Street, Bundamba
	Decision Date - 8/08/2019	Decision - Approved - Negotiated Decision Approved	Authority - Senior Planner (Development)
NAME Road/Place/Park/Bridge Naming			
5760/2015/NAME/B	NAME	Park Naming - The Village at Bundamba Stages 2-1A and 2-1B	35-53 Bognuda Street, Bundamba
	Decision Date - 12/08/2019	Decision - Approved	Authority - Acting Team Co-ordinator Technical Support
6542/2019/NAME	NAME	Private Road Naming	100 Hoepner Road, Bundamba
	Decision Date - 27/08/2019	Decision - Approved	Authority - Senior Development Planning Compliance Offic
SSP Signing of Subdivision Plan			
3570/2019/SSP/A	SSP	Lots 116-122, 166-174, 190-198, 8000 & Common Property on SP304728 Lots 8000, 9000 & Common Property on SP312112	7001 Brookwater Drive, Brookwater
	Decision Date - 28/08/2019	Decision - Approved	Authority - Senior Development Planning Compliance Offic
9049/2016/SSP/D	SSP	Lots 299, 302, 901 SP294583	7001 Hoepner Road, Bundamba
	Decision Date - 20/08/2019	Decision - Approved	Authority - Senior Development Planning Compliance Offic
9291/2018/SSP	SSP	Lots 1-8 and 10-16 on SP304735	22 Alexandra Street, Booval
	Decision Date - 13/08/2019	Decision - Approved	Authority - Acting Team Co-ordinator Technical Support
SSPRV Signing of Subdivision Plan (Ripley)			
4854/2019/SSPRV	SSPRV	Lots 1 and 2 on SP311989	12 Watheroo Street, South Ripley
	Decision Date - 8/08/2019	Decision - Approved	Authority - Senior Development Planning Compliance Offic
SPSR Superseded Planning Scheme Request			
6595/2019/SPSR	SPSR	Superseded Planning Scheme Request - Single Residential Dwelling with Auxiliary Unit	67 Mackellar Way, Walloon
	Decision Date - 19/08/2019	Decision - Approved	Authority - Senior Planner (Development)
6614/2019/SPSR	SPSR	Superseded Planning Scheme Request - Single Residential Dwelling with Auxiliary Unit	25 Radcliffe Court, Bellbird Park
	Decision Date - 22/08/2019	Decision - Approved	Authority - Senior Planner (Development)

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Application No	Type	Application Details	Primary Property Location
6713/2019/SPSR	SPSR	Superseded Planning Scheme Request - Single Residential Dwelling with Auxiliary Unit	29 Conifer Avenue, Brassall
		Decision Date - 20/08/2019	Decision - Approved
		Authority - Senior Planner (Development)	
6859/2019/SPSR	SPSR	Superseded Planning Scheme Request - Dwelling and Auxiliary Unit	15 Uldis Place, Bellbird Park
		Decision Date - 26/08/2019	Decision - Approved
		Authority - Senior Planner (Development)	

Doc ID No: A5756913

ITEM: 16
SUBJECT: HERITAGE AND MONUMENTS ADVISORY COMMITTEE MEETING NO. 210
AUTHOR: PRINCIPAL OFFICER (URBAN DESIGN AND HERITAGE CONSERVATION)
DATE: 30 AUGUST 2019

EXECUTIVE SUMMARY

This is a report concerning the minutes of the Heritage and Monuments Advisory Committee (meeting number 210) which was held on Thursday, 22 August 2019. As well as providing updates on standing items, the Committee has also recommended the revised Terms of Reference and the nomination of a replacement representative from the National Trust for approval.

RECOMMENDATION/S

That the Interim Administrator of Ipswich City Council resolve:

- A. That the minutes of the Heritage and Monuments Advisory Committee No. 2010 be received and noted.**
- B. That the revised Terms of Reference as detailed in Attachment 2, be adopted.**
- C. That the nomination of Daniel Cameron as a replacement representative from the National Trust Ipswich Branch, be approved.**

RELATED PARTIES

There are no related party matters associated with this report.

ADVANCE IPSWICH THEME

Listening, leading and financial management

PURPOSE OF REPORT/BACKGROUND

The Heritage and Monument Advisory Committee met on 22 August 2019. A copy of the Minutes is included as Attachment 1.

LEGAL/POLICY BASIS

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

Not Applicable

RISK MANAGEMENT IMPLICATIONS

There are no risk management implications associated with this report.

FINANCIAL/RESOURCE IMPLICATIONS

There are no resourcing or budget implications.

COMMUNITY AND OTHER CONSULTATION

No consultation was required in relation to reporting the Minutes from the Heritage and Monuments Advisory Committee meeting.

CONCLUSION

The report contains the minutes of the Heritage and Monuments Advisory Committee including updates from committee members and the Draft Terms of Reference. A copy of the draft Terms of Reference is included as Attachment 2.

ATTACHMENTS AND CONFIDENTIAL BACKGROUND PAPERS

1.	Heritage and Monuments Advisory Committee Minutes of 22 August 2019 ↓ 
2.	Revised Terms of Reference ↓ 

Daniel Keenan

PRINCIPAL OFFICER (URBAN DESIGN AND HERITAGE CONSERVATION)

I concur with the recommendations contained in this report.

Brett Davey

ACTING GENERAL MANAGER - PLANNING AND REGULATORY SERVICES

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

Heritage and Monuments Advisory Committee (HMAC) Minutes

Meeting Number	210
Date	Thursday, 22 August 2019
Start Time	9.00 a.m.
Venue	Cafeteria Room, Humanities Building
Attendees	Danny Keenan, CHAIR - Principal Officer (Urban Design and Heritage Conservation)/ICC Tanya Jen, DEPUTY CHAIR – Team Coordinator (Cultural Heritage)/ICC Melanie Rush, Ipswich City Council Library - Digital Archivist Jo-Ann Porter, Administration Coordinator/ICC (minutes) Graham Carter, Engineers Australia (Engineering Heritage Australia-Queensland) Irma Deas, Ipswich Genealogical Society Jane Kingston, Ipswich Hospital Museum Sally Hetherington, Independent Joyce Phillips, Independent Kay Jones, National Trust of QLD, Ipswich and West Moreton Branch Nell Crouch, Rosewood Scrub Historical Society Josh Tarrant, Museum Development Officer – SEQ Region Ray Waterston, RSL Railways sub branch
Apologies	Dr Celmara Pocock, USQ Senior Lecturer (Anthropology and Australian Indigenous Studies)
Guest for Item 3	Mark Bastin, Principal Officer (Open Space, Land & Facilities Operations), Infrastructure & Environment Department/ICC

Discussion items:

Item/Item number	Discussion and conclusions
1. Welcome	The meeting opened at 9.00am.
2. Confirmation of Minutes of Previous Meeting	The minutes of the previous Heritage and Monuments Advisory Committee meeting number 209 were accepted as a true and accurate record. Moved by Irma Deas. Seconded by Kay Jones. The motion was put and carried.
3. New Memorials	The Committee were provided with information on Council's application process for Public Monuments and Memorials.
4. Indigenous Australian Soldier War Memorial – Queens Park	Carried Over
5. Heritage Adviser Service	The Committee were provided with a briefing on the Heritage Adviser activities since April 2019.
6. Department of Environment and Science Notifications	Three exemption certificate notifications were received from the Department of Environment and Science. The committee were provided with an overview of the applications received.
7. Viva Cribb Bursary and Picture Ipswich update	Viva Cribb Bursary Carried over. Picture Ipswich A number of volunteers are working in this area at the moment. Their work includes adding the Whitehead Collection, scanning, research, Photoshop

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	editing and turning oral histories into videos.
8. Corporate Archives	The Ipswich Cemetery data cards have been collected from the Ipswich Genealogical Society and have been catalogued and stored in archive boxes. Council's historical Ipswich Cemetery burial records (hand written copies) have been catalogued and boxed. All of these items will be relocated to the Corporate Archive.
9. USQ/Ipswich City Council Partnership Opportunities	On 30 July 2019, Ipswich City Council Officers conducted a workshop for The University of Southern Queensland with 15 students in attendance. The workshop focused on resources available at the Ipswich Library, writing Statements of Significance and a walk along Murphy and Hancock Streets.
10. Committee Members updates	Refer to Members' updates.
11. Correspondence	<ol style="list-style-type: none"> 1) Email from Kay Jones (National Trust Representative) to advise that Simone Hubbard will be resigning. A new representative has been nominated by the National Trust. 2) Email from Simone Hubbard (National Trust Representative), resigning from the committee.
12. Review of Terms of Reference	<p>The revised draft Terms of Reference were reviewed by committee members who supported the updates and amendments.</p> <p>Recommendation: That the revised Terms of Reference be approved.</p>
13. General Business	<ol style="list-style-type: none"> 1) The Committee has been advised in writing of the nomination of Daniel Cameron as a replacement representative from the National Trust Ipswich Branch. The Committee endorses this nomination. Recommendation: That Daniel Cameron be approved as the representative for the National Trust. 2) An update on the status of the Water Tower in Tower Street, Eastern Heights was requested. The committee was informed that the site is owned by Queensland Urban Utilities and that it is not included as a Character Place in the Ipswich Planning Scheme. 3) The committee was informed that the Queensland Rail Heritage Fleet may have been moved from North Ipswich.
Meeting Close	The meeting closed at 11.00 a.m.

Heritage and Monuments Advisory Committee – Members update, June 2019

Organisation	Update
<p>Engineers Australia/Engineering Heritage Queensland – Graham Carter</p>	<ul style="list-style-type: none"> • Work on the Heritage Recognition Program, the Technical Program, the Archives Program, the Publications Program, and Biographies and Oral History Program listed in the previous report continues. • The National Board of Engineering Heritage Australia's 100 years Celebration. This is the major interest at the moment of the Engineers Australia and EHQ. EHA has produced a book of 100 engineering achievements in Australia. Another book on 100 eminent engineers in Australia is about to be released. • EHQ is considering conducting an Engineering Heritage Walk in Brisbane to commemorate the Centenary of the Institution of Engineers Australia (now Engineers Australia).
<p>Ipswich Genealogical Society – Irma Deas</p>	<ul style="list-style-type: none"> • Post Office Box: As the Ipswich central post office is to close, and we do not receive many postal articles, a decision was made to change mail to our street address. From September the address of the Ipswich Genealogical Society will be “Cooneana Heritage Centre”, 1041 Redbank Plains Road, New Chum 4303. • Queensland Government Gazettes: Extra shelves from our Library have been moved to Shed 2 and the Gazettes are being wrapped and the shelves covered with plastic. Thank you to those who are helping with this huge task. The Gazettes will soon be available for research. • Cemetery Transcription Cards: These cards were transcribed in the early 1980s and many of those graves have been lost over time through vandalism, so they are a valuable source for research. The information has been added to our database and the cards have gone to the Council and placed in the new Corporate Archives in the old Commonwealth Bank building (corner Brisbane and Nicholas Streets). Council Staff members have packed the cards in Archive Boxes and transported them to the new Archive. • Heritage Day: Sunday 25th August “Cooneana” Heritage Day from 9 am to 2 pm. All groups will be open – Historical Society, Genealogical Society, Spinners & Weavers, Historical Motorcycles, Blacksmith, Queensland Metal Artisans Collective, and other groups will have displays. • Robyn Buchanan Collection: The documents and photographs in the Robyn Buchanan Collection are being scanned and will be available to researchers. • AGM: The AGM will be held on Tuesday 10th September at 9.30 am at “Brigg House”.
<p>Ipswich Historical Society – Ken Sbeghan</p>	<p>Carried over</p>
<p>Ipswich Hospital Museum – Jane Kingston</p>	<ul style="list-style-type: none"> • The Ipswich Hospital Museum (IHM) had two speaking engagements: ‘Sunday Talks’ at Ipswich Historical Society. Mutdapilly Rural Fire Service Biggest Afternoon (not Morning) Tea. • Reviewed the IHM Strategic Plan 2020 – 2025, determining goals and priorities for the next 5 years. • IHM have been invited to exhibit a display in the Ipswich Library – have

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	chosen 'birthing' theme – display will be from mid-September to December 2019.
National Trust QLD – Ipswich and West Moreton Branch – Kay Jones	<ul style="list-style-type: none"> The upcoming event for the National Trust is 'Great Houses of Ipswich' to be held on Saturday 7 September 2019. The 3 houses that will be open are: 'Woodlands' at Marburg, The 'Duce House' on Brisbane Road and 'Collingwood' in Murphy Street.
Rosewood Scrub Historical Society – Nell Crouch	<ul style="list-style-type: none"> The Rosewood Scrub Historical Society is organising the 40th Anniversary of the Society to be held at the end of October 2019. Dairy working bee.
Workshops Rail Museum – Josh Tarrant	<ul style="list-style-type: none"> TWRM has the Bush Mechanics exhibition from the National Motoring Museum on display in the Boilershop Gallery up until 2 February 2020. Bush Mechanics features a range of items from the series, including two original cars, clay figurines, specially commissioned artwork and interactive displays, it also provides broader insights into Aboriginal life and culture. Visitors to the exhibition will be able to see original footage from the series and try their hand at some of the ingenious and resourceful nyurulypa, or tricks, by assembling the discarded parts that make up the exhibition's 'bush driving simulator' and operating it. TWRM held the Electric Vehicle Rally as a part of the National Science week program. Open Day will be held October 19. Themes for the day revolve around motoring (to complement the Bush Mechanics exhibition) and will feature V8 supercars and muscle club car displays. There will also be a craft markets as part of the day. TWRM will begin working on the redevelopment of one of their permanent displays in Might and Muscle. Christmas markets will be held in December.
National Serviceman's Association – Kevin Keys	Carried over.
RSL – Ray Watherston	'All Conflicts Memorial' was unveiled at the Railway Workshop Museum on Anzac Day. The last 6 panels were dedicated at a ceremony by RAAF Chaplain Squadron Leader Andrea Follett.

Terms of Reference

Ipswich Heritage and Monuments Advisory Committee

July 2019

INTRODUCTION

Ipswich City Council is committed to meaningful engagement with the community on issues affecting the city, and on local issues that significantly impact on the community. Public participation and engagement is the foundation of good decision-making, and is mutually beneficial to the community and council. One of the ways that council engages with the Ipswich community is through the Ipswich Heritage and Monuments Advisory Committee.

A key component of the Ipswich Heritage Program is the involvement of key stakeholders and community support. This was achieved with the establishment of the Ipswich Heritage Consultative Committee in 1991 and the Monuments and Memorials Committee in 2001.

In 2017 the Ipswich Heritage Consultative Committee and the Ipswich Monuments and Memorials Committee were combined to form the Ipswich Heritage and Monuments Advisory Committee.

This Terms of Reference (TOR) sets out the operating conditions for the Ipswich Heritage and Monuments Advisory Committee including the purpose, structure and responsibilities of the group's members.

PURPOSE, SCOPE AND OBJECTIVES

The purpose of the Ipswich Heritage and Monuments Advisory Committee is to provide a platform where community representatives provide information, advice and views to Council on matters relating to core business functions.

The scope of the Ipswich Heritage and Monuments Advisory Committee is limited to the following:

- Assist Ipswich City Council in the conservation of the cultural heritage of Ipswich and promote

the appreciation and awareness of cultural heritage values;

- Provide Council with balanced and informed advice by adopting an approach which encourages the conservation of the cultural heritage of Ipswich;
- Promote community awareness, use and enjoyment of the cultural heritage of Ipswich;
- Deal with matters from Council concerning the cultural heritage of Ipswich;
- Formulate and recommend local heritage initiatives; and
- Promote the preservation of significant monuments and memorials in Ipswich for future generations and to advise on new monuments and memorials to ensure that they appropriately commemorate/memorialise people, events or places significant in the history of Ipswich.

MEMBERSHIP

The Group shall be comprised of representative from Ipswich heritage groups, heritage professionals, invited community members, in addition to Council officers and others as determined by the Council. Relevant heritage groups may recommend nominees, either person or position, to join the Ipswich Heritage and Monuments Advisory Committee.

Subject matter experts may be invited to attend a meeting/s from time to time, if required, for particular projects or issues.

Sub-committees may be established as required.

Term

The term of membership is four (4) years, subject to compliance with these terms of reference. The Chairperson (supported by the City Design Branch) is responsible for implementing another public EOI process at the end of each term.

Vacancy

The Ipswich Heritage and Monuments Advisory Committee shall notify the Growth and Infrastructure Committee of any vacancy in its membership and submit the name of a person/s considered to be suitable for appointment to the committee. The Growth and Infrastructure Committee will make recommendations to the Council to decide whether to appoint the recommended person/s.

Termination

Members may terminate their membership at any time. Notice of membership termination must be provided in writing to the Chairperson.

Members

Members of the Ipswich Heritage and Monuments Advisory Committee are required to:

- Attend and participate in meetings;
- Adhere to the Terms of Reference; and
- Represent community views and provide information and advice to Council on items related to the group's purpose, scope and objectives.

POWERS OF THE IPSWICH HERITAGE AND MONUMENTS ADVISORY COMMITTEE

The Ipswich Heritage and Monuments Advisory Committee provides information, advice and views and, where sought by council, recommendations to the Chairperson and, by extension, the Growth and Infrastructure Committee. Any information, advice, views and recommendations will be recorded in the minutes and the summary report for the Growth and Infrastructure Committee. The group has opportunity to influence council decision making, however, does not have decision-making authority. This remains the function of council.

ROLES AND RESPONSIBILITIES

Ipswich City Council

A Chairperson and Deputy Chairperson for the Group is appointed by Council.

The Chairperson of the Ipswich Heritage and Monuments Advisory Committee is the Principal Officer (Urban Design and Heritage Conservation).

In the absence of the Chairperson for a meeting of the Group, the Deputy Chairperson shall chair the meeting.

Council officers from the City Design Branch, Planning and Regulatory Services Department will oversee the governance and coordination of the Ipswich Heritage and Monuments Advisory Committee, including:

- Participating in meetings and adhering to the Terms of Reference;
- Ensure group adherence to the Terms of Reference;
- Coordinate the agendas, minutes and other documentation;
- Undertake a review of the Terms of Reference and group's efficacy every four years;
- Report to the relevant council standing committee; and
- Notify the relevant council standing committee of any changes to group membership.

Subject-matters experts from council may also be invited to attend a meeting/s from time-to-time, if required, for particular projects or issues.

MEETINGS

Frequency

The Ipswich Heritage and Monuments Advisory Committee will meet bi-monthly for approximately two hours. Depending on the agenda and discussion, meeting run times may be shortened or lengthened.

There must be a quorum of attendance of at least half the membership.

Agendas and Minutes

The Chairperson will set the agenda and circulate to the group at least one week prior to the meeting. Other members can also request items be added to the agenda.

Minutes of meetings will be emailed to the Group the week prior to the next scheduled meeting, allowing sufficient time for members to peruse the Minutes and advise the Cultural Heritage Coordinator of any required amendments to ensure a correct record of the Minutes is adopted at the next scheduled meeting.

Agendas and adopted minutes shall be kept by the Planning and Regulatory Services Department and shall be forwarded to the relevant Standing Committee of Council for their information and action as required.

Conduct

Members are required to:

- Act with honesty, good faith and integrity;
- Abide by the Terms of Reference;
- Actively participate in meetings;
- Declare any actual or perceived conflicts of interest in an issue at the commencement of the meeting;
- Represent the interest of their local community rather than individual interest or issues; and
- Maintain confidentiality of discussions within meetings. Members are not permitted to liaise with the media and represent either the opinions of Council or the group.

In particular, members are required not to use any community reference group for any public lobbying or political purposes, including use of social media to promote specific campaigns or strategies.

Voting

- Voting must be open;
- A question is decided by a majority of votes of the members present; and
- Voting is not binding on Council.

Information

Members will not use any information disclosed at meetings for personal purposes or gains for either themselves or others (including financial gains) and maintain confidentiality of all information provided.

REPORTING

Reports requiring consideration and/or decision by the Council are to be directed to Council without delay via the Ipswich Heritage and Monuments Advisory Committee Chairperson.

INSURANCE

Committee members are covered under council's public liability insurance policies when partaking in meetings.

DEFINITIONS

Cultural Significance: BURRA Charter (ICOMOS) Cultural significance means aesthetic, historic, scientific, social or spiritual value for past, present or future generations. Cultural significance is embodied in the place itself, its fabric, setting,

use, associations, meanings, records, related places and related objects.)

CONTACT OFFICER

Further information on the group can be gained by contacting Councils Cultural Heritage Co-ordinator (City Design Branch), Planning and Regulatory Services Department at strategic@planning.qld.gov.au

Doc ID No: A5757310

ITEM: 17

SUBJECT: NEW IPSWICH PLANNING SCHEME - STATEMENT OF PROPOSALS (INCLUDING DRAFT STRATEGIC FRAMEWORK) CONSULTATION REPORT

AUTHOR: STRATEGIC PLANNING MANAGER

DATE: 30 AUGUST 2019

EXECUTIVE SUMMARY

This is a report concerning the outcomes of the public consultation and early state interests review of the Statement of Proposals including the draft Strategic Framework for the New Ipswich Planning Scheme.

The consultation on the Statement of Proposals including the draft Strategic Framework provided an opportunity for early engagement by the community and other stakeholders on the strategies and approaches to managing growth and development within the Ipswich Local Government Area into the future. Importantly, this is the first of two opportunities for the community and other stakeholders to provide comment on the New Ipswich Planning Scheme, with the next being the opportunity to comment on the full draft planning scheme and at which time further detailed information will be made available.

The feedback from the community, other stakeholders and the State Government about the draft strategic framework will be used to guide the preparation of the final strategic framework and the rest of the planning scheme, including the detailed zoning and development code components.

Following review of each the submissions received during the public consultation period, a Consultation Report has been prepared that summarises the issues raised in the submissions and sets out a response and recommendation in relation to those issues.

Subject to Council's approval, the Consultation Report will be made available for public viewing on Council's web site and a letter sent to each submitter containing advice about how they can access the Consultation Report to obtain feedback on how Council has considered their submission and Council's response to the issues they have raised.

The consultation also provided the process for the early identification of state interests with State Agencies. The State government's response in the form of a letter from the Chief Executive of the Department of State Development, Manufacturing, Infrastructure and Planning (DSDMIP) identifies the matters of state interest that need to be further considered and addressed in the drafting of New Ipswich Planning Scheme.

RECOMMENDATION/S

That the Interim Administrator of Ipswich City Council resolve:

- A. That Council (Interim Administrator of Ipswich City Council) adopt the Consultation Report included in Attachment 2 for the purposes of:**
- **Providing a response to the issues raised in the submissions and to the submitters; and**
 - **Informing the further preparation of the New Ipswich Planning Scheme.**
- B. That the Manager, City Design be requested to attend to relevant matters including:**
- **Publishing the Consultation Report on Council's website; and**
 - **Notifying all submitters about the publication of the Consultation Report and providing information that allows them to identify Council's response to the issues they have raised.**
- C. That the advice on the early identification of state interests received from the Department of State Development, Manufacturing, Infrastructure and Planning included in Attachment 3 be used for the purpose of preparing the New Ipswich Planning Scheme.**

RELATED PARTIES

The Statement of Proposals including the draft Strategic Framework set out the draft strategies and approaches to future land use planning across the Ipswich Local Government Area including Precinct designations for all parcels of land (which provide an indication of the potential future zoning of land).

No specific related parties have been identified. However, following the public consultation on the Statement of Proposals including the draft Strategic Framework, 510 submissions were received from individual members of the community, groups, organisations and other stakeholders. The review, consideration and response to the submissions has been undertaken in accordance with the legislative requirements and statutory guidance.

ADVANCE IPSWICH THEME

Strengthening Our Local Economy and Building Prosperity (Jobs)
Managing Growth and Delivering Key Infrastructure
Caring for Our Community
Caring for Our Environment
Listening, Leading and Financial Management

The Statement of Proposals and specifically the draft Strategic Framework relates to all the land use and development components of the Advance Ipswich themes and adopts the

Advance Ipswich Vision to maintain continuity of policy direction based on community aspirations.

PURPOSE OF REPORT/BACKGROUND

Council resolved on 13 November 2018 to prepare a New Ipswich Planning Scheme pursuant to section 18 of the *Planning Act 2016*, with notice given to the Chief Executive of the Department of State Development, Manufacturing, Infrastructure and Planning (DSDMIP) on 14 November 2018. Council received the Chief Executive Notice setting out the approved process (the 'Tailored Process') for making the New Ipswich Planning Scheme dated 31 January 2019.

Council resolved on 18 June 2019 to adopt a Statement of Proposals including the draft Strategic Framework for the purpose of public consultation (including early state interest identification with the State Government) in accordance with Steps 2 to 4 of the Chief Executive Notice.

This report relates to the outcomes of the public consultation on the Statement of Proposals including the draft Strategic Framework for the New Ipswich Planning Scheme and the early state interest identification by the State Government, the details of which are included in the Community and Other Consultation section of this report.

The feedback from the community, State Government and other stakeholders about the draft Strategic Framework will be used to guide the preparation of the final Strategic Framework and the rest of the planning scheme, including the detailed zoning and development code components.

LEGAL/POLICY BASIS

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

RISK MANAGEMENT IMPLICATIONS

Risks relating to the preparation of the New Ipswich Planning Scheme including those relating to compensation will be managed in accordance with the relevant provisions of State Government's legislation, policies, plans and statutory guidance.

The Statement of Proposals including the draft Strategic Framework was prepared in accordance with the 'tailored' process that has been approved pursuant to the *Planning Act 2016* and aligns with the *Minister's Guidelines and Rules*. The consultation on the Statement of Proposals was carried out in accordance with the approved Communications Strategy and the review and reporting on the outcomes of that consultation has also been carried out in accordance with the approved Communications Strategy.

FINANCIAL/RESOURCE IMPLICATIONS

There are no specific financial or resource implications stemming from this report other than those associated with publication of the Consultation Report on Council's website and the sending of individual letters to each submitter.

COMMUNITY AND OTHER CONSULTATION

Public Consultation

Consultation on the Statement of Proposals was undertaken from Monday 27 May to Friday 28 June, with a two week 'informal extension' to Friday 12 July provided for submissions to be made. Notwithstanding, where possible all submissions received after this period and up until the close of the agenda for the Council meeting have also been considered in this report.

Consultation was undertaken utilising a number of media channels and supporting platforms/tools, with key elements being:

- a letter from the Interim Administrator being sent to all property owners and residents and published in locally circulating newspapers;
- placement of advertisements/information in shopping centres, on the East Street Digital Billboard and the Council Administration Building;
- a dedicated website being established for the New Ipswich Planning Scheme Project on which information, documents, mapping and an interactive mapping tool were made available, with the webpage being visited over 6,000 times and the web-based interactive mapping tool used over 9000 times;
- a dedicated phone line and team of professional strategic planners that managed and responded to approximately 390 phone and counter enquiries and meeting requests; and
- a series of articles published through Ipswich First that received in the order of 8,000 total page views and had a Facebook reach of 46,000, received 4000 Facebook clicks and 400 Facebook reactions (e.g. comments, likes and shares).

Despite the approach taken to the consultation on the Statement of Proposals a number of submissions suggested that there should have been more one to one meetings to enable people to discuss their individual concerns or that they did not receive letters or adequate notification about the consultation. Additionally, it is evident from some submissions that there was uncertainty or a lack of clarity about the purpose of the planning scheme relative to other Council functions (for example the maintenance of roads and parks) and also the respective roles of Council and the State Government. Further consideration could be given to further addressing these matters where possible in the next round of public consultation on the draft planning scheme.

At the close of the consultation period 510 submissions have been received and acknowledged. A copy of each submission is included for reference in the confidential attachments (Attachments 4 to 9) to maintain the privacy of the individual submitters.

The map in Attachment 1 shows the number of submissions received in regard to each of the Local Area Framework areas where the submissions are able to be attributed to raising matters in relation to a specific Local Area Framework area or by a person residing in a specific area. The five Local Area Framework areas in which issues have been raised with the most submissions or by residents of the area are:

- LAF 10 - Karalee, Barallen Point and Chuwar
- LAF 5 - Bellbird Park, Redbank Plains and Augustine Heights
- LAF 14 - Booval, East Ipswich and North Booval
- LAF 4 - Springfield Estate
- LAF 23 - Pine Mountain, Muirlea and part of Blacksoil

Each of the submissions received has been reviewed and the issues raised in those submissions summarised and assessed. In assessing the submissions regard has been had to the matters raised and any supporting information and evidence provided in the submission, in addition to relevant statutory planning considerations including those set out in the *Planning Act 2016* and *Planning Regulation 2017*, the state interests as included in the *State Planning Policy* and the outcomes sought by *ShapingSEQ* (the South East Queensland Regional Plan).

Following assessment, a response to the issues raised in the submissions and recommendations regarding how the issues are to be proposed to be addressed has been prepared, the details of which are included in the Consultation Report (refer to Attachment 2).

Key issues that have been raised in the submissions include:

Flood mapping, levels and provisions (refer to Development Constraints – Flooding and Major Urban Stormwater Flowpaths in the Consultation Report)

Concerns were raised about the flood levels that have been used in the mapping and the flood management provisions, particularly in Karalee, and in relation to the identification and use of the Probable Maximum Flood (PMF) to define the outer extent of the floodplains and risk area for the Brisbane and Bremer Rivers, that the flood mapping does not reflect previous flood events and the perceived impact the information may have on insurance premiums and property values.

In response it is noted that the proposed approach to flood risk management has been informed by and has to align with the outcomes of the Brisbane River Flood Catchment Studies (BRCFS) which has produced the modelled flood levels including the identification of the Probable Maximum Flood extent, and has been prepared within a framework that complies with the requirements of the State Planning Policy (SPP). In further progressing the drafting of detailed flood provisions and finalising the flood mapping further investigation and refinement will be undertaken having regard to the need to align with the BRCFS outcomes and the requirements of the SPP (as identified in the State Government's response to the early state interests review – refer below). Relevantly, in addressing the

requirements of the SPP Council must prepare a fit-for-purpose flood hazard risk assessment which will be prepared having regard to the local floodplain management plan currently underway as part of the Ipswich Integrated Catchment Management Plan (IICMP) project.

Vegetation mapping and protection (refer to Valuable Features – Natural Environment, Strategic Greenspace and Links Mapping and Biodiversity in the Consultation Report)

Landowners, particularly in the Pine Mountain area, as well the 'development industry' raised concerns with the extent of the vegetation mapped and implications for land development, but there is wider general community support for vegetation and habitat retention / protection of trees.

In response it is noted that the identification and protection of significant vegetation in accordance the State Planning Policy (SPP) must be integrated within the planning scheme (as identified in the State Government's response to the early state interests review). In preparing the detailed provisions and finalising the vegetation maps in the planning scheme, further investigation relating to the mapped and protected vegetation extents will be undertaken having regard to the requirements in the SPP and local matters to ensure an appropriate balance is achieved between protecting high value vegetation and habitat (including allowing for appropriate sensitive development within those areas) and accommodating the forecast growth of the city.

Springfield Structure Plan (refer to Local Area Framework 4 – Springfield Estate and Augustine Heights (part) in the Consultation Report)

Submissions were received requesting that the Springfield Structure Plan is retained in its entirety and in an unchanged form to maintain the current development framework and links to infrastructure delivery (as provided for under the infrastructure agreements) to ensure certainty in investment, maintenance of existing planning approvals and continuity in the delivery of development (with one submissions particularly focussing on the Precinct Plan for Spring Mountain where significant amounts of development are currently approved and being constructed). One submission requested that the Springfield Town Centre should be removed from the SPP citing the need for contemporary planning measures needing to be applied to development in the area whilst noting the need to retain the link to infrastructure delivery that is provided by the current SSP provisions and infrastructure agreements.

In response, it is noted that whilst the provisions in the SSP operate in conjunction with a number of infrastructure agreements, clause 229 in the Springfield Infrastructure Agreement (SIA) provides that once a residential lot is created the successors in title are no longer bound to perform the obligations of the SIA. Whilst recognising the need to ensure the appropriate continued operation of the provisions of the Springfield Structure Plan in the effective, efficient and cost effective delivery of development and supporting infrastructure, there is also a need to consider the most effective and efficient way of regulating further development into the future. This includes where possible and appropriate, bringing developed land within the wider development assessment framework that applies to the rest of the Ipswich Local Government Area and Queensland more generally. Currently the

making of a planning application would require a knowledge of a different development assessment framework, being the Springfield Structure Plan which uses different definitions.

In consideration of the above, it is proposed to remove the developed residential lots from the Springfield Structure Plan (where also located within the area covered by the SIA) and which would allow for the appropriate application of the Queensland planning legislation and development assessment framework. It is not proposed to change the SSP in other regards where development is still to be delivered, including in relation to Springfield Town Centre or Spring Mountain.

Development (housing) density (refer to Growth Management – Sustainable Land Use and Housing (including Housing Areas Mapping) in the Consultation Report)

A mix of views have been expressed both in support of the approach to the distribution of density including increasing minimum lots sizes (i.e. generally maintaining current lower densities) in some established suburban areas (notably in Bellbird Park and in areas with heritage and character values) and focussing higher density residential development in the new suburban areas and around railway stations and centres. Objections were also received to the increasing of minimum lots sizes (i.e. generally maintaining current lower densities) in certain established suburban areas by other submitters. The views expressed generally reflect a difference between existing residents who wish to see the current character and amenity of the area (with removal of vegetation being a key matter) within which they live maintained and those who wish to develop their land.

In response it is noted that to provide for the sustainable development of the city to meet the forecast growth in population, jobs and supporting services, it is necessary to integrate land use and infrastructure planning and delivery, particularly in order to support public transport provision. A key principle to achieving this is to provide for higher densities and mix of uses in more accessible locations such as those close to railways stations, other public transport, and in and near to higher order centres. An analysis of the overall capacity to accommodate the forecast growth of the city indicates that it is not necessary to densify those established suburban areas that are not highly accessible. Accordingly, it is proposed that in preparing the final zonings of land in the planning scheme that the prevailing lot sizes / density of development is maintained in those less accessible established suburban areas and which would still allow for some minor and appropriate (in terms of lots sizes and housing forms) infill to occur whilst maintaining the character and amenity of those areas. Conversely, the appropriate development at higher densities will be provided for in more accessible locations including the new suburban areas, established suburban areas in proximity to public transport and where not having significant heritage character values, and in higher order centres.

Waste (refer to Growth Management – Waste (including Waste Activity and Buffer Areas Mapping) in the Consultation Report)

A number of submissions raised objections and concerns in regards to both existing and potential future waste industries and uses, including in established areas (often generally based on current issues being experienced and concerns about non-compliance). Objections

were also raised to incinerators and waste to energy industries, with a call for tighter provisions to protect the community and environment. Conversely, a level of support was received from the waste industry along with a request to protect areas for continued waste purposes but also raising concerns over the Temporary Local Planning Instruments (TLPI) on the basis that they are too restrictive.

In response it is noted that the proposed planning scheme provisions (which reflect the provisions of the TLPIs) are intended to operate with the established hierarchy of waste and circular economy approaches that support activities that treat waste as a resource and seek to divert waste away from / minimise waste going to land fill. As the TLPIs were established recently and reflect contemporary land use planning in relation to waste activities, it is proposed to use the provisions in the TLPIs to prepare the detailed provisions in the New Ipswich Planning Scheme.

Ripley Valley Priority Development Area (refer to Local Area Framework 18 – Ripley Valley in the Consultation Report)

A number of submissions raised issues about how the Ripley Valley Priority Development Area (PDA) would be integrated and operate relative to development in the rest of the city. An example was concerns about the approach to the management of flooding.

In response it is noted that the Ripley Valley is a declared Priority Development Area pursuant to the *Economic Development Act* with the preparation of the land use planning framework and regulation of development undertaken by Economic Development Queensland. The purpose of including the Ripley Valley in the draft Strategic Framework was to provide a holistic assessment of relevant issues across the city and particularly to ensure that consideration was given as far as possible to 'cross boundary issues' between the PDA and surrounding lands and to assist in planning for areas adjacent to the PDA. In accordance with the statutory guidance, the Ripley Valley PDA will be identified separately within the Ipswich Planning Scheme and will not be subject the provisions of the New Ipswich Planning Scheme. Notwithstanding, should circumstances allow it may be possible to excise developed lots and areas from the Priority Development Area and include them in the Ipswich Planning Scheme over time.

Alternative Options

A number of submissions raised issues and expressed preferences in respect to the alternative options for sites and areas identified in the Local Area Frameworks. In general there were mixed views expressed.

In response it is noted that further investigation of the preferred and alternative options will be undertaken as the draft planning scheme is prepared and having regard to the submissions made, with there being a further opportunity for the community and other stakeholders to comment on a draft full planning scheme (the summary of issues, response and recommendation in relation to the alternative options are included in the relevant Local Area Framework section in the Consultation Report).

