

VML:MB
Vicki Lukritz
3810 6221

15 March 2018

Sir/Madam

Notice is hereby given that a Meeting of the **PLANNING DEVELOPMENT AND HERITAGE COMMITTEE** is to be held in the **Council Chambers** on the 2nd Floor of the Council Administration Building, 45 Roderick Street, Ipswich commencing at **9.30 am or 10 minutes after the conclusion of the Health, Security and Community Safety Committee, whichever is the earlier** on **Tuesday, 20 March 2018**.

<u>MEMBERS OF THE PLANNING, DEVELOPMENT AND HERITAGE COMMITTEE</u>	
Councillor Morrison (Chairperson) Councillor Tully (Deputy Chairperson)	Councillor Antonioli (Mayor) Councillor Wendt (Deputy Mayor) Councillor Stoneman Councillor Pahlke

Yours faithfully

ACTING CHIEF EXECUTIVE OFFICER

PLANNING DEVELOPMENT AND HERITAGE COMMITTEE AGENDA
*9.30 am or 10 minutes after the conclusion of the Health, Security and
 Community Safety Committee, whichever is the earlier on*
Tuesday, 20 March 2018
 Council Chambers

Item No.	Item Title	Officer
1	Heritage and Monuments Advisory Committee Meeting No. 204	SPM
2	01/2017 – Local Government Infrastructure Plan Amendment	SPM
3	Implementation Guideline No. 35 – Riverview Urban Village Planning and Development Guidelines (Draft for Consultation)	SPM
4	Exercise of Delegations Report	DPM
5	Memorandum of Understanding – Ipswich City Council and Urban Development Institute of Australia (UDIA)	DPM
6	Court Action Status Report	DPM

** Item includes confidential papers

PLANNING, DEVELOPMENT AND HERITAGE COMMITTEE NO. 2018(03)

20 MARCH 2018

AGENDA

1. **HERITAGE AND MONUMENTS ADVISORY COMMITTEE MEETING NO. 204**

With reference to a report by the Strategic Planning Manager dated 5 March 2018 attaching the minutes of the Heritage and Monuments Advisory Committee (meeting number 204) which was held on Thursday, 22 February 2017.

RECOMMENDATION

That the report be received and the contents noted.

2. **01/2017 - LOCAL GOVERNMENT INFRASTRUCTURE PLAN AMENDMENT**

With reference to a report by the Strategic Planning Manager dated 7 March 2018 concerning the proposed final adoption of the Local Government Infrastructure Plan Amendment (LGIP Amendment) pursuant to the Sustainable Planning Act 2009 (SPA) and the proposed adoption of Ipswich Planning Scheme and Planning Scheme Policy Administrative Amendments, the Ipswich Adopted Infrastructure Charges Resolution (No. 1) 2018 and Implementation Guidelines to give effect to the LGIP Amendment.

RECOMMENDATION

- A. That Council resolve to adopt the proposed LGIP Amendment for a Local Government Infrastructure Plan as detailed in Attachment D to the report by the Strategic Planning Manager dated 7 March 2018.
- B. That Council resolve to adopt the Ipswich Planning Scheme and Planning Scheme Policy Administrative Amendments to reflect and give effect to the LGIP Amendment as detailed in Attachment E to the report by the Strategic Planning Manager dated 7 March 2018.
- C. That Council resolve to adopt the Ipswich Adopted Infrastructure Charges Resolution to reflect and give effect to the LGIP Amendment as detailed in Attachment G to the report by the Strategic Planning Manager dated 7 March 2018 pursuant to s113 of the *Planning Act 2016* as the Ipswich Adopted Infrastructure Charges Resolution (No.1) 2018.
- D. That Council resolve that the commencement date for the proposed LGIP Amendment, Ipswich Planning Scheme and Planning Scheme Policy Administrative Amendments and Ipswich Adopted Infrastructure Charges Resolution be Monday, 23 April 2018 and that the amendments be noted accordingly.

- E. That Council resolve to amend Implementation Guideline No. 9 – Bellbird Park Planning Study, Implementation Guideline No. 25 – New Chum Enterprise Area Planning Study and Implementation Guideline No. 27 – Guidance on Recreation Range and Opportunity Outcomes Arising from Embellishment of Public Parks to reflect and give effect to the LGIP Amendment as detailed in Attachments I, J and K to the report by the Strategic Planning Manager dated 7 March 2018, with a commencement date of Monday, 23 April 2018.
- F. That the Strategic Planning Manager be requested to attend to the relevant matters associated with the implementation of the proposed LGIP Amendment, Ipswich Planning Scheme and Planning Scheme Policy Administrative Amendments, Ipswich Adopted Infrastructure Charges Resolution and Implementation Guidelines, including:
1. amending the relevant documents and Council databases;
 2. placement of public notices of the adoption of the LGIP Amendment and Ipswich Planning Scheme and Planning Scheme Policy Administrative Amendments;
 3. uploading the relevant documents to the Council website, including the uploading of the Ipswich Adopted Infrastructure Charges Resolution; and
 4. forwarding notification of the adoption of the LGIP Amendment and the Ipswich Planning Scheme and Planning Scheme Policy Administrative Amendments to the Chief Executive of the Department of State Development, Manufacturing, Infrastructure and Planning.
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3. IMPLEMENTATION GUIDELINE NO. 35 – RIVERVIEW URBAN VILLAGE PLANNING AND DEVELOPMENT GUIDESLINES (DRAFT FOR CONSULTATION)

With reference to a report by the Strategic Planning Manager dated 9 March 2018 concerning Implementation Guideline No. 35 – Riverview Urban Village Planning and Development Guidelines (Draft for Consultation).

RECOMMENDATION

That Implementation Guideline No. 35 – Riverview Urban Village Planning and Development Guidelines (Draft for Consultation) as detailed in Attachment A to the report by the Strategic Planning Manager dated 9 March 2018 be adopted for the purpose of public consultation.

3. EXERCISE OF DELEGATIONS REPORT

With reference to a report by the Development Planning Manager dated 6 March 2018 concerning applications determined by delegated authority.

RECOMMENDATION

That the report be received and the contents noted.

4. MEMORANDUM OF UNDERSTANDING – IPSWICH CITY COUNCIL AND URBAN DEVELOPMENT INSTITUTE OF AUSTRALIA (UDIA)

With reference to a report by the Planning Manager dated 8 March 2018 concerning a proposed Memorandum of Understanding between Ipswich City Council and the Urban Development Institute of Australia (UDIA).

RECOMMENDATION

- A. That Council enter into a Memorandum of Understanding with the Urban Development Institute of Australia (UDIA) based on the proposed Memorandum of Understanding as detailed in attachment B to the report by the Development Planning Manager dated 8 March 2018.
 - B. That the Chief Executive Officer be authorised to negotiate and finalise the terms of the Memorandum of Understanding to be executed by Council in consultation with the Chairperson of the Planning, Development and Heritage Committee and the City Planner and the Chief Executive Officer be authorised to negotiate with the Urban Development Institute of Australia (UDIA) to finalise and execute the Memorandum of Understanding, as detailed in Attachment B of the report by the Development Planning Manager dated 8 March 2018.
 - C. That the executed Memorandum of Understanding be subject to a review within 24 months of signing and the outcome of the review be presented by the City Planner to a subsequent Planning, Development and Heritage Committee for consideration prior to execution of a subsequent Memorandum of Understanding.
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8. COURT ACTION STATUS REPORT

With reference to a report by the Development Planning Manager dated 6 March 2018 concerning the status of outstanding court actions.

RECOMMENDATION

That the report be received and the contents noted.

** Item includes confidential papers

and any other items as considered necessary.

NVB:TJ
H: Planning\Heritage Committees\HCC\Feb 2018\HCC_Memo_Feb18

Planning, Development and Heritage Committee	
Mtg Date: 20.03.2018	OAR: YES
Authorisation: John Adams	

5 March 2018

MEMORANDUM

TO: CITY PLANNER


FROM: STRATEGIC PLANNING MANAGER

RE: HERITAGE AND MONUMENTS ADVISORY COMMITTEE MEETING NO. 204

INTRODUCTION:

This is a report by the Strategic Planning Manager dated 5 March 2018 attaching the minutes of the Heritage and Monuments Advisory Committee (meeting number 204) which was held on Thursday, 22 February 2017.

ATTACHMENT:

Name of Attachment	Attachments
Heritage and Monuments Advisory Committee (meeting number 204)	 Attachment A

RECOMMENDATIONS:

That the report be received and the contents noted.

Nick Vass-Bowen
STRATEGIC PLANNING MANAGER

I concur with the recommendations contained in this report.

John Adams
CITY PLANNER

Heritage and Monuments Advisory Committee (HMAC) Minutes

Meeting Number	204
Date	Thursday, 22 February 2018
Start Time	9.00 a.m.
Venue	Claremont Room, Ipswich City Council
Attendees	<p>Cr David Morrison – Chair Cr Kerry Silver - Deputy Chair Cr David Pahlke Joy Boughen – Rosewood Scrub Historical Society Irma Deas – Ipswich Genealogical Society Kay Jones – National Trust of QLD, Ipswich and West Moreton Branch Kevin Keys – National Servicemen’s Association Derek Kinchela – Indigenous Australian Community Development Officer, ICC Jane Kingston – Ipswich Hospital Museum Tina Longford - Indigenous Land Use Partnerships Coordinator, ICC Joyce Phillips Dr Celmara Pocock – University of Southern Queensland - Toowoomba Melanie Rush – National Trust of QLD, Ipswich and West Moreton Branch Ken Sbeghen – Ipswich Historical Society Robert Shiels – Railway Workshops Museum Sally Hetherington – Digital Archivist, Ipswich Library Daniel Keenan – Principal Officer (Urban Design and Heritage Conservation), ICC Tanya Jen – Team Coordinator (Cultural Heritage), ICC Jo-Ann Porter – Strategic Planning Branch, ICC</p>
Apologies	<p>Cr Kylie Stoneman Graham Carter – Engineering Heritage Australia/Queensland</p>

Discussion items:

Item/Item number	Discussion and conclusions
1. Welcome and Introductions	Members of the committees introduced themselves.
2. Confirmation of Minutes of Previous Meeting	<p>That the Minutes of the Meeting held on 30 November 2017 be confirmed subject to the amendments as follows:</p> <p>Page 2, item 5, paragraph 2, “Indigenous Australian Soldier War Memorial”:</p> <p>That the words “consultation has occurred with Colin Watego (Defence Force Senior Indigenous Recruitment Officer) and local groups” be replaced with “consultation has occurred with Colin Watego (Defence Force Senior Indigenous Recruitment Officer) and consultation with Indigenous Community (inclusive of Traditional Owner’s) has occurred in the past.”</p> <p>Moved by Irma Deas Seconded by Jane Kingston. The motion was put and carried.</p>
3. Heritage Adviser Service	Heritage Adviser Interview notes were circulated to members.
4. Department of Environment and	The following Exemption Certificates were received by the Department of Environment and Science for:

<p>Science Notifications</p>	<ul style="list-style-type: none"> • 103 Limestone Street, Ipswich. Development description: Conservation of rendered masonry that has deteriorated due to rising damp. • Queens Park, Milford Street. Installation of glass balustrading, remove and replace the staircase and removal of the steel stair handrail on the Tennis Club building. • North Ipswich Railway Workshop Complex, 1 North Street, North Ipswich - southern end of the Timekeepers office building. Includes the replacement of a single, exterior mounted, existing galvanised waste pipe with a new PVC waste pipe, in the same location and painted to match the building cladding. • St Francis Xavier Church, 6 Church Street, Goodna. Replacement of deteriorated metal roof sheeting, flashing, guttering, downpipes as required and concealed timber roof support members of the church building. • Note: In the future a summary of Notifications received with accompanying photograph of each site to be prepared and forwarded to committee members with the Agenda and minutes.
<p>5. Macfarlane Memorial, Queens Park</p>	<p>No further information at this stage. Action: WPR to be advised to consider reinstating an acanthus bud on the top of the memorial.</p>
<p>6. Indigenous Australian Soldier War Memorial – Queens Park</p>	<p>Councils Principal Officer (Open Space, Land & Facilities Operations) has been in contact with the State Government and has been advised to lodge an exemption certificate. A draft concept plan to illustrate maximum footprint will be used for the lodgement.</p>
<p>7. Plaque for Trees – Box Flat Memorial</p>	<p>A response to the Mayor’s letter (dated 26 October 2017) has been received from the State Government. Their letter dated 5 February 2018 confirms the information we provided but does not confirm who owns the land on which the memorial is sited. It was suggested that a letter from the Mayor be written to the State Minister for further clarification on who owns the land and who is responsible for the maintenance of the plaque and the surrounding vegetation. The Mayor’s office to respond to the letter. Action: Chairman to discuss this matter with the Mayor’s office.</p>
<p>8. Viva Cribb Bursary and Picture Ipswich update</p>	<p>Viva Cribb Bursary The committee was advised that the Ipswich Hospital Museum and the Ipswich Grammar School are on track with their projects. Picture Ipswich There are now 14,659 images on the Picture Ipswich website.</p>
<p>9. Corporate Archives</p>	<p>The matter of a need for a Corporate Archival Room is an ongoing issue for consideration in the design of the new Council building. To progress this concept it was suggested that a Committee Paper be drafted for consideration by Council. Action: The Chairman will contact the Chief Operating Officer regarding the drafting of a Committee paper (Corporate Services) to ensure space is allocated in the new Council building to store Corporate Archival material.</p>
<p>10. USQ/Ipswich City Council Partnership Opportunities</p>	<ul style="list-style-type: none"> • The Statements of significance prepared by University Students in 2017 are being utilised for the Statements required for the new Planning Scheme. • Council Officers and USQ Staff are meeting on 26 February 2018 to discuss a potential project for the Fleming vault at the Ipswich Cemetery. • Future opportunities for heritage projects will be investigated (USQ living memory – partnership opportunity).

11. Committee Members updates	Committee Member's updates were circulated and discussed. Copies attached.
12. Correspondence	Letter dated 5 February 2018 received from the State Government regarding plaque for Box Flat memorial. Refer to item 7.
13. General Business	<ul style="list-style-type: none"> • Kholo Waterworks Pumping Station: Council staff inspected the original Pumping Station at Kholo Gardens recently. There is some concern about the stability of the embankment near the wells and there was discussion about potential future signage for the site. • Ipswich Heritage Club: it was suggested a representative from the newly formed Ipswich Heritage Club be invited to attend a future HMAAC Meeting. • An invitation to be extended to the Department of Environment and Science to attend a future meeting to provide an update on the State Government Grants Program. • Poetry Competition: sponsorship for poems based on Picture Ipswich images. The HMAAC does not have a budget and no money has been allocated in the Planning and Development Department Budget for the Competition. • QR Code and audio tour of Ipswich Heritage Homes: it was suggested that a heritage tour of Ipswich homes could be developed similar to the audio tour of Queens Park. Planning and Development Department Officers recently provided the Chair with an overview of the Trails program and options for future trails including additional audio tours. • Tourist bus: There was discussion about the benefits of locally operated tourist buses with local guides focusing on historic homes and buildings.
Meeting Close	The meeting closed at 10.30 a.m.

Heritage and Monuments Advisory Committee – Members update, February 2018

Organisation	Update
Engineers Australia – Engineering Heritage Queensland	Update available at the next HMAC meeting after the Engineers Australia meet.
Ipswich Genealogical Society	<ul style="list-style-type: none"> • Brigg House update: A number of things happened over the break, which has made a difference to the work on Brigg House. There was an issue with the lead based paint as the Trainees were not qualified to remove it, and a decision was made to replace all the chamfer boards. As the house is Council owned they were informed of what we wished to do and permission was given. Cleanaway agreed that this was still part of the original proposal and the Grant could be used to cover the extra cost. The proposed cementing of a storage area under the house has been deferred, because of lack of funds. The gutters have been replaced by Chub Guttering. This was covered by the Grant from Cleanaway as the Trainees do not work above a certain height. Brigg House is not painted the same colour as the other buildings at Cooneana Heritage Centre - they are cream and green or cream and red. It is light grey with dark grey gutters and railings, and window hoods. The window hoods have been repaired and iron replaced. A set of French doors have been incorporated into the side wall as we are hoping in the future to have a room added. Adding the door when the chamfers were put up will be an advantage when / if the time comes, and they allow more light and air circulation. • Information sessions during the Ipswich Festival Saturday 12th April from 12 noon to 2 pm Tuesday 15th April from 10 am to 12 noon
Ipswich Historical Society	<ul style="list-style-type: none"> • Planning events for 2018, including 150th anniversary of the initial construction of Cooneana Homestead. • Providing resources for post-graduate students from UQ & Griffith Universities. • Curator appointed for upcoming Anzac display. • Metalworking craft group now established at Cooneana. • Cataloguing of Society collections continuing.
Ipswich Hospital Museum	<ul style="list-style-type: none"> • IHM is participating in the Queensland Museums and Galleries Standards Review Program. It is a year-long program which will enable the Museum to examine its policies and procedures and other activities as well as networking with other similar organisations. • Group visit from the Rosewood Women’s Group on March 13 – the group will be the first to take up the offer of a free bus to the museum. The Ipswich Hospital Foundation has been donated a 20 seater bus by Pro-Drive Driving School which the IHF will provide free for groups wishing to visit the museum. • IHM will be auctioning its collection of paintings and prints which

	<p>have no historical significance to the hospital on March 22/23.</p> <ul style="list-style-type: none"> • A new cabinet has been purchased with monies received from the Gaming Grant – the cabinet will be used to display the story of a trainee nurse at the Ipswich Hospital in the 1940s. The collection was donated by a nurse who trained at the hospital at the time and includes her letter of acceptance, ward reports on her performance, photographs, exams/assessments, badges and certificates.
National Trust QLD – Ipswich and West Moreton Branch	<ul style="list-style-type: none"> • Great House of Ipswich on 12 May 2018. This will be the 5th year the event has been held. It has been a great success with 8000 visitors in 2017 over 2 days. Two thirds of the visitors are from outside the Ipswich area. The Hospital Museum will coordinate to be open on the same day.
Rosewood Scrub Historical Society	<ul style="list-style-type: none"> • Open for business for 2018 with the first meeting held on the 4th Feb. No further business arising.
Workshops Rail Museum	<p>Mephisto (tank) has spent the last 6 months on display at the museum but after a late night manoeuvre it was moved to the Queensland Museum. It is one of only 20 built and it is the last surviving example of the first German tank.</p>

Planning, Development and Heritage Committee	
Mtg Date: 20/3/2018	OAR: YES
Authorisation: John Adams	

7 March 2018

MEMORANDUM

TO: CITY PLANNER

FROM: STRATEGIC PLANNING MANAGER

RE: 01/2017 - LOCAL GOVERNMENT INFRASTRUCTURE PLAN AMENDMENT

INTRODUCTION:

This is a report by the Strategic Planning Manager dated 7 March 2018 concerning the proposed final adoption of the Local Government Infrastructure Plan Amendment (LGIP Amendment) pursuant to the *Sustainable Planning Act 2009* (SPA) and the proposed adoption of Ipswich Planning Scheme and Planning Scheme Policy Administrative Amendments, the Ipswich Adopted Infrastructure Charges Resolution (No. 1) 2018 and Implementation Guidelines to give effect to the LGIP Amendment.

BACKGROUND:

On 28 March 2017, Council resolved to amend the Ipswich Planning Scheme for a Local Government Infrastructure Plan (LGIP) by adopting the proposed LGIP Amendment as outlined in the report by the Team Coordinator – Strategic Planning dated 9 March 2017. Council also resolved that the proposed amendments be forwarded to the Minister for review and approval in accordance with the provisions of SPA and Statutory Guideline 01/16 - Making and amending local planning instruments (MALPI).

The proposed LGIP Amendment was forwarded to the Department of Infrastructure, Local Government and Planning (DILGP) on 29 March 2017 requesting a 'State interest' review and seeking the Minister's agreement to publicly notify the LGIP Amendment in accordance with SPA and MALPI.

The first 'State interest' review was completed on 12 June 2017, with the granting of Ministerial approval (by correspondence on this date) for Council to publicly notify the proposed LGIP Amendment without conditions.

Council at its meeting of 19 September 2017 resolved to amend the Ipswich Planning Scheme for a Local Government Infrastructure Plan (LGIP) by adopting the proposed LGIP Amendment as outlined in the report by the Team Coordinator – Strategic Planning dated 9 March 2017 without modification. Council also resolved that the proposed amendments be forwarded to the Minister for review and approval in accordance with the provisions of the SPA and MALPI.

The second compliance review commenced 20 September 2017 and was completed on 27 September 2017 with the provision of an updated LGIP Checklist and Reviewer Statement (refer to Attachment A).

The Reviewer Statement concluded that the draft Ipswich City Council LGIP complies with the LGIP template, LGIP checklist, and *Statutory Guideline 03/14 - Local government infrastructure plans* (LGIP Guideline 03/14).

On 28 September 2017, Council forwarded the relevant documentation to the Minister requesting approval to proceed to adoption. A copy of the documentation was concurrently forwarded to DILGP on the same date.

On 30 January 2018, Council resolved to request that the Minister for State Development, Manufacturing, Infrastructure and Planning extend the LGIP preparation timeframe to 30 June 2018. The extension was granted by letter dated 14 February 2018 by the Deputy Director-General, Planning Group, Department of State Development, Manufacturing, Infrastructure and Planning (DSDMIP).

By correspondence dated 20 February 2018, the Minister for DSDMIP, the Honourable Cameron Dick MP, advised that Council may adopt the proposed LGIP Amendment with no ministerial conditions (refer to Attachment B).

The proposed LGIP Amendment will replace the current LGIP (formerly the Priority Infrastructure Plan) in the Ipswich Planning Scheme (ie Part 13 – Priority Infrastructure Plan).

The LGIP Amendment has been prepared in the required template format and in summary:

- states in Section 13.2 (Planning assumptions) the assumptions about future growth and urban development including the assumptions of demand for each trunk infrastructure network;
- identifies in Section 13.3 (Priority infrastructure area) the prioritised area to accommodate urban growth up to 2031;
- states in Section 13.4 (Desired standards of service) for each trunk infrastructure network the desired standard of performance;
- identifies in Section 13.5 (Plans for trunk infrastructure) the existing and future trunk infrastructure for transport, public parks and land for community facilities;
- provides a list of supporting documents at the end of Section 13.5 (in the Editor's note - Extrinsic Material) that assist in the interpretation of the local government infrastructure plan;
- states in Section 13.6 (Definitions) the definitions for this local government infrastructure plan;
- includes in Section 13.7 (Local government infrastructure plan summary tables) the planning assumption summary tables;
- includes in Section 13.8 (Schedule of works) the schedule of works for the transport, public parks and land for community facilities trunk networks; and
- includes in Section 13.9 (Local government infrastructure plan maps) the supporting mapping for the transport, public parks and land for community facilities trunk networks.

LGIP AMENDMENT:

Some final formatting changes and wording will need to be included in proposed Part 13—Local Government Infrastructure Plan to give effect to the LGIP Amendment. This includes updating the headers and footers to reflect the adoption date, updating the table of contents and the inclusion of the URL link to the location of the Schedule of Works model on Council’s website. The Ipswich Planning Scheme table of contents will similarly require updating.

The proposed changes to the LGIP are detailed in Attachment C – LGIP Changes.

A clean skin of the new Part 13—Local Government Infrastructure Plan incorporating the minor changes is included in Attachment D – Part 13—Local Government Infrastructure Plan (clean skin).

ADMINISTRATIVE AMENDMENTS:

A number of consequential administrative amendments are also required to be made to the Ipswich Planning Scheme and Planning Scheme Policies to reflect and give effect to the LGIP Amendment.

Part A – Ipswich Planning Scheme Administrative Amendments

The adoption of the LGIP Amendment will necessitate a number of administrative amendments to the Ipswich Planning Scheme as summarised below:

- replacement of the redundant term ‘the Priority Infrastructure Plan’ with ‘Part 13—Local Government Infrastructure Plan’;
- replacement of references to ‘Planning Scheme Policy 5’ with ‘the Ipswich Adopted Infrastructure Charges Resolution’ to correctly reference the process of determining infrastructure credit (offset);
- deletion of the redundant term ‘Planning Scheme Policy 5’ as a consequence of the changes to replace references to ‘the Ipswich Adopted Infrastructure Charges Resolution’;
- replacement of reference to the former supporting document ‘Local Community Facilities Infrastructure Policy’ with reference to ‘Part 13—Local Government Infrastructure Plan’;
- correction of references to ‘Map 4’ with ‘Map 4a and Map 4b’;
- correction of reference to the provision of external works as outlined in ‘Planning Scheme Policy 5—Infrastructure’ with reference to the specifications outlined in ‘Planning Scheme Policy 3—General Works’ and ‘Part 13—Local Government Infrastructure Plan’;
- correction of a note to delete reference to the Redbank Plains Road alignment;
- correction of the reference to the ‘Ipswich Cycle Strategy’ with ‘Ipswich iGO Active Transport Action Plan’;
- correction of a note to identify that the interchange at Keidges Road, Redbank Plains is required;
- updates to the public parks network mapping on Map 1 – Principal Conservation Areas and Integrated Open Space Network to reflect the updated Part 13 mapping;

- updates to the transport (road) network mapping on Map 4a – Transport Network and Map 4b – Transport Network to reflect the updated Part 13 mapping;
- updates to the transport (road) network mapping on Figure 4-8-4 Walloon Thagoona Strategic Road & Rail Network to reflect the updated Part 13 mapping; and
- updates to the transport (road) network mapping on Strategy Map 2 – Urban Areas to reflect the updated Part 13 mapping.

Pursuant to Schedule 1 of the Minister’s Guideline’s and Rules (MGR) under the *Planning Act 2016* (the Act) these amendments are administrative amendments, being the correction of redundant or outdated terms, correction of factual matters, or the correction of cross-references.

The Ipswich Planning Scheme Administrative Amendments are detailed in Attachment E.

Part B – Ipswich Planning Scheme Policy Administrative Amendments

The adoption of the LGIP Amendment will also necessitate administrative amendments to Planning Scheme Policy 2 – Information Local Government May Request and Planning Scheme Policy 3 – General Works as summarised below:

- correction of references to ‘Map 4’ with ‘Map 4a and Map 4b’; and
- replacement of the redundant term ‘the Priority Infrastructure Plan’ with ‘Part 13— Local Government Infrastructure Plan’.

Pursuant to Schedule 1 of the MGR, these amendments are administrative PSP amendments, being the correction of a redundant or outdated terms, or the correction of cross-references.

The Ipswich Planning Scheme Policy Administrative Amendments are detailed in Attachment E.

IPSWICH ADOPTED INFRASTRUCTURE CHARGES RESOLUTION:

The Ipswich Adopted Infrastructure Charges Resolution (No.1) 2017 (AICR) came into effect on and from 26 July 2017 pursuant to the Act.

A number of changes are required to be made to the AICR to reflect and give effect to the LGIP Amendment as summarised below:

- replacement of references to the former supporting documents ‘Land for Local Community Facilities Supporting Document (Update) 2009’ and ‘Ipswich Public Parks Strategy (Update) 2009’ with reference to Part 13—Local Government Infrastructure Plan;
- updating the definition of ‘local government infrastructure plan’ to remove the reference to the priority infrastructure plan;
- updating the commencement date; and
- updating the date in the footer and maps.

It is proposed that a new AICR be adopted to include these minor changes pursuant to s113 of the Act.

The proposed changes to the AICR are detailed in Attachment F – Proposed Ipswich Adopted Infrastructure Charges Resolution (track changes) and a clean skin of the proposed Ipswich Adopted Infrastructure Charges Resolution (No.1) 2018 incorporating the minor changes has been included as Attachment G – Proposed Ipswich Adopted Infrastructure Charges Resolution (clean skin).

IMPLEMENTATION GUIDELINES:

Some minor changes will also need to be made to three (3) implementation guidelines to reflect the LGIP Amendment as outlined below.

Implementation Guideline No. 9 – Bellbird Park Planning Study and Implementation Guideline No. 25 – New Chum Enterprise Area Planning Study require changes to replace references to ‘the Priority Infrastructure Plan’ with ‘Part 13—Local Government Infrastructure Plan’ and to update the adoption dates of these guidelines.

Implementation Guideline No. 27 – Guidance on Recreation Range and Opportunity Outcomes Arising from Embellishment of Public Parks also requires changes to update the adoption date and to correct the references from ‘Planning Scheme Policy 3’, ‘Planning Scheme Policy 5’ and ‘The Ipswich Public Parks Strategy 2007 (Update)’ to reference ‘Part 13—Local Government Infrastructure Plan’, ‘the Ipswich Adopted Infrastructure Charges Resolution’ and ‘the LGIP extrinsic material’. Minor adjustments have also been made to the field dimensions in the Desired Standard of Service (DSS). These changes reflect the inclusion of the LGIP in the planning scheme and correctly reference the process of determining infrastructure credit (offset).

The proposed amendments to the Implementation Guidelines are detailed in Attachment H.

Clean skin documents incorporating the minor changes to the implementation guidelines are included in Attachments I – Implementation Guideline No. 9 – Bellbird Park Planning Study (clean skin), J – Implementation Guideline No. 25 – New Chum Enterprise Area Planning Study (clean skin) and K – Implementation Guideline No. 27 – Guidance on Recreation Range and Opportunity Outcomes Arising from Embellishment of Public Parks (clean skin).

AMENDMENT PROCESS:

LGIP Amendment Process

Although the SPA was repealed on 3 July 2017, section 287 of the Act provides for the SPA (and associated statutory guidance) to continue to apply to making the LGIP Amendment.

The full LGIP amendment process is outlined in Attachment L to this report.

Under the relevant legislation, the Schedule of Works (SOW) model, LGIP Checklist and the extrinsic material to the LGIP (as listed in the proposed Part 13) is required to be displayed on the Council website. It is proposed to include this information on the Planning Document page of the Planning and Development portal under a new heading, Local Government Infrastructure Plan.

Administrative Amendment Process

The Administrative Amendment process follows a reduced assessment process pursuant to the MGR by allowing the amendments to be determined by Council instead of the Minister and not requiring public notification.

Ipswich Planning Scheme Administrative Amendment Process

The MGR prescribes the process for making an Administrative Amendment to a Planning Scheme pursuant to section 20 of the Act. The process contained in Chapter 2, Part 1 of the MGR for an Administrative Amendment is summarised as follows:

- prepare the Planning Scheme Administrative Amendment;
- decision to adopt or not proceed with the proposed Administrative Amendment;
- if adopting the proposed amendment, a public notice must be published in accordance with the Act and the requirements prescribed in Schedule 5 of the MGR; and
- within 10 business days of publishing a public notice, copies of the public notice and a certified copy of the Administrative Amendment as adopted be sent to the Chief Executive (Department of State Development, Manufacturing, Infrastructure and Planning).

Ipswich Planning Scheme Policy Administrative Amendment Process

The MGR prescribes the process for making an Administrative Amendment to a Planning Scheme Policy pursuant to section 22 of the Act. The process contained in Chapter 3, Part 1 of the MGR for an Administrative Amendment is summarised as follows:

- prepare the Planning Scheme Policy Administrative Amendment;

- decision to adopt or not proceed with the proposed Administrative Amendment;
- if adopting the proposed amendment, a public notice must be published in accordance with the Act and the requirements prescribed in Schedule 5 of the MGR; and
- within 10 business days of publishing a public notice, copies of the public notice and a certified copy of the Administrative Amendment as adopted be sent to the Chief Executive (Department of State Development, Manufacturing, Infrastructure and Planning).

In accordance with Section 9 of the Act, the proposed Administrative Amendments to the Ipswich Planning Scheme may have effect on and from:

- (a) the day on which the notice is published in the gazette; or
- (b) a later day stated in –
 - (i) the notice; or
 - (ii) the instrument.

Adopted Infrastructure Charges Resolution Process

Section 113 of the Act states that a local government may, by resolution, adopt charges for providing trunk infrastructure for development.

Section 118 of the Act states that an Adopted Infrastructure Charges Resolution has effect on the day the charges resolution is uploaded on the local government website.

However if the charges resolution is uploaded on the website before the beginning of the day stated in the resolution as the day for the charges to take effect, it has effect on the day stated in the resolution.

Implementation Guideline Amendment Process

Implementation Guidelines are prepared pursuant to Section 2.3(2) of the Ipswich Planning Scheme. There is no prescribed statutory requirement for consultation to be undertaken when adopting or amending an Implementation Guideline.

COMMENCEMENT DATE:

In accordance with the requirements of Section 120 of the SPA, the proposed LGIP Amendment will have effect on and from:






- the day the making of the amendment is notified in the gazette; or
- if a later day for the commencement of the amendment is stated in the amendment – the later day.

There are a number of logistical elements which are yet to be finalised in relation to the proposed LGIP Amendment. These include the logistics associated with printing the documents, placing the public notices and publication online.

It is proposed to adopt the Ipswich Planning Scheme and Planning Scheme Policy Administrative Amendments at the same time as the adoption of the LGIP Amendment for a Local Government Infrastructure Plan in accordance with Section 9 of the Act. It is also proposed to adopt the Ipswich Adopted Infrastructure Charges Resolution at the same time in accordance with Section 118 of the Act and the amended Implementation Guidelines in accordance with Section 2.3(2) of the Ipswich Planning Scheme.

Accordingly, it is proposed that the commencement date for the proposed LGIP Amendment, the Ipswich Planning Scheme and Planning Scheme Policy Administrative Amendments, the Ipswich Adopted Infrastructure Charges Resolution (No.1) 2018 and Implementation Guidelines be Monday, 23 April 2018.

ATTACHMENTS:

Name of Attachment	Attachment
Reviewer Statement and Checklist	 Attachment A
Correspondence from the Minister for State Development, Manufacturing, Infrastructure and Planning	 Attachment B
LGIP Changes	 Attachment C
Part 13—Local Government Infrastructure Plan (clean skin) Attachment D – Part 1 Attachment D – Part 2	 Attachment D_Part1.pdf  Attachment D_Part2.pdf
Ipswich Planning Scheme and Planning Scheme Policy Administrative Amendments	 Attachment E
Proposed Ipswich Adopted Infrastructure Charges Resolution (track changes)	 Attachment F

Proposed Ipswich Adopted Infrastructure Charges Resolution (clean skin)	 Attachment G
Implementation Guideline Amendments	 Attachment H
Implementation Guideline No. 9 – Bellbird Park Planning Study (clean skin)	 Attachment I
Implementation Guideline No. 25 – New Chum Enterprise Area Planning Study (clean skin)	 Attachment J
Implementation Guideline No. 27 – Guidance on Recreation Range and Opportunity Outcomes Arising from Embellishment of Public Parks (clean skin)	 Attachment K
LGIP Amendment Process (MALPI)	 Attachment L

RECOMMENDATIONS:

- A. That Council resolve to adopt the proposed LGIP Amendment for a Local Government Infrastructure Plan as detailed in Attachment D to the report by the Strategic Planning Manager dated 7 March 2018.
- B. That Council resolve to adopt the Ipswich Planning Scheme and Planning Scheme Policy Administrative Amendments to reflect and give effect to the LGIP Amendment as detailed in Attachment E to the report by the Strategic Planning Manager dated 7 March 2018.
- C. That Council resolve to adopt the Ipswich Adopted Infrastructure Charges Resolution to reflect and give effect to the LGIP Amendment as detailed in Attachment G to the report by the Strategic Planning Manager dated 7 March 2018 pursuant to s113 of the *Planning Act 2016* as the Ipswich Adopted Infrastructure Charges Resolution (No.1) 2018.
- D. That Council resolve that the commencement date for the proposed LGIP Amendment, Ipswich Planning Scheme and Planning Scheme Policy Administrative Amendments and Ipswich Adopted Infrastructure Charges Resolution be Monday, 23 April 2018 and that the amendments be noted accordingly.

- E. That Council resolve to amend Implementation Guideline No. 9 – Bellbird Park Planning Study, Implementation Guideline No. 25 – New Chum Enterprise Area Planning Study and Implementation Guideline No. 27 – Guidance on Recreation Range and Opportunity Outcomes Arising from Embellishment of Public Parks to reflect and give effect to the LGIP Amendment as detailed in Attachments I, J and K to the report by the Strategic Planning Manager dated 7 March 2018, with a commencement date of Monday, 23 April 2018.
- F. That the Strategic Planning Manager be requested to attend to the relevant matters associated with the implementation of the proposed LGIP Amendment, Ipswich Planning Scheme and Planning Scheme Policy Administrative Amendments, Ipswich Adopted Infrastructure Charges Resolution and Implementation Guidelines, including:
1. amending the relevant documents and Council databases;
 2. placement of public notices of the adoption of the LGIP Amendment and Ipswich Planning Scheme and Planning Scheme Policy Administrative Amendments;
 3. uploading the relevant documents to the Council website, including the uploading of the Ipswich Adopted Infrastructure Charges Resolution; and
 4. forwarding notification of the adoption of the LGIP Amendment and the Ipswich Planning Scheme and Planning Scheme Policy Administrative Amendments to the Chief Executive of the Department of State Development, Manufacturing, Infrastructure and Planning.

Nick Vass-Bowen
STRATEGIC PLANNING MANAGER

I concur with the recommendations contained in this report.

John Adams
CITY PLANNER

Second Compliance check of Ipswich City Council local government infrastructure plan

Prepared by: Integran Pty Ltd

Version	Date	Reviewer name and signature	
Final	27 th September 2017	S.Bentley	

1.1 Introduction

Integran Pty Ltd has been engaged by Ipswich City Council to undertake a second compliance check of its proposed Local Government Infrastructure Plan (LGIP).

Integran Pty Ltd is required to:

- (1) evaluate whether a proposed LGIP complies with the requirements outlined under the statutory guideline for making and amending planning instrument (MALPI) and Statutory guideline 03/14 – Local government infrastructure plans, including the LGIP template, the SOW model and the LGIP Checklist.
- (2) provide a written statement and the completed checklist to the local government detailing the findings of the compliance check.

Scope exclusions

The following items are outside the scope of this review:

- A verification of the accuracy of individual inputs used in the preparation of an LGIP.
- A review of the local government's Long Term Financial Forecast (LTFF) or asset management plan (LTAMP) other than to determine the extent of their alignment with the LGIP.

Compliance check process

The process used to undertake the compliance check comprise the following steps:

Stage	Description
<u>Engaged</u>	<ul style="list-style-type: none"> • Integran Pty Ltd was appointed by Ipswich City Council as the LGIP reviewer on 3rd June 2015. • Integran Pty Ltd was also engaged by Ipswich City Council to prepare its compliant Schedule of Works (SoW) model. • Some of the documents and other information required to undertake the LGIP review were already provided to Integran Pty Ltd for the preparation of the SoW model. • Comprehensive set of documents and supporting information provided by Ipswich City Council between 24th February 2017 and 6th March 2017.
<u>First review</u>	<ul style="list-style-type: none"> • Review commenced on 24th February 2017. • Additional information requested and received between 27th February 2017 and 6th March 2017. • Meeting held with local government to further clarify LGIP material on 3rd March 2017.
<u>First report</u>	<ul style="list-style-type: none"> • Final report (for first compliance check) issued on 17th March 2017
<u>Second review</u>	<ul style="list-style-type: none"> • Second Review commenced on 20th September 2017
<u>Final report</u>	<ul style="list-style-type: none"> • Final report (for second compliance check) issued on 27th September 2017

The following local government personnel were involved in the compliance check:

Name	Title	Date of discussion(s)	Scope of discussion
Nick Vass-Bowen	Strategic Planning Manager	18/01/2017 24/02/2017 03/03/2017	<ul style="list-style-type: none"> • Further information requested in relation to: <ul style="list-style-type: none"> ○ Identification of zones on PIA maps. ○ Clarification of the source and assumptions underpinning planning assumptions and growth projections. ○ Discussions regarding the conversion of former PIP material across to the LGIP. • Discussions regarding alignment of the LGIP to the Council's LTFF and the Financial Sustainability objectives underpinning the LGIP. • Ipswich City Council's consideration of submissions received during public consultation
Richard de Vries	Senior Strategic Planner	18/01/2017 24/02/2017 28/02/2017 03/03/2017 06/03/2017 07/03/2017 02/08/2017	
Paul Mollenhauer	Treasury Accounting Manager (Finance and Corporate Services)	24/02/2017	
Brad Freiberg	Senior Engineer (Transport Planning)	18/01/2017 24/02/2017	
Grant Sorensen	Open Space Planning Officer (Sport, Recreation & Natural Resources)	18/01/2017 24/02/2017	

Compliance check findings

General

Integran's second compliance check of the draft Ipswich City Council LGIP has found that the content and format of the LGIP complies with the LGIP template, LGIP checklist and Statutory Guideline 03/14.

Council recently completed a Priority Infrastructure Plan (PIP) in 2012, which provided a solid foundation upon which the LGIP was developed. The key changes performed for the LGIP related to the incorporation of recent amendments to the Ipswich Planning Scheme into the Planning Assumptions and preparation of a Schedule of Works that complies with the LGIP Statutory Guidelines. This approach provides consistency in the processes and assumptions that underpin these two documents and providing certainty to the development industry in its implementation through the development assessment process.

Council has prepared its LGIP to the full requirements of the Statutory Guideline, whilst also ensuring the LGIP can be appropriately integrated into the existing Ipswich Planning Scheme, which was prepared under the *Integrated Planning Act*.

Compliance with MALPI

Integran has sighted evidence of Council initiating the consultation process with DTMR on 08/12/2016 and seeking feedback on the Council's draft LGIP. No response from the Department was received.

Council have consulted with Queensland Urban Utilities (QUU), being the applicable distributor retailer for the region, who advised verbally that they had no concerns with the infrastructure planning as provided to them. Integran have sighted the correspondence from Council to QUU requesting comments on the draft LGIP.

As recommended by the Minister during the first State Interest Check, Council also conducted further consultation with DTMR and QUU on the draft LGIP in June 2017.

Review of the draft LGIP against the statutory guideline for making and amending planning instruments (MALPI) found no compliance issues.

Financial Sustainability Assessment and Alignment between Long-term Planning Documents

As part of the LGIP Statutory Review process, Council provided a range of information to demonstrate how the LGIP is to be funded by Council and how it aligns with other Capital and Financial Planning documents required under the *Local Government Regulation 2012*. During the LGIP review process Council has adequately demonstrated that the LGIP can be funded through a mixture of infrastructure charges revenues and borrowings in the short term (i.e. 10 years).

To support this assessment, the Ipswich City Council LGIP SoW model provides a basic comparison of the forecasted revenues and planned infrastructure to be delivered under the LGIP. There are two key financial ratios produced within this model that demonstrate the Financial Sustainability or otherwise of the LGIP, one based on a short term view (to align with the LTFF process) and the other for Ultimate Development of the Planning Scheme. The ratio compares the Net Present Value (NPV) of future LGIP expenditures versus the NPV of forecasted Charge Revenues. With respect to the short term (10 year) analysis, the modelling has determined a ratio 0.98, this would indicate a high utilisation of recently delivered or existing infrastructure capacity to service new growth over 10 years. This highlights the importance of a longer view of the infrastructure delivery and revenue streams to more accurately reflect the true ratio over the longer term. The longer term assessment though to ultimate development of the Planning Scheme produces a ratio of 0.88. For context, the Institute of Public Works engineering Australia Guidelines (Part 4) identify an acceptable range of 0.9 to 1.0.

Council has also produced a financial model based on the requirements for Long Term Financial Planning under the *Local Government Regulations 2012*. This model has been informed by the LGIP expenditures and revenues ('LGIP Scenario'), in order to provide a comparable basis against Council's current budget modelling processes. This modelling performs an assessment of the key financial ratios relating to operating surplus, net financial liabilities, asset sustainability, operating efficiency, debt servicing and working capital for the initial 10 years of the LGIP.

Under an 'LGIP scenario' growth rate, the modelling produces ratios which are generally consistent those generated under the current budget modelling and forecasting processes. This demonstrates that in the event that the growth forecasts under the SEQ Regional Plan (SEQRP) 2031 eventuate and the corresponding infrastructure expenditure increases, Council's financial position will not be significantly different to the current audited budget outcomes.

With respect to alignment of the LGIP and the LTFF, Council has recognised the differences that exist between the demand (revenue) projections that underpin the LTFF versus those applied within the LGIP SoW model. Such differences are inevitable due to conflicting requirements between the *Local Government Regulation 2012*, the *Sustainable Planning Act*, the *SEQ Regional Planning Process* and LGIP Guidelines.

Council has recognised that the revenue forecasts prepared for the LTFF are based on both the historical and foreseeable growth rates that do not align with the growth targets identified within the SEQ Regional Plan and therefore the LGIP.

Given the intrinsic link between population and employment growth and necessary infrastructure to support this growth, the capital expenditure forecasting between these two documents will differ. As the Level of Service assumptions which underpin the infrastructure requirements in both processes are generally aligned, any differences will relate only to the forecasted timing of expenditure.

Council has adopted a prudent approach in line with actual revenue, given its obligations under the Local Government Act, however this can change as evidence of the SEQRP

2031 growth materialises, at which time Council can respond accordingly. This review process has been identified by Council as an integral part of its future budget modelling, with plans to extend the LTFF and LGIP comparative analysis horizon to align closer with the LGIP horizon.

Conclusions

The draft Ipswich City Council LGIP complies with the LGIP template, LGIP checklist, and LGIP guideline 03/14.

Integrans assessment has found that although Council's current budget modelling and LTFF planning is based on more conservative growth and expenditure assumptions than those underpinning the LGIP and SEQRP 2031, Council has demonstrated that they are able to appropriately and sustainably respond to these financial pressures in the future. This is in most part due to the City's willingness to plan infrastructure for the long term and understanding any funding implications well before they arrive.

Recommendations

Integrans Pty Ltd recommends to the Ipswich City Council that the LGIP should proceed unchanged.

Integrans recommends that Council continue to develop and refine their LTFF and LGIP comparative scenario modelling, to ensure that Council can dynamically respond to the growth pressures faced by the City.

Recommended conditions to be imposed

Not applicable.

LGIP Checklist – Ipswich City Council LGIP

2nd Review – No changes were required to the checklist as a result of compliance with state conditions and/or LGIP amendments following public submissions.

Appendix D is part of Statutory Guideline 03/14 – Local government infrastructure plans

Local government infrastructure plan (LGIP) checklist						To be completed by local government		To be completed by appointed reviewer		
LGIP guideline outcome	LGIP component	Number	Requirement	Requirement met (yes/no)	Local government comments	Compliant (yes/no)	Justification	Corrective action description	Recommendation	
The LGIP is consistent with the legislation and statutory guideline for LGIPs	All	1.	The LGIP sections are ordered in accordance with the LGIP template.	Yes	The draft LGIP has been prepared and is structured in accordance with the LGIP template.	Yes	All sections within the LGIP document are ordered in accordance with the LGIP template.	N/A	LGIP may proceed	
		2.	The LGIP sections are correctly located in the planning scheme.	Yes	The draft LGIP is to be included as Part 13 of the Ipswich Planning Scheme rather than Part 4. This is consistent with the current Ipswich Planning Scheme which was prepared under the <i>Integrated Planning Act</i> (ie is not a QPP planning scheme). The draft Part 13 includes all required tables and mapping.	Yes	The LGIP sections, when adopted as Chapter 13 of the Ipswich Planning Scheme, will be correctly located in this planning scheme prepared under the <i>Integrated Planning Act</i> .	N/A	LGIP may proceed	
		3.	The content and text complies with the mandatory components of the LGIP template.	Yes	The mandatory content has been included in accordance with the LGIP template.	Yes	The LGIP is compliant, noting that sections have been added or changed given the LGIP will form Chapter 13 of the Ipswich Planning Scheme, which was prepared under the <i>Integrated Planning Act</i> . Integrans believe this is a logical and necessary amendment to the template given the statutory constraints in forming alignment between the <i>Integrated Planning Act</i> and the <i>Sustainable Planning Act</i> .	N/A	LGIP may proceed	
		4.	Text references to numbered paragraphs, tables and maps are correct.	Yes	All references are correct.	Yes	All text references to numbered paragraphs and tables are correct.	N/A	LGIP may proceed	
	Definitions	5.	Additional definitions (to those in the QPP) do not conflict with statutory requirements.	Yes	Not Applicable - the current Ipswich Planning Scheme was prepared under the <i>Integrated Planning Act</i> (ie is not a QPP planning scheme).	Yes	Additional definitions have been provided to improve comprehension of the LGIP. Alignment of definitions is not required in this LGIP as the Ipswich Planning Scheme was developed under the <i>Integrated Planning Act</i> .	N/A	LGIP may proceed	
	Preliminary section	6.	The drafting of the Preliminary section is consistent with the LGIP template.	Yes	The Preliminary section has been drafted to be consistent with the LGIP template.	Yes	The Preliminary section is consistent with statutory requirements given the LGIP will form Chapter 13 of the Ipswich Planning Scheme, which was prepared under the <i>Integrated Planning Act</i> . Additional paragraphs (13.1(3)(f) to (i)) have been added to detail the expanded contents of the draft LGIP that would have normally been incorporated in Schedule 3 of an LGIP prepared under the <i>Sustainable Planning Act</i> .	N/A	LGIP may proceed	

		7.	All five trunk networks included in the LGIP. If not, which networks are excluded? Why have these networks been excluded?	Yes	The transport (roads), public parks and land for community facilities trunk networks have been included. The water and sewerage trunk networks have not been included as they are planned and administered by Queensland Urban Utilities (Water Distributor-Retailer). Council's current LGIP (statutorily converted Priority Infrastructure Plan) does not include a stormwater trunk network. As necessary stormwater infrastructure is provided at the individual site level through the development process in accordance with existing planning scheme provisions, a stormwater trunk infrastructure network has not been included in the draft LGIP.	Yes	ICC have included two of the statutory trunk networks (Transport and Public Parks and Land for Community Facilities) in their draft LGIP, however for the purposes of planning, Public Parks has been separated from Land for Community Facilities to form two LGIP networks. Water and Sewerage networks have been excluded as Queensland Urban Utilities are the relevant Distributor-Retailer for these networks. The Stormwater network has been excluded as existing ICC development policies allow for this infrastructure to be provided on a site-by-site basis.	N/A	LGIP may proceed
Planning assumptions - structure		8.	The drafting of the Planning assumptions section is consistent with the LGIP template.	Yes	The Planning assumptions section has been drafted consistent with the LGIP template.	Yes	Minor amendments have been made to the Planning Assumptions section to facilitate inclusion of the LGIP into the existing planning scheme. The Planning Assumptions section is consistent with statutory requirements given the LGIP will form Chapter 13 of the Ipswich Planning Scheme, which was prepared under the <i>Integrated Planning Act</i> .	N/A	LGIP may proceed
		9.	All the projection areas listed in the tables of projections are shown on the relevant maps and vice versa.	Yes	All projection areas have been included in the relevant tables and shown on the relevant maps.	Yes	All projection areas listed in the tables of projections are shown on Map 1 – Local Government Infrastructure Plan Projection Areas.	N/A	LGIP may proceed
		10.	All the service catchments listed in the tables of projected infrastructure demand are identified on the relevant PFTI maps and vice versa.	Yes	The service catchments for each network have been included in the relevant tables and have also been identified on the corresponding PFTI maps.	Yes	Service catchments listed in the tables of projected infrastructure demand are identified on relevant PFTI maps, with the full extent of service catchments shown in the Extrinsic Material for each network.	N/A	LGIP may proceed
Planning assumptions - methodology		11.	The population and dwelling projections reflect those prepared by the Qld Government Statistician (as available at the time of preparation).	Yes	The population and dwelling projections have been calibrated to the targets set in the South East Queensland Regional Plan 2009-2031 (SEQ RP 2031) which is the pre-eminent land use planning document with which the Ipswich Planning Scheme is required to align. Refer to the Local Government Infrastructure Plan Supporting Document – Planning Assumptions Summary Report Update 2016 for further details.	Yes	Population and dwelling projections have been calibrated using the South East Queensland Regional Plan. This results in projections above the QGSO projections in every 5 year cohort until 2036. Given the over-riding need for the Ipswich Planning Scheme to align to the SEQ Regional Plan, the use of these Population and Dwelling targets for infrastructure planning purposes is appropriate.	N/A	LGIP may proceed
		12.	The employment and non-residential development projections align with the available economic development studies, other reports about	Yes	The draft LGIP is an update of the statutorily converted LGIP. Regard has been given to relevant ABS demographic projections, ABS 2011 Census data, the	Yes	Employment and non-residential development projections have been developed using a bottom-up approach, utilising landuse data and development categories from Council's rating	N/A	LGIP may proceed

			employment or historical rates for the area.		National Institute of Economic and Industry Research (NIEIR) report, State treasury projections and to Ipswich City Council's economic development planning. Refer to the Local Government Infrastructure Plan Supporting Document – Planning Assumptions Summary Report Update 2016 for further details.		systems, digital orthographic survey, and site inspections to calculate existing building footprints and associated floorspace. Conversion factors were then applied in order to calculate the existing floorspace and likely employment figures. Growth in employment is calibrated against the projected population increases up to the Planned Ultimate capacity of the planning scheme. This approach does result in differences between the figures produced by the ABS from the 2011 Census, however the detailed approach taken for the LGIP is considered suitable for infrastructure planning purposes.		
		13.	The developable area excludes all areas affected by absolute constraints such as steep slopes, conservation and flooding.	Yes	The Ipswich Population Modeller (IPM) utilises constraint and zoning information from the Ipswich Planning Scheme when determining development yields and planned densities. This ensures that constraints and the development intents for land within the city are fully integrated in the determination of developable areas. All flooding constraints have been removed from the developable yield calculations, whilst all other development constraints have been reflected within the applied density yields of the respective zone.	Yes	Hard constraints attributed to flooding have been removed from the developable yield analysis, whilst all other 'soft' constraints have been appropriately accounted for within the development densities applied to each zone.	N/A	LGIP may proceed
		14.	The planned densities reflect realistic levels and types of development having regard to the planning scheme provisions and current development trends.	Yes	The draft LGIP is an update of the statutorily converted LGIP. The planned densities are based on ultimate development (the planned development capacity of the Ipswich Planning Scheme) and appropriately reflect realistic development intensities to achieve the targets contained in the SEQ RP 2031 to ensure alignment of land use planning with infrastructure planning and delivery. Refer to the Local Government Infrastructure Plan Supporting Document – Planning Assumptions Summary Report Update 2016 for further details.	Yes	Planned densities reflect planning scheme provisions within the Ipswich Planning Scheme. These account for any reductions in achievable densities based on 'soft' constraints identified within the relevant planning Scheme overlays. The assumptions demonstrate realistic standards which are consistent with current development in South East Queensland.	N/A	LGIP may proceed
		15.	The planned densities account for land required for local roads and other infrastructure.	Yes	The planned densities used in the Ipswich Population Modeller (IPM) are based on the Area Classification (zoning / land use designation) from the Ipswich Planning Scheme. These appropriately account for the land requirements for local infrastructure in estimating development yields. Refer to the Local Government Infrastructure Plan Supporting Document	Yes	The planned densities outlined within the LGIP and Planning Assumption Extrinsic Material represent Gross Densities that account for land required for local roads and other infrastructure.	N/A	LGIP may proceed

				– Planning Assumptions Summary Report Update 2016 for further details.					
		16.	The population and employment projection tables identify “ultimate development” in accordance with the QPP definition.	Yes	N/A - the current Ipswich Planning Scheme was prepared under the <i>Integrated Planning Act</i> (ie is not a QPP planning scheme). Notwithstanding, the planned densities are based on ultimate development (the planned development capacity as provided for in the Ipswich Planning Scheme). Refer to the Local Government Infrastructure Plan Supporting Document – Planning Assumptions Summary Report Update 2016 for further details.	Yes	<p>The LGIP provides population and employment projections to “Ultimate Development”, however this definition is not consistent with the QPP standard. The key discrepancy in this definition is the truncation of demand projections for projection area I7 to 2041.</p> <p>The Extrinsic Material supporting the LGIP Planning Assumptions presents the planned ultimate non-residential floorspace and employment projections, however the LGIP document has truncated these to achieve better alignment with the rest of the Planning Scheme for the purpose of infrastructure planning.</p> <p>As the LGIP makes this distinction clear for the I7 Projection Area through the Definition of ‘Ultimate Development’, this requirement of the Checklist is considered satisfied.</p>	N/A	LGIP may proceed
		17.	Based on the information in the projection tables and other available material, it is possible to verify the remaining capacity to accommodate growth, for each projection area.	Yes	The projection tables identify the available capacity from the base year (2016) both within the PIA and to ultimate, demonstrating the ability to accommodate growth to achieve the SEQ RP 2031 targets (and beyond). The tables are structured to provide the required information on a ‘projection area’ basis. Refer to the Local Government Infrastructure Plan Supporting Document – Planning Assumptions Summary Report Update 2016 for further details.	Yes	<p>The projection tables within the LGIP provide the anticipated growth and remaining capacities for each identified projection area, aggregated with respect to the Priority Infrastructure Area. The planning assumptions extrinsic material also provides these projections as a total for each projection area.</p> <p>It is therefore possible to verify the remaining capacity of each projection area to accommodate growth.</p> <p>The Planning Assumption tables within the LGIP and planning assumption extrinsic material present the Ripley Valley PDA as a separate reporting column to increase transparency of the LGIP assumptions.</p>	N/A	LGIP may proceed
		18.	The planning assumptions reflect an efficient, sequential pattern of development.	Yes	The draft LGIP is an update of the statutorily converted LGIP and supporting documents that were based on an efficient and sequential pattern of growth. Whilst the proposed LGIP has taken into account changes in development intents and timing resulting from land use changes implemented through amendments to the planning scheme (including the Ipswich City Centre and Springfield Town Centre) and the declaration of the Ripley Valley Priority Development Area (PDA), no substantial change is proposed to the current extent of the PIA as part of this LGIP update.	Yes	The planning assumptions utilise the land use patterns planned in the existing Ipswich Planning Scheme to deliver an efficient and sequential pattern of development, in line with growth projections forecast in the South East Queensland Regional Plan.	N/A	LGIP may proceed

				Review of land in the PIA (and having regard to planned growth in the Ripley Valley PDA) indicates that the land is serviceable with trunk infrastructure and can accommodate projected residential and employment growth to 2031. Refer to the Local Government Infrastructure Plan Supporting Document – Planning Assumptions Summary Report Update 2016 for further details.					
		19.	Has the Department of Transport and Main Roads or any relevant distributor-retailer been consulted in the preparation of the LGIP? What was the outcome of the consultation?	Yes	The Department of Transport and Main Roads and Queensland Urban Utilities have been consulted with during the preparation of the draft LGIP. Queensland Urban Utilities officers advised (verbally) that there were no issues that required further consideration or addressing. No response from the Department of Transport and Main Roads has been received.	Yes	In December 2016 and January 2017, ICC consulted with DTMR and QUU, seeking comments on the draft LGIP. Integran has sighted this correspondence from Council and is satisfied it meets the statutory requirements.	N/A	LGIP may proceed
	Planning assumptions - demand	20.	The infrastructure demand projections are based on the projections of population and employment growth.	Yes	The infrastructure demand projections are based on the outputs of the IPM based on ultimate development (the planned development capacity provided for in the Ipswich Planning Scheme) which have been calibrated to achieve the residential targets contained in the SEQ RP 2031 and having regard to regard to other relevant projections for employment growth. Refer to the Local Government Infrastructure Plan Supporting Document – Planning Assumptions Summary Report Update 2016 for further details.	Yes	Infrastructure demand projections have been calculated using projected population and employment growth and standard demand conversion factors to determine future infrastructure demand.	N/A	LGIP may proceed
		21.	The demand generation rates align with accepted rates and/or historical data.	Yes	The draft LGIP is an update of the statutorily converted LGIP and uses the Ipswich Population Modeller to project residential and employment growth assumptions. The demand generation rates generally remain the same as for those used in the current LGIP that have been developed based on research undertaken and guidance issued overtime. The trunk infrastructure network planning has been developed having regard to the desired standards of service for provision and further supplementary modelling where required (ie for the transport (roads) trunk infrastructure network). Refer to the Local Government Infrastructure Plan Supporting Document – Planning Assumptions Summary Report Update	Yes	The demand generation rates for the relevant infrastructure networks have been developed using industry accepted rates. The rates adopted for the transport demand generation have been aligned with the assumptions and outputs used in the transport modelling and have been subject to detailed investigation and calibration with the likely traffic generated for the various landuses under the Ipswich Planning Scheme. The Public Parks and Land for Community Facilities generation rates have been derived from the planned demands for the various landuses under the Ipswich Planning scheme, having regard for the assumed population per dwelling type. The generation rates used in the LGIP align with	N/A	LGIP may proceed

				2016 and the Local Government Infrastructure Plan Supporting Document – Transport (Roads) Update 2016 for further details.		those previously adopted in former infrastructure planning policies under the Ipswich Planning Scheme.			
		22.	The service catchments used for infrastructure demand projections are identified on relevant PFTI maps and demand tables.	Yes	The service catchments have been identified in the relevant tables and on PFTI maps in the supporting documents and the Local Government Infrastructure Plan Amendment (Part 13 of the Ipswich Planning Scheme).	Yes	Service catchments used for infrastructure demand projections are identified on relevant PFTI maps and demand tables, with the full extent of service catchments shown in the Extrinsic Material for each network.	N/A	LGIP may proceed
		23.	The service catchments for each network cover, at a minimum, the PIA.	Yes	The service catchments cover the PIA and the rest of the Ipswich Local Government Area. Refer to the PFTI maps in the Local Government Infrastructure Plan Amendment (Part 13 of the Ipswich Planning Scheme).	Yes	All service catchments cover the PIA at a minimum.	N/A	LGIP may proceed
		24.	The Asset Management Plan and Long Term Financial Forecast align with the LGIP projections of growth and demand. If not, is there a process underway to achieve this?	Yes	The need for the Ipswich Planning Scheme to demonstrate that there is sufficient capacity to meet the urban growth projected in the South East Queensland Regional Plan requires that the planning assumptions in the LGIP are aligned (a failure to do so would lead to a mismatch in the land use planning assumptions and trunk infrastructure planning assumptions). The projections used for the Long Term Financial Forecast are required to meet regulatory requirements for testing a local government's overall financial sustainability. A specific LTFF has been developed to demonstrate Council's capacity to manage the growth forecast in the LGIP while maintaining its financial sustainability. The Asset Management Plans are premised on historical growth rates which are lower than those of the LGIP. Council's Asset Management Plans will be reviewed and amended on the basis of the observed growth rates in future periods.	Yes	Council has recognised the differences that exist between the demand (revenue) projections that underpin the LTFF versus those applied within the LGIP SoW model. Such differences are inevitable due to conflicting requirements between the <i>Local Government Regulation 2012, the Sustainable Planning Act</i> and LGIP Guidelines. Council has recognised that the revenue forecasts prepared for the LTFF are based on both the historical and foreseeable growth rates that do not align with the growth targets identified within the SEQ Regional Plan and therefore the LGIP. During LGIP review process, Council has provided modelled outputs of the LGIP revenue and expenditure forecasts using processes and producing the key indicators which are comparable to that required through the LTFF process. Council has, in scenario testing a higher growth rate, demonstrated that the increased capital works expenditure can be matched by increased revenues and debt serving capability. This is borne out in the financial ratios assessment which accompanied the reporting on the LTFF under the LGIP scenario. Council has adopted a prudent approach in line with actual revenue, given its obligations under the Local Government Act, however this can change as evidence of the SEQRP growth materialises, at which time Council can respond accordingly. This review process has been identified by Council as an integral part of its future budget modelling.	N/A	LGIP may proceed
	Priority infrastructure	25.	The drafting of the PIA section is consistent with the LGIP template.	Yes	The PIA section has been drafted consistent with the LGIP template.	Yes	The drafting of the PIA section is consistent with the LGIP template.	N/A	LGIP may proceed

	area (PIA)	26.	Text references to PIA map(s) are correct.	Yes	All references are correct.	Yes	All references to Priority Infrastructure Area maps are correct.	N/A	LGIP may proceed
		27.	The PIA boundary shown on the PIA map is legible at a lot level and the planning scheme zoning is also shown on the map.	Yes	The PIA boundary on Local Government Infrastructure Plan LGIP Map 2 - Priority infrastructure area is legible at the lot level. This map also includes the planning scheme zones in accordance with the LGIP guideline. Refer to the PIA maps in the draft Local Government Infrastructure Plan Amendment (Part 13 of the Ipswich Planning Scheme).	Yes	The PIA boundary shown on PIA maps is legible at a lot level and the planning scheme zoning inside the PIA is shown on the map to assist with interpretation.	N/A	LGIP may proceed
		28.	The PIA includes all areas of existing urban development serviced by all relevant trunk infrastructure networks at the time the LGIP was prepared.	Yes	The PIA includes all the existing land that has been developed for non-rural purposes and serviced with all relevant trunk infrastructure.	Yes	The PIA includes all areas of existing urban development which are serviced by all relevant trunk infrastructure networks.	N/A	LGIP may proceed
		29.	The PIA accommodates growth for at least 10 years but no more than 15 years.	Yes	The PIA accommodates growth to meet demand for projected non-rural purposes (residential and employment) up to 2031. Development in the Ripley Valley Priority Development Area (Ripley Valley PDA) has been assessed as if it were included in the PIA. Refer to the Local Government Infrastructure Plan Supporting Document – Planning Assumptions Summary Report 2016 for further details.	Yes	<p>The PIA accommodates growth for at least 10 years and no more than 15 years.</p> <p>An analysis of the dwelling capacity within the PIA and Ripley PDA areas has found that at 2031 (the PIA Horizon) there remains approximately 30% capacity for new dwellings within these areas. The 30% of underutilised capacity is weighted towards the attached dwelling product, which is expected given such development is more likely to occur during the later periods before reaching full development of the Planning Scheme.</p> <p>The PIA boundary and Ripley PDA includes a significant amount of potential development land that relates to re-development or intensification opportunities, which have a lower propensity to develop in the short term.</p> <p>Council's justification within the Planning Assumptions Extrinsic Material document regarding the PIA capacity and expectations of development with respect to the Boundary is supported.</p>	N/A	LGIP may proceed
		30.	Are there areas outside the PIA for which the planning assumptions identify urban growth within the next 10 to 15 years? If so, why have these areas been excluded from the PIA?	Yes	The draft LGIP is an update of the statutorily converted LGIP and retains the existing PIA. Minor adjustments to the PIA have been performed to account for recently constructed urban development. The only area which the planning assumptions identify for growth within the next 10 to 15 years that is outside the PIA is in the Ripley Valley PDA. This has been excluded in accordance with the LGIP guideline from the PIA as this area is regulated under the <i>Economic Development Act 2012</i> .	Yes	<p>Pursuant to section 2.5.3b of the Statutory Guideline, Ripley Priority Development Area has been excluded from the PIA.</p> <p>The planning assumptions do not identify any other growth for non rural development outside the PIA within the next 10-15 years.</p>	N/A	LGIP may proceed