Mapping (General)

A number of submissions raised various matters in relation to the mapping in the draft Strategic Framework including accuracy (and specifically in regard to the ability to apply the Strategic Framework Maps, for example the roads network, at the property level) and its purpose (for example there was some uncertainty regarding how the overlay mapping is applied and a perception that it is an imposition on land owners).

In response, it is noted that the overlay maps reflect the characteristics and matters affecting land that need to be considered in assessing development applications. Consideration will be given to ensuring that the accuracy of the mapping is commensurate with the level that it is to be applied at. The other issues that have been raised will also be considered and incorporated where relevant and appropriate in preparing the maps to be included in the full draft planning scheme and which will be further consulted on (the summary of issues, responses and recommendations in relation to the maps are included under the related 'themes' Consultation Report).

Site / land specific issues

A significant number of submissions included requests for consideration of changes to the land use designation (indicative of future zoning) of lots / land parcels or the amendment of other maps such as constraints maps.

In response, each request has been reviewed and a recommendation made on whether the requested change is to be made / further investigated or whether no change is to be made in response to the request (the summary of issues, responses and recommendations in relation to the site / land specific request are included under the related 'themes' or Local Area Framework in the Consultation Report).

Outside the scope or purpose of the planning scheme (refer to Other in the Consultation Report)

A number of requests in relation to matters that are outside the scope of a planning scheme or do not have relevance to the planning scheme (for example requests for maintenance and repair to existing roads) were received. These have been recommended for referral to other corporate areas within Council or to the State Government where appropriate for further consideration, and may as a result of the investigation generate additional matters for further review during the drafting of the planning scheme.

Early State Interests Identification

The State Government's response to the early state interests identification in the form of a letter with an enclosure from the Chief Executive of the Department of State Development, Manufacturing, Infrastructure and Planning (DSDMIP) dated 30 July 2019 is included as Attachment 3.

The letter identifies the matters of state interest that need to be considered and addressed in further progressing the preparation of the new planning scheme (and to be provided along with the submission of the full draft of the New Ipswich Planning Scheme for State Interest Review), and includes:

- further evidence in the form of a local planning assessment to support inclusion additional land in the Urban Footprint to the south of Thagoona and to the north-east of Rosewood;
- that the use of a Special Opportunity Area Zone (which is not a zone provided for in the *Planning Regulations 2017*) is not supported and that an alternative approach to zoning will need to be taken;
- focussing the design and location of intensive animal industries so as not to cause environmental harm or nuisance at sensitive land use and not at the boundary of the property that the development is located on in accordance with the example code contained in the State interest guidance material;
- ensuring that the methodological approach to defining and mapping Matters of State Environmental Significance complies with the State Planning Policy Environmental Offset Regulation 2014; and
- fit-for-purpose risk assessments for natural hazards (e.g. flooding and Bushfire) need to be prepared and submitted at the State Interest Review stage.

In providing the response, the State Government indicates that it would also welcome updates about Council's progress on consultation with the Traditional Owners and encourages engagement with the Department of State Development, Infrastructure and Planning as drafting of the planning scheme is progressed.

Further advice is also being provided by the State Government that relates to matters that are not specially a state interest but that may need to be further considered and addressed as the drafting of New Ipswich Planning Scheme continues.

CONCLUSION

The early public consultation on the New Ipswich Planning Scheme Statement of Proposals including the draft Strategic Framework has concluded with 510 submissions having been received and the State government providing advice in relation to the early identification of state interests.

A review of the submissions has considered the issues raised with a response and recommendation in relation to those issues included in the Consultation Report. It is proposed that the Consultation Report be published to provide feedback to submitters about how the issues they have raised have been considered and addressed and also provides important information that will be used inform the further drafting of the New Ipswich Planning Scheme.

ATTACHMENTS AND CONFIDENTIAL BACKGROUND PAPERS

1.	Submissions Map ↓ 
2.	Consultation Report ↓ 
3.	State Government Response - Early State Interest Review ↓ 
	CONFIDENTIAL
4.	Submissions 1 to 126 (<i>under separate cover</i>)
5.	Submission 127 (<i>under separate cover</i>)
6.	Submissions 128 to 275 (<i>under separate cover</i>)
7.	Submissions 276 to 355 (<i>under separate cover</i>)
8.	Submissions 356 to 423 (<i>under separate cover</i>)
9.	Submissions 424 to 510 (<i>under separate cover</i>)

Nick Vass-Bowen

STRATEGIC PLANNING MANAGER

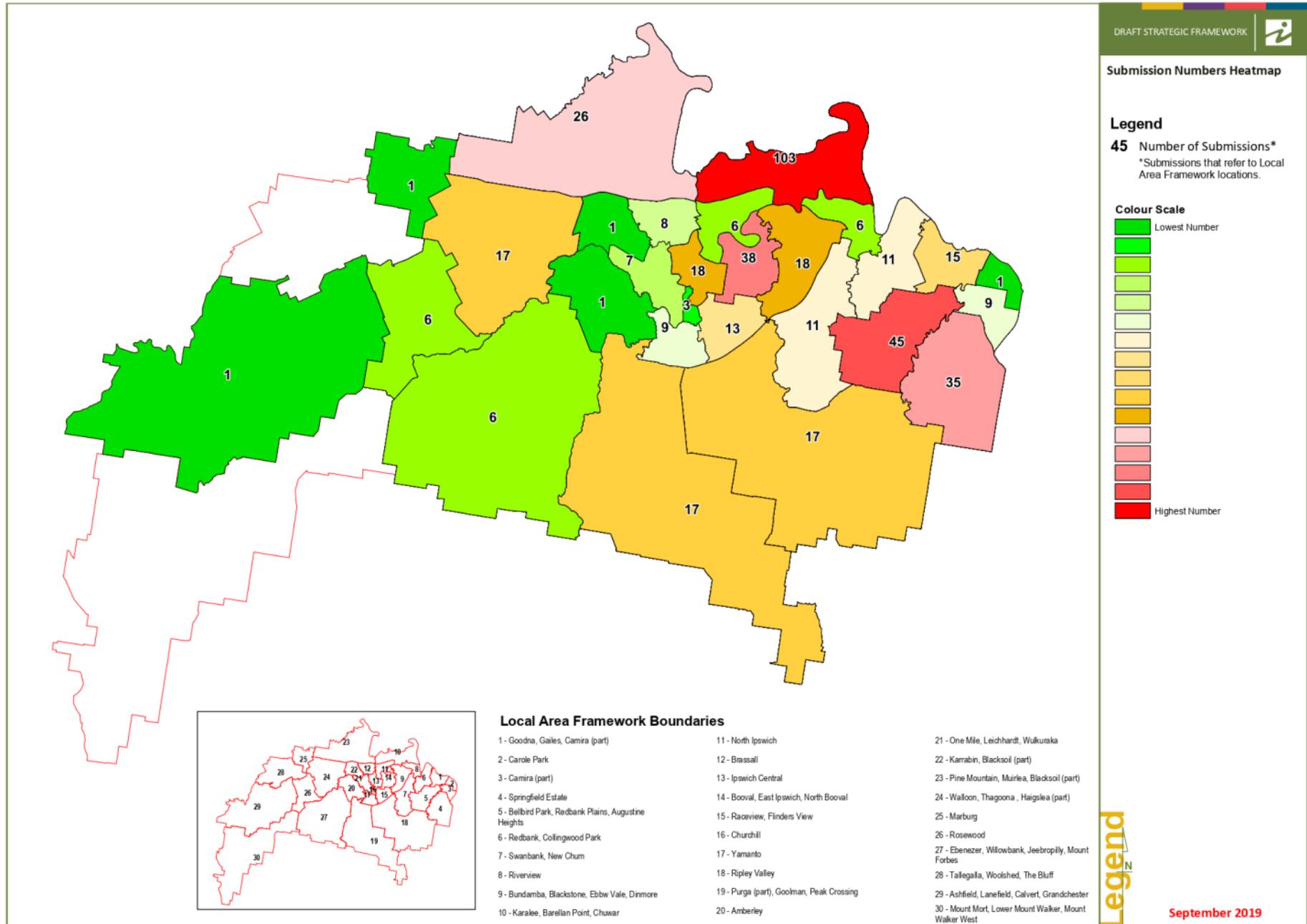
I concur with the recommendations contained in this report.

Brett Davey

ACTING GENERAL MANAGER - PLANNING AND REGULATORY SERVICES

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

Item 17 / Attachment 1.



Section	SF Theme	Submitter Issues	Response	Recommendation to Council	Submitter No.
3.2	Overall Vision	Express concern with the elevation of specific development requirements to the level of the strategic framework, for example, setbacks to waterway corridors and housing density outcomes are included in the proposed framework.	The Strategic Framework uses a range of development standards to provide clarity of intent for the proposed framework, they are not development assessment standards. Where distances and areas are used, these are mostly provided within a range (for example in Table 3.4 – Residential Typologies and Densities, 25 – 12-22 dwellings per hectare). Where a single figure is used (for example, a stated '400 metre or 5 minute walk' to a bus stop or neighbourhood centre) it is expected that, as with other themes and desirable outcomes in a strategic framework, a level of reasonable interpretation is applied when assessment is made against these requirements.	Recommend no change to the Statement of Proposals (Including Draft Strategic Framework).	292, 355, 364, 368, 485, 487, 488
3.2	Overall Vision	Express the view that consideration be given to including the centre locations proposed on the future Ipswich to Springfield railway line in item 28 of the vision statement.	The comments expressed in the submission are noted.	Recommend that the Manager City Design be authorised to give consideration to the matters raised during the review of the strategic framework and drafting of the new planning scheme.	469
3.3	Valuable Features	Request that specific wildlife treatments be utilised to protect natural areas.	The comments expressed in the submission are noted.	Recommend that the Manager City Design be authorised to give consideration to the matters raised during the review of the strategic framework and drafting of the new planning scheme.	314, 324
3.3.2	Natural Environment	Suggest that the strategic framework should include additional mapping identifying significant core habitat areas for the koala.	The comments expressed in the submission are noted.	Recommend that the Manager City Design be authorised to give consideration to the matters raised during the review of the strategic framework and drafting of the new planning scheme.	455
3.3.2	Natural Environment	Expressed support for the retention of green corridors identified within the Strategic Framework.	The comments expressed in the submission are noted.	Recommend that the Manager City Design be authorised to give consideration to the matters raised during the review of the strategic framework and drafting of the new planning scheme.	19
3.3.2.1	SVP/MI	Express the view that mapping of environmental areas between the Strategic Greenspace areas and Links map, Biodiversity Overlay and Strategic Green Infrastructure is not transparent and does not correlate with areas mapped as MGS under the SPP. More detailed mapping and explanation of the policy is required to address this issue. Areas designated Environmental Management should be included in housing Areas.	Environmental areas, values and goals identified by the proposed framework are not solely related to State level interests or requirements. Note 3: State and Local Environmental Significance provides a detailed explanation of Matters of Environmental Significance considerations in the proposed framework, outlining the matters that have originated from state mapping and continuing on to identify matters that have been considered and included as a result of local considerations (including, at the bottom of p12, a description of the process used to validate all local mapping inclusions). Note 4: Green Infrastructure (p.14) explains that 'the areas, links and water features included in Strategic Valuable Features Maps 1 and 2 form part of an overall green infrastructure network that is comprised of both natural areas and features and constructed assets'.	Recommend no change to the Statement of Proposals (Including Draft Strategic Framework).	292, 364, 368, 485, 487, 488
3.3.2.1	SVP/MI	Express the view that there is no distinction in the mapping between Key Nature Conservation Areas and Environmental Areas and other Environmental Management Areas.	Note 4: Green Infrastructure (p.14) explains that 'the areas, links and water features included in Strategic Valuable Features Maps 1 and 2 form part of an overall green infrastructure network that is comprised of both natural areas and features and constructed assets'. The map is intended as a overarching greenspace and links representation	Recommend no change to the Statement of Proposals (Including Draft Strategic Framework).	292
3.3.2.1	SVP/MI	Concern that it is not clear from the document or mapping why areas are included in the Environmental Management designation.	The proposed Environmental Management (EM) designation includes areas that are recognised as having environmental value (either existing or as having the potential to provide future connectivity) and/or in combination with, a potential to provide buffering between uses, or management of a significant constraint issue in a practical and effective manner that offers the best development outcomes for the city as a whole over the projected life of the future scheme.	Recommend no change to the Statement of Proposals (Including Draft Strategic Framework).	364, 485, 487, 488
3.3.2.1	SVP/MI	Request for edge treatment to wildlife corridors including fencing, reduced speed limits and road design considerations.	The comments expressed in the submission are noted.	Recommend that the Manager City Design be authorised to give consideration to the matters raised during the review of the strategic framework and drafting of the new planning scheme.	455
3.3.2.1	SVP/MI	Support for riparian vegetation, or wildlife corridor protection and linkage of wildlife habitat.	The support expressed in the submission is noted.	Recommend no change to the Statement of Proposals (Including Draft Strategic Framework).	407, 455
3.3.2.1	SVP/MI	Express concern that specific land in Purga be omitted from Strategic Valuable Features Map 1 - Strategic Greenspace Areas and Links.	The Strategic Valuable Features Map 1 - Strategic Greenspace Areas and Links Overlay Map 1 - Biodiversity generally reflects existing vegetation cover and areas of habitat. The local area framework mapping recognises a much broader environmental outcome including the connection (links) between dislocated areas of vegetation.	Recommend no change to the Statement of Proposals (Including Draft Strategic Framework).	589
3.3.2.1	SVP/MI	Express the view that there should be Strategic Corridor Links designated along significant urban waterways e.g. Woogaroo Creek.	Strategic corridor links include regional cross-border corridors and priority local corridors. The Environmental Management designation has the primary strategic function of separating and buffering land uses and that also contain areas of vegetation and provide connections including in association with road reserves and significant urban waterways e.g. Woogaroo Creek.	Recommend no change to the Statement of Proposals (Including Draft Strategic Framework).	158, 356, 457, 472
3.3.2.1	SVP/MI	Express the view that there should be Strategic Corridor Links designated surrounding and between the White Rock Spring Mountain Conservation estate and the Mount Goolman Conservation estate.	The designations in and surrounding both the White Rock Spring Mountain Conservation estate and the Mount Goolman Conservation estate reflect the strategic intent to conserve the biodiversity values these include Conservation, and Rural 4 (Special Land Management) (RL4) designations which include public and private land holdings. The Strategic Greenspace Areas and Links Map SVP/MI also shows a Strategic Corridor Link connecting the Rock Spring Mountain Conservation estate and the Mount Goolman Conservation estate.	Recommend no change to the Statement of Proposals (Including Draft Strategic Framework).	510
3.3.2.1	SVP/MI	Express the view that the accuracy of the vegetation mapping on the south side of Cooper's Road that the boundaries of the Key Nature Conservation area and Matters of State Significance appear to be more extensive than the current extent of native vegetation on the site.	As of a review of the extent of vegetation coverage shown on digital imagery from 18 July 2018, the boundaries of the Key Nature Conservation area and Matters of State Significance appear to be an accurate representation of the current extent of native vegetation.	Recommend no change to the Statement of Proposals (Including Draft Strategic Framework).	208
3.3.2.1	SVP/MI	Express concern that land, including the area between the Rick Hattas Environmental Reserve and the Eugene Street Reserve, and along Halliwell Road has been omitted from Strategic Valuable Features Map 1 - Strategic Greenspace Areas and Links.	The Strategic Valuable Features Map 1 - Strategic Greenspace Areas and Links Overlay Map 1 - Biodiversity generally reflects existing vegetation cover and areas of habitat. The local area framework mapping recognises a much broader environmental outcome including the connection (links) between dislocated areas of vegetation.	Recommend no change to the Statement of Proposals (Including Draft Strategic Framework).	96, 414
3.3.2.1	OVI	Express concern regarding the use of offset planting to facilitate development.	Environmental outcomes are to be facilitated through the designations, providing a range in lot size, the protection of riparian areas and waterways, identification of biodiversity values, and the proposed use of offset / compensatory planting of native vegetation.	Recommend that the Manager City Design be authorised to give consideration to the matters raised during the drafting of the new planning scheme.	386, 383
3.3.2.1	OVI	Express concern regarding environmental impacts or the removal of natural vegetation and habitat from urban development.	The draft designations were proposed having regard to the natural values and features across the Ipswich local government area with the most significant natural areas to be protected by inclusion in the Conservation (CON) and Environmental Management (EM) designations. However, this needs to be balanced with the need for urban consolidation and new suburban development. Additional measures may also be used to facilitate environmental outcomes including rehabilitation and the use of compensatory planting of native vegetation.	Recommend that the Manager City Design be authorised to give consideration to the matters raised during the drafting of the new planning scheme.	37, 51, 234, 253, 315, 318, 324, 328, 336, 357, 375, 383, 400, 403, 407, 449, 485
3.3.2.1	OVI	Requests greater protection for koalas.	The koala is a nationally significant species that is listed as vulnerable and will be protected and conserved through the inclusion of relevant provisions in the new planning scheme.	Recommend that the Manager City Design be authorised to give consideration to the matters raised during the drafting of the new planning scheme.	400, 429
3.3.2.1	OVI	Express the view that significant trees should be retained, listed and regulated.	The comments expressed in the submission are noted. Vegetation protection provisions exist within Council's local laws or through the use of zoning.	Recommend no change to the Statement of Proposals (Including Draft Strategic Framework).	358
3.3.2.1	OVI	Request that specific areas identified as Matters of State Environmental Significance (MSES) as shown on Overlay Map 1 - Biodiversity be conserved in appropriate conservation designation particularly where adjacent waterways.	The proposed designations have regard to natural values (including MSES) and features across the Ipswich local government area with the most significant natural areas to be protected by inclusion in the Conservation (CON) and Environmental Management (EM) designations. However, this needs to be balanced with the need for urban consolidation and new suburban development. Additional measures may also be used to facilitate environmental outcomes including rehabilitation and the use of compensatory planting of native vegetation.	Recommend that the Manager City Design be authorised to give consideration to the matters raised during the drafting of the new planning scheme.	336, 421
3.3.2.1	OVI	Request to remove strategic corridor link from specific property in Pine Mountain and Goolman.	The strategic corridor link contains significant patches of vegetation, opportunities for future offset receipt, and provides linkage to larger significant core habitat areas.	Recommend no change to the Statement of Proposals (Including Draft Strategic Framework).	501, 505, 299
3.3.2.1	OVI	Concerns regarding the accuracy of Overlay Map OVI - Biodiversity mapping affecting a specific property, or where properties have registered PMAV's over land.	The overlay mapping be reviewed at the time of planning scheme drafting.	Recommend that the Manager City Design be authorised to give consideration to the matters raised during the drafting of the new planning scheme.	23, 24, 76, 77, 78, 255, 413
3.3.2.1	OVI	Express the view that waterways, particularly where already degraded, be able to be modified to replicate their natural form. Concern was also expressed that retaining every stream order 1 identified in Overlay Map 2 - Watercourses and Designated Wetlands, would result in development inefficiencies. Concern was also raised that the indicative buffer (riparian areas) identified were overly prescriptive.	The retention of the waterways in their natural form as shown on shown on Overlay Map 2 - Watercourses and Designated Wetlands is the preferred policy position where practicable. This does not preclude rehabilitation or other works from being considered as noted in the Strategic Framework. The buffer distances are identified as indicative and further detail will be included in the relevant code.	Recommend no change to the Statement of Proposals (Including Draft Strategic Framework).	290, 438
3.3.2.1	OVI	Request the removal or amendment of the minor waterways as many appear to be in the upper catchments, are not vegetated or do not have a defined bed and bank.	The retention of the waterways in their natural form as shown on shown on Overlay Map 2 - Watercourses and Designated Wetlands is the preferred policy position where practicable. The identified waterways (from minor watercourses to rivers) have consequences for development, flooding or ecological connectivity. Identification of the movement of water allows for early design responses, and minimisation of potential downstream consequences.	Recommend no change to the Statement of Proposals (Including Draft Strategic Framework).	355, 368, 485
3.3.2.1	OVI	Request to protect creeks and waterways, including through the management of stormwater runoff or rehabilitation.	The comments expressed in the submission are noted. Major, medium and minor water courses, designated wetlands and associated riparian areas as shown on Strategic Valuable Features Map 2 - Watercourses and Designated Wetlands are intended to be protected and retained in their natural form where practicable (i.e. as an open, non-piped channel with riparian areas).	Recommend that the Manager City Design be authorised to give consideration to the matters raised during the review of the strategic framework and drafting of the new planning scheme.	253, 328, 386

Section	ST Theme	Submitter Issues	Response	Recommendation to Council	Submitter No.
3.3.2.1 OV2	Watercourses and Designated Wetlands	Request that specific minor water courses as shown on Overlay Map 2 - Watercourses and Designated Wetlands be consolidated over specific land to reflect development approvals.	The relevant mapping will be reviewed having regard to the information provided, and updated to reflect land development.	Recommend that the Manager City Design be authorised to update Overlay Map 2 - Watercourses and Designated Wetlands to reflect the changes in land form as a consequence of land development.	255
3.3.2.1 OV2	Watercourses and Designated Wetlands	Requests that the Minor Watercourse and Buffer is inappropriate as it does not reflect development approvals, development potential or requests review of the mapping.	The overlay map reflects the current location of watercourses throughout the city. The overlay map may be reviewed as a consequence of the implementation of future development approvals.	Recommend no change to the Statement of Proposals (including Draft Strategic Framework).	362
3.3.2.2 SVM1	Watercourses and Designated Wetlands Mapping	Expresses concern with the potential overlap of council and State government mapping of major and medium watercourses, and wetlands.	The comments are related to matters addressed in the Planning Act 2016, the South East Queensland Regional Plan 'Shaping 2040' and the State Planning Policy (SPP). The SPP and Shaping20 are statutory instruments which express the State government interest, including the conservation of watercourses and designated wetlands which are required to be appropriately integrated into the new planning scheme.	Recommend no change to the Statement of Proposals (including Draft Strategic Framework).	138, 421
3.3.3	Cultural Heritage	Express the view that greater consideration be given to the heritage of the city.	The comments expressed in the submission are noted, however measures are proposed to be retained in the new planning scheme, such as the conservation of individual places and character areas, including places and landscapes of value to indigenous Aboriginal people.	Recommend no change to the Statement of Proposals (including Draft Strategic Framework).	400
3.3.3	Cultural Heritage	Expresses concern with the potential overlap of council and State government identification of cultural landscapes and individual places of cultural significance.	The comments expressed in the comments are noted and are able to be considered as part of the State government interest review.	Recommend no change to the Statement of Proposals (including Draft Strategic Framework).	421
3.3.3.2 OV38	Places of Cultural heritage	Expresses concern that the entire lot is identified in the Places of Cultural Heritage Significance Overlay (OV38), even when the heritage aspect is contained to a small portion of the lot.	Although the Cultural Heritage Places or Local Character Areas have generally been identified in the mapping as whole lots, the associated schedule / provisions will provide additional detail.	Recommend that the Manager City Design be authorised to give consideration to the matters raised during the review of the strategic framework and drafting of the new planning scheme.	292
3.3.3.2 OV38	Places of Cultural Heritage	Expresses the view that heritage rules need to be relaxed to allow removal within 500m of railway stations to provide for redevelopment for higher densities.	Overlay OV38 recognises identified Local Places of Interest, Places and Areas of State Significance, Individual Places of Local Significance and Local Character Areas. This includes the conservation and appropriate use and adaptive reuse, in situ, of places of cultural heritage significance. Consideration has been given to the appropriate balance of densification and heritage values.	Recommend no change to the Statement of Proposals (including Draft Strategic Framework).	74
3.4 Development Constraints					
3.4	General - Development Constraints	Expresses concern regarding the use of land use designations to respond to a constraint, or multiple constraints to mitigate the impacts, rather than assessment of the overlays.	In the proposed framework, zoning of land is identified as one method of managing specific natural hazard risk (such as significant difficult topography). Land use designations were determined using a variety of inputs, including development constraints, and were proposed based on consideration of a broader context of adequate provision of all land types and achievement of the stated goals of the proposed framework for the future development of the city.	Recommend no change to the Statement of Proposals (including Draft Strategic Framework).	292, 364, 368, 405, 487, 488
3.4.2.1 OV4A-D	Defence Facilities and Activities	Expresses the view that the Australian Noise Exposure Forecast mapping used needs to be updated.	Council has accessed the latest Australian Noise Exposure Forecast mapping as provided through the State Planning Policy Interactive Mapping System.	Recommend no change to the Statement of Proposals (including Draft Strategic Framework).	421
3.4.2.1 OV4A-D	Defence Facilities and Activities	Request that consideration be given to increase the Height Restriction Zone as shown on Overlay Map 4A - Defence Facilities - Height Restriction Zone and Obstruction Clearance Surface from 15m to 20m.	The proposed height restriction reflects the mapping included on the State Planning Policy Interactive Mapping System which has not changed in this location. This matter was also considered as part of the preparation of implementation Guideline No. 28 - Yamanto Central Planning & Development Guidelines with building heights of over 15m able to be assessed as part of the development assessment process.	Recommend no change to the Statement of Proposals (including Draft Strategic Framework).	409
3.4.2.2 OV5	Unexploded Ordnance (UXO)	Expresses the view that the inclusion of the UXO Warnings Required on Overlay Map OV5 - Unexploded Ordnance (UXO) over specific land is not supported.	The proposed overlay map replicates the existing Overlay Map OV7E - Unexploded Ordnance (UXO) Areas mapping as contained in the current planning scheme which is consistent with the inclusion of the area in the slight UXO categorisation on Defence mapping.	Recommend no change to the Statement of Proposals (including Draft Strategic Framework).	138, 302, 305, 389
3.4.2.2 OV5	Unexploded Ordnance (UXO)	Expresses the view that specific mapping anomalies where the UXO Clearance Required mapping as shown on Overlay Map OV5 - Unexploded Ordnance (UXO) does not align with new development in Redbank Plains.	Recommend that changes be made to the strategic framework mapping to reflect relevant State clearance advice.	Recommend that the Manager City Design be authorised to update Overlay Map OV5 - Unexploded Ordnance (UXO) to reflect State clearance advice.	18
3.4.3.2 OV7	Key Resource Areas (KRAs)	Expresses the view that the Separation Area surrounding the Key Resource Area (KRA) or haul route and buffer as shown on Overlay Map OV7 - Key Resource Areas (KRAs) is not supported in its current form and is requested to be amended or removed. - Council object to any future proposed extension of Russells Road, Pine Mountain across the river to extract sand and gravel from the flood plain on crown land; or - Council object to any future proposal to extract sand and gravel from the flood plain on crown land at Pine Mountain.	The Separation Area included on Overlay Map OV7 - Key Resource Areas (KRAs) has been incorporated to reflect the State government's interests expressed in the State Planning Policy (SPP) and supporting mapping included on the SPP Interactive Mapping System. The SPP is a statutory instrument which expresses the State government's interests in land use planning and development, and is required to be appropriately integrated into the new planning scheme.	Recommend no change to the Statement of Proposals (including Draft Strategic Framework) and the matter be referred to Department of State Development, Manufacturing, Infrastructure and Planning.	303, 305, 389, 413
3.4.3.2 OV6	Mining Influence Areas	Expresses the view that data supporting Overlay Map OV6 - Mining Influence Areas could be updated to more accurately map past mining activities and incorporate standardised mapping symbology.	The comments expressed in the submission are noted. Council undertakes incremental updates to the mining influence areas map to ensure the accuracy and currency of the mapping. Development proposed over properties mapped on Overlay Map OV6 - Mining Influence Areas are usually supported by site specific geotechnical assessments. No further review of the Overlay Map OV6 - Mining Influence Areas is proposed at present however the submission shall be considered in future reviews.	Recommend no change to the Statement of Proposals (including Draft Strategic Framework).	369
3.4.3.2 OV6	Mining Influence Areas	Express the view that specific land identified on Overlay Map OV6 - Mining Influence Areas is inaccurate as the submitter indicates they possess conflicting underground mining mapping.	The comments expressed in the submission are noted. Overlay Map OV6 - Mining Influence Areas is informed by specialist geotechnical reporting and in the absence of supporting information no further action can be taken for review.	Recommend no change to the statement of Proposals (including Draft Strategic Framework).	26
3.4.4.1 OV8	Bushfire Risk Areas	Expresses the view that there is an error in the legend of the Bushfire Risk Area mapping.	The comments expressed in the submission are noted, and the relevant mapping is to be reviewed.	Recommend that the Manager City Design be authorised to give consideration to the matters raised during the review of the strategic framework and drafting of the new planning.	363

Section	ST Theme	Submitter Issues	Response	Recommendation to Council	Submitter No.	
3.4.1	OVB	Bushfire Risk Areas	Express concern regarding the application and generation of mapping of Bushfire Risk Areas including transitional bushfire risk areas.	Overlay Map 8 - Bushfire Risk Areas integrates and replaces the Bushfire Prone Area (BPA) map generally consistent with the State Planning Policy (SPP) and mapping included on the SPP Interactive Mapping System. The SPP is a statutory instrument which expresses the State government's interests in land use planning and development, and is required to be appropriately integrated into the new planning scheme. The new planning scheme will include relevant codes and provisions, including in relation to Transitional Bushfire Risk Areas and Potential Bushfire Impact Buffers. The comments expressed in the submission are noted and will be considered when preparing the new planning scheme, including review of the mapping.	Recommend that the Manager City Design be authorised to give consideration to the matters raised during the drafting of the new planning scheme, including review of the overlay mapping in the area.	364, 469, 487, 488
3.4.1	OVB	Bushfire Risk Areas	Request that the Transitional Bushfire Risk Area on specific land in Eden's Crossing be narrowed based on recent Bushfire Assessment reports provided in support of a recent approval.	Overlay Map 8 - Bushfire Risk Areas integrates and replaces the Bushfire Prone Area (BPA) map consistent with the State Planning Policy (SPP) and mapping included on the SPP Interactive Mapping System. The SPP is a statutory instrument which expresses the State government's interests in land use planning and development, and is required to be appropriately integrated into the new planning scheme. The new planning scheme will include relevant codes and provisions, including in relation to Transitional Bushfire Risk Areas and Potential Bushfire Impact Buffers. The comments expressed in the submission are noted and will be considered when preparing the new planning scheme.	Recommend that the Manager City Design be authorised to give consideration to the matters raised during the drafting of the new planning scheme, particularly the codes and provisions relating to transition and buffer areas.	255
3.4.1	OVB	Bushfire Risk Areas	Express concern that superseded mapping has been used as there is no significant vegetation contained on the site or the mapping does not reflect the actual quantum of vegetation in a locality.	The comments expressed in the submission are noted, and the relevant mapping is to be reviewed as the land in question has been modified as a consequence of land development.	Recommend that the Manager City Design be authorised to update Overlay Map 9 - Difficult Topography to reflect the changes in land form as a consequence of land development where relevant.	134, 206
3.4.2	OVB	Difficult Topography	Request that engineering works be recognised as an option to reduce the slope below 15%.	Methods that minimise slope disturbance on land with a slope of 15% to 21% remains the preferred policy position, however as noted in the draft Strategic Framework this does not preclude the consideration of bulk earthworks that modify land as part of an engineering solution.	Recommend no change to the Statement of Proposals (including Draft Strategic Framework).	421, 438
3.4.2	OVB	Difficult Topography	Expresses the view that the mapping of areas of difficult topography seems to have significantly increased compared to the current scheme and should not apply in some areas.	Overlay Map 9 - Difficult topography has been updated to more accurately reflect land form using contemporary computer modelling.	Recommend no change to the Statement of Proposals (including Draft Strategic Framework).	355, 364, 366, 461, 485, 487, 488
3.4.2	OVB	Difficult Topography	Expresses concern at the inclusion of specific land on Overlay Map 9 - Difficult topography or that the land has been modified as a result of approved development.	The land in question has been modified as a consequence of land development.	Recommend that the Manager City Design be authorised to update Overlay Map 9 - Difficult topography to reflect the changes in land form as a consequence of land development.	136, 206, 455, 689
3.4.3	OVB	Flooding and Major Urban Stormwater Flowpaths	Expresses concern with the use of terminology including 'probable' and Probable Maximum Flood (PMF).	The term 'probable' is used in floodplain management as 'Probable Maximum Flood'. That is, the largest flood that could conceivably be expected to occur, usually based on the theoretical maximum level of precipitation in a defined catchment. It is used to define the maximum extent of flood prone land, that is, the floodplain. The State Planning Policy Technical Guidance in meeting the state interest requires schemes to identify the nature, and potential consequences of flooding associated with a range of events: rarer than the defined flood event up to and including the PMF event. For the Brisbane and Bremer River floodplains the Brisbane River Catchment Flood Study defines the flood plain (that is PMF) as a 1,100,000 AEP event. This is what has been used in the proposed Overlay Map 10 - Flooding and Major Urban Catchment Flow Paths.	Recommend that the Manager City Design be authorised to give consideration to the matters raised during the review of the strategic framework and drafting of the new planning scheme.	101, 147, 154, 156, 187, 195, 199, 174, 177, 245, 250, 252, 257, 280, 341, 387, 402, 405, 445, 441, 491, 501
3.4.3	OVB	Flooding and Major Urban Stormwater Flowpaths	Express the view that the existence of Wivenhoe Dam has reduced the risk of flooding and improved dam management would reduce the impact of future events or Wivenhoe Dam was mismanaged and this has overstated the flood impact, being part of the class action currently before the courts.	SBC Water is responsible for operating the Wivenhoe Dam. The State Government Department of Energy and Water Supply in 2014 investigated operating options for the Wivenhoe and Somerset Dams including consultation and presentation of findings in the Wivenhoe and Somerset Dams Optimisation Study Report and associated Discussion Paper. The Brisbane River Catchment Flood Study and its associated floodplain management provisions provide a comprehensive review of flooding within the overall Brisbane River catchment including considering the effect of flood mitigation structures such as dams in different flood event scenarios. This included the testing of both 'with-dams conditions' and 'no-dams conditions' which included Wivenhoe dam. The flood information used in the proposed OVB10 utilises the technical outputs from both studies and is consistent with the recommendations of the SPMF. Any current litigation surrounding the dam management is a matter that will be determined through the relevant judicial processes. The outcomes of this action are uncertain as the matter is yet to be determined.	Recommend no change to the Statement of Proposals (including Draft Strategic Framework).	103, 107, 134, 147, 158, 165, 184, 195, 207, 208, 210, 211, 212, 226, 238, 239, 242, 248, 270, 297, 319, 321, 336, 387, 405, 409, 440, 441, 481, 501
3.4.3	OVB	Flooding and Major Urban Stormwater Flowpaths	Express the view that the overlay mapping should be based on historic levels from known events and to represent "possible" floods, or the historic levels are enough and a 500mm freeboard as currently required is enough to allow for the possibility of higher floods in the future.	The State Planning Policy (SPP) Flood Hazard Interest requires when making a local planning instrument that Council adopt a catchment based risk management approach to the regulation of developments in the floodplain. This includes consideration of events higher and lower than a single event and must include the Probable Maximum Flood (PMF). Further, the Queensland Flood Commission of Inquiry in its recommendations identified that a "focus on the Q100 and one defined event should not continue" and further that reliance on historical flood information is prudent only until a comprehensive flood study of the Brisbane River catchment (including the Bremer River) is completed. The comments in the submissions are noted and will be considered in the drafting of the new scheme, particularly in relation to determining the freeboard for the purposes of regulating development in flood hazard areas.	Recommend that the Manager City Design be authorised to give consideration to the matters raised during the drafting of the new planning scheme.	18, 42, 65, 105, 106, 107, 135, 156, 157, 182, 164, 165, 167, 169, 210, 212, 213, 238, 239, 297, 280, 270, 312, 335, 387, 403, 405, 441, 448, 459, 481, 501

Section	SF Theme	Submitter issues	Response	Recommendation to Council	Submitter No.
3.4.4.3 OV10	Flooding and Major Urban Stormwater Flowpaths	Expresses the view that the proposed levels are not "accurate" to a historic level.	Following publication of the findings and recommendations of the Queensland Floods Commission of Inquiry, the state government in collaboration with Ipswich City Council, Brisbane City Council, Somerset Regional Council, Lockyer Valley Regional Council and other stakeholders undertook the Brisbane River Catchment Flood Study (Flood Study) and subsequently prepared the Brisbane River Catchment Strategic Floodplain Management Plan (SFMP). This work is collectively referred to as the Brisbane River Catchment Flood Studies (BRCS). To account for the variation in flooding that can occur, the Brisbane River Catchment Flood Study produced the most comprehensive and sophisticated flood modelling of its kind undertaken in Australia to produce modelling for 11 flood events ranging from highly likely flood events (1 in 10 AEP) through to extremely unlikely flood events (1 in 100,000 AEP). The hydrologic assessment investigated how combinations of rainfall, dam levels, ground conditions and tide influences could merge to create potential flood events within the floodplain. This assessment considered the entire Brisbane River catchment (including the Lockyer Valley and other regions outside of the Brisbane River floodplain). The hydraulic assessment used the data inputs from the hydrology assessment to model how floodwaters progressed through the Brisbane River floodplain, taking into account terrain characteristics of rivers, creeks and floodplains, and infrastructure such as bridges, stormwater networks, dams and levees. The hydraulic assessment generated flood modelling for the lower Brisbane River downstream of Wivenhoe Dam. Producing modelling and outputs across the large area of the Brisbane River catchment means that a 30 metre modelling grid and 15 metre output grid were used. This represents a limitation to the scale at which the information can be applied without further refinement, for example to be able to apply it at the individual property level. Consequently, additional flood modelling (referred to as the Ipswich Rivers Flood Study Update (RFSU)) has been undertaken that both refines the modelling from the BRCS as well as expanding the modelling to cover the parts of the Bremer River and other watercourses not covered (with the exception of Blacksnake Creek that does not form part of the Bremer River catchment with the existing flood study used to inform Overlay map 10) and which will produce results at a smaller grid. The preliminary outputs from the RFSU and other local flood studies have been further refined (to "smooth" the modified lines) to provide an improved representation of the flood and risk extents at the individual lot level.	Recommend no change to the Statement of Proposals (including Draft Strategic Framework).	19, 47, 97, 101, 105, 106, 124, 134, 147, 154, 156, 158, 159, 161, 162, 164, 167, 169, 175, 184, 185, 193, 195, 208, 210, 211, 213, 237, 238, 249, 250, 252, 257, 259, 263, 267, 270, 282, 319, 321, 322, 331, 332, 333, 334, 335, 344, 349, 355, 365, 387, 401, 413, 425, 440, 441, 443, 491, 494/496, 501
3.4.4.3 OV10	Flooding and Major Urban Stormwater Flowpaths	Expresses the view that the proposed mapping will result in limitations to building works associated with existing residences.	Section 3.4.4.3 Flooding and Major Urban Stormwater Flowpaths in the draft Strategic Framework provides a broad policy setting which limits the intensification of residential uses within the medium and high risk areas. Further consideration will occur as the detailed provisions of the scheme are drafted as to how the Overlay may manage the risk of flooding to existing houses where building works are proposed.	Recommend that the Manager City Design be authorised to give consideration to the matters raised during the drafting of the new planning scheme.	441, 248
3.4.4.3 OV10	Flooding and Major Urban Stormwater Flowpaths	Concern that the proposed levels will affect the style of house that can be built.	Section 3.4.4.3 Flooding and Major Urban Stormwater Flowpaths in the draft Strategic Framework provides a broad policy setting which limits the intensification of residential uses within the medium and high risk areas. Further consideration will occur as the detailed provisions of the scheme are drafted as to how the Overlay may manage the risk of flooding to existing houses where building works are proposed.	Recommend that the Manager City Design be authorised to give consideration to the matters raised during the drafting of the new planning scheme.	195, 248, 263, 333, 387, 441, 491, 501
3.4.4.3 OV10	Flooding and Major Urban Stormwater Flowpaths	Suggests the overlay should use a likelihood or a frequency so that residents can understand how often or likely a flood will be or questions how are residents are supposed to gain certainty from mapping that is designed by chance and probability.	The likelihood of different flood events has been considered in the development of the flood overlay and the setting of the Defined Flood Event for the purposes of regulating new development. In addition the Queensland Flood Commission of Inquiry (QFCI) recommendations included requirements for Council to publish property specific flood information so that the community can better understand their risk of different flood events. Council is currently engaged in the delivery of the Ipswich Integrated Catchment Plan to address, amongst other matters the Queensland Flood Commission of Inquiry.	Recommend that the Manager City Design be authorised to give consideration to the matters raised during the drafting of the new planning scheme.	207, 341, 405
3.4.4.3 OV10	Flooding and Major Urban Stormwater Flowpaths	Concern that the new overlay will deter buyers, impact on property values, or will devalue property values by, on average, 25% equating to \$274 million in property loss.	Land valuations are calculated by the Queensland Government Department of Natural Resources and Mines (DNRM) and are broadly based on land sales data within each geographic area. These land valuations are also a component of Council's rates calculations. Council also has no control over market values and is required to ensure all owners and prospective purchasers are informed of development constraints.	Recommend no change to the Statement of Proposals (including Draft Strategic Framework).	42, 85, 97, 101, 104, 106, 107, 124, 135, 155, 156, 157, 161, 162, 165, 167, 168, 175, 177, 184, 185, 186, 189, 195, 207, 208, 210, 211, 212, 236, 235, 236, 237, 239, 241, 242, 243, 244, 245, 246, 247, 248, 249, 250, 251, 252, 253, 254, 255, 256, 257, 258, 259, 260, 261, 262, 263, 264, 265, 266, 267, 268, 269, 270, 271, 272, 273, 274, 275, 276, 277, 278, 279, 280, 281, 282, 283, 284, 285, 286, 287, 288, 289, 290, 291, 292, 293, 294, 295, 296, 297, 298, 299, 300, 301, 302, 303, 304, 305, 306, 307, 308, 309, 310, 311, 312, 313, 314, 315, 316, 317, 318, 319, 320, 321, 322, 323, 324, 325, 326, 327, 328, 329, 330, 331, 332, 333, 334, 335, 336, 337, 338, 339, 340, 341, 342, 343, 344, 345, 346, 347, 348, 349, 350, 351, 352, 353, 354, 355, 356, 357, 358, 359, 360, 361, 362, 363, 364, 365, 366, 367, 368, 369, 370, 371, 372, 373, 374, 375, 376, 377, 378, 379, 380, 381, 382, 383, 384, 385, 386, 387, 388, 389, 390, 391, 392, 393, 394, 395, 396, 397, 398, 399, 400, 401, 402, 403, 404, 405, 406, 407, 408, 409, 410, 411, 412, 413, 414, 415, 416, 417, 418, 419, 420, 421, 422, 423, 424, 425, 426, 427, 428, 429, 430, 431, 432, 433, 434, 435, 436, 437, 438, 439, 440, 441, 442, 443, 444, 445, 446, 447, 448, 449, 450, 451, 452, 453, 454, 455, 456, 457, 458, 459, 460, 461, 462, 463, 464, 465, 466, 467, 468, 469, 470, 471, 472, 473, 474, 475, 476, 477, 478, 479, 480, 481, 482, 483, 484, 485, 486, 487, 488, 489, 490, 491, 492, 493, 494, 495, 496, 497, 498, 499, 500, 501
3.4.4.3 OV10	Flooding and Major Urban Stormwater Flowpaths	Expresses the view that there will be potential adverse impacts on how building work is done and will effect development of the area, or that significant land is available in flood affected areas which is suitable for subdivision as suggested is done in other jurisdictions.	The need to make an application and the assessment criteria by which any application would be assessed is to be reviewed as part of the drafting of the new planning scheme provisions. The Statement of Proposals (including Strategic Framework) provides a broad description of likely policy setting including a general provision for no further residential intensification below the Defined Flood Event (DFE). This position is intended to limit additional persons exposed to potential flood hazard.	Recommend that the Manager City Design be authorised to give consideration to the matters raised during the drafting of the new planning scheme.	99, 118, 160, 184, 195, 241, 235, 249, 250, 252, 263, 321, 349, 387, 402, 441, 443, 491, 501
3.4.4.3 OV10	Flooding and Major Urban Stormwater Flowpaths	Concern that insurances will be increased due to the new flood mapping or insurers will not insure houses.	Finance and insurance companies undertake their own assessments to determine whether to finance or insure a property and the associated rates and premiums. Council is not involved in these processes. Planning scheme flood regulation provisions are designed for use in relation to land use planning and development matters to regulate future development and should not be used in relation to property insurance.	Recommend no change to the Statement of Proposals (including Draft Strategic Framework).	42, 101, 104, 106, 107, 124, 134, 135, 154, 161, 162, 165, 167, 168, 169, 175, 177, 184, 185, 186, 193, 195, 208, 210, 211, 212, 236, 235, 236, 237, 239, 241, 242, 243, 244, 245, 246, 247, 248, 249, 250, 251, 252, 253, 254, 255, 256, 257, 258, 259, 260, 261, 262, 263, 264, 265, 266, 267, 268, 269, 270, 271, 272, 273, 274, 275, 276, 277, 278, 279, 280, 281, 282, 283, 284, 285, 286, 287, 288, 289, 290, 291, 292, 293, 294, 295, 296, 297, 298, 299, 300, 301, 302, 303, 304, 305, 306, 307, 308, 309, 310, 311, 312, 313, 314, 315, 316, 317, 318, 319, 320, 321, 322, 323, 324, 325, 326, 327, 328, 329, 330, 331, 332, 333, 334, 335, 336, 337, 338, 339, 340, 341, 342, 343, 344, 345, 346, 347, 348, 349, 350, 351, 352, 353, 354, 355, 356, 357, 358, 359, 360, 361, 362, 363, 364, 365, 366, 367, 368, 369, 370, 371, 372, 373, 374, 375, 376, 377, 378, 379, 380, 381, 382, 383, 384, 385, 386, 387, 388, 389, 390, 391, 392, 393, 394, 395, 396, 397, 398, 399, 400, 401, 402, 403, 404, 405, 406, 407, 408, 409, 410, 411, 412, 413, 414, 415, 416, 417, 418, 419, 420, 421, 422, 423, 424, 425, 426, 427, 428, 429, 430, 431, 432, 433, 434, 435, 436, 437, 438, 439, 440, 441, 442, 443, 444, 445, 446, 447, 448, 449, 450, 451, 452, 453, 454, 455, 456, 457, 458, 459, 460, 461, 462, 463, 464, 465, 466, 467, 468, 469, 470, 471, 472, 473, 474, 475, 476, 477, 478, 479, 480, 481, 482, 483, 484, 485, 486, 487, 488, 489, 490, 491, 492, 493, 494, 495, 496, 497, 498, 499, 500, 501
3.4.4.3 OV10	Flooding and Major Urban Stormwater Flowpaths	Concern that the new flood line is different to the Adopted Flood Regulation Line in the current planning scheme.	The current Adopted Flood Regulation Line is based on the greatest of the defined flood levels from the Ipswich Planning Scheme 2006 (1 in 100 Line) and the 1974 and 2011 historical flood lines. In contrast the proposed Defined Flood Event is a modelled event based on a comprehensive flood study of the Brisbane and Bremer Rivers and utilises a 25AEP event with a climate change factor as a defined flood event across the city.	Recommend no change to the Statement of Proposals (including Draft Strategic Framework).	155, 236, 349, 412
3.4.4.3 OV10	Flooding and Major Urban Stormwater Flowpaths	Expresses the view that Council should be investing more strategically in mitigating flood waters rather than just re-zoning or re-mapping the constraint, or that there should be a plan to provide more flood structures such as through the use of Flood Gates to 'flood proof the CBD'.	The Brisbane River Catchment Flood Study and subsequent Strategic Floodplain Management Plan (SFMP) provides a framework for Councils within the Brisbane River Catchment to consider that broader implications for flood plain management across the catchment and across a number of different components of flood risk management, including structural mitigation. Several opportunities have been identified in the SFMP as opportunities for Council to further explore that are consistent with the principals of catchment wide management of the SFMP. These will form part of local assessments in the Ipswich Integrated Catchment Plan.	Recommend no change to the Statement of Proposals (including Draft Strategic Framework).	52, 129, 212, 242, 247, 257, 341, 399, 448
3.4.4.3 OV10	Flooding and Major Urban Stormwater Flowpaths	Expresses the view that Council will lose a massive income from rate repayments due to reduction in property values, or that rates should be reduced as a result of the proposed overlay.	Land valuations are calculated by the Queensland Government Department of Natural Resources and Mines (DNRM) and are broadly based on land sales data within each geographic area. These land valuations are also a component of Council's rates calculations.	Recommend no change to the Statement of Proposals (including Draft Strategic Framework).	106, 142, 211, 236, 239, 344, 403, 441

Section	SF Theme	Submitter issues	Response	Recommendation to Council	Submitter No.
3.4.4.3 OV10	Flooding and Major Urban Stormwater Flowpaths	Expresses the view that flood heights are trending lower and have been since the construction of Wivenhoe Dam in 1984.	Whilst historic events are an indicator of future flood potential and are used in the calibration of hydraulic results, contemporary and best-practice flood modelling utilises a statistical analysis of past rainfall to determine each design flood event based on a specific likelihood of its occurrence and not any specific historic event.	Recommend no change to the Statement of Proposals (including Draft Strategic Framework).	105, 165, 210, 441
3.4.4.3 OV10	Flooding and Major Urban Stormwater Flowpaths	Expresses the view that the use of subjective variables such as climate change and urban development should not be used to justify the large increase in the proposed new defined flood level.	The State Planning Policy framework and State Interest Statement for Natural Hazards requires local planning instruments including planning schemes address, "The risks associated with natural hazards, including the projected impacts of climate change, are avoided or mitigated to protect people and property and enhance the community's resilience to natural hazards." Further the Brisbane River Catchment Flood Study Strategic Floodplain Management Plan concluded that the catchment is particularly sensitive to the effects of climate change and the cumulative impact of filling across the floodplain. These conclusions are evidenced in the Technical Evidence Report accompanying the Strategic Floodplain Management Plan. The defined flood level proposed in the draft overlay utilises the Representative Concentration Pathway (RCP) 8.5 recommended by the Intergovernmental Panel on Climate Change as the likely scenario and future concentrations based on current emissions.	Recommend no change to the Statement of Proposals (including Draft Strategic Framework).	102, 105, 211, 235, 420
3.4.4.3 OV10	Flooding and Major Urban Stormwater Flowpaths	Expresses the view that existing infrastructure is inadequate or not correctly maintained and should be better managed to avoid localised flooding.	In addition to topographical and rain fall information a core function of a hydraulic model input includes identification of existing infrastructure particularly trunk drainage structures. The operation of these trunk structures is therefore considered and represented in the flood model outputs that are used in the preparation of overlay mapping.	Recommend no change to the Statement of Proposals (including Draft Strategic Framework).	323, 238
3.4.4.3 OV10	Flooding and Major Urban Stormwater Flowpaths	Expresses the view that if the use of Probable Maximum Flood (low to very low risk) is intended to manage only new critical infrastructure, why is it mapped over residential areas and not available separately for the assessment of these uses.	The State Planning Policy Technical Guidance in meeting the state interest requires schemes to identify the nature, and potential consequences of flooding associated with a range of events: rarer than the Defined Flood Event (DFE) up to and including the Probable Maximum Flood (PMF) event. Whilst it is a decision for the Planning Scheme to determine how PMF is to apply to development, consideration must be given to the effect on community infrastructure and in particular avoid vulnerable uses between the DFE and PMF.	Recommend that the Manager City Design be authorised to give consideration to the matters raised during the drafting of the new planning scheme.	134, 177, 214, 273
3.4.4.3 OV10	Flooding and Major Urban Stormwater Flowpaths	Concern that continuing to permit bulk earthworks under the Defined Flood Event (DFE) will create far reaching impacts on properties along the river and downstream, or within the Moderate Risk Area balance cut and fill should be recognised as an exception to the general principle of avoidance for residential uses or for the provision of infrastructure.	The broad policy position proposed in the draft Strategic Framework provides a general presumption of no further earthworks in High Risk areas and only compensatory earthworks are to occur in Moderate Risk areas and generally no further residential intensification below the Defined Flood Event. The Strategic Floodplain Management Plan (SFMP) developed as part of the Brisbane River Catchment Flood Studies (BRCFS) identified the Brisbane and Bremer River catchments are particularly sensitive to the cumulative impacts of filling. An additional body of work is current being prepared to provide further regional analysis on this matter that may further inform future Council policy on filling within the floodplain.	Recommend that the Manager City Design be authorised to give consideration to the matters raised during the drafting of the new planning scheme.	18, 60, 259, 282, 349, 391, 438, 485
3.4.4.3 OV10	Flooding and Major Urban Stormwater Flowpaths	Expresses the view that future development in flood prone regions (Major and Defined Flood Event area) should not be permitted, especially for medium and high density residential, or that additional residential development be prevented in Moderate Risk Areas.	The broad policy position proposed in the draft Strategic Framework provides a general presumption of no further residential exposure in Moderate Risk areas, unless in an identified Special Flood Resilient Precinct. In these identified areas, residential intensification is generally considered tolerable where there is adequate warning time before flooding to allow for evacuation that is designed and constructed to mitigate the likely flood hazard to a tolerable or acceptable level by: (A) enabling the self-evacuation of residents and visitors via established evacuation routes external to the site; (B) the finished floor level of all habitable floor space being above the Defined Flood Level and the additional required freeboard; (C) maintaining existing flood storage, not impeding flood flows into the site and enabling flood waters to recede from the site; (D) incorporating flood resilient design and construction methods for building and structures located below the Defined Flood Level; (E) locating flood sensitive services, connections, utilities (including point of connection), plant and equipment (such as electrical switch-boards, data servers or lift machinery) above the Defined Flood Level and the additional required freeboard or provide protection to prevent water inundation.	Recommend that the Manager City Design be authorised to give consideration to the matters raised during the drafting of the new planning scheme.	89, 206, 323, 391
3.4.4.3 OV10	Flooding and Major Urban Stormwater Flowpaths	Expresses concern that the increase in flood levels above known historic events is arbitrary and there has been no appropriate scientific evidence to support the new delineated strategies.	The proposed flood overlay is principally based on the outputs of the Brisbane River Catchment Flood Study which produced the most comprehensive flood modelling of its kind ever undertaken in Australia. The study analysed and produced modelling for a full range of flood events ranging from highly likely flood events (1 in 10 AP) through to extremely unlikely flood events (1 in 100,000 AP). In addition, locally refined modelled outputs have been prepared to define the extents proposed for the overlay. The extents identified in each of these risk categories is the best available information on the impacts of different likelihoods of flooding across the Ipswich Local Government Area taking into account the latest understanding of the regional impacts from the Brisbane River Flood Study and the Ipswich Rivers Flood Studies updates.	Recommend no change to the Statement of Proposals (including Draft Strategic Framework).	102, 105, 112

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3.4.4.3 OV12	Flooding and Major Urban Stormwater Flowpaths	Expresses concern that the levels adopted should be consistent downstream and reflected in other strategic planning maps.	Submissions varied in their reference both to other localities with in Ipswich City, as well as land in adjacent local government authorities and planning instruments. Hydraulic gradient across the catchment, in addition to the complex interactions at the confluence between the Bremer and the Brisbane River mean that a single level or (AVD) is not an accurate representation of the likely behaviour of flood waters during an event. However, the standardisation of a single flood event to derive the extent of the 'moderate risk' area provides a consistency in approach across the city that hasn't been available previously. The policy decision as to which defined event, level and what type of development is appropriate is a matter for each local government authority to manage and consider in the context of community tolerability of risk and the bounds of the policy framework set by legislation. The Brisbane River Catchment Flood Study provides some guidance in this regard to achieve regional consistency and further, the State Planning Policy provides the policy framework that local governments must work within which provides a level of technical consistency at the state level.	Recommend that the Manager City Design be authorised to give consideration to the matters raised during the drafting of the new planning scheme.	154, 186, 199, 207, 214, 239, 259, 267, 344, 412, 441
3.4.4.3 OVD	Flooding and Major Urban Stormwater Flowpaths	Concern that the flood map should not have been made public until it is finalised, rather than release a "draft" map.	The Statement of Proposals (including Draft Strategic Framework) is an early step in the process of the drafting the new planning scheme. The consultation was undertaken to seek early feedback on the community's thoughts, concerns and suggestions as a demonstration of transparency and to help shape the final version of the Strategic Framework and inform the future drafting of the new planning scheme. Council has made this information available in order to be transparent and for the purpose of public interest.	Recommend no change to the Statement of Proposals (including Draft Strategic Framework).	65, 405
3.4.4.3 OV12	Flooding and Major Urban Stormwater Flowpaths	Express the view that the concept of 'flood resilient precincts' for permitting residential development e.g. in North Ipswich is 'foolhardy' and should not be allowed.	Flood Resilient Precincts have also been identified in Overlay Map 10 - Flooding and Major Urban Catchment Flow Paths. Land in these precincts is located within or in proximity to higher order centres and major public transport nodes where higher density residential development would be consistent with achieving appropriate land use outcomes and having regard to the flood risk, evacuation routes and potential to mitigate the risk to a tolerable level through flood resilient design. Flood resilient design, construction and materials can minimise damage caused by flood waters and significantly reduce the time to recover after a flood. Examples include the use of sealable basements, the mix of uses (for example non-residential uses such as car parking, retail or commercial uses on the ground and lower floors with residential units above) and the use of water resistant materials and non-cavity walls. In particular, the mid to high rise development form sought in these precincts provides the opportunity to achieve a flood resilient design response whilst providing a safe vehicular evacuation route.	Recommend that the Manager City Design be authorised to give consideration to the matters raised during the drafting of the new planning scheme.	391
3.4.4.3 OV12	Flooding and Major Urban Stormwater Flowpaths	Stated that the specific land has never flooded and is now shown to be at 'risk'.	The current Adopted Flood Regulation Line is based on the greatest of the defined flood levels from the Ipswich Planning Scheme 2006 (1 in 100 Line) and the 1974 and 2011 historical flood lines. In contrast the proposed Defined Flood Event is a modelled event based on a comprehensive flood study of the Brisbane and Bremer Rivers and utilises a 1/NATP event with a Climate Change Factor. Whilst the current precautionary approach has been appropriate for its time and considered a prudent approach by the Queensland Flood Commission of Inquiry, it was only ever intended to continue until such time as the Brisbane River Catchment Flood Study and associated floodplain management recommendations had been finalised.	Recommend no change to the Statement of Proposals (including Draft Strategic Framework).	42, 47, 147, 154, 155, 156, 161, 164, 165, 169, 174, 175, 236, 349, 334
3.4.4.3 OV12	Flooding and Major Urban Stormwater Flowpaths	Expresses the view that the specific land is identified as a low risk but has never flooded, or that in order for flood waters to reach the levels mapped, flooding would be catastrophic and inundate most of Brisbane and Ipswich.	The 'Low to Very Low Risk' area or Balance Floodplain includes less likely events up to and including the Probable Maximum Flood (PMF) and is used to define the theoretical extent of the floodplain. This is an important consideration in floodplain management and recognises that, although very unlikely, there is a possibility that a larger magnitude event may impact the site. Land identified though in this area may be subject to a variety of events larger than the Defined Flood Event although due to the impact of, and likelihood of one of these events occurring it is considered unnecessary to require additional land use requirements for the majority of development types.	Recommend that the Manager City Design be authorised to give consideration to the matters raised during the drafting of the new planning scheme.	65, 97, 101, 104, 106, 124, 134, 147, 154, 155, 156, 157, 164, 168, 169, 174, 177, 186, 189, 193, 206, 210, 211, 212, 237, 243, 248, 278, 249, 250, 319, 321, 322, 336, 341, 344, 363, 387, 402, 405, 413, 443, 491, 501
3.4.4.3 OV12	Flooding and Major Urban Stormwater Flowpaths	Stated that the specific land has never flooded to the level indicated in the overlay map.	The current Adopted Flood Regulation Line is based on the greatest of the defined flood levels from the Ipswich Planning Scheme 2006 (1 in 100 Line) and the 1974 and 2011 historical flood lines. In contrast the proposed Defined Flood Event is a modelled event based on a comprehensive flood study of the Brisbane and Bremer Rivers and utilises a 1/NATP event with a Climate Change Factor. In many instances, individual properties are unlikely to have ever been subject to a flood event resembling levels of the DFL, and where levels may be similar the impact will be different to that of other and possibly neighbouring properties. This recognises that no two floods are the same and reflects a difference in policy direction required of the planning scheme toward a risk based approach.	Recommend no change to the Statement of Proposals (including Draft Strategic Framework).	1, 102, 105, 106, 117, 135, 154, 157, 158, 159, 162, 164, 165, 167, 175, 182, 210, 215, 237, 336, 244, 262, 267, 270, 405
3.4.4.3 OV12	Flooding and Major Urban Stormwater Flowpaths	Concern that the proposed flood level is different to the level shown in the property searches at the time that the specific land was purchased or built.	The flood levels used in land use planning and the regulation of development via the planning scheme has changed over time with regulation evolving over time particularly with the introduction of new information and policy. Flood searches reflect information that is relevant at the time the search is undertaken and identifies the flood levels that would be applicable to a development application if it were made at that time. They do not override the statutory planning provisions that apply to a development application if lodged at a subsequent date and those provisions, over time have changed.	Recommend no change to the Statement of Proposals (including Draft Strategic Framework).	2, 42, 135, 154, 159, 161, 237, 259, 247, 267, 273, 319, 321, 332, 333, 336, 341, 405, 459
3.4.4.3 OV12	Flooding and Major Urban Stormwater Flowpaths	Concern with the lack of compensation.	The relevant legislation is the Planning Act 2016 (Section 29, 30 and 31). An affected owner with an interest in premises may claim compensation at the time an adverse planning change starts to have effect because of the adverse planning change. An adverse planning change is a planning change that reduces the value of an interest in premises. However, planning change (29(2)) only occurs when the planning scheme is being amended or replaced, or any of the planning scheme policies were amended, replaced or repealed, or a new planning scheme policy was made for the planning scheme. As the Statement of Proposals (including draft Strategic Framework) is not a planning change under the ACT, there is no deleterious effect to the value of an interest in premises and a claim for compensation under section 31 cannot be made by virtue of section 30.	Recommend that the Manager City Design be authorised to give consideration to the matters raised during the drafting of the new planning scheme.	2, 61, 127, 241, 267, 344, 397, 412

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3.4.3 OVS	Flooding and Major Urban Stormwater Flowpaths	Concern that the proposed overlay mapping does not reflect the existing development approval.	The comments expressed in the submission are noted and this matter will be reviewed as part of the development of the new planning scheme.	Recommend that the Manager City Design be authorised to give consideration to the matters raised during the drafting of the new planning scheme.	206, 342, 367, 469
3.4.3 OVS1	Major Transport Infrastructure	Express concern with specific State Road Noise Corridor mapping included on Overlay Map 11 - Major Transport Infrastructure.	The State Road Noise Corridors included on Overlay Map 11 - Major Transport Infrastructure have been incorporated to identify areas of land in the local government area that may be adversely affected by environmental emissions generated by transport infrastructure consistent with the State Planning Policy (SPP) and mapping included on the SPP Interactive Mapping System. The SPP is a statutory instrument which expresses the State government's interests in land use planning and development, and is required to be appropriately integrated into the new planning scheme.	Recommend no change to the Statement of Proposals (including Draft Strategic Framework).	304, 389, 469
3.4.5 OVS5	High Pressure Pipelines	Request that further consideration be given regarding the purpose of the overlay and the extent included as shown on Overlay Map 15 - High Pressure Pipelines.	The comments expressed in the submission are noted and this matter will be reviewed as part of the development of the new planning scheme.	Recommend that the Manager City Design be authorised to give consideration to the matters raised during the review of the strategic framework and drafting of the new planning scheme.	283
3.5	Growth Management				
3.5.2	South East Queensland Regional Plan (Shaping SEQ)	Expresses non support for Table 3.4 as a mechanism for achieving the aims of the Regional Plan for promoting higher densities in urban environments.	The draft strategic framework, including the local area frameworks, precinct maps, land use transect, and the residential typologies and densities set out in Table 3.4, were prepared having regard to the valuable features to be conserved, development constraints, and achieving sustainable growth management and infrastructure provision to support the growth and development across the Ipswich local government area. The draft Local Area Frameworks include a range of development options and the Local Area Frameworks and Precincts Maps have a 'planned' capacity that is able to accommodate between 156,000 and 201,000 additional dwellings and 430,000 jobs to meet the dwelling benchmarks and employment baselines as set out in the South East Queensland Regional Plan (Shaping SEQ).	Recommend no change to the Statement of Proposals (including Draft Strategic Framework).	439
3.5.2	South East Queensland Regional Plan (Shaping SEQ)	Expressed objection to the planned increase in population for Ipswich.	Council is required to demonstrate alignment with the State Planning Policy and the South East Queensland Regional Plan (Shaping SEQ), including identification of sufficient land for housing to accommodate the dwelling targets in Shaping SEQ.	Recommend no change to the Statement of Proposals (including Draft Strategic Framework).	264
3.5.3 SPM1	Sustainable Land Use	Concern was raised about whether there was an overall population plan.	The draft Local Area Frameworks include a range of development options and the Local Area Frameworks and Precincts Maps have a 'planned' capacity that is able to accommodate between 156,000 and 201,000 additional dwellings and 430,000 jobs to meet the dwelling benchmarks and employment baselines as set out in the South East Queensland Regional Plan (Shaping SEQ).	Recommend no change to the Statement of Proposals (including Draft Strategic Framework).	234
3.5.3 SPM1	Sustainable Land Use	Express concern regarding small lot development.	The draft strategic framework, including the local area frameworks, precinct maps, land use transect, and the residential typologies and densities set out in Table 3.4, were prepared having regard to the valuable features to be conserved, development constraints, and achieving sustainable growth management and infrastructure provision to support the growth and development across the Ipswich local government area.	Recommend no change to the Statement of Proposals (including Draft Strategic Framework).	51, 315, 400
3.5.3 SPM1	Sustainable Land Use	Express the view that high density areas be restricted to areas serviced by rail or major bus services with appropriate infrastructure.	The comments expressed in the submission are noted, however most areas identified for higher density purposes are included in or around centre locations, have or will have higher levels of public transport, or reflect existing development or current zoning.	Recommend no change to the Statement of Proposals (including Draft Strategic Framework).	264
3.5.3 SPM1	Sustainable Land Use	Expresses support for sections 3.5.4 and 3.5.5.	The support and comments expressed in the submission are noted.	Recommend no change to the Statement of Proposals (including Draft Strategic Framework).	320
3.5.5 SPM1	Sustainable Land Use	Express support for higher density along train lines and in areas that are currently underutilised rather than continued urban expansion and clearing of bushland.	The support and comments expressed in the submission are noted.	Recommend no change to the Statement of Proposals (including Draft Strategic Framework).	37, 386, 449
3.5.5 SPM1	Sustainable Land Use	Support was provided for the division of residential areas into 'new suburban' and 'established suburban', particularly in protecting the amenity of existing suburbs.	The support and comments expressed in the submission are noted.	Recommend no change to the Statement of Proposals (including Draft Strategic Framework).	232
3.5.4 SPM2	Centres and Employment	Expresses support for the status of Yamanto as a district centre, and requests that further consideration be given to incorporating differentiation between district centres based on function.	The support and comments expressed in the submission are noted.	Recommend that the Manager City Design be authorised to give consideration to the matters raised during the drafting of the new planning scheme.	469
3.5.4 SPM2	Centres and Employment	Express concern regarding the prospects, need and trade impacts associated with the potential expansion of an existing local centre on Raceview Street, Raceview.	The comments expressed in the submission are noted. The expansion or re-development of an existing local centre will require development assessment, including in relation to centre hierarchy and economic need. Similar provisions are likely to be included in the new planning scheme.	Recommend that the Manager City Design be authorised to give consideration to the matters raised during review of the strategic framework and during the drafting of the new planning scheme, particularly in relation to the zoning, centre hierarchy and distribution.	379, 401, 437
3.5.4 SPM2	Centres and Employment	Express concern regarding the development application for a shopping centre in proximity to Cascade and Raceview Street, Raceview and the impact approval would have on existing centres.	The comments expressed in the submission are noted, however the site has been included in the Medium Density designation (MD1). Further consideration will be required upon determination of the application.	Recommend that the Manager City Design be authorised to give consideration to the matters raised during drafting of the new planning scheme upon determination of the application.	379, 401
3.5.4 SPM2	Centres and Employment	Express concern regarding the inclusion of a specific local centre to the south of the Cunningham Highway.	The comments expressed in the submission are noted, however the proposed designation reflects an existing development approval over the site. Land within the Priority Development Area is administered for planning and development purposes under the Economic Development Act 2012 and accordingly will not form part of the Ipswich planning scheme.	Recommend no change to the Statement of Proposals (including Draft Strategic Framework).	378
3.5.4.1	City of Centres	Express the concern that the nomination of some future centre locations do not appear to be based on economic merit.	The development of new or existing local centres will require development assessment, including the relationship to the centres hierarchy and economic need. The new planning scheme will include relevant codes and provisions that will apply to new development.	Recommend no change to the Statement of Proposals (including Draft Strategic Framework).	443, 452
3.5.4.4 SPM3	Waste (including Waste Activity and Buffer Areas Mapping)	Express the view that the new planning scheme ensure that landfills, waste recycling industries and other noxious industries do not impact on the environment, residential and other urban areas, consider cumulative impacts from multiple uses, and do not compromise air and water quality in Ipswich.	The new planning scheme will be drafted having regard to appropriate mitigation measures and the separation of incompatible uses, including the preparation of relevant codes and provisions that will apply to new development.	Recommend that the Manager City Design be authorised to give consideration to the matters raised during the drafting of the new planning scheme.	221, 400
3.5.4.4 SPM3	Waste (including Waste Activity and Buffer Areas Mapping)	Request for better buffer areas between industry and residential areas.	The new planning scheme will be drafted having regard to appropriate mitigation measures and the separation of incompatible uses, including the preparation of relevant codes and provisions that will apply to new development.	Recommend that the Manager City Design be authorised to give consideration to the matters raised during the drafting of the new planning scheme.	194