		31.	The PIA achieves an efficient, sequential pattern of development.	Yes	The draft LGIP is an update of the statutorily converted LGIP. The PIA supports a sequential pattern of development and has regard to existing infrastructure and its logical and efficient extension to provide infrastructure to meet projected growth to 2031.	Yes	The PIA has been drafted in to ensure that future urban growth is accommodated in an efficient and sequential pattern, having regard to existing and proposed infrastructure capacities.	N/A	LGIP may proceed
	Desired standards of service (DSS)	32.	The drafting of the DSS section is consistent with the LGIP template.	Yes	The DSS sections has been drafted consistent with the LGIP template and reflect those used in the network planning. Refer to the Local Government Infrastructure Plan Amendment (Part 13 of the Ipswich Planning Scheme) and Supporting Documents for the Transport (Roads), Public Parks and Land for Community Facilities trunk infrastructure networks.	Yes	The drafting of the DSS section is consistent with the LGIP template.	N/A	LGIP may proceed
		33.	The DSS section states the key planning and design standards for each network.	Yes	The key planning and design standards are identified for each network in the DSS section with further detail included in the relevant extrinsic material document. Refer to the Local Government Infrastructure Plan Amendment (Part 13 of the Ipswich Planning Scheme) and Supporting Documents for the Transport (Roads), Public Parks and Land for Community Facilities trunk infrastructure networks.	Yes	The DSS section states the key planning and design standards for each network, consistent with the LGIP template, including performance indicators and standard asset inclusions. The DSS are further detailed within the respective Extrinsic Material documents.	N/A	LGIP may proceed
		34.	The DSS reflects the key, high level industry standards, regulatory and statutory guidelines and codes, and planning scheme policies about infrastructure.	Yes	The draft LGIP is an update of the statutorily converted LGIP and each network has been reviewed and updated based on current information. Refer to the Supporting Documents for the Transport (Roads), Public Parks and Land for Community Facilities trunk infrastructure networks.	Yes	The DSS reflect the key industry and regulatory standards and codes used by Council in the provision of infrastructure. The DSS have been informed by existing Infrastructure Planning Scheme Policies and other externally published standards.	N/A	LGIP may proceed
		35.	There is alignment between the relevant levels of service stated in the local government's Long Term Asset Management Plan (LTAMP) and the LGIP. If not, is there a process underway to achieve this?	Yes	Based on the assumptions and processes used to develop the LTFF it is an intended outcome that the LGIP is generally aligned with the levels of service in the LTAMP, adjusted to reflect the LGIP growth levels. The LTAMP will continue to be reviewed and updated to improve alignment based on observed growth rates over time.	Yes	Council has recognised the differences that exist between the demand (revenue) projections that underpin the LTFF versus those applied within the LGIP SoW model. Such differences are inevitable due to conflicting requirements between the <i>Local Government Regulation 2012, the Sustainable Planning Act</i> and LGIP Guidelines. Council has recognised that the revenue forecasts prepared for the LTFF are based on both the historical and foreseeable growth rates that do not align with the growth targets identified within the SEQ Regional Plan and therefore the LGIP. Given the intrinsic link between population and employment growth and necessary infrastructure to support this growth, the capital expenditure	N/A	LGIP may proceed

						<p>forecasting between these two documents will differ. As the Level of Service assumptions which underpin the infrastructure requirements in both processes are generally aligned, any differences will relate only to the forecasted timing of expenditure.</p> <p>During LGIP review process, Council has provided modelled outputs of the LGIP revenue and expenditure forecasts using processes and producing the key indicators which are comparable to that required through the LTFF process. Council has, in scenario testing a higher growth rate, demonstrated that the increased capital works expenditure can be matched by increased revenues and debt serving capability. This is borne out in the financial ratios assessment which accompanied the reporting on the LTFF under the LGIP scenario.</p> <p>Council has adopted a prudent approach in line with actual revenue, given its obligations under the Local Government Act, however this can change as evidence of the SEQRP growth materialises, at which time Council can respond accordingly. This review process has been identified by Council as an integral part of its future budget modelling.</p>		
Plans for trunk infrastructure (PFTI) – structure and text	36.	The drafting of the PFTI section is consistent with the LGIP template.	Yes	The PFTI section has been drafted consistent with the LGIP template. Refer to the Local Government Infrastructure Plan Amendment (Part 13 of the Ipswich Planning Scheme).	Yes	The drafting of the PFTI section is consistent with the LGIP template.	N/A	LGIP may proceed
	37.	PFTI maps are identified for all networks listed in the Preliminary section.	Yes	The PFTI maps have been identified and included in the draft LGIP for all identified networks. Refer to the Local Government Infrastructure Plan Amendment (Part 13 of the Ipswich Planning Scheme).	Yes	PFTI maps depicting all existing and future trunk infrastructure have been prepared for all LGIP networks identified in the Preliminary section.	N/A	LGIP may proceed
	38.	PFTI schedule of works summary tables for future infrastructure are included for all networks listed in the Preliminary section.	Yes	PFTI schedule of works summary tables have been included in the draft LGIP for all identified networks. Refer to the Local Government Infrastructure Plan Amendment (Part 13 of the Ipswich Planning Scheme).	Yes	PFTI Schedules of Works summary tables have been prepared for all future infrastructure for all LGIP networks identified in the Preliminary section.	N/A	LGIP may proceed
PFTI – Maps <i>[Add rows to the checklist to address these items for each of the networks]</i>	39.	The maps clearly identify the existing and future trunk infrastructure networks distinct from each other.	Yes	The PFTI maps clearly identify between the existing and future networks for each identified network. Refer to the Local Government Infrastructure Plan Amendment (Part 13 of the Ipswich Planning Scheme).	Yes	PFTI maps clearly identify both existing and future trunk infrastructure. Assets can clearly be distinguished.	N/A	LGIP may proceed
	40.	The service catchments referenced in the SOW model and infrastructure demand summary tables are shown	Yes	The service catchments are clearly identified on the relevant PFTI maps. Refer to the Local Government	Yes	Service catchments referenced in the SOW model and infrastructure demand summary are shown on the PFTI maps, with the full extent of service	N/A	LGIP may proceed

		clearly on the maps.		Infrastructure Plan Amendment (Part 13 of the Ipswich Planning Scheme) and SOW model.		catchments shown in the Extrinsic Material for each network.		
		41. Future trunk infrastructure components are identified (at summary project level) clearly on the maps including a legible map reference.	Yes	All future trunk infrastructure items have been identified on the relevant PFTI maps, including project references consistent with the schedule of works tables and SOW. Refer to the Local Government Infrastructure Plan Amendment (Part 13 of the Ipswich Planning Scheme) and the SOW model.	Yes	All future trunk infrastructure projects have been identified on the relevant PFTI maps with clear references to the Schedules of Works tables and SOW Model. To aid with interpretation, further clarity has been provided in the Schedules of Works and SOW Model by separating the future trunk infrastructure projects into the key relevant infrastructure items.	N/A	LGIP may proceed
		42. The infrastructure map reference is shown in the SOW model and summary schedule of works table in the LGIP.	Yes	Project references have been used consistently on the PFTI maps, in the schedule of works tables, and in the SOW. Refer to the Local Government Infrastructure Plan Amendment (Part 13 of the Ipswich Planning Scheme).	Yes	All future trunk infrastructure projects can be identified by an LGIP ID, which is consistent between the PFTI map, Schedules of Works tables and SOW Model for each project. To aid with interpretation, further clarity has been provided in the Schedules of Works and SOW Model by separating the future trunk infrastructure projects into infrastructure items under the same LGIP ID.	N/A	LGIP may proceed
	Schedules of works <i>[Add rows to the checklist to address these items for each of the networks]</i>	43. The schedule of works tables in the LGIP complies with the LGIP template.	Yes	The schedule of works tables have been drafted consistent with the LGIP template. Refer to the Local Government Infrastructure Plan Amendment (Part 13 of the Ipswich Planning Scheme).	Yes	The schedule of works tables in the LGIP are consistent with the LGIP template.	N/A	LGIP may proceed
44. The identified trunk infrastructure is consistent with the SPA and LGIP guideline.		Yes	The identified trunk infrastructure for the identified networks is consistent with the SPA and LGIP guideline.	Yes	The identified trunk infrastructure is consistent with the definition of trunk infrastructure in SPA and the table of indicative trunk and non-trunk infrastructure in Appendix B of the LGIP Guideline.	N/A	LGIP may proceed	
45. The existing and future trunk infrastructure identified in the LGIP is adequate to service at least the area of the PIA.		Yes	The existing and future trunk infrastructure networks have been prepared on the basis of the planning assumptions to meet the infrastructure demand projections based on ultimate development (the planned development capacity of the Ipswich Planning Scheme). Refer to the Local Government Infrastructure Plan Supporting Document – Planning Assumptions Summary Report Update 2016 for further details and Local Government Infrastructure Plan Amendment (Part 13 of the Ipswich Planning Scheme).	Yes	Infrastructure planning has been undertaken for each network taking into consideration demand in each service catchment to Ultimate Development of the Planning Scheme.	N/A	LGIP may proceed	
46. Is there alignment of the scope, estimated cost and planned timing of proposed trunk capital works contained within the Schedule of Works and the relevant inputs of the LTAMP and LTFF? If not, is there a process underway to		Yes	The LTFF developed to demonstrate Council's capacity to manage the growth forecast in the LGIP is specifically informed by the cost estimates of the LGIP. It is also an intended outcome of the development of the LTFF that it sufficiently reflects an appropriate level of	Yes	Council has recognised the differences that exist between the demand (revenue) projections that underpin the LTFF versus those applied within the LGIP SoW model. Such differences are inevitable due to conflicting requirements between the <i>Local Government Regulation 2012, the Sustainable Planning Act</i> and LGIP Guidelines.	N/A	LGIP may proceed	

		achieve this?		the asset maintenance and refurbishment to support the LGIP growth levels. The review of the LTAMP and underlying LTFF will be based on observed growth rates in future periods.		<p>Council has recognised that the revenue forecasts prepared for the LTFF are based on both the historical and foreseeable growth rates that do not align with the growth targets identified within the SEQ Regional Plan and therefore the LGIP.</p> <p>Given the intrinsic link between population and employment growth and necessary infrastructure to support this growth, the capital expenditure forecasting between these two documents will differ. As the Level of Service assumptions which underpin the infrastructure requirements in both processes are generally aligned, any differences will relate only to the forecasted timing of expenditure.</p> <p>The infrastructure costs that have been used in the LTFF capital works planning and the LGIP have been based on consistent approaches, utilising the same valuation assumptions and methodologies. Some projects within the LGIP are nominated a single year for provision, whilst in reality these would be staged over a number of financial years. For the purpose of providing a comparable assessment of the alignment between the LGIP and LTFF, a "smoothing" of the larger single expenditures has been performed.</p> <p>During LGIP review process, Council has provided modelled outputs of the LGIP revenue and expenditure forecasts using processes and producing the key indicators which are comparable to that required through the LTFF process. Council has, in scenario testing a higher growth rate, demonstrated that the increased capital works expenditure can be matched by increased revenues and debt serving capability. This is borne out in the financial ratios assessment which accompanied the reporting on the LTFF under the LGIP scenario.</p> <p>Council has adopted a prudent approach in line with actual revenue, given its obligations under the Local Government Act, however this can change as evidence of the SEQRP growth materialises, at which time Council can respond accordingly. This review process has been identified by Council as an integral part of its future budget modelling.</p>		
	47.	The cost of trunk infrastructure identified in the SOW model and schedule of works tables is consistent	Yes	The cost of the identified trunk infrastructure networks have been calculated consistent with the	Yes	Costs for existing and future trunk infrastructure identified in the SOW model and schedule of works tables are consistent with legislative	N/A	LGIP may proceed

		with legislative requirements.		methodologies included in the LGIP guideline. Refer to the SOW model and the Local Government Infrastructure Plan Amendment (Part 13 of the Ipswich Planning Scheme).		requirements under the <i>Sustainable Planning Act</i> .		
SOW model	48.	The submitted SOW model is consistent with the model included with the statutory guideline for LGIPs.	Yes	The SOW model template included with the statutory guideline was used as the basis for preparing the Local Government Infrastructure Plan Amendment. It has been prepared in Excel and modified to reflect elements of Ipswich City Council's infrastructure planning that are not provided for in the State government's SOW model (eg planning to ultimate development). The SOW model includes at least the same functionality as the State government's SOW model and is interactive.	Yes	The alternative to the State government SOW model prepared by Integran Pty Ltd includes the same functionally as the State's version. The model documents all input data including general inputs, unit rates of assets, demand forecasts, lists of assets and relevant catchments, charges calculations that provide transparency in the cost apportionment and derivation of charges, fully functional DCF calculations, and the required outputs including full schedules of works and summary cash flow projections.	N/A	LGIP may proceed
	49.	The SOW model has been prepared and populated consistent with the statutory guideline for LGIPs and its User manual for the SOW model.	Yes	The modified SOW model has been populated in a way that is consistent with the LGIP guideline and SOW user manual.	Yes	<p>The alternative to the State government SOW model was prepared and populated by Integran Pty Ltd. The model documents all input data including general inputs, unit rates of assets, demand forecasts, lists of assets and relevant catchments, charges calculations that provide transparency in the cost apportionment and derivation of charges, fully functional DCF calculations, and the required outputs including full schedules of works and summary cash flow projections.</p> <p>The on-cost allowances and contingency amounts provided for within the SoW model are within the ranges stipulated within the LGIP Statutory Guidelines.</p> <p>Land Values have been determined as a project cost, with further justification of the valuation basis provided for within the respective Extrinsic Material Documents for each network and the Land Valuation Study.</p> <p>The financial Inputs (i.e. escalation rates, Inflation rates, WACCs, etc) are consistent with typical rates used by Local Government in the preparation of Charging Frameworks. The basis for the adopted rates have been clearly explained and justified by Council during the LGIP review process and are considered appropriate for use.</p>	N/A	LGIP may proceed
Extrinsic material	50.	All relevant background studies and reports in relation to the preparation of the LGIP are available and identified in the list of extrinsic material in the LGIP guideline.	Yes	All relevant extrinsic material (Supporting Documents and the SOW model) have been prepared to support the draft LGIP and are available (will be made available) in accordance with the LGIP guideline.	Yes	A comprehensive suite of Extrinsic Material Documents have been prepared by Council which provide the necessary background to the network planning, explanation of methodologies employed in producing the LGIP and other considerations for	N/A	LGIP may proceed

						<p>the Justification of the LGIP inputs.</p> <p>Extrinsic Material Documents have been prepared for:</p> <ul style="list-style-type: none"> • Land Valuation Study; • Planning Assumptions; • Transport Network; • Public Parks Network; and • Land for Community Facilities Network. 		
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Ipswich City Council Post Public Consultation Statement

Ipswich City Council resolved to proceed with the LGIP Amendment on 19 September 2017 with no changes.

It is confirmed that the LGIP Amendment is not significantly different from the version that was provided for public consultation and it remains unchanged.



The Hon Cameron Dick MP
Minister for State Development,
Manufacturing, Infrastructure and Planning

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Our ref: MC17/4510

Your ref: Amendment Package 01/2017

20 FEB 2018

Councillor Andrew Antonioli
Mayor
Ipswich City Council
PO Box 191
IPSWICH QLD 4305

Dear Councillor ~~Antonioli~~ *Andrew,*

Thank you for the Ipswich City Council's (the council) letter of 28 September 2017 to the then Minister for Infrastructure and Planning, the Honourable Jackie Trad MP, seeking approval for the council to adopt its proposed Local Government Infrastructure Plan (LGIP). As the newly appointed Minister for State Development, Manufacturing, Infrastructure and Planning, I am now responding.

The proposed LGIP has been assessed against the requirements of the *Sustainable Planning Act 2009* and for compliance with *Statutory guideline 01/16: Making and amending local planning instruments* and *Statutory guideline 03/14: Local government infrastructure plans*.

I am pleased to advise I am satisfied the proposed LGIP complies with the relevant statutory requirements and that the council may now proceed to adopt the proposed LGIP.

If you require further information, please contact Ms Ursula O'Donnell, Manager, Planning and Development Services - South in the Department of State Development, Manufacturing, Infrastructure and Planning, on (07) 3432 2424 or ursula.odonnell@dilgp.qld.gov.au, who will be pleased to assist.

Yours sincerely




A handwritten signature in blue ink, appearing to read "Cameron Dick", written over a horizontal line.

CAMERON DICK MP
Minister for State Development, Manufacturing,
Infrastructure and Planning


cc: Mr Gary Kellar
Chief Executive Officer
Ipswich City Council

Attachment C – LGIP Changes

1. Part 13 – Local government infrastructure plan

No.	Section/Clause No.	Key Issue	Explanation	Recommended Amendments	Attachment
1.1	Part 13 – Local government infrastructure plan	Amendment to header.	An amendment is proposed to remove the term ‘Draft’ from the document header to reflect the adoption of the document.	That the term ‘Draft’ be deleted from the document header as detailed in Attachment C1.1.	 Attachment C1.1_Part1.pdf
1.2	Part 13 – Local government infrastructure plan	Amendment to footer and maps.	An amendment is proposed to the footer and maps to reflect the adoption date of the document.	That the date be amended from ‘December 2016’ to ‘April 2018’ on the document footer and maps as detailed in Attachment C1.1.	 Attachment C1.1_Part2.pdf
1.3	Part 13 – Local government infrastructure plan, Section 13.5.2 – Schedule of works	Amendment to include URL link.	An amendment is proposed to include the URL location to the Schedule of Works model on the Council website as required by legislation.	That Section 13.5.2(2) be amended to include the URL location to the Schedule of Works model as detailed in Attachment C1.1.	
1.4	Part 13 – Local government infrastructure plan	Amendment to include table of contents.	An amendment is proposed to update the table of contents for the new Part 13.	That the Part 13 table of contents be amended as detailed in Attachment C1.2.	 Attachment C1.2

2. Ipswich Planning Scheme

No.	Section/Clause No.	Key Issue	Explanation	Recommended Amendments	Attachment
2.1	Combined Table of Contents	Amendment to update table of contents.	An amendment is proposed to update the Part 13 component of the Combined Table of Contents.	That the combined table of contents be amended to update the Part 13 component as detailed in Attachment C2.1.	 Attachment C2.1

Part 13 Local government infrastructure plan

13.1 Preliminary

- (1) This local government infrastructure plan has been prepared in accordance with the requirements of the *Sustainable Planning Act 2009*.
- (2) The purpose of the local government infrastructure plan is to:
 - integrate infrastructure planning with the land use planning identified in the planning scheme;
 - provide transparency regarding a local government's intentions for the provision of trunk infrastructure;
 - enable a local government to estimate the cost of infrastructure provision to assist its long term financial planning;
 - ensure that trunk infrastructure is planned and provided in an efficient and orderly manner;
 - provide a basis for the imposition of conditions about infrastructure on development approvals.
- (3) The local government infrastructure plan:
 - (a) states in Section 13.2 (Planning assumptions) the assumptions about future growth and urban development including the assumptions of demand for each trunk infrastructure network;
 - (b) identifies in Section 13.3 (Priority infrastructure area) the prioritised area to accommodate urban growth up to 2031;
 - (c) states in Section 13.4 (Desired standards of service) for each trunk infrastructure network the desired standard of performance;
 - (d) identifies in Section 13.5 (Plans for trunk infrastructure) the existing and future trunk infrastructure for the following networks:
 - (i) transport;
 - (ii) public parks; and
 - (iii) land for community facilities.



- (e) provides a list of supporting documents that assist in the interpretation of the local government infrastructure plan in the Editor's note - Extrinsic Material at the end of Section 13.5;
- (f) states in Section 13.6 (Definitions) the definitions for this local government infrastructure plan;
- (g) includes in Section 13.7 (Local government infrastructure plan summary tables) the planning assumption summary tables;
- (h) includes in Section 13.8 (Schedule of works) the schedule of works for the transport, public parks and land for community facilities trunk networks;
- (i) includes in Section 13.9 (Local government infrastructure plan maps) the supporting mapping for the transport, public parks and land for community facilities trunk networks.

13.2 Planning assumptions

- (1) The planning assumptions state the assumptions about:
 - (a) population and employment growth;
 - (b) the type, scale, location and timing of development including the demand for each trunk infrastructure network.
- (2) The planning assumptions together with the desired standards of service form a basis for the planning of the trunk infrastructure networks and the determination of the priority infrastructure area.
- (3) The planning assumptions have been prepared for:
 - (a) the base date 2016 and the following projection years to accord with future Australian Bureau of Statistics census years:
 - (i) mid 2021;
 - (ii) mid 2026;
 - (iii) mid 2031;
 - (iv) mid 2036; and
 - (v) ultimate.
 - (b) the LGIP development types in column 2 that include the uses in column 3 of Table 13.2.1.



- (c) the projection areas identified on Map 1 - Local Government Infrastructure Plan Projection Areas in Section 13.9 - Local government infrastructure plan maps.

Table 13.2.1 - Relationship between LGIP development categories, LGIP development types and uses

Column 1 LGIP development category	Column 2 LGIP development type	Column 3 Use or activity under the Ipswich planning scheme	Column 4 Use or activity under the Springfield structure plan
Residential development	Attached dwelling	Dual occupancy; Institutional residential; Multiple dwelling.	Apartment building; Attached house; Caravan park; Dual occupancy; Institutional residence; Retirement community; Student accommodation; Tenement building.
	Detached dwelling	Caretaker residential; Single residential.	Caretakers' residence; Detached house; Relatives' flat.
Non-residential development	Retail	Business use (where predominately for retail – eg shop); Catering shop; Entertainment use; General store; Shopping centre.	Auction depot; Catering business; Club; Commercial premises (where predominately retail – eg commercial purpose); Community building (kiosk centre); Fast food premises; Garden centre; General store; Hotel; Indoor entertainment; Landscape supply outlet; Licensed club; Local shops; Major shopping centre; Motor showroom; Neighbourhood shopping centre; Neighbourhood centre; Night club; Produce store; Produce/craft market; Reception and function rooms; Restaurant; Retail warehouse;



Column 1 LGIP development category	Column 2 LGIP development type	Column 3 Use or activity under the Ipswich planning scheme	Column 4 Use or activity under the Springfield structure plan
			Sale of automotive parts and accessories; Service station; Tavern.
	Commercial	Business use (where predominately for commercial – eg office); Broadcasting station; Display housing; Temporary sales office.	Child care centre; Commercial premises (business office); Professional office; Public building; Radio station; Real estate display/sales office; Television station.
	Industrial	General industry; Nuclear industry; Service/Trades use; Special industry.	Automatic car wash; Bulk store; Car repair station; Concrete batching plant; Dangerous goods store; Freight depot; Fuel depot; General industry; Junk yard; Light industry; Milk depot; Mini storage complex; Plant sales and hire yard; Research and associated technology activities; Service industry; Special industry; Storage yard; Transport depot; Transport terminal; Truck depot; Vehicle wrecking yard; Warehouse.
	Other	Community building; Educational establishment; Emergency services depot; Funeral parlour; Hospital; Place of public worship; Reformation institution; Veterinary clinic; Veterinary hospital.	Community building; Place of public worship; Funeral parlour; Educational establishment; Reformation institution; Emergency services depot; Hospital; Veterinary clinic; Veterinary hospital.



- (4) Details of the methodology used to prepare the planning assumptions are stated in the extrinsic material.

13.2.1 Population and employment growth

- (1) A summary of the assumptions about population and employment growth for the planning scheme area is stated in Table 13.2.2 - Population and employment assumptions summary.

Table 13.2.2 - Population and employment assumptions summary

Column 1 Description	Column 2 Assumptions					
	2016	2021	2026	2031	2036	Ultimate development
Population	202,215	270,820	354,216	435,897	470,644	518,668
Employment	68,593	93,051	118,088	153,333	193,907	291,405

- (2) Detailed assumptions about growth for each projection area and LGIP development type category are identified in the following tables in Section 13.7 - Local government infrastructure plan summary tables:
- (a) for population, Table 13.7.1.1 - Existing and projected population;
- (b) for employment, Table 13.7.1.2 - Existing and projected employees.

13.2.2 Development

- (1) The development area is identified on Strategy Maps 1 and 2 contained in Part 1 - Introduction.
- (2) The planned density for future development is stated in Table 13.7.1.3 - Planned density and demand generation rate for a trunk infrastructure network.
- (3) A summary of the assumptions about future residential and non-residential development for the planning scheme area is stated in Table 13.2.3 - Residential dwellings and non-residential floor space assumptions summary.

Table 13.2.3 - Residential dwellings and non-residential floor space assumptions summary

Column 1 Description	Column 2 Assumptions					
	2016	2021	2026	2031	2036	Ultimate development
Residential dwellings	74,787	106,450	146,617	186,882	205,763	230,870
Non-residential floor space (m ² GFA)	3,299,956	4,315,634	5,726,167	7,434,376	9,378,037	17,498,830



- (4) Detailed assumptions about future development for each projection area and LGIP development type are identified in the following tables in Section 13.7 - Local government infrastructure plan summary tables:
 - (a) for residential development, Table 13.7.1.4 - Existing and projected residential dwellings;
 - (b) for non-residential development, Table 13.7.1.5 - Existing and projected non-residential floor space.

13.2.3 Infrastructure demand

- (1) The demand generation rate for a trunk infrastructure network is stated in Column 4 of Table 13.7.1.3 - Planned density and demand generation rate for a trunk infrastructure network in Section 13.7 - Local government infrastructure plan summary tables.
- (2) A summary of the projected infrastructure demand for each service catchment is identified in the following tables in Section 13.7 - Local government infrastructure plan summary tables:
 - (a) for the transport network, Table 13.7.1.6;
 - (b) for the public parks network, Table 13.7.1.7; and
 - (c) for the land for community facilities network, Table 13.7.1.7.

13.3 Priority infrastructure area

- (1) The priority infrastructure area identifies the area prioritised for the provision of trunk infrastructure to service the existing and assumed future urban development up to 2031.
- (2) The priority infrastructure area is identified in Section 13.9 - Local government infrastructure plan maps on Local Government Infrastructure Plan LGIP Map 2 - Priority infrastructure area (Maps 2A - 2R).

13.4 Desired standards of service

- (1) This section states the key standards of performance for a trunk infrastructure network.
- (2) Details of the standard of service for a trunk infrastructure networks are identified in the extrinsic material.

13.4.1 Transport network

- (1) The transport trunk infrastructure network comprises the following:
 - (a) arterial roads;



- (b) sub-arterial roads;
 - (c) within an arterial or a sub-arterial road land and works for, an associated interchange, intersection, road drainage, kerb and channel, culverts, bridges, pedestrian and cyclist pathways, lighting and landscaping.
- (2) Transport network does not comprise the following:
- (a) major collector, collector and access streets linking a development area with an arterial or sub-arterial road;
 - (b) land and works for an arterial road or a sub-arterial road that is primarily related to providing access to and from a development area such as an acceleration or deceleration lane, turn lanes, traffic signals and roundabouts.
- (3) The desired standard of service for transport trunk infrastructure (including in road reserve cycleways and pathways) is outlined in Table 13.4.1.1 (including Tables 13.4.1.2 and 13.4.1.3).

Table 13.4.1.1: Transport Network Desired Standard of Service

Measure	Planning Criteria (qualitative standards)	Design Criteria (quantitative standards)
Road Network Design / Planning Standards	The road network provides a functional hierarchy of inter and intra suburban roads that supports settlement patterns, commercial and economic activities, and freight movement. Design of the road system will comply with established codes and standards.	<ul style="list-style-type: none"> • Ipswich Planning Scheme 'Planning Scheme Policy 3 - General Works, Part 1 - Roadworks, including Standard Drawings'. • Ensure arterial and sub-arterial road links are safe, meet appropriate standards and maintain travel speeds in the network for the efficient off-peak movement of goods and people, recognising that there will be some degree of congestion in peak periods (refer Table 13.4.1.2). • Ensure that delays at intersections are kept to acceptable levels (refer Table 13.4.1.3). • Australian Standards. • AUSTROADS Guides. • Manual of Uniform Traffic Control Devices.
In Road Reserve Cycleway and Pathways Design / Planning Standards	Plan cycleways and footpaths to provide a safe, attractive and convenient network that links residential areas to major activity nodes and public transport interchanges, thereby encouraging walking and cycling as acceptable travel alternatives. Design on-road cycleways and footpaths to comply with Council's adopted standards identified in the Planning Scheme.	<ul style="list-style-type: none"> • Ipswich Planning Scheme 'Planning Scheme Policy 3 - General Works, Part 1 - Roadworks, including Standard Drawings'. • Australian Standards. • AUSTROADS Guides.



Table 13.4.1.2: Road Network Key Performance Indicators - Road Links

Link Function	Carriageway Configuration	Operational Environment	Performance Targets					
			Deficiency Capacity	Average Travel Speed (km/h)	Lane Capacity			
					Vehicles / Hour		Vehicles / Day	
					Single	Dual	Single	Dual
Motorway / Highway	Divided	Uninterrupted	LOS D	70	1,560	3,370	15,600	33,700
	Undivided				1,400	3,030	14,000	30,300
Regional Arterial (urban)	Divided	Uninterrupted	LOS D	40	1,320	2,840	13,200	28,400
	Undivided				1,250	2,650	12,500	26,500
Regional Arterial (rural)	Undivided	Uninterrupted	LOS D	60	720	2,710	7,200	27,100
Arterial	Divided	Interrupted	LOS D (90% LOS E) ¹	25	1,080	2,340	10,800	23,400
	Undivided				900	1,980	9,000	19,800
Sub-Arterial	Divided	Interrupted	LOS D (90% LOS E) ¹	20	900	1,980	9,000	19,800
	Undivided				810	1,710	8,100	17,100

1. For roads with uninterrupted flow characteristics (i.e. rural roads), the target deficiency capacity is LOS 'D'. For roads with interrupted flow characteristics (i.e. urban roads), a target deficiency capacity of 90% of LOS 'E' is being used as a proxy for LOS 'D', since it is not possible to determine LOS 'D' capacities for roads exhibiting interrupted flow characteristics.

Table 13.4.1.3: Road Network Key Performance Indicators - Intersections

Item	Performance Measurement	Performance Target (Maximum DOS)
Traffic Signals	Degree of Saturation [DOS]	0.90
Roundabout		0.85
Priority Controlled	(volume to capacity ratio)	0.80

13.4.2 Public parks network

- (1) The public parks trunk infrastructure network comprises the following:
 - (a) citywide parks—land, works and embellishments for citywide recreation parks, waterside parks, linear parks and sport ground and courts;
 - (b) district parks—land, works and embellishments for district recreation parks and waterside parks;
 - (c) local parks—land, works and embellishments for local recreation parks, linear parks and sport ground and courts.
- (2) The desired standard of service for public parks infrastructure is outlined in Table 13.4.2.1 (including Tables 13.4.2.2 to 13.4.2.6 inclusive).



Table 13.4.2.1: Public Parks Desired Standards of Service

Measure	Planning Criteria (qualitative standards)	Design Criteria (quantitative standards)
Functional Network	A network of parks and community land is established to provide for the full range of recreational and sporting activities and social pursuits.	<ul style="list-style-type: none"> Parks and community land is provided at a local, district and city wide level. Parks address the needs of both recreation and sport.
Accessibility	Public parks and community land will be located to ensure adequate pedestrian, cycle, bus and vehicle access.	<ul style="list-style-type: none"> Accessibility standards are identified in Table 13.4.2.2. Ipswich Planning Scheme 'Planning Scheme Policy 3 - General Works, including Standard Drawings'.
Land Quality / Suitability Area / 1,000 persons Minimum Size Maximum Grade Flood Immunity	Public parks will be provided to a standard that supports a diverse range of recreational, sporting, health-promoting and community/cultural activities to meet community expectation. This includes ensuring land is of an appropriate size, configuration and slope, and has an acceptable level of flood immunity.	<ul style="list-style-type: none"> The size for public parks is identified in Table 13.4.2.3. The maximum gradient for public parks is identified in Table 13.4.2.4. The minimum flood immunity for public parks is identified in Table 13.4.2.5. Ipswich Planning Scheme 'Planning Scheme Policy 3 - General Works, including Standard Drawings'.
Facilities / Embellishments	Public parks contain a range of embellishments to complement the type and purpose of the park.	<ul style="list-style-type: none"> Standard embellishments for each type of park are identified in Table 13.4.2.6. Ipswich Planning Scheme 'Planning Scheme Policy 3 - General Works, including Standard Drawings'.
Infrastructure Design / Performance Standards	Maximise opportunities to co-locate recreational parks in proximity to other community infrastructure, transport hubs and valued environmental and cultural assets.	<ul style="list-style-type: none"> Ipswich Planning Scheme 'Planning Scheme Policy 3 - General Works, including Standard Drawings'.



Table 13.4.2.2: Accessibility Standard for Public Parks

Infrastructure Type	Accessibility Standard		
	Local	District	Citywide
Recreation Park	Within 500m of most (i.e. 90%) houses - about a 5 minute walk.	15-20 minutes drive or 30 minutes public transport from all areas within the planning districts.	Site specific. Located within the Ipswich City Centre, Springfield and Ripley Town Centres and the Ipswich Botanic Gardens.
Waterside Park	n/a	10-15 minute drive from any suburb/locality within the district.	20 minute drive or 30 minute bus ride from most areas of the City.
Linear Park	Site specific nominated tributaries and local linkages. Within a 5 minute walk or 10 minute drive from nominated areas.	n/a	Site specific. Adjoin the Brisbane and Bremer Rivers, Woogaroo, Opossum, Mountain, Goodna, Six Mile, Bundamba and Deebing Creeks. Also includes City Centre Rail Trail. Within a 5 minute walk or 10 minute drive from most urban areas.
Sport Park	n/a	Maximum 10 minute drive or 20 minute cycle ride from any suburb/locality within the district.	Maximum travelling time of 20-30 minutes drive (average 10-15 minutes) for most residents to at least one sports park.

Table 13.4.2.3: Size of Public Parks

Infrastructure Type	Minimum Size (Ha)		
	Local	District	Citywide
Recreation Park	0.5ha ¹	4ha	10ha
Waterside Park	n/a	5ha	10ha
Linear Park	Varies depending on land availability, flooding characteristics and topography. Linear parkland to be a minimum 15 metres in width.	n/a	Varies depending on land availability, flooding characteristics and topography. Parkland to be a minimum 30 metres in width.
Sport Park	n/a	5ha regular or square in shape.	15ha regular or square in shape.

¹ Provided topography is suitable to include all required facilities the minimum land area can be 5,000m². However, where the topography is such that additional land is required to achieve the required recreational facilities and setting, the land area can be increased up to 1 hectare. In these circumstances the land value is taken to be the cost @ 5,000m² (i.e. there is no additional cost attributable for the additional land as this is required to achieve the required recreational facilities and setting).



Table 13.4.2.4: Maximum Desired Grade for Public Parks

Infrastructure Type	Maximum Gradient		
	Local	District	Citywide
Recreation Park	Minimum 50% of area at 5% (1:20) gradient or less.	Minimum 30% of area at 5% (1:20) gradient or less.	Minimum 30% of area at 5% (1:20) gradient or less.
Waterside Park	n/a	Minimum 30% of area at 10% (1:10) gradient or less ¹ .	Minimum 30% of area at 10% (1:10) gradient or less ¹ .
Linear Park	See Note 2.	n/a	See Note 2.
Sport Park	n/a	Principally flat land at 3% (1:33) gradient or less.	Principally flat land at 3% (1:33) gradient or less.

- ¹ Topography must be suitable for waterside walking trail and, where relevant, boat/canoe launching opportunity.
- ² Must be capable of accommodating walking/cycling path and maintenance access (preferably vehicular).
- ³ Principally flat land so that site development does not entail major cut/fill or drainage construction.

Table 13.4.2.5: Minimum Desired Flood Immunity for Public Parks¹

Infrastructure Type	Minimum Flood Immunity (%)								
	Local			District			Citywide		
Flood Immunity	>Q20	>Q50	>Q100	>Q20	>Q50	>Q100	>Q20	>Q50	>Q100
Recreation Park	-	-	100%	-	-	100%	-	-	100%
Waterside Park	n/a	n/a	n/a	30%	15%	5%	30%	15%	5%
Linear Park	20% ²	See Note 3	See Note 3	n/a	n/a	n/a	20% ²	See Note 3	See Note 3
Sport Park	n/a	n/a	n/a	80%	10%	10%	80%	10%	10%

- ¹ Except where the intrinsic character of the park or location makes it impractical (e.g. adjacent to a watercourse).
- ² Where possible, all pathways and structures to be located above the Q10 design flood level.
- ³ All land below the Q100 design flood level (not otherwise classified as another park category) is defined as linear park. However, it is anticipated that only about 20% of this land is above the Q20 design flood level.



Table 13.4.2.6: Standard Facilities/Embellishments for Public Parks

Embellishment type	Recreation parks			Waterside parks		Linear parks		Sport parks	
	Local	District	Citywide	District	Citywide	Local	Citywide	District	Citywide
Internal access roads		✓	✓	✓	✓			✓	✓
Parking		✓	✓	✓	✓			✓	✓
Fencing/bollards	✓	✓	✓	✓	✓	✓	✓	✓	✓
Lighting		✓	✓	✓	✓			✓	✓
Toilets		✓	✓	✓	✓			✓	✓
Paths (pedestrian/cycle)	✓	✓	✓	✓	✓	✓	✓	✓	✓
Seating	✓	✓	✓	✓	✓	✓	✓	✓	✓
Shade structures	✓	✓	✓	✓	✓			✓	✓
Uncovered seatings and table	✓	✓	✓	✓	✓		✓		
Covered seatings and table	✓	✓	✓	✓	✓				
Tap/bubbler	✓	✓	✓	✓	✓	✓	✓	✓	✓
BBQ		✓	✓	✓	✓				
Landscaping (including earthworks, irrigation, turfing and revegetation)	✓	✓	✓	✓	✓	✓	✓	✓	✓
Signage	✓	✓	✓	✓	✓	✓	✓	✓	✓
Activity areas (playgrounds, soft fall, safety fencing)	✓	✓	✓	✓	✓			✓	✓
Kick-a-bout areas	✓	✓	✓	✓	✓				
Ovals/fields (including turf, irrigation, posts, nets)								✓	✓
Netted double practice wicket									✓
Basic spectator seating									✓
Courts	✓	✓						✓	✓
Boat ramps				✓	✓				
Concessionary hardstand areas		✓	✓	✓					✓



Embellishment type	Recreation parks			Waterside parks		Linear parks		Sport parks	
	Local	District	Citywide	District	Citywide	Local	Citywide	District	Citywide
Provision of services	✓	✓	✓	✓	✓	See Note 1	See Note 1	✓	✓
Drainage (feature)		✓	✓						

1. Connection of drinking fountain to services only.



13.4.3 Land for community facilities network

- (1) The land for community facilities trunk infrastructure network comprises the following:
 - (a) citywide community facilities—land for citywide community facilities;
 - (b) district community facilities—land for district community facilities;
 - (c) local community facilities—land for local community facilities.
- (2) The desired standard of service for land for community facilities infrastructure is outlined in Table 13.4.3.1.

Table 13.4.3.1: Land for Community Facilities Desired Standards of Service

<p>Provide a network of Citywide, District or Local level community facilities that:</p> <ul style="list-style-type: none"> - are provided at a level commensurate with need and level of service required; - are centrally located and accessible to the catchment they serve; - have the potential to be augmented to accommodate changes in program and service delivery; - maximise usage of existing facilities - minimise overlap of provision; - co-locate or integrate with recreational facilities, where possible; and - take into account the facilities and services provided by private organisations or other public sector entities. <p>Provide flexible multi-purpose facilities that can whenever possible incorporate a range of community uses rather than specialist facilities.</p>	<p>Locate facilities in functional activity centres or areas with public transport access (wherever possible) and pedestrian/cyclist access, in particular locating:</p> <ul style="list-style-type: none"> - Citywide facilities in the heart of the Principal Activity Centres that can be accessed by regular weekday and weekend bus transport, including evening services; - District facilities in a district level or major activity centre preferably co-located with other district level facilities accessed by 10-20 minute car trip from all parts of the district and by regular weekday bus service; - Local facilities close to a local shopping centre and co-located where possible with other community or local recreation facilities accessed by 5 minute car trip, and close to bus stops. 																
<p>Provide the minimum land area to accommodate the community facilities generally in accordance with the following benchmark standards:</p> <table border="1" style="margin-left: auto; margin-right: auto;"> <thead> <tr> <th colspan="2"><i>Citywide Facilities (1:130,000-150,000)</i></th> </tr> <tr> <th><i>Facility</i></th> <th><i>Land Area</i></th> </tr> </thead> <tbody> <tr> <td>Central Library</td> <td>6,900m²</td> </tr> <tr> <td>Cultural/Performing Arts Centre</td> <td>8,200m²</td> </tr> <tr> <td>Art Gallery</td> <td>2,000m²</td> </tr> <tr> <td>Multi-Purpose Meeting Space</td> <td>2,500m²</td> </tr> <tr> <td>Outdoor Space</td> <td>400m²</td> </tr> <tr> <td><i>Total (integrated facility)</i></td> <td>2 hectares</td> </tr> </tbody> </table>		<i>Citywide Facilities (1:130,000-150,000)</i>		<i>Facility</i>	<i>Land Area</i>	Central Library	6,900m ²	Cultural/Performing Arts Centre	8,200m ²	Art Gallery	2,000m ²	Multi-Purpose Meeting Space	2,500m ²	Outdoor Space	400m ²	<i>Total (integrated facility)</i>	2 hectares
<i>Citywide Facilities (1:130,000-150,000)</i>																	
<i>Facility</i>	<i>Land Area</i>																
Central Library	6,900m ²																
Cultural/Performing Arts Centre	8,200m ²																
Art Gallery	2,000m ²																
Multi-Purpose Meeting Space	2,500m ²																
Outdoor Space	400m ²																
<i>Total (integrated facility)</i>	2 hectares																



<i>District Facilities (1:30,000-50,000)¹</i>	
<i>Facility</i>	<i>Land Area</i>
Branch Library	2,100m ²
Performance/Theatre Space (Auditorium) and General Display Area	9,550m ²
Multi-Purpose Meeting Space	2,250m ²
Outdoor Space	100m ²
Total (integrated facility)	1.4 hectares

<i>Local Facilities (1:10,000-15,000)¹</i>	
<i>Facility</i>	<i>Land Area</i>
Multi-Purpose Meeting Space	1,950m ²
Outdoor Space	50m ²
Total (integrated facility)	0.2 hectares

NOTE: Additional land may be required to accommodate facilities on individual sites. In these circumstances the land value will be based on the areas identified above.

<i>Functionality</i>	The network of land for community facilities is sufficient to address the needs of all members of the community, including youth and aged.
<i>Accessibility</i>	Land for community facilities will be located to ensure adequate pedestrian, cycle, bus and vehicle access.
<i>Suitability</i>	Land for community facilities is principally flat so that site development does not entail major cut, fill or drainage construction. The land must be of appropriate size and configuration to support the development of community and cultural activities to meet community expectations.
<i>Flood immunity</i>	Minimum flood immunity of 100% of the land being above the 1 in 100 ARI / 1% AEP.

¹ The specified Desired Standards of Service do not apply to the centres containing 'hybrid' facilities pursuant to the Springfield Town Centre Infrastructure Agreement 2015.



13.5 Plans for trunk infrastructure

- (1) The plans for trunk infrastructure identify the trunk infrastructure networks intended to service the existing and assumed future urban development at the desired standard of service up to planned ultimate (refer to Section 13.6 - Definitions) having regards to the provisions and zoning of the planning scheme.

13.5.1 Plans for trunk infrastructure maps

- (1) The existing and future trunk infrastructure networks are shown on the following maps in Section 13.9 - Local government infrastructure plan maps:
 - (a) Plan for trunk infrastructure - Transport, Maps T1 - T33;
 - (b) Plan for trunk infrastructure - Public Parks, Maps P1 - P55;
 - (c) Plan for trunk infrastructure - Land for Community Facilities, Maps C1 - C10.
- (2) The State infrastructure forming part of the transport trunk infrastructure network has been identified using the information provided by the relevant State infrastructure supplier.

13.5.2 Schedules of works

- (1) Details of the existing and future trunk infrastructure networks are identified in the electronic Excel schedule of works model which can be viewed here: www.ipswichplanning.com.au/planning-documents/planning-scheme ~~URL link to web location~~.
- (2) The future trunk infrastructure is identified in the following tables:
 - (a) for the transport infrastructure network, Table 13.8.1;
 - (b) for the public parks network, Table 13.8.2;
 - (c) for the land for community facilities network, Table 13.8.3.

Editors note – Extrinsic material

The below table identifies the documents that assist in the interpretation of the local government infrastructure plan and are extrinsic material under the *Statutory Instruments Act 1992*.



List of extrinsic material

Column 1 Title of document	Column 2 Date	Column 3 Author
Local Government Infrastructure Plan Land Valuation Study prepared for Ipswich City Council	May 2015	Savas Varitimos Valuer
Local Government Infrastructure Plan Supporting Document – Planning Assumptions Summary Report 2016	December 2016	Ipswich City Council
Local Government Infrastructure Plan Supporting Document – Transport (Roads) Update 2016	December 2016	Ipswich City Council
Local Government Infrastructure Plan Supporting Document – Public Parks Update 2016	December 2016	Ipswich City Council
Local Government Infrastructure Plan Supporting Document – Land for Community Facilities Update 2016	December 2016	Ipswich City Council

13.6 Definitions

- (1) For the purpose of this local government infrastructure plan, the following terms have the meanings respectively assigned to them:

Demand Unit means the unit of demand (expressed in hectares, dwelling units, persons, vehicle trips, or gross floor area) that applies to each type of infrastructure to express the demand represented by different types of lots or uses.

Persons means the number of persons within an occupied dwelling averaged across the detached housing or attached housing zones as outlined in the Ipswich Planning Scheme.

Planned Capacity for a premises means the capacity of the network allocated to the premises, as determined from the Ipswich Planning Scheme and density assumptions as reflected in the demand generation rates specified in Table 13.7.1.3 - Planned density and demand generation rate for a trunk infrastructure network.



Trunk Infrastructure comprises those trunk infrastructure items or elements outlined in the Schedule of Works that make up the infrastructure networks for this Local Government Infrastructure Plan.

Ultimate Development means the realistic extent of development anticipated to be achieved when a site (or locality) is fully developed reflecting the zones as outlined Ipswich Planning Scheme.

Future non-residential demand for projection area I7 has been truncated at 2041 to reflect and align with population growth to planned ultimate for the region. There is additional demand for projection area I7 beyond 2041 that has not been included in the planning assumptions.

- (2) All other terms used in this Local Government Infrastructure Plan are as defined in the Ipswich Planning Scheme, Local Laws, Planning Scheme Policies or other relevant Acts or Guidelines.



13.7 Local government infrastructure plan summary tables

13.7.1 Planning assumption tables

Table 13.7.1.1 - Existing and projected population

Column 1 Projection area		Column 2 LGIP development type	Column 3 Existing and projected population					
ID	Name		2016	2021	2026	2031	2036	Ultimate development
C1	Ipswich Central	Attached and detached dwellings	6,738	8,853	10,969	13,062	15,139	20,561
C2	East Ipswich/Booval	Attached and detached dwellings	18,071	19,779	21,089	22,399	23,709	27,814
C3	Raceview/Flinders View	Attached and detached dwellings	17,509	19,834	20,192	20,502	20,732	22,372
C4	Yamanto/Churchill	Attached and detached dwellings	7,111	7,952	8,068	8,184	8,300	9,227
C5	Leichardt/One Mile	Attached and detached dwellings	7,380	8,579	8,725	8,846	8,966	9,923
C6	Brassall	Attached and detached dwellings	9,603	12,961	13,293	13,529	13,765	14,724
C7	North Ipswich	Attached and detached dwellings	8,581	10,959	11,697	12,433	13,169	16,606
C8	Bundamba	Attached and detached dwellings	3,347	3,838	3,969	4,101	4,232	4,507
C9	Blackstone/Dinmore	Attached and detached dwellings	5,584	7,775	9,402	9,597	9,792	11,229
C10	Chuwar/Karalee	Attached and detached dwellings	8,353	10,503	10,603	10,702	10,802	11,389
C11	Blacksoil/Pine Mountain	Attached and detached dwellings	1,110	1,335	1,360	1,385	1,410	1,612
E1	Camira	Attached and detached dwellings	6,893	6,905	6,918	6,930	6,943	7,042
E2	Springfield	Attached and detached dwellings	26,748	40,786	61,437	72,734	78,007	82,800



Table 13.7.1.1 - Existing and projected population

Column 1 Projection area		Column 2 LGIP development type	Column 3 Existing and projected population					
ID	Name		2016	2021	2026	2031	2036	Ultimate development
E3	Goodna/Gailes	Attached and detached dwellings	13,526	15,741	16,081	16,420	16,759	18,285
E4	Redbank Plains/Bellbird Park	Attached and detached dwellings	28,028	35,466	42,475	46,123	46,950	51,669
E5	Collingwood Park/Redbank	Attached and detached dwellings	9,129	16,301	17,124	17,440	17,755	19,036
E6	Riverview	Attached and detached dwellings	3,404	3,717	3,854	3,992	4,130	4,646
I2	Industrial	Attached and detached dwellings	6	6	0	0	0	0
I3A	Industrial	Attached and detached dwellings	64	58	53	48	43	3
I4	Industrial	Attached and detached dwellings	39	38	33	27	22	2
I5	Industrial	Attached and detached dwellings	28	27	21	16	10	0
R1 (ICC)	Deebing Heights	Attached and detached dwellings	2,473	4,377	5,722	5,759	5,768	5,812
R2 (ICC)	Ripley Central	Attached and detached dwellings	1,226	1,228	1,229	1,230	1,231	1,240
W1	Walloon	Attached and detached dwellings	1,279	1,388	4,759	6,046	6,158	7,030
W2	Thagoona	Attached and detached dwellings	791	791	970	5,936	6,658	6,658
W3	Rosewood	Attached and detached dwellings	2,980	4,375	6,461	7,522	7,727	8,284
W4	Marburg	Attached and detached dwellings	574	570	567	564	561	535
W5	West-Balance	Attached and detached dwellings	10	15	19	24	29	65
W6	Willowbank	Attached and detached dwellings	1,294	1,586	1,833	2,080	2,327	4,302



Table 13.7.1.1 - Existing and projected population

Column 1 Projection area		Column 2 LGIP development type	Column 3 Existing and projected population					
ID	Name		2016	2021	2026	2031	2036	Ultimate development
W7	South West	Attached and detached dwellings	97	118	139	160	181	348
Inside priority infrastructure area (total)		Attached and detached dwellings	191,977	245,862	289,065	317,793	331,273	367,720
Outside priority infrastructure area (total)		Attached and detached dwellings	7,375	7,943	16,813	43,579	45,537	48,402
Inside Ripley Valley priority development area (total)		Attached and detached dwellings	2,863	17,016	48,338	74,524	93,835	102,546
Ipswich city council area		Attached and detached dwellings	202,215	270,820	354,216	435,897	470,644	518,668



Table 13.7.1.2 - Existing and projected employees

Column 1 Projection area		Column 2 LGIP development type	Column 3 Existing and projected employees					Ultimate development
ID	Name		2016	2021	2026	2031	2036	
C1	Ipswich Central	Retail	4,695	6,784	8,902	11,969	16,072	16,155
		Commercial	7,814	10,047	14,011	21,767	31,824	46,146
		Industrial	321	379	436	485	530	1,009
		Other	3,005	3,503	4,294	4,834	5,773	5,840
		Total	15,835	20,713	27,643	39,055	54,199	69,150
C2	East Ipswich/Booval	Retail	1,571	1,805	2,094	2,587	3,218	3,398
		Commercial	1,033	1,390	1,747	2,103	2,460	3,369
		Industrial	143	138	134	129	124	105
		Other	311	323	335	346	358	491
		Total	3,058	3,656	4,310	5,165	6,160	7,363
C3	Raceview/Flinders View	Retail	335	350	365	381	467	495
		Commercial	685	742	796	850	905	1,058
		Industrial	698	760	998	1,215	1,484	3,610
		Other	123	129	136	202	209	304
		Total	1,841	1,981	2,295	2,648	3,065	5,467
C4	Yamanto/Churchill	Retail	598	3,071	3,084	3,084	3,084	3,083
		Commercial	644	1,565	1,525	1,503	1,491	1,260
		Industrial	577	745	946	1,381	2,030	6,002
		Other	131	141	146	145	147	165
		Total	1,950	5,522	5,701	6,113	6,752	10,510



Table 13.7.1.2 - Existing and projected employees

Column 1 Projection area		Column 2 LGIP development type	Column 3 Existing and projected employees					Ultimate development
ID	Name		2016	2021	2026	2031	2036	
C5	Leichhardt/One Mile	Retail	92	88	84	80	75	42
		Commercial	107	103	100	97	93	68
		Industrial	6	5	50	49	49	45
		Other	83	87	90	94	97	125
		Total	288	283	324	320	314	280
C6	Brassall	Retail	376	442	469	508	538	714
		Commercial	191	198	204	249	294	422
		Industrial	40	10	9	8	7	0
		Other	151	160	173	246	258	360
		Total	758	810	855	1,011	1097	1,496
C7	North Ipswich	Retail	2,354	3,244	3,474	3,942	4,916	4,987
		Commercial	1,372	5,394	5,768	6,137	6,507	7,953
		Industrial	404	435	456	534	613	3,243
		Other	419	206	254	301	348	791
		Total	4,549	9,279	9,952	10,914	12,384	16,974
C8	Bundamba	Retail	0	0	0	0	0	0
		Commercial	79	73	65	58	50	0
		Industrial	506	507	508	509	515	552
		Other	182	223	263	304	344	668
		Total	767	803	836	871	909	1,220



Table 13.7.1.2 - Existing and projected employees

Column 1 Projection area		Column 2 LGIP development type	Column 3 Existing and projected employees					
ID	Name		2016	2021	2026	2031	2036	Ultimate development
C9	Blackstone/Dinmore	Retail	561	493	456	418	380	79
		Commercial	178	184	189	195	201	247
		Industrial	310	386	463	539	616	1,227
		Other	157	163	169	175	181	231
		Total	1,206	1,226	1,277	1,327	1378	1,784
C10	Chuwar/Karalee	Retail	189	230	253	276	299	436
		Commercial	111	119	127	135	141	174
		Industrial	53	164	275	386	508	1,560
		Other	62	69	77	84	91	151
		Total	415	582	732	881	1,039	2,321
C11	Blacksoil/Pine Mountain	Retail	61	88	115	142	169	385
		Commercial	62	108	154	200	246	615
		Industrial	35	45	56	66	77	161
		Other	13	12	11	10	9	0
		Total	171	253	336	418	501	1,161
E1	Camira	Retail	50	50	50	50	50	50
		Commercial	82	82	81	81	81	79
		Industrial	0	0	0	0	0	0
		Other	1	1	1	1	1	0
		Total	133	133	132	132	132	129



Table 13.7.1.2 - Existing and projected employees

Column 1 Projection area		Column 2 LGIP development type	Column 3 Existing and projected employees					
ID	Name		2016	2021	2026	2031	2036	Ultimate development
E2	Springfield	Retail	3,095	3,172	3,603	4,162	4,367	4,558
		Commercial	3,016	3,591	5,215	6,901	11,246	11,717
		Industrial	47	88	370	651	1,026	1,307
		Other	1,282	2,258	3,206	5,738	8,171	8,205
		Total	7,440	9,109	12,394	17,452	24,810	25,787
E3	Goodna/Gailes	Retail	561	647	738	820	1,050	1,151
		Commercial	1,101	1,178	1,255	1,332	1,409	1,672
		Industrial	194	250	311	372	432	951
		Other	335	339	342	511	515	545
		Total	2,191	2,414	2,646	3,035	3,406	4,319
E4	Redbank Plains/Bellbird Park	Retail	544	1,045	1,425	1,836	2,034	2,126
		Commercial	666	1,108	1,361	1,461	1,562	1,637
		Industrial	103	215	313	411	509	1,294
		Other	433	728	713	811	821	905
		Total	1,746	3,096	3,812	4,519	4,926	5,962
E5	Collingwood Park/Redbank	Retail	1,036	1,066	1,085	1,104	1,122	1,258
		Commercial	173	186	243	301	358	834
		Industrial	11	64	117	171	224	651
		Other	169	239	242	471	474	504
		Total	1,389	1,555	1,687	2,047	2,178	3,247



Table 13.7.1.2 - Existing and projected employees

Column 1 Projection area		Column 2 LGIP development type	Column 3 Existing and projected employees					Ultimate development
ID	Name		2016	2021	2026	2031	2036	
E6	Riverview	Retail	38	37	36	34	33	23
		Commercial	59	57	55	53	51	37
		Industrial	133	176	216	256	295	634
		Other	126	143	159	176	192	325
		Total	356	413	466	519	571	1,019
I1	Industrial	Retail						
		Commercial	82	82	82	82	82	0
		Industrial	7,027	7,433	7,937	8,333	9,035	13,068
		Other	3	3	3	3	3	4
		Total	7,112	7,518	8,022	8,418	9,120	13,072
I2	Industrial	Retail	0	0	0	0	0	0
		Commercial	214	214	209	204	204	0
		Industrial	3,009	3,751	5,281	6,811	8,031	12,634
		Other						
		Total	3,223	3,965	5,490	7,015	8,235	12,634
I3A	Industrial	Retail						
		Commercial						
		Industrial	72	111	195	301	417	457
		Other						
		Total	72	111	195	301	417	457



Table 13.7.1.2 - Existing and projected employees

Column 1 Projection area		Column 2 LGIP development type	Column 3 Existing and projected employees					Ultimate development
ID	Name		2016	2021	2026	2031	2036	
I3B	Industrial	Retail						
		Commercial						
		Industrial	0	0	0	0	0	0
		Other						
		Total	0	0	0	0	0	0
I4	Industrial	Retail	276	276	276	276	276	276
		Commercial	96	96	96	96	96	7
		Industrial	2,812	3,572	4,724	5,569	6,626	14,514
		Other	2	2	2	2	2	0
		Total	3,186	3,946	5,098	5,943	7,000	14,797
I5	Industrial	Retail						
		Commercial						
		Industrial	1,200	1,793	2,374	2,968	3,557	10,911
		Other						
		Total	1,200	1,793	2,374	2,968	3,557	10,911
R1 (ICC)	Deebling Heights	Retail	58	58	69	69	69	69
		Commercial	6	6	7	7	7	7
		Industrial						
		Other	3	63	69	69	119	119
		Total	67	127	145	145	195	195



Table 13.7.1.2 - Existing and projected employees

Column 1 Projection area		Column 2 LGIP development type	Column 3 Existing and projected employees					
ID	Name		2016	2021	2026	2031	2036	Ultimate development
R2 (ICC)	Ripley Central	Retail	3	3	4	4	4	7
		Commercial	0	1	2	3	3	10
		Industrial	55	131	208	284	360	970
		Other	3	3	3	2	2	0
		Total	61	138	217	293	369	987
W1	Walloon	Retail	68	242	410	1,208	1,948	2,238
		Commercial	44	113	181	258	337	895
		Industrial	0	0	0	1	2	3
		Other	0	1	1	1	2	5
		Total	112	356	592	1,468	2,289	3,141
W3	Rosewood	Retail	253	254	450	651	853	1,065
		Commercial	223	218	398	579	760	911
		Industrial	51	229	406	435	464	704
		Other	167	180	192	203	215	321
		Total	694	881	1,446	1,868	2,292	3,001
W4	Marburg	Retail	25	41	57	72	88	214
		Commercial	50	114	178	243	307	821
		Industrial	26	46	67	87	107	269
		Other	32	36	40	44	47	78
		Total	133	237	342	446	549	1,382



Table 13.7.1.2 - Existing and projected employees

Column 1 Projection area		Column 2 LGIP development type	Column 3 Existing and projected employees					Ultimate development
ID	Name		2016	2021	2026	2031	2036	
W5	West-Balance	Retail						
		Commercial	1	1	6	11	17	22
		Industrial	3	3	2	1	1	0
		Other						
		Total	4	4	8	12	18	22
W6	Willowbank	Retail	16	17	17	18	19	25
		Commercial	1	4	7	10	14	40
		Industrial						
		Other						
		Total	17	21	24	28	33	65
Inside priority infrastructure area (total)		Retail	16857	23504	27516	33691	41131	42832
		Commercial	18,089	26,973	34,065	44,918	60,747	80,000
		Industrial	17834	21439	26852	31953	37639	75883
		Other	7,196	9,012	10,920	14,773	18,381	20,139
		Total	59,976	80,928	99,353	125,335	157,898	218,854
Outside priority infrastructure area (total)		Retail	83	83	100	128	166	204
		Commercial	846	849	826	749	677	426
		Industrial	1329	2555	5532	9364	13262	48824
		Other	6,141	6,670	7,718	9,239	10,239	10,557
		Total	8,399	10,157	14,176	19,480	24,344	60,011



Table 13.7.1.2 - Existing and projected employees

Column 1 Projection area		Column 2 LGIP development type	Column 3 Existing and projected employees					Ultimate development
ID	Name		2016	2021	2026	2031	2036	
Inside Ripley Valley priority development area (total)		Retail	164	1087	2754	4459	5679	5778
		Commercial	7	231	944	1,671	2,392	2,932
		Industrial	10	66	125	185	246	344
		Other	36	584	737	2,202	3,349	3,486
		Total	217	1,968	4,560	8,517	11,666	12,540
Ipswich city council area		Retail	17104	24674	30370	38279	46976	48814
		Commercial	18,942	28,053	35,835	47,338	63,816	83,358
		Industrial	19174	24060	32508	41502	51147	125052
		Other	13373	16266	19376	26214	31968	34182
		Total	68,593	93,053	118,089	153,333	193,907	291,406



Table 13.7.1.3 - Planned density and demand generation rate for a trunk infrastructure network					
Column 1 Area classification	Column 2 LGIP development type (Sub Area)	Column 3 Planned density		Column 4 Demand generation rate for a trunk infrastructure network	
Zone		Non-residential m ² GFA/ha	Residential density dwellings/ha	Transport network vehicle trips/ha	Public Parks and Land for Community Facilities Network persons/ha
Urban Areas Locality					
Large Lot Residential	Detached dwelling		2.5	13	5.48
Residential Low Density	Detached dwelling (RL1)		5	26	10.96
	Detached dwelling (RL2)		12	65	27.4
Residential Medium Density	Attached dwelling (RM2, RM3)		50	95	39.5
	Attached dwelling (RM1)		75	190	79
Character Areas – Housing	Detached dwelling (CHL)		10	65	27.4
	Attached dwelling (CHM)		50	95	39.5
Future Urban	Detached dwelling (FU3)		2.5	65	27.4
	Detached dwelling (FU-RL5)		8		
	Detached dwelling (FU2, FU2-RL4, FU4-RL2, FU5)		10		
	Detached dwelling (FU2-RL3)		12		
	Detached dwelling (FU2-RL1, FU2-RL2)		13	190	79
	Attached dwelling (FU2-RM2, FU4-RM2)		50		
	Attached dwelling (FU2-RM1, FU2-SA3, FU4-RM1)		75		
	Retail (FU2-LN, FU2-MN)	2,500			



Column 1 Area classification	Column 2 LGIP development type (Sub Area)	Column 3 Planned density		Column 4 Demand generation rate for a trunk infrastructure network	
Zone		Non-residential m² GFA/ha	Residential density dwellings/ha	Transport network vehicle trips/ha	Public Parks and Land for Community Facilities Network persons/ha
	Retail (FU4-PBA, FU4-SCA)	4,000			
	Commercial (FU4-PBA, FU4-SCA)	1,000			
	Commercial (FU2-LN, FU2-MN)	2,500			
	Industrial (FU4-RBIL, FU4-SOA3)	5,000			
Major Centres	Retail	4,000		400	0
	Commercial	1,000			
Local Retail and Commercial	Retail	2,500		400	0
	Commercial	2,500			
Local Business and Industry	Industrial	5,000		140	0
Local Business and Industry Investigation	Industrial	2,000		140	0
Local Business and Industry Buffer	Industrial	667		6.5 / residential lot	2.74 / residential lot
Character Areas – Mixed Use	Detached dwelling		10	140	27.4
	Commercial	3,000			
Business Incubator	Industrial	5,000		140	0
Bundamba Racecourse Stables Area	Detached dwelling		10	6.5 / residential lot	2.74 / residential lot
Recreation				6.5 / lot	0
Conservation				6.5 / residential lot	2.74 / residential lot
Limited Development (Constrained)	Detached dwelling		1 / lot	6.5 / residential lot	2.74 / residential lot



Column 1 Area classification	Column 2 LGIP development type (Sub Area)	Column 3 Planned density		Column 4 Demand generation rate for a trunk infrastructure network	
Zone		Non-residential m² GFA/ha	Residential density dwellings/ha	Transport network vehicle trips/ha	Public Parks and Land for Community Facilities Network persons/ha
Special Uses	Detached dwelling (SU55)		1	6.5 / residential lot	2.74 / residential lot
	Detached dwelling (SU14, SU26)		10		
	Detached dwelling (FU2-SA2)		8		
	Detached dwelling (FU2-SA1, FU2-SA4)		13		
	Attached dwelling (SU41, SU42, SU43, SU44, SU45)		40		
	Attached dwelling (SU12, SU13)		50		
	Retail (SU68, SU76)	2,500			
	Retail (SU35, SU36, SU37, SU38, SU40, SU47)	5,000			
	Commercial (SU53)	2,400			
	Commercial (SU68, SU76)	2,500			
	Commercial (SU30, SU31, SU46, SU49, SU50, SU58, SU80)	5,000			
	Industrial (SU74, SU75)	133			
	Industrial (SU54)	3,000			
	Industrial (SU67)	4,000			
Industrial (SU25, SU72, SU73)	5,000				
Special Opportunity Areas	Detached dwelling (SA45)		1 / lot	6.5 / residential lot	2.74 / residential lot



Column 1 Area classification	Column 2 LGIP development type (Sub Area)	Column 3 Planned density		Column 4 Demand generation rate for a trunk infrastructure network	
Zone		Non-residential m² GFA/ha	Residential density dwellings/ha	Transport network vehicle trips/ha	Public Parks and Land for Community Facilities Network persons/ha
	Detached dwelling (SA40)		1		
	Detached dwelling (SA7, SA26, SA39, SA41, SA42, FU4-SOA1, FU4-SOA5)		2.5		
	Detached dwelling (SA30)		3		
	Detached dwelling (SA2, SA15, SA16, SA21, SA33, SA34, SA35, SA36, SA37, FU4-SOA2, FU4-SOA4)		10		
	Detached dwelling (SA31)		13		
	Attached dwelling (SA8, SA10)		30		
	Attached dwelling (SA4, SA22, SA23, SA24)		50		
	Attached dwelling (SA6)		75		
	Retail (SA19)	1,200			
	Retail (SA13, SA14, SA43, SA45)	2,500			
	Commercial (SA28)	400			
	Commercial (SA45)	1,000			
	Commercial (SA19)	1,200			
	Commercial (SA2)	1,600			
	Commercial (SA13, SA14, SA43)	2,500			
	Industrial (SA28)	667			



Table 13.7.1.3 - Planned density and demand generation rate for a trunk infrastructure network					
Column 1 Area classification	Column 2 LGIP development type (Sub Area)	Column 3 Planned density		Column 4 Demand generation rate for a trunk infrastructure network	
Zone		Non-residential m ² GFA/ha	Residential density dwellings/ha	Transport network vehicle trips/ha	Public Parks and Land for Community Facilities Network persons/ha
	Industrial (SA32)	1,333			
	Industrial (SA5, SA9, SA25, SA29)	5,000			
City Centre Locality					
CBD Primary Retail	Attached dwelling		75	5320	0
	Retail	32,000			
	Commercial	8,000			
CBD North – Secondary Business	Retail	10,000		1030	0
CBD Primary Commercial	Attached dwelling		75	4120	0
	Retail	8,000			
	Commercial	32,000			
CBD Top of Town	Attached dwelling		20	1030	0
	Retail	6,000			
	Commercial	4,000			
CBD Medical Services	Attached dwelling		15	1030	0
	Commercial	10,000			
CBD Residential High Density	Attached dwelling (RHD1)		100	285	118.5
	Attached dwelling (RHD)		150		
Regionally Significant Business Enterprise and Industry Areas Locality					
Regional Business and Industry	Industrial (RB2L, RB2M)	4,000		140	0



Table 13.7.1.3 - Planned density and demand generation rate for a trunk infrastructure network					
Column 1 Area classification	Column 2 LGIP development type (Sub Area)	Column 3 Planned density		Column 4 Demand generation rate for a trunk infrastructure network	
Zone		Non-residential m ² GFA/ha	Residential density dwellings/ha	Transport network vehicle trips/ha	Public Parks and Land for Community Facilities Network persons/ha
	Industrial (RB1L, RBIM, RB3L, RB3M, RB4L, RB4M)	5,000			
Regional Business and Industry Investigation	Industrial (RBIA1.3)	1,750		140	
	Industrial (RBIA2, RBIA2.1, RBIA3, RBIA3.1)	2,600			
	Industrial (RBIA1, RBIA1.4, RBIA4, CSE)	5,000			
Regional Business and Industry Buffer				6.5 / residential lot	2.74 / residential lot
Business Park				400	0
Amberley Locality					
Amberley Air Base and Aviation Zone	Attached dwelling		250	6.5 / lot	0
Rosewood Locality					
Town Centre	Retail (TCS)	2,500		65	0
	Retail (TCP)	4,000		400	0
	Commercial (TCP)	500			
	Commercial (TCS)	2,500		65	0
Service Trades and Showgrounds	Industrial	4,000		65	0
Character Areas – Housing	(CHL)			65	27.4
	(CHM)			95	39.5