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3.5.4.4 SPM3	Waste (including Waste Activity and Buffer Areas Mapping)	Express concern regarding the negative perception, non-compliance, social, health and environmental impacts associated with approved industrial waste, and other noxious industries.	Matters of non-compliance and environmental nuisance resulting from current approvals are regulated and managed under current legislative frameworks, including by State agencies under environmental licences. The new planning scheme will include relevant codes and provisions that will apply to new development.	Recommend that the Manager City Design be authorised to give consideration to the matters raised during the drafting of the new planning scheme.	221, 315, 329, 400
3.5.4.4 SPM3	Waste (including Waste Activity and Buffer Areas Mapping)	Express concern that planning policy permits the use of mining voids for waste management operations particularly within the Ebenezer and Jeeropolly areas.	Existing use rights attributed through development approvals and the like will continue to have effect. The draft Strategic Framework seeks to balance economic interests against social and environmental interests, and seeks to further regulate applications for new or expanded waste activities to protect existing approved and planned residential and other sensitive receiving uses from adverse impacts including odour, dust, noise, air quality, and amenity (including visual amenity). The new planning scheme will be drafted having regard to the provisions of the State approved Temporary Local Planning Instrument No. 1 of 2018 (Waste Activity Regulation) including the preparation of relevant codes and provisions that will apply to new development.	Recommend no change to the Statement of Proposals (including Draft Strategic Framework).	19
3.5.4.4 SPM3	Waste (including Waste Activity and Buffer Areas Mapping)	Express concern that the new planning scheme may place limitations or prevent development seeking to change or expand existing waste activities in Buffer Areas which may present opportunities for improved outcomes.	The new planning scheme will be drafted having regard to the provisions of the State approved Temporary Local Planning Instrument No. 1 of 2018 (Waste Activity Regulation) including the preparation of relevant codes and provisions that will apply to new development.	Recommend that the Manager City Design be authorised to give consideration to the matters raised during the drafting of the new planning scheme.	296
3.5.4.4 SPM3	Waste (including Waste Activity and Buffer Areas Mapping)	Express the view that existing waste operations should cease and that future waste, recycling and waste to energy industries not be permitted in New Chum and Swanbank.	The new planning scheme is unable to apply retrospectively to existing lawful development or to make development prohibited, only the State is able to make specific development prohibited. The new planning scheme will be drafted having regard to appropriate mitigation measures and the separation of incompatible land uses, including the preparation of relevant codes and provisions that will apply to new development.	Recommend that the Manager City Design be authorised to give consideration to the matters raised during the drafting of the new planning scheme.	32, 197
3.5.4.4 SPM3	Waste (including Waste Activity and Buffer Areas Mapping)	Express the view that landfill of mining voids is not rehabilitation and will impact on the environment, groundwater, waterways, air quality, and the landscape.	The comments expressed in the submission are noted.	Recommend that the Manager City Design be authorised to give consideration to the matters raised during the drafting of the new planning scheme.	221
3.5.4.4 SPM3	Waste (including Waste Activity and Buffer Areas Mapping)	Express the view that waste to energy industries are not renewable, are inefficient in producing energy, have emissions that will impact further than anticipated, and should not be located near urban areas.	The comments expressed in the submission are noted.	Recommend that the Manager City Design be authorised to give consideration to the matters raised during the drafting of the new planning scheme.	221
3.5.4.4 SPM3	Waste (including Waste Activity and Buffer Areas Mapping)	Express support for the waste strategy as outlined in section 3.5.4.4.	The support expressed in the submission is noted.	Recommend no change to the Statement of Proposals (including Draft Strategic Framework).	424
3.5.4.4 SPM3	Waste (including Waste Activity and Buffer Areas Mapping)	Express the view that the new planning scheme should align with the Queensland Waste and Resource Recovery Infrastructure Plan and promote rather than limit the establishment of resource recovery uses in the Swanbank industrial area, including organic waste recycling facilities.	The Statement of Proposals (including Draft Strategic Framework) has been prepared to reflect the State approved Temporary Local Planning Instrument No. 1 of 2018 (Waste Activity Regulation) and seeks to balance economic interests against social and environmental interests, including the protection of existing, approved and planned residential and other sensitive receiving uses from adverse impacts including odour, dust, noise, air quality, and amenity (including visual amenity). The new planning scheme will include relevant codes and provisions that will apply to new development.	Recommend that the Manager City Design be authorised to give consideration to the matters raised during the drafting of the new planning scheme.	465
3.5.4.4 SPM3	Waste (including Waste Activity and Buffer Areas Mapping)	Request for amendments to expand the Waste Activity Area as shown on Strategic Framework Map 3 - Waste Activity and Buffer Areas over specific land in Swanbank.	The comments expressed in the submission are noted, however the mapping reflects the State approved Temporary Local Planning Instrument No. 1 of 2018 (Waste Activity Regulation). The matter be referred to the Department of State Development, Manufacturing, Infrastructure and Planning for consideration and where appropriate distributed to the relevant State Agency for their consideration and comment.	1. That the submission be referred to the Department of State Development, Manufacturing, Infrastructure and Planning. 2. That the Manager City Design be authorised to consider the advice from DSDMIP in the drafting of the Planning Scheme.	296
3.5.5 SPM4	Housing (including Housing Areas Mapping)	Expresses support for and requests the continuation of auxiliary units.	The support for the continuation of the current planning scheme's auxiliary units is noted and will be considered in the drafting of new planning scheme.	Recommend that the Manager City Design acknowledge the support for the continuation of auxiliary units as a consideration in the drafting of the new planning scheme.	224
3.5.5 SPM4	Housing (including Housing Areas Mapping)	Expresses support for and requests the continuation of transferable dwelling entitlements.	The support for the continuation of the current planning scheme's transferable dwelling entitlements is noted and will be considered in the drafting of new planning scheme.	Recommend that the Manager City Design acknowledge the support for the continuation of transferable dwelling entitlements as a consideration in the drafting of the new planning scheme.	258
3.5.5 SPM4	Housing (including Housing Areas Mapping)	Express the view that the new planning scheme should promote infill development while limiting development elsewhere to minimise the built environment footprint and retain bush corridors.	The draft strategic framework, including the local area frameworks, precinct maps, land use transect, and the residential typologies and densities, were prepared having regard to the valuable features to be conserved, development constraints, and achieving sustainable growth management and infrastructure provision to support the growth and development across the Ipswich local government area. Council is required to demonstrate alignment with the State Planning Policy and the South East Queensland Regional Plan 'ShapingSEQ', including identification of sufficient land for housing to accommodate the dwelling targets in ShapingSEQ.	Recommend no change to the Statement of Proposals (including Draft Strategic Framework).	375
3.5.5 SPM4	Housing (including Housing Areas Mapping)	Expresses objection to high density housing in Collingwood Park, Redbank Plains, Bellbird Park and Augustine Heights.	A mix of land uses are considered to be suitable in these areas, which includes low, medium and high density areas based on a range of factors such as the existing zoning, biodiversity values, development constraints, proximity to centres, and the availability of infrastructure.	Recommend no change to the Statement of Proposals (including Draft Strategic Framework).	357
3.5.5 SPM4	Housing (including Housing Areas Mapping)	Expresses the view that the dwelling density rates including auxiliary units, may become problematic for future development expectations.	The draft strategic framework, including the local area frameworks, precinct maps, land use transect, and the residential typologies and densities set out in Table 3.4, were prepared having regard to the valuable features to be conserved, development constraints, achieving a diversity of housing forms, sustainable growth management and infrastructure provision to support both the retention and conservation of existing urban character and the growth and development of new urban development across the Ipswich local government area.	Recommend no change to the Statement of Proposals (including Draft Strategic Framework).	69, 206, 222, 261, 289, 290, 421, 443, 450, 451, 457, 466, 475, 509
3.5.5 SPM4	Housing (including Housing Areas Mapping)	Expresses the view that the Springfield Structure Plan and Ripley Valley Priority Development Plan are no longer formally recognised.	The new Ipswich Planning Scheme (as per the current planning scheme) will not and does not apply to the Ripley Valley Priority Development Area and is planned and administered by Economic Development Queensland under the Economic Development Act 2012. Likewise the undeveloped areas of Local Framework - Area 4 Springfield Estate and Augustine Heights (part) are administered under the Springfield Structure Plan area. Other growth areas including Redbank Plains, Collingwood Park, and Wallowan/Thagoona Rosewood provide for development led master planning.	Recommend no change to the Statement of Proposals (including Draft Strategic Framework).	421, 425, 443, 450, 451, 457

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3.5.5 SRM4	Housing (Including Housing Areas Mapping)	Expresses the view that there is an inadequate response to the demand for greenfield land.	The South East Queensland Regional Plan (ShapingSEQ) sets a dwelling supply benchmark of providing an additional 111,700 dwellings (to accommodate an additional \$19,900 people) between 2018 and 2041. Land identified in the Local Area Frameworks and Precinct Maps has a 'flexible' capacity that is able to accommodate between 150,000 and 201,000 additional dwelling. Providing development opportunities well in excess of the ShapingSEQ projections.	Recommend no change to the Statement of Proposals (Including Draft Strategic Framework).	222, 421, 457
3.5.5 SRM4	Housing (Including Housing Areas Mapping)	Request that consideration be given to the appropriate provision and design of affordable housing, with a particular focus on the social consequences. There continues to be a demand and need for larger lots.	The comments expressed in the submission are noted. The draft Strategic Framework provides for the allocation of residential designations that support the delivery of affordable housing and provide choice in housing through supporting the development of a diversity of housing types, forms, sizes, densities (including lot sizes) and tenures in appropriate locations.	Recommend that the Manager City Design be authorised to give consideration to the matters raised during the drafting of the new planning scheme.	467, 476, 480
3.5.5 SRM4	Housing (Including Housing Areas Mapping)	Expresses the view that infill development has the potential for disruption of the prevailing urban fabric and the reduction of privacy.	The comments expressed in the submission are noted. The draft Strategic Framework provides for a diversity of housing forms and promotes sustainable growth management to support both the retention and conservation of existing urban character and the growth and development of new urban development across the Ipswich local government area. The new planning scheme will include relevant codes and provisions that address matters including privacy.	Recommend that the Manager City Design be authorised to give consideration to the matters raised during the drafting of the new planning scheme.	209
3.5.5 SRM4	Housing (Including Housing Areas Mapping)	Expressed the view that there is a continued need for planning approval of all forms of multiple dwellings against codes that encourage or protect the prevailing amenity and social wellbeing.	Levels of assessment for multiple dwellings will be considered in association with the drafting of future scheme provisions related to housing, parking and reconfiguring of lots.	Recommend that the Manager City Design be authorised to give consideration to the matters raised during the drafting of the new planning scheme.	467
3.5.5 SRM4	Housing (Including Housing Areas Mapping)	Concern that the provision of public (welfare) housing has a negative impact on the area and the residents, with no consultation with the community.	The comments in the submission regarding State government provided public housing are noted, however the comments are related to matters addressed in the Planning Act 2016, Subordinate Planning Regulation 2017 and the South East Queensland Regional Plan (Shaping SEQ) that encourage and promote a diversity of housing forms and densities (particularly where well located), and contain the public consultation requirements for public housing development proposed by the State government.	That no change be recommended to the Statement of Proposals (Including Draft Strategic Framework).	477
3.5.5 SRM4	Housing (Including Housing Areas Mapping)	Expresses the view that there is insufficient large lot residential land available throughout the city.	The designation of Large Lot residential developed land generally reflects existing land use. Despite sometimes having access to some urban services the retention of selective large lot residential areas facilitates, encourages and promotes a diversity of housing forms and densities.	That no change be recommended to the Statement of Proposals (Including draft Strategic Framework).	457
3.5.6	Other Significant Land Uses	Expresses the view that rural areas appear to be reflective of existing planning scheme provisions and not necessarily looking to consider any appetite for updating provisions to better reflect current conditions.	Areas outside of the South East Queensland Regional Plan's (Shaping SEQ) Urban Footprint and not identified as areas designated for future non-rural uses or increased residential density, the regulatory provisions prevent urban and rural residential sprawl in the Regional Landscape and Rural Production Area (RLRPA) and manages other activity, including subdivision, to protect these values. The regulation also serves to protect areas that might be required for accommodating future urban growth beyond the planning horizon of ShapingSEQ. A non-residential urban use would need to show that the proposal has been able to demonstrate an overriding need in the public interest to establish the use. It is noted that there is no guarantee that such an approved use will be able to demonstrate an overriding need to expand or diversify the use in the future or that a similar use could establish overriding need nearby.	Recommend no change to the Statement of Proposals (Including Draft Strategic Framework).	421
3.6	Infrastructure				
3.6	Infrastructure - General	Express concern regarding the limited information provided on planned infrastructure to support growth.	The overall urban settlement pattern and form, including location, mix of uses and densities of development, have been based on the efficient, co-ordinated, cost effective and equitable provision of supporting infrastructure (existing and planned) that is integrated with and supports the outcomes of the State Planning Policy and the South East Queensland Regional Plan (Shaping SEQ). The Local Government Infrastructure Plan identifies the local trunk infrastructure networks intended to service existing and future urban development (up to ultimate development) based on the current planning scheme.	Recommend no change to the Statement of Proposals (Including Draft Strategic Framework).	264
3.6.2	Transport	Express the need to review the table in section 3.6.2 (7)(a) to consider multi-modal travel (e.g. cycling, public transport and walking in one trip) and that section 3.6.2 (7)(a) should be expanded to include cycle catchments when considering mix use and density distributions.	The comments expressed in the submission are noted. The matter be referred to Council's Infrastructure Strategy Branch of the Infrastructure and Environment Department for consideration.	1. That the submission be referred to Council's Infrastructure Strategy Branch of the Infrastructure and Environment Department. 2. That the Manager City Design be authorised to consider the advice from Council's Infrastructure Strategy Branch in the review of the Strategic Framework and the drafting of the new planning scheme.	394
3.6.2	Transport	Express the view that Table 3.5 - Ipswich Road and Street Hierarchy does not consider cycling in the hierarchy and should be amended.	The comments expressed in the submission are noted. The matter be referred to Council's Infrastructure Strategy Branch of the Infrastructure and Environment Department for consideration.	1. That the submission be referred to Council's Infrastructure Strategy Branch of the Infrastructure and Environment Department. 2. That the Manager City Design be authorised to consider the advice from Council's Infrastructure Strategy Branch in the review of the Strategic Framework and the drafting of the new planning scheme.	394
3.6.2	Transport	Express concern regarding road design standards.	The comments expressed in the submission are noted. The matter be referred to Council's Infrastructure Strategy Branch of the Infrastructure and Environment Department for consideration.	1. That the submission be referred to Council's Building and Planning Branch of the Planning and Regulatory Services Department for consideration. 2. Recommend no change to the Strategic Framework.	497
3.6.2.1 SRMSA	Strategic Transport Network	Express concern regarding levels of congestion, traffic impacts including regard to cumulative impacts, the need for network upgrades and improved capacity, or the need for further transport planning, including the provision of parking.	The Local Government Infrastructure Plan identifies the local transport trunk infrastructure network intended to service existing and future urban development (up to ultimate development) based on the current planning scheme. The matter be referred to Council's Infrastructure Strategy Branch of the Infrastructure and Environment Department for consideration.	1. That the submission be referred to Council's Infrastructure Strategy Branch of the Infrastructure and Environment Department. 2. That the Manager City Design be authorised to consider the advice from Council's Infrastructure Strategy Branch in the drafting of the new planning scheme.	20, 37, 57, 62, 64, 74, 75, 81, 90, 109, 194, 232, 234, 264, 318, 326, 329, 358, 394, 449, 489, 476, 479, 482
3.6.2.1 SRMSA	Strategic Transport Network	Express a need for specific traffic management related changes.	The matter be referred to Council's Infrastructure Strategy Branch of the Infrastructure and Environment Department for consideration.	1. That the submission be referred to Council's Infrastructure Strategy Branch of the Infrastructure and Environment Department for consideration. 2. Recommend no change to the Strategic Framework.	81, 197, 324, 329

Section	SF Theme	Submitter Issues	Response	Recommendation to Council	Submitter No.
3.6.2.1 SFM5A	Strategic Transport Network	Express a need for alignment changes to specific links on the Strategic Transport Network Map SA – Strategic Transport Network.	Strategic Transport Network Map SA – Strategic Transport Network is indicative and provides information at a strategic, citywide level. The map was not intended to provide detail at an individual property level. Recommend the review and relevant changes be made to update the strategic framework map to improve accuracy.	Recommend that the Manager City Design be authorised to review and update where necessary the Strategic Transport Network Map SA – Strategic Transport Network to improve accuracy.	255, 362, 461, 472, 487, 488
3.6.2.1 SFM5A	Strategic Transport Network	Concern with the identification of a future road connection across specific land along Ipswich-Boonah Road and requests information about potential compulsory acquisition, timeframes, land use intent and relevant contact details at the Department of Transport and Main Roads.	Strategic Transport Network Map SA – Strategic Transport Network identifies the indicated connection as a "Future Major Road Link (Arterial and Sub-Arterial Roads)" and has been carried over from Map 4a Transport Network included in schedule 7 of the current Ipswich Planning Scheme where it is identified as a "Possible Future Major Inter-suburban Link (to be further investigated)" and as an "Intersections / Connections (to be further investigated)". The road connection identified relates to Council level road planning and not State government level road planning (i.e. does not relate to road planning by the Department of Transport and Main Roads). Since being included in the current Ipswich Planning Scheme Council has prepared the City of Ipswich Transport Plan (IGD) and the Local Government Infrastructure Plan (which includes the trunk infrastructure road network). Neither IGD or the Local Government Infrastructure Plan identify a need for a connection across the subject land.	Recommend that the Manager City Design be authorised to update Strategic Transport Network Map SA – Strategic Transport Network to be consistent with IGD and the Local Government Infrastructure Plan.	507
3.6.2.1 SFM5A	Strategic Transport Network	Expresses concern that a specific Existing Major Road Link on Strategic Transport Network Map SA - Strategic Transport Network does not exist.	Strategic Transport Network Map SA – Strategic Transport Network is indicative and provides information at a strategic, citywide level. The map was not intended to provide detail at an individual property level. Recommend changes be made to update the strategic framework map to improve accuracy.	Recommend that the Manager City Design be authorised to update Strategic Transport Network Map SA – Strategic Transport Network to improve accuracy.	251
3.6.2.1 SFM5A	Strategic Transport Network	Express concern regarding the inclusion of specific Future Major Road Links on Strategic Transport Network Map SA - Strategic Transport Network.	Strategic Transport Network Map SA – Strategic Transport Network is indicative and provides information at a strategic, citywide level. The map was not intended to provide detail at an individual property level. The Local Government Infrastructure Plan identifies the local public park trunk infrastructure network intended to service existing and future urban development (up to ultimate development) based on the current planning scheme. The matter be referred to Council's Infrastructure Strategy Branch of the Infrastructure and Environment Department for consideration.	1. That the submission be referred to Council's Infrastructure Strategy Branch of the Infrastructure and Environment Department. 2. That the Manager City Design be authorised to consider the advice from Council's Infrastructure Strategy Branch in the drafting of the new planning scheme and subsequent local government infrastructure plan.	110, 148
3.6.2.2 SFM5B	Strategic Active Transport Network	Express the need for specific changes or network upgrades, such as the inclusion or extension of cycle or pedestrian links, or changes to the Strategic Transport Network Map 5B – Strategic Active Transport Network.	The matter be referred to Council's Infrastructure Strategy Branch of the Infrastructure and Environment Department for consideration.	1. That the submission be referred to Council's Infrastructure Strategy Branch of the Infrastructure and Environment Department. 2. That the Manager City Design be authorised to consider the advice from Council's Infrastructure Strategy Branch in the drafting of the new planning scheme and subsequent local government infrastructure plan.	64, 80, 123, 388, 448
3.6.3	Parks and Recreation (including public parks trunk infrastructure network)	Express the view that an increased number of larger and better quality parks are required with equitable distribution.	The Local Government Infrastructure Plan identifies the local public park trunk infrastructure network intended to service existing and future urban development (up to ultimate development) based on the current planning scheme. The matter be referred to the Sport, Recreation and Natural Resources Branch of the Infrastructure and Environment Department for consideration when preparing the Local Government Infrastructure Plan.	1. That the submission be referred to Council's Sport, Recreation and Natural Resources Branch of the Infrastructure and Environment Department. 2. That the Manager City Design be authorised to consider the advice from Council's Sport, Recreation and Natural Resources Branch in the drafting of the new planning scheme and subsequent local government infrastructure plan.	400
3.6.3	Parks and Recreation (including public parks trunk infrastructure network)	Express support for the provision of new skate parks in specific locations, particularly to cater for older children.	The provision of skate parks are currently included as an active recreation embellishment option for local parks. The matter be referred to the Sport, Recreation and Natural Resources Branch of the Infrastructure and Environment Department for consideration.	1. That the submission be referred to Council's Sport, Recreation and Natural Resources Branch of the Infrastructure and Environment Department. 2. That the Manager City Design be authorised to consider the advice from Council's Sport, Recreation and Natural Resources Branch in the drafting of the new planning scheme and subsequent local government infrastructure plan.	22, 49
3.6.3	Parks and Recreation (including public parks trunk infrastructure network)	Request for a sports field and open space in Redbank Plains to be included in the Local Government Infrastructure Plan.	The matter be referred to the Sport, Recreation and Natural Resources Branch of the Infrastructure and Environment Department for consideration when preparing the Local Government Infrastructure Plan.	1. That the submission be referred to Council's Sport, Recreation and Natural Resources Branch of the Infrastructure and Environment Department. 2. That the Manager City Design be authorised to consider the advice from Council's Sport, Recreation and Natural Resources Branch in the drafting of the new planning scheme and subsequent local government infrastructure plan.	557
3.6.3	Parks and Recreation (including public parks trunk infrastructure network)	Express concern regarding the mandatory dedication of riparian land free of compensation to Council for public open space.	The Local Government Infrastructure Plan identifies the local public park trunk infrastructure network intended to service existing and future urban development (up to ultimate development) based on the current planning scheme. Infrastructure charges, offsets and refunds are determined in accordance with the Ipswich Adopted Infrastructure Charges Resolution. The matter be referred to the Sport, Recreation and Natural Resources Branch of the Infrastructure and Environment Department for consideration when preparing the Local Government Infrastructure Plan.	1. That the submission be referred to Council's Sport, Recreation and Natural Resources Branch of the Infrastructure and Environment Department. 2. That the Manager City Design be authorised to consider the advice from Council's Sport, Recreation and Natural Resources Branch in the drafting of the new planning scheme and subsequent local government infrastructure plan.	287, 409
3.6.3 SFM6	Strategic Green Infrastructure	Requested the Open Space and Recreation (including Future Parks) area on Strategic Framework Map 6 - Strategic Green Infrastructure be amended to remove approved developable land.	Recommend changes be made to update the strategic framework map to reflect the development approval.	Recommend that the Manager City Design be authorised to update Strategic Framework Map 6 - Strategic Green Infrastructure to reflect the development approval.	441
3.6.4	Social Infrastructure and Community Facilities (including Community Facilities Trunk Infrastructure Network)	Express support for the inclusion of the existing Redbank Plains library in the new planning scheme.	The provision of libraries are identified as a citywide or district level community facility. The matter be referred to the Performance Branch of the Coordination and Performance Department for consideration.	1. That the submission be referred to Council's Performance Branch of the Coordination and Performance Department. 2. That the Manager City Design be authorised to consider the advice from Council's Performance Branch in the drafting of the new planning scheme and subsequent local government infrastructure plan.	528
3.7.0	Local Area Frameworks	Express the view that the Local Frameworks provide detailed planning for over thirty areas, many of which seem to have similar character and development outcomes, which seems excessive and complicated, and their inclusion has the potential to result in a disjointed approach to the planning for the city.	The comments expressed in the submission are noted.	Recommend no change to the Statement of Proposals (including Draft Strategic Framework).	292, 355, 364, 368, 461, 487, 488
3.7.0	General - Local Area Frameworks	Expressed support for the preferred Local Area Framework but does not support options considered in Local Area Framework.	The comments expressed in the submission are noted. The new planning scheme will be drafted having regard to the comments raised.	Recommend that the Manager City Design be authorised to give consideration of the matters raised during the review of the strategic framework provisions (residential densities) and during the drafting of the new planning scheme (zoning).	426, 466

Section	SF Theme	Submitter Issues	Response	Recommendation to Council	Submitter No.
3.7.2	Area 1 Goodna	The planning scheme provisions and overlay codes should require a risk management response which restricts further development in the area.	The State Planning Policy (SPP) for the management of a range of hazards (e.g. flooding, bushfire, steep land, undermined land, etc.) requires when making a local planning instrument that Council adopt a risk management approach to the regulation of development associated with these hazards.	Recommend no change to the Statement of Proposals (including Draft Strategic Framework).	146
3.7.2	Area 1 Goodna	Express the view that there should not be any medium to high density development in Goodna.	A mix of land uses are considered to be suitable in Goodna, which includes low, medium and high density areas based on a range of factors such as the existing zoning, biodiversity values, development constraints, proximity to centres, and the availability of infrastructure and services.	Recommend no change to the Statement of Proposals (including Draft Strategic Framework).	323
3.7.2	Area 1 Goodna	Express concern that the designation of land for Environmental Management does not recognise the existing uses and development assessment approvals.	The land in question is currently zoned for a highly specific purpose which recognises that the land is subject to major flood conveyance / high risk. The Environmental Management designation recognises in part the buffering nature of land to separate or manage development constraints, in this situation flooding. The Environmental Management designation does not diminish the existing use rights attributed to the land.	Recommend no change to the Statement of Proposals (including Draft Strategic Framework).	58
3.7.3	Area 2 Carole Park	Express concern regarding need and trade impacts associated with the potential for a neighbourhood centre in the Carole Park area.	The comments expressed in the submission are noted. The new planning scheme will be drafted having regard to the comments raised.	Recommend that the Manager City Design be authorised to give consideration of the matters raised during review of the relevant proposed strategic framework provisions (centre hierarchy and distribution) and during drafting of the new planning scheme (zoning).	453
3.7.4	Area 3 Camira	Concern was raised in relation to specific land in Camira at the northern end of Woodlands Avenue and Preece Lane being included in the Low Density Residential (LL2) designation.	The comments expressed in the submission are noted, however the proposed designation is generally commensurate with the prevailing lot sizes in the area which are typically between 3,000 to 4,000m ² . Further subdivision opportunities would be limited based on the designation and other relevant mapping.	Recommend no change to the Statement of Proposals (including Draft Strategic Framework).	166
3.7.4	Area 3 Camira	Request for land east of Hallett Avenue, Camira in the Low Density Residential (LL2) designation to be changed to the Low Density Residential (LL1) designation.	The southern half of the area is serviced with sewerage infrastructure. The proposed designation reflects the current zoning and provides for a transition of larger urban lots adjacent to Woogaroo Creek to smaller suburban lots east of Old Logan Road.	Recommend no change to the Statement of Proposals (including Draft Strategic Framework).	25
3.7.4	Area 3 Camira	Expressed that land west of Old Logan Road should not be further subdivided.	The land in question is predominately in the Low Density Residential (LL1 and LL2) designations which provide for lots between 4,000-6,000m ² and 2,000-3,000m ² respectively within the Local Framework. However, in order to achieve the greatest practical use of existing and new sewerage infrastructure, higher residential densities are proposed for specific localities.	Recommend no change to the Statement of Proposals (including Draft Strategic Framework).	228
3.7.4	Area 3 Camira	Express the view that the land in the vicinity of Parkwood Avenue designated Low Density Residential (LL1) to be changed to a Medium Density designation to facilitate the extension of sewerage infrastructure.	The land is constrained by the High Pressure Gas Pipeline and associated buffer, and the Medium Watercourse and buffer (valuable features). The distance of the land from centre locations or high frequency public transport does not warrant further densification.	Recommend no change to the Statement of Proposals (including Draft Strategic Framework).	306
3.7.4	Area 3 Camira	Expressed concern that specific land in Carole Park would be developed for industrial purposes.	The land has been included in the proposed Conservation (CON) designation in the draft Strategic Framework which extends east to Sandy Creek.	Recommend no change to the Statement of Proposals (including Draft Strategic Framework).	203
3.7.4	Area 3 Camira	Expressed that vegetated/breed land west of Centenary Highway be converted to State Forest.	The land has been included in the proposed Conservation (CON) designation in the draft Strategic Framework.	Recommend no change to the Statement of Proposals (including Draft Strategic Framework).	166
3.7.5	Area 4 Springfield Estate and Augustine Heights (part)	Express the view that there needs to be a greater diversity in residential density and form.	The comments expressed in the submission are noted. The new planning scheme will be drafted to include relevant codes and provisions that will apply to new development, including the consideration of density and form.	Recommend that the Manager City Design be authorised to give consideration to the matters raised during the drafting of the new planning scheme.	123
3.7.5	Area 4 Springfield Estate and Augustine Heights (part)	Express the view of the need for the retention of vegetation in new development.	The comments expressed in the submission are noted. The new planning scheme will be drafted to include relevant codes and provisions that will apply to new development, including the consideration of the retention of vegetation.	Recommend that the Manager City Design be authorised to give consideration to the matters raised during the drafting of the new planning scheme.	123
3.7.5	Area 4 Springfield Estate and Augustine Heights (part)	Expresses objection to Alternate Options 1 and 2 for the area. Requests that the preferred option as publicly notified be adopted or an Alternate Option that preserves more bushland and aligned with State government assessment of areas of environmental significance.	The comments expressed in the submission are noted.	Recommend that the Manager City Design be authorised to give consideration to the matters raised during the drafting of the new planning scheme.	455
3.7.5	Area 4 Springfield Estate and Augustine Heights (part)	Expresses the view that 'Greater Springfield' is part of the solution to accommodating future growth in a sustainable manner and operates under a bespoke statutory integrated planning and infrastructure framework that forms part of the Ipswich Planning Scheme which provides certainty for ongoing investment and confidence to businesses, the submissions request that the existing Springfield Structure Plan and the associated infrastructure framework be transitioned without effect in its entirety into the new Ipswich Planning Scheme so as to preserve the current intent, status and practice.	The Springfield Structure Plan carries forward the provisions of a Development Control Plan prepared under the Local Government (Planning and Environment Act) 2000, and which sets out the master planning and development assessment framework for land included in the Springfield Structure Plan area. Whilst the Springfield Structure Plan was included in the Ipswich Planning Scheme in 2002 and sought to align the Springfield Structure Plan with the planning legislation at the time, the Springfield Structure Plan retains a different development application process to that which applies to the rest of the Ipswich Local Government Area. The Springfield Structure Plan has also been amended through the prescribed statutory planning scheme amendments process (e.g. to update and contemporise the land use outcomes for the town centre and to amend and improve use definitions). The provisions in the Springfield Structure Plan operate in conjunction with a number of Infrastructure Agreements including notably the Springfield Infrastructure Agreement 1998 (the SIA) and the Springfield Town Centre Infrastructure Agreement 2015 (the STCIA). Notwithstanding, it is noted that clause 229 in the SIA provides that once a residential lot is created the successors in title are no longer bound to perform the obligations of the SIA so long as it remains a residential lot (i.e. the further regulation of development, for example a home business undertaken on a residential lot, is not subject to the provisions of the SIA). Conversely, should an application be made that changes the use of the land from a residential lot the provisions of the SIA can be applied irrespective of whether the lot is within the Springfield Structure Plan or not. Whilst recognising the need to ensure the appropriate continued operation of the provisions of the Springfield Structure Plan in the effective, efficient and cost effective delivery of development and supporting infrastructure, there is also a need to consider the most effective and efficient way of regulating further development into the future. This includes where possible and appropriate, bringing developed land within the wider development assessment framework that applies to the rest of the Ipswich Local Government Area and Queensland more generally. Currently the making of a planning application would require a knowledge of a different development assessment framework set out in the Springfield Structure Plan. In consideration of the above, the removal of the developed residential lots from the Springfield Structure Plan (where also located within the area covered by the SIA) would allow for the appropriate application of the Queensland planning legislation and development assessment framework to those lots whilst also not undermining the delivery of supporting infrastructure pursuant to the SIA.	Recommend that the Manager City Design be requested to amend the Springfield Structure Plan provisions and maps to remove the developed residential lots within the area of the Springfield Infrastructure Agreement, and to apply the general provisions of the new Ipswich Planning Scheme to those lots.	21, 293, 411, 422, 471

Section	SP Theme	Submitter Issues	Response	Recommendation to Council	Submitter No.
3.7.5	Area 4 Springfield Estate and Augustine Heights (part)	<p>Requests that the Springfield Structure Plan (SSP) be transitioned in its entirety into the new Ipswich planning scheme without modification and should continue to apply without fetter or limitation, as maintaining the SSP is absolutely critical to maintaining the integrity of the 'Greater Springfield' master plan, ensuring orderly planning outcomes and consistency with the infrastructure obligations assumed under the Springfield Infrastructure Agreement 1998 and other similar agreements entered into for development of 'Greater Springfield' in making the assertion /request the following matters / issues are relied upon:</p> <ol style="list-style-type: none"> 1. proposed changes are contrary to the SSP and are unlawful unless agreed between Springfield City Group and Council or determined under the Alternative Dispute Resolution provisions in Section 11 of the SSP 2. proposed changes are unlawful as they are contrary to the planning legislation as it has been clear from the various planning Acts (since the Local Government (Planning and Environment) Act 1990) that Parliament's intention has been, and continues to be, to preserve development control plans and their important function, regardless of any new rules for the production of planning schemes. 3. the proposals will cause unnecessary uncertainty and may take away rights of 'Greater Springfield' developers and may lead to compensation claims against Council. Examples of potential issues include existing approvals under the SSP not being protected under the planning Act, the Town Centre Concept Plan ceasing to have effect thereby destroying certainty for the areas future development. 4. the proposal will destroy the planning and infrastructure linkage as the Springfield Infrastructure Agreement is premised on the existence of the Springfield Structure Plan and its master planning process. Without the SSP it is asserted that any future obligations on the master developer would no longer exist (with or without prejudice note in respect to the master developer's rights to pursue Council in respect to its obligations under the SA). 5. the proposal is inappropriate because it does not take into the specific and unique planning and development needs of 'Greater Springfield'. 	<p>The Springfield Structure Plan carries forward the provisions of a Development Control Plan prepared under the Local Government (Planning and Environment) Act 1990, and which sets out the master planning and development assessment framework for land included in Springfield Structure Plan area. Whilst the Springfield Structure Plan was included in the Ipswich Planning Scheme in 2002 and sought to align the Springfield Structure Plan with the planning legislation at the time, the Springfield Structure Plan remains a different development application process to the which applies to the rest of the Ipswich Local Government Area. The Springfield Structure Plan has also been amended through the prescribed statutory planning scheme amendments process (e.g. to update and contemporise the land use outcomes for the town centre and to amend and improve use definitions) on a number of occasions and in line with the provisions of the SSP - in particular notification to Springfield Land Corporation about the amendments to allow a submission to be made has been undertaken.</p> <p>The provisions in the Springfield Structure Plan operate in conjunction with a number of Infrastructure Agreements including notably the Springfield Infrastructure Agreement 1998 (the SA) and the Springfield Town Centre Infrastructure Agreement (the STCIA). Notwithstanding, it is noted that clause 229 in the SA provides that once a residential lot is created the succession in title is no longer bound to perform the obligations so long as it remains a residential lot (i.e. the further regulation of development, for example a home business undertaken in a residential lot, is not subject to the provisions of the SA). Conversely, should an application be made that changes the use of the land from a residential lot the provisions of the SA can be applied irrespective of whether the lot is within the Springfield Structure Plan or not.</p> <p>Whilst recognizing the need to ensure the appropriate continued operation of the provisions of the Springfield Structure Plan in the effective, efficient and cost effective delivery of development and supporting infrastructure, there is also a need to consider the most effective and efficient way of regulating further development into the future. This includes where possible and appropriate, bringing developed land within the wider development assessment framework that applies to the rest of the Ipswich Local Government Area and Queensland more generally. Currently the making of a planning application would require a knowledge of a different development assessment framework set out in the Springfield Structure Plan.</p> <p>In consideration of the above, the removal of the developed residential lots from the Springfield Structure Plan (where also located within the area covered by the SA) would allow for the appropriate application of the Queensland planning legislation and development assessment framework to those lots whilst also not undermining the delivery of supporting infrastructure pursuant to the SA.</p>	<p>Recommend that the Manager City Design be requested to amend the Springfield Structure Plan provisions and maps to remove the developed residential lots within the area of the Springfield Infrastructure Agreement, and to apply the (general) provisions of the new Ipswich Planning Scheme to those lots.</p>	284
3.7.5	Area 4 Springfield Estate and Augustine Heights (part)	<p>Expresses serious concerns with how it is planned to treat the area currently covered by the Springfield Structure Plan (SSP) (particularly in the absence of any references to the SSP in the Statement of Proposals) and area covered by the Spring Mountain Precinct Plan and requests that:</p> <ol style="list-style-type: none"> 1. The SSP be completely transitioned into any new Ipswich Planning Scheme (i.e. that it creates development entitlements linked to obligations under the Infrastructure Agreement (SA) and specifically that the SA is called up in the SSP and in the absence of SSP the developer of Springfield would not have entered into the SA), underpins the commencement of the project, provides certainty to the developer, community and Council and that there could be unintended consequences and costly negative impacts that only become apparent afterwards; and 2. The Spring Mountain Precinct Plan continue its operation and status in an unfettered manner citing concerns about the status of the approved Precinct Plan which took significant time and resources to prepare and gain approval for, is urgent, will remove the certainty for investment decisions and will have unintended consequences. Examples are cited where the Precinct mapping included in the Draft Strategic Framework are inconsistent with those provided for under the Springfield Structure Plan and under the Spring Mountain Precinct Plan approval. 	<p>1. The provisions in the Springfield Structure Plan operate in conjunction with a number of Infrastructure Agreements including notably the Springfield Infrastructure Agreement 1998 (the SA) and the Springfield Town Centre Infrastructure Agreement 2015 (the STCIA). Notwithstanding, it is noted that clause 229 in the SA provides that once a residential lot is created the succession in title in title that the provisions of the SA are no longer bound to perform the obligations so long as it remains a residential lot (i.e. the further regulation of development, for example a home business undertaken in a residential lot, is not subject to the provisions of the SA). Conversely, should an application be made that changes the use of the land from a residential lot the provisions of the SA can be applied irrespective of whether the lot is within the Springfield Structure Plan or not. Whilst recognizing the need to ensure the appropriate continued operation of the provisions of the Springfield Structure Plan in the effective, efficient and cost effective delivery of development and supporting infrastructure, there is also a need to consider the most effective and efficient way of regulating further development into the future. This includes where possible and appropriate, bringing developed land within the wider development assessment framework that applies to the rest of the Ipswich Local Government Area and Queensland more generally. Currently the making of a planning application would require a knowledge of a different development assessment framework set out in the Springfield Structure Plan. In consideration of the above, the removal of the developed residential lots from the Springfield Structure Plan (where also located within the area covered by the SA) would allow for the appropriate application of the Queensland planning legislation and development assessment framework to those lots whilst also not undermining the delivery of supporting infrastructure pursuant to the SA.</p> <p>2. Any changes to the Springfield Structure Plan would not apply retrospectively to an extent planning approval. Notwithstanding, it is recognised that there is a 'hierarchy of approvals' that need to be maintained until land is developed. Accordingly, it is not proposed to remove any land other than developed residential lots from the SSP (refer to 1. above) and it is not intended to apply the Precinct mapping included in the draft Strategic Framework to the area covered by the SSP.</p>	<p>Recommend that the Manager City Design be requested to amend the Springfield Structure Plan provisions and maps to remove the developed residential lots within the area of the Springfield Infrastructure Agreement, and to apply the (general) provisions of the new Ipswich Planning Scheme to those lots.</p>	289
3.7.5	Area 4 Springfield Estate and Augustine Heights (part)	<p>Requests that the constraints mapping including vegetated corridors be completely excised from the area of the Spring Mountain Precinct Plan (i.e. that these matters are dealt with under the SSP and clarified in greater detail in the existing Precinct Plan approval and particularly that:</p> <ol style="list-style-type: none"> a. the difficult topography mapping is overly constraining in the context of bulk earth works to be undertaken with similar concerns with respect to the mapping of scenic and visual amenity, b. in relation to the bushfire mapping that not all of Spring Mountain is located within the Transition Bushfire Area and that the balance of the area is included in the bushfire impact buffer and which has implications for the development of housing. 	<p>The mapping of constraints provides information about the characteristics of land that need to be considered in assessing development. The mapping can be for different purposes and/or used for regulatory purposes. Generally, through the adoption of an associated code, Council's existing process is that once a constraint has been removed, for example, a steep slope has been modified through bulk earthworks, the constraints map is amended to reflect the works that have been undertaken. Additionally, the bushfire risk and vegetation overlays are adjusted to reflect the extent of approvals for development and the clearing of vegetation. The existing approach balances the need to properly inform development assessment whilst not overly constraining the development of land, but does rely on the updating of the mapping.</p> <p>It is noted that the overlay maps in the current planning scheme in many instances include the Springfield Structure Plan area and have been effectively applied through the regulatory framework that is established in the SSP. For consistency it is considered that all overlay maps should include land in the Springfield Structure Plan area, however, a review should also be undertaken of the current works that have been carried out and approvals granted for vegetation clearing, and the mapping amended to reflect the current constraints to the land that have been removed or re-modified. Further consideration should also be given to the associated overlay codes to ensuring that they operate effectively and efficiently relative to the regulatory framework established in the Springfield Structure Plan.</p> <p>It is further noted that the Scenic and Visual Amenity mapping is intended to be included as a Strategic Framework map rather than a development constraints overlay map, and provides information at the whole of local government area scale rather than being applied through a regulatory code. In particular it further emphasises the multiple values that hills, escarpment areas, significant waterways and extents of natural vegetation have. Notwithstanding, the map should be reviewed and amended in combination with the review and amendment of the development constraints map and particularly to reflect where natural features are removed or significantly modified.</p>	<p>Recommend that following review and amendment to appropriately reflect works undertaken and development approvals, the strategic scenic and visual amenity and the overlay maps are shown for land located within the Springfield Structure Plan area.</p>	289
3.7.5	Area 4 Springfield Estate and Augustine Heights (part)	<p>Supports the planning intent for Springfield Central contained within Section 3.7.5 of the Statement of Proposals for Springfield Central but notes that the effective achievement of the planning intent will be dependent on the framing of the detailed provisions of the new planning scheme in a form that is clear, easily understood and consistent with contemporary planning instruments. Notes that the new planning scheme is an opportunity to take forward the vision and intent from the existing Springfield Structure Plan and Town Centre Concept Plan in a form that improves certainty and removes the inconsistencies and unnecessary complexity of the current planning scheme documents by including in contemporary planning provisions rather than having to interpret sometimes confusing provisions based on superseded Planning Acts from more than 25 years ago. However, it is stated it is important to recognise and continue the infrastructure framework contained in the Springfield Infrastructure Agreement and Springfield Town Centre Infrastructure Agreement.</p>	<p>The Springfield Structure Plan carries forward the provisions of a Development Control Plan prepared under the Local Government (Planning and Environment) Act 1990, and which sets out the master planning and development assessment framework for land included in Springfield Structure Plan area. Whilst the Springfield Structure Plan was included in the Ipswich Planning Scheme in 2002 and sought to align the Springfield Structure Plan with the planning legislation at the time, the Springfield Structure Plan remains a different development application process to the which applies to the rest of the Ipswich Local Government Area.</p> <p>Development in Springfield Central (the Springfield Town Centre) is primarily assessed against the provisions of the Town Centre Concept Plan (TCCP) within the Springfield Structure Plan, with infrastructure delivery provided for under the Springfield Town Centre Infrastructure Agreement 2015 (STCIA). Substantial amendments / updates were also made to the TCCP in 2015 at the time the STCIA was entered into.</p> <p>Whilst noting that it is desirable for development in the Ipswich Local Government Area to be regulated under a single planning framework to assist in understanding and certainty, given the recent amendments and the execution for the STCIA, it would be premature to 'roll back' the Springfield Structure Plan provisions as they relate to the Springfield Town Centre at this time.</p>	<p>Recommend that Springfield Structure Plan is maintained in its entirety without change for land within the area of the Springfield Town Centre (i.e. the land within the area of the Springfield Town Centre Concept Plan).</p>	436
3.7.5	Area 4 Springfield Estate and Augustine Heights (part)	<p>Request for specific land in Springfield be identified with a unique property name.</p>	<p>As a planning scheme has a life in excess of ten years the identification of land by specific ownership or use is generally avoided as amending the planning scheme due to a change in ownership or use is a detailed and expensive process.</p>	<p>Recommend no change to the Statement of Proposals (including Draft Strategic Framework).</p>	298
3.7.3	Area 4 Springfield Estate and Augustine Heights (part)	<p>Express concern that there is inconsistency in the application of the identification of Key Nature Conservation Areas and Environmental Management Areas over undeveloped areas as shown on Overlay Map 1 - Biodiversity.</p>	<p>Overlay Map 1 - Biodiversity describes land with biodiversity values and where these lands are likely to retain these values into the foreseeable future. Development processes in Area 4 Springfield Estate and Augustine Heights (part) require the submission and approval of Precinct Plans and the submission and approval more detailed Area Development Plans.</p> <p>In order that the Strategic Framework remained as contemporary as possible, where detailed Area Development Plans have been lodged and the overall intent of development can reasonably justify that current biodiversity values would not be retained, Overlay Map 1 - Biodiversity reflected this development prospect. Where detailed development approvals or formal commitments have not been achieved and where existing biodiversity values may have impacts on the overall development outcomes the existing biodiversity features have been shown on the Overlay Map 1 - Biodiversity.</p>	<p>Recommend no change to the Statement of Proposals (including Draft Strategic Framework).</p>	433, 437
3.7.5	Area 4 Springfield Estate and Augustine Heights (part)	<p>Request for specific land in Area 4 Springfield Estate and Augustine Heights (part) in the New Suburban (NS1) designation to be included in the New Suburban (NS1) designation.</p>	<p>Development processes in Area 4 Springfield Estate and Augustine Heights (part) require the submission and approval of Precinct Plans and the submission and approval more detailed Area Development Plans.</p> <p>In order that the Strategic Framework remained as contemporary as possible, where detailed Area Development Plans have been lodged and the overall intent of development can reasonably justify the proposed development prospect, urban expansion land is included in the New Suburban 1 (NS1) designation. Where detailed development approvals or formal commitments have not been achieved and resolution of development constraints and infrastructure networks are not achieved, urban expansion land is included in the New Suburban 2 (NS2). The submission of a development application that effectively resolves development constraints may achieve NS1 densities over part or all of a site.</p>	<p>Recommend no change to the Statement of Proposals (including Draft Strategic Framework).</p>	433
3.7.6	Area 5 Bellbird Park, Redbank Plains, Augustine Heights (part)	<p>Expresses support to retain and improve buffer zoning to assist in the retention of native animals and vegetation.</p>	<p>The support expressed in the submission is noted.</p>	<p>Recommend no change to the Statement of Proposals (including Draft Strategic Framework).</p>	171
3.7.6	Area 5 Bellbird Park, Redbank Plains, Augustine Heights (part)	<p>Express the view that the undeveloped land bounded by Eugene, Fiona Streets, Devon Drive and Woogaroo Creek be included as a nature reserve or wildlife corridor, including linkage to happy jack Gully.</p>	<p>The majority of the land is privately owned, is currently identified for urban purposes, and is subject to a development application.</p>	<p>Recommend that the Manager City Design be authorised to give consideration to the matters raised during review of the new planning scheme upon determination of the appeal.</p>	96, 356, 366, 429

Section	SF Theme	Submitter Issues	Response	Recommendation to Council	Submitter No.
3.7.6	Area 5 Bellbird Park, Redbank Plains, Augustine Heights (part)	Express the view that residential development of Redbank Plains over the past 10 years has resulted in a range of impacts, including the loss of bushland.	A mix of land uses are considered to be suitable in Redbank Plains, which includes low, medium and high density areas based on a range of factors such as the existing zoning, biodiversity values, development constraints, proximity to centres, and the availability of infrastructure and services.	Recommend no change to the Statement of Proposals (including Draft Strategic Framework).	75
3.7.6	Area 5 Bellbird Park, Redbank Plains, Augustine Heights (part)	Express the view that Bellbird Park does not have the infrastructure to support medium or high density housing.	A mix of land uses are considered to be suitable in Bellbird Park, which includes low, medium and high density areas based on a range of factors such as the existing zoning, biodiversity values, development constraints, proximity to centres, and the availability of infrastructure and services.	Recommend no change to the Statement of Proposals (including Draft Strategic Framework).	15
3.7.6	Area 5 Bellbird Park, Redbank Plains, Augustine Heights (part)	Request that further development of large lots in Bellbird Park be stopped.	A mix of land uses are considered to be suitable in Bellbird Park, which includes low, medium and high density areas based on a range of factors such as the existing zoning, biodiversity values, development constraints, proximity to centres, and the availability of infrastructure and services.	Recommend no change to the Statement of Proposals (including Draft Strategic Framework).	152
3.7.6	Area 5 Bellbird Park, Redbank Plains, Augustine Heights (part)	Express the view that retaining larger lots in Bellbird Park provides choice, preferring a 600m ² average lot size ranging to larger lots on steep land.	A mix of land uses are considered to be suitable in Bellbird Park, which includes low, medium and high density areas based on a range of factors such as the existing zoning, biodiversity values, development constraints, proximity to centres, and the availability of infrastructure and services.	Recommend no change to the Statement of Proposals (including Draft Strategic Framework).	434
3.7.6	Area 5 Bellbird Park, Redbank Plains, Augustine Heights (part)	Concern was raised that the development application over specific land in Bellbird Park currently in appeal proposes lot sizes that are inconsistent with the current planning scheme and proposed section 3.7.6.4 (a)(b).	The comments expressed in the submission are noted.	Recommend that the Manager City Design be authorised to give consideration to the matters raised during review of the new planning scheme upon determination of the appeal.	20
3.7.6	Area 5 Bellbird Park, Redbank Plains, Augustine Heights (part)	Expressed support for sections 3.7.6.4 (i)(b)(v)(B) and (i)(b)(vii)(A & B) to preserve the existing nature of Bellbird Park.	The support expressed in the submission for the preferred precinct designation is noted.	Recommend that the Manager City Design be authorised to give consideration to the matters raised during the drafting of the new planning scheme.	232
3.7.6	Area 5 Bellbird Park, Redbank Plains, Augustine Heights (part)	Expressed concern for the inclusion of land to the north of the high school near happy Jack Gully to be used for townhouses and duplexes, with lots of 450m ² preferred.	The area identified has existing development approvals with lot sizes that are generally consistent with the proposed designation.	Recommend no change to the Statement of Proposals (including Draft Strategic Framework).	232
3.7.6	Area 5 Bellbird Park, Redbank Plains, Augustine Heights (part)	Expressed support for sections 3.7.6.4 (c)(a) and (b) if that area of Bellbird Park is to be developed, including the use of sensitive development techniques to optimise tree retention.	The support expressed in the submission for the preferred precinct designation is noted.	Recommend that the Manager City Design be authorised to give consideration to the matters raised during the drafting of the new planning scheme.	15, 232, 388
3.7.6	Area 5 Bellbird Park, Redbank Plains, Augustine Heights (part)	Express the view that development has changed water flows, including in Happy Jack Gully and the effect of these changes need to be considered by new development.	The comments expressed in the submission are noted, however this matter is a function of the development assessment process relevant at the time of application.	Recommend no change to the Statement of Proposals (including Draft Strategic Framework).	358
3.7.6	Area 5 Bellbird Park, Redbank Plains, Augustine Heights (part)	Support the development of lots averaging 700m ² on Surrey Road and Flona Street towards Goodna.	The area identified is predominately large lot in nature and the development constraints of slope and biodiversity limit development options for smaller lots.	Recommend no change to the Statement of Proposals (including Draft Strategic Framework).	68
3.7.6	Area 5 Bellbird Park, Redbank Plains, Augustine Heights (part)	Expresses general support for higher densities as outlined in section 3.7.6.4 (i)(b)(iv).	The support expressed in the submission for the preferred precinct designation is noted.	Recommend that the Manager City Design be authorised to give consideration to the matters raised during the drafting of the new planning scheme.	232
3.7.6	Area 5 Bellbird Park, Redbank Plains, Augustine Heights (part)	Concern with the potential bushfire risk posed by vegetation on steep slopes in part of Bellbird Park.	The new planning scheme will include provisions that relate to bushfire risk and the development of steep land.	Recommend that the Manager City Design be authorised to give consideration to the matters raised during the drafting of the new planning scheme.	68
3.7.6	Area 5 Bellbird Park, Redbank Plains, Augustine Heights (part)	Support the proposed lot sizes in Brennan Street to Harris Street.	The support expressed in the submission is noted.	Recommend no change to the Statement of Proposals (including Draft Strategic Framework).	217
3.7.6	Area 5 Bellbird Park, Redbank Plains, Augustine Heights (part)	Request that specific land in Bellbird Park be included in low density residential (10-15 dwellings) rather than the New Suburban (NS) designation.	The area identified has existing development approvals with lot sizes that are generally consistent with the proposed designation.	Recommend no change to the Statement of Proposals (including Draft Strategic Framework).	233
3.7.6	Area 5 Bellbird Park, Redbank Plains, Augustine Heights (part)	The Redbank Plains Library should be identified in section 3.7.6.5 (5) as a key element of the social infrastructure and community facilities network.	The provision of libraries are identified as a citywide or district level community facility. The matter be referred to the Performance Branch of the Coordination and Performance Department for consideration.	1. That the submission be referred to Council's Performance Branch of the Coordination and Performance Department. 2. That the Manager City Design be authorised to consider the advice from Council's Performance Branch in the drafting of the new planning scheme and subsequent local government infrastructure plan.	364
3.7.6	Area 5 Bellbird Park, Redbank Plains, Augustine Heights (part)	Request that the area bound by Redbank Plains Road, South Street, West Street and Centre Street, Redbank Plains in the Medium Density (MD2) designation be included in the Medium Density (MD3) or High Density (HD1) designations.	The proposed designation reflects the current zoning, existing development and public transport availability.	Recommend no change to the Statement of Proposals (including Draft Strategic Framework).	73
3.7.6	Area 5 Bellbird Park, Redbank Plains, Augustine Heights (part)	Support proposed lot sizes between 600-700m ² for areas around Jones Road.	The support for the proposed designation is noted.	Recommend that the Manager City Design be authorised to give consideration to the matters raised during the drafting of the new planning scheme.	358
3.7.6	Area 5 Bellbird Park, Redbank Plains, Augustine Heights (part)	Concern with development that increases densities on smaller lots, such as auxiliary units and duplexes and expressed the need for standard requirements for buildings, such as wider eaves and greater distance between houses.	The comments expressed in the submission in relation to density are noted and the new planning scheme will be drafted having regard to the comments raised. Building requirements are regulated and administered by the Queensland Building and Construction Commission under the Building Act 1975.	Recommend that the Manager City Design be authorised to give consideration to the matters raised during review of the new planning scheme.	358
3.7.6	Area 5 Bellbird Park, Redbank Plains, Augustine Heights (part)	Express concern with the development of 50m ² blocks in low density areas which result in the loss of habitat, such as in Harris Street, Oak Street and Jones Road.	A mix of land uses and lot sizes are considered to be suitable in Bellbird Park, which includes both larger lots and small lots based on a range of factors such as the existing zoning, biodiversity values, development constraints, proximity to centres, and the availability of infrastructure.	Recommend no change to the Statement of Proposals (including Draft Strategic Framework).	243
3.7.6	Area 5 Bellbird Park, Redbank Plains, Augustine Heights (part)	Express concern with small lot subdivision standards and requirements.	The comments expressed in the submission are noted and will be considered in the development of the new planning scheme.	Recommend that the Manager City Design be authorised to give consideration to the matters raised during review of the new planning scheme.	476, 479
3.7.6	Area 5 Bellbird Park, Redbank Plains, Augustine Heights (part)	Support the main street around the future train station on School Road.	The support expressed in the submission is noted.	Recommend no change to the Statement of Proposals (including Draft Strategic Framework).	320

Section	SF Theme	Submitter Issues	Response	Recommendation to Council	Submitter No.
3.7.6	Area 5 Bellbird Park, Redbank Plains, Augustine Heights (part)	Request for specific land in Area 5 Bellbird Park, Redbank Plains, Augustine Heights (part) in the New Suburban (NS2) designation to be included in the New Suburban (NS1) designation.	Development processes in Area 5 Bellbird Park, Redbank Plains, Augustine Heights (part) require the submission and approval of and the submission and approval of detailed development applications. In order that the Strategic Framework remained as contemporary as possible, where detailed development plans have been lodged or the overall intent of development can reasonably justify the proposed development prospect, urban expansion land is included in the New Suburban 1 (NS1) designation. Where detailed development approvals or formal commitments have not been achieved and resolution of development constraints and infrastructure networks are not achieved, urban expansion land is included in the New Suburban 2 (NS2). The submission of a development application that effectively resolves development constraints may achieve NS1 densities over part or all of a site.	Recommend no change to the Statement of Proposals (including Draft Strategic Framework).	452
3.7.6	Area 5 Bellbird Park, Redbank Plains, Augustine Heights (part)	Express support for the proposed designation of New Suburban (NS1) over specific land in Redbank Plains, including the lot sizes and densities as outlined in Table 3.4. Also requested that the Environmental Management designation be altered to better reflect the actual extent of the drainage line.	The support expressed in the submission is noted. The Environmental Management (EM) designation is indicative and subject to further detailed assessment noting the site has a current development application under consideration.	Recommend that the Manager City Design be authorised to give consideration to the matters raised during review of the new planning scheme.	424
3.7.6	Area 5 Bellbird Park, Redbank Plains, Augustine Heights (part)	Request that the Transitional Bushfire Risk Area on specific land in Eden's Crossing be narrowed based on recent Bushfire Assessment reports provided in support of a recent approval.	Overlay Map 8 - Bushfire Risk Areas integrates and replaces the Bushfire Prone Area (BPA) map consistent with the State Planning Policy (SPP) and mapping included on the SPP Interactive Mapping System. The SPP is a statutory instrument which expresses the State government's interests in land use planning and development, and is required to be appropriately integrated into the new planning scheme. The new planning scheme will include relevant codes and provisions, including in relation to Transitional Bushfire Risk Areas and Potential Bushfire Impact Buffers. The comments expressed in the submission are noted and will be considered when preparing the new planning scheme.	Recommend that the Manager City Design be authorised to give consideration to the matters raised during the drafting of the new planning scheme, particularly the codes and provisions relating to transition and buffer areas.	255
3.7.6	Area 5 Bellbird Park, Redbank Plains, Augustine Heights (part)	Request for specific land in Bellbird Park in the Establish Suburban (ES4) designation to be included in the Medium Density or Low-Medium Density designation.	The distance of the land from centre location does not warrant further densification.	Recommend no change to the Statement of Proposals (including Draft Strategic Framework).	182, 215
3.7.6	Area 5 Bellbird Park, Redbank Plains, Augustine Heights (part)	Request for specific land in Bellbird Park in the Establish Suburban (ES2) designation to be included in the High Density designation.	The proposed designation is consistent with the prevailing development form of adjacent land and the distance of the land from centre location does not warrant high density development.	Recommend no change to the Statement of Proposals (including Draft Strategic Framework).	173
3.7.6	Area 5 Bellbird Park, Redbank Plains, Augustine Heights (part)	Request for specific land in Redbank Plains to be included in a zone that permits at least one dwelling or development for large residential lots of 2 ha in size.	The proposed designation reflects the current buffer zoning and the extent of development constraints applicable to the land. The comments expressed in the submission regarding permitting at least one dwelling in the proposed Environmental Management designation are noted and this matter will be reviewed as part of the drafting the scheme provisions.	Recommend that the Manager City Design be authorised to give consideration to the matters raised during review of the new planning scheme.	414
3.7.6	Area 5 Bellbird Park, Redbank Plains, Augustine Heights (part)	Request for specific land in Redbank Plains in the Establish Suburban (ES2) designation to be included in the Establish Suburban (ES4) designation.	The proposed designation is consistent with the adjoining existing development to the south.	Recommend no change to the Statement of Proposals (including Draft Strategic Framework).	444
3.7.6	Area 5 Bellbird Park, Redbank Plains, Augustine Heights (part)	Express support for the proposed designation of Medium Density (MD1) over specific land in Redbank Plains.	The support for the proposed designation is noted.	Recommend no change to the Statement of Proposals (including Draft Strategic Framework).	441
3.7.6	Area 5 Bellbird Park, Redbank Plains, Augustine Heights (part)	Suggest that flood modelling submitted with a forthcoming development application for specific land in Redbank Plains which could be used to further refine Overlay Map 10 - Flooding and Major Urban Catchment Flow Paths.	The comments expressed in the submission are noted, however this matter is a function of the development assessment process relevant at the time of application.	Recommend no change to the Statement of Proposals (including Draft Strategic Framework).	444
3.7.6	Area 5 Bellbird Park, Redbank Plains, Augustine Heights (part)	Request for specific land in Bellbird Park in the Establish Suburban (ES1) designation to be changed to be included in the Establish Suburban (ES4) designation without locational requirements.	The proposed lot sizes of 600 to 700m ² are generally consistent with surrounding established development and the location does not warrant the development of smaller lots.	Recommend no change to the Statement of Proposals (including Draft Strategic Framework).	476, 479
3.7.6	Area 5 Bellbird Park, Redbank Plains, Augustine Heights (part)	Request for specific land in Bellbird Park in the Establish Suburban (ES1) designation to be changed to be included in the Establish Suburban (ES4) designation.	The proposed designation reflects the current zoning and provides for a transition of larger urban lots adjacent to Happy Jack Gully to smaller lots, higher density development as you get closer to the Redbank Plains District Centre.	Recommend no change to the Statement of Proposals (including Draft Strategic Framework).	350
3.7.6	Area 5 Bellbird Park, Redbank Plains, Augustine Heights (part)	Express objection that specific land in Bellbird Park be taken for future park and green space.	The comments expressed in the submission are noted, however the proposed Environmental Management (EM) designation is intended to provide for multiple and complementary values, including the protection of environmental values such as riparian buffering to Woogaroo Creek. The designation also reflects relevant development constraints, including biodiversity, slope and flood. The land has not been proposed to be included in the Recreation and Open Space (REC) precinct. The line between the Low Density Residential (LD1) designation and the Environmental Management (EM) designation is indicative and subject to further detailed assessment. Further consideration of these matters will be considered as part of drafting the scheme provisions.	Recommend that the Manager City Design be authorised to give consideration to the matters raised during review of the new planning scheme.	337
3.7.6	Area 5 Bellbird Park, Redbank Plains, Augustine Heights (part)	Expresses comment in relation to specific land and the mapping included on Strategic Valuable Features Map 1 - Strategic Greenspace Areas and Links, Strategic Valuable Features Map 2 - Watercourses and Designated Wetlands, and Strategic Valuable Features Map 3 - Scenic and Visual Amenity Values, as generally being supportive of urban development. It was also suggested that an identified watercourse should be removed.	The comments expressed in the submission are noted, however the strategic valuable features mapping, particularly when considered in connection with the proposed designation and overlay mapping highlight the significance of the biodiversity across the site and the need to address development constraints including slope, the retention of native vegetation, and management of natural waterways. Recommend review of the Woogaroo Creek riparian corridor and identified minor waterways for potential inclusion on Strategic Valuable Features Map 1 - Strategic Greenspace Areas and Links.	Recommend that the Manager City Design be authorised to give consideration to the matters raised during review of the new planning scheme.	439
3.7.6	Area 5 Bellbird Park, Redbank Plains, Augustine Heights (part)	Expresses comment regarding mapping included on Overlay Map 8 - Bushfire Risk Areas and Overlay Map 9 - Difficult topography in relation to specific land as being able to be managed through urban development.	The comments expressed in the submission are noted, however this matter is a function of the development assessment process relevant at the time of application.	Recommend no change to the Statement of Proposals (including Draft Strategic Framework).	439
3.7.6	Area 5 Bellbird Park, Redbank Plains, Augustine Heights (part)	Expresses objection to specific land in Bellbird Park being included in the Low Density Residential (LD1) designation or in the Established Suburban (ES2) designation (Alternate Option 1). Also objects to the reduced footprint as shown on Alternate Options map 1.	The comments expressed in the submission are noted. Additional consideration of the constraints and biodiversity values would be required to support the footprint identified for large lot development as being suitable for higher density purposes.	Recommend that the Manager City Design be authorised to give consideration to the matters raised during review of the new planning scheme upon determination of the appeal.	439

Section	SF Theme	Submitter Issues	Response	Recommendation to Council	Submitter No.
3.7.6	Area 5 Bellbird Park, Redbank Plains, Augustine Heights (part)	Request for land in Eden's Crossing to better reflect recent approvals, including expansion of the Neighbourhood Centre (NC) designation, adjustment to the Recreation and Open Space (R&OS) and Environmental Management (EM) designations, and the suggested inclusion of the Powerlink easement in the Special Purpose (SP) designation.	The comments expressed in the submission are noted and adjustment of the designations to better reflect approvals will be considered in the development of the new planning scheme. The use of the Special Purpose (SP) designation for land in power easements is not supported, rather the Environmental Management (EM) designation remains the preferred strategic designation having the primary strategic function of separating and buffering land uses and conserving strategic corridor links, including power easements or areas that contain vegetation or provide connections to other native vegetation.	Recommend that the Manager City Design be authorised to give consideration to the matters raised during review of the new planning scheme.	255
3.7.7	Area 6 Redbank Plains and Collingwood Park	Express the view that there should not be small lots, dual occupancies or medium to high density development in Collingwood Park.	A mix of land uses are considered to be suitable in Collingwood Park, which includes low, medium and high density areas based on a range of factors such as the consideration of existing zoning, biodiversity values, development constraints, proximity to centres, and the availability of infrastructure and services.	Recommend no change to the Statement of Proposals (including Draft Strategic Framework).	197, 318
3.7.7	Area 6 Redbank Plains and Collingwood Park	Express the view that additional land be included in the Environmental Management (EM) designation with connection provided to the Conservation (CON) designation. Also expressed concern for a lack of recreation areas.	The comments expressed in the submission are noted, however the proposed designations generally reflect existing zonings or development approvals and there is limited opportunity available to provide for additional environmental linkages internal to Collingwood Park. The Local Government Infrastructure Plan identifies the local public park trunk infrastructure network (intended to service existing and future urban development (up to ultimate development) based on the current planning scheme. Local recreation parks are often identified and delivered through the development process.	Recommend no change to the Statement of Proposals (including Draft Strategic Framework).	57
3.7.7	Area 6 Redbank Plains and Collingwood Park	Support the proposed designation of Local Centre (LC) over specific land in Collingwood Park.	The support for the proposed designation is noted.	Recommend no change to the Statement of Proposals (including Draft Strategic Framework).	454
3.7.7	Area 6 Redbank Plains and Collingwood Park	Request for specific land in Redbank in the Low Density Residential (NS2) designation to be changed to be included in the Medium Density Residential (MD2) designation. Also requested that the area available for development be consistent with the existing area.	The proposed designations generally reflect the current zonings and the need for future development to consider constraints, including biodiversity, flooding, site access and mining. The Environmental Management (EM) designation provides for multiple and complementary values, including vegetation retention and conserving strategic corridor links. The use of the dotted line between the designations also highlights a degree of flexibility in determining the boundary through the development assessment process with the area included in the Environmental Management (EM) designation being consistent with the proposed Defined Flood Event extent.	Recommend no change to the Statement of Proposals (including Draft Strategic Framework).	266
3.7.7	Area 6 Redbank Plains and Collingwood Park	Request for specific land in Collingwood Park (south of Eagle Street) in the Low Density Residential (NS1) designation to be included in the Medium Density designation and Local Centre designation.	The comments expressed in the submission are noted and will be considered in the development of the new planning scheme.	Recommend that the Manager City Design be authorised to give consideration to the matters raised during review of the new planning scheme.	406
3.7.7	Area 6 Redbank Plains and Collingwood Park	Request for specific land in Collingwood Park (south of Eagle Street) to be included in the Local Centre designation.	The development of new or existing local centres will require development assessment, including the relationship to the centres hierarchy and economic need.	Recommend no change to the Statement of Proposals (including Draft Strategic Framework).	454
3.7.7	Area 6 Redbank Plains and Collingwood Park	Request for specific land in the Special Opportunity designation to include provision for a mix of uses including residential and specific provision to allow for highway related uses.	The comments expressed in the submission are noted and will be considered in the development of the new planning scheme.	Recommend that the Manager City Design be authorised to give consideration to the matters raised during review of the new planning scheme.	349
3.7.7	Area 6 Redbank Plains and Collingwood Park	Request for specific land in Redbank Plains in the Medium Density designation to be included in the Low Density Residential (NS1) designation and Local Centre (LC) designation. Expresses concern that the designation does not recognise the existing uses and development assessment approvals.	The submission is not supported as current development options should not compromise the future logical development of the locality where: - the land is in proximity to a future major public transport corridor and transit node; - the land is proximate to a future local centre designation and other employment opportunities; - the land can be developed to a higher density with minimal visual amenity impacts; and - the introduction of a higher density designation could provide an opportunity to introduce a greater variety of built forms to the Local Area. The Medium Density 1 (MD1) designation does not diminish the use rights attributed to the land or existing development assessment approvals.	Recommend no change to the Statement of Proposals (including Draft Strategic Framework).	138
3.7.8	Area 7 Swanbank, New Chum, Redbank Plains (part)	Expresses the view that Council should consider retaining the Cooneena Heritage Centre, the Swanbank Heritage Rail, the large water bodies and bushland in a park where environmental values may co-exist with sympathetic development.	The comments expressed in the submission are noted. Preliminary advice from the State has indicated that the new planning scheme use the standard suite of zones consistent with the regulated requirements of the Planning Regulation 2017, which excludes the use of the Special Opportunity Zone. It is proposed to consider the inclusion of the Cooneena Heritage Centre in the Tourism designation. No further changes are proposed.	Recommend that the Manager City Design be authorised to give consideration to the matters raised during review of the new planning scheme, particularly in relation to the possible inclusion of the Cooneena Heritage Centre in the Tourism designation.	221
3.7.8	Area 7 Swanbank, New Chum, Redbank Plains (part)	Express the view that the Swanbank Industrial Area be protected for unconstrained industrial development, particularly providing opportunity for the waste industry, resource recovery and recycling.	The inclusion of appropriate planning provisions in the new planning scheme are considered necessary and warranted. The Environmental Management (EM) designation has been used to retain a buffer between existing and planned residential and industrial areas and the new planning scheme will be drafted having regard to appropriate mitigation measures and the separation of incompatible uses, including the preparation of relevant codes and provisions that will apply to new development.	Recommend that the Manager City Design be authorised to give consideration to the matters raised during review of the new planning scheme.	465
3.7.8	Area 7 Swanbank, New Chum, Redbank Plains (part)	Express the view that there be no expansion of existing dumps, no waste incinerators or waste to energy incinerators, and no heavy industries in Swanbank.	The new planning scheme is unable to make development prohibited, only the State is able to make specific development prohibited. The new planning scheme will be drafted having regard to appropriate mitigation measures and the separation of incompatible land uses, including the preparation of relevant codes and provisions that will apply to new development.	Recommend that the Manager City Design be authorised to give consideration to the matters raised during review of the new planning scheme.	580
3.7.8	Area 7 Swanbank, New Chum, Redbank Plains (part)	Expresses support for the removal of the key resource area mapping in the vicinity of Swanbank Coal Road, Swanbank.	Support for the removal of key resource area mapping in the vicinity of Swanbank Coal Road, Swanbank is acknowledged.	Recommend no change to the Statement of Proposals (including Draft Strategic Framework).	461
3.7.8	Area 7 Swanbank, New Chum, Redbank Plains (part)	Express the opinion that Council should provide incentives to facilitate initiatives such as 'Waste to Energy'.	The Queensland Government has only recently released the Energy from Waste Policy - Discussion paper for consultation, resolution of the assessment, regulation and operation of Energy to Waste has not been finalised. It is therefore considered extremely premature for any local government to pre-emptively determine the levels of assessment, regulation or operation of Energy to Waste until the State government has finalised its review of this industry.	Recommend no change to the Statement of Proposals (including Draft Strategic Framework).	472