Table 13.7.1.3 - Planned density and demand generation rate for a trunk infrastructure network					
Column 1 Area classification	Column 2 LGIP development type (Sub Area)	Column 3 Planned density		Column 4 Demand generation rate for a trunk infrastructure network	
Zone		Non-residential m ² GFA/ha	Residential density dwellings/ha	Transport network vehicle trips/ha	Public Parks and Land for Community Facilities Network persons/ha
Residential Low Density	Detached dwelling		12	65	27.4
Residential Medium Density				95	39.5
Urban Investigation Areas	Detached dwelling		10	65	27.4
Recreation				6.5 / lot	0
Special Uses				6.5 / residential lot	2.74 / residential lot
Townships Locality					
Township Residential	Detached dwelling (TR1)		2	6.5 / lot	2.74 / lot
	Detached dwelling (TR)		2.5		
Township Character Housing	Detached dwelling (TCH1)		2	6.5 / lot	2.74 / lot
	Detached dwelling (TCH)		2.5		
Township Character Mixed	Detached dwelling		10	6.5 / lot	2.74 / lot
	Commercial	800			
Township Business	Retail	2,500		6.5 / lot	
	Commercial	2,500			
Showgrounds, Sport, Recreation, Service Trades and Trotting				6.5 / residential lot	2.74 / residential lot
Special Use				6.5 / residential lot	2.74 / residential lot
Rural Areas Locality					
Rural A (Agricultural)	Detached dwelling		1 / lot		



Table 13.7.1.3 - Planned density and demand generation rate for a trunk infrastructure network					
Column 1 Area classification	Column 2 LGIP development type (Sub Area)	Column 3 Planned density		Column 4 Demand generation rate for a trunk infrastructure network	
Zone		Non-residential m ² GFA/ha	Residential density dwellings/ha	Transport network vehicle trips/ha	Public Parks and Land for Community Facilities Network persons/ha
Rural B (Pastoral)	Detached dwelling		1 / lot		
Rural C (Rural Living)	Detached dwelling		1 / lot		
Rural D (Conservation)	Detached dwelling		1 / lot		
Rural E (Special Land Management)	Detached dwelling		1 / lot		
Springfield Locality					
Springfield Community Residential	Detached dwelling		12		
Brookwater Activity Centre	Attached dwelling		150 dwellings		
	Retail	300			
	Commercial	700			
Neighbourhood Centres	Retail	2,500			
	Commercial	2,500			
Springfield Town Centre 1	Attached dwelling		2,415 dwellings		
	Retail	3,658			
	Commercial	537			
Springfield Town Centre 3/9	Attached dwelling		1,900 dwellings		
	Commercial	2,516			
Springfield Town Centre 4	Attached dwelling		2,700 dwellings		
	Retail	85			
	Commercial	85			



Table 13.7.1.3 - Planned density and demand generation rate for a trunk infrastructure network					
Column 1 Area classification	Column 2 LGIP development type (Sub Area)	Column 3 Planned density		Column 4 Demand generation rate for a trunk infrastructure network	
Zone		Non-residential m ² GFA/ha	Residential density dwellings/ha	Transport network vehicle trips/ha	Public Parks and Land for Community Facilities Network persons/ha
Springfield Town Centre 5	Attached dwelling		6,500 dwellings		
	Commercial	1,500			
Springfield Town Centre 6	Commercial	1,405			
	Industrial	5,150			
Springfield Town Centre 7	Attached dwelling		300 dwellings		
	Commercial	4,722			
Springfield Town Centre 10	Attached dwelling		600 dwellings		
Springfield Town Centre 12	Attached dwelling		2,500 dwellings		
	Commercial	2,937			
Springfield Town Centre 13	Attached dwelling		800 dwellings		
	Commercial	1,333			
Springfield Town Centre 14	Attached dwelling		300 dwellings		
	Commercial	357			
Springfield Town Centre 15	Attached dwelling		1,000 dwellings		
Springfield Town Centre 18	Attached dwelling		640 dwellings		
	Retail	2,000			
	Commercial	2,000			
Springfield Town Centre 19	Attached dwelling		1,500 dwellings		
	Commercial	576			



Table 13.7.1.3 - Planned density and demand generation rate for a trunk infrastructure network					
Column 1 Area classification	Column 2 LGIP development type (Sub Area)	Column 3 Planned density		Column 4 Demand generation rate for a trunk infrastructure network	
Zone		Non-residential m ² GFA/ha	Residential density dwellings/ha	Transport network vehicle trips/ha	Public Parks and Land for Community Facilities Network persons/ha
Springfield Town Centre 20	Attached dwelling		1,400 dwellings		
Springfield Town Centre 21	Attached dwelling		300 dwellings		



Table 13.7.1.4 - Existing and projected residential dwellings

Column 1 Projection area		Column 2 LGIP development type	Column 3 Existing and projected residential dwellings					
ID	Name		2016	2021	2026	2031	2036	Ultimate development
C1	Ipswich Central	Attached dwellings	794	2,275	3,756	5,221	6,675	10,149
		Detached dwellings	2,114	2,003	1,892	1,781	1,670	1,534
		Total	2,908	4,278	5,648	7,002	8,345	11,683
C2	East Ipswich/Booval	Attached dwellings	1,249	2,424	3,395	4,366	5,337	7,517
		Detached dwellings	6,260	6,172	6,057	5,942	5,827	5,951
		Total	7,508	8,596	9,452	10,308	11,164	13,468
C3	Raceview/Flinders View	Attached dwellings	670	1,737	1,814	1,888	1,954	2,311
		Detached dwellings	5,851	6,140	6,258	6,358	6,430	7,024
		Total	6,521	7,877	8,072	8,247	8,384	9,335
C4	Yamanto/Churchill	Attached dwellings	195	252	283	314	345	594
		Detached dwellings	2,384	2,687	2,718	2,749	2,780	3,030
		Total	2,579	2,939	3,001	3,063	3,126	3,624
C5	Leichhardt/One Mile	Attached dwellings	197	165	175	186	196	281
		Detached dwellings	2,572	3,057	3,111	3,155	3,199	3,550
		Total	2,770	3,222	3,286	3,341	3,395	3,831
C6	Brassall	Attached dwellings	554	486	472	540	608	695
		Detached dwellings	3,137	4,455	4,595	4,632	4,669	4,994
		Total	3,691	4,940	5,067	5,172	5,277	5,689



Table 13.7.1.4 - Existing and projected residential dwellings

Column 1 Projection area		Column 2 LGIP development type	Column 3 Existing and projected residential dwellings					
ID	Name		2016	2021	2026	2031	2036	Ultimate development
C7	North Ipswich	Attached dwellings	622	980	1,337	1,694	2,051	3,308
		Detached dwellings	3,046	3,907	3,954	4,000	4,046	4,469
		Total	3,668	4,887	5,291	5,694	6,097	7,776
C8	Bundamba	Attached dwellings	121	113	231	349	468	738
		Detached dwellings	1,187	1,384	1,365	1,346	1,326	1,282
		Total	1,308	1,497	1,596	1,695	1,794	2,020
C9	Blackstone/Dinmore	Attached dwellings	232	217	254	290	326	550
		Detached dwellings	1,949	2,769	3,346	3,399	3,453	3,878
		Total	2,181	2,987	3,599	3,689	3,779	4,428
C10	Chuwar/Karalee	Attached dwellings	16	14	13	12	10	0
		Detached dwellings	2,687	3,512	3,575	3,638	3,701	4,128
		Total	2,703	3,526	3,588	3,650	3,711	4,128
C11	Blacksoil/Pine Mountain	Attached dwellings	0	0	0	0	0	0
		Detached dwellings	338	439	452	466	479	588
		Total	338	439	452	466	479	588
E1	Camira	Attached dwellings	30	27	25	22	20	0
		Detached dwellings	2,349	2,366	2,384	2,402	2,419	2,560
		Total	2,378	2,393	2,409	2,424	2,439	2,560



Table 13.7.1.4 - Existing and projected residential dwellings

Column 1 Projection area		Column 2 LGIP development type	Column 3 Existing and projected residential dwellings					
ID	Name		2016	2021	2026	2031	2036	Ultimate development
E2	Springfield	Attached dwellings	271	2,824	9,826	17,116	20,417	23,563
		Detached dwellings	9,010	12,819	16,630	16,872	17,091	17,523
		Total	9,281	15,643	26,456	33,987	37,508	41,086
E3	Goodna/Gailes	Attached dwellings	868	965	1,103	1,243	1,383	1,554
		Detached dwellings	4,068	4,840	4,901	4,962	5,021	5,620
		Total	4,936	5,805	6,005	6,205	6,404	7,174
E4	Redbank Plains/Bellbird Park	Attached dwellings	1,424	2,784	4,158	4,442	4,615	4,809
		Detached dwellings	8,451	10,595	12,498	13,716	13,967	15,988
		Total	9,875	13,379	16,657	18,158	18,583	20,798
E5	Collingwood Park/Redbank	Attached dwellings	420	554	723	892	1,061	1,460
		Detached dwellings	2,791	5,373	5,592	5,625	5,658	6,026
		Total	3,211	5,927	6,315	6,517	6,720	7,486
E6	Riverview	Attached dwellings	82	78	96	115	133	144
		Detached dwellings	1,044	1,168	1,217	1,266	1,315	1,557
		Total	1,126	1,246	1,313	1,381	1,448	1,702
I2	Industrial	Attached dwellings	0	0	0	0	0	0
		Detached dwellings	2	2	0	0	0	0
		Total	2	2	0	0	0	0



Table 13.7.1.4 - Existing and projected residential dwellings

Column 1 Projection area		Column 2 LGIP development type	Column 3 Existing and projected residential dwellings					
ID	Name		2016	2021	2026	2031	2036	Ultimate development
I3A	Industrial	Attached dwellings	0	0	0	0	0	0
		Detached dwellings	24	22	20	18	16	0
		Total	24	22	20	18	16	0
I4	Industrial	Attached dwellings	0	0	0	0	0	0
		Detached dwellings	14	13	11	9	8	1
		Total	14	13	11	9	8	1
I5	Industrial	Attached dwellings	0	0	0	0	0	0
		Detached dwellings	10	10	8	6	4	0
		Total	10	8	6	4	0	10
R1 (ICC)	Deebing Heights	Attached dwellings	2	2	2	1	1	0
		Detached dwellings	855	1,556	2,055	2,072	2,080	2,128
		Total	857	1,558	2,056	2,074	2,081	2,128
R2 (ICC)	Ripley Central	Attached dwellings	2	2	2	1	1	0
		Detached dwellings	383	388	394	400	405	450
		Total	385	390	396	401	406	450
W1	Walloon	Attached dwellings	2	2	1,739	2,116	2,118	2,120
		Detached dwellings	419	461	693	901	943	1,281
		Total	421	463	2,431	3,017	3,061	3,401



Table 13.7.1.4 - Existing and projected residential dwellings

Column 1 Projection area		Column 2 LGIP development type	Column 3 Existing and projected residential dwellings					
ID	Name		2016	2021	2026	2031	2036	Ultimate development
W2	Thagoona	Attached dwellings	2	2	83	1,816	1,816	1,816
		Detached dwellings	258	258	280	1,118	1,386	1,386
		Total	260	260	362	2,933	3,201	3,201
W3	Rosewood	Attached dwellings	40	37	181	323	468	615
		Detached dwellings	967	1,494	2,184	2,500	2,501	2,673
		Total	1,006	1,532	2,365	2,823	2,968	3,288
W4	Marburg	Attached dwellings	8	7	7	6	5	0
		Detached dwellings	184	185	186	186	187	193
		Total	192	192	192	192	192	193
W5	West-Balance	Attached dwellings	0	0	0	0	0	0
		Detached dwellings	3	5	6	8	10	22
		Total	3	5	6	8	10	22
W6	Willowbank	Attached dwellings	228	376	525	674	822	2,012
		Detached dwellings	315	342	348	354	360	410
		Total	543	718	873	1,028	1,183	2,423
W7	South West	Attached dwellings	65	78	90	103	116	220
		Detached dwellings	0	0	0	0	0	0
		Total	65	78	90	103	116	220



Table 13.7.1.4 - Existing and projected residential dwellings

Column 1 Projection area		Column 2 LGIP development type	Column 3 Existing and projected residential dwellings					
ID	Name		2016	2021	2026	2031	2036	Ultimate development
Inside priority infrastructure area (total)	Attached dwellings		8,092	16,400	30,289	43,732	50,949	64,455
	Detached dwellings		62,673	78,421	86,728	89,879	90,950	98,247
	Total		70,765	94,821	117,016	133,611	141,899	162,702
Outside priority infrastructure area (total)	Attached dwellings		20	20	31	2,579	2,652	2,722
	Detached dwellings		2,445	2,654	5,939	14,250	14,946	15,992
	Total		2,465	2,674	5,970	16,829	17,598	18,715
Inside Ripley Valley priority development area (total)	Attached dwellings		1,246	6,380	13,987	21,640	29,050	29,924
	Detached dwellings		311	2,576	9,644	14,802	17,216	19,529
	Total		1,557	8,958	23,632	36,442	46,266	49,453
Ipswich city council area	Attached dwellings		9,359	22,800	44,307	67,950	82,650	97,102
	Detached dwellings		65,429	83,650	102,310	118,932	123,113	133,768
	Total		74,787	106,452	146,618	186,882	205,763	230,870



Table 13.7.1.5 - Existing and projected non-residential floor space

Column 1 Projection area		Column 2 LGIP development type	Column 3 Existing and projected non-residential floor space (m ² GFA)					
ID	Name		2016	2021	2026	2031	2036	Ultimate development
C1	Ipswich Central	Retail	187,821	271,363	356,081	478,748	642,849	646,184
		Commercial	195,342	251,174	350,257	544,176	795,600	1,153,638
		Industrial	32,109	37,872	43,635	48,544	52,978	100,880
		Other	67,187	78,939	91,697	95,000	108,767	107,526
		Total	482,459	639,348	841,670	1,166,468	1,600,194	2,008,228
C2	East Ipswich/Booval	Retail	62,820	72,213	83,754	103,489	128,730	135,915
		Commercial	25,818	34,741	43,664	52,587	61,511	84,213
		Industrial	14,312	13,845	13,379	12,912	12,446	10,460
		Other	10,276	9,577	8,879	8,181	7,482	9,838
		Total	113,226	130,376	149,676	177,169	210,169	240,426
C3	Raceview/Flinders View	Retail	13,407	14,011	14,615	15,220	18,667	19,790
		Commercial	17,129	18,550	19,903	21,247	22,638	26,450
		Industrial	69,760	76,018	99,836	121,481	148,392	361,022
		Other	4,342	4,716	5,090	5,464	5,838	17,351
		Total	104,638	113,295	139,444	163,412	195,535	424,613
C4	Yamanto/Churchill	Retail	23,933	122,849	123,354	123,352	123,350	123,335
		Commercial	16,098	39,131	38,123	37,585	37,269	31,508
		Industrial	57,690	74,487	94,558	138,113	202,962	600,222
		Other	2,109	2,187	1,763	1,511	1,947	5,431
		Total	99,830	238,654	257,798	300,561	365,528	760,496



Table 13.7.1.5 - Existing and projected non-residential floor space

Column 1 Projection area		Column 2 LGIP development type	Column 3 Existing and projected non-residential floor space (m ² GFA)					
ID	Name		2016	2021	2026	2031	2036	Ultimate development
C5	Leichhardt/One Mile	Retail	3,683	3,517	3,351	3,185	3,019	1,691
		Commercial	2,667	2,585	2,502	2,420	2,337	1,691
		Industrial	564	517	4,996	4,949	4,902	4,525
		Other	991	1,144	1,298	1,451	1,605	2,832
		Total	7,905	7,763	12,147	12,005	11,863	10,739
C6	Brassall	Retail	15,047	17,660	18,764	20,308	21,537	28,546
		Commercial	4,782	4,943	5,105	6,226	7,347	10,558
		Industrial	3,966	1,018	926	833	741	0
		Other	1,852	2,760	4,288	5,771	7,254	19,387
		Total	25,647	26,381	29,083	33,138	36,879	58,491
C7	North Ipswich	Retail	94,167	129,753	138,949	157,694	196,627	199,495
		Commercial	34,302	134,851	144,186	153,431	162,666	198,821
		Industrial	40,358	43,522	45,640	53,446	61,253	324,280
		Other	58,258	14,021	21,891	29,760	37,630	113,477
		Total	227,085	322,147	350,666	394,331	458,176	836,073
C8	Bundamba	Retail	11	10	9	8	7	0
		Commercial	1,967	1,823	1,632	1,441	1,250	0
		Industrial	50,611	50,695	50,778	50,861	51,534	55,153
		Other	21	125	229	332	436	1,267
		Total	52,610	52,653	52,648	52,642	53,227	56,420



Table 13.7.1.5 - Existing and projected non-residential floor space

Column 1 Projection area		Column 2 LGIP development type	Column 3 Existing and projected non-residential floor space (m ² GFA)					
ID	Name		2016	2021	2026	2031	2036	Ultimate development
C9	Blackstone/Dinmore	Retail	22,437	19,726	18,219	16,712	15,206	3,150
		Commercial	4,452	4,595	4,738	4,880	5,023	6,165
		Industrial	30,963	38,607	46,252	53,901	61,553	122,741
		Other	8,614	8,838	9,086	9,334	9,582	11,598
		Total	66,466	71,766	78,295	84,827	91,364	143,654
C10	Chuwar/Karalee	Retail	7,563	9,213	10,127	11,042	11,957	17,438
		Commercial	2,772	2,976	3,179	3,383	3,528	4,359
		Industrial	5,271	16,366	27,461	38,556	50,845	155,975
		Other	891	1,841	2,791	3,740	4,690	12,287
		Total	16,497	30,396	43,558	56,721	71,020	190,059
C11	Blacksoil/Pine Mountain	Retail	2,455	3,532	4,609	5,687	6,764	15,382
		Commercial	1,547	2,700	3,853	5,006	6,159	15,382
		Industrial	3,492	4,539	5,585	6,632	7,678	16,051
		Other	2,621	2,403	2,184	1,966	1,747	0
		Total	10,115	13,174	16,231	19,291	22,348	46,815
E1	Camira	Retail	2,019	2,016	2,013	2,009	2,006	1,981
		Commercial	2,044	2,039	2,033	2,028	2,023	1,981
		Industrial	0	0	0	0	0	5
		Other	262	240	218	197	175	0
		Total	4,325	4,295	4,264	4,234	4,204	3,967



Table 13.7.1.5 - Existing and projected non-residential floor space

Column 1 Projection area		Column 2 LGIP development type	Column 3 Existing and projected non-residential floor space (m ² GFA)					
ID	Name		2016	2021	2026	2031	2036	Ultimate development
E2	Springfield	Retail	123,802	126,855	144,122	166,487	174,688	182,322
		Commercial	75,390	89,769	130,389	172,512	281,157	292,917
		Industrial	4,729	8,837	36,985	65,134	102,583	130,733
		Other	12,789	32,937	64,578	118,899	177,326	185,144
		Total	216,710	258,398	376,074	523,032	735,754	791,116
E3	Goodna/Gailes	Retail	22,441	25,898	29,518	32,822	41,998	46,024
		Commercial	27,534	29,456	31,379	33,302	35,225	41,789
		Industrial	19,395	24,998	31,078	37,158	43,239	95,133
		Other	4,089	4,541	4,992	5,444	5,896	9,927
		Total	73,459	84,893	96,967	108,726	126,358	192,873
E4	Redbank Plains/Bellbird Park	Retail	21,747	41,796	57,017	73,443	81,347	85,051
		Commercial	16,658	27,691	34,027	36,533	39,039	40,922
		Industrial	10,296	21,495	31,308	41,121	50,933	129,436
		Other	931	1,303	1,674	2,045	2,416	5,860
		Total	49,632	92,285	124,026	153,142	173,735	261,269
E5	Collingwood Park/Redbank	Retail	41,439	42,635	43,387	44,139	44,892	50,327
		Commercial	4,319	4,647	6,084	7,518	8,951	20,856
		Industrial	1,068	6,408	11,747	17,087	22,427	65,145
		Other	616	3,026	3,344	3,662	3,980	6,892
		Total	47,442	56,716	64,562	72,406	80,250	143,220



Table 13.7.1.5 - Existing and projected non-residential floor space

Column 1 Projection area		Column 2 LGIP development type	Column 3 Existing and projected non-residential floor space (m ² GFA)					
ID	Name		2016	2021	2026	2031	2036	Ultimate development
E6	Riverview	Retail	1,527	1,477	1,426	1,376	1,326	923
		Commercial	1,468	1,423	1,377	1,332	1,287	923
		Industrial	13,319	17,644	21,609	25,573	29,538	63,414
		Other	143	286	429	573	716	1,864
		Total	16,457	20,830	24,841	28,854	32,867	67,124
I1	Industrial	Retail						
		Commercial	2,045	2,045	2,045	2,045	2,045	0
		Industrial	702,682	743,319	793,707	833,295	903,466	1,306,817
		Other	608	608	608	608	608	878
		Total	705,335	745,972	796,360	835,948	906,119	1,307,695
I2	Industrial	Retail	15	15	7	0	0	0
		Commercial	5,358	5,358	5,234	5,107	5,101	0
		Industrial	300,894	375,143	528,120	681,097	803,132	1,263,412
		Other						
		Total	306,267	380,516	533,361	686,204	808,233	1,263,412
I3A	Industrial	Retail						
		Commercial						
		Industrial	7,225	11,085	19,521	30,082	41,672	45,741
		Other						
		Total	7,225	11,085	19,521	30,082	41,672	45,741



Table 13.7.1.5 - Existing and projected non-residential floor space

Column 1 Projection area		Column 2 LGIP development type	Column 3 Existing and projected non-residential floor space (m ² GFA)					
ID	Name		2016	2021	2026	2031	2036	Ultimate development
I3B	Industrial	Retail						
		Commercial						
		Industrial	0	0	0	0	0	31
		Other						
		Total	0	0	0	0	0	31
I4	Industrial	Retail	11,038	11,038	11,038	11,038	11,038	11,038
		Commercial	2,404	2,404	2,401	2,396	2,390	182
		Industrial	281,243	357,233	472,385	556,926	662,604	1,451,417
		Other	468	468	468	468	468	0
		Total	295,153	371,143	486,292	570,828	676,500	1,462,637
I5	Industrial	Retail						
		Commercial						
		Industrial	120,031	179,315	237,396	296,806	355,705	1,091,062
		Other						
		Total	120,031	179,315	237,396	296,806	355,705	1,091,062
R1 (ICC)	Deebing Heights	Retail	2,321	2,321	2,756	2,756	2,756	2,756
		Commercial	155	155	184	184	184	184
		Industrial						
		Other						
		Total	2,476	2,476	2,940	2,940	2,940	2,940



Table 13.7.1.5 - Existing and projected non-residential floor space

Column 1 Projection area		Column 2 LGIP development type	Column 3 Existing and projected non-residential floor space (m ² GFA)					Ultimate development
ID	Name		2016	2021	2026	2031	2036	
R2 (ICC)	Ripley Central	Retail	120	133	145	157	170	268
		Commercial	4	23	43	63	82	239
		Industrial	5,486	13,105	20,750	28,396	36,042	97,045
		Other	654	599	545	490	436	0
		Total	6,264	13,860	21,483	29,106	36,730	97,552
W1	Walloon	Retail	2,701	9,681	16,414	48,320	77,902	89,508
		Commercial	1,104	2,817	4,529	6,449	8,419	22,377
		Industrial	0	0	0	81	183	284
		Other	17	100	184	268	351	1,020
		Total	3,822	12,598	21,127	55,118	86,855	113,189
W3	Rosewood	Retail	10,119	10,145	18,000	26,036	34,103	42,585
		Commercial	5,573	5,460	9,958	14,485	19,012	22,780
		Industrial	5,083	22,947	40,640	43,496	46,352	70,404
		Other	4,723	4,794	4,462	4,130	3,798	3,966
		Total	25,498	43,346	73,060	88,147	103,265	139,735
W4	Marburg	Retail	1,003	1,633	2,263	2,894	3,524	8,565
		Commercial	1,246	2,853	4,461	6,068	7,676	20,515
		Industrial	2,608	4,634	6,660	8,687	10,713	26,924
		Other	3,886	4,078	4,269	4,461	4,652	6,184
		Total	8,743	13,198	17,653	22,110	26,565	62,188



Table 13.7.1.5 - Existing and projected non-residential floor space

Column 1 Projection area		Column 2 LGIP development type	Column 3 Existing and projected non-residential floor space (m ² GFA)					Ultimate development
ID	Name		2016	2021	2026	2031	2036	
W5	West-Balance	Retail						
		Commercial	16	16	150	283	416	550
		Industrial	250	250	188	125	63	0
		Other						
		Total	266	266	338	408	479	550
W6	Willowbank	Retail	631	661	692	723	754	1,000
		Commercial	16	98	180	262	344	1,000
		Industrial						
		Other						
		Total	647	759	872	985	1,098	2,000
Inside priority infrastructure area (total)		Retail	674,267	940,150	1,100,633	1,347,646	1,645,216	1,713,272
		Commercial	452,208	674,322	851,619	1,122,949	1,518,679	2,000,002
		Industrial	1,783,407	2,143,899	2,685,139	3,195,292	3,763,937	7,588,314
		Other	186,349	179,531	234,966	303,755	387,801	522,728
		Total	3,096,231	3,937,902	4,872,357	5,969,642	7,315,633	11,824,316
Outside priority infrastructure area (total)		Retail	3308	3311	4013	5132	6631	8168
		Commercial	21,157	21,218	20,660	18,724	16,924	10,645
		Industrial	132,936	255,475	553,169	936,444	1,326,201	4,882,424
		Other	37,133	40,559	128,374	264,388	400,402	434,405
		Total	194,534	320,563	706,216	1,224,688	1,750,158	5,335,642



Table 13.7.1.5 - Existing and projected non-residential floor space

Column 1 Projection area		Column 2 LGIP development type	Column 3 Existing and projected non-residential floor space (m ² GFA)					Ultimate development
ID	Name		2016	2021	2026	2031	2036	
Inside Ripley Valley priority development area (total)		Retail	6,599	43,479	110,128	178,364	227,171	231,138
		Commercial	174	5,759	23,594	41,780	59,802	73,295
		Industrial	1,046	6,559	12,500	18,530	24,585	34,440
		Other	1,372	1,372	1,372	1,372	686	0
		Total	9,191	57,169	147,594	240,046	312,244	338,873
Ipswich city council area		Retail	684,175	986,940	1,214,774	1,531,142	1,879,019	1,952,578
		Commercial	473,540	701,299	895,873	1,183,453	1,595,406	2,083,942
		Industrial	1,917,388	2,405,933	3,250,808	4,150,266	5,114,723	12,505,177
		Other	224,853	221,461	364,711	569,514	788,888	957,133
		Total	3,299,956	4,315,633	5,726,166	7,434,375	9,378,036	17,498,830



Table 13.7.1.6 - Existing and projected demand for the transport network

Column 1 Service catchment ¹		Column 2 Existing and projected demand (vehicle trips)					
ID	Name	2016	2021	2026	2031	2036	Ultimate development
1	Carole Park Industrial	36,271	38,320	41,000	42,839	45,469	59,178
2	Camira	17,477	17,594	17,521	17,384	17,248	17,437
3	Springfield	152,901	180,697	265,875	327,600	360,336	370,764
4	Goodna - Gales	53,067	60,985	63,709	66,733	70,179	77,291
5	Bellbird Park	26,232	31,926	36,378	41,588	43,542	53,480
6	Redbank Industrial	8,296	10,059	13,671	17,086	19,417	27,136
7	Redbank - Riverview	45,785	52,069	54,032	55,447	56,604	66,548
8	Collingwood Park - Redbank Plains North	46,522	68,113	73,366	78,653	80,538	83,504
9	Redbank Plains South	36,181	54,650	69,118	84,548	86,980	90,588
10	New Chum Industrial	2,171	2,823	3,118	3,656	4,106	24,927
11	Swanbank Industrial	1,806	2,244	4,378	7,040	9,537	38,910
12	Ripley Valley - Deebing Creek (Non-PDA)	9,063	12,955	21,445	26,036	31,634	37,881
13	Karalee - Chuwar	19,533	23,132	25,933	28,597	29,067	33,784
14	Bundamba Industry	10,331	12,526	15,221	16,977	19,061	35,118
15	Basin Pocket - East Ipswich - North Booval - Bundamba North	28,715	32,122	35,102	37,800	40,373	51,817
16	Dinmore - Bundamba South - Blackstone - Booval - Silkstone	78,563	89,540	97,994	103,619	108,717	120,806

Note ¹ – Table 13.7.1.6 – Column 1 The service catchments for the transport network are identified on Maps T1 – T33 Plan for trunk infrastructure – Transport.



Table 13.7.1.6 - Existing and projected demand for the transport network

Column 1 Service catchment ¹		Column 2 Existing and projected demand (vehicle trips)					
ID	Name	2016	2021	2026	2031	2036	Ultimate development
17	Yamanto - Raceview - Flinders View - Churchill	83,173	117,577	122,425	123,566	124,923	144,039
18	North Ipswich (North) - Tivoli - Raymonds Hill	19,908	23,029	23,542	24,030	24,260	34,360
19	North Ipswich (South) - Ipswich Central - West Ipswich	262,074	319,003	374,614	438,564	521,243	596,254
20	Leichhardt - One Mile	15,696	17,133	17,983	18,007	17,992	19,273
21	Woodend - Sadliers Crossing - Coalfall	33,209	34,549	35,799	39,814	43,547	52,153
22	Brassall - Wulkuraka	35,047	46,676	47,605	48,732	49,232	54,135
23	Pine Mountain-Muirlea-Blacksoil North	4,908	5,662	5,988	6,315	6,671	8,958
24	Walloon - Karrabin	8,065	9,519	30,570	70,580	75,918	81,661
25	Karrabin - Wulkuraka Industry	3,145	4,478	5,372	6,795	7,898	24,439
26	Amberley	11,736	13,257	14,851	14,925	16,521	26,639
27	Purga - Peak Crossing	2,558	2,523	2,495	2,468	3,723	5,988
28	Marburg - Ironbark - Haigslea	4,344	4,589	7,230	11,207	12,235	14,478
29	Rosewood East - Thagoona	15,173	18,865	28,969	82,851	86,604	88,163
30	Willowbank - Ebenezer	6,064	8,901	12,972	18,092	21,531	38,166
31	Grandchester - Rosewood West	4,139	4,069	5,158	6,111	6,966	7,354
Ipswich city council area		1,082,153	1,319,585	1,573,434	1,867,660	2,042,072	2,385,229



Table 13.7.1.7 - Existing and projected demand for the public parks network and land for community facilities network

Column 1 Service catchment ²		Column 2 Existing and projected demand (persons)					
ID	Name	2016	2021	2026	2031	2036	Ultimate development
C1	Ipswich Central	6,738	8,853	10,969	13,062	15,139	20,561
C2	East Ipswich/Booval	18,071	19,779	21,089	22,399	23,709	27,814
C3	Raceview/Flinders View	17,509	19,834	20,193	20,502	20,732	22,372
C4	Yamanto/Churchill	7,125	7,967	8,083	8,200	8,316	9,243
C5	Leichhardt/One Mile	7,386	8,585	8,734	8,858	8,980	9,940
C6	Brassall	9,604	12,964	13,299	13,535	13,771	14,730
C7	North Ipswich	8,581	10,959	11,697	12,433	13,169	16,606
C8	Bundamba	3,347	3,838	3,969	4,101	4,232	4,507
C9	Blackstone/Dinmore	5,584	7,775	9,402	9,597	9,792	11,229
C10	Chuwar/Karalee	8,551	10,755	11,995	13,236	13,390	14,414
C11	Blacksoil/Pine Mountain	2,077	2,301	2,348	2,394	2,440	2,662
E1	Camira	6,893	6,905	6,918	6,930	6,943	7,042
E2	Springfield	26,762	40,847	61,900	73,352	78,778	83,881
E3	Goodna/Gailes	13,526	15,741	16,081	16,420	16,759	18,285
E4	Redbank Plains/Bellbird Park	28,034	35,472	42,615	46,424	47,281	52,057
E5	Collingwood Park/Redbank	9,129	16,325	17,151	17,686	18,002	19,283
E6	Riverview	3,404	3,724	3,862	3,999	4,137	4,653

Note ² – Table 13.7.1.7 Column 1 The service catchments for the public parks network are identified on Maps P1 – P55 Plan for trunk infrastructure – Public Parks, and the land for community facilities network are identified on Maps C1 – C10 Plan for trunk infrastructure – Land for community facilities.



Table 13.7.1.7 - Existing and projected demand for the public parks network and land for community facilities network

Column 1 Service catchment ²		Column 2 Existing and projected demand (persons)					
ID	Name	2016	2021	2026	2031	2036	Ultimate development
I1	Industrial	0	0	0	0	0	0
I2	Industrial	6	6	0	0	0	0
I3A	Industrial	64	58	53	48	43	3
I3B	Industrial	11	11	9	7	5	1
I3C	Industrial	3	3	3	3	3	3
I4	Industrial	39	38	33	27	22	2
I5	Industrial	28	27	21	16	10	0
I6	Industrial	27	27	22	16	11	0
I7	Industrial	275	275	271	266	262	40
R1 (ICC)	Deebling Heights	2,553	4,849	7,368	7,439	7,481	7,591
R2 (ICC)	Ripley Central	1,319	1,320	1,359	1,397	1,436	2,036
R3 (ICC)	Ripley South	14	14	20	27	339	651
R4 (ICC)	Ripley East	3	3	2	2	2	1
R1 (PDA)	Deebling Heights	469	1,720	6,661	6,663	6,663	6,669
R2 (PDA)	Ripley Central	1,290	8,079	23,026	36,373	48,934	51,369
R3 (PDA)	Ripley South	76	76	5,087	10,369	12,709	14,640
R4 (PDA)	Ripley East	1,028	7,141	13,564	21,119	25,528	29,868
W1	Walloon	1,598	1,736	8,432	21,372	21,593	22,761
W2	Thagoona	1,116	1,117	2,728	19,594	20,714	20,802
W3	Rosewood	3,004	4,401	6,488	8,097	8,301	8,862



Table 13.7.1.7 - Existing and projected demand for the public parks network and land for community facilities network

Column 1 Service catchment ²		Column 2 Existing and projected demand (persons)					
ID	Name	2016	2021	2026	2031	2036	Ultimate development
W4	Marburg	646	653	1,043	1,049	1,055	1,105
W5	West-Balance	4,195	4,199	4,938	5,764	6,502	7,272
W6	Willowbank	1,302	1,594	1,841	2,089	2,336	4,312
W7	South West	827	848	941	1,034	1,127	1,401
Ipswich city council area		202,215	270,820	354,216	435,897	470,644	518,668



13.8 Schedules of works

Table 13.8.1 - Transport network schedule of works

Column 1 Map reference		Column 2 Trunk infrastructure		Column 3 Estimated timing	Column 4 Establishment cost ³
LGIP ID	Road Name	Section	Description		
2	Springfield-Greenbank Arterial (D-F-G)	Springfield Parkway (D) to Main Street (G)	Upgrade to 4 lanes	2017	\$9,282,826
4	Springfield Greenbank Arterial (G-M)	Main Street (G) to Sinnathamby Boulevard (M)	Upgrade from 2 lanes to 6 lanes	2019	\$4,336,247
7	Springfield-Greenbank Arterial	Springfield Central Boulevard to Grande Avenue	Upgrade to 4 lanes	2026-2031	\$4,533,055
8	Springfield-Greenbank Arterial	Grande Avenue to ICC Boundary	Upgrade to 4 lanes	2036-2041	\$6,325,201
12	Springfield Parkway (E-D)	Old Logan Road (E) to Springfield-Greenbank Arterial (D)	Upgrade to 4 lanes	2018	\$16,679,306
14	Springfield Parkway (D-C)	Springfield Greenbank Arterial (D) to Centenary Highway (C)	Upgrade to 4 lanes	2020	\$3,017,528
18	Eden Station Drive	Augusta Parkway (J) to Springfield Greenbank Arterial (F)	Upgrade to 4 lanes	2026-2031	\$11,513,480
25	Augusta Parkway / Sinnathamby Boulevard (H-I-J)	Main Street (H) to Eden Station Drive (J)	Upgrade to 4 lanes	2021	\$10,402,204
26	Augusta Parkway / Sinnathamby Boulevard (H-I-J)	Main Street (H) to Eden Station Drive (J)	Upgrade to 6 lanes	2036-2041	\$7,961,070
33	Redbank Plains Road - Queen Street	Alice Street to Brennan Street	Upgrade to 2 lane urban road standard	2026-2031	\$6,193,847
34	Redbank Plains Road	Kruger Parade to Jansen Street	Upgrade to 4 lanes	2018	\$6,506,602
35	Redbank Plains Road	Jones Road to West Street	Upgrade to 4 lanes	2016	\$1,629,963
37	Redbank Plains Road - Stage 2	Cedar Road to School Road	Upgrade to 4 lanes	2017	\$7,893,660

Note ³ – Table 13.8.1 Column 4 The establishment cost is expressed in current cost terms as at the base date.



Table 13.8.1 - Transport network schedule of works

Column 1 Map reference		Column 2 Trunk infrastructure		Column 3 Estimated timing	Column 4 Establishment cost ³
LGIP ID	Road Name	Section	Description		
39	Redbank Plains Road	New Hill Drive to Storey Street	Upgrade to 2 lane urban road standard	2020	\$10,702,602
41	Redbank Plains Road	Cunningham Highway to Greenwood Village Road	Upgrade to 4 lanes	2026-2031	\$16,504,445
42	Redbank Plains Road	Greenwood Village Road to Collingwood Drive	Upgrade to 4 lanes	2031-2036	\$11,539,203
43	Redbank Plains Road	Cunningham Highway to New Hill Drive	Upgrade to 6 lanes	2036-2041	\$20,269,070
47	Mount Juillerat Drive	St Augustines Drive to Santa Monica Drive	New 2 lane road	2021	\$6,814,646
48	Mount Juillerat Drive	Santa Monica Drive to Keidges Road	New 2 lane road (4 lane corridor)	2021-2026	\$21,152,095
49	Mount Juillerat Drive	Keidges Road to Cedar Road	New 2 lane road (4 lane corridor)	2021-2026	\$8,016,782
51	Mount Juillerat Drive	Saddleback Avenue to School Road	New 2 lane road	2016	\$1,869,761
54	Mount Juillerat Drive	Stage 5 northern boundary to Edens Crossing Major Collector	land dedication & bulk earthworks	2016	\$1,500,883
55	Mount Juillerat Drive	Regents Drive to Swanbank Boulevard	New 2 lane road (4 lane corridor)	2017	\$11,350,188
56	Centenary Highway Link Road "temporary"	Mount Juillerat Drive to Centenary Highway	"Interim" 2 lane road	2017	\$4,254,997
57	Swanbank Boulevard	Mount Juillerat Drive to Centenary Highway	New 4 lane road "Ultimate"	2031-2036	\$4,706,178
59	School Road	Redbank Plains Road to Alawoona Street	Upgrade to 2 lane urban road standard (4 lane corridor)	2021	\$8,976,842
63	School Road	Fernbrooke Boulevard to Mount Juillerat Drive	Upgrade to from 3 to 4 lanes	2031-2036	\$408,783
64	Keidges Road	Lillian Street to Brittians Road	Upgrade to 4 lanes	2021	\$3,323,372
65	Keidges Road	Brittians Road to Mount Juillerat Drive	Upgrade to 4 lanes	2021	\$5,774,591
66	Keidges Road Extension	Mount Juillerat Drive to Centenary Highway	New 2 lane road	2036-2041	\$9,234,268
71	Jones Road	Augusta Parkway to Happy Jack gully (western side)	Upgrade to urban road standard (western side)	2021	\$2,642,485
72	Jones Road / Church Street	Happy Jack Gully to Alice Street	Upgrade to 2 lane urban road standard	2021	\$19,226,719
73	Brennan Street	Redbank Plains Road to Jones Road	Upgrade to 2 lane urban road standard	2026-2031	\$2,878,417



Table 13.8.1 - Transport network schedule of works

Column 1 Map reference		Column 2 Trunk infrastructure		Column 3 Estimated timing	Column 4 Establishment cost ³
LGIP ID	Road Name	Section	Description		
79	Pottery Road / Jacob Street	Aberdare Street to Old Ipswich Road	Upgrade to 2 lane urban road standard	2021	\$4,056,909
81	Collingwood Drive	Goss Drive to Eagle Street	Upgrade to 2 lane urban road standard	2026-2031	\$868,245
83	Collingwood Drive Extension - Stage 1	Eagle Street to Woodlinks Way	Upgrade to 4 lanes	2036-2041	\$6,813,057
85	Collingwood Drive Extension - Stage 2	Woodlinks Way to Ted Magee Drive	Upgrade to 4 lanes	2031-2036	\$4,996,242
86	Eagle Street	Collingwood Drive to Kruger Parade	New 2 lane road	2021-2026	\$16,054,864
88	Kruger Parade	Eagle Street to Namatjira Drive	Upgrade to 2 lane urban road standard	2026-2031	\$8,856,974
89	Mary Street	Thomas Street to William Street	Upgrade to 4 lanes	2026-2031	\$9,459,024
90	Mary Street	William Street to Cunningham Highway	Upgrade to 4 lanes	2026-2031	\$9,873,770
91	Mary Street	William Street to Cunningham Highway	Upgrade to 6 lanes	2036-2041	\$3,830,686
92	Thomas Street	Mary Street to Creek Street	Upgrade to 4 lanes	2036-2041	\$4,525,432
93	Robertson Road Extension	South Station Road to Thomas Street	New 2 lane road	2021-2026	\$17,323,254
94	Robertson Road	Chermside Road to South Station Road	Upgrade to 4 lanes	2031-2036	\$23,325,107
95	South Station Road	Robertson Road to Cascade Street	Upgrade to 4 lanes	2036-2041	\$5,824,805
96	South Station Road	Cascade Street to Owen Street	Upgrade to 4 lanes	2031-2036	\$2,419,523
97	Thorn Street	Brisbane Street to Gray Street	Upgrade to 4 lanes	2036-2041	\$2,862,189
100	Brisbane Street	Hooper Street to Clay Street	Upgrade to 3 lanes	2018	\$5,865,950
101	Brisbane Street - Burnett Street	Hooper Street to Darling Street	Upgrade to 4 lanes	2026-2031	\$30,086,232
104	Old Toowoomba Road	Lobb Street to Toongarra Road	Upgrade to 4 lanes	2017	\$4,687,468
105	Toongarra Road	Old Toowoomba Road to Samford Road	Upgrade to 4 lanes	2026-2031	\$2,554,475
108	Toongarra Road	Bernie Street to Dixon Street	Upgrade to 4 lanes	2026-2031	\$2,740,078
109	Lobb Street Realignment	Lobb Street to Old Toowoomba Road	Realign to Old Toowoomba Road	2036-2041	\$10,480,738
110	Lobb Street	Warwick Road to Old Toowoomba Road	Upgrade to 4 lanes	2026-2031	\$19,010,361



Table 13.8.1 - Transport network schedule of works

Column 1 Map reference		Column 2 Trunk infrastructure		Column 3 Estimated timing	Column 4 Establishment cost ³
LGIP ID	Road Name	Section	Description		
111	Waterworks Road	Pine Mountain Road to Holdsworth Road	Upgrade to 4 lanes	2021-2026	\$8,674,166
113	Junction Road	Torrens Street to Arthur Summervilles Road	Upgrade to 2 lane urban road standard	2021	\$7,401,811
114	Junction Road	Mount Crosby To Essex Street	Upgrade to 4 lanes	2031-2036	\$2,838,774
115	Moggill Pocket Arterial Link Road	Junction Road to Moggill Pocket Arterial	New 2 lane road	2036-2041	\$5,019,974
116	Bayley Road Extension	Glenross Drive to Pine Mountain Road	New 2 lane road	2020	\$7,862,413
117	Pine Mountain Road	Warrego Highway to Bayley Road	Upgrade to 2 lane urban road standard	2016	\$6,693,994
118	Raceview Street	Cascade Street to Cemetery Road	Upgrade to 4 lanes	2036-2041	\$2,821,233
121	Diamantina Boulevard Extension	Keswick Road to Aramac Street	New 2 lane road	2021	\$11,786,658
122	Wulkuraka Connection Road	Karrabin - Rosewood Road - Warrego Highway	Upgrade to 2 lane urban road standard	2031-2036	\$18,511,326
123	Hunter Street	Pine Mountain Road to Haig Street	Upgrade to 4 lanes	2026-2031	\$3,961,063
124	Pine Street	Delacey Street to The Terrace	Upgrade to 4 lanes	2036-2041	\$14,371,309
125	Roderick Street	Gordon Street to Burnett Street	Upgrade to 4 lanes	2036-2041	\$4,973,101
127	Marsden Parade Realignment	Rail line to Gordon Street	2 lane realignment	2019	\$2,638,857
128	Marsden Parade - Gordon Street	Bremer Street to Warwick Road	Upgrade to 4 lanes	2031-2036	\$11,645,862
129	Olga Street	East Street to Bremer Street	Upgrade to 4 lanes	2031-2036	\$2,217,478
130	Darling Street East	Ellenborough Street to Burnett Street	Upgrade to 4 lanes	2036-2041	\$3,997,922
131	Burnett Street	Darling Street East to Brisbane Street	Upgrade to 6 lanes	2031-2036	\$2,434,061
132	Burnett Street	Brisbane Street to Limestone Street	Upgrade to 4 lanes	2031-2036	\$1,723,506
133	Chermside Road	Jacaranda Street to Brisbane Road	Upgrade to 4 lanes	2031-2036	\$9,001,214
134	Chermside Road	Brisbane Road to Blackstone Road	Upgrade to 4 lanes	2026-2031	\$2,660,180
135	Chermside Road	Griffith Road to Salisbury Road	Upgrade to 4 lanes	2036-2041	\$7,370,639



Table 13.8.1 - Transport network schedule of works

Column 1 Map reference		Column 2 Trunk infrastructure		Column 3 Estimated timing	Column 4 Establishment cost ³
LGIP ID	Road Name	Section	Description		
137	Lawrence Street - Norman Street	Downs Street to Jacaranda Street	New 4 lane road / bridge	2021	\$99,035,474
138	Jacaranda Street - Wattle Street	Chermside Road to Dudleigh Street	Upgrade to 4 lanes	2031-2036	\$27,385,546
139	Hamilton Street Extension	Dudleigh Street - Brisbane Road	New 4 lane road	2031-2036	\$25,632,500
140	Salisbury Road Extension	Warwick Road to Moffatt Street	New 2 lane road	2026-2031	\$6,299,266
141	Salisbury Road Extension - Moffatt Street - Hooper Street	Warwick Road to Brisbane Street	Upgrade to 4 lanes	2036-2041	\$12,032,221
142	Hooper Street Extension	Brisbane Street to Grace Street	New 2 lane road	2036-2041	\$31,380,889
143	Sydney Street Extension	Grace Street to Gregory Street	New 2 lane road	2036-2041	\$10,519,622
146	Newhill Drive	Rob Roy Way to Swanbank Road	New 2 lane road	2021-2026	\$21,422,678
147	Swanbank Boulevard (Southern Section)	Swanbank Road to Mount Juillerat Drive	New 2 lane road	2026-2031	\$15,039,989
148	Swanbank Boulevard (Southern Section)	Swanbank Road to Mount Juillerat Drive	Upgrade to 4 lanes	2036-2041	\$13,163,125
149	Swanbank Enterprise Park "East-West" Road	Swanbank Boulevard to Bundamba Creek	New 2 lane road	2031-2036	\$27,650,960
150	North Station Road Extension	Winifred Street to Mount Crosby Road	New 2 lane road	2036-2041	\$33,450,155
152	Albion Street	Bremer River to Workshops Street	Upgrade to 4 lanes	2021	\$5,528,179
153	Bertha Street	Mill Street to Alice Street	Upgrade to 4 lanes	2026-2031	\$2,350,352
154	Ebenezer Road 1	Cunningham Highway to Paynes Road	New 2 lane road / 4 lane corridor	2036-2041	\$28,830,604
155	Ebenezer Road 2	Paynes Road to Coopers Road	New 2 lane road / 4 lane corridor	2036-2041	\$24,286,566
156	Ebenezer Road 3	Coopers Road to Ipswich Rosewood Road	New 2 lane road / 4 lane corridor	2036-2041	\$13,184,136
157	Ebenezer Road 4 (Coopers Road)	Ebenezer Road 3 to Ebenezer Road 5	New 2 lane road / 4 lane corridor	2036-2041	\$17,095,479
158	Ebenezer Road 5	Cunningham Highway to Coopers Road	New 2 lane road / 4 lane corridor	2036-2041	\$18,041,449
159	Briggs Road	Parrott Street to Huxham Street	Upgrade to 2 lane urban road standard	2016	\$2,421,064



Table 13.8.1 - Transport network schedule of works

Column 1 Map reference		Column 2 Trunk infrastructure		Column 3 Estimated timing	Column 4 Establishment cost ³
LGIP ID	Road Name	Section	Description		
160	Briggs Road	Huxham Street to Edwards Street	Upgrade to 2 lane urban road standard	2017	\$2,250,362
161	Brisbane Terrace	Bridge Street to Woogaroo Creek	Upgrade to 2 lane urban road standard	2026-2031	\$13,483,099
162	Edwards Street Extension	Briggs Road to Warwick Road (Section A)	New 2 lane road	2021-2026	\$35,007,489
163	Edwards Street	Ripley Road to Briggs Road (Section B)	Upgrade to 2 lane urban road standard	2021-2026	\$12,708,229
164	Edwards Street	Ripley Road to Briggs Road (Section B)	Upgrade to 4 lanes	2021-2026	\$12,803,344
165	Ripley Road	Edwards Street to Cunningham Highway (Section C)	Upgrade to 4 lanes	2021-2026	\$27,673,765
166	Fischers Road	Swanbank Road to Scotts Road	Upgrade to 2 lane urban road standard	2026-2031	\$16,884,048
168	Pisasale Drive	Warwick Road to Cunningham Highway	Upgrade to 4 lanes	2031-2036	\$4,314,936
170	Pisasale Drive	Cunningham Highway to Lakeview Drive	Upgrade to 2 lane urban road standard	2021	\$5,126,289
171	Pisasale Drive	Cunningham Highway to Lakeview Drive	Upgrade to 4 lanes	2031-2036	\$4,413,141
173	Grampian Drive	Lakeview Drive to Centenary Highway	Upgrade to 2 lane urban road standard	2021	\$7,829,707
174	Grampian Drive	Lakeview Drive to Centenary Highway	Upgrade to 4 lanes	2031-2036	\$6,813,057
175	Grampian Drive	Centenary Highway to Winland Drive	Upgrade to 2 lane urban road standard	2021	\$6,002,776
176	Grampian Drive	Centenary Highway to Winland Drive	Upgrade to 4 lanes	2036-2041	\$5,223,344
177	Grampian Drive - Ipswich Boonah Road Link	Grampian Drive to Ipswich Boonah Road	New 2 lane road	2036-2041	\$16,082,910
301	Cobalt Street / Johnson Road	Intersection Project	Traffic Signals	2021-2026	\$715,702
303	Old Logan Road / Addison Road	Intersection Project	Capacity Enhancement	2026-2031	\$1,360,130
304	Old Logan Road / Moss Road / Meier Road	Intersection Project	Traffic Signals	2021-2026	\$2,036,584
305	Old Logan Road / Mur Boulevard / Kertes Road	Intersection Project	Capacity enhancement (dual lane roundabout)	2026-2031	\$733,678
306	Augusta Parkway / Mount Juillerat Drive	Intersection Project	Traffic Signals	2026-2031	\$1,810,323
308	Redbank Plains Road / Eagle	Intersection Project	Traffic Signals	2021	\$1,251,909



Table 13.8.1 - Transport network schedule of works

Column 1 Map reference		Column 2 Trunk infrastructure		Column 3 Estimated timing	Column 4 Establishment cost ³
LGIP ID	Road Name	Section	Description		
	Street				
309	Smith Road / Church Street	Intersection Project	Traffic Signals	2031-2036	\$3,128,666
311	Bertha Street / Alice Street	Intersection Project	Capacity Enhancement	2019	\$777,750
313	Alice Street / Queen Street	Intersection Project	Capacity Enhancement	2020	\$3,257,810
318	Layard Street / Brisbane Terrace	Intersection Project	Traffic Signals	2031-2036	\$1,109,696
321	Kruger Parade / Namatjira Drive / Duncan Street	Intersection Project	Traffic Signals	2021-2026	\$804,742
323	Blackstone Road / South Station Road	Intersection Project	Capacity Enhancement	2018	\$3,161,136
324	South Station Road / Swanbank Road	Intersection Project	Traffic Signals	2026-2031	\$774,799
325	Robertson Road / Chermiside Road	Intersection Project	Traffic Signals	2016	\$155,234
326	Chermiside Road / Salisbury Road	Intersection Project	Traffic Signals	2026-2031	\$1,219,365
328	Kingsmill Road / Marcae Street	Intersection Project	Capacity Enhancement	2031-2036	\$1,319,545
329	Salisbury Road / Briggs Road	Intersection Project	Traffic Signals	2020	\$1,295,516
330	Blackstone Road / Creek Street / Sealy Street	Intersection Project	Roundabout	2021-2026	\$1,313,139
331	Mary Street / William Street	Intersection Project	Traffic Signals	2021-2026	\$631,914
332	Thorn Street / Garden Street	Intersection Project	Traffic Signals	2021-2026	\$572,058
333	Jacaranda Street / Cook Street	Intersection Project	Traffic Signals	2021-2026	\$309,702
334	Jacaranda Street / Cotton Street / Leslie Street	Intersection Project	Traffic Signals	2021-2026	\$881,149
335	Burnett Street / Herbet Street / Woodend Road	Intersection Project	Capacity Enhancement	2026-2031	\$336,151
336	Wattle Street / Dudleigh Street	Intersection Project	Roundabout	2026-2031	\$3,198,237



Table 13.8.1 - Transport network schedule of works

Column 1 Map reference		Column 2 Trunk infrastructure		Column 3 Estimated timing	Column 4 Establishment cost ³
LGIP ID	Road Name	Section	Description		
337	Darling Street / Waghorn Street	Intersection Project	Traffic Signals	2026-2031	\$776,831
338	Redbank Plains Road / Stuart Street	Intersection Project	Traffic Signals	2026-2031	\$494,415
339	Redbank Plains Road / Queen Street / Albert Street	Intersection Project	Traffic Signals	2026-2031	\$415,266
340	Robertson Road / Grange Road	Intersection Project	Traffic Signals	2026-2031	\$809,228
TOTAL					\$1,248,559,665



Table 13.8.2 - Public parks network schedule of works

Column 1 Map reference		Column 2 Trunk infrastructure			Column 3 Estimated timing	Column 4 Establishment cost ⁴
LGIP ID	Park Name	Park Hierarchy / Setting	Element	Land Area		
2	Dunlop St Reserve	Citywide Linear Park	Land	25,183	2036 to 2041	\$0
2	Dunlop St Reserve	Citywide Linear Park	Embellishment		2021 to 2026	\$146,368
2	Dunlop St Reserve	Citywide Linear Park	Embellishment		2026 to 2031	\$146,368
16	Grandchester District Rec 1 of 4	District Recreation Park	Land	19,633	2036 to 2041	\$0
16	Grandchester District Rec 1 of 4	District Recreation Park	Embellishment		2036 to 2041	\$727,850
18	Lotplan 1M31118	Local Linear Park	Embellishment		2036 to 2041	\$71,833
21	Lot 247 Verrankamp Rd	Citywide Linear Park	Embellishment		2036 to 2041	\$34,489
32	Lotplan 599CC1710	Local Linear Park	Land	17,704	2036 to 2041	\$0
32	Lotplan 599CC1710	Local Linear Park	Embellishment		2036 to 2041	\$130,901
36	No Name	Citywide Linear Park	Land	7,502	2036 to 2041	\$0
36	No Name	Citywide Linear Park	Embellishment		2036 to 2041	\$87,212
37	No Name	Citywide Linear Park	Land	10,611	2036 to 2041	\$0
37	No Name	Citywide Linear Park	Embellishment		2036 to 2041	\$123,344
43	Kholo Gardens	Citywide Recreation Park	Land	69,118	2031 to 2036	\$0
43	Kholo Gardens	Citywide Recreation Park	Embellishment		2036 to 2041	\$920,039
47	No Name	Local Linear Park	Land	69,008	2036 to 2041	\$0
47	No Name	Local Linear Park	Embellishment		2036 to 2041	\$510,230
49	Karalee District Waterside Park	District Waterside Park	Embellishment		2036 to 2041	\$707,610
55	Chalk Street Citywide Sports	Citywide Sports Ground/Courts	Embellishment		2026 to 2031	\$5,118,378
55	Chalk Street Citywide Sports	Citywide Sports Ground/Courts	Embellishment		2031 to 2036	\$5,118,378

Note ⁴ – Table 13.8.2 Column 4 The establishment cost is expressed in current cost terms as at the base date.



Table 13.8.2 - Public parks network schedule of works

Column 1 Map reference		Column 2 Trunk infrastructure			Column 3 Estimated timing	Column 4 Establishment cost ⁴
LGIP ID	Park Name	Park Hierarchy / Setting	Element	Land Area		
57	Camira Local Sports (landfill)	Local Sports Ground/Courts	Embellishment		2031 to 2036	\$2,886,001
59	Brittains Road District Recreation Park	District Recreation Park	Embellishment		2020	\$1,455,701
59	Brittains Road District Recreation Park	District Recreation Park	Embellishment		2021	\$1,455,701
66	Pound site	Local Linear Park	Embellishment		2036 to 2041	\$110,499
75	Cairns Rd Woogaroo Creek Park opportunity	Local Recreation Park	Embellishment		2036 to 2041	\$292,252
79	Kent St Linear connection (drainage)	Citywide Linear Park	Embellishment		2036 to 2041	\$72,800
81	Noel St Transmission/overhead wires site	Local Recreation Park	Embellishment		2036 to 2041	\$194,815
83	Bremer Linear buffer	Local Linear Park	Embellishment		2036 to 2041	\$57,870
87	Small Creek Linear Park	Local Linear Park	Embellishment		2021	\$223,877
90	Ipswich Motorway Reserve	Citywide Linear Park	Embellishment		2036 to 2041	\$45,254
92	Part of Bundamba Creek corridor	Citywide Linear Park	Embellishment		2021 to 2026	\$84,625
97	Deebing Creek Corridor	Citywide Linear Park	Embellishment		2021 to 2026	\$268,568
98	Addison Mikkelsen Roads connection	Local Linear Park	Embellishment		2036 to 2041	\$38,524
102	School Rd link park	Local Recreation Park	Embellishment		2026 to 2031	\$146,126
105	Main Street Park (group with 636)	Local Recreation Park	Embellishment		2036 to 2041	\$292,252
112	Alice Bergholz Lane Park	Citywide Linear Park	Embellishment		2036 to 2041	\$155,543
117	Bergin Street Reserve	Local Recreation Park	Embellishment		2021 to 2026	\$584,503
127	Grace and Comona Streets Connection	Local Linear Park	Embellishment		2036 to 2041	\$23,256
129	Bassili Drive Park (group with 322)	Local Recreation Park	Embellishment		2021 to 2026	\$146,126
130	Riverpark Drive connection	Local Linear Park	Embellishment		2036 to 2041	\$66,101



Table 13.8.2 - Public parks network schedule of works

Column 1 Map reference		Column 2 Trunk infrastructure			Column 3 Estimated timing	Column 4 Establishment cost ⁴
LGIP ID	Park Name	Park Hierarchy / Setting	Element	Land Area		
137	Jacaranda Local Sports	Local Sports Ground/Courts	Embellishment		2021 to 2026	\$961,904
145	Pindari Drive connection	Local Linear Park	Embellishment		2036 to 2041	\$176,266
150	Six Mile Creek Linear Park	Citywide Linear Park	Embellishment		2036 to 2041	\$101,570
167	6RP895112	Local Linear Park	Embellishment		2036 to 2041	\$3,977
170	800RP208841	Local Linear Park	Embellishment		2036 to 2041	\$105,552
174	999RP197674	Local Linear Park	Embellishment		2031 to 2036	\$244,891
180	Brian Phelps Park	Local Recreation Park	Embellishment		2021 to 2026	\$438,377
183	Omar Street Park	Local Recreation Park	Embellishment		2020	\$146,126
184	Andrew Underwood Park	Local Recreation Park	Embellishment		2031 to 2036	\$292,252
187	Wensley Park	Local Recreation Park	Embellishment		2019	\$292,252
188	Delaney Park	Local Recreation Park	Embellishment		2036 to 2041	\$146,126
190	Woodend Park	District Waterside Park	Embellishment		2031 to 2036	\$530,601
191	Cameron Park	District Recreation Park	Embellishment		2021 to 2026	\$1,455,701
192	Orbell Court Park	Local Recreation Park	Embellishment		2021 to 2026	\$146,126
193	Churchill Street Reserve	Citywide Linear Park	Embellishment		2020	\$6,619
197	Azure Street Park	Local Recreation Park	Embellishment		2036 to 2041	\$194,815
199	Brizzle Court Reserve	Local Recreation Park	Embellishment		2021 to 2026	\$584,503
200	Telegraph Lane Park	Local Recreation Park	Embellishment		2017	\$292,252
201	Kingsmill Road Park	Local Recreation Park	Embellishment		2020	\$438,377
202	Woodend Park	District Waterside Park	Embellishment		2031 to 2036	\$530,601
207	Muller Park	Local Recreation Park	Embellishment		2017	\$438,377
209	Murray Street Bushland Reserve	Local Recreation Park	Embellishment		2017	\$192,886
210	David W Coultas Park	Local Sports Ground/Courts	Embellishment		2036 to 2041	\$577,200



Table 13.8.2 - Public parks network schedule of works

Column 1 Map reference		Column 2 Trunk infrastructure			Column 3 Estimated timing	Column 4 Establishment cost ⁴
LGIP ID	Park Name	Park Hierarchy / Setting	Element	Land Area		
213	Browns Park	District Recreation Park	Embellishment		2021 to 2026	\$727,850
220	Loynes Street Reserve	Local Recreation Park	Embellishment		2020	\$146,126
229	Baines Meaney Park	Local Recreation Park	Embellishment		2021 to 2026	\$146,126
231	Denman Park	District Recreation Park	Embellishment		2021 to 2026	\$1,455,701
235	Melbourne Street Reserve	Local Linear Park	Embellishment		2036 to 2041	\$88,215
238	Permaculture Park	Citywide Linear Park	Embellishment		2036 to 2041	\$220,250
239	Seymour Park	Local Recreation Park	Embellishment		2020	\$438,377
241	River Heart A (1 of 11)	Citywide Waterside Park	Embellishment		2021 to 2026	\$451,366
242	Pound Street Reserve	Local Linear Park	Embellishment		2036 to 2041	\$97,154
243	North Station Road Park	Local Recreation Park	Embellishment		2036 to 2041	\$584,503
247	Jacana Crescent Park	Local Recreation Park	Embellishment		2020	\$146,126
251	Haley Weber Park	Local Recreation Park	Embellishment		2021	\$292,252
255	River Heart B: Northbank 1 of 4	Citywide Waterside Park	Land	18,969	2017	\$0
255	River Heart B: Northbank 1 of 4	Citywide Waterside Park	Embellishment		2019	\$993,104
256	Ironpot Creek Reserve	Local Linear Park	Embellishment		2036 to 2041	\$47,968
260	Dinmore Park	Local Recreation Park	Embellishment		2019	\$584,503
263	Spring Garden Park	Local Recreation Park	Embellishment		2036 to 2041	\$584,503
265	P J Galligan Park	Local Recreation Park	Embellishment		2019	\$146,126
267	Rod and Denice Stong Park	Local Recreation Park	Embellishment		2020	\$194,873
268	Eric Street Reserve (a)	Local Recreation Park	Embellishment		2036 to 2041	\$584,503
269	Eric Edwardson Park	Local Recreation Park	Embellishment		2021	\$438,377
271	Lorikeet Street Reserve	Local Linear Park	Embellishment		2036 to 2041	\$150,809
273	Small Family Park	Local Recreation Park	Embellishment		2031 to 2036	\$146,126



Table 13.8.2 - Public parks network schedule of works

Column 1 Map reference		Column 2 Trunk infrastructure			Column 3 Estimated timing	Column 4 Establishment cost ⁴
LGIP ID	Park Name	Park Hierarchy / Setting	Element	Land Area		
274	Katie Way Park	Local Recreation Park	Embellishment		2020	\$292,252
275	Gladstone Road Reserve (b)	Local Linear Park	Embellishment		2036 to 2041	\$110,320
282	Swan Street Reserve (Brassall Scout)	Local Linear Park	Embellishment		2036 to 2041	\$46,779
285	Six Mile Creek Wildlife Reserve	Citywide Linear Park	Embellishment		2036 to 2041	\$1,236,484
288	Conway Street Park	Citywide Linear Park	Embellishment		2036 to 2041	\$300,282
289	Church Street Reserve	Local Recreation Park	Embellishment		2036 to 2041	\$194,873
290	The Pump Yard (the Southern Half)	Local Recreation Park	Embellishment		2021 to 2026	\$73,063
294	Avon Street Reserve	Citywide Linear Park	Embellishment		2036 to 2041	\$153,841
295	Walter Park	Local Recreation Park	Embellishment		2036 to 2041	\$438,377
296	Wilcox Park (part 1 of 2)	Citywide Sports Ground/Courts	Embellishment		2031 to 2036	\$2,559,189
296	Wilcox Park (part 1 of 2)	Citywide Sports Ground/Courts	Embellishment		2036 to 2041	\$2,559,189
297	Light Street Park	Local Recreation Park	Embellishment		2021 to 2026	\$292,252
303	Cockrem Street Reserve	Local Linear Park	Embellishment		2021 to 2026	\$46,813
307	Norm Brown Park	Local Recreation Park	Embellishment		2020	\$292,252
309	Mcleod Street Park	Local Recreation Park	Embellishment		2021 to 2026	\$146,126
311	Bill Austin Park	Local Recreation Park	Embellishment		2017	\$584,503
312	Alf Kalamafoni Park	Local Recreation Park	Embellishment		2019	\$146,126
314	Vineyard Street Reserve	Citywide Linear Park	Embellishment		2036 to 2041	\$669,544
315	Quinn Court Reserve	Local Recreation Park	Embellishment		2026 to 2031	\$292,252
316	Banksia Drive Park (notified 30/5/05)	Local Recreation Park	Embellishment		2017	\$584,503
318	Theodore Court Park	Local Recreation Park	Embellishment		2021 to 2026	\$146,126
325	Eagle Street Park (collingwood Park)	Local Recreation Park	Embellishment		2020	\$292,252



Table 13.8.2 - Public parks network schedule of works

Column 1 Map reference		Column 2 Trunk infrastructure			Column 3 Estimated timing	Column 4 Establishment cost ⁴
LGIP ID	Park Name	Park Hierarchy / Setting	Element	Land Area		
328	Tallwood Park	Local Recreation Park	Embellishment		2036 to 2041	\$584,503
330	Pindari Drive Reserve	Local Linear Park	Land	75,292	2021	\$0
330	Pindari Drive Reserve	Local Linear Park	Embellishment		2036 to 2041	\$556,691
332	Don Christensen Park	Local Recreation Park	Embellishment		2036 to 2041	\$438,377
333	Princess Street Reserve	Local Recreation Park	Embellishment		2021 to 2026	\$584,503
334	Third Avenue Reserve	Local Recreation Park	Embellishment		2036 to 2041	\$584,503
335	Grandchester District Rec 2 of 4	District Recreation Park	Land	66,756	2021	\$0
335	Grandchester District Rec 2 of 4	District Recreation Park	Embellishment		2036 to 2041	\$727,850
337	Kholo Gardens	Citywide Recreation Park	Embellishment		2036 to 2041	\$920,039
340	Pilny Reserve	Local Linear Park	Embellishment		2036 to 2041	\$150,109
341	Findlay Park	Local Recreation Park	Embellishment		2036 to 2041	\$194,815
342	Briggs Road Water Reserve	Local Sports Ground/Courts	Embellishment		2036 to 2041	\$2,886,001
344	Velvet Street Reserve	Local Linear Park	Embellishment		2036 to 2041	\$402,241
347	Hallett Park	Local Recreation Park	Embellishment		2036 to 2041	\$194,815
349	Plumer Street Reserve (bellbird Park)	Local Recreation Park	Embellishment		2021 to 2026	\$584,503
351	Barclay Street Park	Local Recreation Park	Embellishment		2020	\$584,503
354	Currajong Place Park	Local Linear Park	Embellishment		2036 to 2041	\$19,532
356	Kholo Gardens	Citywide Recreation Park	Embellishment		2036 to 2041	\$920,039
357	Henry Lawson park	District Recreation Park	Land	45,828	2021	\$0
357	Henry Lawson park	District Recreation Park	Embellishment		2018	\$727,850
362	Wockners Park	Local Recreation Park	Embellishment		2026 to 2031	\$146,126
367	Newman Street Reserve	Local Recreation Park	Embellishment		2036 to 2041	\$584,503