Section	SF Theme	Submitter Issues	Response	Recommendation to Council	Submitter No.
3.7.8	Area 7 Swanbank, New Chum, Redbank Plains (part)	Express concern that the Environmental Management designation does not reflect specific development approvals.	Environmental management areas have a primary strategic function of separating and buffering land uses and conserving strategic corridor links that contain areas of vegetation or provide connections to other native vegetation that form significant urban and rural nodes including in association with the Carole Park, Redbank, Dimmore / Riverview, Swanbank / New Chum and Ebenezer / Willowbank Regional Business and Industry Areas. Where the Environmental management designation compromises or dissects existing lawful operations the designation should be amended to reflect existing lawful operations to the extent that these operations do not compromise the appropriate buffering of incompatible land uses or the conservation of strategic corridor links.	Recommend that the Manager City Design be authorised to review and update the Environmental management designation to ensure the designation does not compromise or dissect existing lawful operations.	288, 457
3.7.8	Area 7 Swanbank, New Chum, Redbank Plains (part)	Express concern that: - waste management operations with in Swanbank and New Chum, are not compromised and are permitted to expand, - the 750 metre buffer to waste management operations is considered excessive, and - planned undeveloped residential land should be removed where such development may give rise to potential reverse amenity issues. Also request that specified land identified as Waste Activity and Buffer Areas be removed and included in the Waste Activity Area.	The mapping and supporting document for the management of waste activities in the local government area reflects Temporary Local Planning Instrument (TLPI) No. 1 of 2018. The Statement of Proposals, Strategic Framework and associated TLPi provide a policy response in respect to landfill and waste industry uses occurring in the Swanbank / New Chum industrial area, to ensure this regionally significant economic area is appropriately regulated to protect existing, approved or planned sensitive land uses from adverse impacts associated with waste activities. Existing use rights attributed through development approvals and the like continue to have effect.	Recommend no change to the Statement of Proposals (including Draft Strategic Framework).	472, 488
3.7.8	Area 7 Swanbank, New Chum, Redbank Plains (part)	Expresses support for the inclusion of the area surrounding Swanbank Coal Road, Swanbank in the Medium Impact Industry (MI) designation.	Support for the inclusion of the area surrounding Swanbank Coal Road, Swanbank in the Medium Impact Industry (MI) designation is acknowledged.	Recommend no change to the Statement of Proposals (including Draft Strategic Framework).	461
3.7.8	Area 7 Swanbank, New Chum, Redbank Plains (part)	Expresses support for the Industry Investigation (II) designation (Alternate Option 3.7.8A) as shown on Alternate Options Map 1 along with support for the preferred designations over adjacent land in Swanbank. Concern was raised in relation to Alternate Option 3.7.18E as shown on Alternate Options Map 1, with support given to the preferred Special Opportunity (SAB9) designation.	The support and additional comments expressed in the submission are noted. Preliminary advice from the State has indicated that the new planning scheme use the standard suite of zones consistent with the regulated requirements of the Planning Regulation 2017, which excludes the use of the Special Opportunity Zone. It is recommended that the designations and Alternate Options be reviewed in the area, including a review of the Special Opportunity (SAB9 and SAB0) designations to ensure an appropriate balance is achieved having regard to development opportunities, constraints and inability to use the Special Opportunity Zone.	Recommend that the Manager City Design be authorised to give consideration to the matters raised during review of the new planning scheme, particularly in relation to review of the designations.	474
3.7.8	Area 7 Swanbank, New Chum, Redbank Plains (part)	Request for specific land in Swanbank in the Environmental Management (EM) designation to be included as future industrial.	The proposed designation reflects the current planning scheme zoning with the Environmental Management (EM) designation intended to provide for multiple and complementary values including buffering and vegetation retention. The designation also reflects relevant development constraints, including biodiversity, mining and transmission lines.	Recommend no change to the Statement of Proposals (including Draft Strategic Framework).	351
3.7.8	Area 7 Swanbank, New Chum, Redbank Plains (part)	Request for specific land in Swanbank in the Environmental Management (EM) designation to be included as future industrial and that the current range of uses permitted in the Regional Business and Industry Investigation Zone and Regional Business and Industry Buffer Zone be retained in the proposed future zones.	The comments expressed in the submission are noted and will be considered in the development of the new planning scheme, including consideration of the intended range of uses and code preparation. The proposed designation generally reflects the current zoning over the site with the Environmental Management (EM) designation intended to provide for multiple and complementary values, including buffering and vegetation retention. The use of the dotted line between the designations also highlights a degree of flexibility in determining the boundary through the development assessment process. It is proposed that the designations be reviewed as part of the development of the new planning scheme.	Recommend that the Manager City Design be authorised to give consideration to the matters raised during review of the new planning scheme.	286, 472
3.7.8	Area 7 Swanbank, New Chum, Redbank Plains (part)	Express concern that the proposed designations over specific land in Swanbank does not appropriately recognise existing development approvals, associated infrastructure agreements and reduces the extent of developable land. It was suggested that the Mixed Use designation may be more appropriate, and concern was raised in relation to the area included as Environmental Management and alignment with other strategic framework maps.	The comments expressed in the submission are noted, however the proposed designations were prepared having regard to available state mapping and additional information, including waterways, flooding and biodiversity mapping. The Mixed Use Zone is not supported in place of the Low Impact Industry (BP - Business Park) designation, which is considered to be the highest and best use of the land. The proposed designations do not remove the ability to undertake development consistent with existing lawful approvals, and the use of the dotted line between the designations also highlights a degree of flexibility in determining the boundary of the designations through the development assessment process should the existing approvals not be utilised. Further refinement of the strategic framework mapping is likely to occur as the new planning scheme is drafted.	Recommend that the Manager City Design be authorised to give consideration to the matters raised during review of the new planning scheme.	290
3.7.9	Area 8 Riverview	Expresses concern regarding the location of a Local Centre at McEwan Street and Station Road, Riverview.	A Local Centre in this location is considered appropriate given the close proximity to Riverview Railway Station and is proposed as a main street precinct in the form of street level retail and commercial use with residential apartments above.	Recommend no change to the Statement of Proposals (including Draft Strategic Framework).	292
3.7.9	Area 8 Riverview	Expresses the view that areas designated as Environmental Management (EM) have increased in the proposed strategic framework.	The area identified as Special Opportunity have reduced in the area bounded by Kenneth Street, Riverview Road, Station Road, the Brisbane-Ipswich Rail line and the confluence of the Brisbane and Bremer Rivers, due to revised flood mapping and the inclusion of the Goodna Bypass.	Recommend no change to the Statement of Proposals (including Draft Strategic Framework).	292
3.7.9	Area 8 Riverview	Expresses concern regarding the designation of the future Goodna Bypass as Special Purpose and regarding the identification of intersections or connections to be further investigated.	The comments expressed in the submission are noted. It is considered that the a future major road warrants inclusion as part of the Local Framework mapping, noting that the Strategic Transport Network Map (STNMSA) is largely indicative and the actual location of any future infrastructure has yet to be determined.	Recommend no change to the Statement of Proposals (including Draft Strategic Framework).	292, 355
3.7.9	Area 8 Riverview	Expresses the view that current Regional Low Impact Business and Industry areas in Riverview should be considered for Medium Impact Industry.	The proposed Low Impact Industry designation is consistent with the current planning scheme zoning of Low Impact Business and Industry. The comments in the submission are noted and will be considered in the development of the new planning scheme.	Recommend that the Manager City Design be authorised to give consideration to the matters raised during review of the new planning scheme.	355
3.7.9	Area 8 Riverview	Expressed concern with the development of land west of McCosker Street, Riverview	The land was the subject of a Court Order from the Planning and Environment Court (P&E Court) and as such the decision of the Court cannot be reversed or amended by Council.	Recommend no change to the Statement of Proposals (including Draft Strategic Framework).	93
3.7.9	Area 8 Riverview	Request for specific land in Riverview within the Low Density Residential (ES) designation to be included in the Low-Medium Density Residential (LMD) designation.	The distance of the land from the existing neighbourhood centre supports and its proximity to high frequency public transport, warrants review of the land use designation. The comments expressed in the submission are noted and will be considered in the development of the new planning scheme.	Recommend that the Manager City Design be authorised to give consideration to the matters raised during review of the new planning scheme.	100

Section	SF Theme	Submitter Issues	Response	Recommendation to Council	Submitter No.
3.7.9	Area 8 Riverview	Request for specific land in Riverview and Bundamba areas identified in the Low Impact Industry (LI) and Environmental Management (EM) designations to be reviewed for consistency with an existing preliminary approval.	The submission identifies some inconsistencies between the approved plans of the preliminary approval and the draft Local Framework mapping.	Recommend that the Manager City Design be authorised to amend the Draft Strategic Framework Local Area Framework mapping.	340
3.7.9	Area 8 Riverview	Expresses concern that Strategic Framework Map 5A - Strategic Transport Network identifies an extension to Endeavour Road (dead end road) as a Major Road link.	Endeavour Road is identified as a major road link south of the Future State Controlled Road (Goodna Bypass). The comments expressed in the submission are noted and will be considered in the development of the new planning scheme.	Recommend that the Manager City Design be authorised to give consideration to the matters raised during review of the new planning scheme.	282
3.7.9	Area 8 Riverview	Expresses concern that the Strategic Framework Map 4 - Strategic Green Infrastructure Map identifies Open Space and Recreation on Riverview Road, Riverview in conflict with the Special Purpose land use designation (identifying the future Goodna Bypass).	The comments expressed in the submission are noted and will be considered in the development of the new planning scheme.	Recommend that the Manager City Design be authorised to give consideration to the matters raised during review of the new planning scheme.	282
3.7.9	Area 8 Riverview	Expresses that there are currently a variety of activities in the area of Special Opportunity (SA31) designation, and request that these uses are able to continue (and be enhanced) in the future.	The comments expressed in the submission are noted and will be considered in the development of the new planning scheme. Preliminary advice from the State has indicated that the new planning scheme use the standard suite of zones within the regulated requirements of the Planning Regulation 2017, which excludes the use of the Special Opportunity Zone. It is recommended that the designations be reviewed in the area, including a review of the Special Opportunity (SA31) designation to ensure an appropriate balance is achieved having regard to development opportunities, constraints and ability to use the Special Opportunity Zone.	Recommend that the Manager City Design be authorised to give consideration to the matters raised during review of the new planning scheme.	282
3.7.9	Area 8 Riverview	Expresses concern with the Local Government Infrastructure Plan mapping showing a waterside park on the southern bank of the Bremer River where it joins the Brisbane River (District Waterside Park 1196).	The matter be referred to the Sport, Recreation and Natural Resources Branch of the Infrastructure and Environment Department for consideration when preparing the Local Government Infrastructure Plan.	1. That the submission be referred to Council's Sport, Recreation and Natural Resources Branch of the Infrastructure and Environment Department. 2. That the Manager City Design be authorised to consider the advice from Council's Sport, Recreation and Natural Resources Branch.	282
3.7.10	Area 9 Bundamba, Blackstone, Ebbw Vale and Dinmore	Expresses support for intact bushland being conserved for wildlife, buffer to residential buildings, highway, electrical lines and areas zoned industrial.	The support expressed in the submission is noted.	Recommend no change to the Statement of Proposals (including Draft Strategic Framework).	89
3.7.10	Area 9 Bundamba, Blackstone, Ebbw Vale and Dinmore	Express concern that Boghruda Street was not included in section 3.7.10.5 (1)(d).	Although Boghruda Street was not specifically listed in section 3.7.10.5 (1)(d), the majority of the street (from Law Street to Ashburn Street) is identified as an Existing Major Road Link on Strategic Framework Map 5A - Strategic Transport Network.	Recommend no change to the Statement of Proposals (including Draft Strategic Framework).	894
3.7.10	Area 9 Bundamba, Blackstone, Ebbw Vale and Dinmore	Expresses the view that specific land in Bundamba in the vicinity of River Road and Archer Street be rehabilitated as bushland and included in the Environmental Management (EM) designation.	The comments expressed in the submission are noted, however the proposed designations generally reflects existing zonings or development approvals.	Recommend no change to the Statement of Proposals (including Draft Strategic Framework).	188
3.7.10	Area 9 Bundamba, Blackstone, Ebbw Vale and Dinmore	Request for specific land in Bundamba in the Environmental Management (EM) designation to be included in the Medium Density (MD1) designation.	The land is dissected by the Southern Regional Water Pipeline Easement which provided a logical boundary for the Medium Density 1 (MD1) designation. It is noted that the Environmental Management designation could be amended in this locality to only accommodate the Southern Regional Water Pipeline Easement.	Recommend that the Manager City Design be authorised to amend the Environmental Management (EM) and Medium Density designations in the Draft Strategic Framework Local Area Framework mapping to reflect the location of the Southern Regional Water Pipeline Easement.	206
3.7.10	Area 9 Bundamba, Blackstone, Ebbw Vale and Dinmore	Requests for specific land along Hoepner Road, Bundamba be included in the Low Impact Industry (LI) designation. Further expresses concern that the Alternate Option 1 in the Local Framework may impact on the South West Industrial Corridor Regional Economic Cluster and is therefore not supported.	The comments in the submission are noted. It is proposed that the land be included in the Low Impact Industry (Business Park) precinct of the Low Impact Industry designation. The designation is a good representation of the current use of the premises.	Recommend no change to the Statement of Proposals (including Draft Strategic Framework).	383
3.7.10	Area 9 Bundamba, Blackstone, Ebbw Vale and Dinmore	Request for specific land in Bundamba in the Established Suburban (ES3) designation be retained in the current 'Bundamba Stables Residential Zone'.	The submission seeks inclusion of the land into a designation that is no longer is consistent with the Regulated Requirements 116(2) prescribed for local planning instruments under the Planning Regulation 2017. The operation of any existing lawful uses are not affected by the introduction of any future planning instruments.	Recommend no change to the Statement of Proposals (including Draft Strategic Framework).	317
3.7.10	Area 9 Bundamba, Blackstone, Ebbw Vale and Dinmore	Request for specific land currently included in the Local Business and Industry Zone in Bundamba be included in the same designation rather than being split into the Neighbourhood Centre (NC) and Medium Density Residential (MD1) designations.	The comments expressed in the submission are noted and will be considered in the drafting of the new planning scheme.	Recommend that the Manager City Design be authorised to give consideration to the matters raised in the review of the draft strategic framework and drafting of the new planning scheme.	278
3.7.11	Area 10 Karalae, Barellan Point, Chuwar	Expresses support for the inclusion of conservation land to the west of Chuwar	The support expressed in the submission is noted.	Recommend no change to the Statement of Proposals (including Draft Strategic Framework).	407
3.7.11	Area 10 Karalae, Barellan Point, Chuwar	Expresses support for the Low Density Residential (LD1) designation over specific land and expressed the view that the proposed Alternate Options 3.7.11A and 3.7.11B as shown on Alternate Options Map 1 and 2 were not appropriate except for the proposed Environmental Management (EM) designation to preserve a conservation corridor.	The comments expressed in the submission are noted and will be considered in the drafting of the new planning scheme.	Recommend that the Manager City Design be authorised to give consideration to the matters raised in the review of the draft strategic framework and drafting of the new planning scheme.	432
3.7.11	Area 10 Karalae, Barellan Point, Chuwar	Expressed support for the preferred Local Area Framework but does not support options considered in Local Area Framework.	The comments expressed in the submission are noted and will be considered in the drafting of the new planning scheme.	Recommend that the Manager City Design be authorised to give consideration to the matters raised during review of the strategic framework provisions (residential densities) and during drafting of the new planning scheme (zoning).	186, 230, 265, 272, 312, 360, 460
3.7.11	Area 10 Karalae, Barellan Point, Chuwar	Expressed support for the Alternative Local Framework option but does not support the preferred designations identified in Local Framework.	The comments expressed in the submission are noted and will be considered in the drafting of the new planning scheme.	Recommend that the Manager City Design be authorised to give consideration to the matters raised during review of the strategic framework provisions (residential densities) and during drafting of the new planning scheme (zoning).	71, 150, 153, 189

Item 17 / Attachment 2.

Section	SF Theme	Submitter Issues	Response	Recommendation to Council	Submitter No.
3.7.11	Area 10 Karalee, Barelán Point, Chuwar	Expresses concern with the inclusion of specific land in the Medium Density Residential designation on the southern side of Junction Road, Karalee. The submission identifies that Medium to High Density housing should be limited to the northern side of Junction Road.	The proposed designation of Medium Density Residential (MD1) provides opportunity for an increased housing choice in Karalee on land which is: - proximate to a District Centre and other employment opportunities; - proximity to a major transit node; - the land can be developed to a higher density with minimal visual amenity impacts; and - the introduction of a medium density designation could provide an opportunity to introduce a greater variety of built forms to the Local Area.	Recommend no change to the Statement of Proposals (including Draft Strategic Framework).	362
3.7.11	Area 10 Karalee, Barelán Point, Chuwar	Expresses concern that specific land in Karalee should not be included in the Medium Density Residential (MD1) designation.	The South East Queensland Regional Plan 'ShapingSEQ' sets a dwelling supply benchmark of providing an additional 111,700 dwellings (to accommodate an additional \$19,900 people) between 2016 and 2041. The subject site: - is proximate to a District Centre and other employment opportunities; - is in proximity to a major transit node; - can be developed to a higher density with minimal visual amenity impacts; and - the introduction of a higher density designation could provide an opportunity to introduce a greater variety of built forms to the Local Area.	Recommend no change to the Statement of Proposals (including Draft Strategic Framework).	341
3.7.11	Area 10 Karalee, Barelán Point, Chuwar	Requests that the large lot character of Karalee be retained.	The draft strategic framework, including the local frameworks, precinct maps and land use transect, were prepared having regard to the valuable features to be conserved, development constraints, achieving a diversity of housing forms, sustainable growth management and infrastructure provision to support both the retention and conservation of existing urban character and the growth and development of new urban development across the Ipswich local government area.	Recommend no change to the Statement of Proposals (including Draft Strategic Framework).	331
3.7.11	Area 10 Karalee, Barelán Point, Chuwar	Request for specific land in Karalee in the Medium Density Residential (MD1) designation to be included in the Medium Density Residential (MD2) designation.	Subject to a detailed housing needs assessment, it is considered that the submission may have merit in this locality, as: - the subject site is proximate to a District Centre and other employment opportunities; - the land is in proximity to a major transit node; - the land can be developed to a higher density with minimal visual amenity impacts; and - the introduction of a higher density designation could provide an opportunity to introduce a greater variety of built forms to the Local Area.	Recommend that the Manager City Design be authorised to undertake a housing needs assessment for Local Framework - Area 10 Karalee, Barelán Point, Chuwar and that if the outcomes are favourable that consideration be given to changing the land use designation from Medium Density Residential (MD1) to be included in the Medium Density Residential (MD2) designation.	275
3.7.11	Area 10 Karalee, Barelán Point, Chuwar	Expresses concern that the depiction of development constraint overlays unduly restrict the future development of specific land west and south of Mt Crosby Road and Brooding Road Chuwar respectively.	The mapping of development constraints is generally undertaken in accordance with the State government's interests expressed in the State Planning Policy (SPP) and supporting mapping included on the SPP interactive Mapping System. The SPP is a statutory instrument which expresses the State government's interests in land use planning and development and is required to be appropriately integrated into the new planning scheme. In addition Council has reviewed and commissioned independent mapping to ensure that development constraints are locally contextualised. Despite this, mapping in the SPP and Strategic Framework is not intended to provide full details at an individual property level. Further refinement of mapping is likely to occur as the new planning scheme is drafted. Development involving the reconfiguration of land (subdivision) requires the submission and approval of a development application which address development constraints over the land.	Recommend no change to the Statement of Proposals (including Draft Strategic Framework).	347
3.7.11	Area 10 Karalee, Barelán Point, Chuwar	Expresses support for specific land in Chuwar to be included in the Low Impact Industry (Business Park) designation west of Mt Crosby Road, Chuwar.	The support expressed in the submission for the designation is noted.	Recommend no change to the Statement of Proposals (including Draft Strategic Framework).	395
3.7.11	Area 10 Karalee, Barelán Point, Chuwar	Expresses support for specific land in Chuwar, north of Francis Street to be included in Alternative Option 2 - Low Density Residential (E2). Request that: - the Established Suburban Neighbourhood (E2 - 800-900m ² lots @ 8-12 dwellings/hectare) designation be increased; - the removal of the Environmental Management Precinct where it has been applied to infrastructure corridors (e.g. K&A and electricity easements); - the removal of the Environmental Management Precinct where it has been applied to minor watercourses and buffers; and - the inclusion of 'shifting boundaries' in recognition that further detailed site investigations may lead to a shift in the boundary between urban and non-urban precincts.	The determination of the final local framework designations for Area 10 will be contingent on the overall review of submissions to the Strategic Framework and input from State Agencies. The Environmental Management (EM) designation has the primary strategic function of separating and buffering land uses and that also contain areas of vegetation and provide connections including in association with infrastructure (e.g. road) reserves and significant urban waterways as well as providing strategic corridor links including regional cross-border corridors and priority local corridors.	Recommend no change to the Statement of Proposals (including Draft Strategic Framework).	509
3.7.12	Area 11 North Ipswich, Tivoli, North Tivoli and Moores Pocket	Expresses the view that land along Pine Street, North Ipswich in the Residential High Density designation be included in a commercial designation.	The comments expressed in the submission are noted. The proposed High Density Residential (HD3-MU) designation provides for a mix of ground level retail activities incorporating High Density Residential development on upper levels. Notwithstanding, the new planning scheme will be drafted having regard to the comments raised.	Recommend that the Manager City Design be authorised to give consideration to the matters raised during review of the draft strategic framework and drafting of the new planning scheme.	17
3.7.12	Area 11 North Ipswich, Tivoli, North Tivoli and Moores Pocket	Requests specific land along Lowry Street, North Ipswich within the Low Density Residential designation be included in the Residential Medium Density designation.	The zone of the subject land was amended from the Residential Medium Density to Residential Low Density on 29 September 2014 as part of adopting Planning Scheme Major Amendment Package 02/2013 - Flooding. The proposed precinct aligns with the current zoning of the property, which reflects the policy intent to discourage residential intensification within areas identified at risk of flooding.	Recommend no change to the Statement of Proposals (including Draft Strategic Framework).	226
3.7.13	Area 11 Brassall	Expresses support for the Alternative Option 3.7.13A within the Local Framework.	The comments expressed in the submission are noted. The new planning scheme will be drafted having regard to the comments raised.	Recommend that the Manager City Design be authorised to give consideration of the matters raised during review of the strategic framework provisions (residential densities) and during drafting of the new planning scheme (zoning).	12
3.7.13	Area 12 Brassall	Additional retail should be encouraged in the Brassall/Pine Mountain area	The relevant proposed strategic framework provisions (3.5 Growth Management) provides a rationale for the distribution of retailing throughout the city and identifies a local centre at the intersection of Fernalde Road and Diamantina Boulevard, Brassall.	Recommend no change to the Statement of Proposals (including Draft Strategic Framework).	476
3.7.13	Area 12 Brassall	Expresses support for Local Centre designation in the vicinity of Diamantina Boulevard and Fernalde Road, Brassall.	The support expressed in the submission for the local centre is noted.	Recommend no change to the Statement of Proposals (including Draft Strategic Framework).	362

Section	ST Theme	Submitter Issues	Response	Recommendation to Council	Submitter No.
3.7.13	Area 12 Brassall	Expresses concern that the designation of Environmental Management (EM) of land west of Henry Street, Brassall is effectively down-zoning the land and removing potential development rights.	The land was the subject of a reconfiguration approval in which land required for open space must be dedicated. It is noted that the Environmental Management (EM) Designation does not fully reflect the reconfiguration of a lot approval and accordingly should be amended to reflect this approval.	Recommend that the Manager City Design be authorised to amend the Draft Strategic Framework - Local Framework mapping to reflect the reconfiguration of a lot approval.	416
3.7.13	Area 12 Brassall	Request for specific land in east of Wyman Street, Brassall in the Low Density Residential (E5) designation be included in the Low-Medium Density Residential designation.	The distance of the land from the centre location does not warrant further densification. The land is not in proximity to a major transit node (normally on an existing or proposed railway station). The designation proposes a density of 10-16 dwellings per hectare in a variety of urban forms.	Recommend no change to the Statement of Proposals (including Draft Strategic Framework).	427
3.7.14	Area 13 Ipswich, West Ipswich, Sadlers Crossing, Coalfalls and Woodend	Expresses concern with loss of businesses in the Ipswich city centre and mall or supports the Ipswich CBD remaining the heart of Ipswich.	The comments expressed in the submission are noted. The Draft Strategic Framework and new planning scheme plan for and supports the growth of the Ipswich city centre as the cultural, administrative, civic and economic heart of the Ipswich local government area.	That no change be recommended to the Statement of Proposals (including Draft Strategic Framework).	142, 259
3.7.14	Area 13 Ipswich, West Ipswich, Sadlers Crossing, Coalfalls and Woodend	Expresses the view that the Ipswich city centre should accommodate a range of convenience shopping and attractions such as entertainment, arts, library, green space and a family friendly environment, skating rink, ten pin bowling and with a variety of cafes and restaurants.	The relevant proposed strategic framework provisions (3.3.4 Centres and employment), provides a hierarchy of centres and a description of their role within the city. Local Framework - Area 13 Ipswich, West Ipswich, Sadlers Crossing, Coalfalls and Woodend provides details of the proposed growth pattern of the city centre (3.7.14.4 Growth Management). The Draft Strategic Framework and new planning scheme plan for and supports the growth of the Ipswich city centre as the cultural, administrative, civic and economic heart of the Ipswich local government area. Further, development of provisions for the use and adaptive reuse within heritage precincts in the city centre will be included in the drafting of the new planning scheme.	Recommend that the Manager City Design be authorised to give consideration to the matters raised in the review of the draft strategic framework and drafting of the new planning scheme.	48, 240, 480
3.7.14	Area 13 Ipswich, West Ipswich, Sadlers Crossing, Coalfalls and Woodend	Expresses that the Ipswich City Centre Master Plan and improved walkability options within the Ipswich principal centre, connecting Nicholas Street, Top of Town precinct, Riverlink and Riverheart should be included in the new planning scheme.	The comments expressed in the submission are noted. Table 3.2 of the Draft Strategic Framework addressed overarching citywide key strategic planning documents. The Draft Strategic Framework and new planning scheme plan for and support the growth of the Ipswich city centre, and will be drafted with consideration to the walkability of the principal centre and other Council strategies and plans.	Recommend that the Manager City Design be authorised to give consideration to the matters raised in the review of the draft strategic framework and drafting of the new planning scheme.	352, 358
3.7.14	Area 13 Ipswich, West Ipswich, Sadlers Crossing, Coalfalls and Woodend	Expresses objection to the Character Mixed Density (CMD) designation in the area described as 'north of the Ipswich railway line and generally bound by Burnett Street, Gladstone Road and Ferret Street, Sadlers Crossing' with concern that the proposed density expresses a lack of sympathy to the historic area's character.	The proposed designation of the specific area is consistent with the current planning scheme zone intent of Character Housing Mixed Density given the proximity to public transport and the Ipswich Principal Centre. Development within identified character locations is to conserve pre-1946 buildings with new development designed to be sympathetic and respectful of cultural heritage significance of the setting. The objection to the land use designation has been reviewed and the current designation is still considered appropriate to focus increased residential densities in areas with good access to public transport, employment and services in accordance with the strategies of the South East Queensland Regional Plan 'Shaping SEQ'.	That no change be recommended to the Statement of Proposals (including Draft Strategic Framework).	447
3.7.14	Area 13 Ipswich, West Ipswich, Sadlers Crossing, Coalfalls and Woodend	Requests for specific land along Salisbury Road, Ipswich and proposed within the Special Opportunity designation be included in the Community Facilities designation/zone	The Community Facilities designation is considered to better reflect the land use activities on the site and will be considered in the drafting of the new planning scheme.	Recommend that the Manager City Design be authorised to give consideration to the matters raised in the review of the draft strategic framework (designation) and drafting of the new planning scheme (zoning).	268
3.7.14	Area 13 Ipswich, West Ipswich, Sadlers Crossing, Coalfalls and Woodend	Requests specific land along Warwick Road, Ipswich be recognised as a key element of the social infrastructure and community facilities network within the local framework for Area 13.	The comments expressed in the submission are noted and will be considered in the drafting of the new planning scheme.	Recommend that the Manager City Design be authorised to give consideration to the matters raised in the review of the draft strategic framework and drafting of the new planning scheme.	294
3.7.15	Area 14 Basin Pocket, North Booval, Booval, Silkstone and East Ipswich	Expresses support for Option 3.7.15(C)(B) for the area south of Booval Shopping Centre to be included in the Medium Density Residential designation as shown on Alternate Options 1 of the Local Framework mapping.	The support expressed in the submission is noted and will be considered in the drafting of the new planning scheme.	Recommend that the Manager City Design be authorised to give consideration to the matters raised in the review of the draft strategic framework and drafting of the new planning scheme.	7
3.7.15	Area 14 Basin Pocket, North Booval, Booval, Silkstone and East Ipswich	Expresses discontent that land within the vicinity of Cantlew Street, East Ipswich is proposed in the Character Residential Low Density (CL3) designation and suggests the area be included in the Medium or High Density Residential designation owing to proximity to the Ipswich city centre and high frequency public transport.	The proposed land use designation is consistent with the policy intent in respect to areas identified as being within the Defined Flood hazard area, by proposing a land use designation that aligns with the proposed planning provisions for residential development within a moderate risk area by discouraging the intensification of residential uses. The requested change to the land use designation has been reviewed further and is still considered to be appropriate.	That no change be recommended to the Statement of Proposals (including Draft Strategic Framework).	88
3.7.15	Area 14 Basin Pocket, North Booval, Booval, Silkstone and East Ipswich	Expresses the view that high density residential within proximity to the proposed Norman Street Bridge including along the Bremer River be reinstated as part of the zoning in the current planning scheme.	The support expressed in the submission is noted and will be considered in the drafting of the new planning scheme.	Recommend that the Manager City Design be authorised to give consideration to the matters raised in the review of the draft strategic framework and drafting of the new planning scheme.	99
3.7.15	Area 14 Basin Pocket, North Booval, Booval, Silkstone and East Ipswich	Requests the specific area along Chemista Road, Eastern Heights in the vicinity of Limestone Park, proposed within the Character Residential Low Density designation be included as Medium Density Residential designation or a land use designation which enables small lots given the areas access to surrounding centres, employment, high frequency public transport and education facilities.	Sufficient land accommodating increased residential densities to be delivered through diverse housing forms is planned in closer proximity to the Ipswich City Centre, educational establishments and high frequency public transport. The proposed designation reflects the current planning scheme zoning of Character Housing Low Density and established historic character of the surrounding area, and provides a unique opportunity for the preservation of a character streetscape fronting Limestone Park.	That no change be recommended to the Statement of Proposals (including Draft Strategic Framework).	172
3.7.15	Area 14 Basin Pocket, North Booval, Booval, Silkstone and East Ipswich	Expresses support for the Booval district centre and the South Station Road mixed use concept.	The support expressed in the submission is noted.	Recommend no change to the Statement of Proposals (including Draft Strategic Framework).	219
3.7.15	Area 14 Basin Pocket, North Booval, Booval, Silkstone and East Ipswich	Expresses support for the retention of the Character Residential Low Density designation in the older suburbs such as Newtown.	The support expressed in the submission is noted.	Recommend no change to the Statement of Proposals (including Draft Strategic Framework).	219
3.7.15	Area 14 Basin Pocket, North Booval, Booval, Silkstone and East Ipswich	Expresses support for the medium density residential outcome south of the Booval District Centre as shown on Alternate Options 1 map and suggests possibility of building heights greater than 2 storeys to enable a transition from low to high densities.	The support expressed in the submission for the Alternate Options 1 land use designation is noted and will be considered in the drafting of the new planning scheme. The sub precincts of the Medium Density Residential designation provide for the transition of building heights between low-medium-high density by including building heights ranging from 2 to 5 storeys depending on the sub area (i.e. MD1, MD2 or MD3).	Recommend no change to the Statement of Proposals (including Draft Strategic Framework).	231
3.7.15	Area 14 Basin Pocket, North Booval, Booval, Silkstone and East Ipswich	Expresses support for the medium density residential outcome within the area south of the Booval District Centre as shown on Alternate Options 1 map.	The support expressed in the submission for the Alternate Options 1 is noted.	Recommend no change to the Statement of Proposals (including Draft Strategic Framework).	327
3.7.15	Area 14 Basin Pocket, North Booval, Booval, Silkstone and East Ipswich	Expresses support for Option 3.7.15(C)(ii) within the area of North Booval, as shown on Alternate Options 1 of the Strategic Framework mapping.	The support expressed in the submission for the Alternate Options 1 land use designation is noted.	Recommend no change to the Statement of Proposals (including Draft Strategic Framework).	371
3.7.15	Area 14 Basin Pocket, North Booval, Booval, Silkstone and East Ipswich	Expresses land between Brisbane Road and Blackstone Road, Newtown be included in a medium density residential designation.	Sufficient land accommodating increased residential densities (e.g. medium and high density residential) is planned in proximity established higher order centres and high frequency public transport. The distance of this area from nodes that support residential intensification does not warrant further densification.	That no change be recommended to the Statement of Proposals (including Draft Strategic Framework).	343
3.7.15	Area 14 Basin Pocket, North Booval, Booval, Silkstone and East Ipswich	Expresses objection to the creation of hatchet lots and the impact of development on the historic character of the Newtown area.	The Strategic Framework's proposed strategy within established suburban areas is generally for a density consistent with the existing established character of the location. In the example of Frederick Street, Newtown between Brisbane Road and Glebe Road the proposed designation is Character Residential Low Density (CL2) which proposes a minimum lot size for new development of 600m ² generally consistent with the average lot zoning in the location. The Strategic Framework proposes to meet the demand for new housing predominantly within master planned communities and other expansion areas, consolidation areas focused around higher order centres and public transport, and limited residential development outside the urban area.	That no change be recommended to the Statement of Proposals (including Draft Strategic Framework).	552
3.7.15	Area 14 Basin Pocket, North Booval, Booval, Silkstone and East Ipswich	Requests specific areas along Booval Street, Booval proposed in the medium density residential designation be considered for inclusion in a character designation to protect the heritage values.	The comments expressed in the submission have merit and are noted. The new planning scheme will be drafted having regard to the comments raised.	Recommend that the Manager City Design be authorised to give consideration to the matters raised in the review of the draft strategic framework and drafting of the new planning	431

Section	SF Theme	Submitter Issues	Response	Recommendation to Council	Submitter No.
3.7.15	Area 14 Basin Pocket, North Booval, Booval, Silkstone and East Ipswich	Expresses objection to the medium density residential designation and further development within proximity to the intersection of Marian Street and Railway Street, Booval, including the construction of public housing. Suggests the area maybe more suitable to a lower density strategy.	The proposed designation of the specific area is consistent with the current planning scheme zone intent of Residential Medium Density given the proximity to high frequency public transport and the Booval District Centre. The land use designation has been reviewed and it is still considered appropriate to focus increased residential densities in areas with good access to high frequency public transport, employment and services in accordance with the strategies of the South East Queensland Regional Plan 'Shaping SEQ'.	That no change be recommended to the Statement of Proposals (including Draft Strategic Framework).	477
3.7.15	Area 14 Basin Pocket, North Booval, Booval, Silkstone and East Ipswich	Expresses support for initiatives such as 88 Limestone Street in the Ipswich city centre and Top of Town areas.	The comments and support expressed in the submission are noted.	Recommend no change to the Statement of Proposals (including Draft Strategic Framework).	219
3.7.15	Area 14 Basin Pocket, North Booval, Booval, Silkstone and East Ipswich	Requests the specific land along Countess Street, East Ipswich proposed in the Established Suburban (ESA) designation be maintained in the Medium Density Residential designation in alignment with the current zoning of the property.	The proposed designation is consistent with the policy intent in respect to areas identified as being within the Defined Flood Event area, by proposing a land use designation that aligns with the proposed planning provisions within a moderate risk area by discouraging the further intensification of residential uses. The requested change to the land use designation has been reviewed further and is still considered to be appropriate.	That no change be recommended to the Statement of Proposals (including Draft Strategic Framework).	48
3.7.15	Area 14 Basin Pocket, North Booval, Booval, Silkstone and East Ipswich	Requests specific land along Blackall Street, East Ipswich in the Low Density Residential designation be included in the High Density Residential designation.	The comments expressed in the submission are noted. The new planning scheme will be drafted having regard to the comments raised.	Recommend that the Manager City Design be authorised to give consideration to the matters raised in the review of the draft strategic framework and drafting of the new planning scheme.	61, 287, 409
3.7.15	Area 14 Basin Pocket, North Booval, Booval, Silkstone and East Ipswich	Expresses support for the inclusion of the specific land near the intersection of Glebe Road, Chermide Road and Brisbane Road, Newtown in the Neighbourhood Centre designation.	The support expressed in the submission for the preferred land use designation is noted and will be considered in the drafting of the new planning scheme.	Recommend that the Manager City Design be authorised to give consideration to the matters raised in the review of the draft strategic framework and drafting of the new planning scheme.	277
3.7.15	Area 14 Basin Pocket, North Booval, Booval, Silkstone and East Ipswich	Requests specific land along Frederick Street, Newtown in the Character Residential Low Density designation be included in the Low Density Residential designation.	The subject site contains a pre-1948 dwelling within the Character Housing Low Density designation, which is reflective of the current planning scheme zoning of Character Housing Low Density. The site is adjacent to a pocket of Low Density Residential designation containing post-war dwellings. The subject site reflects the heritage intent of the Character Housing Low Density and does not warrant removal from the designation.	That no change be recommended to the Statement of Proposals (including Draft Strategic Framework).	343
3.7.15	Area 14 Basin Pocket, North Booval, Booval, Silkstone and East Ipswich	Request specific land along Glebe Road, Booval in the Character Residential Low Density designation be included in the adjacent Medium Density Residential designation. The submitter purports they were not notified in 1999 of the specific land being included in the current zone of Character Housing Low Density.	The submission examples identify dwellings outside of a character land use designation with the exception of a modern dwelling within the Character Low Density Residential designation that was approved prior to the introduction of the 'special heritage character precinct' planning provisions of the Ipswich Eastern Corridor Structure Plan formally into the Ipswich Planning Scheme. The specific land contains a pre-1948 dwelling within the Character Residential Low Density designation, which is reflective of the current planning scheme zoning of Character Housing Low Density. The subject site exhibits heritage consistent with the intent of the Character Residential Low Density area and does not warrant removal from the designation. Council records indicate that correspondence was issued in April 1997 to the owner regarding Council's intent to include the specific land in a 'special heritage character precinct' of the Ipswich Eastern Corridor Structure Plan.	That no change be recommended to the Statement of Proposals (including Draft Strategic Framework).	346
3.7.15	Area 14 Basin Pocket, North Booval, Booval, Silkstone and East Ipswich	Expresses that without the availability of the draft planning scheme that the subject lands along Oxford Street, North Booval appears to be a down zoning to the Environmental Management (EM) designation.	The Statement of Proposals (including Draft Strategic Framework) is an early step in the process of the drafting the new planning scheme and is not the final Strategic Framework or a draft version of the new planning scheme. The consultation (including proposed land use designations) was undertaken to seek early feedback on the community's thoughts, concerns and suggestions to help shape the final version of the Strategic Framework and inform the future drafting of the new planning scheme. The Statement of Proposals and Draft Strategic Framework at this preliminary stage does not have weight in relation to land use rights. Following review of this early consultation outcomes, a final strategic framework and full draft of the planning scheme is to be prepared. Information about the new planning scheme and its progress through its stages is to be published through Council's website or alert services periodically.	That no change be recommended to the Statement of Proposals (including Draft Strategic Framework).	365
3.7.15	Area 14 Basin Pocket, North Booval, Booval, Silkstone and East Ipswich	Request specific land along Chermide Road, Eastern Heights be included in the Special Uses Zone in recognition of the current lawful use of the site.	The comments expressed in the submission are noted and the new planning scheme will be drafted having regard to the comments raised.	Recommend that the Manager City Design be authorised to give consideration to the matters raised in the review of the draft strategic framework and drafting of the new planning scheme.	445
3.7.15	Area 14 Basin Pocket, North Booval, Booval, Silkstone and East Ipswich	Requests for specific land along Railway Street, Booval in the Medium Density Residential (MDR) designation to be included as commercial.	The comments expressed in the submission are noted, however sufficient land is provided for by the District Centre (Core and Frame) to support the delivery of appropriate non-residential uses and the current residential designation is considered an appropriate designation for the land.	Recommend no change to the Statement of Proposals (including Draft Strategic Framework).	481
3.7.16	Area 15 Raceview, Hindlers View, Ipswich (part)	Expresses concern that specific land along Ash Street, Hindlers View was included in the Community Facilities (CF) designation limiting expansion plans for the local centre.	Although the land was proposed in the Special Opportunity (SA10) designation consistent with the current planning scheme, preliminary advice from the State government has indicated that the new planning scheme use the standard suite of zones consistent with the regulated requirements of the Planning Regulation 2017, which excludes the use of the Special Opportunity Zone. Noting the size of the existing local centre immediately adjacent, it is recommended that the land be reviewed for inclusion in the Medium Density Residential (MD1) designation as the highest and best use for the land. It is also proposed that a dotted line be used between the Local Centre (LC) and Medium Density Residential (MD1) designations providing a degree of flexibility to consider the expansion of the local centre, subject to application, where it can be demonstrated an expansion is consistent with the centre hierarchy and relevant provisions of the new planning scheme.	Recommend that the Manager City Design be authorised to give consideration to the matters raised in the review of the draft strategic framework and drafting of the new planning scheme.	576
3.7.16	Area 15 Raceview, Hindlers View, Ipswich (part)	Requests for specific land along Raceview Street, Raceview in the Medium Density Residential (MD1) designation to be changed to provide for commercial uses.	The comments expressed in the submission are noted, however the proposed designation is consistent with the current zoning and does not remove the ability to continue to use the site for an existing lawful use consistent with relevant legislation. Having regard to the current availability of neighbourhood and local centres in proximity to the site, it is considered that the inclusion of an additional centre is unwarranted.	Recommend no change to the Statement of Proposals (including Draft Strategic Framework).	385
3.7.16	Area 15 Raceview, Hindlers View, Ipswich (part)	Requests for specific land along Robertson Road, Raceview in the Special Opportunity designation to be changed to provide for commercial/retail uses.	Although the land was proposed in the Special Opportunity (SA7) designation consistent with the current planning scheme, preliminary advice from the State government has indicated that the new planning scheme use the standard suite of zones consistent with the regulated requirements of the Planning Regulation 2017, which excludes the use of the Special Opportunity Zone. Having regard to the current availability of neighbourhood and local centres in proximity to the site, it is considered that the inclusion of an additional centre is unwarranted.	Recommend that the Manager City Design be authorised to give consideration to the matters raised during review of the new planning scheme.	437
3.7.16	Area 15 Raceview, Hindlers View, Ipswich (part)	Requests for specific land within proximity to the intersection of Cascade Street and Raceview Street, Raceview which is proposed within the Medium Density Residential (MD1) designation be considered for a Local Centre designation.	The comments expressed in the submission are noted, however the proposed designation is consistent with the current zoning and does not remove the ability to continue to use the site for an existing lawful use consistent with relevant legislation. Having regard to the current availability of neighbourhood and local centres in proximity to the site, it is considered that the inclusion of an additional centre is unwarranted.	Recommend no change to the Statement of Proposals (including Draft Strategic Framework).	390,
3.7.16	Area 15 Raceview, Hindlers View, Ipswich (part)	Requests specific land north-west of the South Station Road and Nolan Street, Raceview intersection proposed in the Medium Density Residential (MD1) designation and the Neighbourhood Centre (NC) designation to be included in the Local Centre (LC) designation.	The comments expressed in the submission are noted and will be considered in the development of the new planning scheme.	Recommend that the Manager City Design be authorised to give consideration to the matters raised during review of the new planning scheme.	206
3.7.16	Area 15 Raceview, Hindlers View, Ipswich (part)	Expresses concern that the Medium Density Residential (MD1) designation is inconsistent with the policy intent for areas identified as being constrained by the flooding.	The comments expressed in the submission are noted and will be considered in the development of the new planning scheme.	Recommend that the Manager City Design be authorised to give consideration to the matters raised during review of the new planning scheme.	503
3.7.17	Area 16 Churchill	Expresses objection to the inclusion of specific land along Woodgate Street, Churchill in the preferred land use designation of Low Density Residential, with support expressed for Option 3.7.17C of Low-Medium Density Residential as shown on Alternate Options 1 map.	The comments expressed in the submissions including objection to preferred land use designation and support for the proposed land use designation shown on the Alternate Option 1 map are noted. The new planning scheme will be drafted having regard to the matters raised in the submissions.	Recommend that the Manager City Design be authorised to give consideration to the matters raised in the review of the draft strategic framework and drafting of the new planning scheme.	297, 426
3.7.18	Area 17 Yamato, Churchill (part)	Requests for a range of changes to the preferred designations relating to land in proximity to the Yamato district centre, including the expansion of the District Centre, inclusion of high density residential either side of the future Ipswich to Springfield railway line, and further infill opportunities in specific Established Suburban areas.	The proposed designations are generally consistent with the outcomes sought by implementation Guideline No. 29 - Yamato Central Planning and Development Guidelines that were prepared to promote traditional neighbourhood design principles in consultation with landowners. The comments expressed in the submission will be considered in the development of the new planning scheme, including the consideration of the intended range of uses and code preparation. The proposed use of established suburban designations promotes additional diversity in housing form and choice across the local government area whilst maintaining the established suburban character of existing neighbourhoods.	Recommend that the Manager City Design be authorised to give consideration to the matters raised in the review of the draft strategic framework and drafting of the new planning scheme.	260

Item 17 / Attachment 2.

Section	SF Theme	Submitter Issues	Response	Recommendation to Council	Submitter No.
3.7.18	Area 17 Yamato, Churchill (part)	Requests for specific land along Fitzroy Street, Churchill to not lock in more restrictive zoning and to allow for an increase to the residential part of the site.	Although the line between the Low Density Residential (E2) designation and the Environmental Management (EM) designation is indicative and subject to further detailed assessment, the extent of the Environmental Management (EM) designation is consistent with the Defined Flood Event in Overlay Map 10 - Flooding and Major Urban Catchment Flow Paths. The Draft Strategic Framework identifies that the intensification of residential uses, including the creation of new residential lots is to be avoided where within areas identified as being constrained by flooding.	Recommend no change to the Statement of Proposals (including Draft Strategic Framework).	310
3.7.18	Area 17 Yamato, Churchill (part)	Requests to retain the current designation of Major Centres - Yamato Secondary Business Area over specific land or to include land in the District Centre Frame (DCF) designation.	The comments expressed in the submission are noted and will be reviewed as part of the development of the new planning scheme, particularly with regard to the possible inclusion of the Mixed Use Designation / Zone to provide for a range of non-residential transition uses and to incorporate medium density residential development in support of the centre.	Recommend that the Manager City Design be authorised to review the designations in the Yamato centre having regard to the centre hierarchy and the possible use of the Mixed Use Designation / Zone in the area bounded by Leonard Street, Pisaisia Drive and the land in the District Centre Frame (DCF) designation fronting Warwick Road.	206, 260
3.7.18	Area 17 Yamato, Churchill (part)	Expresses support for the inclusion of the Yamato centre into the District Centre Core (DCC) designation to the west of the proposed public transport corridor as shown on the Preferred Map in preference to the High Density Residential (HD1) designation as shown on the Alternate Options 1 Map. Also suggested that the wording should be revised to allow for mixed-use development (inclusive of residential development) to provide for development of up to 3 storeys over the entire area (not just in Main Street) and indicated that Table 3.3 - Hierarchy of Centres should reference residential development as the omission conflicts with the intent for Main Street.	The comments expressed in the submission are noted and will be considered in the development of the new planning scheme. District centres are intended to provide for a mix of uses, including higher density residential uses and it is recommended that wording changes be considered to strengthen this intent.	Recommend that the Manager City Design be authorised to give consideration to the matters raised during review of the new planning scheme, particularly to clarify that the District Centre designation is intended to provide for residential use and in relation to building height.	469
3.7.18	Area 17 Yamato, Churchill (part)	Requests that specific land in proximity to the Yamato district centre and proposed within the High Density Residential (HD1) designation be included in a Special Opportunity designation to provide for a mix of use types (including non-residential) and to accommodate a broader range of housing typologies. Also expressed the view that the use of prescriptive language in the local framework does not provide for appropriate diversity of product in the High Density Residential (HD1) designation as provided for in the missing middle housing typologies as outlined in section 3.3.5.	Preliminary advice from the State government has indicated that the new planning scheme use the standard suite of zones consistent with the regulated requirements of the Planning Regulation 2017, which excludes the use of the Special Opportunity Zone. Sufficient land is provided for by the District Centre (Core and Frame) to support the delivery of appropriate non-residential uses and the location of the land warrants the highest density of residential uses to support the district centre and proposed public transport corridor. The comments regarding planning provisions as expressed in the submission are noted and will be considered in the development of the new planning scheme.	Recommend that the Manager City Design be authorised to give consideration to the matters raised in the review of the draft strategic framework and drafting of the new planning scheme.	469
3.7.18	Area 17 Yamato, Churchill (part)	Requests that specific land in proximity to the Yamato district centre and within the Environmental Management (EM) designation be included in the Recreation and Open Space (REC) designation.	The comments expressed in the submission are noted, however the proposed Environmental Management (EM) designation has a primary strategic function of separating and buffering land uses, and is intended to provide for multiple and complementary values, including conserving strategic corridor links and providing opportunity for recreation. The designation also reflects relevant development constraints, including for stormwater management.	Recommend no change to the Statement of Proposals (including Draft Strategic Framework).	469
3.7.18	Area 17 Yamato, Churchill (part)	Request for specific land in Yamato in the Low Density Residential (E2) designation be included in a Special Opportunity designation.	Preliminary advice from the State government has indicated that the new planning scheme use the standard suite of zones consistent with the regulated requirements of the Planning Regulation 2017, which excludes the use of the Special Opportunity Zone. It is recommended that the land bounded by Warwick Road, Powells Road and the Centenary Highway, Yamato be reviewed for potential inclusion in the Low-Medium Density Residential (LMD) designation.	Recommend that the Manager City Design be authorised to give consideration to the matters raised in the review of the draft strategic framework and drafting of the new planning scheme.	151, 220
3.7.18	Area 17 Yamato, Churchill (part)	Requests for specific land within proximity to Warwick Road and Hall Street, Yamato and within the Low Impact Industry (Business Park) designation be included in the Special Opportunity designation to provide greater flexibility, including providing for large format retail, showroom, office and medical uses.	Preliminary advice from the State government has indicated that the new planning scheme use the standard suite of zones consistent with the regulated requirements of the Planning Regulation 2017, which excludes the use of the Special Opportunity Zone. Whilst the Business Park designation is intended to complement adjacent centres and not compete with these centres, it is recommended that the new planning scheme be drafted having regard to the comments raised, particularly in relation to the range of uses and associated provisions that will apply to the Business Park designation.	Recommend that the Manager City Design be authorised to give consideration to the matters raised in the review of the draft strategic framework and drafting of the new planning scheme.	361
3.7.18	Area 17 Yamato, Churchill (part)	Requests that the vision for Main Street in Yamato be expanded to promote place making outcomes, allow for purely non-residential built form options, and that the park / plaza and community facilities be included in the Local Government Infrastructure Plan.	The Local Government Infrastructure Plan identifies the local public park and the land for community facilities networks intended to service existing and future urban development (up to ultimate development) based on the current planning scheme. The matter is to be referred to Council's Infrastructure Strategy Branch of the Infrastructure and Environment Department and the Performance Branch of the Coordination and Performance Department for consideration. The comments regarding planning provisions as expressed in the submission are noted and will be considered in the development of the new planning scheme.	1. Recommend that the Manager City Design be authorised to give consideration to the matters raised during review of the draft strategic framework and drafting of the new planning scheme; 2. That the submission be referred to Council's Infrastructure Strategy Branch of the Infrastructure and Environment Department; 3. That the submission be referred to Council's Performance Branch of the Coordination and Performance Department; and 4. That the Manager City Design be authorised to consider the advice from Council's Infrastructure Strategy Branch and from Council's Performance Branch in the review of the draft strategic framework, drafting of the new planning scheme and subsequent local government infrastructure plan.	469
3.7.18	Area 17 Yamato, Churchill (part)	Request for specific land in Yamato in the Low Impact Industry (LI) and Environmental Management (EM) designations to be changed to provide for residential uses.	The proposed designations reflects the current zoning and the extent of development constraints applicable to the land, including Q.Fewer.	Recommend no change to the Statement of Proposals (including Draft Strategic Framework).	454
3.7.19	Area 18 Ripley Valley	Expresses the view that future residential development in Ripley provide greater separation between dwellings for maintenance and health purposes.	Land within the Ripley Valley Priority Development Area is administered for planning and development purposes under the Economic Development Act 2012 and accordingly can not be regulated by the Ipswich planning scheme.	Recommend no change to the Statement of Proposals (including Draft Strategic Framework).	352
3.7.19	Area 18 Ripley Valley	Expressed support for the inclusion of particular land in the Conservation (CON) designation.	The support expressed in the submission for the Conservation land use designation are noted.	Recommend no change to the Statement of Proposals (including Draft Strategic Framework).	407
3.7.19	Area 18 Ripley Valley	Expresses the view: - that Council has not zoned sufficient land for private educational facilities within the Ripley area and that new designation / zoning and overlays in the area should not prevent the viability of a future educational establishment; - of displeasure with the amount of natural habitat that native fauna have lost in Ripley; - that the mapping of biodiversity and watercourse can significantly affect development capacity; and - that the Overlay Map 10 - Flooding and Major Urban Catchment Flow Paths should not apply in the Ripley Valley area.	The comments expressed in the submission are noted. Land within the Ripley Valley Priority Development Area is administered for planning and development purposes under the Economic Development Act 2012 and accordingly will not form part of the Ipswich planning scheme. Notwithstanding, the areas identified are proposed to be designated new suburban, a residential designation intended to provide for community uses in addition to a variety of dwelling types and small-scale services, facilities and infrastructure. Biodiversity and Flooding and Major Urban Catchment Flow Path overlays indicate areas where biodiversity should be preserved or where flooding or overland flow is present. Corresponding designations of Environmental Management (EM) or Recreation and Open Space (REC) recognise the importance of these constraints in particular areas. Where these constraints are present, uses appropriate to these designations are preferred, and other uses may be considered at a reduced in scale and intensity.	Recommend no change to the Statement of Proposals (including Draft Strategic Framework).	31, 487, 488
3.7.19	Area 18 Ripley Valley	Expresses support for future railway stations planned for the Ripley Valley.	The support expressed in the submission is noted. The extension of the Springfield railway line to the Ripley area is identified as strategic infrastructure in the draft Strategic Framework, however the extension of railway network in Ripley is a State government matter.	No change to the Statement of Proposals (including Draft Strategic Framework).	32

Section	SI Theme	Submitter Issues	Response	Recommendation to Council	Submitter No.
3.7.19	Area 18 Ripley Valley	Expresses the view that the proposed land use designations are not consistent with the land use locations in the Ripley Valley Urban Development Area - Development Scheme.	The land use designations proposed for Local Framework - Area 18 Ripley Valley has been drafted with consideration of the State government's Ripley Valley Urban Development Area - Development Scheme and approved development applications.	No change to the Statement of Proposals (including Draft Strategic Framework).	487, 488
3.7.19	Area 18 Ripley Valley	Requests changes to the designation of specific land in the Ripley major centre (town centre / urban core) to better reflect the submitter's master plan.	The comments expressed in the submission are noted, however as the master plan has not yet been approved and further changes to the draft Strategic Framework are not considered to be warranted at this stage. Land within the Ripley Valley Priority Development Area are administered for planning and development purposes under the Economic Development Act 2012 and accordingly will not form part of the Ipswich planning scheme.	Recommend that the Manager City Design be authorised to give consideration to the matters raised in the review of the draft strategic framework and drafting of the new planning scheme.	373
3.7.19	Area 18 Ripley Valley	Expresses support for Alternate Options 3.7.19B and 3.7.19C on Alternate Option 1 map and requests for minor changes to the designation of specific land in the Ripley East district centre.	The comments expressed in the submission are noted and will be reviewed as part of the development of the new planning scheme. Land within the Ripley Valley Priority Development Area are administered for planning and development purposes under the Economic Development Act 2012 and accordingly will not form part of the Ipswich planning scheme.	Recommend that the Manager City Design be authorised to give consideration to the matters raised in the review of the draft strategic framework and drafting of the new planning scheme.	438
3.7.19	Area 18 Ripley Valley	Requests for specific land along Watsons Road, South Ripley proposed within the Recreation and Open Space (REC) designation be amended to be consistent with adjoining land.	The proposed land use designation reflects the current planning scheme zoning which has been in effect since 18 September 2009 and is also consistent with the Ripley Valley Priority Development Area - Parks and Open Space Map. Land within the Ripley Valley Priority Development Area is administered for planning and development purposes under the Economic Development Act 2012 and accordingly will not form part of the Ipswich planning scheme.	Recommend no change to the Statement of Proposals (including Draft Strategic Framework).	190
3.7.19	Area 18 Ripley Valley	Expresses concern with the inclusion of specific land along Currier Road, White Rock in the Environmental Management (EM) designation.	The proposed designation generally reflects the current planning scheme zoning which includes the majority of the site in the Conservation Zone and remainder in the Recreation Zone. The Environmental Management (EM) designation is intended to provide for multiple and complementary values including buffering and vegetation retention. The extent of the designation also reflects relevant development constraints, including biodiversity, topography and flooding. Land within the Ripley Valley Priority Development Area is administered for planning and development purposes under the Economic Development Act 2012 and accordingly will not form part of the Ipswich planning scheme.	Recommend no change to the Statement of Proposals (including Draft Strategic Framework).	218
3.7.19	Area 18 Ripley Valley	Requests for specific land along Siddons Road, Deebing Heights in the Conservation (CON) designation be included in the New Suburban (NS2) designation.	The comments expressed in the submission are noted, however inclusion of the land in the Low Density Residential (NS2) designation is not supported having regard to the development constraints, including biodiversity, watercourses, scenic amenity, topography and servicing constraints. It is recommended that consideration be given to inclusion of the land in the Environmental Management (EM) designation which better reflects the characteristics of the land. The Environmental Management (EM) designation has the primary strategic function of separating and buffering land uses and conserving strategic corridor links, including areas that contain vegetation or provide connections to other native vegetation.	Recommend that the Manager City Design be authorised to give consideration to the matters raised in the review of the draft strategic framework and drafting of the new planning scheme.	279, 280
3.7.19	Area 18 Ripley Valley	Requests for specific land along Broadway Court, Deebing Heights in the Conservation (CON) designation be included in the Low Density Residential (NS2) designation.	The comments expressed in the submission are noted, however inclusion of the land in the Low Density Residential (NS2) designation is not supported having regard to the extent of native vegetation and development constraints, including biodiversity, watercourses, scenic amenity, topography, and servicing constraints.	Recommend no change to the Statement of Proposals (including Draft Strategic Framework).	410
3.7.19	Area 18 Ripley Valley	Requests for amendment to the land use designation of specific land within the Paradise Waters estate in Deebing Heights to reflect approved development.	The comments expressed in the submission are noted, however the Conservation (CON) designation has been used to reflect the environmental values of the land based on a reconciliation of the development approval and the Environment Protection and Biodiversity Conservation Act 1999 approval (EPBC Act approval). Further consideration may be given to the designation used over the area identified as 'bufferline zone areas' in the EPBC Act approval. The use of the dotted line between the designations also highlights a degree of flexibility in determining the boundary through the development assessment process. It is proposed that the designations be reviewed as part of the development of the new planning scheme. Land within the Ripley Valley Priority Development Area is administered for planning and development purposes under the Economic Development Act 2012 and accordingly will not form part of the Ipswich planning scheme.	Recommend that the Manager City Design be authorised to give consideration to the matters raised in the review of the draft strategic framework and drafting of the new planning scheme.	451
3.7.20	Area 19 Purga, Goolman and Peak Crossing	Expresses the view that rural land is not economically viable and should be considered for more intensive uses.	The regulatory provisions of the State government's South East Queensland Regional Plan (ShapingSEQ) for areas outside of the 'Urban Footprint' and not identified as areas designated for future non-urban uses or increased residential density, prevent urban and rural residential sprawl in the Regional Landscape and Rural Production Area (RLRPA) and manages other activity, including subdivision, to protect these values. The regulation also serves to protect areas that might be required for accommodating future urban growth beyond the planning horizon of ShapingSEQ. A non-residential urban use would need to show that the proposal has been able to demonstrate an overriding need in the public interest to establish the use. It is noted that there is no guarantee that such an approved use will be able to demonstrate an overriding need to expand or diversify the use in the future or that a similar use could establish overriding need nearby.	Recommend no change to the Statement of Proposals (including Draft Strategic Framework).	505
3.7.20	Area 19 Purga, Goolman and Peak Crossing	Requests that specific land along Ipswich Boonah Road, Purga and Ellison Road, Goolman is not suitable for rural uses and therefore higher order uses such as light industry and commercial or rural living uses should be considered.	The regulatory provisions of the State government's South East Queensland Regional Plan (ShapingSEQ) for areas outside of the 'Urban Footprint' and not identified as areas designated for future non-urban uses or increased residential density, prevent urban and rural residential sprawl in the Regional Landscape and Rural Production Area (RLRPA) and manages other activity, including subdivision, to protect these values. The regulation also serves to protect areas that might be required for accommodating future urban growth beyond the planning horizon of ShapingSEQ. A non-residential urban use would need to show that the proposal has been able to demonstrate an overriding need in the public interest to establish the use. It is noted that there is no guarantee that such an approved use will be able to demonstrate an overriding need to expand or diversify the use in the future or that a similar use could establish overriding need nearby.	No change to the Statement of Proposals (including Draft Strategic Framework).	505,
3.7.20	Area 19 Purga, Goolman and Peak Crossing	Expresses support for the Alternate Option 3.7.20A for the Industry Investigation (I) designation and requests increasing the Industry Investigation designation east of Option 3.7.20A which is currently proposed as Rural 1 (Agriculture).	The support for Option 3.7.20A expressed in the submission is noted. The request for inclusion of the area immediately to the east of Alternate Option 3.7.20A is acknowledged, and will be reviewed in the development of the new planning scheme.	No change to the Statement of Proposals (including Draft Strategic Framework).	200, 206, 286
3.7.20	Area 19 Purga, Goolman and Peak Crossing	Requests that the area surrounding Ipswich Boonah Road, Purga, bordered by the Cunningham Highway and the Centenary Highway proposed as Rural 2 (Pastoral) and Recreation and Open Space designations, be designated as Recreation and Open Space (REC).	The proposition that the area surrounding Ipswich Boonah Road, Purga, and bordered by the Cunningham Highway and the Centenary Highway, is suitable for recreational and sporting activities is noted, including its particular strengths for such use which include proximity to local urban areas and centres, and proximity to major road accesses providing excellent connectivity to urban centres throughout South East Queensland.	No change to the Statement of Proposals (including Draft Strategic Framework).	483
3.7.20	Area 19 Purga, Goolman and Peak Crossing	Outlines the planning history and the creation of two lots (described as Lot 102 on SP903190 at 183 Pissalale Drive, Yamanto and Lot 101 on SP903190 at 16 Ipswich Boonah Road, Purga) as a result of the construction of the Centenary Highway. In relation to Lot 102 on SP903190 requests inclusion in a residential zone based on its proximity to and as a logical extension to existing urban development in Deebing Heights and its location in the Urban Footprint under the South East Queensland Regional Plan. In relation to Lot 101 on SP903190 requests inclusion in a zoning for Commercial, Industrial or Recreational based on its proximity to the Yamanto centre, adjacent land uses including the Swifts Rugby League Club, that is free from flooding and does not display any attributes associated with the planning intent of a Rural 1 (Pastoral) zoning.	Lot 102 on SP903190 at 183 Pissalale Drive, Yamanto. The land is located in the Urban Footprint across an existing urban road from existing low density residential development. It is also located within approximately 800 metres of the Yamanto District Centre and future railway station. It is further noted that following the issuing of updated noise mapping (the Australian Noise Exposure Forecast (ANEF) Contours) by the Department of Defence the land is no longer included within the ANEF area. Lot 101 on SP903190 at 16 Ipswich Boonah Road, Purga is located outside the Urban Footprint under the South East Queensland Regional Plan with a presumption against the zoning of land for development for urban purposes. The inclusion of the land in a rural designation in the Statement of Proposals reflects the land's location outside the Urban Footprint in the Rural Landscape and Production Area designation under the South East Queensland Regional Plan. Changes to the Urban Footprint boundary would need to be considered and determined through the Regional Plan review process. Notwithstanding, the edge of the urban footprint is defined by the Centenary and Cunningham Highways which are logical, discernible and defensible boundaries, with there being no need to expand the Urban Footprint in this location to accommodate the forecast urban growth.	Recommend that the Manager City Design be authorised to give consideration to: 1) the further investigation of Lot 102 on SP903190 at 183 Pissalale Drive, Yamanto for inclusion in either the Residential Low Density Zone or Low Medium Density Residential Zone; and 2) the inclusion of Lot 101 on SP903190 at 16 Ipswich Boonah Road, Purga in the Rural Zone.	151, 345
3.7.22	Area 21 One Mile, Lechhardt and Wulkuraka (part)	Requests for specific land along Dixon Street, Wulkuraka proposed in the Low Density Residential (LS2) designation to be included as commercial.	The comments expressed in the submission are noted, however there is no justification for the establishment of retail uses on the southern side of the railway line at Wulkuraka at this point in time.	Recommend no change to the Statement of Proposals (including Draft Strategic Framework).	481

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3.7.22	Area 21 One Mile, Leichhardt and Wulkuraka (part)	Requests that the specific land along Chubb Street, One Mile proposed in the Recreation and Open Space (REC) and Environmental Management (EM) designations be included in the Large Lot Residential designation.	The comments expressed in the submission are noted and will be considered in the development of the new planning scheme.	Recommend that the Manager City Design be authorised to give consideration to the matters raised in the review of the draft strategic framework and drafting of the new planning scheme.	192
3.7.22	Area 21 One Mile, Leichhardt and Wulkuraka (part)	Expresses concern with the proposed land use designations and request reinstatement of the current planning scheme zoning over specific land within the vicinity of Sherman Road, Unnamed Road and Karrabin Rosewood Road, Karrabin.	The proposed designations of industry investigation (II), Environmental Management (EM), and Recreation and Open Space (REC) designations are generally consistent with the current zoning, and where variations occur, owing to changes in the Major Flood Conveyance / High Risk and Defined Flood Event / Moderate Risk / Major Flood Storage mapping on Overlay Map 10 - Flooding and Major Urban Catchment Flow Paths.	Recommend no change to the Statement of Proposals (including Draft Strategic Framework).	282, 408
3.7.22	Area 21 One Mile, Leichhardt and Wulkuraka (part)	Requests that specific land in the Environmental Management (EM) designation be amended for low impact industry or industry investigation (II) designation.	The proposed designation of Environmental Management (EM) generally is a result of the substantial flooding constraint, state mapping of regulated vegetation or state mapping of wildlife habitat. The comments expressed in the submission are noted and will be considered in the development of the new planning scheme.	Recommend that the Manager City Design be authorised to give consideration to the matters raised in the review of the draft strategic framework and drafting of the new planning scheme.	254, 470
3.7.24	Area 23 Pine Mountain, Muirlea, Blacksoil (part), Hagslea (part), Ironbark	Expresses concern regarding the level of protection of biodiversity and existing vegetation when the designation identified the predominant and preferred land use as Rural 5 (Rural Living).	The comments expressed in the submission are noted. The new planning scheme will be drafted having regard to the comments raised.	Recommend that the Manager City Design be authorised to give consideration to the matters raised in the review of the draft strategic framework and drafting of the new planning scheme.	407
3.7.24	Area 23 Pine Mountain, Muirlea, Blacksoil (part), Hagslea (part), Ironbark	Request for specific areas in Muirlea be designated for large lot residential uses or similar, maintain the option for eco-tourism in rural areas and expresses objection to the Rural 4 (Special Land Management) designation.	The regulatory provisions of the State government's South East Queensland Regional Plan (ShapingSEQ) for areas outside of the 'Urban Footprint' and not identified as areas designated for future non-rural uses or increased residential density, prevent urban and rural residential sprawl in the Regional Landscape and Rural Production Area (RLRPA) and manages other activity, including subdivision, to protect these values. The regulation also serves to protect areas that might be required for accommodating future urban growth beyond the planning horizon of ShapingSEQ. A non-residential urban use would need to show that the proposal has been able to demonstrate an overriding need in the public interest to establish the use. It is noted that there is no guarantee that such an approved use will be able to demonstrate an overriding need to expand or diversify the use in the future or that a similar use could establish overriding need nearby. Areas of Muirlea are outside of the South East Queensland Regional Plan Urban Footprint, and not identified as areas designated for future increased density. The comments in the submission are noted. Variance in rural designations are proposed in order to reflect agricultural or biodiversity values, however the new planning scheme will be drafted having regard to the comments raised. Permitted rural development types will ultimately be determined when drafting the new planning scheme provisions in relation to the rural zones.	Recommend that the Manager City Design be authorised to give consideration to the matters raised in the review of the draft strategic framework and drafting of the new planning scheme.	423, 463, 475, 489
3.7.24	Area 23 Pine Mountain, Muirlea, Blacksoil (part), Hagslea (part), Ironbark	Expresses objection to the Rural 4 (Special Land Management) designation, and concern regarding the Biodiversity and Strategic Green infrastructure overlays in regard to the mapping of domestic lawns, gardens, cultivations or orchards.	The proposed designations are generally consistent with previous zoning, the Biodiversity and Strategic Green infrastructure mapping and relevant State government mapping. Notwithstanding, the comments expressed in the submission are noted and will be considered in the development of the new planning scheme.	To consider the issues raised in the submission during the drafting of any related scheme code provisions.	468, 475, 489
3.7.24	Area 23 Pine Mountain, Muirlea, Blacksoil (part), Hagslea (part), Ironbark	Expresses objection to the designation for specific land owing to concern regarding impact upon value of the property and accuracy of biodiversity overlay underpinning the designation.	Council also has no control over market values and is required to ensure all owners and prospective purchasers are informed of development constraints. Notwithstanding, the comments expressed in the submission are noted and will be considered in the development of the new planning scheme.	Recommend that the Manager City Design be authorised to give consideration to the matters raised in the review of the draft strategic framework and drafting of the new planning scheme.	25, 24, 76, 77, 78, 136, 330, 413, 415
3.7.24	Area 23 Pine Mountain, Muirlea, Blacksoil (part), Hagslea (part), Ironbark	Requests for specific land along Pine Mountain Road, Pine Mountain in the Community Facilities designation be included in the Rural 3 (Rural Living) designation.	The comments expressed in the submission have merit and are noted. The new planning scheme will be drafted having regard to the comments raised.	Recommend that the Manager City Design be authorised to give consideration to the matters raised in the review of the draft strategic framework and drafting of the new planning scheme.	447
3.7.24	Area 23 Pine Mountain, Muirlea, Blacksoil (part), Hagslea (part), Ironbark	Requests for specific land in Pine Mountain and Ironbark be included in the Rural 3 (Rural Living) designation.	The comments expressed in the submission are noted. The new planning scheme will be drafted having regard to the comments raised.	Recommend that the Manager City Design be authorised to give consideration to the matters raised during review of the strategic framework (residential densities) and as part of the drafting of the new planning scheme (zoning).	125, 256, 309
3.7.25	Area 24 Walloon, Thagoona, Hagslea (part) and Mount Marrow	Requests for a broad scale detailed plan for the development of the area including future provision of services, improvement of roads and regular consultation with the areas landowners to facilitate planning and acquisition of properties.	The regulatory provisions of the State government's South East Queensland Regional Plan (ShapingSEQ) for areas outside of the 'Urban Footprint' and not identified as areas designated for future non-rural uses or increased residential density, prevent urban and rural residential sprawl in the Regional Landscape and Rural Production Area (RLRPA) and manages other activity, including subdivision, to protect these values. The regulation also serves to protect areas that might be required for accommodating future urban growth beyond the planning horizon of ShapingSEQ. A non-residential urban use would need to show that the proposal has been able to demonstrate an overriding need in the public interest to establish the use. It is noted that there is no guarantee that such an approved use will be able to demonstrate an overriding need to expand or diversify the use in the future or that a similar use could establish overriding need nearby. Areas of Walloon are outside of the South East Queensland Regional Plan Urban Footprint, and not identified as areas designated for future increased density.	Recommend no change to the Statement of Proposals (including Draft Strategic Framework).	202, 325, 364
3.7.25	Area 24 Walloon, Thagoona, Hagslea (part) and Mount Marrow	Expresses support for the expansion of Local Framework - Area 24 Walloon, Thagoona, Hagslea (part) and Mount Marrow, and the expansion of the urban area of Thagoona to the south of the railway line (including support for Option 3.7.24B). Requests expansion of the Urban Footprint to the north of Walloon.	The support including for Option 3.7.24B expressed in the submission is noted. The regulatory provisions of the State government's South East Queensland Regional Plan (ShapingSEQ) for areas outside of the 'Urban Footprint' and not identified as areas designated for future non-rural uses or increased residential density, prevent urban and rural residential sprawl in the Regional Landscape and Rural Production Area (RLRPA) and manages other activity, including subdivision, to protect these values. The regulation also serves to protect areas that might be required for accommodating future urban growth beyond the planning horizon of ShapingSEQ. A non-residential urban use would need to show that the proposal has been able to demonstrate an overriding need in the public interest to establish the use. It is noted that there is no guarantee that such an approved use will be able to demonstrate an overriding need to expand or diversify the use in the future or that a similar use could establish overriding need nearby. Areas of Muirlea are outside of the South East Queensland Regional Plan Urban Footprint, and not identified as areas designated for future increased density.	Recommend no change to the Statement of Proposals (including Draft Strategic Framework).	183, 276
3.7.25	Area 24 Walloon, Thagoona, Hagslea (part) and Mount Marrow	Expresses the view that the area: - proposed as Low Density Residential (LL) west of Poplar Street, south of Anthony's Road and bordered to the west by Gullfoyle's Gully should be designated Low Density Residential (NS); - identified within the mining overlay to the north of Karrabin Rosewood Road between Walloon and Thagoona and including Mt Marrow should be designated Low Density Residential (NS2); and - developed as Low Density Residential (LL) to the west of Thagoona bordering LA 26 should be designated Low Density Residential (NS).	The designation boundaries closely align with the precincts depicted in the Walloon Thagoona land use concept master plan. The land identified in the submission is subject to a series of significant development and natural constraints, and the ability to achieve urban densities are significantly limited.	Recommend no change to the Statement of Proposals (including Draft Strategic Framework).	361
3.7.25	Area 24 Walloon, Thagoona, Hagslea (part) and Mount Marrow	Requests amendments to the urban growth areas of Walloon to include / clarify descriptions for areas of residential growth, the future location of highway related services and additional local park.	The area is subject to a series of development applications where detailed assessment of the highest and best use of land will be resolved.	Recommend no change to the Statement of Proposals (including Draft Strategic Framework).	418
3.7.25	Area 24 Walloon, Thagoona, Hagslea (part) and Mount Marrow	Requests amendments to the urban growth areas of Walloon to include / clarify land use zones and the bringing forward of water and sewerage infrastructure.	The area is subject to a series of development applications where detailed assessment of the highest and best use of land will be resolved.	Recommend no change to the Statement of Proposals (including Draft Strategic Framework).	418
3.7.25	Area 24 Walloon, Thagoona, Hagslea (part) and Mount Marrow	Requests that specific areas in proximity to the intersection of Hagslea Malabar Road and Warrego Highway, Hagslea, proposed in the Rural 3 (Rural Living) designation be amended to the Special Purpose designation and the proposed Special Purpose designation be amended to the Local Centre designation and be utilised for non-residential and non-rural purposes.	The comments expressed in the submission are noted. The new planning scheme will be drafted having regard to the comments raised.	Recommend that the Manager City Design be authorised to give consideration to the matters raised during review of the strategic framework (residential densities) and as part of the	271, 458