Table 13.8.2 - Public parks network schedule of works

Column 1 Map reference		Column 2 Trunk infrastructure			Column 3 Estimated timing	Column 4 Establishment cost ⁴
LGIP ID	Park Name	Park Hierarchy / Setting	Element	Land Area		
372	Tulip Street Park	Local Recreation Park	Embellishment		2021 to 2026	\$438,377
375	Grandchester District Rec 3 of 4	District Recreation Park	Land	1,403	2021	\$0
375	Grandchester District Rec 3 of 4	District Recreation Park	Embellishment		2036 to 2041	\$727,850
378	Samantha Street Reserve	Local Recreation Park	Embellishment		2026 to 2031	\$584,503
381	Norm Hooper Park	Local Recreation Park	Embellishment		2020	\$146,126
382	Bremerdale Park	Local Sports Ground/Courts	Embellishment		2036 to 2041	\$1,443,000
385	Wildflower Park	Local Linear Park	Embellishment		2036 to 2041	\$28,140
386	Bill Patterson Oval (athletics) / Limestone Park	Citywide Sports Ground/Courts	Embellishment		2021 to 2026	\$2,559,189
387	Walden Street Reserve	Citywide Linear Park	Embellishment		2026 to 2031	\$539,885
394	Sandalwood Drive Park	Local Recreation Park	Embellishment		2017	\$292,252
395	W J Baker Park	Local Recreation Park	Embellishment		2036 to 2041	\$584,503
398	Happy Jack Reserve	Local Linear Park	Embellishment		2019	\$188,369
399	Douglas Drive Reserve	Local Recreation Park	Embellishment		2036 to 2041	\$584,503
402	Christine Crescent Reserve	Local Linear Park	Embellishment		2036 to 2041	\$144,391
408	Cumner Park	Local Recreation Park	Embellishment		2026 to 2031	\$292,252
419	Eugene Street Reserve	Citywide Linear Park	Embellishment		2031 to 2036	\$547,079
424	Somerfield Street Park	Local Recreation Park	Embellishment		2017	\$292,252
426	Toomai Drive Reserve	Local Linear Park	Embellishment		2036 to 2041	\$14,740
427	Lions Community Park (4132a)	Local Linear Park	Embellishment		2019	\$86,060
429	Stallard Park	Local Sports Ground/Courts	Embellishment		2021 to 2026	\$721,500
453	Cricket Oval	Local Linear Park	Land	97,154	2016	\$0
453	Cricket Oval	Local Linear Park	Embellishment		2026 to 2031	\$718,333



Table 13.8.2 - Public parks network schedule of works

Column 1 Map reference		Column 2 Trunk infrastructure			Column 3 Estimated timing	Column 4 Establishment cost ⁴
LGIP ID	Park Name	Park Hierarchy / Setting	Element	Land Area		
475	No Name	Local Linear Park	Embellishment		2036 to 2041	\$49,649
484	Adelong Avenue Reserve	Local Recreation Park	Embellishment		2036 to 2041	\$292,252
485	Alan Cumming Park (Ien Johnson Park)	Citywide Sports Ground/Courts	Embellishment		2021 to 2026	\$2,559,189
485	Alan Cumming Park (Ien Johnson Park)	Citywide Sports Ground/Courts	Embellishment		2021 to 2026	\$2,559,189
487	Annabelle Street Park	District Recreation Park	Embellishment		2017	\$2,911,402
489	Banyula Road Reserve	Local Recreation Park	Land	88,861	2021	\$0
489	Banyula Road Reserve	Local Recreation Park	Embellishment		2036 to 2041	\$292,252
490	River Heart A (2 of 11)	Citywide Waterside Park	Embellishment		2021 to 2026	\$451,366
495	Willey Street Park - Bmx Track	District Recreation Park	Embellishment		2036 to 2041	\$2,911,402
496	Bob Gibbs Park	Local Sports Ground/Courts	Embellishment		2026 to 2031	\$721,500
499	Bremer Parade Reserve	Citywide Linear Park	Embellishment		2036 to 2041	\$300,780
504	Caledonian Park	District Recreation Park	Land	79,862	2021	\$0
504	Caledonian Park	District Recreation Park	Embellishment		2036 to 2041	\$2,911,402
505	Camira Recreation Park	Local Linear Park	Embellishment		2021 to 2026	\$382,214
506	Casos Park	Local Recreation Park	Embellishment		2021	\$584,503
509	Chubb Street Reserve	Citywide Linear Park	Embellishment		2026 to 2031	\$226,164
513	Deebing Creek Nature Reserve (to Include Mcness Pa	Local Linear Park	Embellishment		2021	\$106,458
517	Elanora Way Drainage Reserve	Local Recreation Park	Embellishment		2036 to 2041	\$584,503
518	Eric Street Reserve (b)	Citywide Linear Park	Embellishment		2036 to 2041	\$275,678
528	Georgette Street Reserve (7/1/99)	Local Linear Park	Embellishment		2036 to 2041	\$47,313
530	Gladstone Road Reserve (a)	Local Linear Park	Embellishment		2036 to 2041	\$172,251
532	Grace Street Reserve	Citywide Linear Park	Embellishment		2036 to 2041	\$196,076



Table 13.8.2 - Public parks network schedule of works

Column 1 Map reference		Column 2 Trunk infrastructure			Column 3 Estimated timing	Column 4 Establishment cost ⁴
LGIP ID	Park Name	Park Hierarchy / Setting	Element	Land Area		
534	Gregory Street Reserve 2	Citywide Linear Park	Embellishment		2036 to 2041	\$276,123
536	Gumtree Gully Nature Walk (1156a)	Local Linear Park	Embellishment		2036 to 2041	\$130,540
537	Haig Street Quarry Bushland Reserve	District Recreation Park	Embellishment		2021 to 2026	\$727,850
541	Kholo Gardens	Citywide Recreation Park	Embellishment		2036 to 2041	\$920,039
542	Hooper Street Reserve	Local Linear Park	Embellishment		2036 to 2041	\$86,290
545	River Heart A (3 of 11)	Citywide Waterside Park	Embellishment		2031 to 2036	\$451,366
546	Jane Verrall Park	Local Recreation Park	Embellishment		2021	\$146,126
547	Jennings Park	Local Recreation Park	Embellishment		2021 to 2026	\$146,126
553	Colleges Crossing/Karalee	Citywide Waterside Park	Embellishment		2026 to 2031	\$1,241,380
554	Kent Street Reserve	Citywide Linear Park	Embellishment		2036 to 2041	\$210,792
555	Kingfisher Park	Local Linear Park	Embellishment		2021 to 2026	\$9,143
556	Kippen Park (goodna Soccer)	Local Sports Ground/Courts	Embellishment		2021 to 2026	\$721,500
557	Leichhardt Park	District Recreation Park	Embellishment		2036 to 2041	\$727,850
560	Mack Park	Local Recreation Park	Embellishment		2021 to 2026	\$292,252
561	Macrae Street Reserve	Local Linear Park	Embellishment		2036 to 2041	\$49,097
568	Mihi Junction (4 of 4)	District Waterside Park	Embellishment		2026 to 2031	\$530,601
569	Mihi Junction (3 of 4)	District Waterside Park	Embellishment		2026 to 2031	\$530,601
570	Mill Reserve	Local Recreation Park	Embellishment		2036 to 2041	\$584,503
571	Moreton Family Park	Local Linear Park	Embellishment		2036 to 2041	\$357,016
572	Nathan Street Park	Local Recreation Park	Embellishment		2036 to 2041	\$584,503
577	Nugents Park	Local Recreation Park	Embellishment		2019	\$292,252
582	Poplar Street Park (raceview)	Local Linear Park	Embellishment		2018	\$104,705



Table 13.8.2 - Public parks network schedule of works

Column 1 Map reference		Column 2 Trunk infrastructure			Column 3 Estimated timing	Column 4 Establishment cost ⁴
LGIP ID	Park Name	Park Hierarchy / Setting	Element	Land Area		
583	Poplar Street Reserve (walloon)	Citywide Linear Park	Land	35,624	2021	\$0
583	Poplar Street Reserve (walloon)	Citywide Linear Park	Embellishment		2036 to 2041	\$414,113
585	Grandchester District Rec 4 of 4	District Recreation Park	Land	71,758	2021	\$0
585	Grandchester District Rec 4 of 4	District Recreation Park	Embellishment		2036 to 2041	\$727,850
587	Rex Hawkes Park	Local Linear Park	Embellishment		2020	\$309,675
588	Richardson Park	Local Recreation Park	Embellishment		2036 to 2041	\$584,503
590	Rossner- Gibney Park	Local Recreation Park	Embellishment		2021 to 2026	\$146,126
591	Rotary Park (bundamba)	Local Linear Park	Embellishment		2036 to 2041	\$145,972
593	Sandra Nolan Park	Local Linear Park	Embellishment		2021 to 2026	\$271,949
594	Scholtes Park	Local Recreation Park	Embellishment		2031 to 2036	\$438,377
599	Stephen Cook Memorial Park	Local Recreation Park	Embellishment		2021 to 2026	\$292,252
605	Tofa Mamao A Samoa Park (delegated Naming 5/11/04)	Local Sports Ground/Courts	Embellishment		2026 to 2031	\$721,500
606	Ugarapul Park	Citywide Linear Park	Embellishment		2026 to 2031	\$208,746
607	Upper O'possum Creek Wildlife Corridor	Citywide Linear Park	Embellishment		2031 to 2036	\$377,251
612	Walter Zimmerman Park	Local Linear Park	Embellishment		2036 to 2041	\$428,736
615	Woodend Park	District Waterside Park	Embellishment		2031 to 2036	\$530,601
616	Woodland Close Nature Reserve	Local Recreation Park	Embellishment		2017	\$192,886
617	Worley Park	Citywide Linear Park	Embellishment		2021	\$222,118
623	World's End/Saplings Pocket	Citywide Waterside Park	Embellishment		2036 to 2041	\$1,655,007
626	No Name	Local Linear Park	Embellishment		2036 to 2041	\$70,208
627	No Name	Local Linear Park	Embellishment		2036 to 2041	\$31,815
630	No Name	Local Linear Park	Embellishment		2036 to 2041	\$233,010



Table 13.8.2 - Public parks network schedule of works

Column 1 Map reference		Column 2 Trunk infrastructure			Column 3 Estimated timing	Column 4 Establishment cost ⁴
LGIP ID	Park Name	Park Hierarchy / Setting	Element	Land Area		
631	No Name	Local Recreation Park	Embellishment		2036 to 2041	\$146,126
634	No Name	Local Linear Park	Embellishment		2036 to 2041	\$106,721
636	Main Street Park (group with 105)	Local Recreation Park	Embellishment		2036 to 2041	\$292,252
643	O'Shea Street Local Rec Park	Local Recreation Park	Embellishment		2026 to 2031	\$146,126
644	O'Shea St Local Rec Park	Local Recreation Park	Embellishment		2026 to 2031	\$146,126
650	No Name	Local Recreation Park	Embellishment		2020	\$292,252
651	No Name	Local Recreation Park	Embellishment		2031 to 2036	\$584,503
663	No Name	Local Recreation Park	Embellishment		2031 to 2036	\$584,503
668	Chuwar Land fill (1 of 2)	Local Sports Ground/Courts	Embellishment		2021 to 2026	\$1,443,000
675	No Name	Local Linear Park	Embellishment		2036 to 2041	\$15,265
686	No Name	Citywide Linear Park	Land	17,364	2036 to 2041	\$0
686	No Name	Citywide Linear Park	Embellishment		2036 to 2041	\$201,851
696	Redbank Plains Rec Reserve	District Recreation Park	Embellishment		2017	\$1,455,701
696	Redbank Plains Rec Reserve	District Recreation Park	Embellishment		2019	\$1,455,701
699	No Name	Local Linear Park	Embellishment		2031 to 2036	\$6,683
701	Brenda Court Reserve	Citywide Linear Park	Embellishment		2031 to 2036	\$872,668
703	Jamboree Park	Local Recreation Park	Embellishment		2031 to 2036	\$292,252
715	Chuwar Landfill (2 of 2)	Local Sports Ground/Courts	Embellishment		2021	\$1,443,000
716	Jim Finimore Park	Citywide Sports Ground/Courts	Embellishment		2026 to 2031	\$5,118,378
719	Brittains Road Reserve (4020a)	Local Sports Ground/Courts	Embellishment		2019	\$2,886,001
722	Smiths Road Park	Local Recreation Park	Embellishment		2021 to 2026	\$292,252
723	Leslie Park (a)	Citywide Linear Park	Embellishment		2021 to 2026	\$378,192
725	Jan Fletcher Park	Local Recreation Park	Embellishment		2021 to 2026	\$146,126



Table 13.8.2 - Public parks network schedule of works

Column 1 Map reference		Column 2 Trunk infrastructure			Column 3 Estimated timing	Column 4 Establishment cost ⁴
LGIP ID	Park Name	Park Hierarchy / Setting	Element	Land Area		
726	Sams Reserve	Local Sports Ground/Courts	Embellishment		2026 to 2031	\$721,500
727	Rhondda Road Reserve	Citywide Sports Ground/Courts	Embellishment		2036 to 2041	\$10,236,756
728	Bailey Street Reserve	Citywide Sports Ground/Courts	Embellishment		2036 to 2041	\$10,236,756
729	Broadleaf Parade Park	Local Recreation Park	Embellishment		2018	\$194,815
734	Evans Road Reserve	Local Recreation Park	Embellishment		2036 to 2041	\$584,503
735	No Name	Local Linear Park	Land	13,462	2021	\$0
735	No Name	Local Linear Park	Embellishment		2031 to 2036	\$99,537
737	River Heart A (5 of 11)	Citywide Waterside Park	Embellishment		2026 to 2031	\$451,366
740	Mihi Junction (2 of 4)	District Waterside Park	Embellishment		2026 to 2031	\$530,601
745	Tivoli Part B	Citywide Sports Ground/Courts	Land	264,498	2017	\$0
745	Tivoli Part B	Citywide Sports Ground/Courts	Embellishment		2021 to 2026	\$5,118,378
751	No Name	Local Recreation Park	Embellishment		2036 to 2041	\$584,503
753	No Name	Local Linear Park	Embellishment		2036 to 2041	\$63,287
759	Travis Street Park	Local Recreation Park	Embellishment		2016	\$146,126
769	No Name	Citywide Linear Park	Embellishment		2026 to 2031	\$797,014
771	No Name	Citywide Linear Park	Embellishment		2036 to 2041	\$128,963
772	No Name	Local Recreation Park	Embellishment		2021	\$292,252
773	Kholo Gardens	Citywide Recreation Park	Embellishment		2036 to 2041	\$920,039
776	O'Shea St Local Rec Park	Local Recreation Park	Land	813	2021 to 2026	\$0
776	O'Shea St Local Rec Park	Local Recreation Park	Embellishment		2026 to 2031	\$146,126
777	Karalee	District Waterside Park	Embellishment		2026 to 2031	\$707,398
779	Scotsdale Street Park	Local Recreation Park	Embellishment		2016	\$292,252
781	No Name	Local Linear Park	Embellishment		2036 to 2041	\$7,389



Table 13.8.2 - Public parks network schedule of works

Column 1 Map reference		Column 2 Trunk infrastructure			Column 3 Estimated timing	Column 4 Establishment cost ⁴
LGIP ID	Park Name	Park Hierarchy / Setting	Element	Land Area		
784	River Heart A (6 of 11)	Citywide Waterside Park	Embellishment		2021 to 2026	\$451,366
794	No Name	Local Linear Park	Embellishment		2026 to 2031	\$33,318
796	No Name	Citywide Linear Park	Embellishment		2026 to 2031	\$1,254,881
797	Queens Park Tennis Centre	Citywide Sports Ground/Courts	Embellishment		2036 to 2041	\$5,118,378
798	Woodend Park	Local Sports Ground/Courts	Embellishment		2026 to 2031	\$721,500
799	Mcleod Street Park	Citywide Linear Park	Embellishment		2021	\$109,170
803	Jack Barkley Park	District Recreation Park	Embellishment		2017	\$970,661
803	Jack Barkley Park	District Recreation Park	Embellishment		2018	\$970,370
803	Jack Barkley Park	District Recreation Park	Embellishment		2021	\$970,370
804	Jim Donald Park	Local Sports Ground/Courts	Embellishment		2021 to 2026	\$2,164,501
808	Briggs Road Water Reserve	Local Linear Park	Embellishment		2021 to 2026	\$85,936
812	Poplar Street Park (raceview)	Local Recreation Park	Embellishment		2018	\$584,503
814	Currajong Place Park	Local Recreation Park	Embellishment		2019	\$292,252
820	Cribb Park	Citywide Sports Ground/Courts	Embellishment		2031 to 2036	\$2,559,189
821	Bob Titcombe Park	Local Linear Park	Embellishment		2036 to 2041	\$20,676
823	Blue Gum Reserve	Local Recreation Park	Embellishment		2021 to 2026	\$584,503
827	Poplar Street Reserve (walloon)	Local Recreation Park	Embellishment		2026 to 2031	\$584,503
828	Pindari Drive Reserve	Local Recreation Park	Embellishment		2031 to 2036	\$584,503
829	Banyula Road Reserve	Local Recreation Park	Embellishment		2036 to 2041	\$292,252
830	Caledonian Park	Local Sports Ground/Courts	Embellishment		2021 to 2026	\$1,443,000
831	Karrabin-rosewood Road Reserve	Local Sports Ground/Courts	Embellishment		2026 to 2031	\$2,886,001
834	Marburg Community Oval (part 1 of 2)	Citywide Sports Ground/Courts	Embellishment		2021 to 2026	\$1,279,594



Table 13.8.2 - Public parks network schedule of works

Column 1 Map reference		Column 2 Trunk infrastructure			Column 3 Estimated timing	Column 4 Establishment cost ⁴
LGIP ID	Park Name	Park Hierarchy / Setting	Element	Land Area		
835	No Name	Local Recreation Park	Embellishment		2021 to 2026	\$584,503
836	Local Rec node - Limestone Park	Local Recreation Park	Embellishment		2019	\$584,503
841	O'possum Creek Wildlife Corridor	District Recreation Park	Embellishment		2026 to 2031	\$1,455,701
842	Martin Coogan Park	Local Recreation Park	Embellishment		2021 to 2026	\$292,252
847	No Name	Local Recreation Park	Embellishment		2018	\$584,503
848	Willey St Local Rec Park	Local Recreation Park	Embellishment		2026 to 2031	\$292,252
849	No Name	Local Recreation Park	Embellishment		2026 to 2031	\$584,503
850	No Name	Local Recreation Park	Embellishment		2021 to 2026	\$584,503
851	Woodend Park	District Waterside Park	Embellishment		2031 to 2036	\$530,601
852	No Name	Local Linear Park	Embellishment		2036 to 2041	\$16,649
853	No Name	Local Linear Park	Embellishment		2036 to 2041	\$127,231
854	Woodend Park	District Waterside Park	Land	26,774	2031 to 2036	\$53,991
854	Woodend Park	District Waterside Park	Embellishment		2036 to 2041	\$530,601
855	No Name	Local Linear Park	Embellishment		2036 to 2041	\$80,966
856	No Name	Local Recreation Park	Embellishment		2021 to 2026	\$584,503
857	Shapcott Park	Local Recreation Park	Embellishment		2016	\$146,126
858	No Name	Local Linear Park	Embellishment		2036 to 2041	\$122,009
859	Ipswich CBD	Citywide Recreation Park	Embellishment		2021 to 2026	\$1,610,712
861	Eugene Street Reserve	Local Recreation Park	Embellishment		2026 to 2031	\$584,503
866	Henty Drive Park	Local Recreation Park	Embellishment		2019	\$584,503
868	Norm Craswell Park	Local Recreation Park	Embellishment		2020	\$292,252
870	Lawrie Drive Reserve	Local Recreation Park	Embellishment		2016	\$292,252
871	Lawrie Drive Reserve	Local Recreation Park	Embellishment		2016	\$292,252



Table 13.8.2 - Public parks network schedule of works

Column 1 Map reference		Column 2 Trunk infrastructure			Column 3 Estimated timing	Column 4 Establishment cost ⁴
LGIP ID	Park Name	Park Hierarchy / Setting	Element	Land Area		
873	Jamboree Park	Local Recreation Park	Embellishment		2016	\$146,126
874	No Name	Local Recreation Park	Embellishment		2017	\$584,503
875	No Name	Local Recreation Park	Land	5,023	2031 to 2036	\$1,266,218
875	No Name	Local Recreation Park	Embellishment		2018	\$584,503
876	No Name	Local Recreation Park	Land	5,023	2031 to 2036	\$1,139,599
876	No Name	Local Recreation Park	Embellishment		2017	\$584,503
877	Keith Pennell Park	Local Recreation Park	Embellishment		2019	\$292,252
878	No Name	Local Recreation Park	Land	1,437	2031 to 2036	\$324,615
878	No Name	Local Recreation Park	Embellishment		2031 to 2036	\$584,503
879	No Name	Local Sports Ground/Courts	Land	44,280	2021 to 2026	\$89,293
879	No Name	Local Sports Ground/Courts	Embellishment		2021 to 2026	\$962,193
880	No Name	Citywide Linear Park	Embellishment		2020	\$328,742
881	No Name	Citywide Linear Park	Embellishment		2036 to 2041	\$782,293
887	No Name	Citywide Linear Park	Embellishment		2036 to 2041	\$678,716
888	No Name	Citywide Linear Park	Embellishment		2031 to 2036	\$4,798,855
889	No Name	Citywide Linear Park	Land	60,581	2018	\$72,758
889	No Name	Citywide Linear Park	Embellishment		2020	\$704,225
890	Rotary Park (Bundamba)	District Recreation Park	Embellishment		2031 to 2036	\$1,455,701
891	No Name	Citywide Linear Park	Land	13,072	2031 to 2036	\$13,180
891	No Name	Citywide Linear Park	Embellishment		2031 to 2036	\$151,957
892	No Name	Citywide Linear Park	Land	86,407	2036 to 2041	\$87,122
892	No Name	Citywide Linear Park	Embellishment		2036 to 2041	\$1,004,438
893	No Name	Local Linear Park	Land	51,839	2031 to 2036	\$914,368



Table 13.8.2 - Public parks network schedule of works

Column 1 Map reference		Column 2 Trunk infrastructure			Column 3 Estimated timing	Column 4 Establishment cost ⁴
LGIP ID	Park Name	Park Hierarchy / Setting	Element	Land Area		
893	No Name	Local Linear Park	Embellishment		2031 to 2036	\$383,283
894	River Heart A (7 of 11)	Citywide Waterside Park	Land	8,164	2031 to 2036	\$32,923
894	River Heart A (7 of 11)	Citywide Waterside Park	Embellishment		2036 to 2041	\$451,366
895	River Heart A (8 of 11)	Citywide Waterside Park	Land	18,687	2026 to 2031	\$69,062
895	River Heart A (8 of 11)	Citywide Waterside Park	Embellishment		2031 to 2036	\$451,366
896	River Heart A (9 of 11) (City Centre Parkland)	Citywide Waterside Park	Embellishment		2031 to 2036	\$451,366
897	No Name	Citywide Linear Park	Land	3,436	2031 to 2036	\$6,928
897	No Name	Citywide Linear Park	Embellishment		2031 to 2036	\$39,937
898	No Name	Citywide Linear Park	Land	3,306	2031 to 2036	\$3,332
898	No Name	Citywide Linear Park	Embellishment		2031 to 2036	\$38,428
899	No Name	Citywide Linear Park	Land	16,292	2031 to 2036	\$16,427
899	No Name	Citywide Linear Park	Embellishment		2031 to 2036	\$189,389
900	No Name	Citywide Linear Park	Land	846	2031 to 2036	\$95,919
900	No Name	Citywide Linear Park	Embellishment		2031 to 2036	\$9,831
901	Permaculture Park (tarcoola Street)	Local Linear Park	Embellishment		2031 to 2036	\$281,925
902	No Name	Local Recreation Park	Embellishment		2021 to 2026	\$584,503
903	Bremer High Site	Citywide Sports Ground/Courts	Embellishment		2026 to 2031	\$7,677,567
904	No Name	Local Recreation Park	Land	5,023	2021 to 2026	\$253,243
904	No Name	Local Recreation Park	Embellishment		2021 to 2026	\$584,503
906	No Name	Local Sports Ground/Courts	Land	105,628	2031 to 2036	\$532,499
906	No Name	Local Sports Ground/Courts	Embellishment		2031 to 2036	\$2,886,001
907	No Name	Local Linear Park	Land	77,951	2021 to 2026	\$131,266



Table 13.8.2 - Public parks network schedule of works

Column 1 Map reference		Column 2 Trunk infrastructure			Column 3 Estimated timing	Column 4 Establishment cost ⁴
LGIP ID	Park Name	Park Hierarchy / Setting	Element	Land Area		
907	No Name	Local Linear Park	Embellishment		2021 to 2026	\$576,349
908	No Name	Citywide Linear Park	Land	76,979	2021 to 2026	\$77,583
908	No Name	Citywide Linear Park	Embellishment		2021 to 2026	\$894,844
909	Briggs Road Sporting Complex	Citywide Sports Ground/Courts	Embellishment		2021 to 2026	\$7,677,567
910	Small Creek Linear Park	Local Linear Park	Embellishment		2018	\$216,269
911	Deebing Creek Bikeway	Citywide Linear Park	Land	19,069	2018	\$19,227
911	Deebing Creek Bikeway	Citywide Linear Park	Embellishment		2019	\$221,669
912	No Name	Citywide Linear Park	Land	6,801	2020	\$6,855
912	No Name	Citywide Linear Park	Embellishment		2021	\$79,054
913	David W Coultas Park	Citywide Linear Park	Embellishment		2020	\$54,020
914	No Name	Citywide Linear Park	Land	2,498	2018	\$2,517
914	No Name	Citywide Linear Park	Embellishment		2019	\$29,037
915	Worley Park and David Coultas Park	Local Sports Ground/Courts	Land	21,448	2031 to 2036	\$43,251
915	Worley Park and David Coultas Park	Local Sports Ground/Courts	Embellishment		2036 to 2041	\$577,200
917	Worley Park and David Coultas Park	Local Sports Ground/Courts	Land	5,612	2031 to 2036	\$11,358
917	Worley Park and David Coultas Park	Local Sports Ground/Courts	Embellishment		2036 to 2041	\$577,200
918	No Name	Local Sports Ground/Courts	Land	54,408	2021 to 2026	\$117,006
918	No Name	Local Sports Ground/Courts	Embellishment		2026 to 2031	\$577,200
920	No Name	Local Recreation Park	Embellishment		2031 to 2036	\$584,503
921	Deebing Creek Bikeway	Local Linear Park	Embellishment		2021 to 2026	\$695,510
922	No Name	Citywide Linear Park	Land	150,104	2031 to 2036	\$154,406
922	No Name	Citywide Linear Park	Embellishment		2031 to 2036	\$1,744,888



Table 13.8.2 - Public parks network schedule of works

Column 1 Map reference		Column 2 Trunk infrastructure			Column 3 Estimated timing	Column 4 Establishment cost ⁴
LGIP ID	Park Name	Park Hierarchy / Setting	Element	Land Area		
923	Lobb St Local Rec node	Local Recreation Park	Embellishment		2036 to 2041	\$584,503
924	Lobb St local rec node	Local Recreation Park	Embellishment		2036 to 2041	\$584,503
925	No Name	Local Recreation Park	Embellishment		2036 to 2041	\$584,503
926	No Name	Local Recreation Park	Land	5,023	2031 to 2036	\$1,534,270
926	No Name	Local Recreation Park	Embellishment		2031 to 2036	\$584,503
927	Georgette Street Reserve (7/1/99)	Citywide Linear Park	Embellishment		2031 to 2036	\$112,314
928	Gregory Street Reserve 2	Local Recreation Park	Embellishment		2031 to 2036	\$584,503
929	No Name	Local Recreation Park	Embellishment		2018	\$584,503
930	Wilcox Local Rec Park	Local Recreation Park	Embellishment		2019	\$292,252
931	No Name	Local Recreation Park	Embellishment		2017	\$584,503
932	No Name	Citywide Linear Park	Land	8,130	2031 to 2036	\$8,194
932	No Name	Citywide Linear Park	Embellishment		2036 to 2041	\$94,506
933	No Name	Citywide Linear Park	Land	15,913	2031 to 2036	\$16,044
933	No Name	Citywide Linear Park	Embellishment		2036 to 2041	\$184,978
934	Chub Street Sports	Citywide Sports Ground/Courts	Land	89,067	2031 to 2036	\$416,585
934	Chub Street Sports	Citywide Sports Ground/Courts	Embellishment		2031 to 2036	\$5,118,378
934	Chub Street Sports	Citywide Sports Ground/Courts	Embellishment		2036 to 2041	\$5,118,378
935	No Name	Local Recreation Park	Embellishment		2026 to 2031	\$584,503
936	No Name	Citywide Linear Park	Land	11,014	2026 to 2031	\$12,678
936	No Name	Citywide Linear Park	Embellishment		2026 to 2031	\$128,031
937	No Name	Citywide Linear Park	Land	78,283	2036 to 2041	\$78,930
937	No Name	Citywide Linear Park	Embellishment		2036 to 2041	\$909,998
938	No Name	Citywide Linear Park	Land	30,789	2036 to 2041	\$31,042



Table 13.8.2 - Public parks network schedule of works

Column 1 Map reference		Column 2 Trunk infrastructure			Column 3 Estimated timing	Column 4 Establishment cost ⁴
LGIP ID	Park Name	Park Hierarchy / Setting	Element	Land Area		
938	No Name	Citywide Linear Park	Embellishment		2036 to 2041	\$357,906
939	Wilcox Park (part 2 of 2)	Citywide Sports Ground/Courts	Land	130,878	2021 to 2026	\$263,918
939	Wilcox Park (part 2 of 2)	Citywide Sports Ground/Courts	Embellishment		2026 to 2031	\$2,559,189
939	Wilcox Park (part 2 of 2)	Citywide Sports Ground/Courts	Embellishment		2036 to 2041	\$2,559,189
940	No Name	Citywide Linear Park	Land	75,528	2036 to 2041	\$75,684
940	No Name	Citywide Linear Park	Embellishment		2036 to 2041	\$877,972
941	No Name	Citywide Linear Park	Land	80,431	2021 to 2026	\$81,096
941	No Name	Citywide Linear Park	Embellishment		2021 to 2026	\$934,970
943	No Name	Citywide Linear Park	Land	74,446	2036 to 2041	\$152,205
943	No Name	Citywide Linear Park	Embellishment		2036 to 2041	\$865,395
944	No Name	Citywide Linear Park	Land	6,519	2036 to 2041	\$6,523
944	No Name	Citywide Linear Park	Embellishment		2036 to 2041	\$75,781
945	No Name	Citywide Linear Park	Embellishment		2036 to 2041	\$134,724
946	No Name	Local Linear Park	Land	12,316	2026 to 2031	\$281,883
946	No Name	Local Linear Park	Embellishment		2026 to 2031	\$91,058
947	No Name	Local Linear Park	Embellishment		2021	\$487,913
948	No Name	Local Recreation Park	Embellishment		2019	\$584,503
949	Windle Road Sportsground	Local Linear Park	Land	80,759	2017	\$81,427
949	Windle Road Sportsground	Local Linear Park	Embellishment		2018	\$597,109
950	Windle Road Sportsground rec node	Local Recreation Park	Land	5,023	2017	\$227,919
950	Windle Road Sportsground rec node	Local Recreation Park	Embellishment		2018	\$584,503
951	No Name	Local Recreation Park	Land	5,023	2026 to 2031	\$227,919



Table 13.8.2 - Public parks network schedule of works

Column 1 Map reference		Column 2 Trunk infrastructure			Column 3 Estimated timing	Column 4 Establishment cost ⁴
LGIP ID	Park Name	Park Hierarchy / Setting	Element	Land Area		
951	No Name	Local Recreation Park	Embellishment		2026 to 2031	\$584,503
952	No Name	Local Recreation Park	Land	5,023	2017	\$227,919
952	No Name	Local Recreation Park	Embellishment		2016	\$584,503
953	No Name	Local Linear Park	Land	85,414	2026 to 2031	\$92,068
953	No Name	Local Linear Park	Embellishment		2026 to 2031	\$631,526
954	John Murphy Park	Local Recreation Park	Embellishment		2016	\$146,126
955	No Name	Local Recreation Park	Land	5,023	2021 to 2026	\$227,920
955	No Name	Local Recreation Park	Embellishment		2021 to 2026	\$584,503
956	No Name	Local Linear Park	Land	10,702	2031 to 2036	\$120,903
956	No Name	Local Linear Park	Embellishment		2031 to 2036	\$79,130
957	No Name	Local Linear Park	Land	44,495	2026 to 2031	\$70,556
957	No Name	Local Linear Park	Embellishment		2026 to 2031	\$328,983
958	No Name	Local Linear Park	Land	29,177	2031 to 2036	\$30,086
958	No Name	Local Linear Park	Embellishment		2031 to 2036	\$215,724
959	No Name	Local Linear Park	Land	19,524	2026 to 2031	\$22,671
959	No Name	Local Linear Park	Embellishment		2026 to 2031	\$144,354
960	Mihi Junction (1 of 4)	District Waterside Park	Land	18,338	2021 to 2026	\$65,245
960	Mihi Junction (1 of 4)	District Waterside Park	Embellishment		2026 to 2031	\$530,601
961	No Name	Local Linear Park	Land	13,492	2021 to 2026	\$13,603
961	No Name	Local Linear Park	Embellishment		2021 to 2026	\$99,754
962	No Name	Local Linear Park	Land	5,441	2026 to 2031	\$19,083
962	No Name	Local Linear Park	Embellishment		2026 to 2031	\$40,226
963	No Name	Local Recreation Park	Land	5,023	2021 to 2026	\$227,920



Table 13.8.2 - Public parks network schedule of works

Column 1 Map reference		Column 2 Trunk infrastructure			Column 3 Estimated timing	Column 4 Establishment cost ⁴
LGIP ID	Park Name	Park Hierarchy / Setting	Element	Land Area		
963	No Name	Local Recreation Park	Embellishment		2021 to 2026	\$584,503
964	No Name	Local Linear Park	Embellishment		2021	\$56,132
965	Downs Park	Local Recreation Park	Embellishment		2019	\$584,503
966	River Heart B: Northbank 3 of 4	Citywide Waterside Park	Embellishment		2021 to 2026	\$993,104
967	River Heart B: Northbank 4 of 4	Citywide Waterside Park	Embellishment		2019	\$496,552
968	No Name	Citywide Linear Park	Land	124,521	2017	\$126,711
968	No Name	Citywide Linear Park	Embellishment		2018	\$1,447,491
969	No Name	Local Recreation Park	Embellishment		2019	\$584,503
970	Woodland Close Nature Reserve	Local Recreation Park	Land	1,027	2017	\$8,283
970	Woodland Close Nature Reserve	Local Recreation Park	Embellishment		2019	\$192,886
972	No Name	Local Linear Park	Land	915	2036 to 2041	\$1,846
972	No Name	Local Linear Park	Embellishment		2036 to 2041	\$6,768
973	No Name	Local Linear Park	Land	2,382	2031 to 2036	\$2,838
973	No Name	Local Linear Park	Embellishment		2036 to 2041	\$17,609
974	Mihi Creek local rec node	Local Recreation Park	Land	5,023	2021	\$868,982
974	Mihi Creek local rec node	Local Recreation Park	Embellishment		2021 to 2026	\$584,503
975	No Name	Local Linear Park	Land	13,645	2031 to 2036	\$16,345
975	No Name	Local Linear Park	Embellishment		2031 to 2036	\$100,885
977	No Name	Citywide Linear Park	Embellishment		2036 to 2041	\$2,029,448
978	North Bundamba Sportsground	Citywide Sports Ground/Courts	Land	212,354	2031 to 2036	\$2,812,663
978	North Bundamba Sportsground	Citywide Sports Ground/Courts	Embellishment		2036 to 2041	\$2,559,189
978	North Bundamba Sportsground	Citywide Sports Ground/Courts	Embellishment		2036 to 2041	\$2,559,189
978	North Bundamba Sportsground	Citywide Sports Ground/Courts	Embellishment		2036 to 2041	\$2,559,189



Table 13.8.2 - Public parks network schedule of works

Column 1 Map reference		Column 2 Trunk infrastructure			Column 3 Estimated timing	Column 4 Establishment cost ⁴
LGIP ID	Park Name	Park Hierarchy / Setting	Element	Land Area		
978	North Bundamba Sportsground	Citywide Sports Ground/Courts	Embellishment		2036 to 2041	\$2,559,189
979	No Name	Local Recreation Park	Land	5,023	2017	\$973,892
979	No Name	Local Recreation Park	Embellishment		2018	\$584,503
980	No Name	Local Recreation Park	Embellishment		2036 to 2041	\$584,503
981	No Name	Local Linear Park	Land	26,280	2031 to 2036	\$26,497
981	No Name	Local Linear Park	Embellishment		2036 to 2041	\$194,307
984	No Name	Local Recreation Park	Land	5,023	2021 to 2026	\$30,398
984	No Name	Local Recreation Park	Embellishment		2021 to 2026	\$584,503
985	No Name	Local Linear Park	Land	29,094	2036 to 2041	\$29,332
985	No Name	Local Linear Park	Embellishment		2036 to 2041	\$215,116
986	No Name	Local Linear Park	Land	4,457	2036 to 2041	\$4,493
986	No Name	Local Linear Park	Embellishment		2036 to 2041	\$32,951
987	No Name	Local Recreation Park	Land	582	2031 to 2036	\$128,946
987	No Name	Local Recreation Park	Embellishment		2031 to 2036	\$194,815
988	No Name	Local Linear Park	Land	1,915	2036 to 2041	\$3,862
988	No Name	Local Linear Park	Embellishment		2036 to 2041	\$14,161
989	No Name	Local Recreation Park	Embellishment		2021 to 2026	\$584,503
990	No Name	Local Recreation Park	Land	5,023	2036 to 2041	\$10,130
990	No Name	Local Recreation Park	Embellishment		2036 to 2041	\$584,503
991	No Name	Local Linear Park	Land	213,676	2036 to 2041	\$215,277
991	No Name	Local Linear Park	Embellishment		2036 to 2041	\$1,579,861
992	No Name	Local Recreation Park	Embellishment		2019	\$584,503
993	No Name	Local Linear Park	Land	260,286	2036 to 2041	\$1,159,952



Table 13.8.2 - Public parks network schedule of works

Column 1 Map reference		Column 2 Trunk infrastructure			Column 3 Estimated timing	Column 4 Establishment cost ⁴
LGIP ID	Park Name	Park Hierarchy / Setting	Element	Land Area		
993	No Name	Local Linear Park	Embellishment		2036 to 2041	\$1,924,481
994	Colleges Crossing/Karalee	Citywide Waterside Park	Land	150,122	2031 to 2036	\$302,727
994	Colleges Crossing/Karalee	Citywide Waterside Park	Embellishment		2031 to 2036	\$1,241,380
995	No Name	Local Recreation Park	Land	5,023	2031 to 2036	\$10,130
995	No Name	Local Recreation Park	Embellishment		2026 to 2031	\$584,503
996	Colleges Crossing/Karalee	Citywide Waterside Park	Land	41,067	2031 to 2036	\$82,814
996	Colleges Crossing/Karalee	Citywide Waterside Park	Embellishment		2036 to 2041	\$1,241,380
997	No Name	Local Recreation Park	Land	5,023	2031 to 2036	\$50,649
997	No Name	Local Recreation Park	Embellishment		2031 to 2036	\$584,503
998	Eclipse Park	Local Recreation Park	Embellishment		2021	\$292,252
999	No Name	Local Recreation Park	Land	5,023	2036 to 2041	\$126,623
999	No Name	Local Recreation Park	Embellishment		2036 to 2041	\$584,503
1000	No Name	Local Recreation Park	Land	5,023	2036 to 2041	\$126,623
1000	No Name	Local Recreation Park	Embellishment		2036 to 2041	\$584,503
1001	No Name	Local Recreation Park	Land	5,023	2036 to 2041	\$10,130
1001	No Name	Local Recreation Park	Embellishment		2036 to 2041	\$584,503
1002	No Name	Local Linear Park	Land	279,387	2026 to 2031	\$281,512
1002	No Name	Local Linear Park	Embellishment		2036 to 2041	\$2,065,711
1003	World's End/Saplins Pocket	Citywide Waterside Park	Embellishment		2036 to 2041	\$1,655,007
1004	World's End/Saplins Pocket	Citywide Waterside Park	Embellishment		2036 to 2041	\$1,655,007
1005	Kholo Gardens	Citywide Recreation Park	Land	201,050	2031 to 2036	\$345,971
1005	Kholo Gardens	Citywide Recreation Park	Embellishment		2036 to 2041	\$920,039
1006	No Name	Local Recreation Park	Embellishment		2031 to 2036	\$584,503



Table 13.8.2 - Public parks network schedule of works

Column 1 Map reference		Column 2 Trunk infrastructure			Column 3 Estimated timing	Column 4 Establishment cost ⁴
LGIP ID	Park Name	Park Hierarchy / Setting	Element	Land Area		
1007	No Name	Local Recreation Park	Land	5,023	2031 to 2036	\$10,130
1007	No Name	Local Recreation Park	Embellishment		2031 to 2036	\$584,503
1008	No Name	Local Linear Park	Land	244,744	2026 to 2031	\$762,768
1008	No Name	Local Linear Park	Embellishment		2031 to 2036	\$1,809,568
1010	No Name	Local Recreation Park	Land	5,023	2031 to 2036	\$50,648
1010	No Name	Local Recreation Park	Embellishment		2031 to 2036	\$584,503
1011	No Name	Local Recreation Park	Land	5,023	2031 to 2036	\$40,519
1011	No Name	Local Recreation Park	Embellishment		2031 to 2036	\$584,503
1012	No Name	Local Linear Park	Land	263,920	2026 to 2031	\$1,304,642
1012	No Name	Local Linear Park	Embellishment		2026 to 2031	\$1,951,348
1013	No Name	Local Recreation Park	Land	5,023	2031 to 2036	\$50,648
1013	No Name	Local Recreation Park	Embellishment		2031 to 2036	\$584,503
1014	No Name	Local Recreation Park	Land	5,023	2031 to 2036	\$50,648
1014	No Name	Local Recreation Park	Embellishment		2031 to 2036	\$584,503
1015	No Name	Local Linear Park	Land	105,789	2026 to 2031	\$498,167
1015	No Name	Local Linear Park	Embellishment		2026 to 2031	\$782,177
1016	No Name	Local Linear Park	Land	39,604	2036 to 2041	\$199,653
1016	No Name	Local Linear Park	Embellishment		2036 to 2041	\$292,817
1017	No Name	Local Recreation Park	Land	5,023	2031 to 2036	\$50,648
1017	No Name	Local Recreation Park	Embellishment		2031 to 2036	\$584,503
1018	No Name	Local Recreation Park	Land	5,023	2031 to 2036	\$25,546
1018	No Name	Local Recreation Park	Embellishment		2031 to 2036	\$584,503
1019	No Name	Citywide Linear Park	Land	104,968	2026 to 2031	\$107,851



Table 13.8.2 - Public parks network schedule of works

Column 1 Map reference		Column 2 Trunk infrastructure			Column 3 Estimated timing	Column 4 Establishment cost ⁴
LGIP ID	Park Name	Park Hierarchy / Setting	Element	Land Area		
1019	No Name	Citywide Linear Park	Embellishment		2031 to 2036	\$1,220,206
1020	No Name	Local Sports Ground/Courts	Land	213,552	2031 to 2036	\$430,587
1020	No Name	Local Sports Ground/Courts	Embellishment		2036 to 2041	\$2,886,001
1021	No Name	Citywide Linear Park	Land	66,654	2026 to 2031	\$67,204
1021	No Name	Citywide Linear Park	Embellishment		2031 to 2036	\$774,820
1022	No Name	Local Recreation Park	Land	5,023	2021	\$10,130
1022	No Name	Local Recreation Park	Embellishment		2021 to 2026	\$584,503
1023	No Name	Local Recreation Park	Land	5,023	2031 to 2036	\$47,859
1023	No Name	Local Recreation Park	Embellishment		2031 to 2036	\$584,503
1024	Wallon District Rec 2	District Recreation Park	Land	53,414	2026 to 2031	\$538,488
1024	Wallon District Rec 2	District Recreation Park	Embellishment		2031 to 2036	\$2,911,402
1025	No Name	Local Sports Ground/Courts	Land	81,823	2021 to 2026	\$824,990
1025	No Name	Local Sports Ground/Courts	Embellishment		2026 to 2031	\$2,886,001
1026	No Name	Citywide Sports Ground/Courts	Land	411,317	2026 to 2031	\$829,424
1026	No Name	Citywide Sports Ground/Courts	Embellishment		2026 to 2031	\$10,236,756
1027	No Name	Citywide Linear Park	Land	22,563	2026 to 2031	\$22,693
1027	No Name	Citywide Linear Park	Embellishment		2036 to 2041	\$262,280
1028	Walloon District Rec 3	District Recreation Park	Land	242,034	2036 to 2041	\$486,278
1028	Walloon District Rec 3	District Recreation Park	Embellishment		2036 to 2041	\$2,911,402
1029	No Name	Citywide Linear Park	Land	639,137	2026 to 2031	\$1,459,153
1029	No Name	Citywide Linear Park	Embellishment		2031 to 2036	\$7,429,645
1030	No Name	Local Linear Park	Land	60,704	2026 to 2031	\$75,818
1030	No Name	Local Linear Park	Embellishment		2031 to 2036	\$448,831



Table 13.8.2 - Public parks network schedule of works

Column 1 Map reference		Column 2 Trunk infrastructure			Column 3 Estimated timing	Column 4 Establishment cost ⁴
LGIP ID	Park Name	Park Hierarchy / Setting	Element	Land Area		
1031	No Name	Local Recreation Park	Embellishment		2036 to 2041	\$584,503
1032	No Name	Local Linear Park	Land	46,352	2026 to 2031	\$227,585
1032	No Name	Local Linear Park	Embellishment		2031 to 2036	\$342,716
1033	No Name	Local Linear Park	Land	23,145	2026 to 2031	\$80,212
1033	No Name	Local Linear Park	Embellishment		2031 to 2036	\$171,125
1034	No Name	Local Recreation Park	Land	5,023	2026 to 2031	\$50,648
1034	No Name	Local Recreation Park	Embellishment		2031 to 2036	\$584,503
1035	No Name	Local Sports Ground/Courts	Land	41,516	2031 to 2036	\$418,598
1035	No Name	Local Sports Ground/Courts	Embellishment		2031 to 2036	\$2,886,001
1036	No Name	Local Linear Park	Land	43,495	2021 to 2026	\$216,710
1036	No Name	Local Linear Park	Embellishment		2026 to 2031	\$321,592
1037	No Name	Local Recreation Park	Land	5,023	2026 to 2031	\$50,648
1037	No Name	Local Recreation Park	Embellishment		2026 to 2031	\$584,503
1038	No Name	Local Linear Park	Land	105,142	2026 to 2031	\$530,058
1038	No Name	Local Linear Park	Embellishment		2031 to 2036	\$777,393
1039	No Name	Local Recreation Park	Land	5,023	2031 to 2036	\$50,648
1039	No Name	Local Recreation Park	Embellishment		2031 to 2036	\$584,503
1040	No Name	Local Linear Park	Land	107,539	2026 to 2031	\$542,063
1040	No Name	Local Linear Park	Embellishment		2031 to 2036	\$795,117
1041	No Name	Local Recreation Park	Land	5,023	2036 to 2041	\$50,645
1041	No Name	Local Recreation Park	Embellishment		2036 to 2041	\$584,503
1042	No Name	Local Recreation Park	Land	5,023	2036 to 2041	\$50,647
1042	No Name	Local Recreation Park	Embellishment		2036 to 2041	\$584,503



Table 13.8.2 - Public parks network schedule of works

Column 1 Map reference		Column 2 Trunk infrastructure			Column 3 Estimated timing	Column 4 Establishment cost ⁴
LGIP ID	Park Name	Park Hierarchy / Setting	Element	Land Area		
1043	No Name	Local Recreation Park	Land	32,655	2031 to 2036	\$323,530
1043	No Name	Local Recreation Park	Embellishment		2031 to 2036	\$584,503
1044	John Street (car park)	District Recreation Park	Land	2,398	2021	\$23,977
1044	John Street (car park)	District Recreation Park	Embellishment		2036 to 2041	\$2,911,402
1045	Marburg Community Oval (part 2 of 2)	Citywide Sports Ground/Courts	Land	14,251	2031 to 2036	\$23,103
1045	Marburg Community Oval (part 2 of 2)	Citywide Sports Ground/Courts	Embellishment		2036 to 2041	\$2,559,189
1046	No Name	Local Recreation Park	Land	3,799	2026 to 2031	\$3,831
1046	No Name	Local Recreation Park	Embellishment		2026 to 2031	\$292,252
1047	No Name	Local Linear Park	Embellishment		2036 to 2041	\$53,516
1048	No Name	Local Linear Park	Land	10,728	2021 to 2026	\$12,579
1048	No Name	Local Linear Park	Embellishment		2026 to 2031	\$79,316
1049	No Name	Local Linear Park	Land	2,431	2026 to 2031	\$3,677
1049	No Name	Local Linear Park	Embellishment		2036 to 2041	\$17,974
1050	No Name	Local Recreation Park	Land	6,482	2031 to 2036	\$17,154
1050	No Name	Local Recreation Park	Embellishment		2036 to 2041	\$292,252
1051	No Name	Citywide Sports Ground/Courts	Land	483,927	2026 to 2031	\$975,860
1051	No Name	Citywide Sports Ground/Courts	Embellishment		2026 to 2031	\$2,559,189
1051	No Name	Citywide Sports Ground/Courts	Embellishment		2026 to 2031	\$2,559,189
1051	No Name	Citywide Sports Ground/Courts	Embellishment		2031 to 2036	\$2,559,189
1051	No Name	Citywide Sports Ground/Courts	Embellishment		2031 to 2036	\$2,559,189
1054	No Name	Local Linear Park	Land	5,127	2026 to 2031	\$90,455
1054	No Name	Local Linear Park	Embellishment		2031 to 2036	\$37,905



Table 13.8.2 - Public parks network schedule of works

Column 1 Map reference		Column 2 Trunk infrastructure			Column 3 Estimated timing	Column 4 Establishment cost ⁴
LGIP ID	Park Name	Park Hierarchy / Setting	Element	Land Area		
1055	No Name	Local Linear Park	Land	5,128	2036 to 2041	\$121,316
1055	No Name	Local Linear Park	Embellishment		2036 to 2041	\$37,914
1056	No Name	Local Linear Park	Land	5,166	2036 to 2041	\$91,052
1056	No Name	Local Linear Park	Embellishment		2036 to 2041	\$38,198
1057	No Name	Citywide Linear Park	Land	56,936	2031 to 2036	\$57,407
1057	No Name	Citywide Linear Park	Embellishment		2031 to 2036	\$661,852
1058	No Name	Local Linear Park	Land	25,458	2036 to 2041	\$25,659
1058	No Name	Local Linear Park	Embellishment		2036 to 2041	\$188,232
1059	No Name	Local Linear Park	Land	53,079	2026 to 2031	\$53,518
1059	No Name	Local Linear Park	Embellishment		2026 to 2031	\$392,451
1060	O'Possum Creek Wildlife Corridor	Citywide Linear Park	Land	653,824	2026 to 2031	\$1,004,816
1060	O'Possum Creek Wildlife Corridor	Citywide Linear Park	Embellishment		2026 to 2031	\$7,600,377
1061	No Name	Local Sports Ground/Courts	Land	56,934	2026 to 2031	\$287,023
1061	No Name	Local Sports Ground/Courts	Embellishment		2026 to 2031	\$2,886,001
1062	No Name	Local Linear Park	Land	105,437	2026 to 2031	\$265,772
1062	No Name	Local Linear Park	Embellishment		2026 to 2031	\$779,570
1066	No Name	Citywide Sports Ground/Courts	Land	151,973	2016	\$345,101
1066	No Name	Citywide Sports Ground/Courts	Embellishment		2019	\$2,559,189
1066	No Name	Citywide Sports Ground/Courts	Embellishment		2019	\$2,559,189
1067	No Name	Citywide Sports Ground/Courts	Land	110,892	2016	\$327,625
1067	No Name	Citywide Sports Ground/Courts	Embellishment		2018	\$2,559,189
1067	No Name	Citywide Sports Ground/Courts	Embellishment		2018	\$2,559,189
1068	No Name	Citywide Linear Park	Embellishment		2021 to 2026	\$1,513,870



Table 13.8.2 - Public parks network schedule of works

Column 1 Map reference		Column 2 Trunk infrastructure			Column 3 Estimated timing	Column 4 Establishment cost ⁴
LGIP ID	Park Name	Park Hierarchy / Setting	Element	Land Area		
1069	No Name	Local Recreation Park	Land	5,023	2026 to 2031	\$168,215
1069	No Name	Local Recreation Park	Embellishment		2026 to 2031	\$584,503
1070	No Name	Local Recreation Park	Land	5,023	2026 to 2031	\$227,920
1070	No Name	Local Recreation Park	Embellishment		2026 to 2031	\$584,503
1071	No Name	Local Recreation Park	Land	5,023	2026 to 2031	\$227,919
1071	No Name	Local Recreation Park	Embellishment		2026 to 2031	\$584,503
1076	No Name	Local Recreation Park	Land	5,023	2020	\$156,502
1076	No Name	Local Recreation Park	Embellishment		2020	\$584,503
1077	No Name	Local Recreation Park	Land	5,023	2018	\$104,387
1077	No Name	Local Recreation Park	Embellishment		2018	\$584,503
1078	No Name	Local Recreation Park	Land	5,023	2019	\$225,841
1078	No Name	Local Recreation Park	Embellishment		2019	\$292,252
1079	No Name	Local Recreation Park	Land	5,023	2018	\$227,919
1079	No Name	Local Recreation Park	Embellishment		2018	\$584,503
1080	No Name	Local Recreation Park	Land	5,023	2018	\$155,107
1080	No Name	Local Recreation Park	Embellishment		2018	\$584,503
1085	No Name	Citywide Linear Park	Land	14,880	2017	\$37,507
1085	No Name	Citywide Linear Park	Embellishment		2018	\$172,970
1086	Discovery Park	District Recreation Park	Embellishment		2017	\$1,455,701
1087	No Name	Citywide Linear Park	Land	85,641	2018	\$215,713
1087	No Name	Citywide Linear Park	Embellishment		2018	\$995,535
1088	No Name	Citywide Linear Park	Land	41,680	2019	\$106,442
1088	No Name	Citywide Linear Park	Embellishment		2019	\$484,506



Table 13.8.2 - Public parks network schedule of works

Column 1 Map reference		Column 2 Trunk infrastructure			Column 3 Estimated timing	Column 4 Establishment cost ⁴
LGIP ID	Park Name	Park Hierarchy / Setting	Element	Land Area		
1090	No Name	Citywide Linear Park	Embellishment		2017	\$197,245
1091	No Name	Citywide Linear Park	Embellishment		2018	\$62,117
1103	No Name	Local Recreation Park	Land	5,023	2018	\$177,270
1103	No Name	Local Recreation Park	Embellishment		2019	\$292,252
1104	No Name	Local Recreation Park	Land	5,023	2018	\$177,270
1104	No Name	Local Recreation Park	Embellishment		2019	\$292,252
1105	No Name	Local Recreation Park	Land	5,023	2018	\$177,270
1105	No Name	Local Recreation Park	Embellishment		2019	\$292,252
1106	No Name	Local Recreation Park	Land	5,023	2018	\$177,270
1106	No Name	Local Recreation Park	Embellishment		2019	\$292,252
1107	No Name	Local Recreation Park	Land	5,023	2018	\$177,270
1107	No Name	Local Recreation Park	Embellishment		2019	\$292,252
1109	No Name	Local Recreation Park	Land	5,023	2018	\$177,270
1109	No Name	Local Recreation Park	Embellishment		2019	\$292,252
1110	No Name	Local Recreation Park	Land	5,023	2018	\$177,270
1110	No Name	Local Recreation Park	Embellishment		2019	\$292,252
1111	No Name	Local Recreation Park	Land	5,023	2018	\$177,270
1111	No Name	Local Recreation Park	Embellishment		2019	\$292,252
1112	No Name	Local Recreation Park	Land	5,023	2018	\$2,025,942
1112	No Name	Local Recreation Park	Embellishment		2019	\$584,503
1113	No Name	Local Recreation Park	Land	5,023	2018	\$177,270
1113	No Name	Local Recreation Park	Embellishment		2019	\$584,503
1114	No Name	Local Recreation Park	Land	5,023	2018	\$25,324



Table 13.8.2 - Public parks network schedule of works

Column 1 Map reference		Column 2 Trunk infrastructure			Column 3 Estimated timing	Column 4 Establishment cost ⁴
LGIP ID	Park Name	Park Hierarchy / Setting	Element	Land Area		
1114	No Name	Local Recreation Park	Embellishment		2019	\$584,503
1115	No Name	Local Recreation Park	Land	5,023	2018	\$25,324
1115	No Name	Local Recreation Park	Embellishment		2019	\$584,503
1119	No Name	Local Recreation Park	Land	5,023	2017	\$91,057
1119	No Name	Local Recreation Park	Embellishment		2017	\$584,503
1120	No Name	Local Recreation Park	Land	5,023	2017	\$2,025,943
1120	No Name	Local Recreation Park	Embellishment		2018	\$584,503
1122	No Name	Local Recreation Park	Land	5,023	2018	\$2,025,941
1122	No Name	Local Recreation Park	Embellishment		2019	\$584,503
1124	No Name	Citywide Linear Park	Land	556,160	2019	\$1,401,902
1124	No Name	Citywide Linear Park	Embellishment		2019	\$6,465,085
1125	No Name	District Recreation Park	Land	62,028	2020	\$407,015
1125	No Name	District Recreation Park	Embellishment		2021	\$2,911,402
1126	Robelle Domain (CWL)	Citywide Linear Park	Embellishment		2020	\$537,751
1130	No Name	Local Linear Park	Land	97,999	2019	\$123,095
1130	No Name	Local Linear Park	Embellishment		2019	\$724,842
1131	No Name	District Recreation Park	Land	83,059	2019	\$418,729
1131	No Name	District Recreation Park	Embellishment		2019	\$2,911,402
1132	No Name	Local Linear Park	Land	311,489	2019	\$791,358
1132	No Name	Local Linear Park	Embellishment		2019	\$2,303,065
1133	No Name	Citywide Sports Ground/Courts	Land	113,912	2017	\$3,565,678
1133	No Name	Citywide Sports Ground/Courts	Embellishment		2017	\$10,236,756
1134	No Name	Local Sports Ground/Courts	Land	108,734	2017	\$3,741,587



Table 13.8.2 - Public parks network schedule of works

Column 1 Map reference		Column 2 Trunk infrastructure			Column 3 Estimated timing	Column 4 Establishment cost ⁴
LGIP ID	Park Name	Park Hierarchy / Setting	Element	Land Area		
1134	No Name	Local Sports Ground/Courts	Embellishment		2018	\$2,886,001
1135	No Name	Local Linear Park	Embellishment		2018	\$2,373,689
1137	No Name	Citywide Linear Park	Land	5,977	2031 to 2036	\$6,027
1137	No Name	Citywide Linear Park	Embellishment		2031 to 2036	\$69,482
1141	No Name	Citywide Linear Park	Land	38,748	2021 to 2026	\$39,068
1141	No Name	Citywide Linear Park	Embellishment		2021 to 2026	\$450,424
1142	No Name	Citywide Linear Park	Land	57,799	2036 to 2041	\$58,259
1142	No Name	Citywide Linear Park	Embellishment		2036 to 2041	\$671,888
1143	No Name	Citywide Linear Park	Land	36,087	2026 to 2031	\$36,386
1143	No Name	Citywide Linear Park	Embellishment		2026 to 2031	\$419,499
1144	No Name	Citywide Linear Park	Land	2,261	2026 to 2031	\$2,261
1144	No Name	Citywide Linear Park	Embellishment		2026 to 2031	\$26,288
1145	No Name	Citywide Sports Ground/Courts	Land	14,021	2021	\$700,863
1146	No Name	Citywide Linear Park	Land	72,507	2031 to 2036	\$77,457
1146	No Name	Citywide Linear Park	Embellishment		2031 to 2036	\$842,862
1147	No Name	Citywide Linear Park	Land	212,068	2036 to 2041	\$534,541
1147	No Name	Citywide Linear Park	Embellishment		2036 to 2041	\$2,465,185
1148	No Name	Local Linear Park	Land	14,813	2021	\$59,730
1148	No Name	Local Linear Park	Embellishment		2021 to 2026	\$109,521
1149	Cricket Oval - Sam's Reserve	Local Sports Ground/Courts	Land	39,494	2021 to 2026	\$1,401,976
1149	Cricket Oval - Sam's Reserve	Local Sports Ground/Courts	Embellishment		2026 to 2031	\$721,500
1149	Cricket Oval - Sam's Reserve	Local Sports Ground/Courts	Embellishment		2031 to 2036	\$721,500
1150	No Name	Local Linear Park	Land	5,135	2016	\$12,943



Table 13.8.2 - Public parks network schedule of works

Column 1 Map reference		Column 2 Trunk infrastructure			Column 3 Estimated timing	Column 4 Establishment cost ⁴
LGIP ID	Park Name	Park Hierarchy / Setting	Element	Land Area		
1150	No Name	Local Linear Park	Embellishment		2026 to 2031	\$37,966
1151	No Name	Citywide Linear Park	Embellishment		2021 to 2026	\$578,423
1154	No Name	Local Linear Park	Embellishment		2036 to 2041	\$1,403,457
1155	No Name	Citywide Linear Park	Land	105,264	2036 to 2041	\$106,135
1155	No Name	Citywide Linear Park	Embellishment		2036 to 2041	\$1,223,647
1156	No Name	Citywide Linear Park	Land	194,075	2019	\$201,355
1156	No Name	Citywide Linear Park	Embellishment		2019	\$2,256,024
1157	No Name	Local Linear Park	Land	18,473	2018	\$21,674
1157	No Name	Local Linear Park	Embellishment		2018	\$136,587
1158	No Name	Citywide Linear Park	Embellishment		2019	\$1,064,740
1159	No Name	Local Recreation Park	Land	5,023	2021	\$54,994
1159	No Name	Local Recreation Park	Embellishment		2021	\$584,503
1160	No Name	Local Recreation Park	Land	5,023	2021	\$5,065
1160	No Name	Local Recreation Park	Embellishment		2021	\$584,503
1161	No Name	Local Recreation Park	Land	5,023	2021 to 2026	\$151,946
1161	No Name	Local Recreation Park	Embellishment		2021 to 2026	\$584,503
1162	No Name	Local Recreation Park	Land	5,023	2021	\$25,324
1162	No Name	Local Recreation Park	Embellishment		2031 to 2036	\$584,503
1163	No Name	Local Recreation Park	Land	5,023	2036 to 2041	\$81,086
1163	No Name	Local Recreation Park	Embellishment		2036 to 2041	\$584,503
1164	No Name	Local Recreation Park	Land	5,023	2021	\$151,946
1164	No Name	Local Recreation Park	Embellishment		2021	\$584,503
1165	No Name	Local Recreation Park	Land	5,023	2021	\$5,065



Table 13.8.2 - Public parks network schedule of works

Column 1 Map reference		Column 2 Trunk infrastructure			Column 3 Estimated timing	Column 4 Establishment cost ⁴
LGIP ID	Park Name	Park Hierarchy / Setting	Element	Land Area		
1165	No Name	Local Recreation Park	Embellishment		2021	\$584,503
1166	No Name	Local Recreation Park	Land	5,023	2021	\$10,130
1166	No Name	Local Recreation Park	Embellishment		2021	\$584,503
1169	No Name	Local Recreation Park	Land	5,023	2021 to 2026	\$73,709
1169	No Name	Local Recreation Park	Embellishment		2021 to 2026	\$584,503
1171	No Name	Citywide Linear Park	Land	212,303	2017	\$816,978
1171	No Name	Citywide Linear Park	Embellishment		2018	\$2,467,915
1172	No Name	Local Linear Park	Land	10,842	2017	\$87,838
1172	No Name	Local Linear Park	Embellishment		2018	\$80,163
1173	No Name	Local Linear Park	Land	215,140	2020	\$555,684
1173	No Name	Local Linear Park	Embellishment		2021	\$1,590,684
1174	No Name	District Recreation Park	Land	798,941	2021	\$812,872
1174	No Name	District Recreation Park	Embellishment		2021 to 2026	\$2,911,402
1175	No Name	Local Linear Park	Land	46,435	2019	\$75,122
1175	No Name	Local Linear Park	Embellishment		2021	\$343,327
1176	No Name	Citywide Linear Park	Land	317,702	2021	\$320,330
1176	No Name	Citywide Linear Park	Embellishment		2021	\$3,693,130
1179	No Name	Local Sports Ground/Courts	Land	105,973	2021	\$213,680
1179	No Name	Local Sports Ground/Courts	Embellishment		2021 to 2026	\$2,886,001
1180	School Road Local Sportsground	Local Sports Ground/Courts	Embellishment		2021	\$2,886,001
1181	No Name	Local Linear Park	Land	472,809	2021 to 2026	\$1,567,858
1181	No Name	Local Linear Park	Embellishment		2021 to 2026	\$3,495,815
1182	No Name	Local Recreation Park	Land	5,023	2021	\$25,325



Table 13.8.2 - Public parks network schedule of works

Column 1 Map reference		Column 2 Trunk infrastructure			Column 3 Estimated timing	Column 4 Establishment cost ⁴
LGIP ID	Park Name	Park Hierarchy / Setting	Element	Land Area		
1182	No Name	Local Recreation Park	Embellishment		2019	\$194,832
1183	No Name	Citywide Linear Park	Land	22,730	2026 to 2031	\$22,918
1183	No Name	Citywide Linear Park	Embellishment		2031 to 2036	\$264,226
1184	No Name	Citywide Linear Park	Land	73,482	2036 to 2041	\$74,090
1184	No Name	Citywide Linear Park	Embellishment		2036 to 2041	\$854,191
1185	No Name	Citywide Linear Park	Land	200,007	2021 to 2026	\$473,313
1185	No Name	Citywide Linear Park	Embellishment		2021 to 2026	\$2,324,977
1186	No Name	District Recreation Park	Land	86,810	2026 to 2031	\$112,940
1186	No Name	District Recreation Park	Embellishment		2026 to 2031	\$2,911,402
1187	No Name	Citywide Linear Park	Land	52,372	2036 to 2041	\$33,124
1187	No Name	Citywide Linear Park	Embellishment		2036 to 2041	\$608,796
1188	No Name	Citywide Sports Ground/Courts	Land	191,987	2021 to 2026	\$358,137
1188	No Name	Citywide Sports Ground/Courts	Embellishment		2026 to 2031	\$3,411,911
1188	No Name	Citywide Sports Ground/Courts	Embellishment		2026 to 2031	\$3,411,911
1188	No Name	Citywide Sports Ground/Courts	Embellishment		2036 to 2041	\$3,412,934
1189	No Name	Local Recreation Park	Land	10,268	2017	\$0
1189	No Name	Local Recreation Park	Embellishment		2018	\$584,503
1190	No Name	Local Linear Park	Land	21,233	2026 to 2031	\$21,409
1190	No Name	Local Linear Park	Embellishment		2026 to 2031	\$156,993
1191	No Name	Local Linear Park	Embellishment		2026 to 2031	\$71,499
1192	No Name	Citywide Linear Park	Land	191,597	2026 to 2031	\$228,852
1192	No Name	Citywide Linear Park	Embellishment		2026 to 2031	\$2,227,222
1193	No Name	Citywide Linear Park	Land	37,906	2036 to 2041	\$38,219



Table 13.8.2 - Public parks network schedule of works

Column 1 Map reference		Column 2 Trunk infrastructure			Column 3 Estimated timing	Column 4 Establishment cost ⁴
LGIP ID	Park Name	Park Hierarchy / Setting	Element	Land Area		
1193	No Name	Citywide Linear Park	Embellishment		2036 to 2041	\$440,634
1194	No Name	Citywide Linear Park	Land	69,237	2036 to 2041	\$69,810
1194	No Name	Citywide Linear Park	Embellishment		2036 to 2041	\$804,843
1195	No Name	Citywide Linear Park	Land	159,469	2036 to 2041	\$160,787
1195	No Name	Citywide Linear Park	Embellishment		2036 to 2041	\$1,853,751
1196	Bremer Junction	District Waterside Park	Land	129,220	2026 to 2031	\$1,690,138
1196	Bremer Junction	District Waterside Park	Embellishment		2031 to 2036	\$2,122,406
1197	No Name	Citywide Linear Park	Land	223,499	2031 to 2036	\$210,828
1197	No Name	Citywide Linear Park	Embellishment		2031 to 2036	\$2,598,062
1198	No Name	Citywide Linear Park	Land	38,085	2036 to 2041	\$33,635
1198	No Name	Citywide Linear Park	Embellishment		2036 to 2041	\$442,719
1199	No Name	Local Sports Ground/Courts	Land	77,610	2031 to 2036	\$1,956,302
1199	No Name	Local Sports Ground/Courts	Embellishment		2031 to 2036	\$2,886,001
1200	No Name	Local Recreation Park	Land	5,023	2026 to 2031	\$126,623
1200	No Name	Local Recreation Park	Embellishment		2026 to 2031	\$584,503
1201	No Name	Local Recreation Park	Land	5,023	2036 to 2041	\$10,130
1201	No Name	Local Recreation Park	Embellishment		2036 to 2041	\$584,503
1297	No Name	Citywide Linear Park	Land	674,232	2031 to 2036	\$338,214
1297	No Name	Citywide Linear Park	Embellishment		2036 to 2041	\$7,837,607
1298	No Name	Citywide Linear Park	Land	222,757	2036 to 2041	\$238,076
1298	No Name	Citywide Linear Park	Embellishment		2036 to 2041	\$2,589,443
1299	No Name	Citywide Linear Park	Land	167,439	2036 to 2041	\$74,906
1299	No Name	Citywide Linear Park	Embellishment		2036 to 2041	\$1,946,398



Table 13.8.2 - Public parks network schedule of works

Column 1 Map reference		Column 2 Trunk infrastructure			Column 3 Estimated timing	Column 4 Establishment cost ⁴
LGIP ID	Park Name	Park Hierarchy / Setting	Element	Land Area		
1325	No Name	Local Recreation Park	Land	5,023	2026 to 2031	\$30,389
1325	No Name	Local Recreation Park	Embellishment		2026 to 2031	\$584,503
1326	No Name	Local Recreation Park	Land	5,023	2026 to 2031	\$0
1326	No Name	Local Recreation Park	Embellishment		2026 to 2031	\$584,503
1327	No Name	Local Recreation Park	Land	5,023	2026 to 2031	\$10,130
1327	No Name	Local Recreation Park	Embellishment		2026 to 2031	\$584,503
1329	No Name	Local Recreation Park	Land	5,023	2026 to 2031	\$0
1329	No Name	Local Recreation Park	Embellishment		2026 to 2031	\$584,503
1330	No Name	Local Recreation Park	Land	5,023	2026 to 2031	\$0
1330	No Name	Local Recreation Park	Embellishment		2026 to 2031	\$584,503
1331	No Name	Local Recreation Park	Land	5,023	2021	\$10,130
1331	No Name	Local Recreation Park	Embellishment		2021 to 2026	\$584,503
1336	No Name	Local Recreation Park	Land	5,023	2036 to 2041	\$5,574
1336	No Name	Local Recreation Park	Embellishment		2036 to 2041	\$584,503
1337	No Name	Local Recreation Park	Land	5,023	2026 to 2031	\$50,610
1337	No Name	Local Recreation Park	Embellishment		2026 to 2031	\$584,503
1338	No Name	Local Recreation Park	Land	5,023	2026 to 2031	\$50,648
1338	No Name	Local Recreation Park	Embellishment		2026 to 2031	\$584,503
1339	No Name	Local Recreation Park	Land	5,023	2026 to 2031	\$50,648
1339	No Name	Local Recreation Park	Embellishment		2026 to 2031	\$584,503
1340	No Name	Local Recreation Park	Land	5,023	2036 to 2041	\$50,648
1340	No Name	Local Recreation Park	Embellishment		2036 to 2041	\$584,503
1341	No Name	Local Recreation Park	Embellishment		2020	\$584,503



Table 13.8.2 - Public parks network schedule of works

Column 1 Map reference		Column 2 Trunk infrastructure			Column 3 Estimated timing	Column 4 Establishment cost ⁴
LGIP ID	Park Name	Park Hierarchy / Setting	Element	Land Area		
1342	No Name	Local Recreation Park	Land	5,023	2031 to 2036	\$0
1342	No Name	Local Recreation Park	Embellishment		2031 to 2036	\$584,503
1343	No Name	Local Recreation Park	Land	5,023	2031 to 2036	\$0
1343	No Name	Local Recreation Park	Embellishment		2031 to 2036	\$584,503
1344	No Name	Local Recreation Park	Land	5,023	2026 to 2031	\$101,294
1344	No Name	Local Recreation Park	Embellishment		2026 to 2031	\$584,503
1345	No Name	Local Recreation Park	Land	5,023	2026 to 2031	\$101,294
1345	No Name	Local Recreation Park	Embellishment		2026 to 2031	\$584,503
1346	Upper O'possum Creek Wildlife Corridor	Local Linear Park	Embellishment		2026 to 2031	\$49,484
1347	No Name	Local Recreation Park	Land	5,023	2021	\$10,130
1347	No Name	Local Recreation Park	Embellishment		2021	\$584,503
1348	No Name	Local Recreation Park	Land	5,023	2021	\$5,065
1348	No Name	Local Recreation Park	Embellishment		2021	\$584,503
1349	No Name	Local Recreation Park	Land	5,023	2036 to 2041	\$1,852
1349	No Name	Local Recreation Park	Embellishment		2036 to 2041	\$584,503
1350	No Name	Local Recreation Park	Land	5,023	2017	\$10,130
1350	No Name	Local Recreation Park	Embellishment		2017	\$584,503
1351	Desborough Park	Local Recreation Park	Embellishment		2021 to 2026	\$292,252
1352	No Name	Local Recreation Park	Land	5,023	2021	\$25,325
1352	No Name	Local Recreation Park	Embellishment		2021	\$584,503
1353	No Name	Local Recreation Park	Land	5,023	2018	\$25,324
1353	No Name	Local Recreation Park	Embellishment		2018	\$584,503



Table 13.8.2 - Public parks network schedule of works

Column 1 Map reference		Column 2 Trunk infrastructure			Column 3 Estimated timing	Column 4 Establishment cost ⁴
LGIP ID	Park Name	Park Hierarchy / Setting	Element	Land Area		
1355	No Name	Local Recreation Park	Land	5,023	2019	\$10,130
1355	No Name	Local Recreation Park	Embellishment		2019	\$584,503
1356	No Name	Local Recreation Park	Land	5,023	2020	\$177,272
1356	No Name	Local Recreation Park	Embellishment		2020	\$584,503
1357	No Name	Citywide Linear Park	Land	568,629	2021 to 2026	\$565,453
1357	No Name	Citywide Linear Park	Embellishment		2021 to 2026	\$6,610,025
1359	No Name	Citywide Linear Park	Land	758,451	2026 to 2031	\$432,286
1359	No Name	Citywide Linear Park	Embellishment		2026 to 2031	\$8,816,609
1360	No Name	Citywide Linear Park	Land	411,392	2031 to 2036	\$271,591
1360	No Name	Citywide Linear Park	Embellishment		2031 to 2036	\$4,782,224
1361	No Name	Citywide Linear Park	Land	52,143	2036 to 2041	\$52,538
1361	No Name	Citywide Linear Park	Embellishment		2036 to 2041	\$606,132
1362	No Name	Citywide Linear Park	Land	166,843	2036 to 2041	\$84,111
1362	No Name	Citywide Linear Park	Embellishment		2036 to 2041	\$1,939,466
1363	No Name	District Recreation Park	Land	5,023	2021 to 2026	\$50,648
1363	No Name	District Recreation Park	Embellishment		2021 to 2026	\$2,911,402
1364	No Name	Local Sports Ground/Courts	Land	1,327	2021 to 2026	\$300,944
1364	No Name	Local Sports Ground/Courts	Embellishment		2021 to 2026	\$962,193
1367	Karrabin-rosewood Road Reserve	Local Sports Ground/Courts	Land	18,565	2026 to 2031	\$65,514
1367	Karrabin-rosewood Road Reserve	Local Sports Ground/Courts	Embellishment		2026 to 2031	\$2,886,001
1368	Windle Road Sportsground	Local Sports Ground/Courts	Land	45,876	2016	\$2,081,514
1368	Windle Road Sportsground	Local Sports Ground/Courts	Embellishment		2017	\$1,443,000
1368	Windle Road Sportsground	Local Sports Ground/Courts	Embellishment		2018	\$1,443,000



Table 13.8.2 - Public parks network schedule of works

Column 1 Map reference		Column 2 Trunk infrastructure			Column 3 Estimated timing	Column 4 Establishment cost ⁴
LGIP ID	Park Name	Park Hierarchy / Setting	Element	Land Area		
1369	No Name	Local Sports Ground/Courts	Land	77,858	2021	\$588,431
1369	No Name	Local Sports Ground/Courts	Embellishment		2021	\$2,886,001
1370	No Name	Local Sports Ground/Courts	Land	88,671	2019	\$446,923
1370	No Name	Local Sports Ground/Courts	Embellishment		2021	\$2,886,001
1405	No Name	Local Recreation Park	Land	5,023	2021 to 2026	\$101,295
1405	No Name	Local Recreation Park	Embellishment		2021 to 2026	\$584,503
1406	No Name	Local Recreation Park	Land	5,023	2026 to 2031	\$50,647
1406	No Name	Local Recreation Park	Embellishment		2026 to 2031	\$584,503
1407	No Name	Local Recreation Park	Land	5,023	2021 to 2026	\$10,130
1407	No Name	Local Recreation Park	Embellishment		2021 to 2026	\$584,503
1408	No Name	Local Recreation Park	Land	5,023	2026 to 2031	\$10,130
1408	No Name	Local Recreation Park	Embellishment		2026 to 2031	\$584,503
1409	No Name	Local Recreation Park	Land	5,023	2021 to 2026	\$50,648
1409	No Name	Local Recreation Park	Embellishment		2021 to 2026	\$584,503
1410	No Name	Local Recreation Park	Land	5,023	2021	\$50,648
1410	No Name	Local Recreation Park	Embellishment		2021	\$584,503
1411	No Name	Local Recreation Park	Land	5,023	2026 to 2031	\$10,130
1411	No Name	Local Recreation Park	Embellishment		2026 to 2031	\$584,503
1412	No Name	Local Recreation Park	Embellishment		2021 to 2026	\$584,503
1413	No Name	Local Recreation Park	Embellishment		2021	\$584,503
1414	No Name	Local Recreation Park	Land	5,023	2031 to 2036	\$0
1414	No Name	Local Recreation Park	Embellishment		2031 to 2036	\$584,503
1415	No Name	Local Recreation Park	Embellishment		2026 to 2031	\$584,503



Table 13.8.2 - Public parks network schedule of works

Column 1 Map reference		Column 2 Trunk infrastructure			Column 3 Estimated timing	Column 4 Establishment cost ⁴
LGIP ID	Park Name	Park Hierarchy / Setting	Element	Land Area		
1416	No Name	Local Recreation Park	Embellishment		2026 to 2031	\$584,503
1420	No Name	Local Recreation Park	Land	5,023	2031 to 2036	\$10,130
1420	No Name	Local Recreation Park	Embellishment		2026 to 2031	\$584,503
1421	No Name	Local Recreation Park	Embellishment		2018	\$584,503
1422	No Name	Local Recreation Park	Embellishment		2021	\$584,503
1423	No Name	Local Recreation Park	Land	5,023	2018	\$0
1423	No Name	Local Recreation Park	Embellishment		2018	\$584,503
1424	No Name	Local Recreation Park	Land	6,302	2026 to 2031	\$1,545,543
1424	No Name	Local Recreation Park	Embellishment		2026 to 2031	\$584,503
1425	No Name	Local Recreation Park	Land	5,023	2020	\$164,109
1425	No Name	Local Recreation Park	Embellishment		2021	\$584,503
1426	No Name	Local Recreation Park	Land	5,023	2021 to 2026	\$107,802
1426	No Name	Local Recreation Park	Embellishment		2021 to 2026	\$584,503
1427	No Name	Local Recreation Park	Land	5,023	2019	\$67
1427	No Name	Local Recreation Park	Embellishment		2019	\$584,503
1428	No Name	Local Recreation Park	Land	5,023	2021	\$10,128
1428	No Name	Local Recreation Park	Embellishment		2021	\$584,503
1430	No Name	Local Recreation Park	Land	5,023	2021 to 2026	\$0
1430	No Name	Local Recreation Park	Embellishment		2021 to 2026	\$584,503
1431	No Name	Local Recreation Park	Land	5,023	2021	\$5,065
1431	No Name	Local Recreation Park	Embellishment		2021	\$584,503
1433	No Name	Local Recreation Park	Land	5,023	2021	\$10,130
1433	No Name	Local Recreation Park	Embellishment		2021	\$584,503



Table 13.8.2 - Public parks network schedule of works

Column 1 Map reference		Column 2 Trunk infrastructure			Column 3 Estimated timing	Column 4 Establishment cost ⁴
LGIP ID	Park Name	Park Hierarchy / Setting	Element	Land Area		
1434	No Name	Local Recreation Park	Land	5,023	2021 to 2026	\$10,130
1434	No Name	Local Recreation Park	Embellishment		2021 to 2026	\$584,503
1436	No Name	Local Linear Park	Land	91,127	2018	\$135,871
1436	No Name	Local Linear Park	Embellishment		2018	\$673,768
1438	No Name	Citywide Linear Park	Land	125,906	2020	\$86,116
1438	No Name	Citywide Linear Park	Embellishment		2020	\$1,463,590
1439	No Name	Citywide Linear Park	Land	7,284	2036 to 2041	\$2,107
1439	No Name	Citywide Linear Park	Embellishment		2036 to 2041	\$84,672
1440	No Name	Local Linear Park	Land	51,307	2018	\$56,292
1440	No Name	Local Linear Park	Embellishment		2019	\$379,352
1441	No Name	Local Recreation Park	Land	20,231	2036 to 2041	\$1,019,933
1442	Deebing Creek Bikeway	Citywide Linear Park	Embellishment		2021	\$1,188,350
1443	No Name	Citywide Linear Park	Land	34,218	2036 to 2041	\$34,502
1443	No Name	Citywide Linear Park	Embellishment		2036 to 2041	\$397,772
1448	No Name	Citywide Linear Park	Land	338,358	2036 to 2041	\$171,004
1448	No Name	Citywide Linear Park	Embellishment		2036 to 2041	\$3,933,240
1449	No Name	Local Linear Park	Land	45,705	2021 to 2026	\$46,022
1449	No Name	Local Linear Park	Embellishment		2021 to 2026	\$337,933
1450	No Name	Local Recreation Park	Land	5,023	2031 to 2036	\$75,973
1450	No Name	Local Recreation Park	Embellishment		2031 to 2036	\$584,503
1451	No Name	Local Recreation Park	Land	5,023	2031 to 2036	\$202,594
1451	No Name	Local Recreation Park	Embellishment		2031 to 2036	\$584,503
1452	No Name	Local Recreation Park	Land	5,023	2031 to 2036	\$253,245



Table 13.8.2 - Public parks network schedule of works

Column 1 Map reference		Column 2 Trunk infrastructure			Column 3 Estimated timing	Column 4 Establishment cost ⁴
LGIP ID	Park Name	Park Hierarchy / Setting	Element	Land Area		
1452	No Name	Local Recreation Park	Embellishment		2031 to 2036	\$584,503
1453	No Name	Local Recreation Park	Land	5,023	2031 to 2036	\$253,245
1453	No Name	Local Recreation Park	Embellishment		2031 to 2036	\$584,503
1454	No Name	Local Recreation Park	Land	5,023	2031 to 2036	\$253,245
1454	No Name	Local Recreation Park	Embellishment		2031 to 2036	\$584,503
1455	Alf Knauer Park	Local Recreation Park	Embellishment		2016	\$146,126
1457	Freeman Street Park	Local Recreation Park	Embellishment		2021	\$292,252
1458	Azure Street Park	Local Recreation Park	Embellishment		2021	\$194,815
1460	Opossum Creek Wildlife Corridor	Citywide Linear Park	Embellishment		2021 to 2026	\$1,222,389
1461	Redbank - Collingwood Park Sports Complex	Citywide Linear Park	Embellishment		2026 to 2031	\$410,471
1463	Goupong Park	District Recreation Park	Embellishment		2021	\$2,911,402
1465	Six Mile Creek Estate Linear Park	Citywide Linear Park	Land	203,498	2017	\$205,181
1465	Six Mile Creek Estate Linear Park	Citywide Linear Park	Embellishment		2020	\$2,365,567
1466	Keith Pennell Park	Citywide Linear Park	Embellishment		2036 to 2041	\$143,137
3001	No Name	Local Linear Park	Land	17,176	2016	\$346,364
3001	No Name	Local Linear Park	Embellishment		2021	\$126,995
3005	Craswell Court Lookout	Local Linear Park	Embellishment		2036 to 2041	\$47,525
3006	Davies Street Reserve	Local Linear Park	Embellishment		2031 to 2036	\$35,924
3009	David Street Reserve	Citywide Linear Park	Embellishment		2021	\$64,737
3010	River Heart A (10 of 11)	Citywide Waterside Park	Embellishment		2036 to 2041	\$451,366
3011	River Heart A (11 of 11)	Citywide Waterside Park	Embellishment		2036 to 2041	\$451,366
3012	Eagle Street Park	Local Recreation Park	Embellishment		2021 to 2026	\$584,503



Table 13.8.2 - Public parks network schedule of works

Column 1 Map reference		Column 2 Trunk infrastructure			Column 3 Estimated timing	Column 4 Establishment cost ⁴
LGIP ID	Park Name	Park Hierarchy / Setting	Element	Land Area		
3015	Greenway Street Reserve	District Recreation Park	Embellishment		2031 to 2036	\$582,280
3018	Jane Verrall Park	Local Recreation Park	Embellishment		2021	\$146,126
3021	Jim Runham Park	Local Recreation Park	Embellishment		2020	\$194,873
3022	Mack Park	Local Recreation Park	Embellishment		2021 to 2026	\$292,252
3026	Leslie Park (b)	Local Recreation Park	Embellishment		2036 to 2041	\$146,126
3027	Ipswich CBD	Citywide Recreation Park	Land	5,023	2019	\$3,545,411
3027	Ipswich CBD	Citywide Recreation Park	Embellishment		2021 to 2026	\$1,610,712
3030	Pine Street Reserve	Citywide Sports Ground/Courts	Embellishment		2021 to 2026	\$2,559,189
3030	Pine Street Reserve	Citywide Sports Ground/Courts	Embellishment		2021 to 2026	\$2,559,189
3033	Ted Atwell Park	Local Recreation Park	Embellishment		2036 to 2041	\$194,873
3035	The Terrace Reserve	Citywide Waterside Park	Embellishment		2020	\$993,104
3036	Transmission Reserve	Local Linear Park	Embellishment		2036 to 2041	\$37,653
3038	Evan Marginson	District Recreation Park	Embellishment		2026 to 2031	\$1,455,701
5002	STCIA External Citywide Sportsground	Citywide Sports Ground/Courts	Land	100,000	2021 to 2026	\$3,024,816
5002	STCIA External Citywide Sportsground	Citywide Sports Ground/Courts	Embellishment		2021 to 2026	\$5,118,378
5002	STCIA External Citywide Sportsground	Citywide Sports Ground/Courts	Embellishment		2021 to 2026	\$5,118,378
5003	Upper Bundamba Creek Citywide Sports	Citywide Sports Ground/Courts	Land	448,318	2036 to 2041	\$1,204,167
5003	Upper Bundamba Creek Citywide Sports	Citywide Sports Ground/Courts	Embellishment		2036 to 2041	\$7,677,567
5003	Upper Bundamba Creek Citywide Sports	Citywide Sports Ground/Courts	Embellishment		2036 to 2041	\$7,677,567
5010	Oxford Street Citywide Sport	Citywide Sports Ground/Courts	Land	329,737	2021 to 2026	\$1,611,258
5010	Oxford Street Citywide Sport	Citywide Sports Ground/Courts	Embellishment		2026 to 2031	\$10,236,756



Table 13.8.2 - Public parks network schedule of works

Column 1 Map reference		Column 2 Trunk infrastructure			Column 3 Estimated timing	Column 4 Establishment cost ⁴
LGIP ID	Park Name	Park Hierarchy / Setting	Element	Land Area		
5010	Oxford Street Citywide Sport	Citywide Sports Ground/Courts	Embellishment		2036 to 2041	\$10,236,756
5011	Southern Sportsfields C: STCIA Internal Citywide Sportsground	Citywide Sports Ground/Courts	Land	100,000	2017	\$0
5011	Southern Sportsfields C: STCIA Internal Citywide Sportsground	Citywide Sports Ground/Courts	Embellishment		2018	\$10,236,756
6002	80/85 Oxford St North Booval Local Sport emb.	Local Sports Ground/Courts	Land	5,004	2026 to 2031	\$10,090
6002	80/85 Oxford St North Booval Local Sport emb.	Local Sports Ground/Courts	Embellishment		2026 to 2031	\$2,886,001
6004	STCIA/SGMS Additional Local Sport #1	Local Sports Ground/Courts	Land	50,000	2031 to 2036	\$1,512,408
6004	STCIA/SGMS Additional Local Sport #1	Local Sports Ground/Courts	Embellishment		2031 to 2036	\$2,886,001
6005	STCIA/SGMS Additional Local Sport #2	Local Sports Ground/Courts	Land	50,000	2031 to 2036	\$1,512,408
6005	STCIA/SGMS Additional Local Sport #2	Local Sports Ground/Courts	Embellishment		2031 to 2036	\$2,886,001
6006	No Name	Local Sports Ground/Courts	Embellishment		2031 to 2036	\$1,443,000
6006	No Name	Local Sports Ground/Courts	Embellishment		2036 to 2041	\$1,443,000
6007	STCIA/SGMS Additional Local Sport #3	Local Sports Ground/Courts	Land	50,000	2031 to 2036	\$1,512,408
6007	STCIA/SGMS Additional Local Sport #3	Local Sports Ground/Courts	Embellishment		2031 to 2036	\$2,886,001
6009	STCIA/SGMS Additional Local Sport #4	Local Sports Ground/Courts	Land	50,000	2036 to 2041	\$1,512,408
6009	STCIA/SGMS Additional Local Sport #4	Local Sports Ground/Courts	Embellishment		2036 to 2041	\$2,886,001
7000	Camerons Park Local Rec equivalency	Local Recreation Park	Embellishment		2021 to 2026	\$584,503
7001	Camerons Park Local Rec equivalency	Local Recreation Park	Embellishment		2031 to 2036	\$584,503
7002	Camerons Park Local Rec equivalency	Local Recreation Park	Embellishment		2036 to 2041	\$584,503



Table 13.8.2 - Public parks network schedule of works

Column 1 Map reference		Column 2 Trunk infrastructure			Column 3 Estimated timing	Column 4 Establishment cost ⁴
LGIP ID	Park Name	Park Hierarchy / Setting	Element	Land Area		
7003	Camerons Park Local Rec equivalency	Local Recreation Park	Embellishment		2036 to 2041	\$584,503
7004	Camerons Park Local Rec equivalency	Local Recreation Park	Embellishment		2021	\$584,503
7005	Camerons Park Local Rec equivalency	Local Recreation Park	Embellishment		2026 to 2031	\$584,503
7010	Jack Barkley Park	Local Recreation Park	Embellishment		2021 to 2026	\$584,503
7013	Queens Park local rec equiv.	Local Recreation Park	Embellishment		2036 to 2041	\$584,503
7014	Queens Park local rec equiv.	Local Recreation Park	Embellishment		2036 to 2041	\$584,503
7016	City centre local rec equivalency	Local Recreation Park	Embellishment		2036 to 2041	\$584,503
7017	City centre local rec equivalency	Local Recreation Park	Embellishment		2036 to 2041	\$584,503
7018	Jack Barkley Park equivlency #1	Local Recreation Park	Embellishment		2036 to 2041	\$584,503
7019	City centre local rec equivalency	Local Recreation Park	Embellishment		2036 to 2041	\$584,503
7020	City centre local rec equivalency	Local Recreation Park	Embellishment		2036 to 2041	\$584,503
8000	Castle Hill Blackstone Reserve	District Recreation Park	Embellishment		2021 to 2026	\$1,455,701
8000	Castle Hill Blackstone Reserve	District Recreation Park	Embellishment		2021 to 2026	\$1,455,701
8001	Jim Donald Parklands District Rec	District Recreation Park	Embellishment		2026 to 2031	\$1,455,701
8001	Jim Donald Parklands District Rec	District Recreation Park	Embellishment		2031 to 2036	\$1,455,701
8003	River Heart additional distr rec equiv. 1 of 3	District Recreation Park	Embellishment		2026 to 2031	\$2,911,402
8004	River Heart additional distr rec equiv. 2 of 3	District Recreation Park	Embellishment		2036 to 2041	\$2,911,402
8005	River Heart additional distr rec equiv. 3 of 3	District Recreation Park	Embellishment		2031 to 2036	\$2,911,402
8006	District Rec equivalency (STCIA)	District Recreation Park	Embellishment		2036 to 2041	\$2,911,402
8007	District Rec equivalency (STCIA)	District Recreation Park	Embellishment		2036 to 2041	\$2,911,402
8008	District Rec equivalency (STCIA)	District Recreation Park	Embellishment		2036 to 2041	\$2,911,402



Table 13.8.2 - Public parks network schedule of works

Column 1 Map reference		Column 2 Trunk infrastructure			Column 3 Estimated timing	Column 4 Establishment cost ⁴
LGIP ID	Park Name	Park Hierarchy / Setting	Element	Land Area		
8009	District Rec Equivalency (STCIA)	District Recreation Park	Embellishment		2026 to 2031	\$2,911,402
8011	Collingwood Drive District Rec	District Recreation Park	Embellishment		2021 to 2026	\$2,911,402
8013	Seymour Park District Recreation Park	District Recreation Park	Embellishment		2021 to 2026	\$1,455,701
8013	Seymour Park District Recreation Park	District Recreation Park	Embellishment		2021 to 2026	\$1,455,701
8014	Thomas Purnell Park	Citywide Linear Park	Embellishment		2036 to 2041	\$343,228
8080	No Name	Local Recreation Park	Land	5,023	2036 to 2041	\$2,025,789
8080	No Name	Local Recreation Park	Embellishment		2036 to 2041	\$584,503
8081	No Name	Local Recreation Park	Land	5,023	2036 to 2041	\$2,025,789
8081	No Name	Local Recreation Park	Embellishment		2036 to 2041	\$584,503
8082	No Name	Local Recreation Park	Land	5,023	2036 to 2041	\$2,025,789
8082	No Name	Local Recreation Park	Embellishment		2036 to 2041	\$584,503
8083	No Name	Local Recreation Park	Land	5,023	2036 to 2041	\$2,025,789
8083	No Name	Local Recreation Park	Embellishment		2036 to 2041	\$584,503
8084	No Name	Local Recreation Park	Land	5,023	2036 to 2041	\$2,025,789
8084	No Name	Local Recreation Park	Embellishment		2036 to 2041	\$584,503
8085	No Name	Local Recreation Park	Land	5,023	2036 to 2041	\$2,025,789
8085	No Name	Local Recreation Park	Embellishment		2036 to 2041	\$584,503
8086	No Name	Local Recreation Park	Land	5,023	2036 to 2041	\$2,025,789
8086	No Name	Local Recreation Park	Embellishment		2036 to 2041	\$584,503
8087	No Name	Local Recreation Park	Land	5,023	2036 to 2041	\$2,025,789
8087	No Name	Local Recreation Park	Embellishment		2036 to 2041	\$584,503
8088	No Name	Local Recreation Park	Land	5,023	2036 to 2041	\$2,025,789



Table 13.8.2 - Public parks network schedule of works

Column 1 Map reference		Column 2 Trunk infrastructure			Column 3 Estimated timing	Column 4 Establishment cost ⁴
LGIP ID	Park Name	Park Hierarchy / Setting	Element	Land Area		
8088	No Name	Local Recreation Park	Embellishment		2036 to 2041	\$584,503
8089	No Name	Local Recreation Park	Land	5,023	2036 to 2041	\$2,025,789
8089	No Name	Local Recreation Park	Embellishment		2031 to 2036	\$584,503
8090	No Name	Local Recreation Park	Land	5,023	2036 to 2041	\$2,025,789
8090	No Name	Local Recreation Park	Embellishment		2036 to 2041	\$584,503
8091	No Name	Local Recreation Park	Land	5,023	2036 to 2041	\$2,025,789
8091	No Name	Local Recreation Park	Embellishment		2036 to 2041	\$584,503
8092	No Name	Local Recreation Park	Land	5,023	2036 to 2041	\$2,025,789
8092	No Name	Local Recreation Park	Embellishment		2036 to 2041	\$584,503
8093	No Name	Local Recreation Park	Land	5,023	2036 to 2041	\$2,025,789
8093	No Name	Local Recreation Park	Embellishment		2036 to 2041	\$584,503
8094	No Name	Local Recreation Park	Land	5,023	2036 to 2041	\$2,025,789
8094	No Name	Local Recreation Park	Embellishment		2036 to 2041	\$584,503
8095	No Name	Local Recreation Park	Land	5,023	2036 to 2041	\$2,025,789
8095	No Name	Local Recreation Park	Embellishment		2036 to 2041	\$584,503
8096	No Name	Local Recreation Park	Land	5,023	2036 to 2041	\$2,025,789
8096	No Name	Local Recreation Park	Embellishment		2036 to 2041	\$584,503
8097	No Name	Local Recreation Park	Land	5,023	2036 to 2041	\$2,025,789
8097	No Name	Local Recreation Park	Embellishment		2036 to 2041	\$584,503
8098	STCIA SGMS Local Rec #19	Local Recreation Park	Embellishment		2036 to 2041	\$584,503
8099	STCIA SGMS Local Rec #20	Local Recreation Park	Embellishment		2036 to 2041	\$584,503
8100	STCIA SGMS Local Rec #21	Local Recreation Park	Embellishment		2036 to 2041	\$584,503
8101	STCIA SGMS Local Rec #22	Local Recreation Park	Embellishment		2036 to 2041	\$584,503



Table 13.8.2 - Public parks network schedule of works

Column 1 Map reference		Column 2 Trunk infrastructure			Column 3 Estimated timing	Column 4 Establishment cost ⁴
LGIP ID	Park Name	Park Hierarchy / Setting	Element	Land Area		
8102	STCIA SGMS Local Rec #23	Local Recreation Park	Embellishment		2036 to 2041	\$584,503
8103	STCIA SGMS Local Rec #24	Local Recreation Park	Embellishment		2036 to 2041	\$584,503
8104	STCIA SGMS Local Rec #25	Local Recreation Park	Embellishment		2036 to 2041	\$584,503
8105	STCIA SGMS Local Rec #26	Local Recreation Park	Embellishment		2036 to 2041	\$584,503
8106	STCIA SGMS Local Rec #27	Local Recreation Park	Embellishment		2036 to 2041	\$584,503
8107	STCIA SGMS Local Rec #28	Local Recreation Park	Embellishment		2036 to 2041	\$584,503
8108	STCIA SGMS Local Rec #29	Local Recreation Park	Embellishment		2036 to 2041	\$584,503
8109	STCIA SGMS Local Rec #30	Local Recreation Park	Embellishment		2036 to 2041	\$584,503
8110	STCIA SGMS Local Rec #31	Local Recreation Park	Embellishment		2036 to 2041	\$584,503
8111	STCIA SGMS Local Rec #32	Local Recreation Park	Embellishment		2036 to 2041	\$584,503
8112	STCIA SGMS Local Rec #33	Local Recreation Park	Embellishment		2036 to 2041	\$584,503
8113	STCIA SGMS Local Rec #34	Local Recreation Park	Embellishment		2036 to 2041	\$584,503
8114	STCIA SGMS Local Rec #35	Local Recreation Park	Embellishment		2036 to 2041	\$584,503
8115	STCIA SGMS Local Rec #36	Local Recreation Park	Embellishment		2036 to 2041	\$584,503
TOTAL						\$891,607,381



Table 13.8.3 - Land for community facilities network schedule of works

Column 1 Map reference		Column 2 Trunk infrastructure		Column 3 Estimated timing	Column 4 Establishment cost ⁵
LGIP ID	Facility Name	Hierarchy	Land Area (sqm)		
5	Rosewood District Multi-Purpose Centre (Multi-Purpose Centre)	District	11,698	2026-2031	\$1,415,372
6	Yamanto District Multi-Purpose Centre	District	14,000	2016-2021	\$5,646,324
7	Booval District Multi-Purpose Centre	District	14,000	2016-2021	\$6,352,114
8	Goodna District Multi-Purpose Centre	District	14,000	2021-2026	\$3,881,848
9	Ipswich District Multi-Purpose Centre	District	14,000	2031-2036	\$9,881,067
10	Redbank Plains District Multi-Purpose Centre	District	14,000	2021-2026	\$3,881,848
16	Thagoona Local Multi-Purpose Centre	Local	2,000	2031-2036	\$241,985
17	North Ipswich Local Multi-Purpose Centre	Local	2,000	2036-Ultimate	\$604,963
18	Chuwar / Karalee Local Multi-Purpose Centre	Local	2,000	2021-2026	\$554,550
19	Raceview Local Multi-Purpose Centre	Local	2,000	2021-2026	\$564,632
20	Bundamba Local Multi-Purpose Centre	Local	2,000	2036-Ultimate	\$453,722
22	Riverview Local Multi-Purpose Centre	Local	2,000	2031-2036	\$453,722
23	Walloon Local Multi-Purpose Centre	Local	2,000	2026-2031	\$241,985
24	Collingwood Park Local Multi-Purpose Centre	Local	2,000	2016-2021	\$504,136
25	Brassall Local Multi-Purpose Centre	Local	2,000	2021-2026	\$554,550
26	Redbank Local Multi-Purpose Centre	Local	2,000	2036-Ultimate	\$554,550
28	Spring Mountain Multi-Purpose Centre	Local/District	5,000	2016-2021	\$1,008,272
29	Development Area 5 Multi-Purpose Centre	Local/District	5,000	2021-2026	\$1,638,442
30	Development Area 14 Multi-Purpose Centre	Local/District	5,000	2026-2031	\$1,008,272
31	Development Area 16 Multi-Purpose Centre	Local/District	3,000	2016-2021	\$1,209,927
32	Development Area 19 Multi-Purpose Centre	Local/District	5,000	2036-Ultimate	\$2,016,544
33	Development Area 20 Multi-Purpose Centre	Local/District	5,000	2031-2036	\$1,638,442

Note ⁵ – Table 13.8.3 Column 4 The establishment cost is expressed in current cost terms as at the base date.



Table 13.8.3 - Land for community facilities network schedule of works

Column 1 Map reference		Column 2 Trunk infrastructure		Column 3 Estimated timing	Column 4 Establishment cost ⁵
LGIP ID	Facility Name	Hierarchy	Land Area (sqm)		
34	Development Area 21 Multi-Purpose Centre	Local/District	5,000	2016-2021	\$1,512,408
TOTAL					\$45,819,677



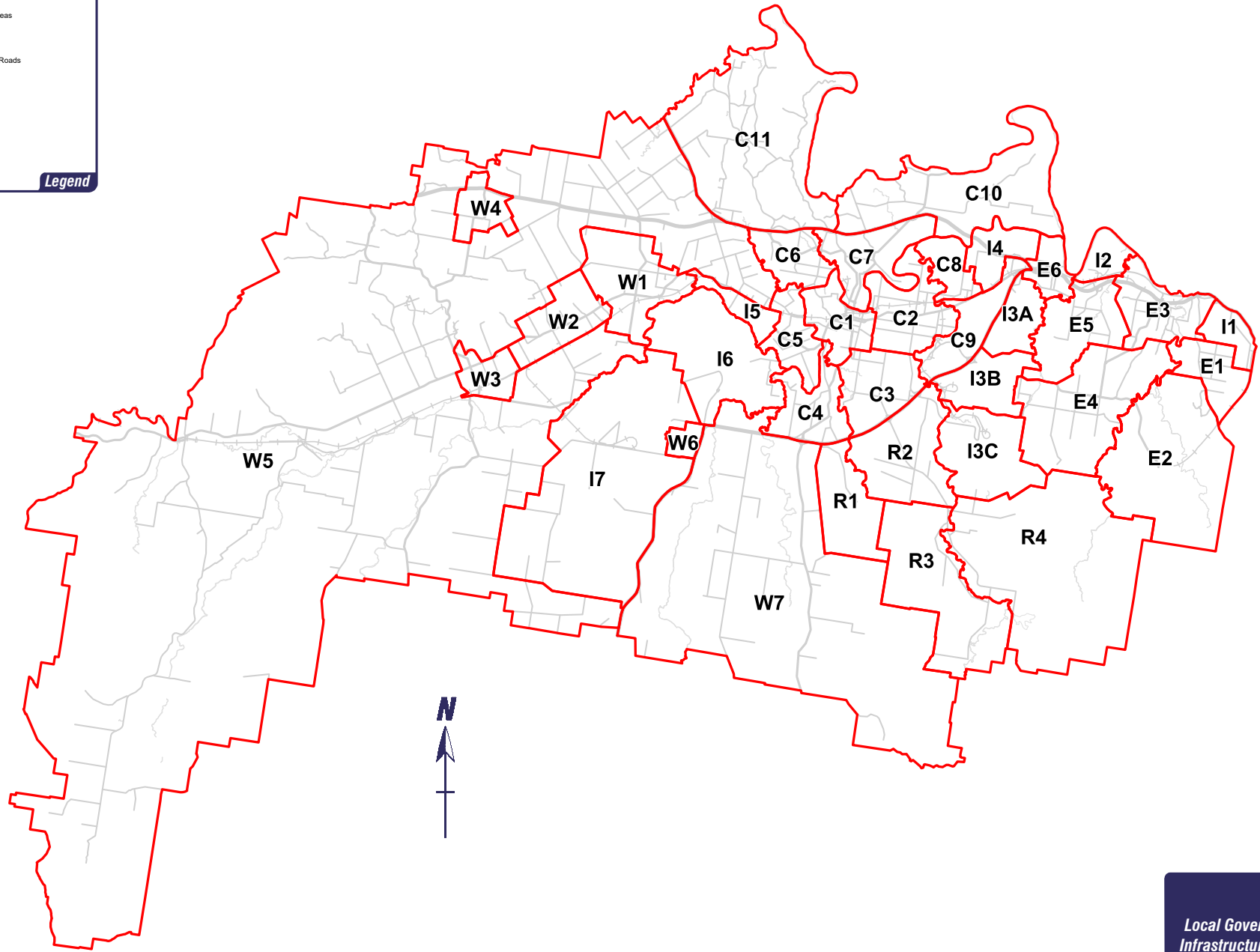
13.9 Local government infrastructure plan maps

- Map 1 Local Government Infrastructure Plan Projection Areas;
- Map 2 Local Government Infrastructure Plan LGIP Map 2 - Priority infrastructure area (Maps 2A - 2R);
- Maps T1 - T33 Plan for trunk infrastructure - Transport;
- Maps P1 - P55 Plan for trunk infrastructure - Public Parks;
- Maps C1 - C10 Plan for trunk infrastructure - Land for Community Facilities.



- C1 Projection Areas
- Highway
- Other Major Roads
- Roads
- +— Railway
- ~ Rivers










Legend

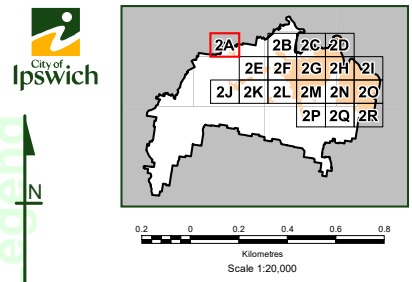
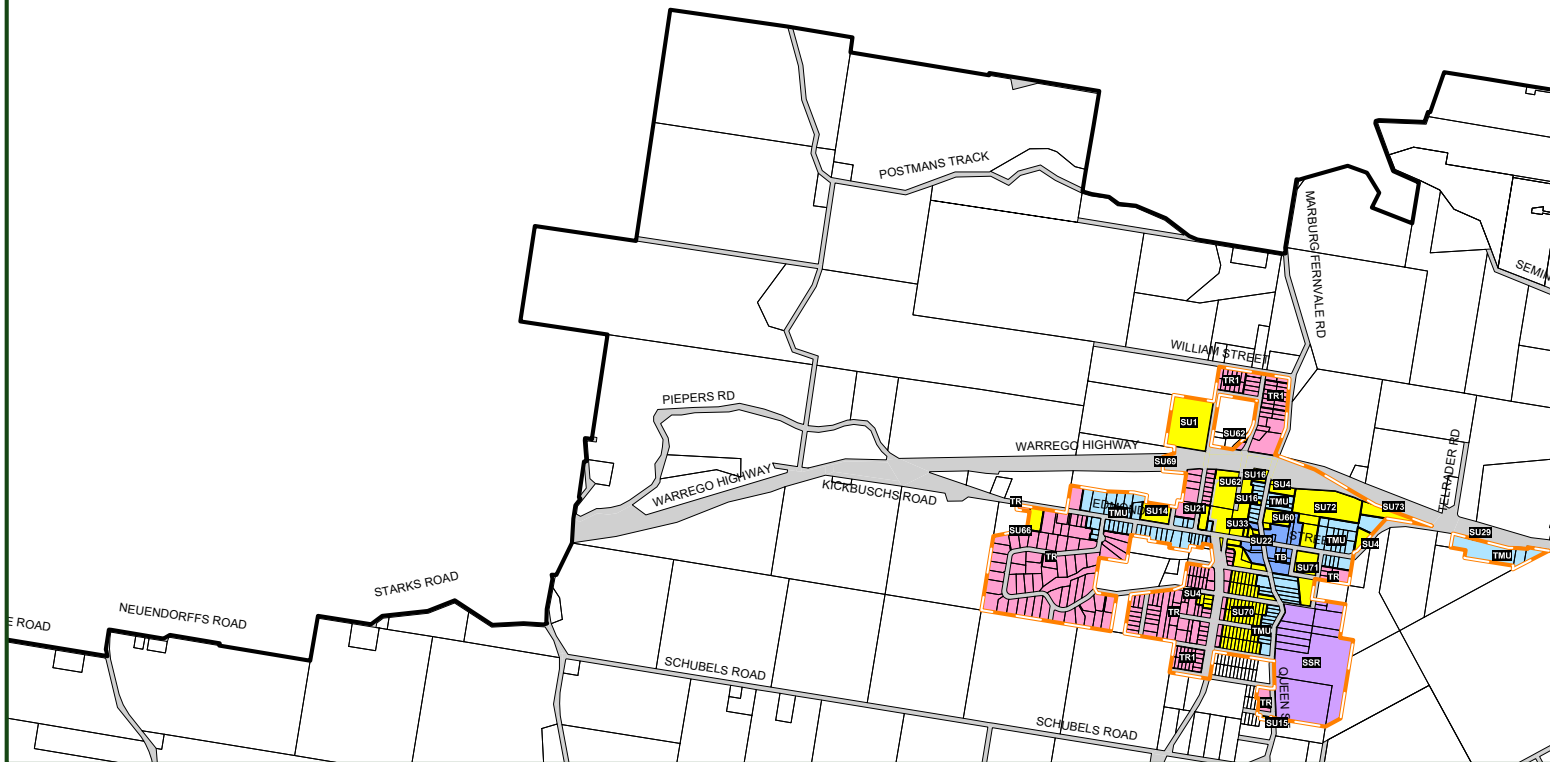


Map 1

**Local Government
Infrastructure Plan
Projection Areas**

Local Government Infrastructure Plan
 LGIP Map 2 - Priority Infrastructure Area

-  Priority Infrastructure Area Boundary
 -  Ripley Valley Priority Development Area
 -  Ipswich Local Government Area Boundary
- Townships**
-  SU1 Showgrounds, Sport, Recreation, Service Trades and Trotting
 -  SU2 Special Uses
 -  SU3 Township Business
 -  SU4 Township Character Mixed Use
 -  SU5 Township Residential
 -  - - - - - Indicative Boundary, subject to further detailed assessment.



Local Government Infrastructure Plan

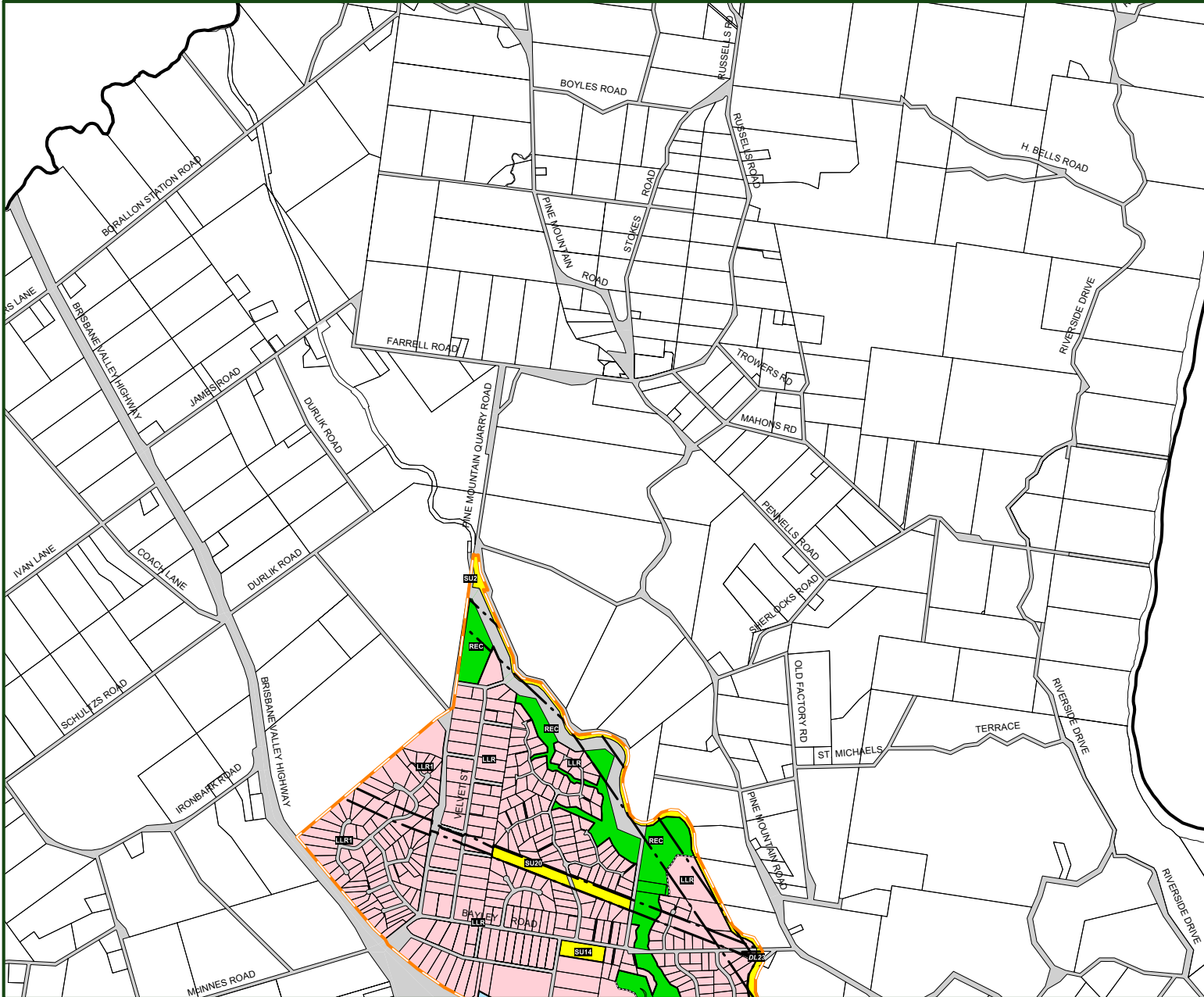

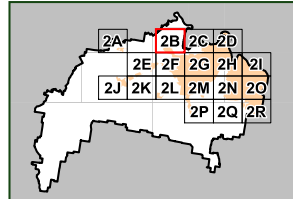
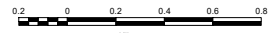
LGIP Map 2 - Priority Infrastructure Area

-  Priority Infrastructure Area Boundary
-  Ipswich Local Government Area Boundary
-  Ripley Valley Priority Development Area
- Urban Areas**
-  LLR Large Lot Residential
-  SU Special Uses
-  REC Recreation

Designation of Land for Community Infrastructure

For information on designations (DL) refer to the List of Amendments and Notations in the Ipswich Planning Scheme.













----- Indicative Boundary, subject to further detailed assessment.

Kilometres
Scale 1:20,000

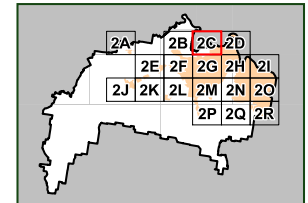
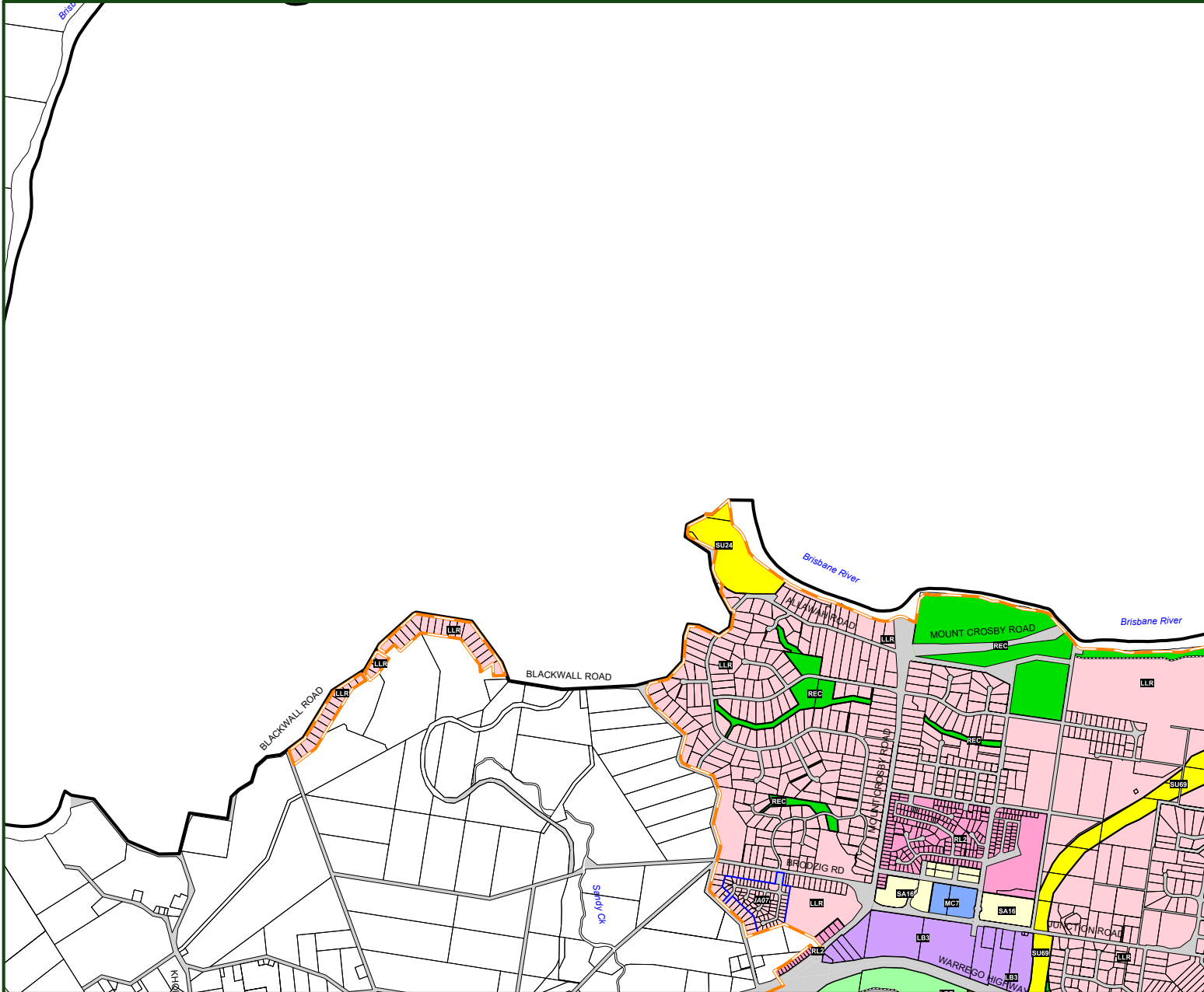
Local Government Infrastructure Plan

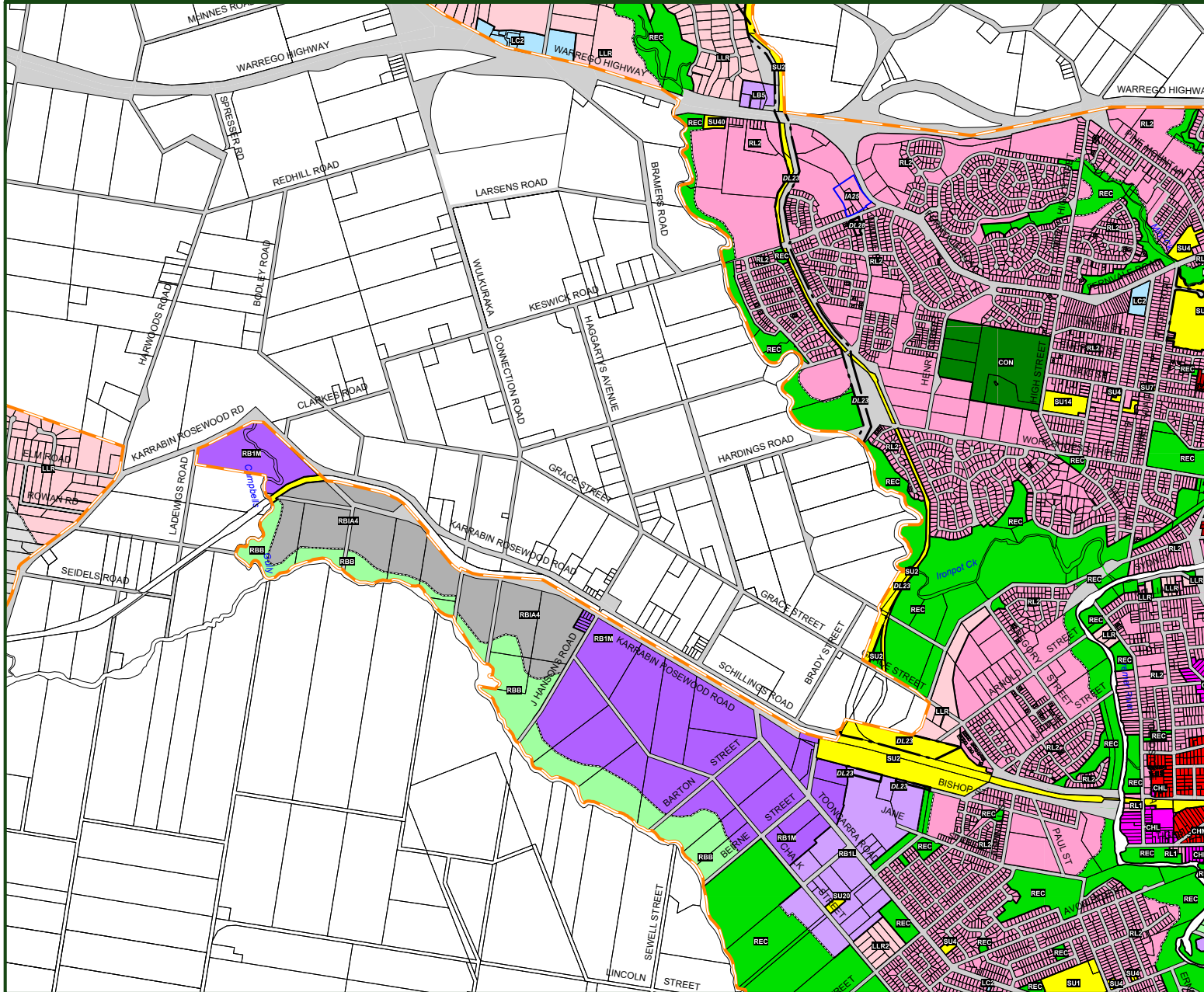
LGIP Map 2 - Priority Infrastructure Area

-  Priority Infrastructure Area Boundary
-  Ipswich Local Government Area Boundary
-  Ripley Valley Priority Development Area
- Urban Areas**
-  Future Urban
-  Local Business and Industry Buffer
-  Major Centres
-  Residential Low Density
-  Special Uses
-  Local Business and Industry
-  Large Lot Residential
-  Recreation
-  Special Opportunity

Recorded Approvals
 (Pursuant to section 391 of the Sustainable Planning Act 2009 and section 3.5.27 of the repealed Integrated Planning Act 1997) For information on recorded approvals (RA) refer to the List of Amendments and Notifications in the Ipswich Planning Scheme.

----- Indicative Boundary, subject to further detailed assessment.





Local Government Infrastructure Plan
LGIP Map 2 - Priority Infrastructure Area

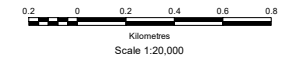
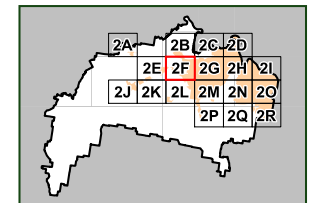
- Priority Infrastructure Area Boundary
 - Ipswich Local Government Area Boundary
 - Ripley Valley Priority Development Area
- Urban Areas**
- CH1 Character Housing (Low Density - Sub Area)
 - CH2 Character Housing (Mixed Density - Sub Area)
 - CON Conservation
 - LB Local Business and Industry
 - LB1 Local Business and Industry (Investigation)
 - LLR Large Lot Residential
 - RL2 Residential Low Density
 - SU Special Uses
 - FDU Future Urban
 - LBI Local Business and Industry (Buffer)
 - LRC Local Retail and Commercial
 - REC Recreation
 - RM Residential Medium Density
- Regionally Significant Business Enterprise and Industry Areas**
- RB1M Regional Business and Industry (Low Impact Sub Area)
 - RB1A Regional Business and Industry (Medium Impact Sub Area)
 - RB1B Regional Business and Industry (Investigation)
 - RB1C Regional Business and Industry (Investigation)

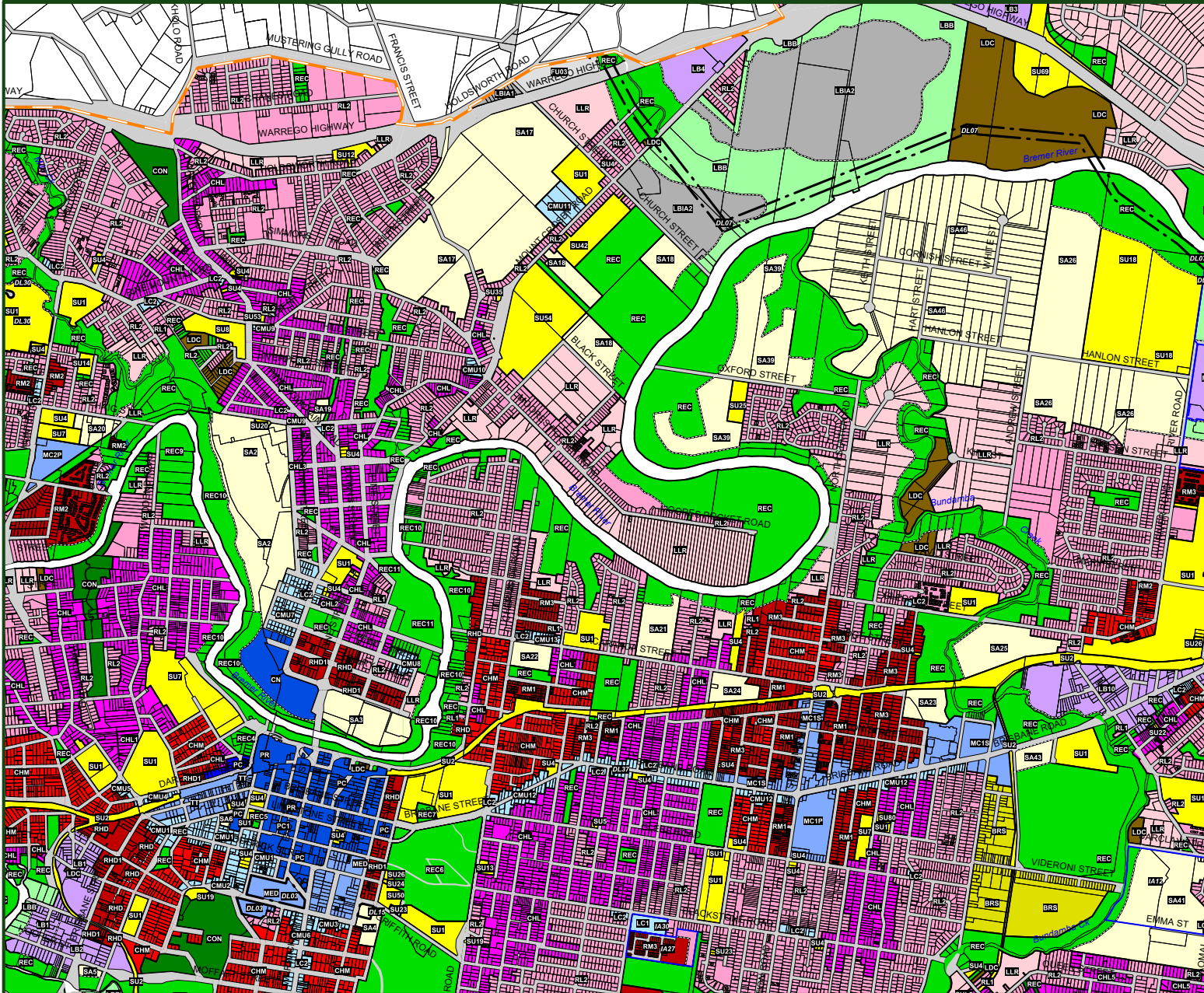
Designation of Land for Community Infrastructure

For information on designations (DL) refer to the List of Amendments and Notations in the Ipswich Planning Scheme.

Recorded Approvals
(Pursuant to section 391 of the Sustainable Planning Act 2009 and section 3.5.27 of the Ipswich Integrated Planning Act 1997). For information on recorded approvals (RA) refer to the List of Amendments and Notations in the Ipswich Planning Scheme.

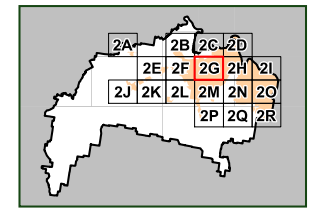
----- Indicative Boundary, subject to further detailed assessment.





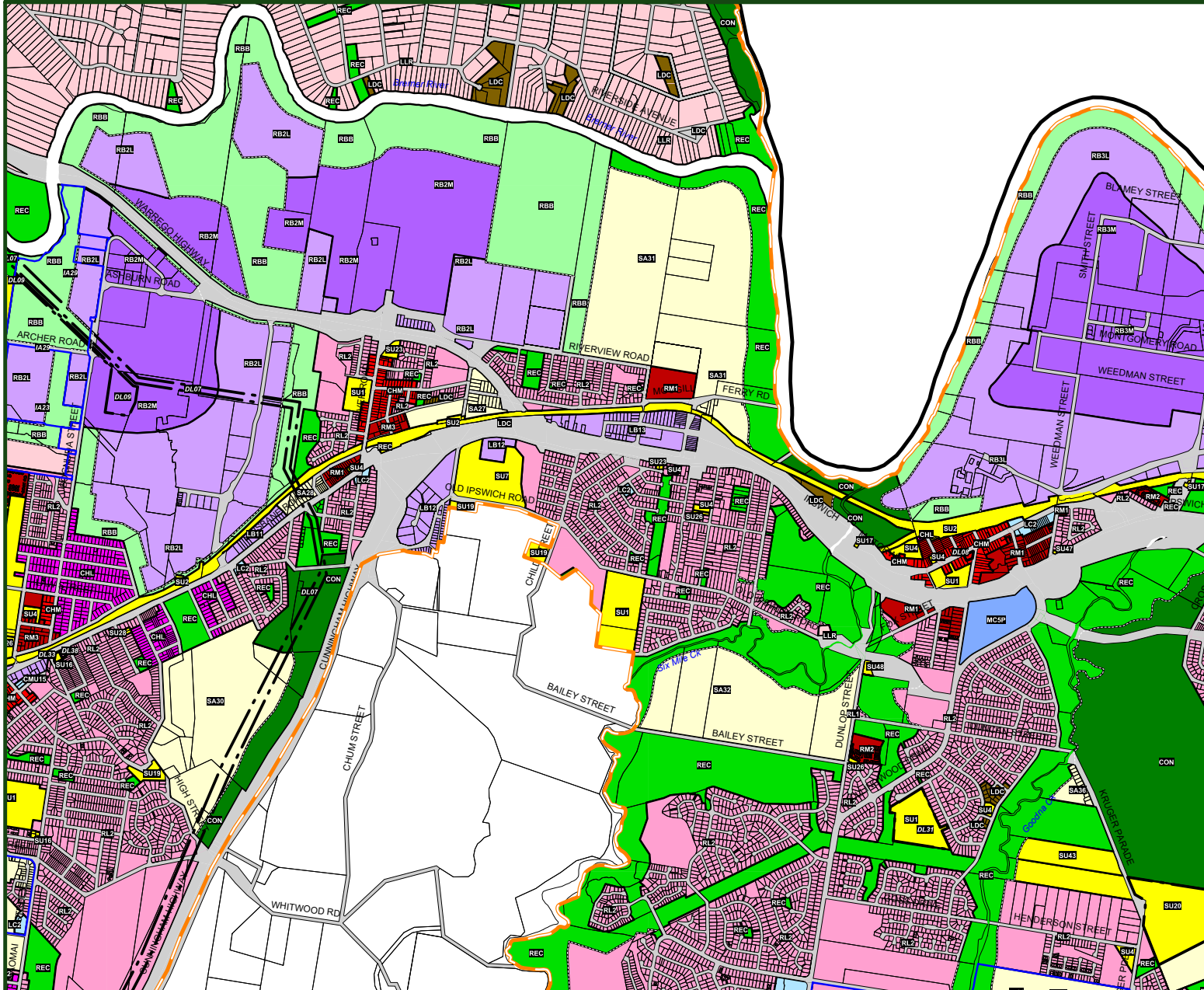
Local Government Infrastructure Plan
 LGIP Map 2 - Priority Infrastructure Area

- Priority Infrastructure Area Boundary
- Ipswich Local Government Area Boundary
- Urban Areas**
- Bundamba Racecourse (Sub-Area)
- Character Housing (Mixed Density - Sub Area)
- Conservation
- Local Business and Industry
- Local Business and Industry Investigation
- Limited Development (Constraints)
- Major Centres
- Residential Low Density
- Special Opportunity
- Ripley Valley Priority Development Area
- Character Housing (Low Density - Sub-Area)
- Character Areas - Mixed Use
- Future Urban
- Local Business and Industry Buffer
- Local Retail and Commercial
- Large Lot Residential
- Recreation
- Residential Medium Density
- Special Uses
- City Centre**
- CBD North - Secondary Business
- CBD Primary Commercial
- CBD Residential High Density
- CBD Medical Services
- CBD Primary Retail
- CBD Top of Town
- Regionally Significant Business Enterprise and Industry Areas**
- Regional Business and Industry (Low Impact Sub Area)
- Regional Business and Industry Buffer
- Designation of Land for Community Infrastructure**
- For information on designations (DL) refer to the List of Amendments and Notations in the Ipswich Planning Scheme.
- Recorded Approvals**
- (Pursuant to section 317 of the Sustainable Planning Act 2009 and section 3.9.27 of the repealed Integrated Planning Act 1997). For information on recorded approvals (A) refer to the List of Amendments and Notations in the Ipswich Planning Scheme.
- Indicative Boundary, subject to further detailed assessment.