Section	SF Theme	Submitter Issues	Response	Recommendation to Council	Submitter No.
3.7.25	Area 24 Walloon, Thagoona, Haigles (part) and Mount Marrow	Requests for specific land in Walloon in the Low Density Residential (LL), Recreation and Open Space (REC), and Medium Density Residential (MD1) designation be included in the Medium Density (MD1) designation reflective of the Walloon-Thagoona Land Use Concept Master Plan in the current planning scheme.	The designation boundaries closely align with the precincts depicted in the Walloon-Thagoona land use concept master plan. The land identified in the submission is subject to a series of significant development and natural constraints, and the ability to achieve urban densities are significantly limited.	Recommend no change to the Statement of Proposals (including Draft Strategic Framework).	19
3.7.25	Area 24 Walloon, Thagoona, Haigles (part) and Mount Marrow	Request for specific land in Walloon in the Low Density Residential (LL), Recreation and Open Space (REC), and Environmental Management (EM) designations to be included in the Medium Density (MD1) designation, and location of the recreation land be reviewed in consideration of the Walloon-Thagoona Land Use Concept Master Plan in the current planning scheme.	The designation boundaries closely align with the precincts depicted in the Walloon-Thagoona land use concept master plan. The land identified in the submission is subject to a series of significant development and natural constraints, and the ability to achieve urban densities are significantly limited.	Recommend that the Manager City Design be authorised to give consideration to the matters raised in the review of the draft strategic framework and drafting of the new planning scheme.	259
3.7.25	Area 24 Walloon, Thagoona, Haigles (part) and Mount Marrow	Request that specific land along Seidels Road and Daisy Blair Lane, Walloon and proposed in the Industry Investigation (I), Recreation and Open Space (REC), and Environmental Management (EM) designations be included in a rural designation.	The proposed designations are consistent with the current planning scheme zoning, development constraints and the Walloon-Thagoona Land Use Concept Master Plan for the area. Existing use rights attributed through development approvals and the like continue to have effect.	Recommend no change to the Statement of Proposals (including Draft Strategic Framework).	339
3.7.25	Area 24 Walloon, Thagoona, Haigles (part) and Mount Marrow	Expresses the view that area has greater development potential than that shown on the local area framework mapping.	The proposed Environmental Management (EM) designation includes areas that are recognised as having environmental value (either existing or as having the potential to provide future connectivity) and/or in combination with, a potential to provide buffering between uses, or management of a significant constraint issue in a practical and effective manner that offers the best development outcomes for the city as a whole over the projected life of the future scheme.	Recommend no change to the Statement of Proposals (including Draft Strategic Framework).	368
3.7.25	Area 24 Walloon, Thagoona, Haigles (part) and Mount Marrow	Requests that the Local Framework for Area 24 Walloon, Thagoona, Haigles (part) and Mount Marrow be amended to include reference to the future Haigles Service Centre.	The comments expressed in the submission are noted. The new planning scheme will be drafted having regard to the comments raised.	Recommend that the Manager City Design be authorised to give consideration to the matters raised during review of the strategic framework (residential densities) and as part of the drafting of the new planning scheme (zoning).	456
3.7.25	Area 24 Walloon, Thagoona, Haigles (part) and Mount Marrow	Expresses concern that the Environmental Management (EM) designations does not reflect the preliminary approval and requests removal from this land use designation.	The proposed Environmental Management (EM) designation includes areas that are recognised as having environmental value (either existing or as having the potential to provide future connectivity) and/or in combination with, a potential to provide buffering between uses, or management of a significant constraint issue in a practical and effective manner that offers the best development outcomes for the city as a whole over the projected life of the future scheme. The preliminary approval was taken into consideration for the drafting of the local framework mapping.	Recommend no change to the Statement of Proposals (including Draft Strategic Framework).	368
3.7.25	Area 24 Walloon, Thagoona, Haigles (part) and Mount Marrow	Request that the Scenic and Visual Amenity Values (SVAVM) mapping and Environmental Management (EM) designation reflect the preliminary approval, and a merit based assessment should apply.	The proposed Environmental Management (EM) designation and Scenic and Visual Amenity mapping includes areas that are recognised as having environmental value (either existing or as having the potential to provide future connectivity) and/or in combination with, a potential to provide buffering between uses, or management of a significant constraint issue in a practical and effective manner that offers the best development outcomes for the city as a whole over the projected life of the future scheme. The preliminary approval was taken into consideration for the drafting of the local framework mapping.	Recommend no change to the Statement of Proposals (including Draft Strategic Framework).	364, 368
3.7.25	Area 24 Walloon, Thagoona, Haigles (part) and Mount Marrow	Requests that specific areas along the Warrego highway and Haigles Cemetery Road, Haigles and proposed in the Rural 3 (Rural Living) designation be amended to the Special Purposes designation to be utilised for non-residential and non-rural purposes.	The comments expressed in the submission are noted. The new planning scheme will be drafted having regard to the comments raised.	Recommend that the Manager City Design be authorised to give consideration to the matters raised during review of the strategic framework (residential densities) and as part of the drafting of the new planning scheme (zoning).	325
3.7.26	Area 25 Marburg	Requests that specific land east of Rosewood Marburg Road, Marburg and proposed as Rural 2 (Pastoral) be designated Rural 3 (Rural Living).	The proposed designation is consistent with the surrounding Rural 2 (Pastoral) designation and is consistent with the Rural 3 (Rural Living) zone of the current planning scheme.	Recommend no change to the Statement of Proposals (including Draft Strategic Framework).	490
3.7.27	Area 26 Rosewood	Expresses support for Alternate Option 3.7.27A or areas of Low Density Residential (LD2) north of Karrabin Rosewood Road and west of Biales Road, Rosewood. That additional area be included in the Character Mixed Density designation.	The support for Option 3.7.27A and matters raised in the submission are noted, and will be considered in the development of the new planning scheme.	Recommend that the Manager City Design be authorised to give consideration to the matters raised in the review of the draft strategic framework and drafting of the new planning scheme.	149, 374
3.7.27	Area 26 Rosewood	Expresses the view that the minimum lot size in Rosewood should be 1,000m ² .	The comments expressed in the submission are noted. The draft Strategic Framework provides for the allocation of residential designations that support the delivery of affordable housing and provide choice in housing through supporting the development of a diversity of housing types, forms, sizes, densities (including lot sizes) and tenures in appropriate locations.	Recommend no change to the Statement of Proposals (including Draft Strategic Framework).	1
3.7.27	Area 26 Rosewood	Expresses concern regarding the inclusion of specific land south of Karrabin Rosewood Road, Rosewood in the vicinity of the golf course, that is proposed in the Recreation and Open Space (REC) designation and on Strategic Framework Map 6 - Strategic Green Infrastructure.	The comments expressed in the submission are noted and considered to have merit. The new planning scheme will be drafted having regard to the comments raised.	Recommend that the Manager City Design be authorised to give consideration to the matters raised during review of the strategic framework (residential densities) and as part of the drafting of the new planning scheme (zoning).	59
3.7.27	Area 26 Rosewood	Expresses the view that specific rural land west of Rosewood: - is in proximity to a major district centre, community facilities and other urban infrastructure; - is in proximity to a major transit node; - development and environmental constraints can be avoided or mitigated; - can be developed to large lot and urban densities; - the introduction of a mix of urban density designations could provide an opportunity to introduce a greater variety of built forms to the Local Area, and - rural uses are not identified as a priority in this locality and suburban uses are considered the highest and best use of the land.	The land is outside of the South East Queensland Regional Plan's (ShapingSEQ) Urban Footprint and not identified as an area designated for future non-rural uses or increased residential density, the regulatory provisions prevent urban and rural residential sprawl in the Regional Landscape and Rural Production Area (RLRA) and manages other activity, including subdivision, to protect these values. The regulation also serves to protect areas that might be required for accommodating future urban growth beyond the planning horizon of ShapingSEQ.	Recommend no change to the Statement of Proposals (including Draft Strategic Framework).	508
3.7.28	Area 27 Ebenezer, Willowbank, Jeebropilly, Mount Forbes, Mutsdapilly	Expresses support for the Ebenezer Regional Industrial Area in the Ebenezer / Willowbank local framework area.	The support expressed in the submission for the Ebenezer Regional Industrial Area is noted.	Recommend no change to the Statement of Proposals (including Draft Strategic Framework).	254
3.7.28	Area 27 Ebenezer, Willowbank, Jeebropilly, Mount Forbes, Mutsdapilly	Requests that specific land within the proposed Rural 3 (Rural Living) designation close to the Southern Freight Rail Corridor should be designated for commercial.	The proposed land use designations reflect the current land uses. The distance of the land from the business and industry area does not warrant further intensification of urban uses.	Recommend no change to the Statement of Proposals (including Draft Strategic Framework).	1
3.7.28	Area 27 Ebenezer, Willowbank, Jeebropilly, Mount Forbes, Mutsdapilly	Requests that: - specific land proposed in the Rural 2 (Pastoral) designation adjacent to the Ebenezer Regional Industrial Area - Southern Planning Unit be included in the Environmental Management (EM) designation; - environmental corridors be reduced to 100 metres width in certain areas; and - areas be used for infrastructure in the Environmental Management (EM) designation be designated Special Purpose.	The proposed Environmental Management (EM) designation includes areas that are recognised as having environmental value (either existing or as having the potential to provide future connectivity) and/or in combination with, a potential to provide buffering between uses, or management of a significant constraint issue in a practical and effective manner that offers the best development outcomes for the city as a whole over the projected life of the future scheme. Shifting boundaries indicate where designations will be resolved as part of future development applications.	Recommend that the Manager City Design be authorised to give consideration to the matters raised in the review of the draft strategic framework and drafting of the new planning scheme.	254, 466
3.7.28	Area 27 Ebenezer, Willowbank, Jeebropilly, Mount Forbes, Mutsdapilly	Requests that specific land in and west of the Ebenezer Regional Industrial Area - Southern Planning Unit be designated Medium impact industry (MI) or Rural 3 (Rural Living).	The Ebenezer Regional Industrial Area land use designations and boundaries reflect the highest and best use, and the adaptive reuse of land subject to development constraints (ie previous mining activities) and development opportunities (ie proximity to RAAP Base Amberley, Southern Freight Rail Corridor and intermodal inland port, and connects to Ipswich and Brisbane. As well as accommodating difficult to locate motorsports and entertainment events).	Recommend no change to the Statement of Proposals (including Draft Strategic Framework).	191, 254
3.7.28	Area 27 Ebenezer, Willowbank, Jeebropilly, Mount Forbes, Mutsdapilly	Express the view that the Neighbourhood and Local Centre locations along the Cunningham Highway could be moved.	Where Neighbourhood and Local Centres have not yet been developed, they are shown with indicative locations, and the location may change (but within the general vicinity) when development of the centre commences.	Recommend no change to the Statement of Proposals (including Draft Strategic Framework).	466
3.7.28	Area 27 Ebenezer, Willowbank, Jeebropilly, Mount Forbes, Mutsdapilly	Request for specific land in Mount Forbes in the Rural 4 (Special Land Management) designation to be included in an industrial zoning.	Although currently in the Regional Business and Industry Investigation Zone under the current planning scheme, the proposed designation reflects the strategic planning intent of the Ebenezer Regional Industrial Area Implementation Guideline, biodiversity values, and development constraints over the land.	That no change be recommended to the Statement of Proposals (including Draft Strategic Framework).	462

Section	SF Theme	Submitter Issues	Response	Recommendation to Council	Submitter No.
3.7.28	Area 27 Ebenezer, Willowbank, Jeeroptilly, Mount Forbes, Muddapilly	Expresses concern that waste management operations with the Ebenezer area may be compromised, and requests that specified land be amended from the SPH3 Waste Activity and Buffer Areas and included in the Waste Activity Area.	The mapping and supporting document for the management of waste activities in the local government area reflects temporary local planning instrument (TLP) TLP No. 2 / 2018 (Waste Activity Regulation). The Statement of Proposals, Strategic Framework and associated TLP provide a policy response in respect to landfill and waste industry uses occurring in the Ebenezer / Willowbank / Jeeroptilly industrial areas, to ensure this regionally significant economic area is appropriately regulated to protect existing, approved or planned sensitive land uses from adverse impacts associated with waste activities. Existing use rights attributed through development approvals, Planning and Environment Court Consent Orders and Environmental Authorities, have force and effect. The Statement of Proposals, Strategic Framework and associated TLP: - seeks to balance economic interests against social and environmental interests, at significant risk of being impacted by the current and expected waste activity proposals in the Ebenezer / Willowbank / Jeeroptilly industrial areas; and - seeks to further regulate applications for new or expanded waste activities to protect existing, approved and planned residential and other sensitive receiving uses from adverse impacts including air quality and amenity (e.g. odour, dust, noise)	Recommend no change to the Statement of Proposals (including Draft Strategic Framework).	458
3.7.28	Area 27 Ebenezer, Willowbank, Jeeroptilly, Mount Forbes, Muddapilly	Request for specific land in Ebenezer along the Cunningham Highway, Willowbank and proposed in the Special Opportunity designation be broadened to include neighbourhood centre, caravan park, motel, relocatable home park and camping ground.	It is considered that the submission may have merit in this locality, as: - the subject site is developed with caravan park, motel, relocatable home park and camping ground facilities; and - the land can be developed with a mix of uses, excluding permanent residential (due to a variety of noise impacts).	Recommend that the Manager City Design be authorised to amend the Draft Strategic Framework Local Area Framework mapping such that specific land in Area 27 Ebenezer, Willowbank, Jeeroptilly, Mount Forbes, Muddapilly in the Special Opportunity (SOP) designation to be included in the Mixed Use designation/zone.	208
3.7.29	Area 28 Tallagala, Woolshed and The Bluff	Expresses concern for the inclusion of particular land in the industrial designation and expresses support for the inclusion of land within the Conservation (COA) designation.	The comments and support expressed in the submission are noted. The new planning scheme will be drafted having regard to the comments.	Recommend that the Manager City Design be authorised to give consideration to the matters raised in the review of the draft strategic framework and drafting of the new planning scheme.	407
3.7.30	Area 29 Ashwell, Lanefield, Calvert and Grandchester	Expresses support in principle for the proposed designations over specific land in Grandchester in particular regard to rural and eco tourism in the locality. Requests that the relevant codes and levels of assessment provide sufficient flexibility to promote rural accommodation, farm stays, nature based activities, rural tourism and other recreation activities in the area.	The comments expressed in the submission are noted and will be considered in the development of the new planning scheme.	Recommend that the Manager City Design be authorised to give consideration to the matters raised in the review of the draft strategic framework and drafting of the new planning scheme.	223
4.1	Other Matters				
4.1.0	Consultation Process	Expresses that the interactive mapping tool did not provide the capability to allow a submitter to see what they had submitted and sent to Council; or provide the opportunity to make an overall submission about the Statement of Proposals including Draft Strategic Framework or comment on proposed overlays.	The comments expressed in the submission are noted and will be considered in the development of the new planning scheme.	Recommend that the Manager City Design be authorised to give consideration to the matters raised in the review of the draft strategic framework and drafting of the new planning scheme.	25, 24, 76, 77, 78, 413
4.1.0	Consultation Process	Expresses thanks to Council the process that landowners were formally advised of the Statement of Proposals and draft Strategic Framework.	The comments and support expressed in the submission are noted. The new planning scheme will be drafted having regard to the comments.	That no change be recommended to the Statement of Proposals (including Draft Strategic Framework).	25, 24, 76, 77, 78, 413
4.1.0	Consultation Process	Expresses that insufficient information was provided, the information was too complex to understand or the consultation was not allow for meaningful participation with the community.	Owing to the complexities in providing site specific information to all properties in the Ipswich local government area and the potential risk for anomalies in the data, it is considered more effective to enable the community to access all available information through multiple sources. Communications with the community included options of how to gain support or further information, which could be accessed: 1. from Council's website through an interactive platform to view the draft strategic framework and associated mapping, and information about the process, how to obtain further information and make a submission; 2. by contacting the dedicated hotline available to all members of the community to speak to professional town planning staff during office hours; 3. by emailing the dedicated enquiry address; or 4. visiting the counter at the Council Administration Building during office hours where professional town planning staff are available to answer enquiries. Extracts of information were also provided to the community (either via email or hardcopy) where they had no access to internet or experienced difficulty locating information.	That no change be recommended to the Statement of Proposals (including Draft Strategic Framework).	23, 24, 76, 77, 78, 107, 151, 159, 365, 375, 385, 395, 396, 410, 411, 412, 413, 475, 482
4.1.0	Consultation Process	Expresses that the public consultation timeframe is too short or request an extension to consultation timeframe past the 28 June 2019.	This early non-statutory public consultation of the Statement of Proposals (including draft Strategic Framework) was undertaken for a five week period commencing 27 May 2019 and formally concluding on 28 June 2019, with an extension being provided until 12 July 2019 (to facilitate formal reporting to Council) as advertised on Council's website and communicated to requesters of an extension. As this early consultation is not required under the state's land use planning laws and is intended to seek the thoughts, concerns and suggestions of the community, Council will continue to accept late feedback for consideration in the drafting of the new Ipswich Planning Scheme.	That no change be recommended to the Statement of Proposals (including Draft Strategic Framework).	246, 353, 359, 366, 475, 413
4.1.0	Consultation Process	Expresses that there was no prior consultation on the development of the Statement of Proposals (including Draft Strategic Framework).	The Statement of Proposals (including Draft Strategic Framework) is an early step in the process of the drafting the new planning scheme and is not the final Strategic Framework or a draft version of the new planning scheme. The consultation was undertaken to seek early feedback on the community's thoughts, concerns and suggestions as a demonstration of transparency and to help shape the final version of the Strategic Framework and inform the future drafting of the new planning scheme. The consultation on this very early stage of preparing a new planning scheme was not required under the state government's land use planning laws. Formal public consultation on the draft Ipswich planning scheme in accordance with the land use planning legislation (i.e. Planning Act 2009) is still to occur at a later date.	That no change be recommended to the Statement of Proposals (including Draft Strategic Framework).	260, 277, 370, 380, 385, 409, 410, 468
4.1.0	Consultation Process	Express the need for continued engagement with Council in the development of the new planning scheme, or in relation to specific matters.	Future consultation activities will be undertaken in accordance with the State endorsed Communications Strategy. Information about the new planning scheme and its progress through its stages is to be published on Council's website or alert services periodically.	That no change be recommended to the Statement of Proposals (including Draft Strategic Framework).	282, 290, 315, 318, 365, 400, 408, 413, 465

Section	SF Theme	Submitter Issues	Response	Recommendation to Council	Submitter No.
4.1.0	Consultation Process	Expressed that the briefing session was discriminatory as it did not involve the community or organisations.	The key stakeholder briefing presentation along with the recording of the presentation was made available to the public through Council's website and social media to ensure the same information was distributed to the community. The intent of the presentation was to provide a brief of the overall document and consultation process, and not address individual queries. Individuals were directed to the same channels as the community to seek further information and provide feedback.	That no change be recommended to the Statement of Proposals (including Draft Strategic Framework).	353
4.1.0	Consultation Process	Expressed that their household or other households had not received the notification letter advising of the public consultation on the Statement of Proposals (including Draft Strategic Framework).	An open letter from the Interim Administrator of Ipswich City Council was sent to all ratepayers and residents of Ipswich. We're sorry that you did not receive your letter. Council records indicate that a letter was sent to your postal address and we have no record of the letter being returned to sender.	That no change be recommended to the Statement of Proposals (including Draft Strategic Framework).	246, 282, 359
4.1.0	Consultation Process	Expresses that in the absence of elected representatives (i.e. mayor and councillors) that Council should not be progressing the new Ipswich Planning Scheme.	Public consultation for the new Ipswich Planning Scheme is to be undertaken in a two stage process in accordance with the Council adopted and state government endorsed 'Communications Strategy'. Stage 1 of public consultation (current stage) was not required under the state's land use planning legislation (the Planning Act 2016). The purpose of this informal, non-statutory public consultation on the Statement of Proposals (including Draft Strategic Framework) provided early opportunity for input from the community and stakeholders to guide the drafting of the new Ipswich Planning Scheme. Stage 2 involves the formal and statutory public consultation of the new draft Ipswich Planning Scheme in accordance with the requirements of the Planning Act 2016. The timeframe for Stage 2 public consultation on a formal draft of the new Ipswich Planning Scheme is estimated to occur next year, after the scheduled May 2020 local government general elections where a mayor and councillors are to be elected to represent the Ipswich community.	That no change be recommended to the Statement of Proposals (including Draft Strategic Framework).	10, 246, 353, 366, 468
4.1.0	Consultation Process	Expresses that the consultation was poorly communicated to the public.	This early non-statutory public consultation on the Statement of Proposals (including draft strategic framework) was undertaken in accordance with Council's adopted Communications Strategy endorsed by the state government. Council utilised the following methods to communicate the public consultation with the community: 1. an individual notification being sent to residents and property owners (i.e. the open letter from the Interim Administrator of Ipswich City Council); 2. a 'notice' in the form of an open letter to the community published in the local newspaper; 3. media releases in local Ipswich newspapers; 4. series of articles through Ipswich First; 5. Planning and Development eAlert to subscribers; 6. social media posts on Council's Facebook and Twitter pages; 7. a static display in the Council Administration Building (including copy of the notice); 8. rolling advertisement on the East Street, Ipswich electronic billboard; and 9. posters at Booval, Orion, Riverlink and Redbank Shopping Centres. The submitters comments are noted and Council is committed to continue to strive to engage with the community.	That no change be recommended to the Statement of Proposals (including Draft Strategic Framework).	148, 158, 159, 175, 193, 195, 210, 247, 266, 287, 319, 321, 344, 385, 397, 408, 412
4.3.0	Current Planning Scheme Application	Expresses the view that the current planning scheme should remain in effect until the new planning scheme takes effect.	The current 2008 Ipswich Planning Scheme will remain in effect until it is superseded by the adoption and implementation of the new Ipswich planning scheme.	That no change be recommended to the Statement of Proposals (including Draft Strategic Framework).	10
4.3.0	Current Planning Scheme Matter	Expresses concern with the level of non-compliance with approvals and the inability of preventing operators from commencing uses without approval.	Matters of non-compliance and environmental nuisance resulting from current approvals are regulated and managed under current legislative frameworks, including by state agencies under environmental licences. Specific instances of non-compliance, nuisance or unlawful use are able to be reported to the relevant authority for investigation and appropriate action.	Recommend no change to the Statement of Proposals (including Draft Strategic Framework).	194
4.3.0	Editorial Matters	Expresses an opinion regarding the public notification of development applications.	The comments expressed in the submission are noted however, the comments are related to matters addressed in the Planning Act 2016, the Planning Regulations 2017 and the Minister's Guidelines and Rules. Council is not in a position to amend state government statutory provisions.	That no change be recommended to the Statement of Proposals (including Draft Strategic Framework).	170
4.3.0	General Acknowledgement	Expresses interest in the development of the new planning scheme with no identified matters of concern expressed at present, however seeks continued engagement with Council in the development of the new planning scheme.	The feedback and comments are noted and acknowledged. Future consultation activities to occur in accordance with Council's adopted and the state endorsed 'Communications Strategy'.	That no change be recommended to the Statement of Proposals (including Draft Strategic Framework).	178, 208, 448
4.4.0	New-Scheme Matters (Future Drafting)	Expresses the view that a local planning instrument should not be prescriptive but be flexible to promote innovative planning outcomes.	The comments expressed in the submission are noted. The new planning scheme will be prepared to comply with relevant legislation and will seek to balance the level of prescription when addressing state and regional planning interests, as well as local matters and infrastructure needs, whilst facilitating community and development aspirations with opportunity for innovation.	Recommend that the Manager City Design be authorised to give consideration to the matters raised during review of the new planning scheme.	223, 260, 277, 279, 280, 408, 409, 410
4.4.0	New-Scheme Matters (Future Drafting)	Expresses the need to consider additional matters relevant to the development of the new planning scheme, such as the use of wording, definitions, incentives, policy or code provision suggestions.	The comments expressed in the submission are noted and will be considered in the development of the new planning scheme.	Recommend that the Manager City Design be authorised to give consideration to the matters raised during review of the new planning scheme.	60, 86, 111, 113, 126, 151, 183, 198, 223, 225, 227, 271, 281, 283, 292, 313, 320, 352, 353, 355
4.4.0	New-Scheme Matters (Future Drafting)	Expresses the view that mapping: - including overlays, appears to have been generated by inaccurate mapping processes and criteria; - including the use / application of the broken line (shifting boundary) proposed between designations, particularly against Environmental Management designated areas is not clarified in the proposed framework; or - needs to be clear, for example, it is difficult to distinguish the stream types at larger scales in OV2 Watercourses and wetlands mapping, and the legend for the Bushfire transitional areas is not correct.	Mapping is generally undertaken in accordance with the State government's interests expressed in the State Planning Policy (SPP) and supporting mapping included on the SPP Interactive Mapping System. The SPP is a statutory instrument which expresses the State government's interests in land use planning and development, and is required to be appropriately integrated into the new planning scheme. In addition Council has reviewed, and commissioned independent mapping to ensure that mapped criteria is locally contextualised. Despite this, mapping in the SPP and Strategic Framework is not intended to provide full details at an individual property level. Further refinement of mapping is likely to occur as the new planning scheme is drafted.	Recommend that the Manager City Design be authorised to give consideration of the matters raised during review of the relevant proposed strategic framework and during drafting of the new planning scheme.	216, 292, 353, 355, 364, 406, 421, 438, 448, 451, 468, 475, 485, 487, 488
4.5.0	Non-Scheme Matters - Community Information	Requested further information of a general nature related to development or Council projects.	Information about the new planning scheme or regarding Council projects can be found on Council's website or additional media information is able to be obtained from the Ipswich First website: https://www.ipswichfirst.com.au/	That no change be recommended to the Statement of Proposals (including Draft Strategic Framework).	462

Section	SF Theme	Submitter Issues	Response	Recommendation to Council	Submitter No.
4.5.0	Non-Scheme Matters - Personal Opinions	Expresses the view that various opinions regarding the operation of Council or personal issues not addressed by the Strategic Framework in particular or the planning scheme in general.	The comments expressed in the submission are noted however, the comments are not related to planning scheme matters.	That no change be recommended to the Statement of Proposals (including draft Strategic Framework).	1, 4, 5, 6, 8, 9, 11, 14, 35, 36, 53, 75, 82, 83, 87, 89, 96, 98, 103, 113, 141, 223, 334, 448, 489, 500
4.5.0	Non-Scheme Matters - C&E (Community & Culture)	Expresses: - the need for specific community or cultural facilities to be provided or augmented in a timely manner; - the view that they are very impressed with the services and resources that the libraries have to offer; or - the view that there is no need for a library at Rosewood.	The matter be referred to Council's Community and Cultural Services Branch of the Community and Economic Development Department for consideration and appropriate prioritisation.	1. The submission is referred to Council's Community and Cultural Services Branch of the Community and Economic Development Department for consideration and where appropriate prioritisation. 2. Recommend no change to the Strategic Framework. 3. Recommend review of drafting of scheme provisions.	
4.5.0	Non-Scheme Matters - Queensland Urban Utilities	Express the need for water or sewerage infrastructure to be provided or augmented in a timely manner.	The matter be referred to Queensland Urban Utilities for consideration and where appropriate prioritisation.	1. That the submission is referred to Queensland Urban Utilities for consideration and where appropriate prioritisation. 2. Recommend no change to the Strategic Framework. 3. Recommend review of drafting of scheme provisions.	65, 525, 596
4.5.0	Non-Scheme Matters - State Interest Matters	Identified matters of State Interest that need to be determined by State Agencies, including matters relating to State government policies or mapping.	The matter be referred to the Department of State Development, Manufacturing, Infrastructure and Planning for consideration and where appropriate distributed to the relevant State Agency for their consideration and comment.	1. That the submission be referred to the Department of State Development, Manufacturing, Infrastructure and Planning. 2. That the Manager City Design be authorised to consider the advice from DSDMIP in the drafting of the Planning Scheme. 3. That DSDMIP be requested to advise the Submitter of the outcome of the referral.	12, 16, 23, 24, 27, 44, 50, 54, 55, 76, 77, 78, 79, 90, 114, 127, 130, 137, 154, 197, 214, 219, 228, 254, 261, 264, 269, 283, 285, 290, 305, 314, 323, 324, 329, 341, 380, 400, 413, 425, 448, 489, 482, 502, 509
4.5.0	Non-Scheme Matters - Infrastructure & Environment (Environment & Sustainability)	Expresses: - the need for improved street tree plantings, weed management, or the provision of improved park facilities to be undertaken in a timely manner; - support and monitoring of powerful owl population; - support for the reforestation of floodplains and gully floors to provide habitat, prevent erosion and improve water quality; - the view that Council has well maintained parks except bushland; - support for the reforestation of hill tops and ridge crests throughout the local government area to provide links and stepping stones for fauna; - the need for Council to undertake fire management of bushland and parks; or - the view that they are very pleased with the parks and playground facilities throughout Ipswich.	The matter be referred to Council's Environment and Sustainability Branch of the Infrastructure and Environment Department for consideration and appropriate prioritisation.	Recommend that the Manager City Design: 1. be authorised to refer the submissions to Council's Environment and Sustainability Branch of the Infrastructure and Environment Department for consideration and where appropriate prioritisation; and 2. recommend no change to the Strategic Framework. 3. Recommend review of drafting of scheme provisions.	13, 27, 28, 32, 34, 45, 64, 67, 85, 127, 144, 201, 218, 229, 314, 316, 323, 324, 328, 341, 400, 448, 495, 500, 508
4.5.0	Non-Scheme Matters - Infrastructure & Environment (Roads)	Expresses the need for specific road works to be undertaken in a timely manner.	The matter be referred to Council's Infrastructure Strategy Branch of the Infrastructure and Environment Department for consideration and where appropriate prioritisation.	Recommend that the Manager City Design: 1. be authorised to refer the submissions to Council's Infrastructure Strategy Branch of the Infrastructure and Environment Department for consideration and where appropriate prioritisation and the submitter be advised accordingly; 2. to make no change to the Strategic Framework in light of the submissions; and 3. where appropriate, to review of drafting of scheme provisions in light of the submissions.	50, 51, 55, 58, 40, 45, 56, 65, 66, 69, 70, 75, 83, 84, 85, 91, 112, 116, 119, 120, 121, 122, 126, 152, 153, 158, 159, 180, 185, 183, 146, 176, 179, 187, 199, 228, 232, 261, 306, 308, 311, 331, 336, 341, 348, 354, 372, 396, 428, 448, 489, 505, 506, 509
4.5.0	Non-Scheme Matters - Infrastructure & Environment (Stormwater)	Expresses the need for specific stormwater and drainage works to be undertaken in a timely manner.	The matter be referred to Council's Infrastructure Strategy Branch of the Infrastructure and Environment Department for consideration and where appropriate prioritisation.	Recommend that the Manager City Design: 1. be authorised to refer the submissions to Council's Infrastructure Strategy Branch of the Infrastructure and Environment Department for consideration and where appropriate prioritisation; 2. to make no change to the Strategic Framework in light of the submissions; and 3. where appropriate, to review of drafting of scheme provisions in light of the submissions.	69, 83, 108, 307, 335, 396
4.5.0	Non-Scheme Matters - Planning and Regulatory Services (Building)	Identify specific matters relating to the implementation of building regulations.	The matter be referred to Council's Building and Plumbing Branch of the Planning and Regulatory Services Department for consideration.	1. That the submission is referred to Council's Building and Plumbing Branch of the Planning and Regulatory Services Department for consideration. 2. Recommend no change to the Strategic Framework.	29, 205, 336
4.6.0	Non-Scheme Matters - Transparency in Decision Making	Expresses that there are a lack of controls on Councils to affect Council's decision making outcome and that all development applications submitted to Council should promulgated with the community, or Council and decision makers should be more transparent.	The drafting and content of a planning scheme, and the assessment process and consultation requirements for the assessment of development applications are regulated by State government's planning legislation being the Planning Act 2016 and subordinate Planning Regulation 2017. Planning documents and development applications are made available through Council's website, and Planning and Development webpages. Council is committed to the ongoing development of transparency to public.	That no change be recommended to the Statement of Proposals (including Draft Strategic Framework).	41, 158, 174, 175, 247, 397, 405, 495



Our ref: DGC19/544

30 JUL 2019

Department of
**State Development,
Manufacturing,
Infrastructure and Planning**

Mr Greg Chemello
Interim Administrator
Ipswich City Council
PO Box 191
IPSWICH QLD 4305

Email: administrator@ipswich.qld.gov.au

Dear Mr Chemello *Greg*

Thank you for your letter of 28 May 2019 providing the Ipswich City Council's (the council) Statement of Proposals including the draft Strategic Framework for the new Ipswich planning scheme (new planning scheme).

I commend the council for its early engagement with the community and for providing the State Government with the opportunity to comment about key policy issues to help guide preparation of the new planning scheme.

In accordance with step 4 of the section 18 Chief Executive Notice, enclosed is advice about matters raised during the State Interest Review (SIR) and actions that the council should undertake to ensure State interests are appropriately integrated.

I understand that officers from the Department of State Development, Manufacturing, Infrastructure and Planning (the department) recently met with the council to discuss the key policy issues contained in the enclosed advice on 3 July 2019.

While every effort has been made to provide comprehensive SIR comments on the draft Strategic Framework, it is noted that further issues may be identified as more detailed planning scheme provisions become available. As such, I encourage the council to engage in further meetings with the department to ensure that State interests are appropriately integrated during the detailed drafting of the new planning scheme.

The department also welcomes any further updates about progress on the council's consultation with Traditional Owners as drafting continues on the new planning scheme and I look forward to receiving the draft for SIR in 2020.

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If you require further information, I encourage you to contact Mr Nathan Rule, Director, Planning and Development Services, Planning Group, in the department, on (07) 3432 2409 or nathan.rule@dsdmip.qld.gov.au.

Yours sincerely

A handwritten signature in black ink, appearing to read 'Toni Power', written in a cursive style.

Toni Power
A/Director-General

Enc

Enclosure – Ipswich City Council Draft Strategic Framework and Statement of Proposals - Outcome of the State Interest Review (SIR) – Relevant matters, including State interests, that the local government must consider when preparing the new planning scheme

Relevant State interest/legislative matter(s)

State interest	Ref	Policy	PS Ref	Issue	Action to Council	Timing
ShapingSEQ	Page 152	A local government may consider new land for urban purposes outside the Urban Footprint only where its detailed planning process has demonstrated a measurable local need and regional justification for the proposal.	Local framework maps	New urban areas are proposed outside the urban footprint (for example, South Thagoona and Rosewood), without a supporting needs assessment. ShapingSEQ requires that a local government may consider new land for urban purposes outside the Urban Footprint, only where its detailed planning process has demonstrated a measurable local need and regional justification for the proposal.	Complete and submit detailed local planning assessment in accordance with ShapingSEQ, which justifies the need for the proposed new urban areas. Note: page 152 of ShapingSEQ provides details on the justification required to support such analysis.	Provide at SIR.
Regulated requirements	Schedule 2	Section 6	Proposed precincts / zones	Proposed new zone 'Special Opportunity Areas' not defined under schedule 2 of the Planning Regulation 2017.	Consider applying the standard suite of zones to the proposed Special Opportunity Areas. Alternatively, consider the Planning Regulation 2017 section 6(3) (change a purpose statement for a zone) and how it could be applied to the proposed Special Opportunity Areas.	Prior to SIR.
Agriculture	4(a)	Growth in agricultural production and a strong agriculture industry is facilitated by: (a) promoting hard to locate intensive agricultural land uses, such as intensive animal industries, aquaculture, and intensive horticulture in appropriate locations	3.3.5.2 Agricultural production Part (4)(a) p. 19	The design and location of intensive agricultural production activities including intensive animal husbandry and aquaculture to contain impacts from noise, odour and dust to within the property holding on which the production is occurring, does not align with the State Interest – Agriculture, Policy 4 (a).	Consider focussing the design and location of intensive animal industries so they do not cause environmental harm or environmental nuisance at a sensitive land use, not at the boundary of the property the development is located on. Note: The State Planning Policy 2017 (SPP) State interest guidance material – Agriculture, Part E, Example code: Intensive animal industries.	Prior to SIR.
Biodiversity	2	Matters of State Environmental Significance (MSES) are identified and development is located in areas that avoid adverse impacts; where adverse impacts cannot be reasonably avoided, they are minimised.	All	It is unclear whether the methodology for mapping MSES was followed. Where MSES is updated it needs to comply with the Method for mapping MSES for SPP Environmental Offset Regulation 2014.	Where MSES is updated, ensure it complies with the Method for mapping MSES for SPP Environmental Offset Regulation 2014. https://environment.des.qld.gov.au/management/planning-guidelines/pdf/mSES-methodology.pdf This includes contacting the custodians of the base data so the base data can be updated.	Prior to SIR.
Natural hazards, risk and resilience	2	A fit-for-purpose risk assessment is undertaken to identify and achieve an acceptable or tolerable level of risk for personal safety and property in natural hazard areas.	All natural hazards	A fit-for-purpose risk assessment is required to be undertaken to identify and achieve an acceptable or tolerable level of risk for personal safety and property in natural hazard areas.	Prepare and submit a fit-for-purpose risk assessment that complies with AS/NZS ISO 31000:2009 (Landslide AGS2007) by a suitably qualified person for natural hazard areas.	Provide at SIR.

Contacts

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