0.2 0 0.2 0.4 0.6 0.8
 Kilometres
 Scale 1:20,000

Local Government Infrastructure Plan
LGIP Map 2 - Priority Infrastructure Area



- Priority Infrastructure Area Boundary
 - Ipswich Local Government Area Boundary
 - Ripley Valley Priority Development Area
- Urban Areas**
- Character Housing (Low Density - Sub Area)
 - Character Housing (Medium Density - Sub Area)
 - Character Areas - Mixed Use
 - Local Business and Industry
 - Limited Development (Constrained)
 - Major Centres
 - Residential Low Density
 - Special Opportunity
 - Regional Business and Industry (Low Impact Sub Area)
 - Regional Business and Industry (Medium Impact Sub Area)
 - Special Uses
- Regionally Significant Business Enterprise and Industry Areas**
- Character Housing (Medium Density - Sub Area)
 - Conservation
 - Local Retail and Commercial
 - Large Lot Residential
 - Recreation
 - Residential Medium Density
 - Special Uses
 - Regional Business and Industry (Medium Impact Sub Area)
 - Recreation

Designation of Land for Community Infrastructure

For information on designations (DL) refer to the List of Amendments and Notations in the Ipswich Planning Scheme.

Recorded Approvals
(Pursuant to section 201 of the Sustainable Planning Act 2009 and section 3.5.27 of the Ipswich Integrated Planning Act 1997). For information on recorded approvals (A) refer to the List of Amendments and Notations in the Ipswich Planning Scheme.

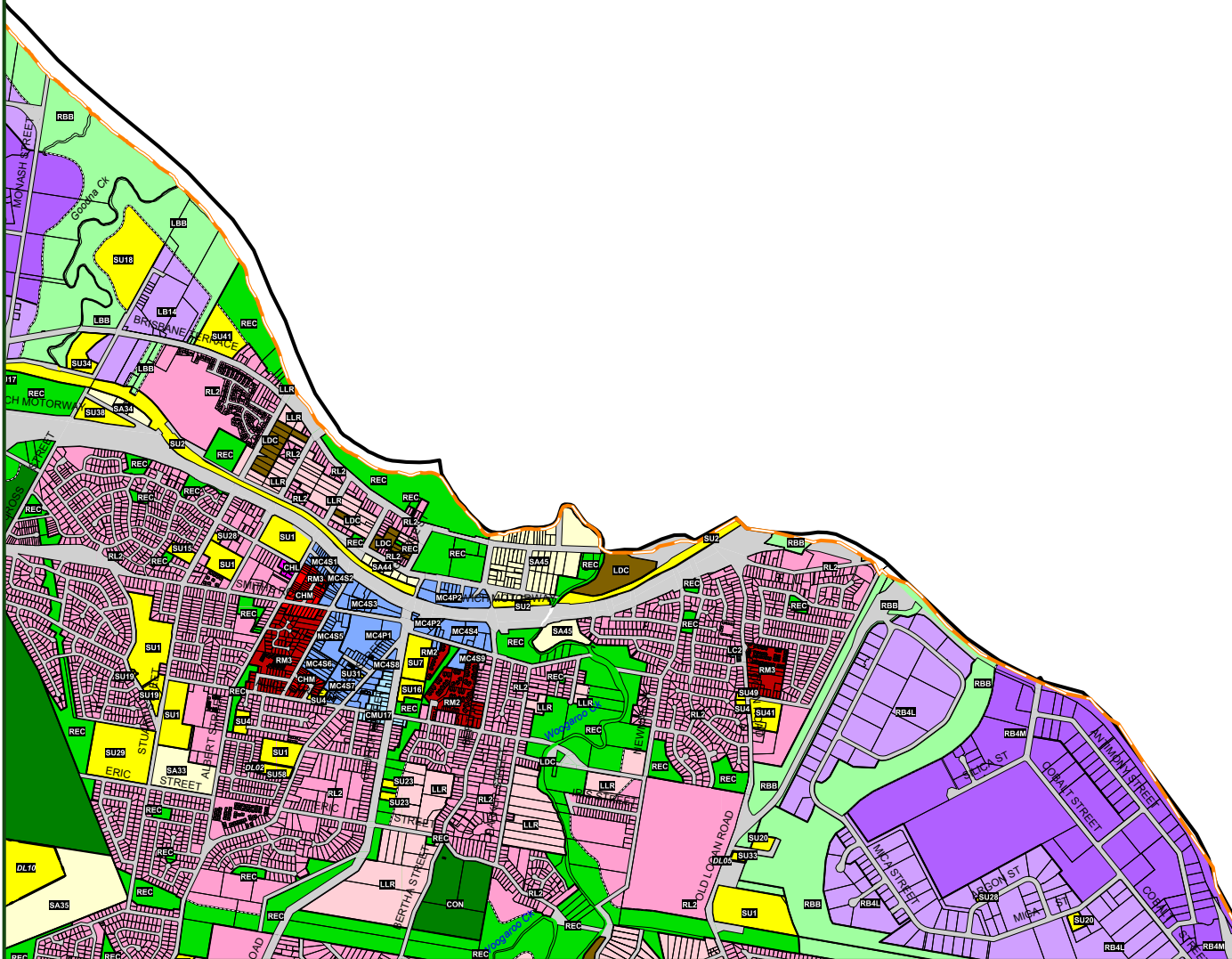
----- Indicative Boundary, subject to further detailed assessment.

City of Ipswich

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Kilometres
Scale 1:20,000

Local Government Infrastructure Plan

LGIP Map 2 - Priority Infrastructure Area



- Priority Infrastructure Area Boundary
 - Ipswich Local Government Area Boundary
 - Ripley Valley Priority Development Area
- Urban Areas**
- Character Housing (Low Density - Sub Area)
 - Character Housing (Mixed Density - Sub Area)
 - Character Areas - Mixed Use
 - Local Business and Industry
 - Local Retail and Commercial
 - Large Lot Residential
 - Recreation
 - Residential Medium Density
 - Special Uses
 - Character Housing (Low Density - Sub Area)
 - Conservation
 - Local Business and Industry Buffer
 - Limited Development (Constrained)
 - Major Centres
 - Residential Low Density
 - Special Opportunity
- Regionally Significant Business Enterprise and Industry Areas**
- Regional Business and Industry (Low Impact Sub Area)
 - Regional Business and Industry (Medium Impact Sub Area)
 - Regional Business and Industry Buffer

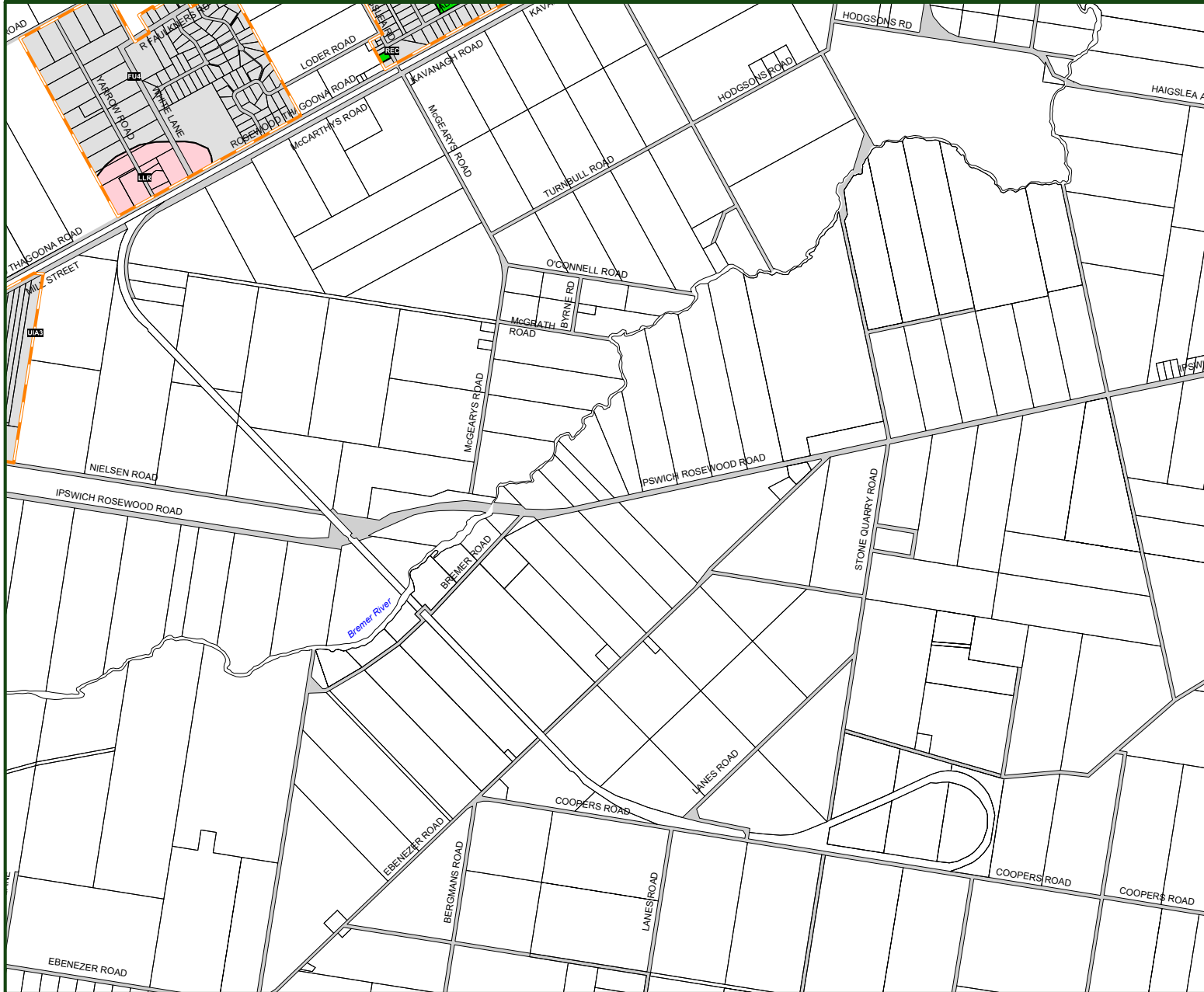
Designation of Land for Community Infrastructure

For information on designations (DL) refer to the List of Amendments and Notations in the Ipswich Planning Scheme.

----- Indicative Boundary, subject to further detailed assessment.

City of Ipswich

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Kilometres
Scale 1:20,000



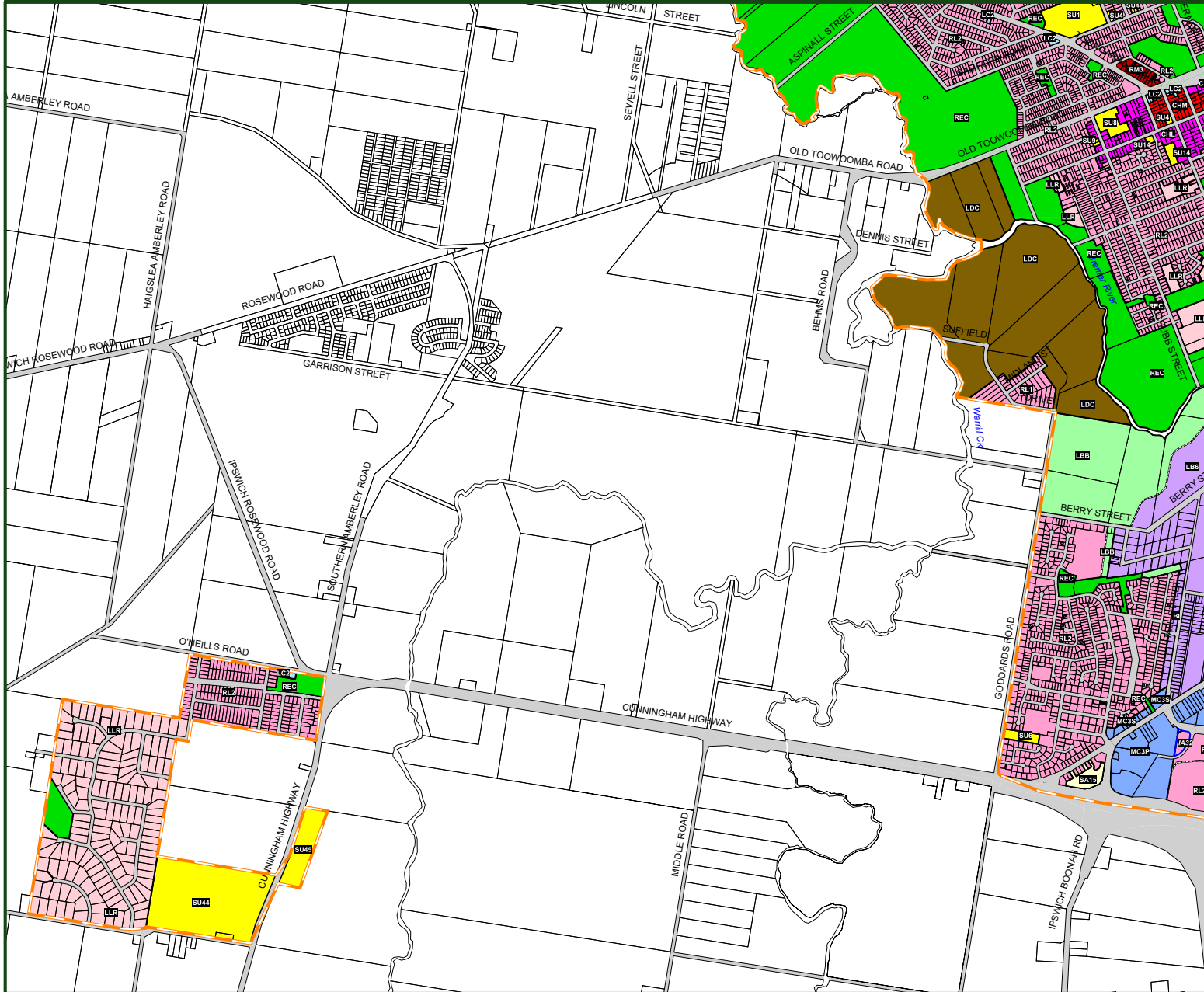
Local Government Infrastructure Plan
 LGIP Map 2 - Priority Infrastructure Area

- Priority Infrastructure Area Boundary
- Ipswich Local Government Area Boundary
- Urban Areas**
 - Future Urban
 - Recreation
 - Ripley Valley Priority Development Area
 - Large Lot Residential
- Rosewood Area**
 - Urban Investigator Areas
- Indicative Boundary, subject to further detailed assessment.

City of Ipswich

Legend

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 Kilometres
 Scale 1:20,000

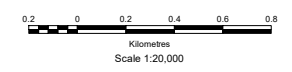
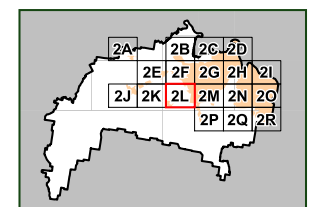


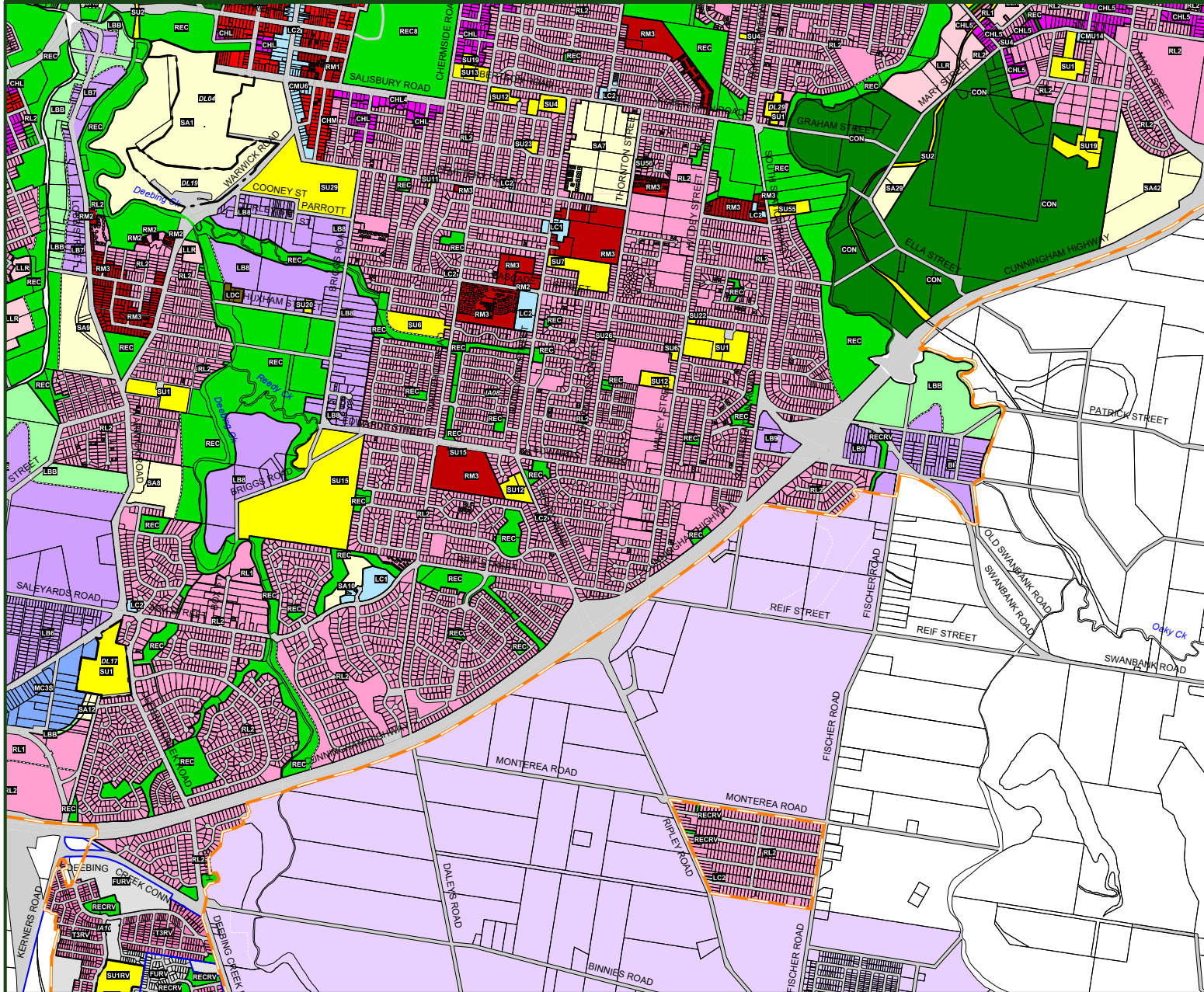
Local Government Infrastructure Plan
LGIP Map 2 - Priority Infrastructure Area

- Priority Infrastructure Area Boundary
- Ipswich Local Government Area Boundary
- Urban Areas**
 - Business Incubator
 - Character Housing (Mixed Density - Sub Area)
 - Local Business and Industry Buffer
 - Limited Development (Constraints)
 - Major Centres
 - Residential Low Density
 - Special Opportunity
 - Ripley Valley Priority Development Area
 - Character Housing (Low Density - Sub Area)
 - Local Business and Industry
 - Local Retail and Commercial
 - Large Lot Residential
 - Recreation
 - Residential Medium Density
 - Special Uses
- Regionally Significant Business Enterprise and Industry Areas**
 - Regional Business and Industry Buffer

Recorded Approvals
(Pursuant to section 301 of the Sustainable Planning Act 2009 and section 3.5.27 of the repealed Integrated Planning Act 1997). For information on recorded approvals (A) refer to the List of Amendments and Notifications in the Ipswich Planning Scheme.

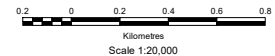
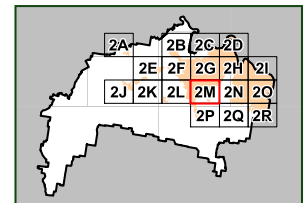
----- Indicative Boundary, subject to further detailed assessment.

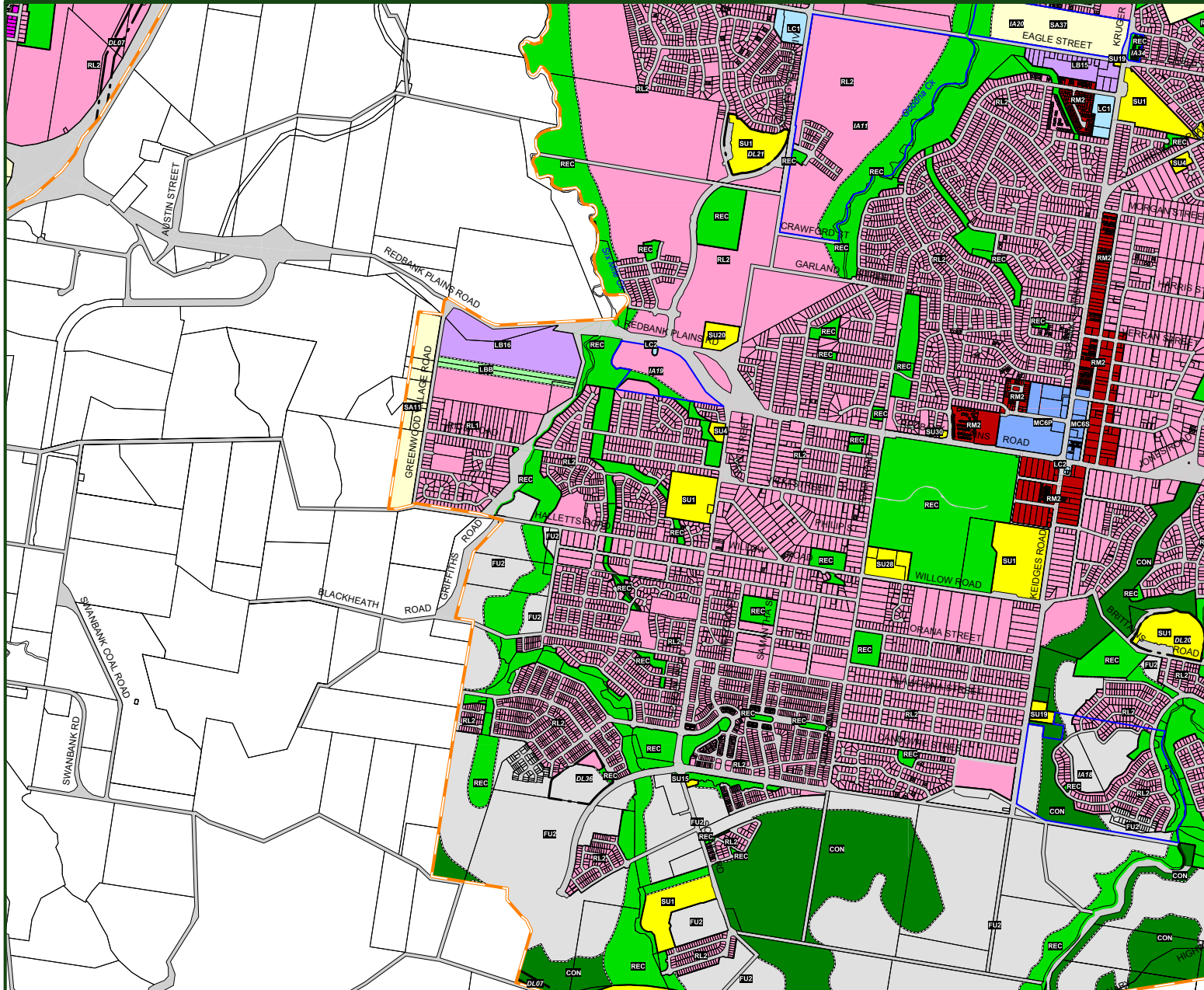




Local Government Infrastructure Plan
 LGIP Map 2 - Priority Infrastructure Area

- Priority Infrastructure Area Boundary
 - Ipswich Local Government Area Boundary
 - Ripley Valley Priority Development Area
- Urban Areas**
- Business Incubator
 - Character Housing (Mixed Density - Sub Area)
 - Conservation
 - Local Business and Industry Buffer
 - Limited Development (Constrained)
 - Major Centres
 - Residential Low Density
 - Special Opportunity
 - Character Housing (Low Density - Sub Area)
 - Character Area - Mixed Use
 - Local Business and Industry
 - Local Retail and Commercial
 - Large Lot Residential
 - Recreation
 - Residential Medium Density
 - Special Uses
- Regionally Significant Business Enterprise and Industry Areas**
- Regional Business and Industry Buffer
- Ripley Valley**
- Future Urban - Ripley Valley
 - Special Uses - Ripley Valley
 - RECRV Recreation - Ripley Valley
 - SUBV Sub-Urban (T3) - Ripley Valley
- Designation of Land for Community Infrastructure**
(Pursuant to section 191 of the Sustainable Planning Act 2009 and section 3.5.27 of the repealed Integrated Planning Act 1997) For information on recorded approvals (RA) refer to the List of Amendments and Notifications in the Ipswich Planning Scheme.
- Recorded Approvals**
(Pursuant to section 191 of the Sustainable Planning Act 2009 and section 3.5.27 of the repealed Integrated Planning Act 1997) For information on recorded approvals (RA) refer to the List of Amendments and Notifications in the Ipswich Planning Scheme.
- Indicative Boundary, subject to further detailed assessment.





Local Government Infrastructure Plan
LGIP Map 2 - Priority Infrastructure Area

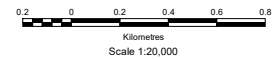
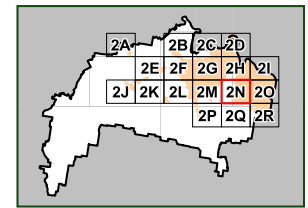
- Priority Infrastructure Area Boundary
 - Ipswich Local Government Area Boundary
 - Ripley Valley Priority Development Area
- Urban Areas**
- Character Housing (Low Density - Sub Area)
 - Future Urban
 - Local Business and Industry Buffer
 - Large Lot Residential
 - Renovation
 - Residential Medium Density
 - Special Uses
 - Conservation
 - Local Business and Industry
 - Local Retail and Commercial
 - Major Centres
 - Residential Low Density
 - Special Opportunity

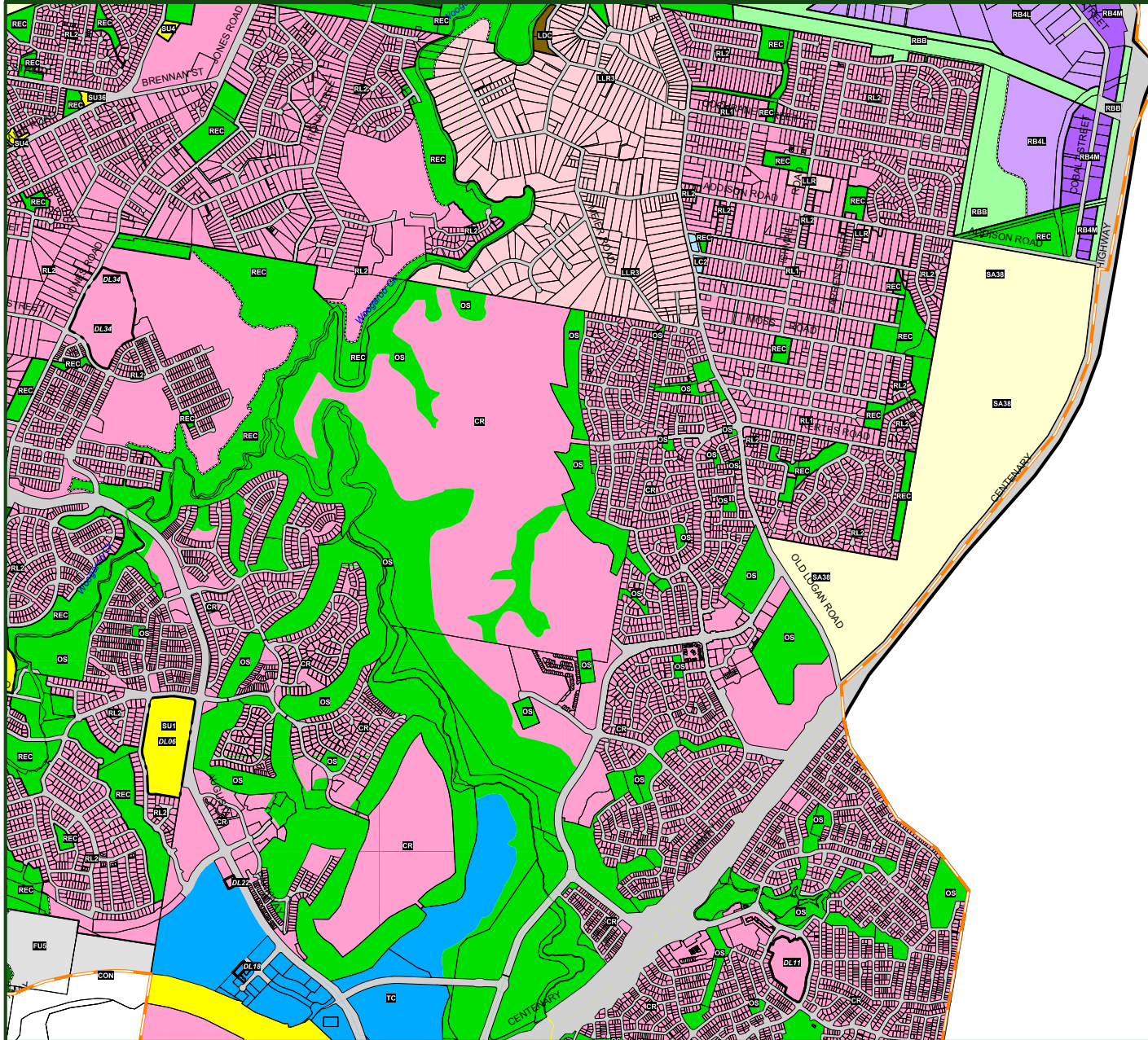
- Regionally Significant Business Enterprise and Industry Areas**
- Regional Business and Industry Buffer
 - Recreation

Designation of Land for Community Infrastructure
For information on designations (DL) refer to the List of Amendments and Notifications in the Ipswich Planning Scheme.

Recorded Approvals
Pursuant to section 391 of the Sustainable Planning Act 2009 and section 3.5.27 of the repealed Integrated Planning Act 1997. For information on recorded approvals (JA) refer to the List of Amendments and Notifications in the Ipswich Planning Scheme.

----- Indicative Boundary, subject to further detailed assessment.



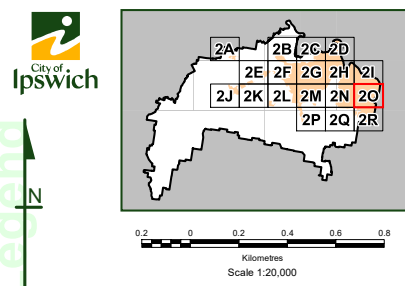


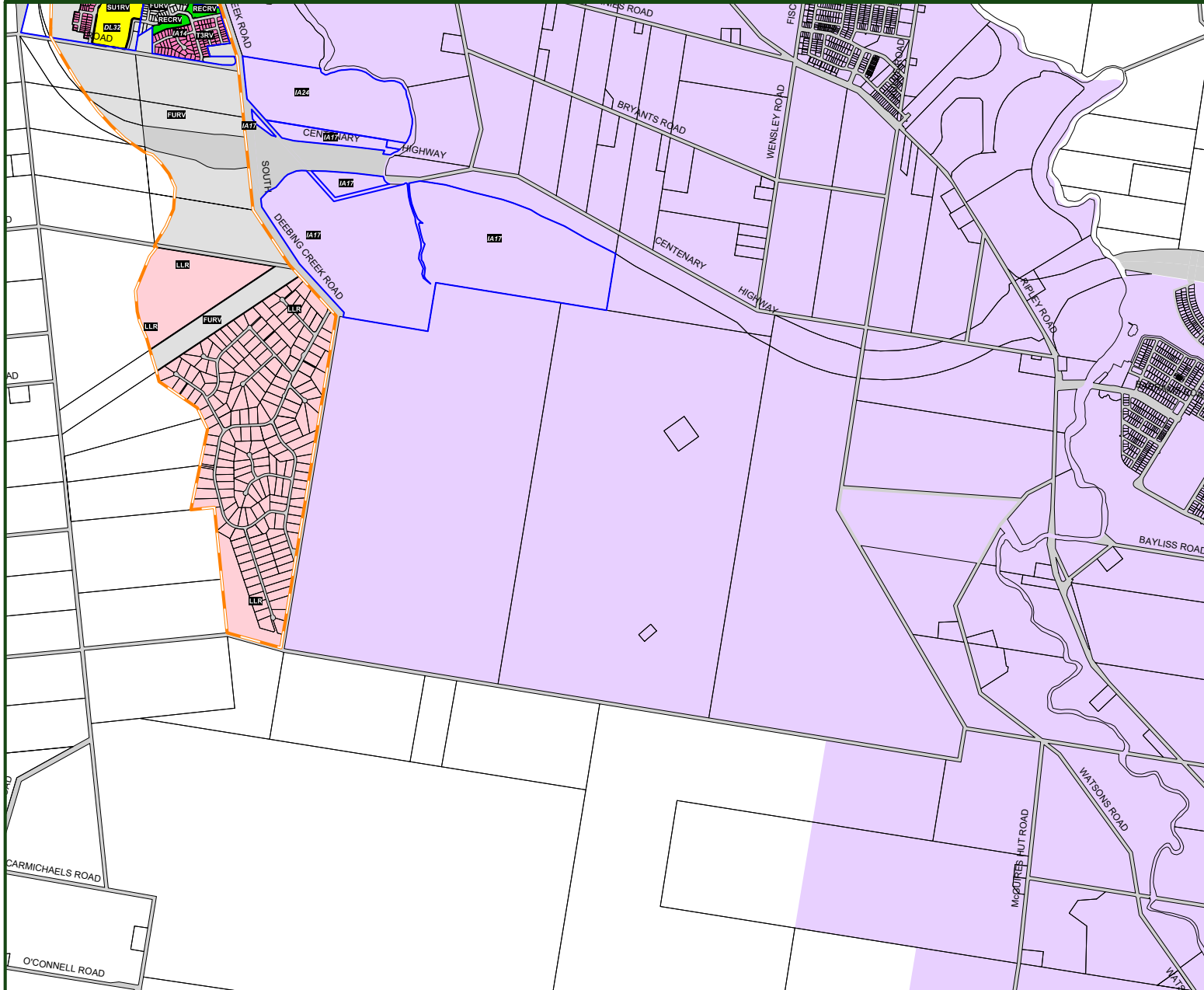
Local Government Infrastructure Plan
LGIP Map 2 - Priority Infrastructure Area

- Priority Infrastructure Area Boundary
 - Ipswich Local Government Area Boundary
 - Ripley Valley Priority Development Area
- Urban Areas**
- Conservation
 - Local Retail and Commercial
 - Large Lot Residential
 - Residential Low Density
 - Special Uses
 - Future Urban
 - Limited Development (Constraints)
 - Recreation
 - Special Opportunity
- Regionally Significant Business Enterprise and Industry Areas**
- Regional Business and Industry (Low Impact Sub Area)
 - Regional Business and Industry Buffer
 - Regional Business and Industry (Medium Impact Sub Area)
- Springfield Structure Plan**
- Springfield Community Residential
 - Springfield Open Space
 - Springfield Town Centre










Designation of Land for Community Infrastructure
For information on designations (DL) refer to the List of Amendments and Notations in the Ipswich Planning Scheme.

----- Indicative Boundary, subject to further detailed assessment.





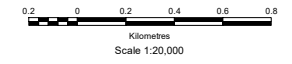
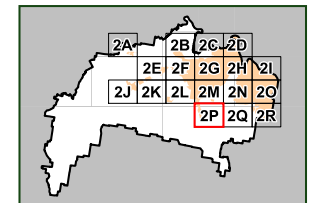
Local Government Infrastructure Plan
 LGIP Map 2 - Priority Infrastructure Area

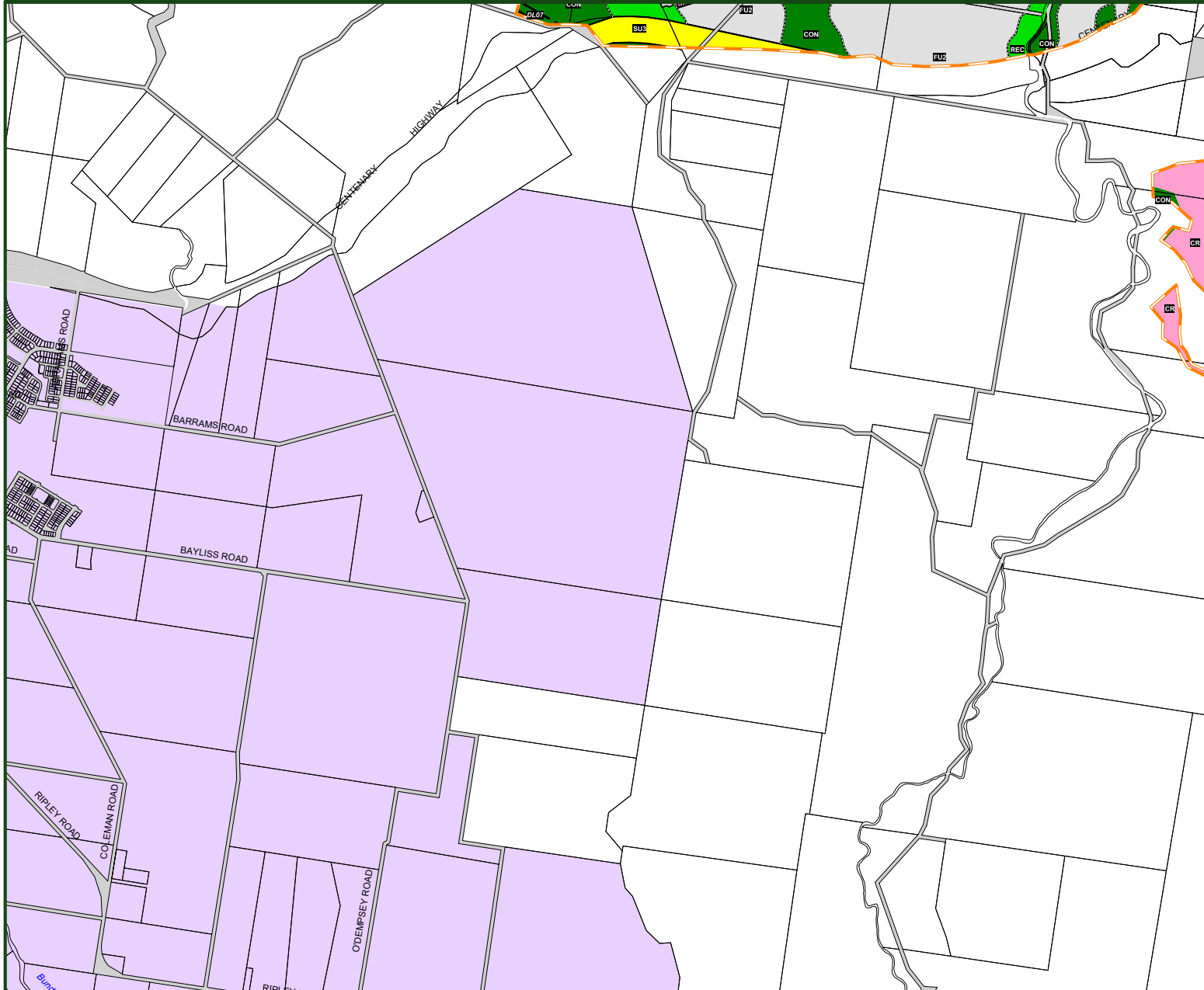
-  Priority Infrastructure Area Boundary
-  Ripley Valley Priority Development Area
-  Ipswich Local Government Area Boundary
- Urban Areas**
 -  LUR Large Lot Residential
 -  RL Residential Low Density
- Ripley Valley**
 -  RUV Urban Urban - Ripley Valley
 -  RECV Recreation - Ripley Valley
 -  SUIV Special Uses - Ripley Valley
 -  SUBV Sub-Urban (T3) - Ripley Valley

Designation of Land for Community Infrastructure

Recorded Approvals
 (Pursuant to section 3(1) of the Sustainable Planning Act 2009 and section 3.27 of the repealed Integrated Planning Act 1997). For information on recorded approvals (RA) refer to the List of Amendments and Notifications in the Ipswich Planning Scheme.

----- Indicative Boundary, subject to further detailed assessment.





Local Government Infrastructure Plan

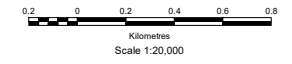
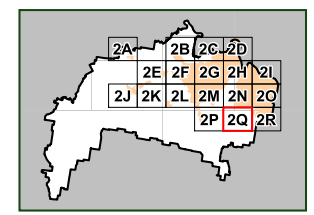
LGIP Map 2 - Priority Infrastructure Area

- Priority Infrastructure Area Boundary
- Ipswich Local Government Area Boundary
- Ripley Valley Priority Development Area
- Urban Areas**
 - Conservation
 - Recreation
 - Future Urban
 - Special Uses
- Regionally Significant Business Enterprise and Industry Areas**
 - Regional Business and Industry Buffer
- Ripley Valley**
 - Rural Constrained - Ripley Valley
- Springfield Structure Plan**
 - Springfield Community Residential

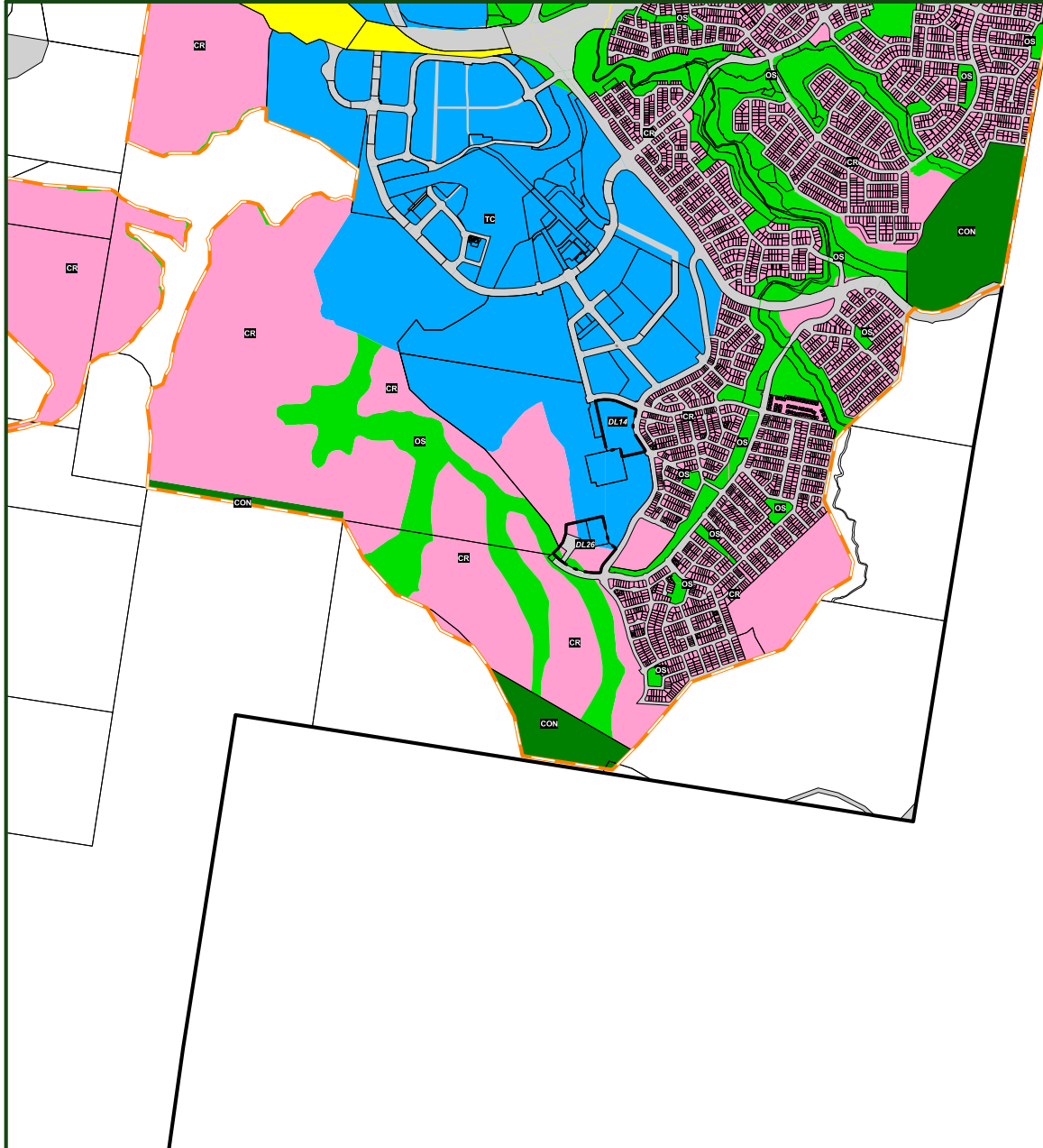
Designation of Land for Community Infrastructure












For information on designations (DUs) refer to the List of Amendments and Notations in the Ipswich Planning Scheme.

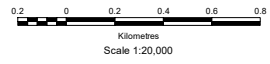
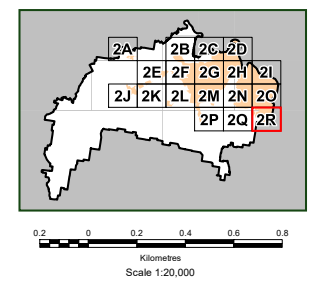
----- Indicative Boundary, subject to further detailed assessment.



Local Government Infrastructure Plan
 LGIP Map 2 - Priority Infrastructure Area












-  Priority Infrastructure Area Boundary
-  Ipswich Local Government Area Boundary
- Urban Areas**
-  Conservation
-  Limited Development (Constrained)
-  Large Lot Residential
-  Recreation
-  Special Uses
- Springfield Structure Plan**
-  Springfield Community Residential
-  Springfield Town Centre
-  Springfield Open Space
- Designation of Land for Community Infrastructure**
- For information on designations (DL) refer to the List of Amendments and Notations in the Ipswich Planning Scheme.
-  Indicative Boundary, subject to further detailed assessment

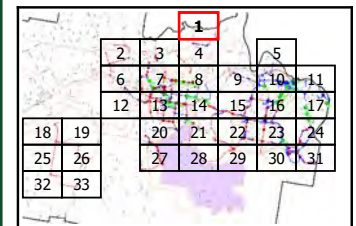


Local Government
Infrastructure Plan

Plan for Trunk Infrastructure

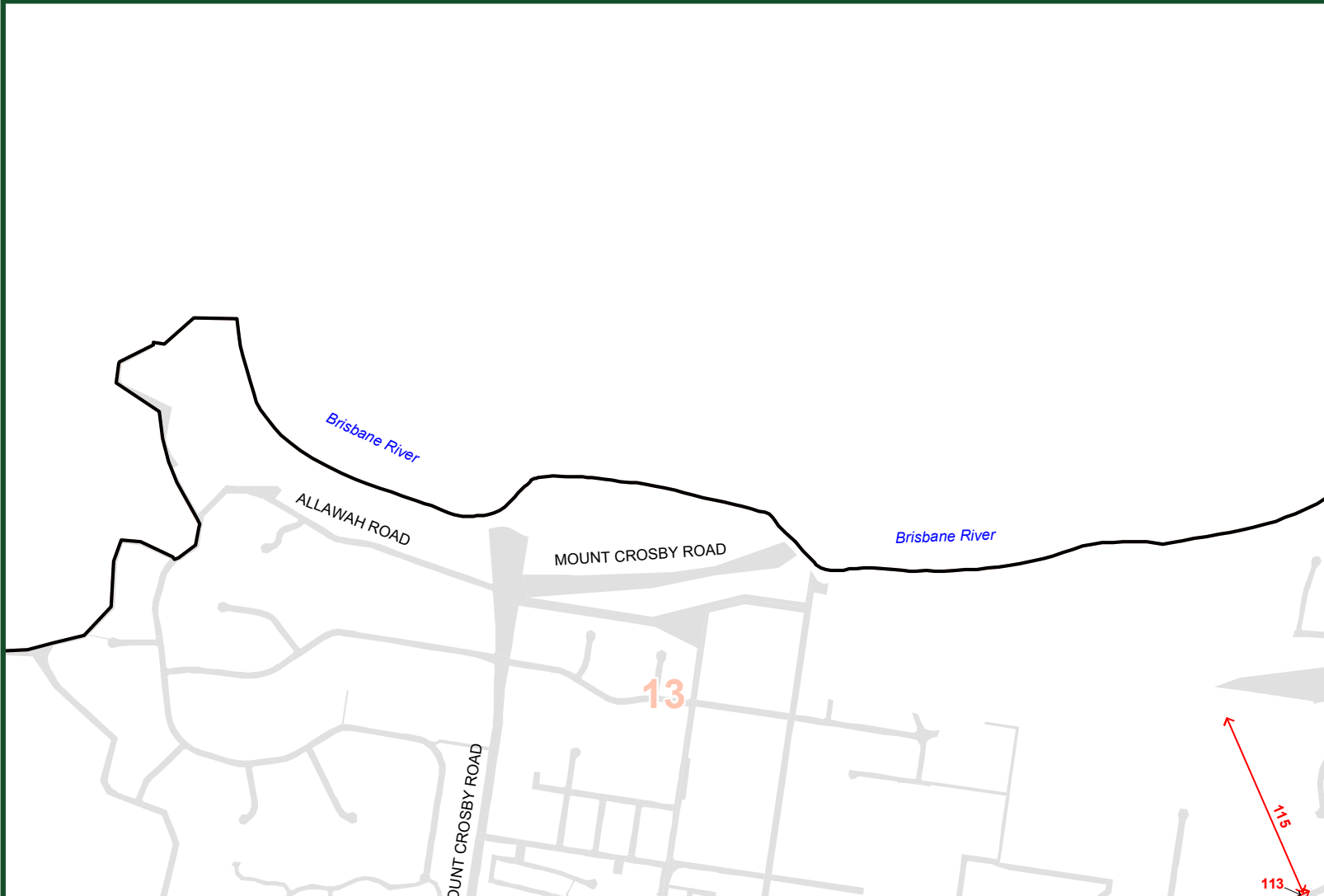
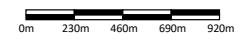
Transport Infrastructure

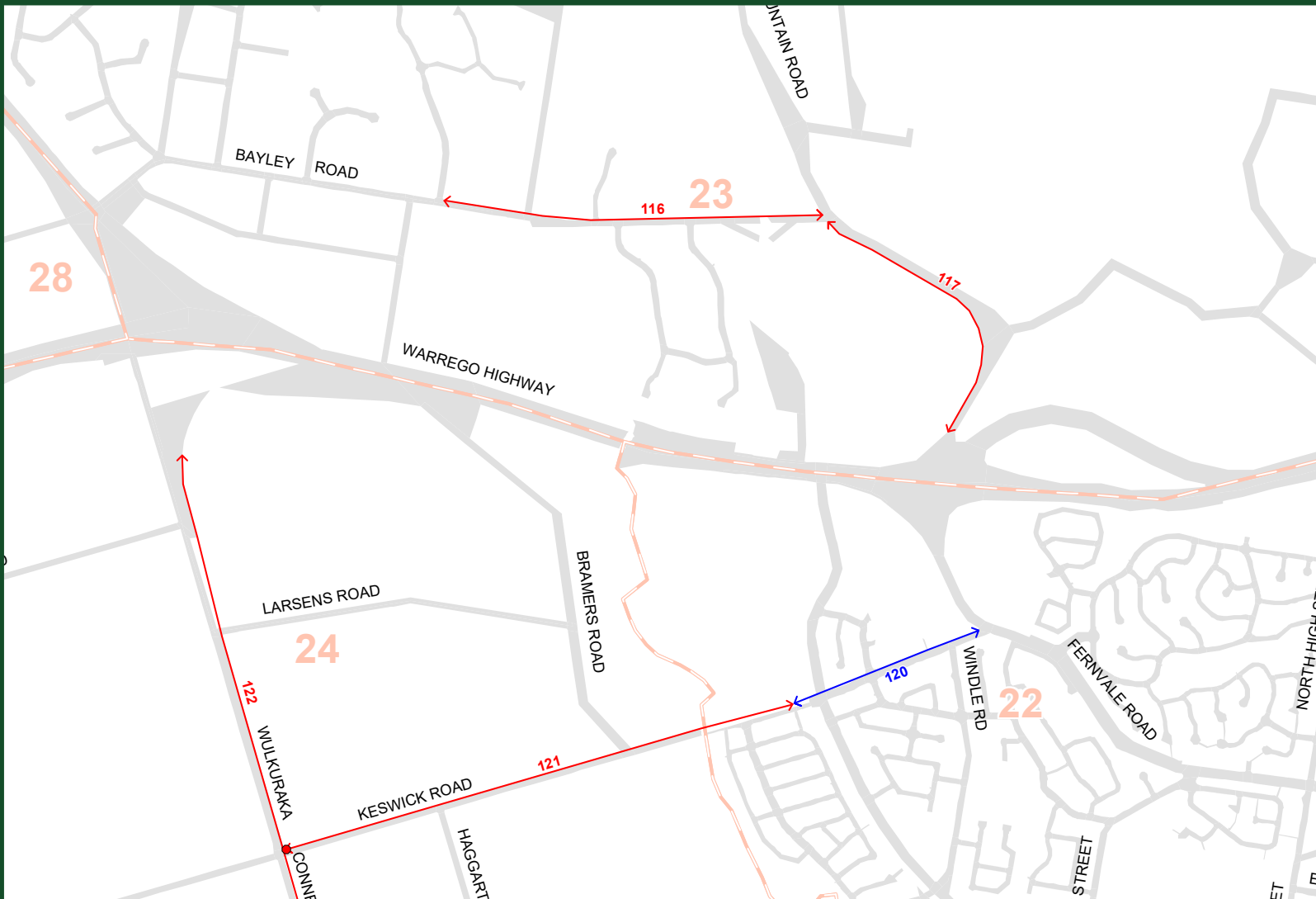
-  Future Road Projects
(New Roads & Future Upgrades of
Existing Roads, Including Intersections)
-  Future Intersections
-  Existing Roads
-  Existing Intersections
-  Railway Line & Stations
-  Service Catchment Boundary
-  Service Catchment Name
-  Ripley Valley Priority Development Area
-  Ipswich Local Government Area Boundary



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Legend



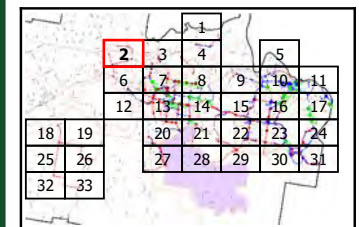


Local Government Infrastructure Plan

Plan for Trunk Infrastructure

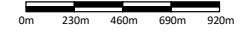
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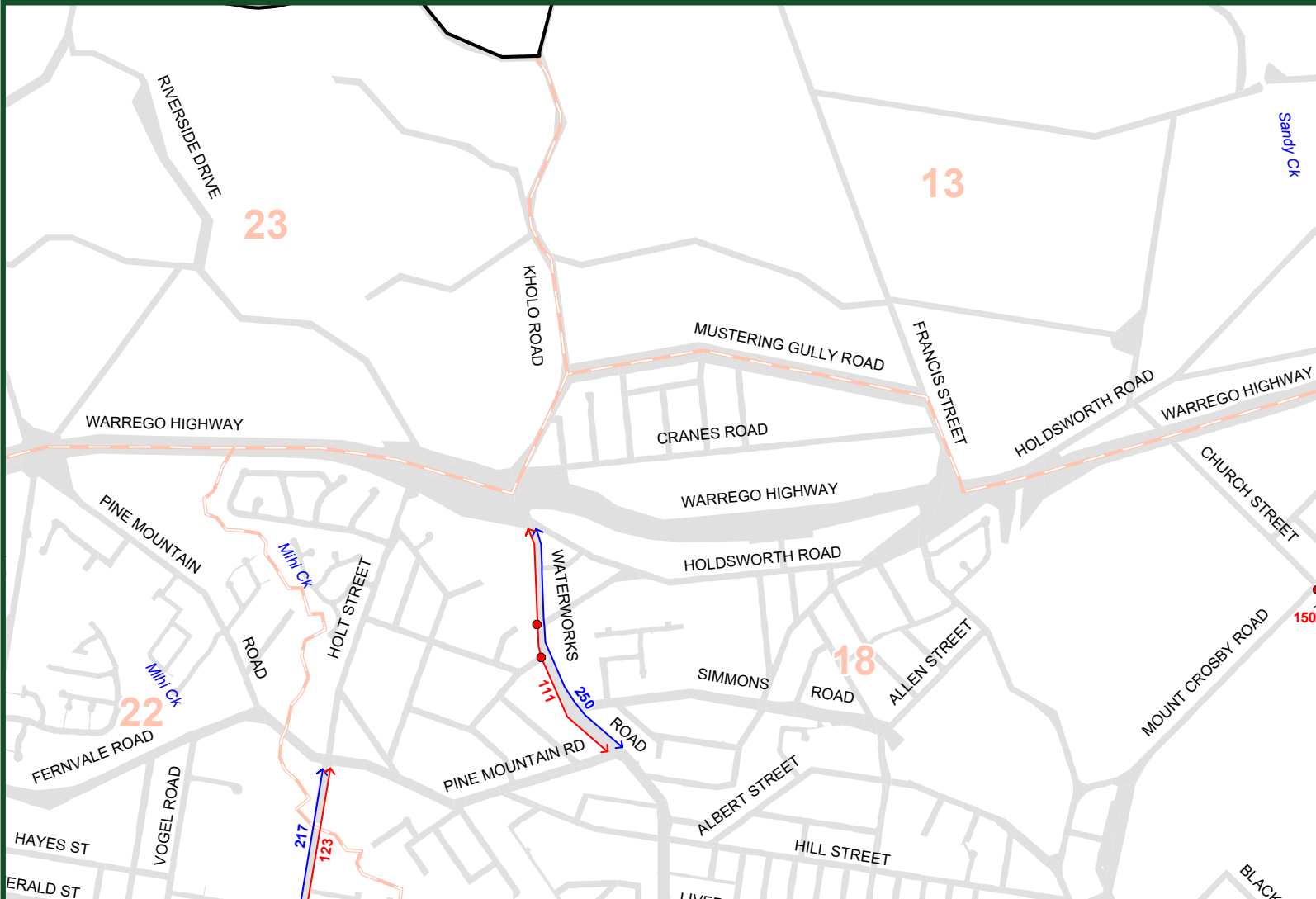
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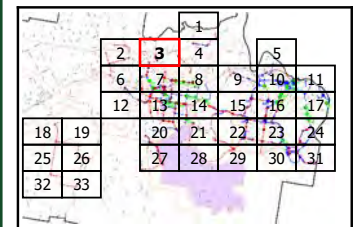
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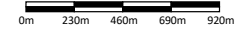
**Local Government
Infrastructure Plan**
Plan for Trunk Infrastructure
Transport Infrastructure

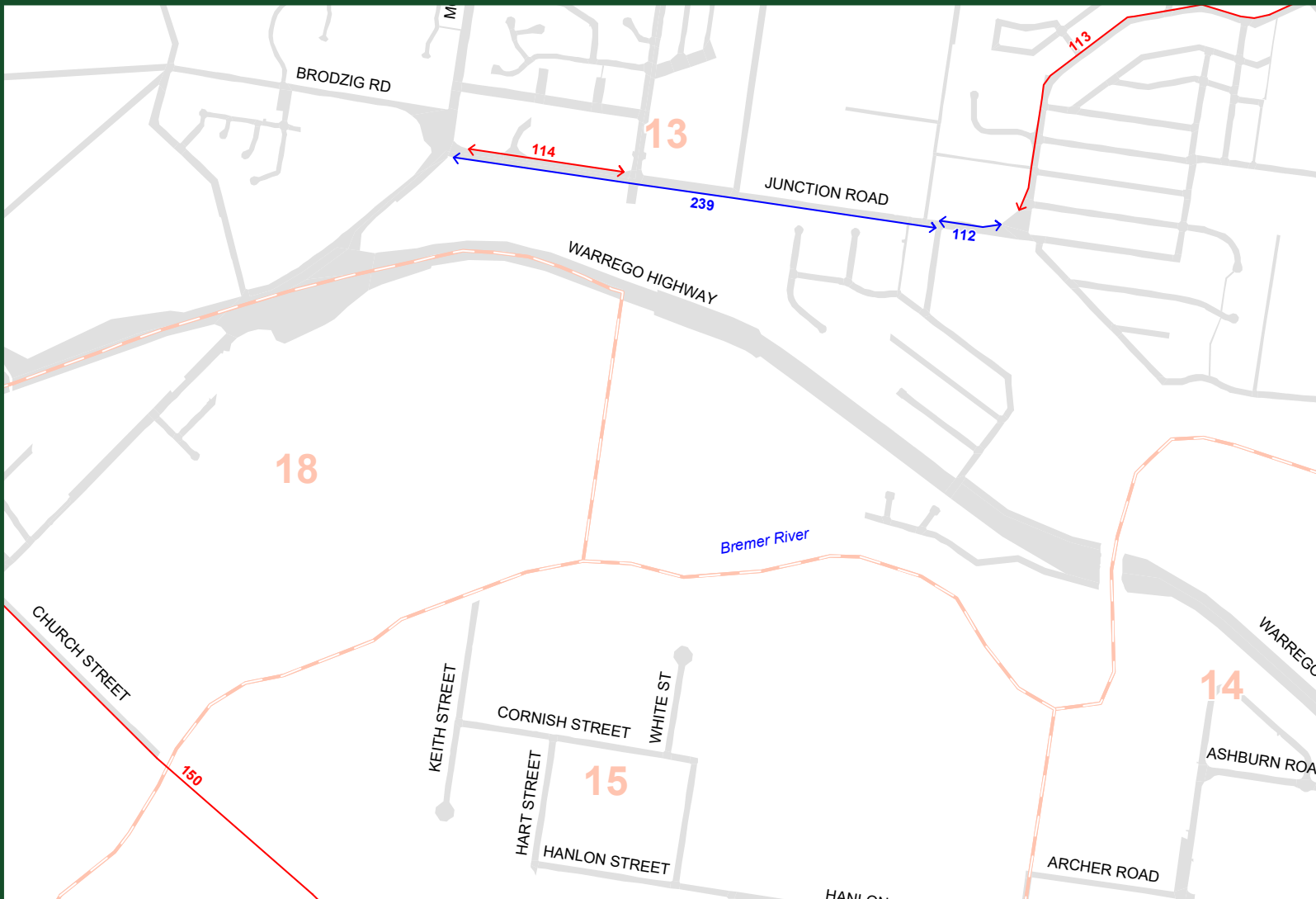
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Legend



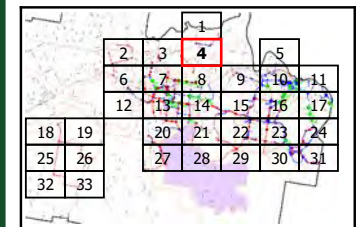


Local Government Infrastructure Plan

Plan for Trunk Infrastructure

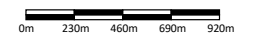
Transport Infrastructure

- Future Road Projects (New Roads & Future Upgrades of Existing Roads, Including Intersections)
- Future Intersections
- Existing Roads
- Existing Intersections
- Railway Line & Stations
- Service Catchment Boundary
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- Ripley Valley Priority Development Area
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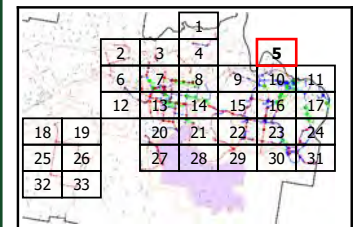


Local Government
Infrastructure Plan

Plan for Trunk Infrastructure

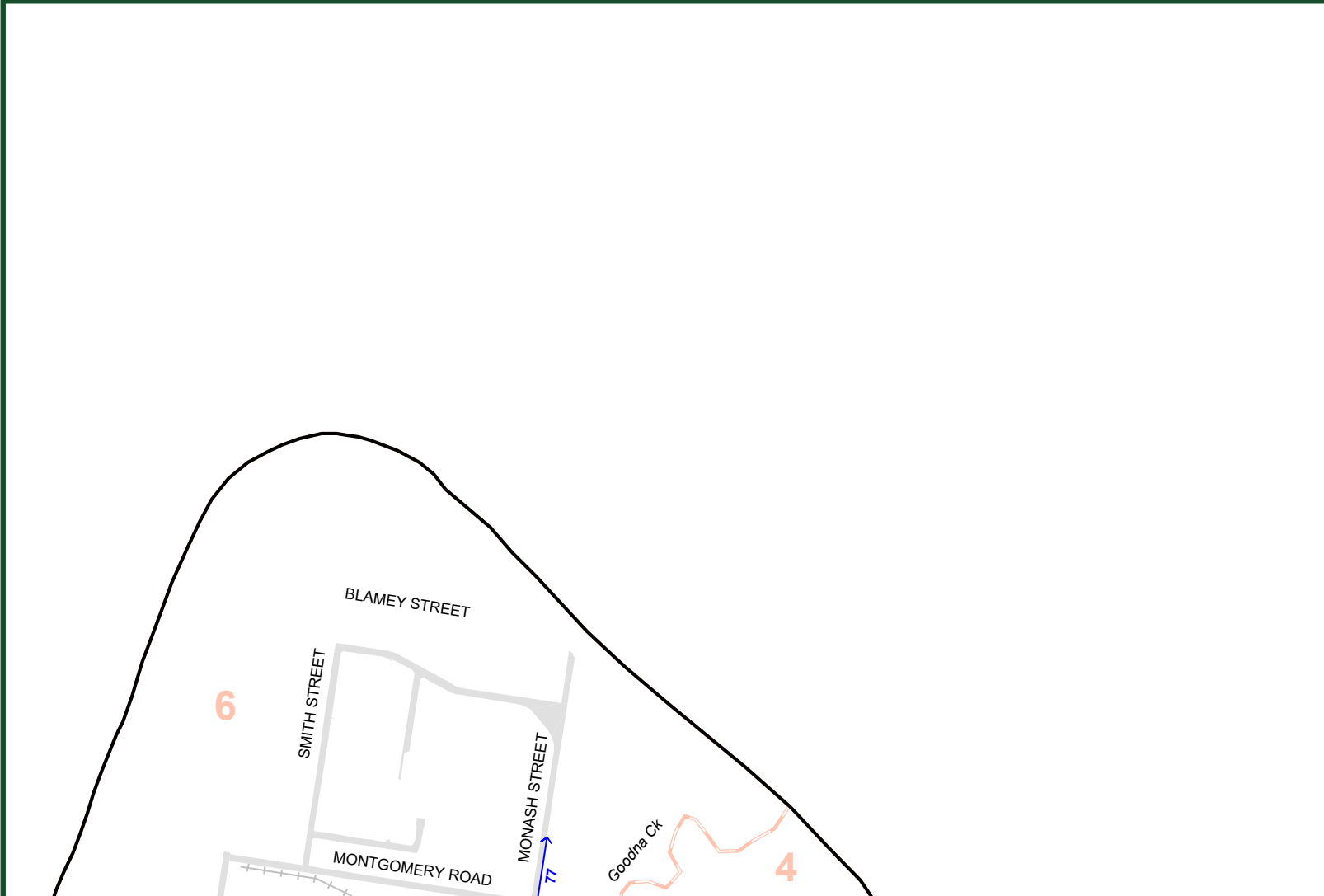
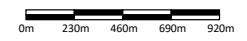
Transport Infrastructure

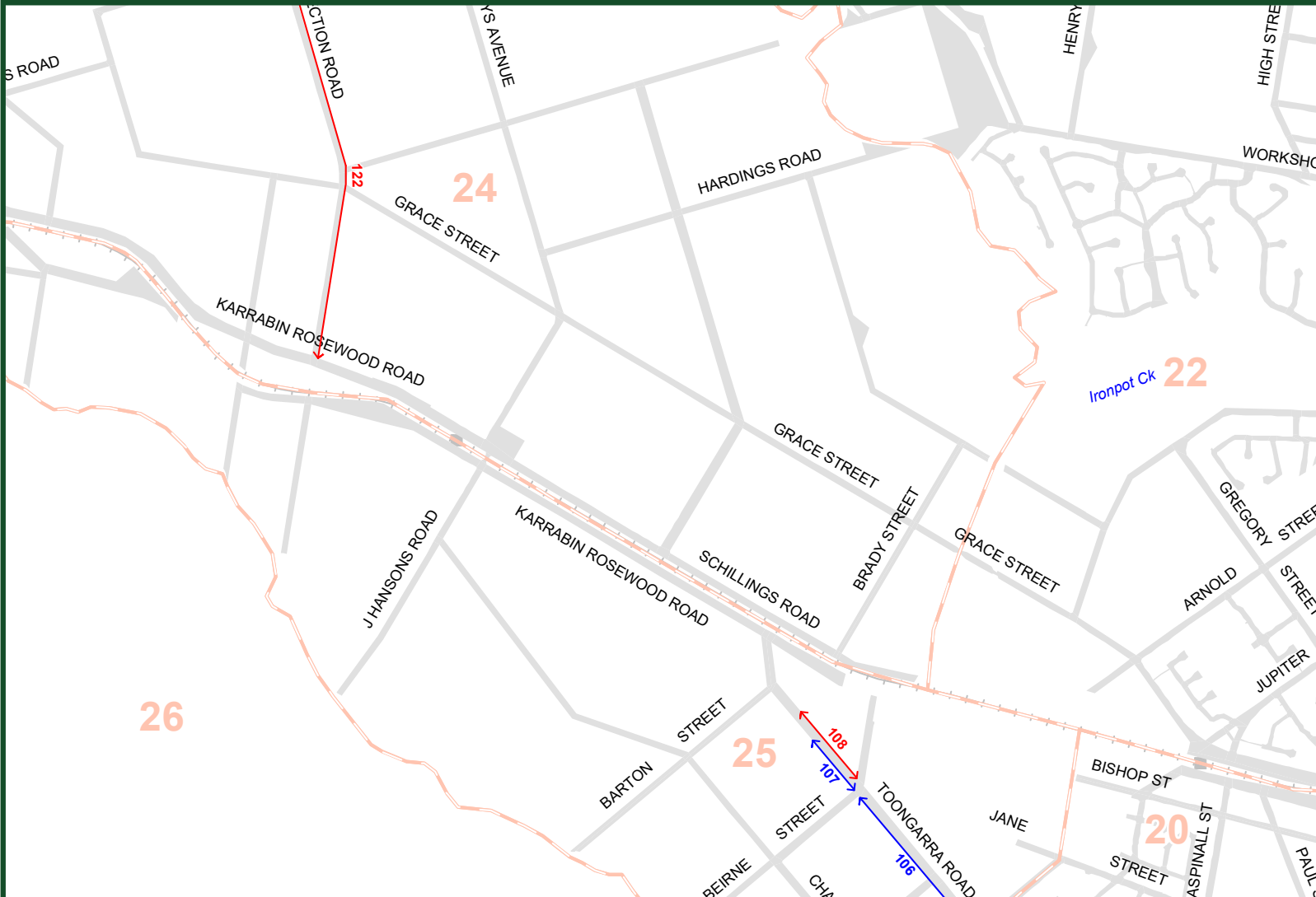
-  Future Road Projects
(New Roads & Future Upgrades of Existing Roads, Including Intersections)
-  Future Intersections
-  Existing Roads
-  Existing Intersections
-  Railway Line & Stations
-  Service Catchment Boundary
-  E4 Service Catchment Name
-  Ripley Valley Priority Development Area
-  Ipswich Local Government Area Boundary



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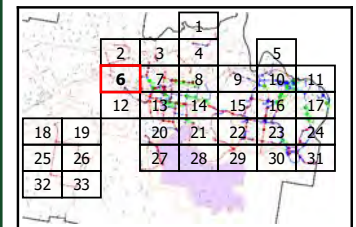
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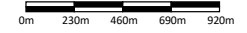
Local Government Infrastructure Plan
Plan for Trunk Infrastructure
Transport Infrastructure

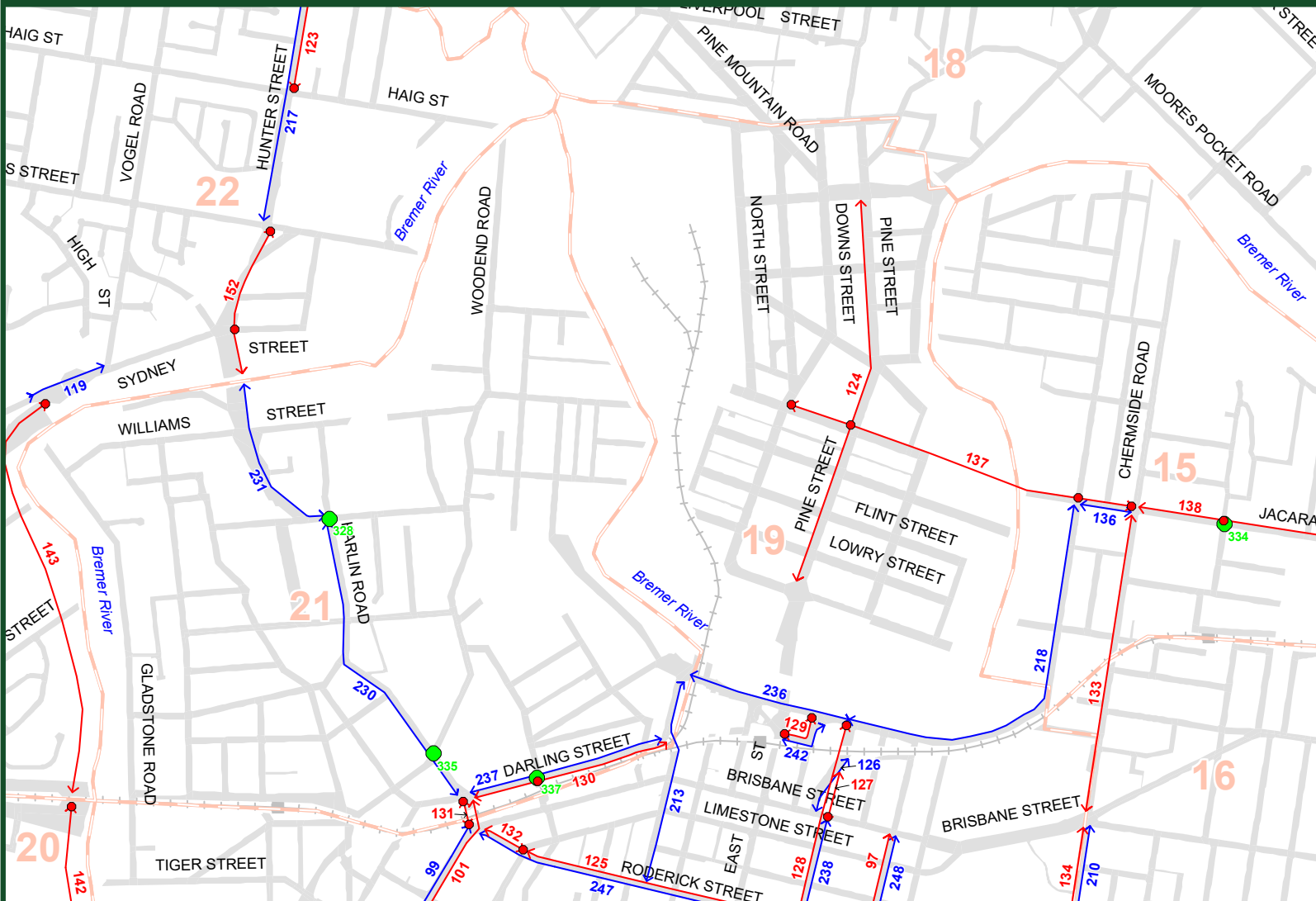
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- Service Catchment Name
- Ripley Valley Priority Development Area
- Ipswich Local Government Area Boundary



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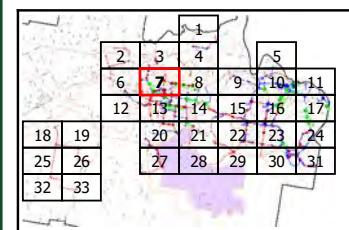


Local Government Infrastructure Plan

Plan for Trunk Infrastructure

Transport Infrastructure

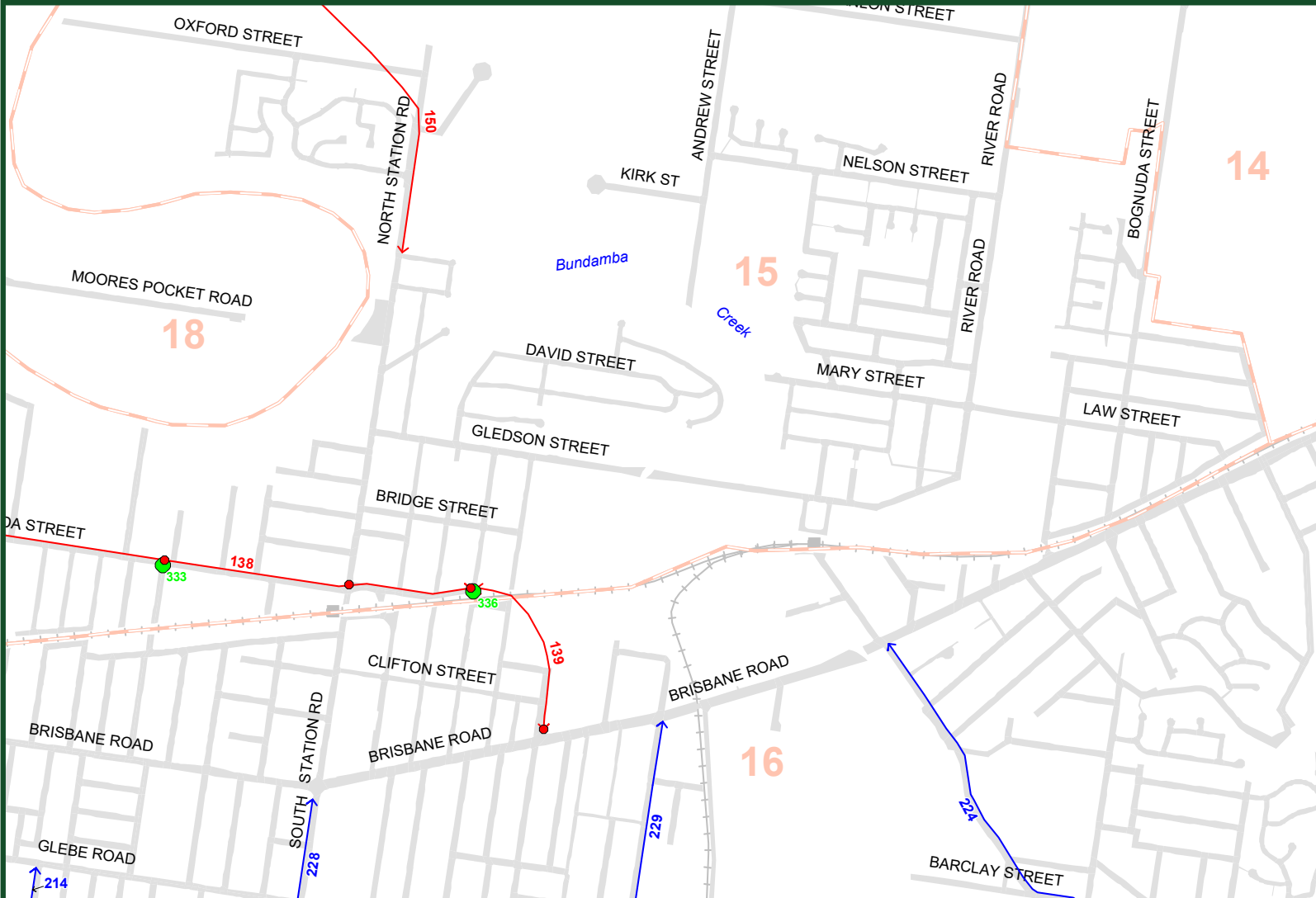
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- Ripley Valley Priority Development Area
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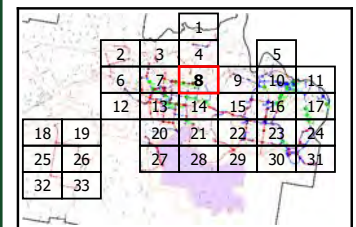


Local Government Infrastructure Plan

Plan for Trunk Infrastructure

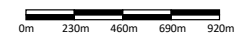
Transport Infrastructure

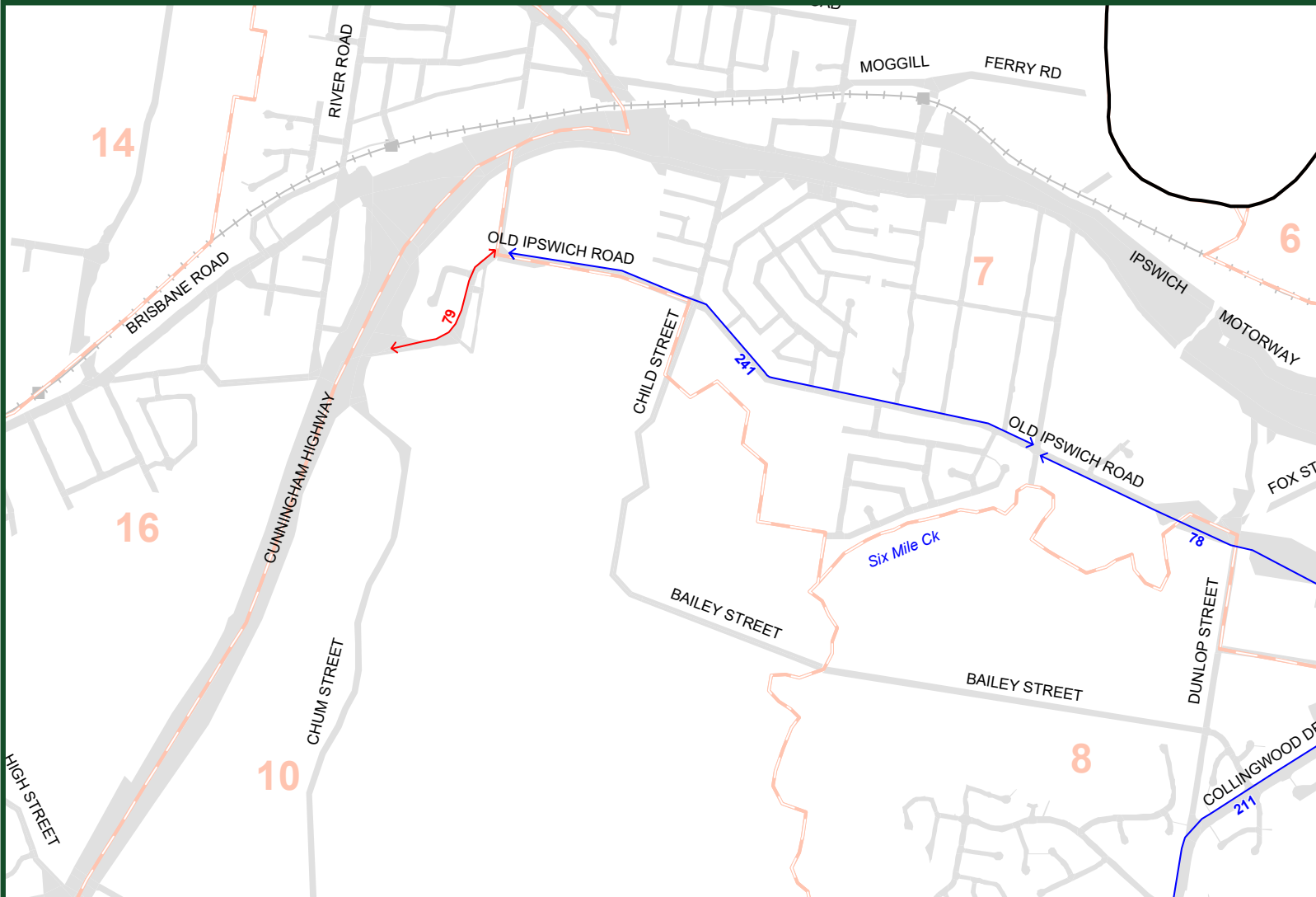
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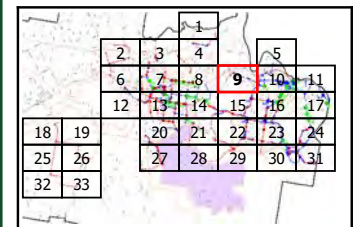
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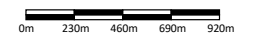
Local Government Infrastructure Plan
Plan for Trunk Infrastructure
Transport Infrastructure

- Future Road Projects (New Roads & Future Upgrades of Existing Roads, Including Intersections)
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- Existing Intersections
- Railway Line & Stations
- Service Catchment Boundary
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- Ripley Valley Priority Development Area
- Ipswich Local Government Area Boundary



December 2016 April 2018










Legend

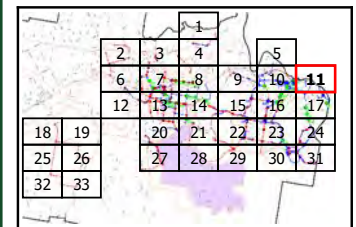


Local Government
Infrastructure Plan

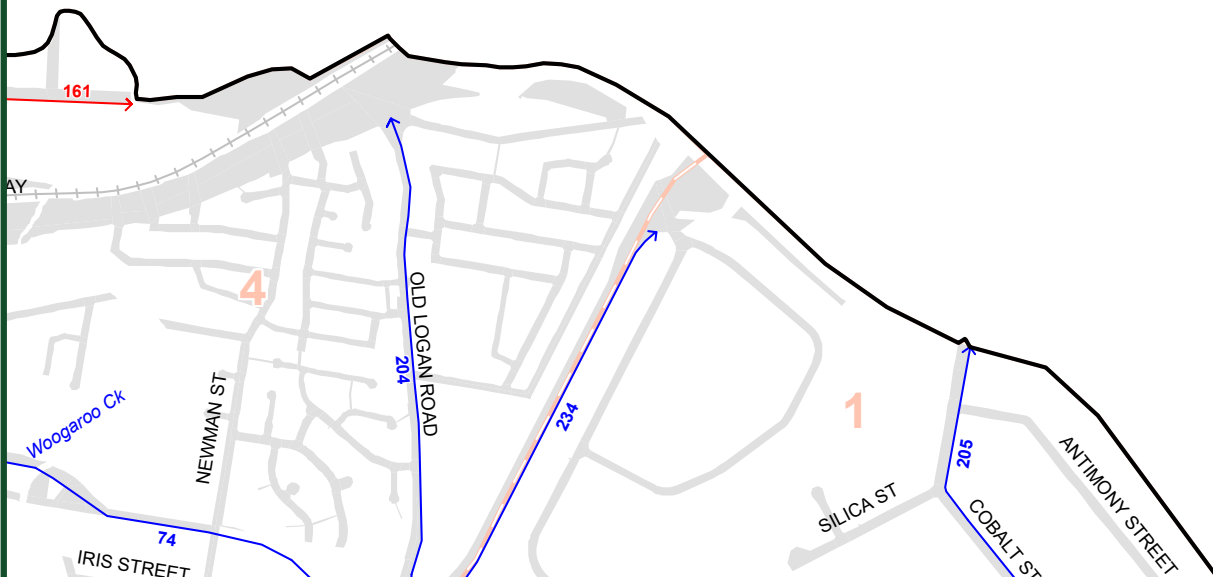
Plan for Trunk Infrastructure

Transport Infrastructure

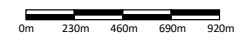
-  Future Road Projects
(New Roads & Future Upgrades of Existing Roads, Including Intersections)
-  Future Intersections
-  Existing Roads
-  Existing Intersections
-  Railway Line & Stations
-  Service Catchment Boundary
-  E4 Service Catchment Name
-  Ripley Valley Priority Development Area
-  Ipswich Local Government Area Boundary

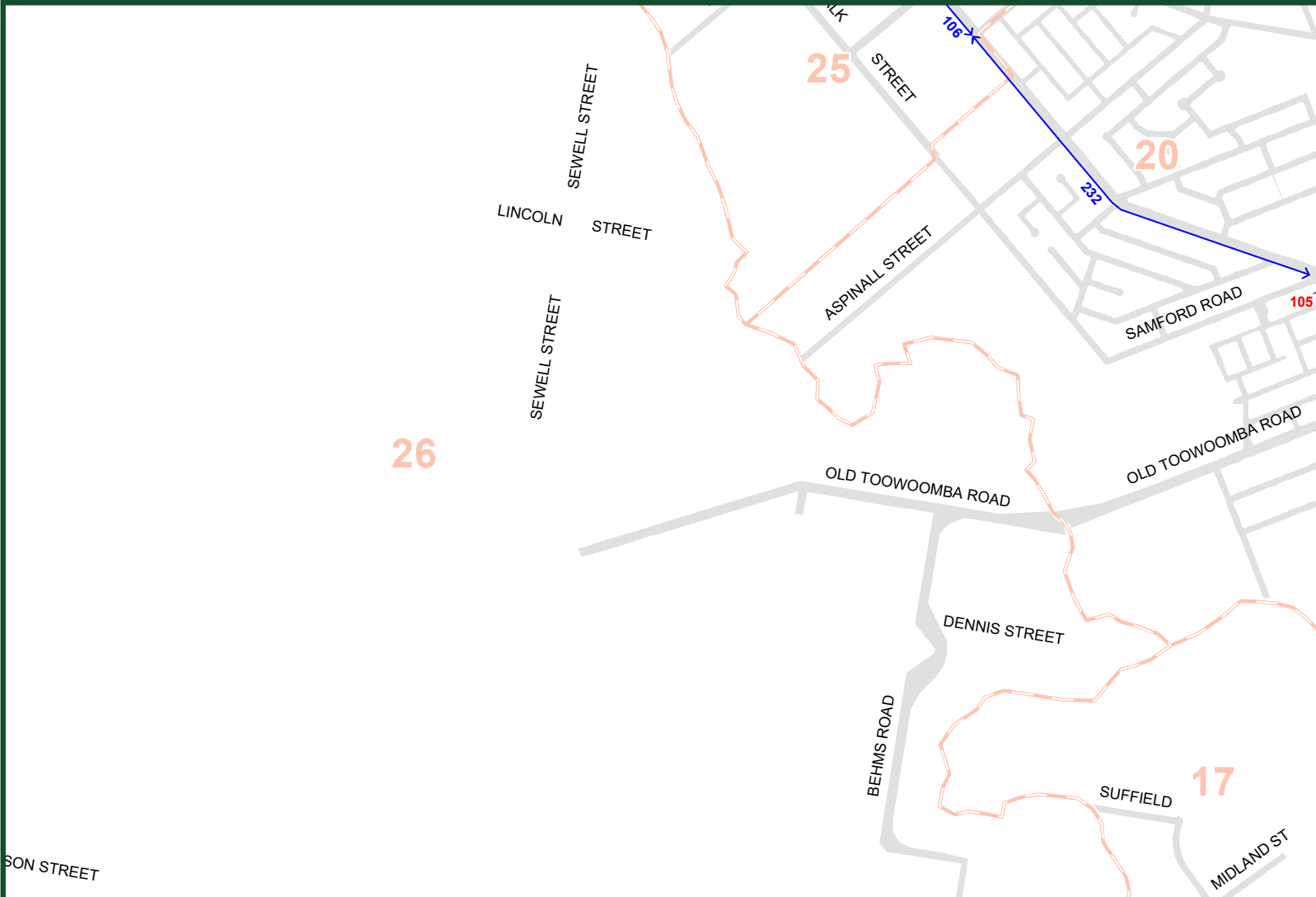


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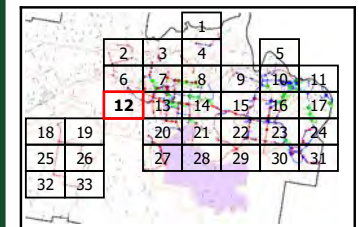


Local Government
Infrastructure Plan

Plan for Trunk Infrastructure

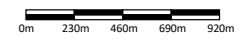
Transport Infrastructure

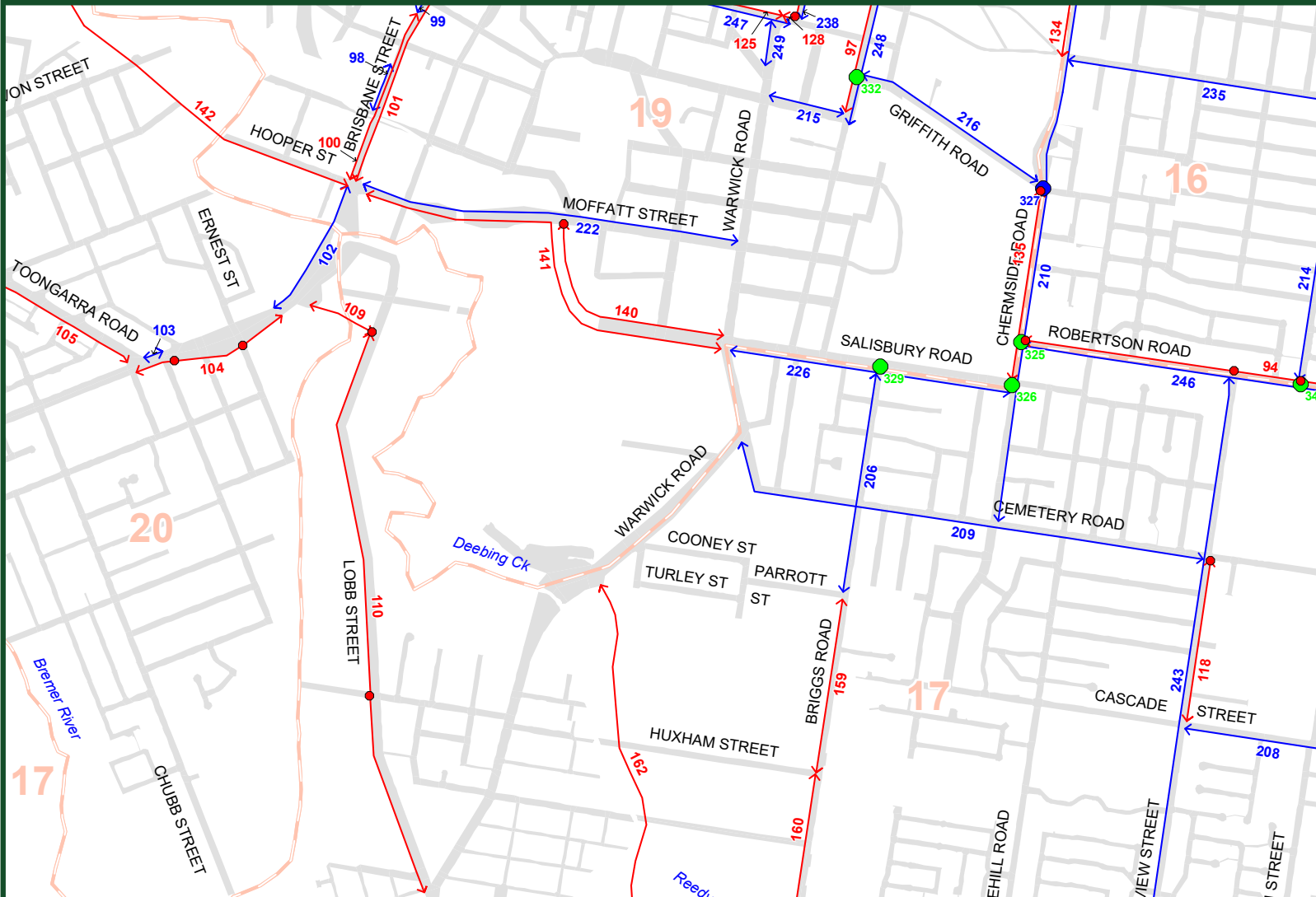
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-  Railway Line & Stations
-  Service Catchment Boundary
-  E4 Service Catchment Name
-  Ripley Valley Priority Development Area
-  Ipswich Local Government Area Boundary



December 2016 April 2018

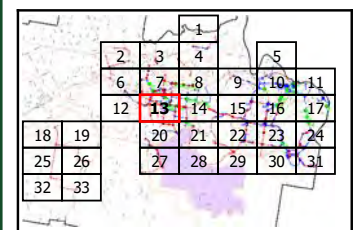
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Local Government Infrastructure Plan
Plan for Trunk Infrastructure
Transport Infrastructure

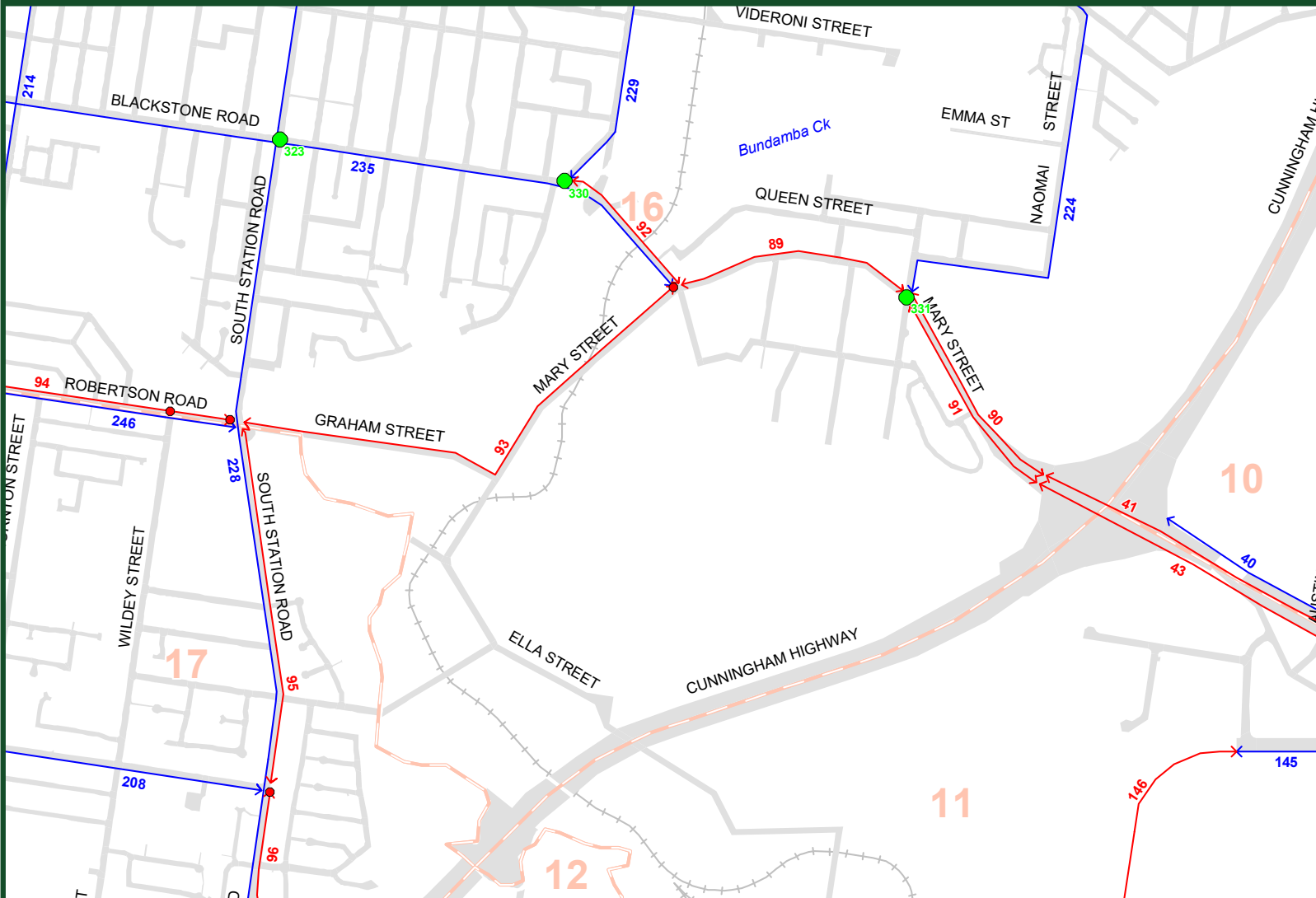
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- Existing Roads
- Existing Intersections
- Railway Line & Stations
- Service Catchment Boundary
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- Ripley Valley Priority Development Area
- Ipswich Local Government Area Boundary



December 2016 April 2018

Legend



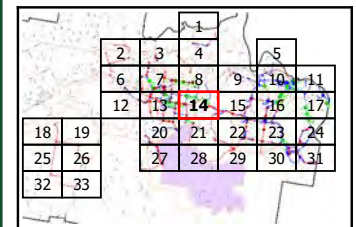


Local Government Infrastructure Plan

Plan for Trunk Infrastructure

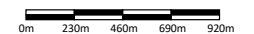
Transport Infrastructure

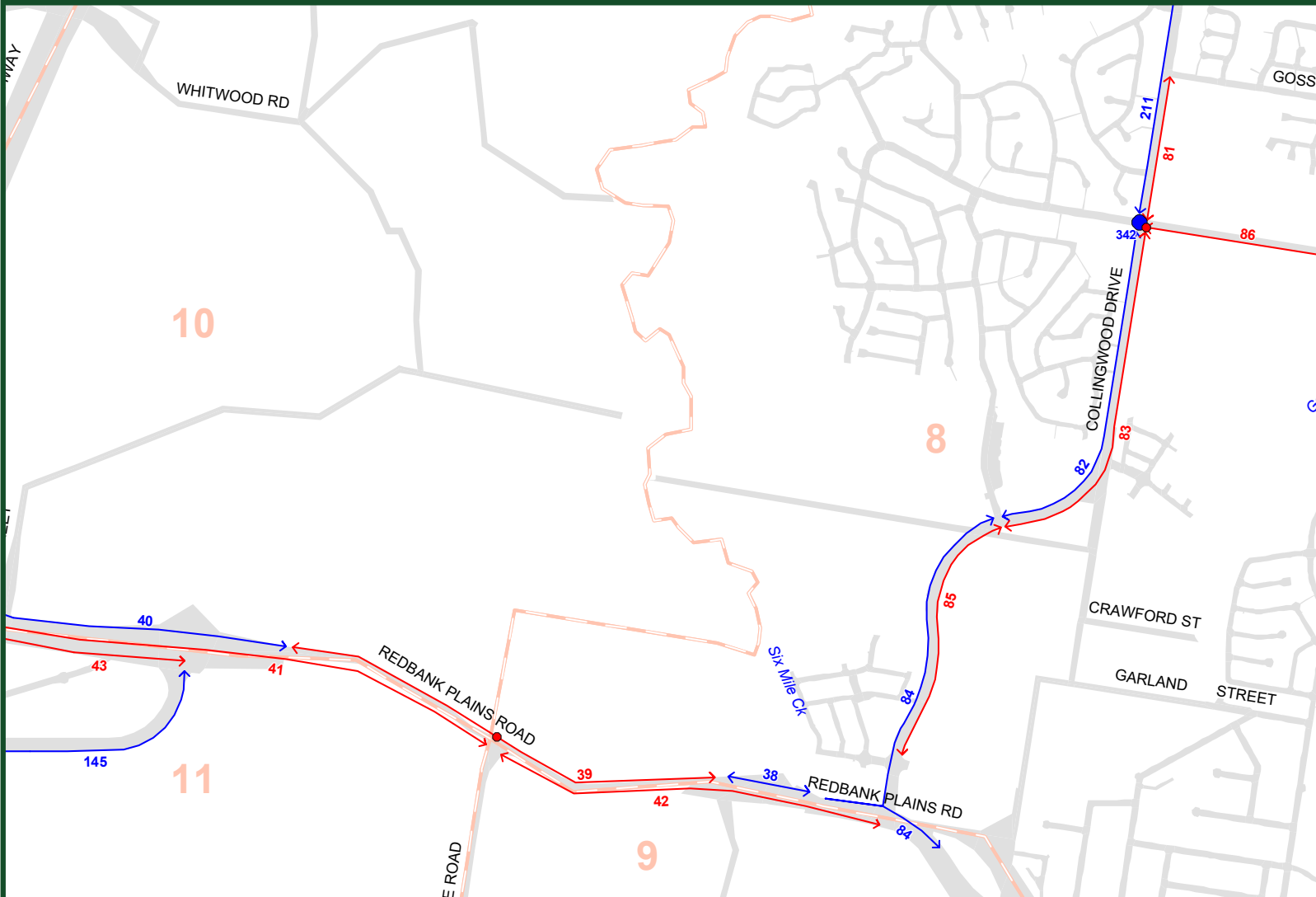
- Future Road Projects (New Roads & Future Upgrades of Existing Roads, Including Intersections)
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- Service Catchment Boundary
- Service Catchment Name
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- Ipswich Local Government Area Boundary



December 2016 April 2018

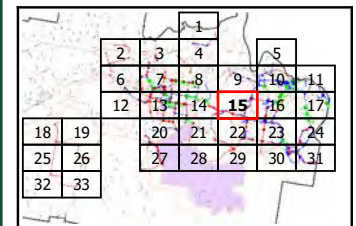
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**Local Government
Infrastructure Plan**
Plan for Trunk Infrastructure
Transport Infrastructure

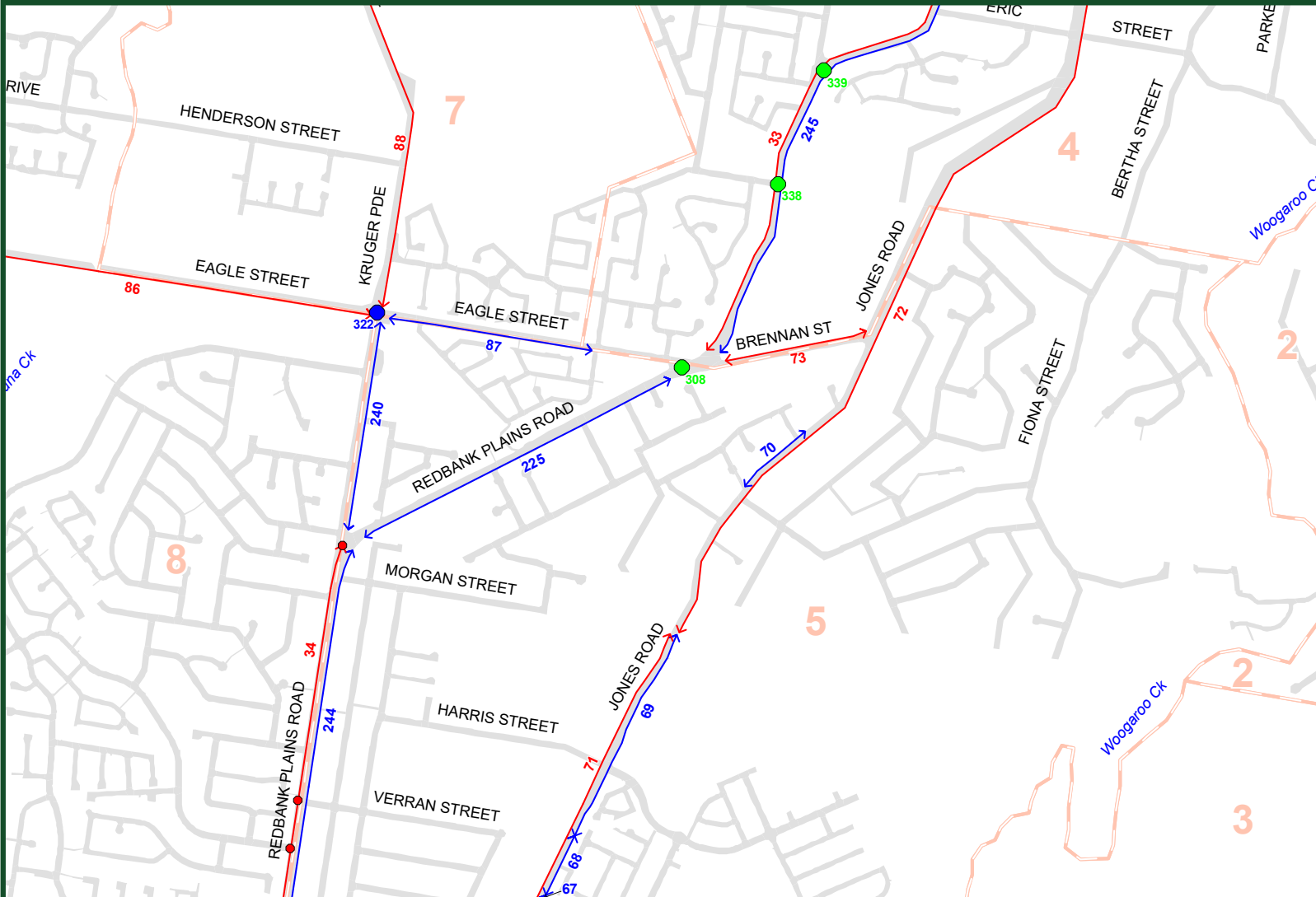
- Future Road Projects (New Roads & Future Upgrades of Existing Roads, Including Intersections)
- Future Intersections
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- Service Catchment Boundary
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December 2016 April 2018

Legend



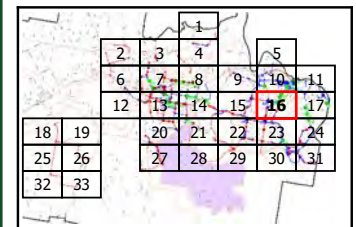


Local Government Infrastructure Plan

Plan for Trunk Infrastructure

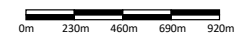
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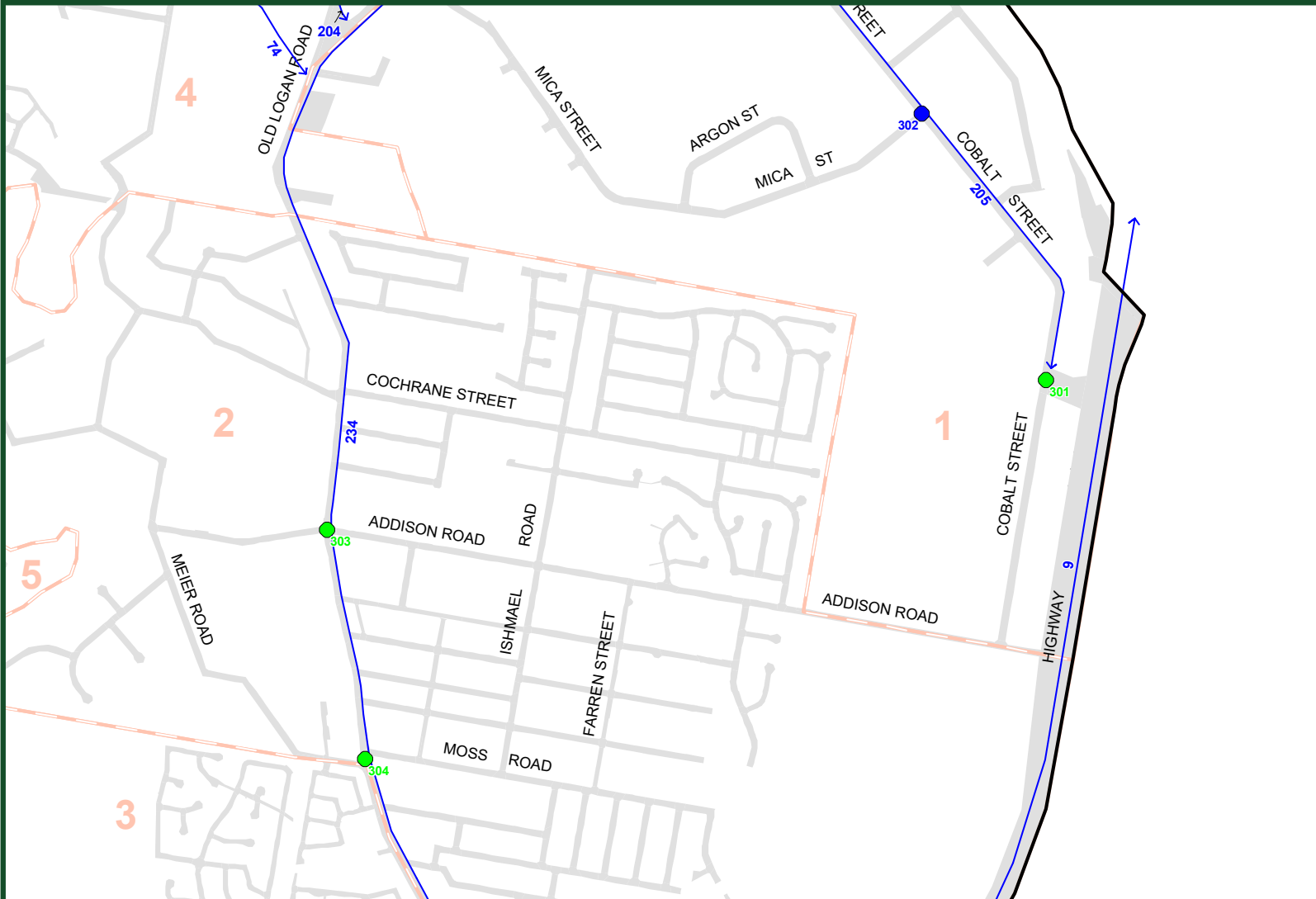
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- Ipswich Local Government Area Boundary



December 2016 April 2018

Legend



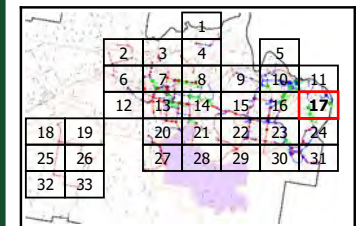


Local Government
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Plan for Trunk Infrastructure

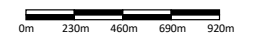
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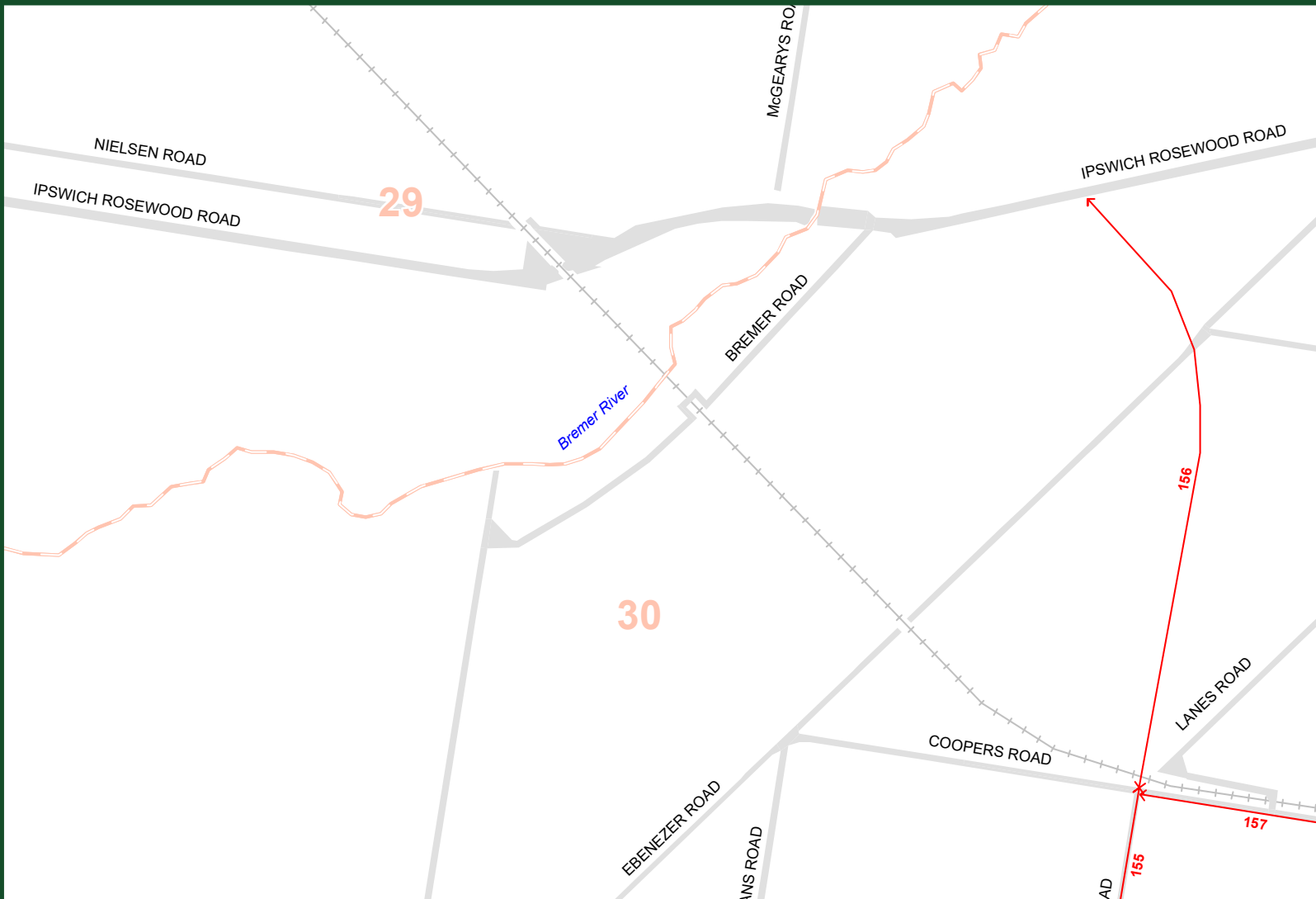
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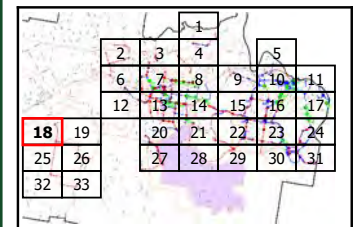
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**Local Government
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Plan for Trunk Infrastructure
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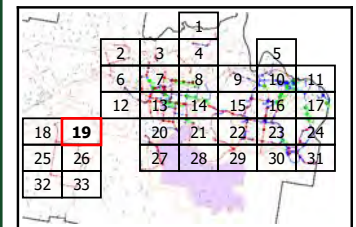


Local Government Infrastructure Plan

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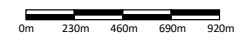
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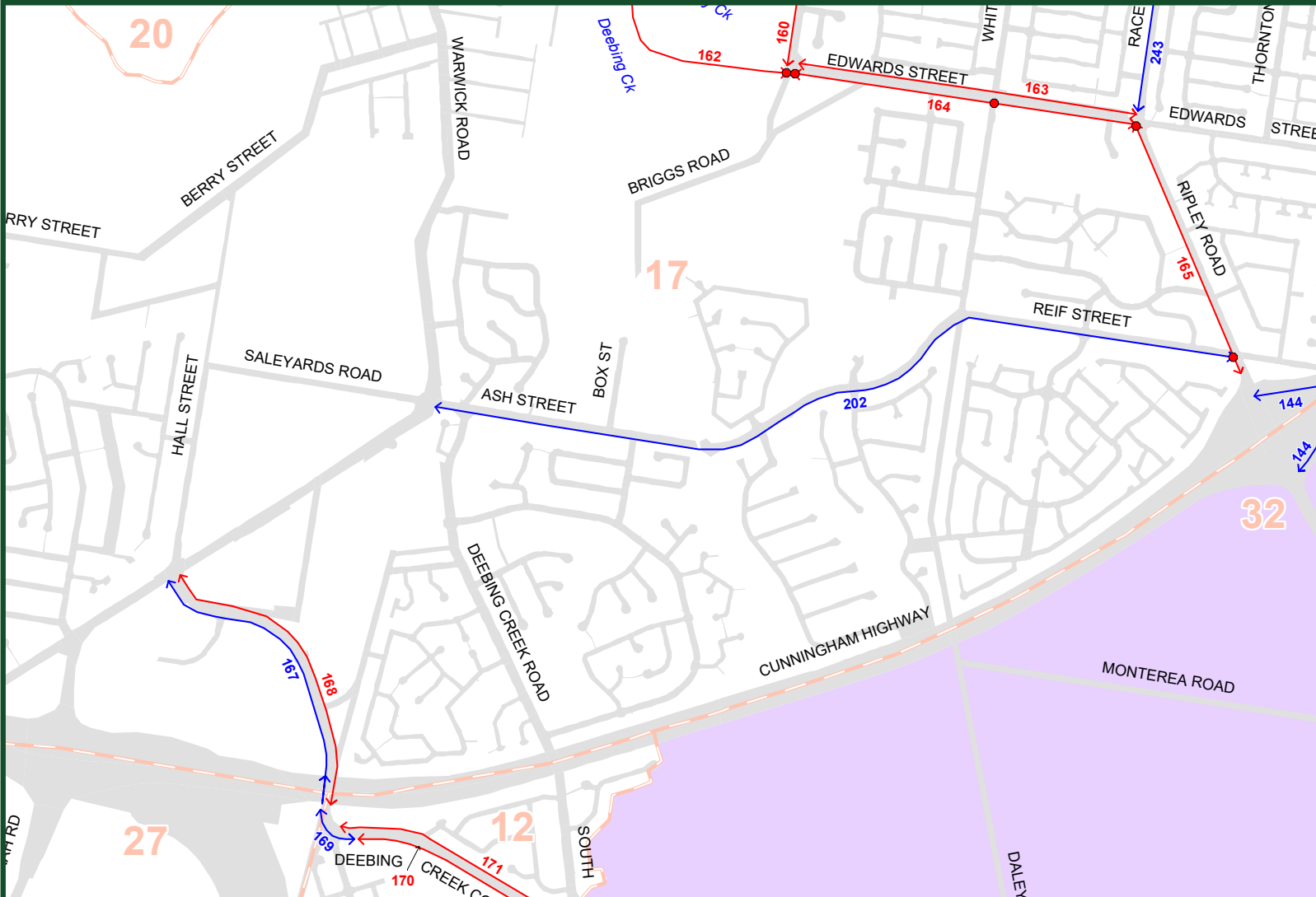
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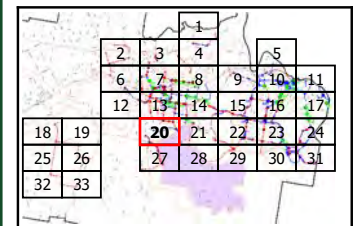


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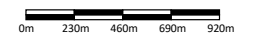
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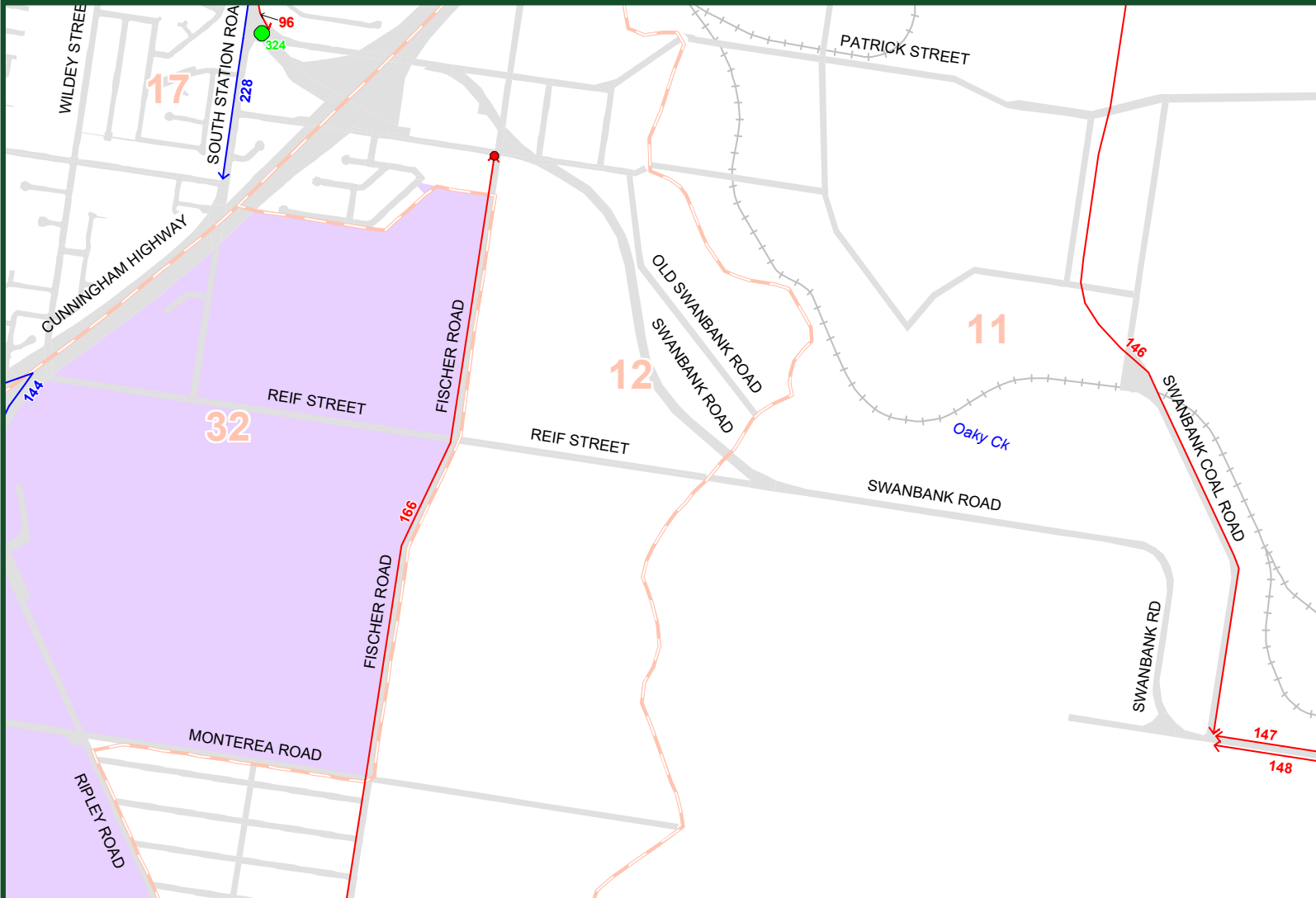
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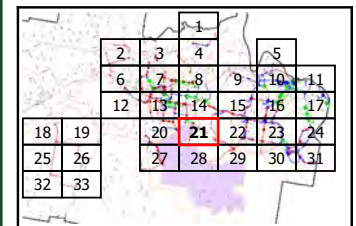
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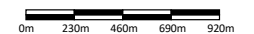
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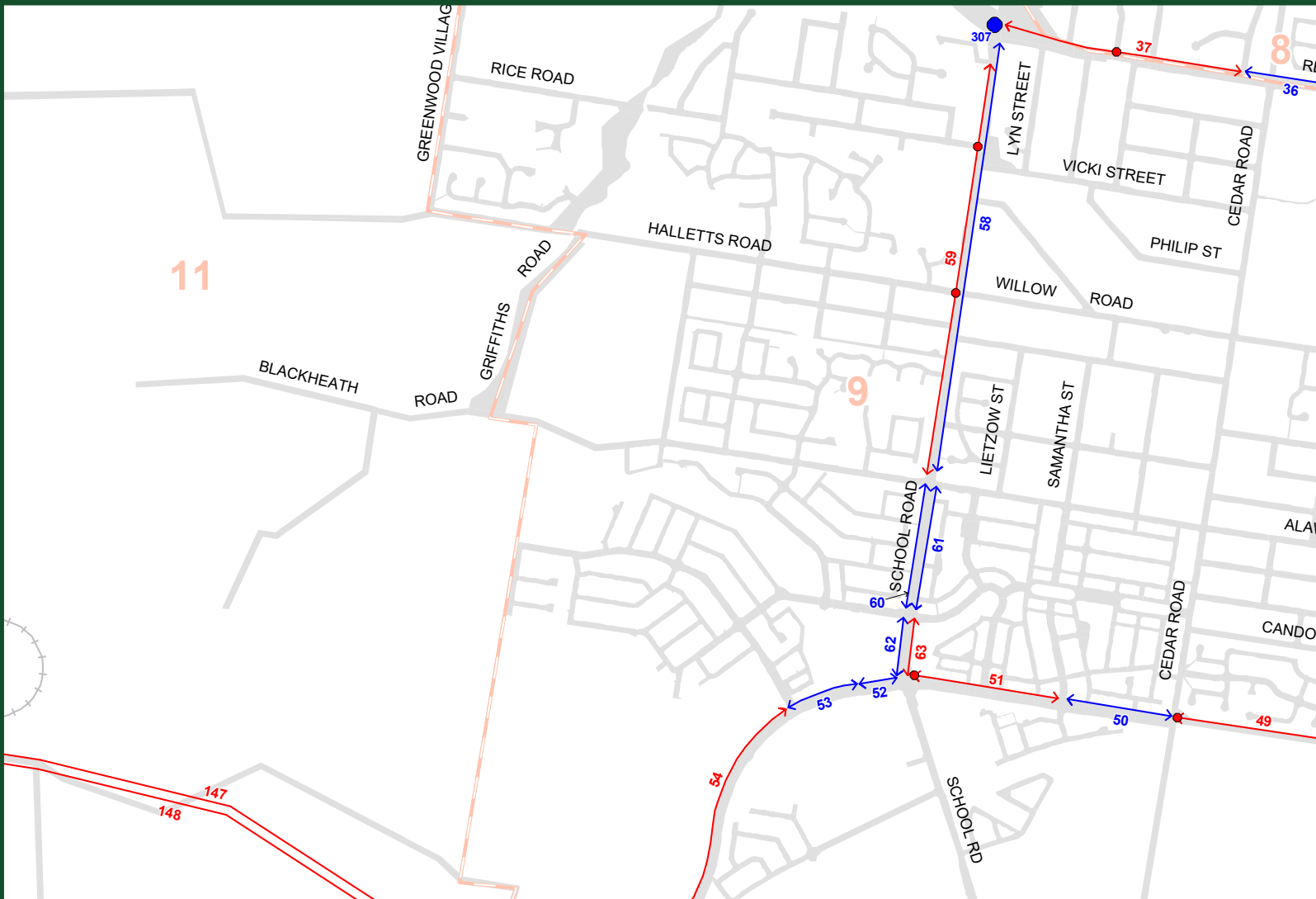
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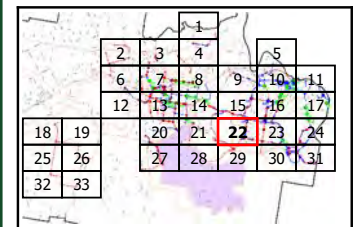


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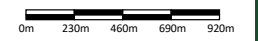
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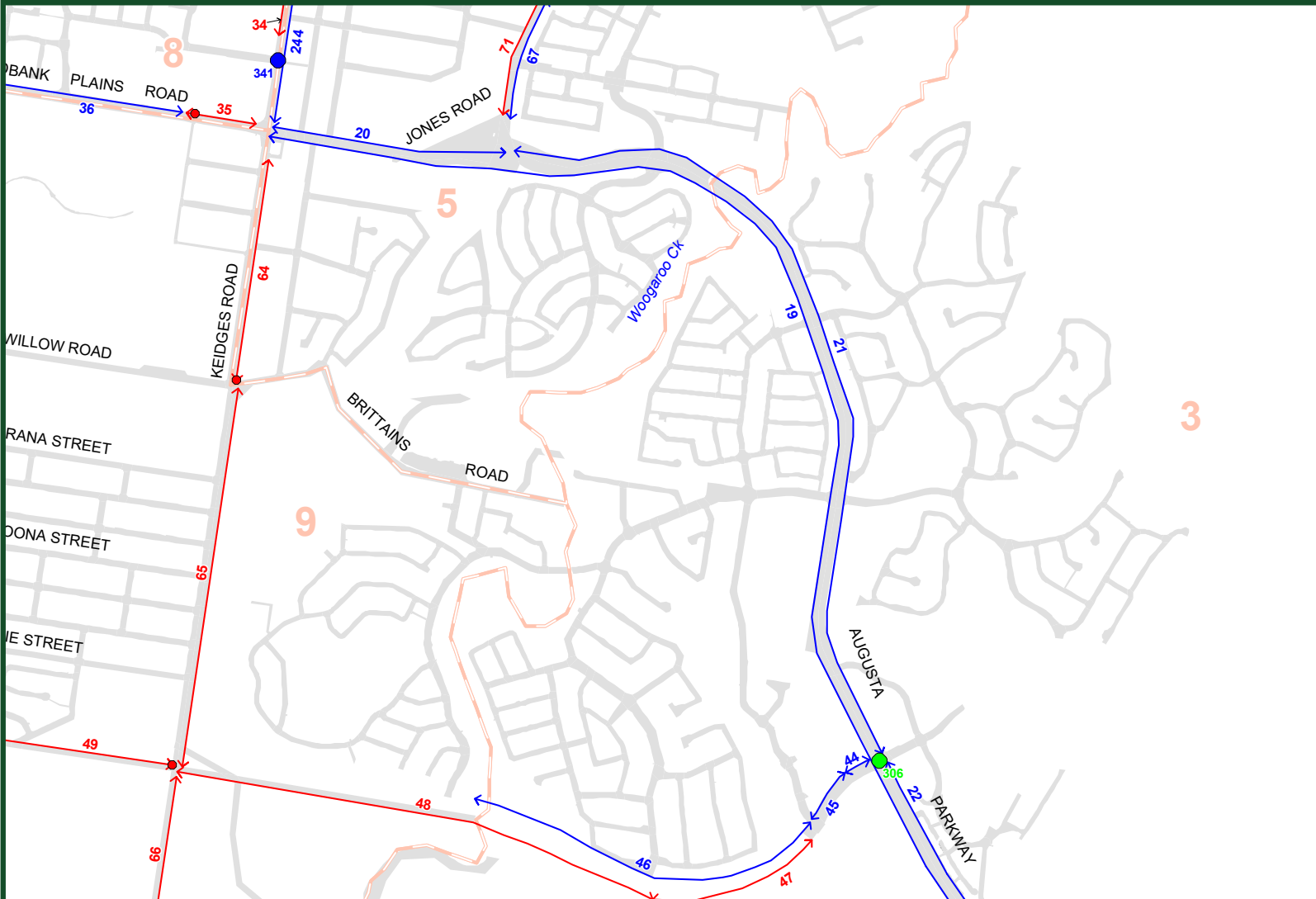
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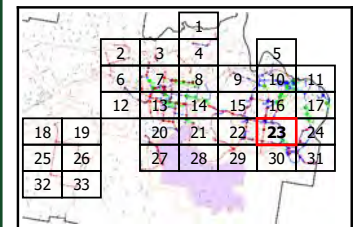
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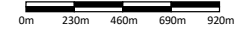
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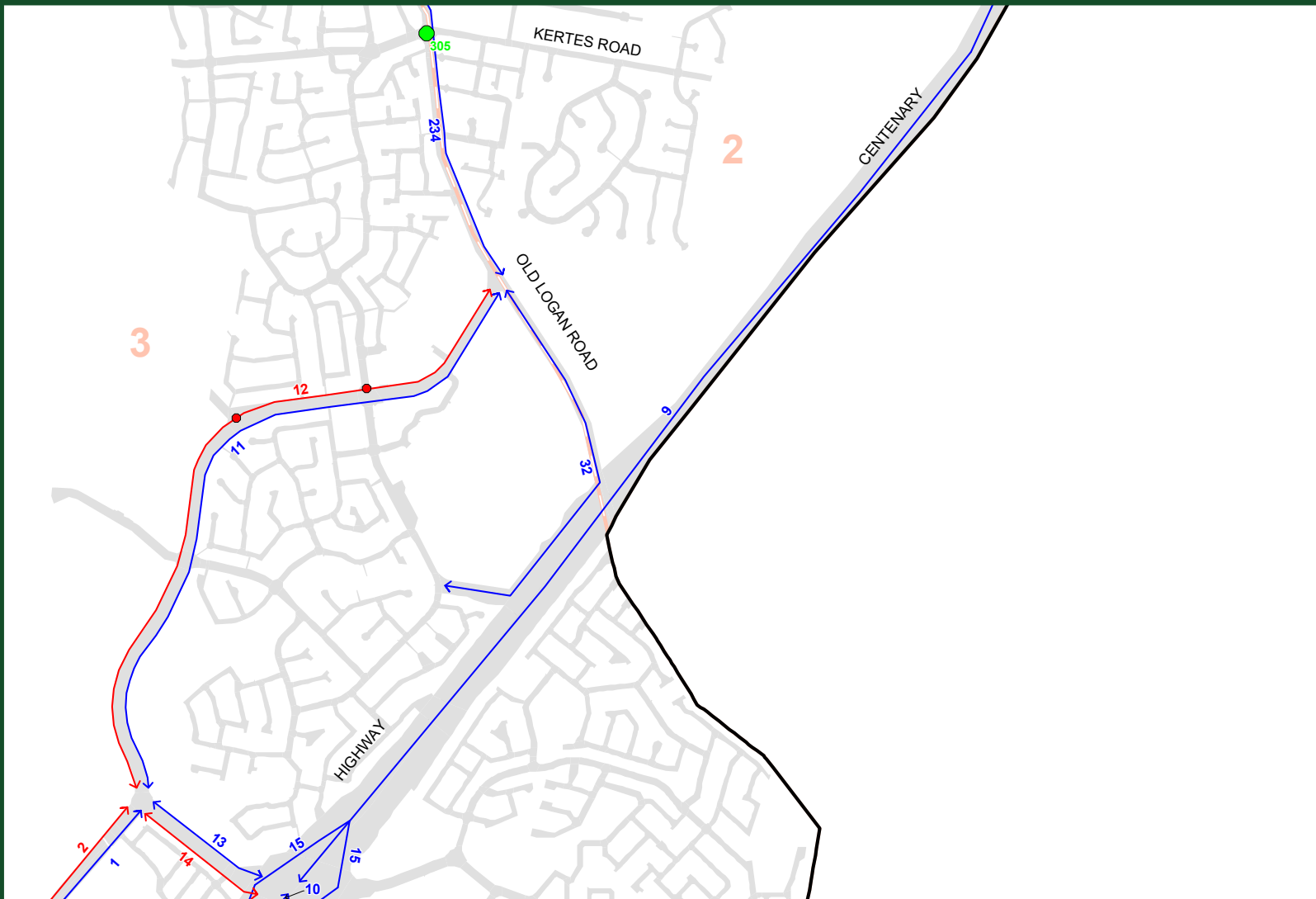
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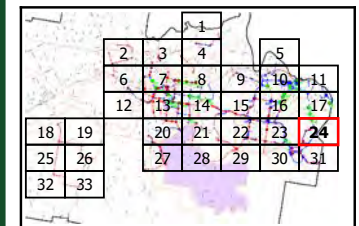


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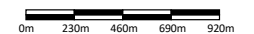
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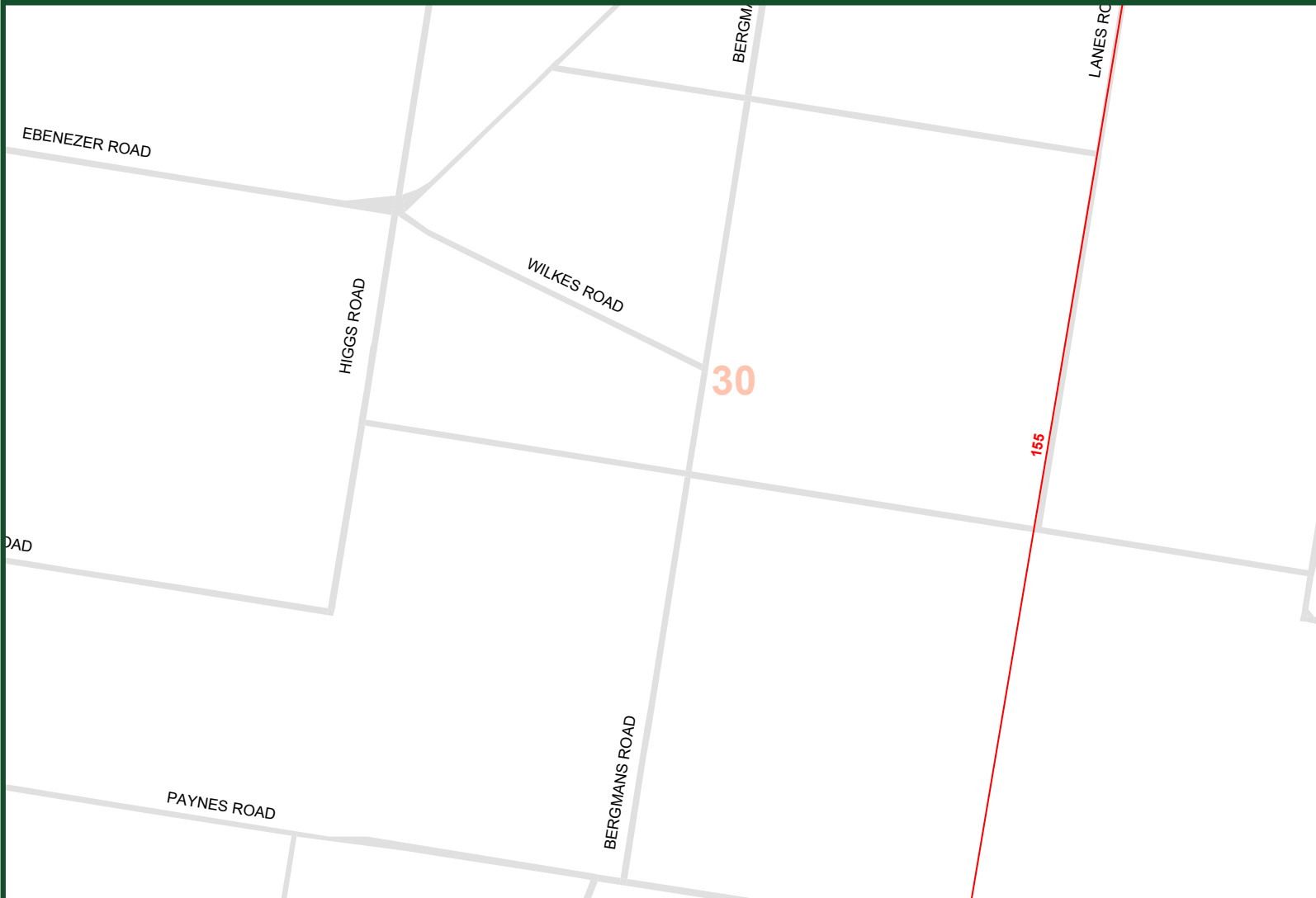
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


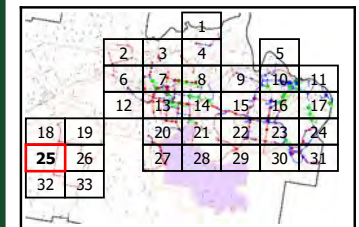


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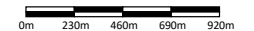
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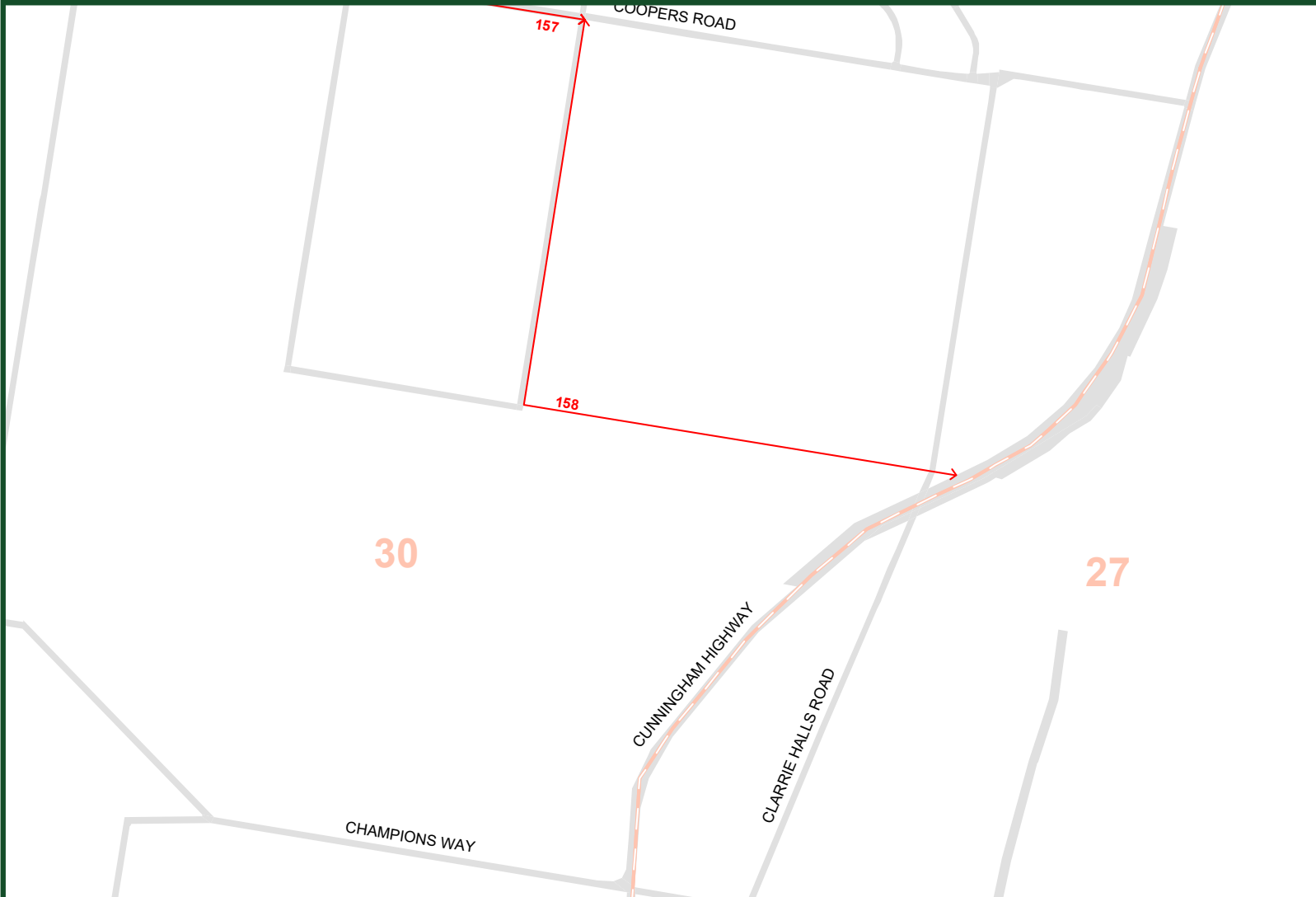
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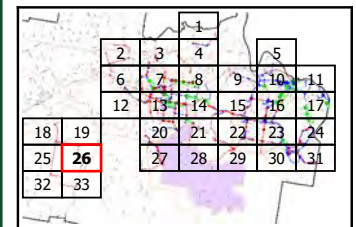
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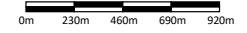
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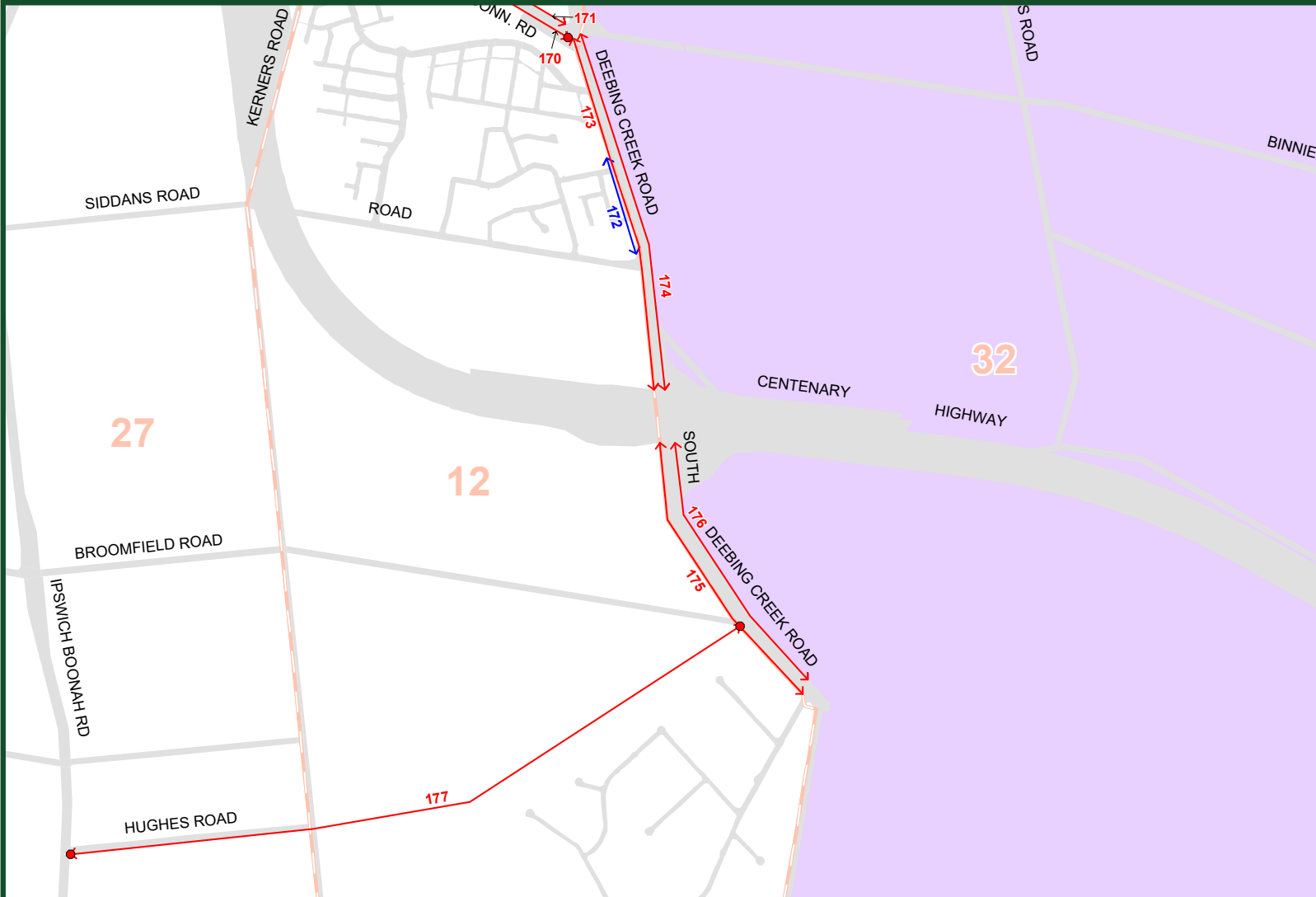
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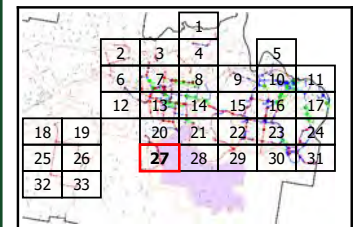
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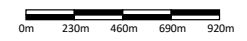
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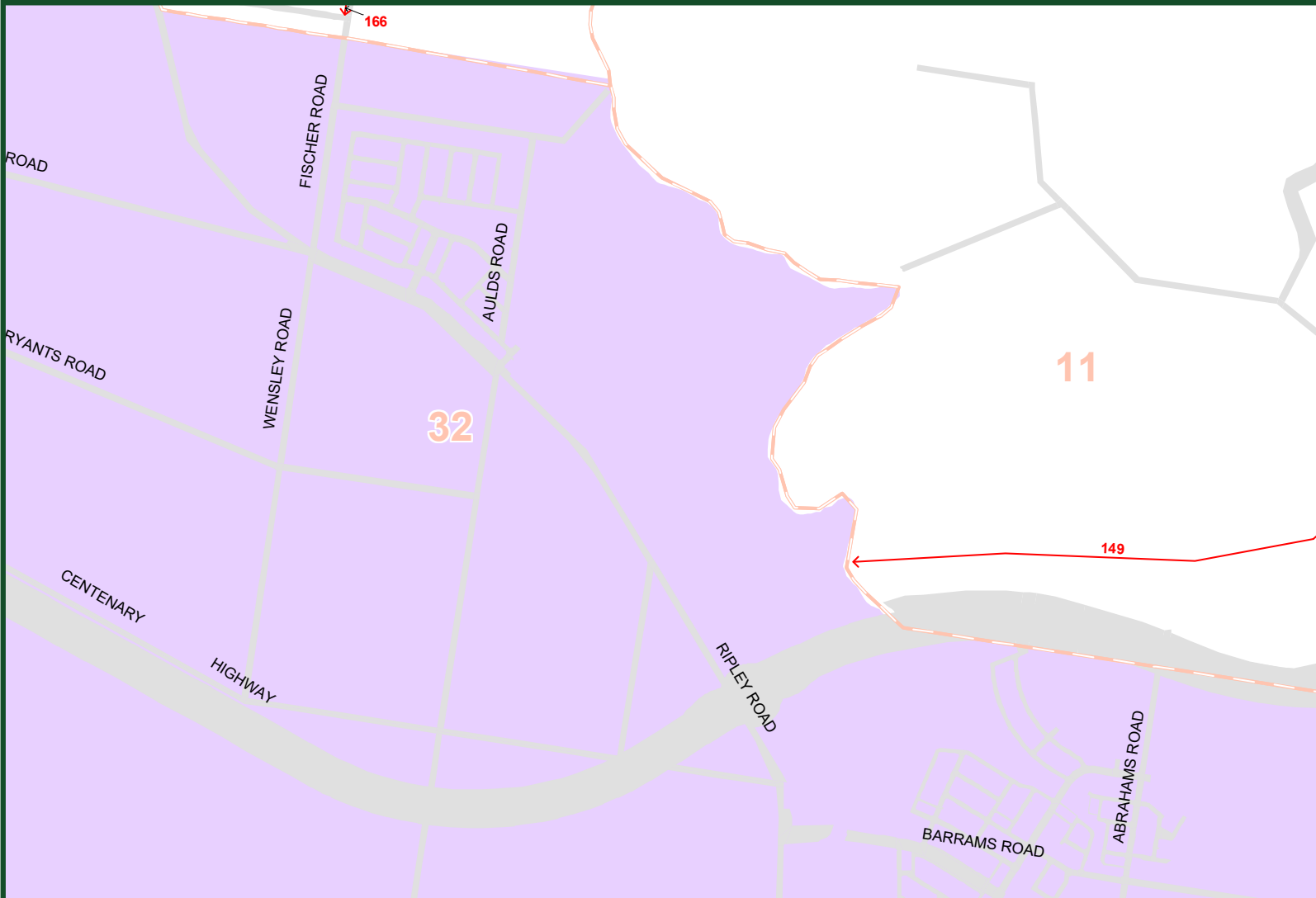
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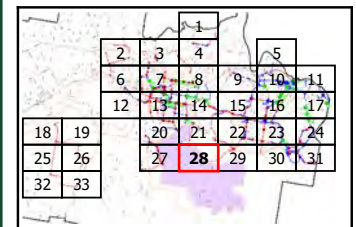
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**Local Government
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Plan for Trunk Infrastructure
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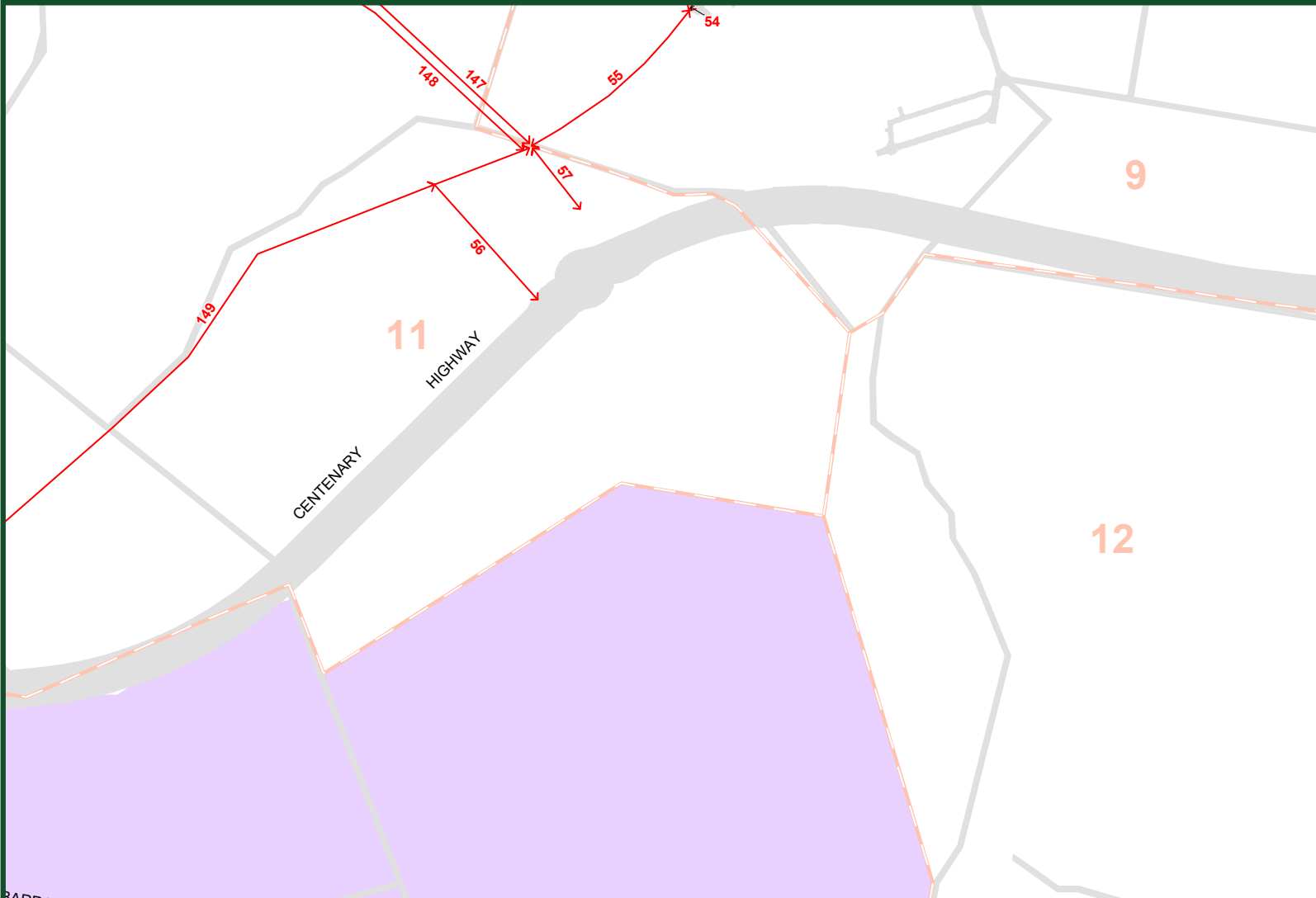
December 2016 April 2018

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City of
Ipswich












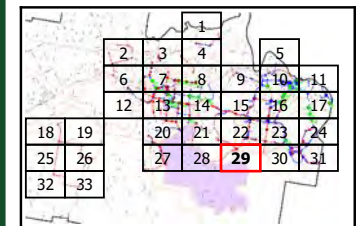


Local Government
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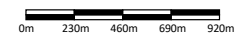
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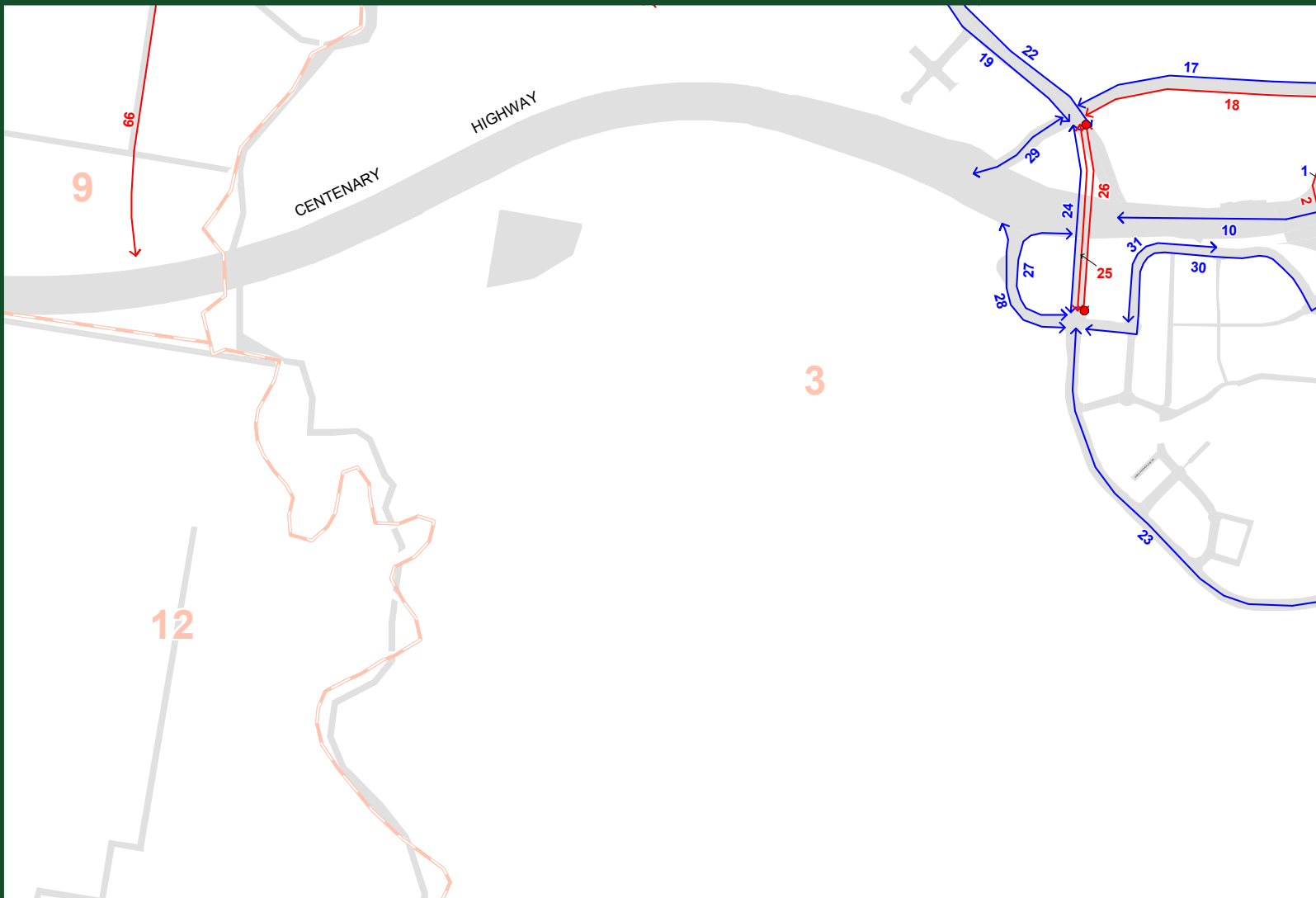
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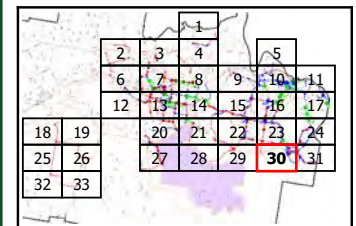


Local Government
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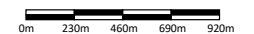
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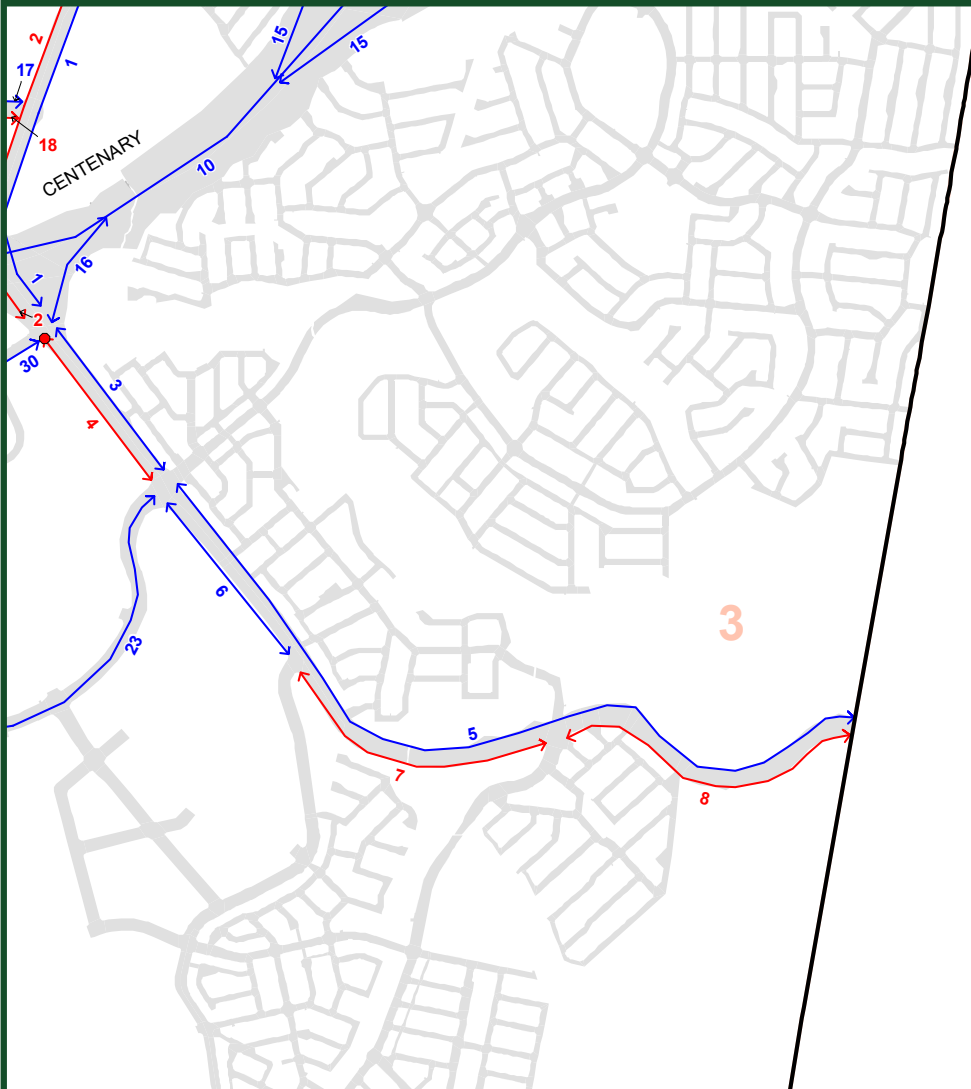
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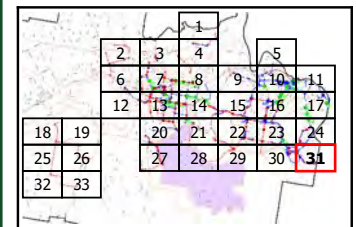


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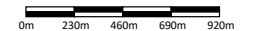
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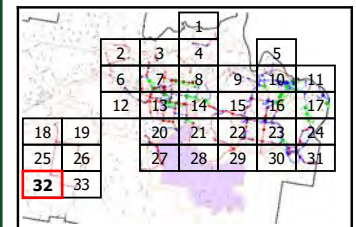
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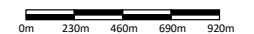
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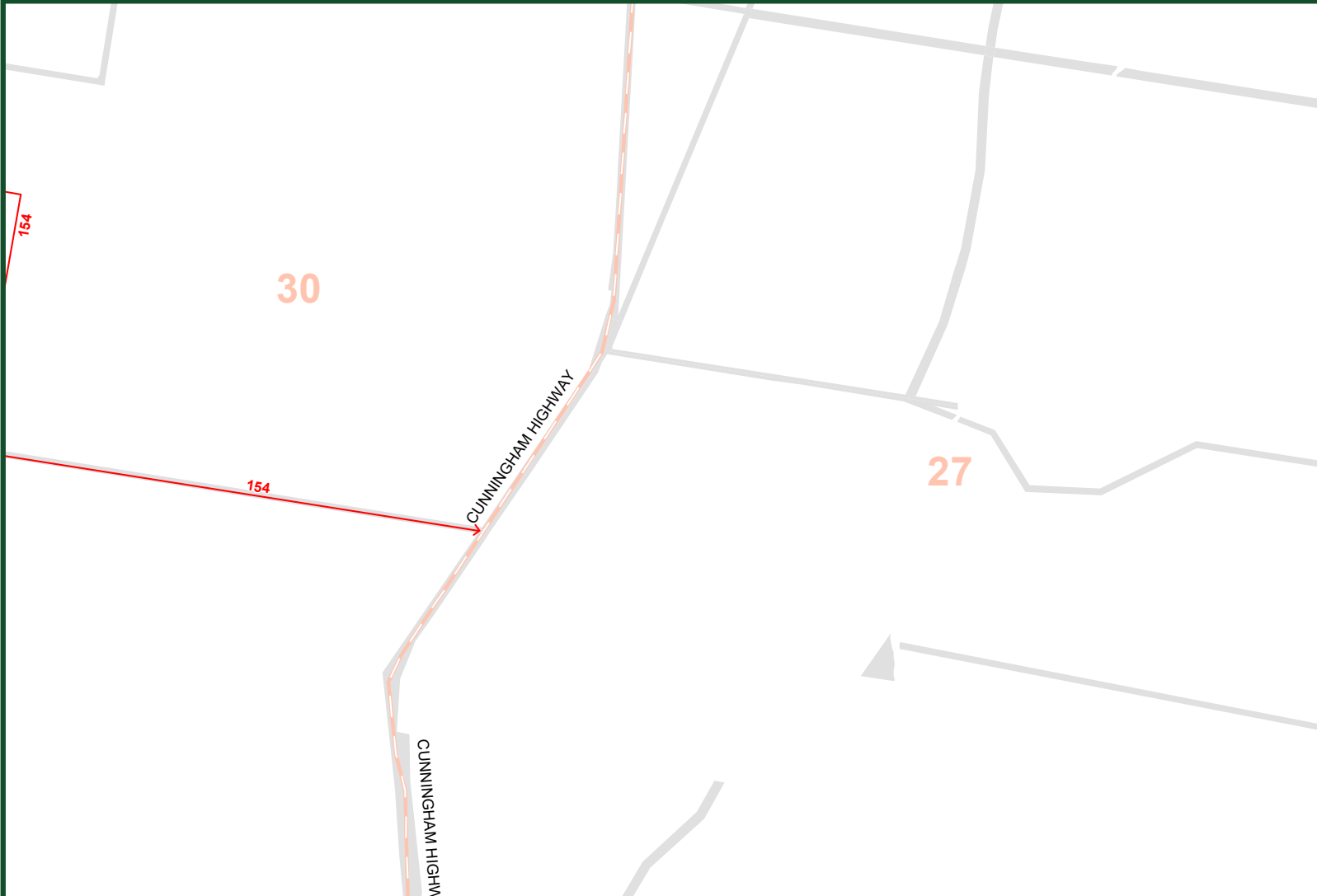
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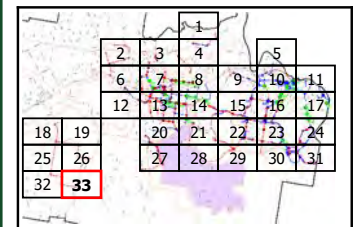
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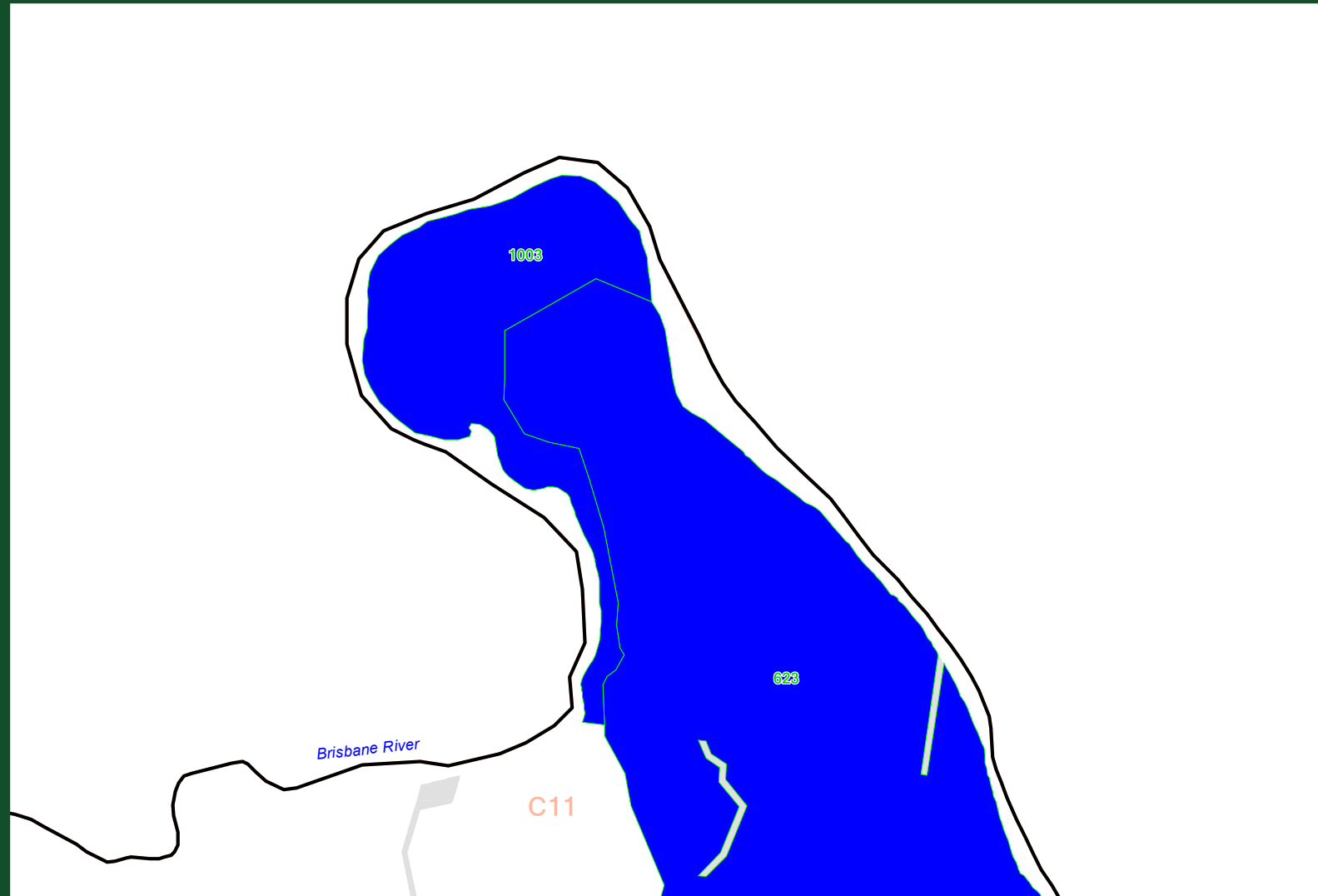
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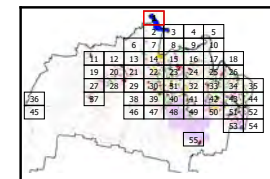
Local Government
Infrastructure Plan

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Public Parks

	Recreation Parks	Waterside Parks	Sports Grounds	Linear Parks
Citywide	Yellow	Blue	Red	Green
District	Yellow	Cyan	N/A	N/A
Local	Brown	N/A	Pink	Light Green

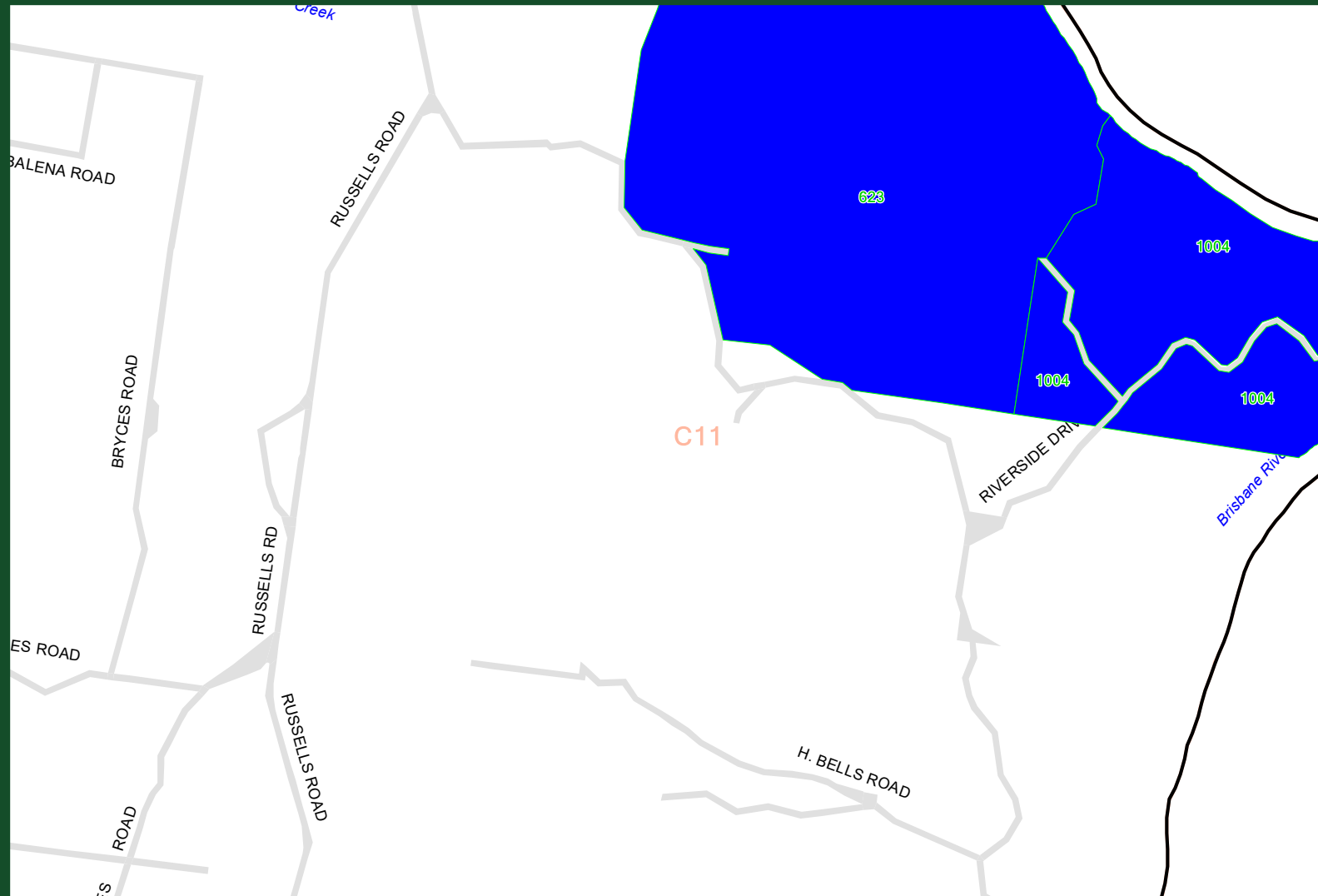
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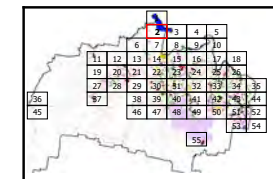
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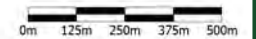
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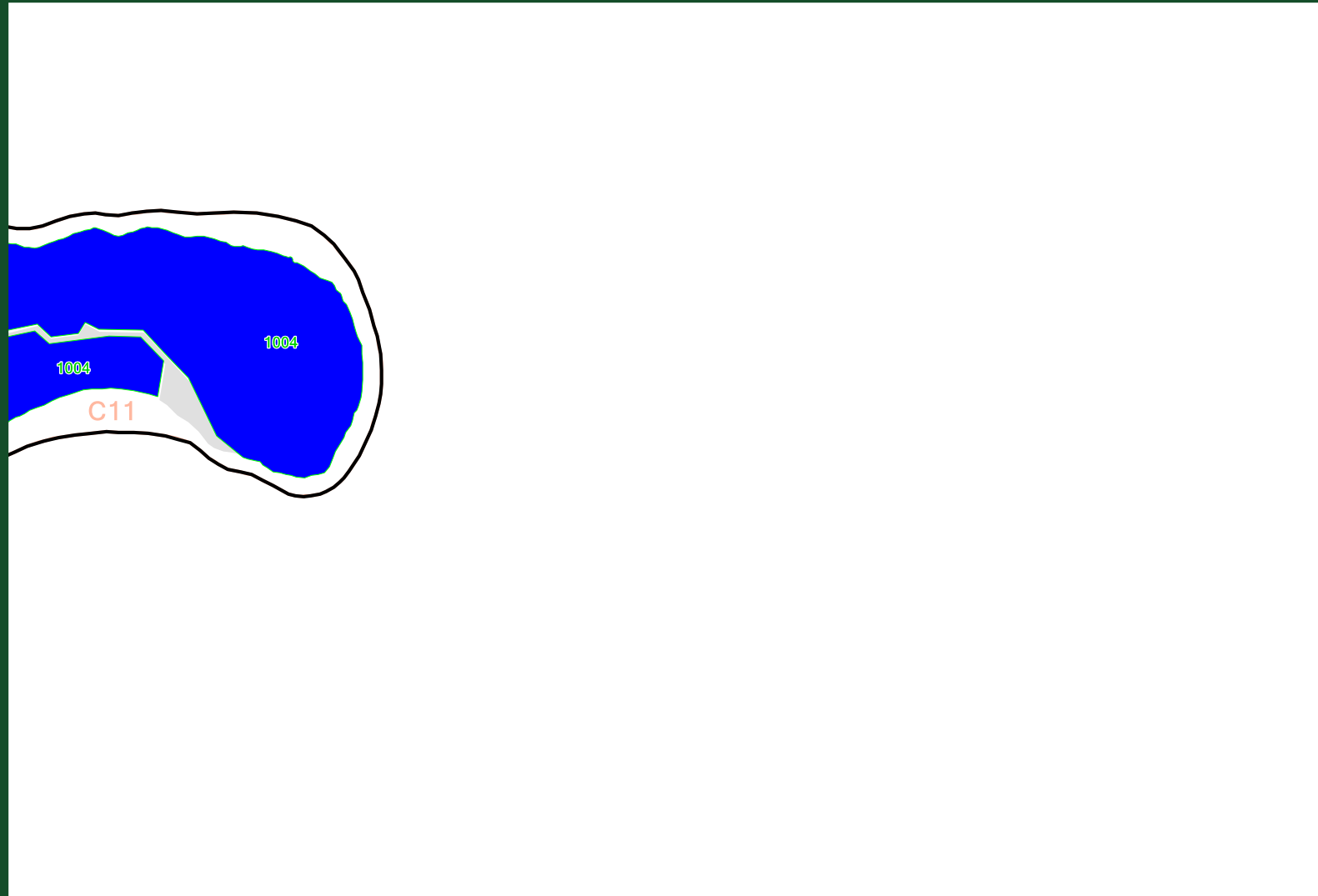
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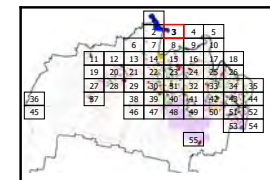
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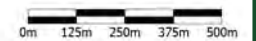
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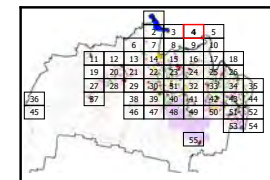
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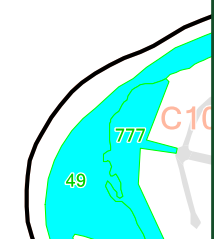
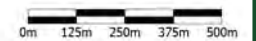
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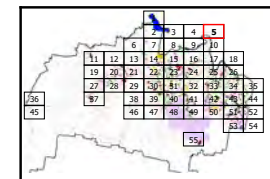
Plan for Trunk Infrastructure

Public Parks

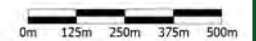


	Recreation Parks	Waterside Parks	Sports Grounds	Linear Parks
Citywide	Yellow	Blue	Red	Green
District	Yellow	Cyan	N/A	N/A
Local	Brown	N/A	Pink	Light Green

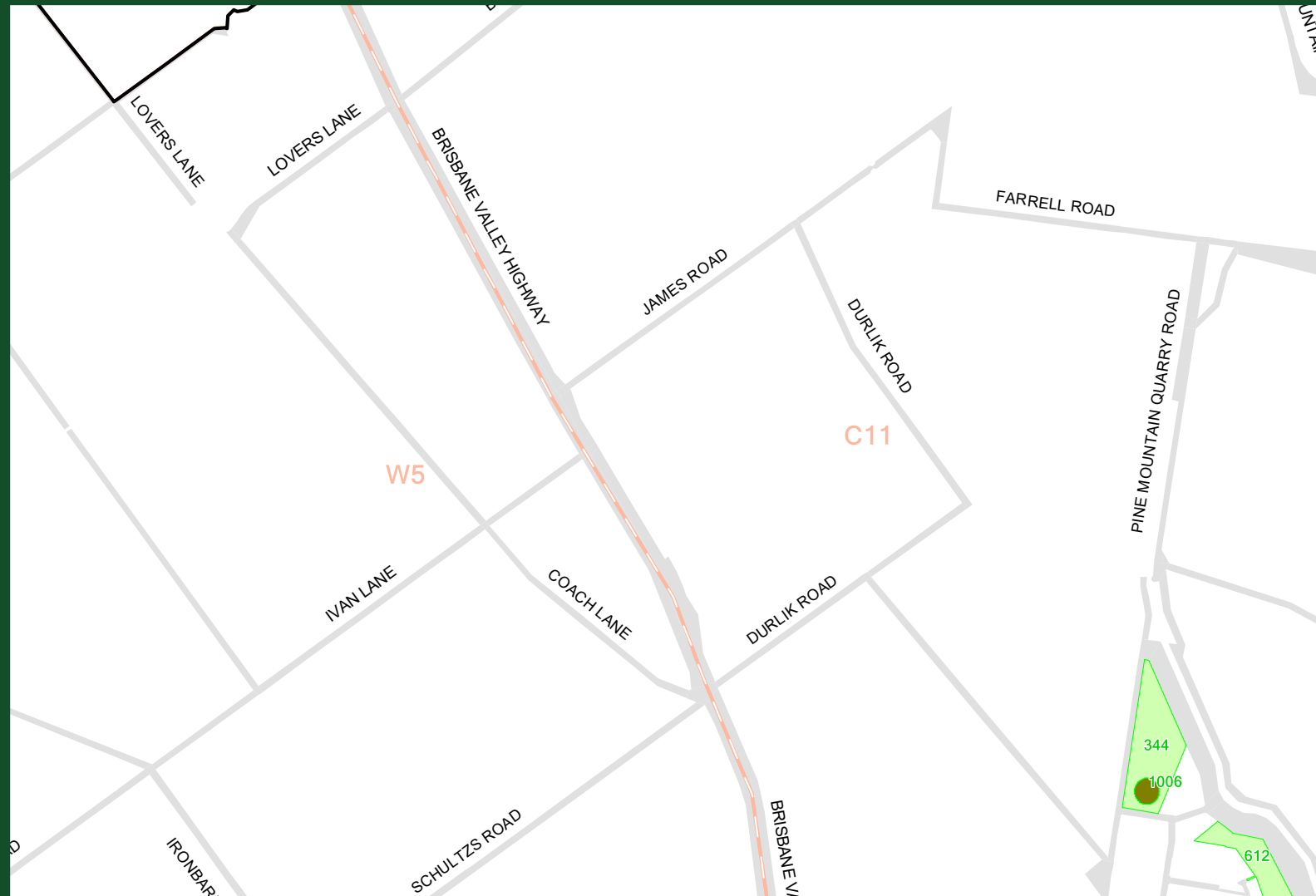
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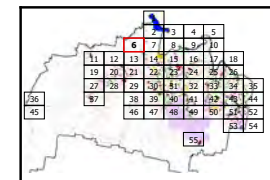
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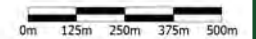
Local Government
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Public Parks

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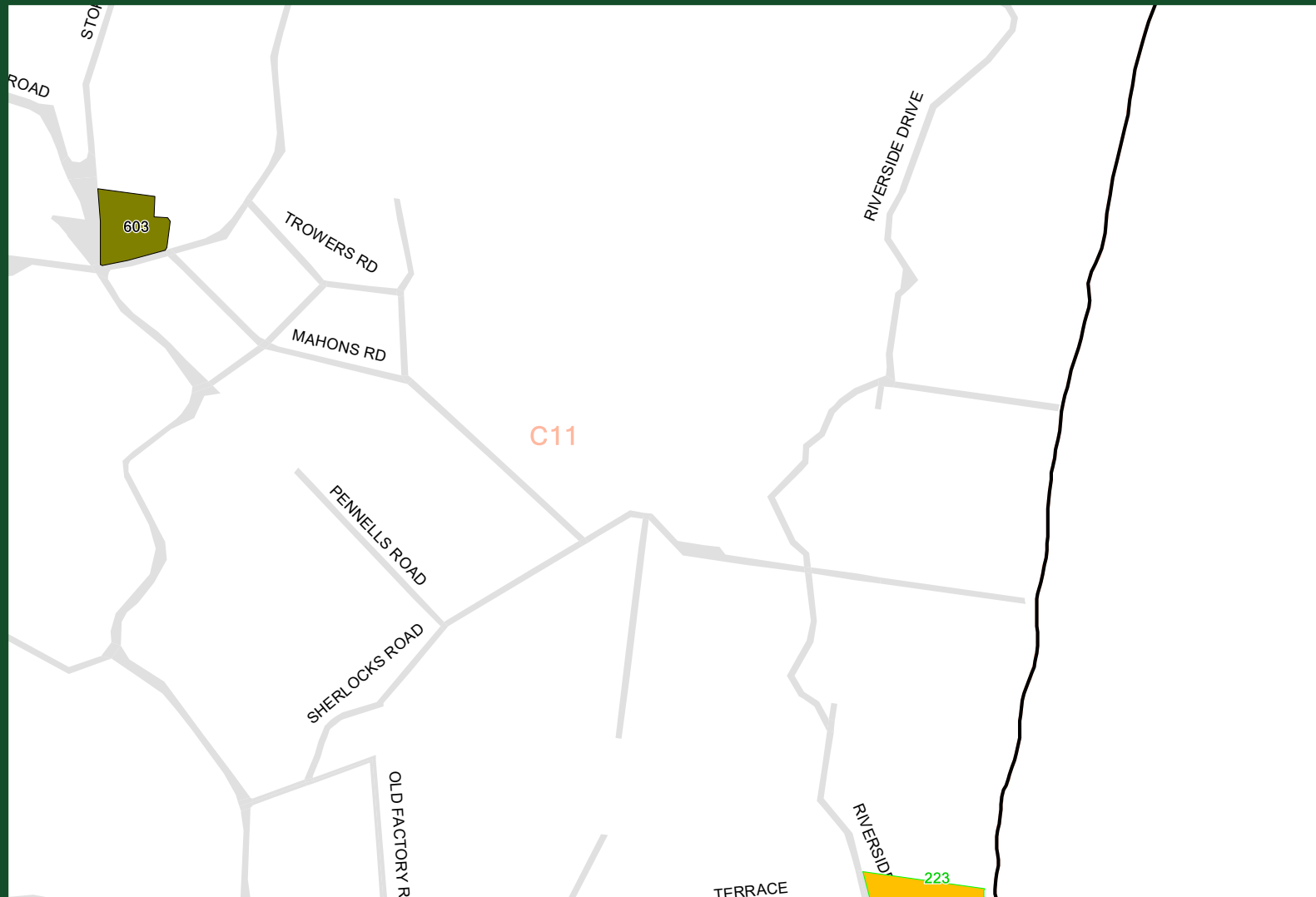
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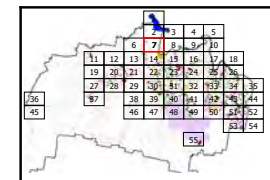
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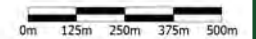
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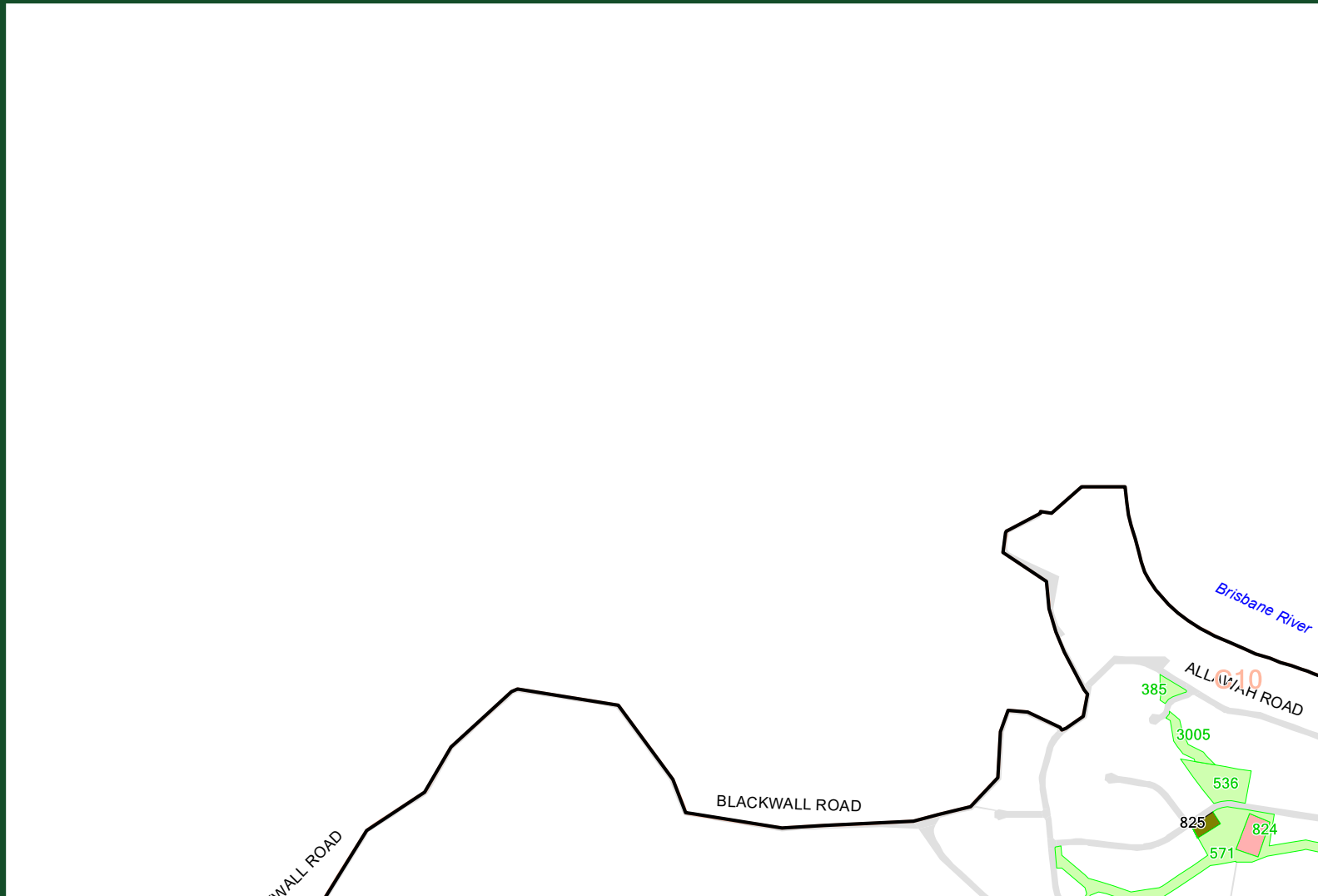
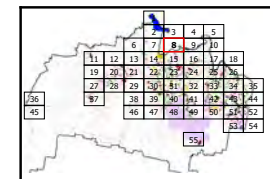
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Infrastructure Plan

Plan for Trunk Infrastructure

Public Parks

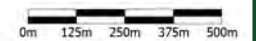
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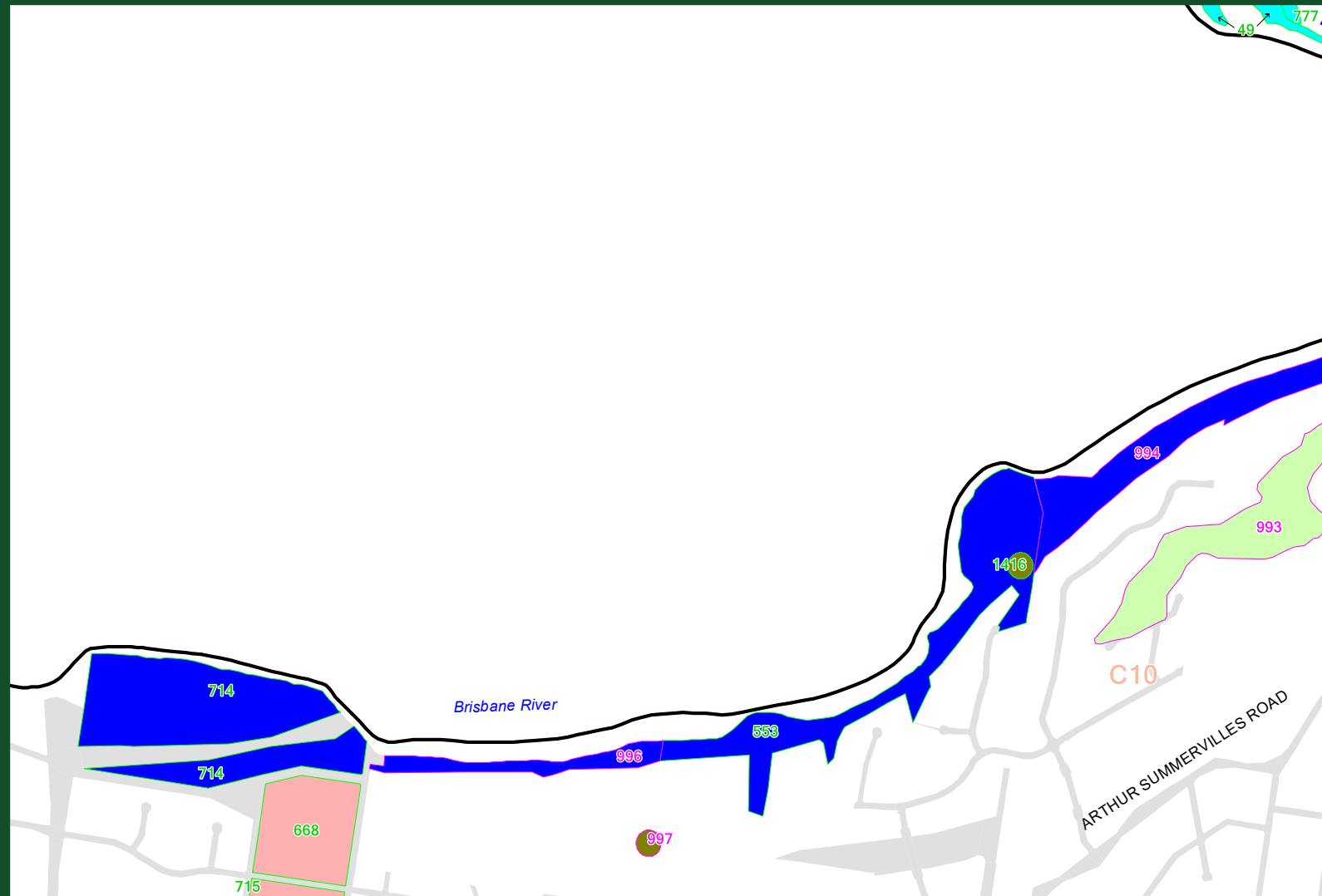
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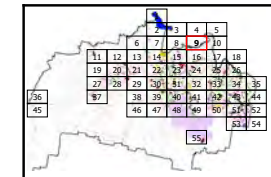




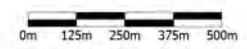
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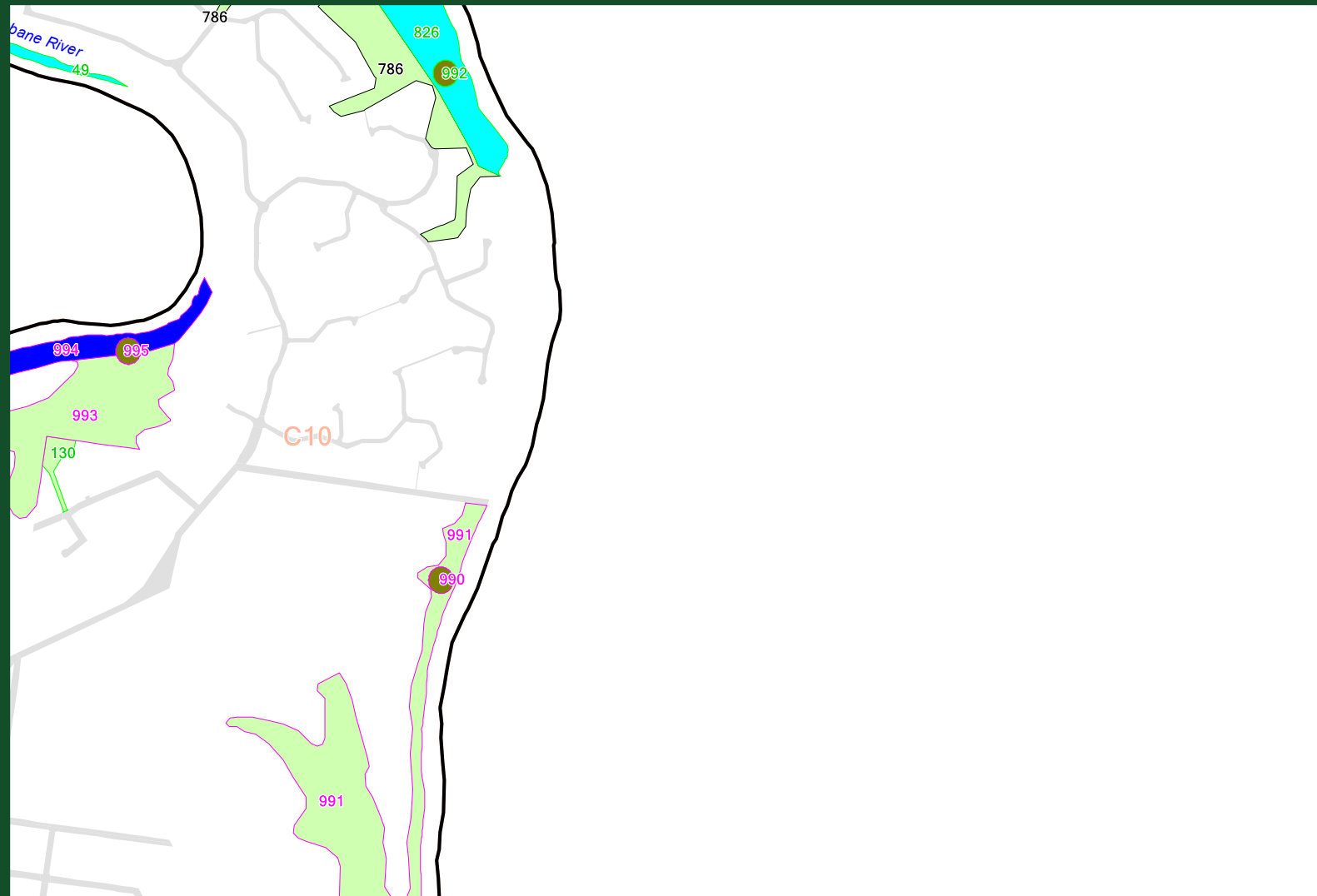
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Public Parks

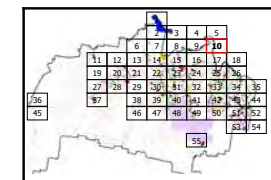
Map P10



Local Government Infrastructure Plan Plan for Trunk Infrastructure Public Parks

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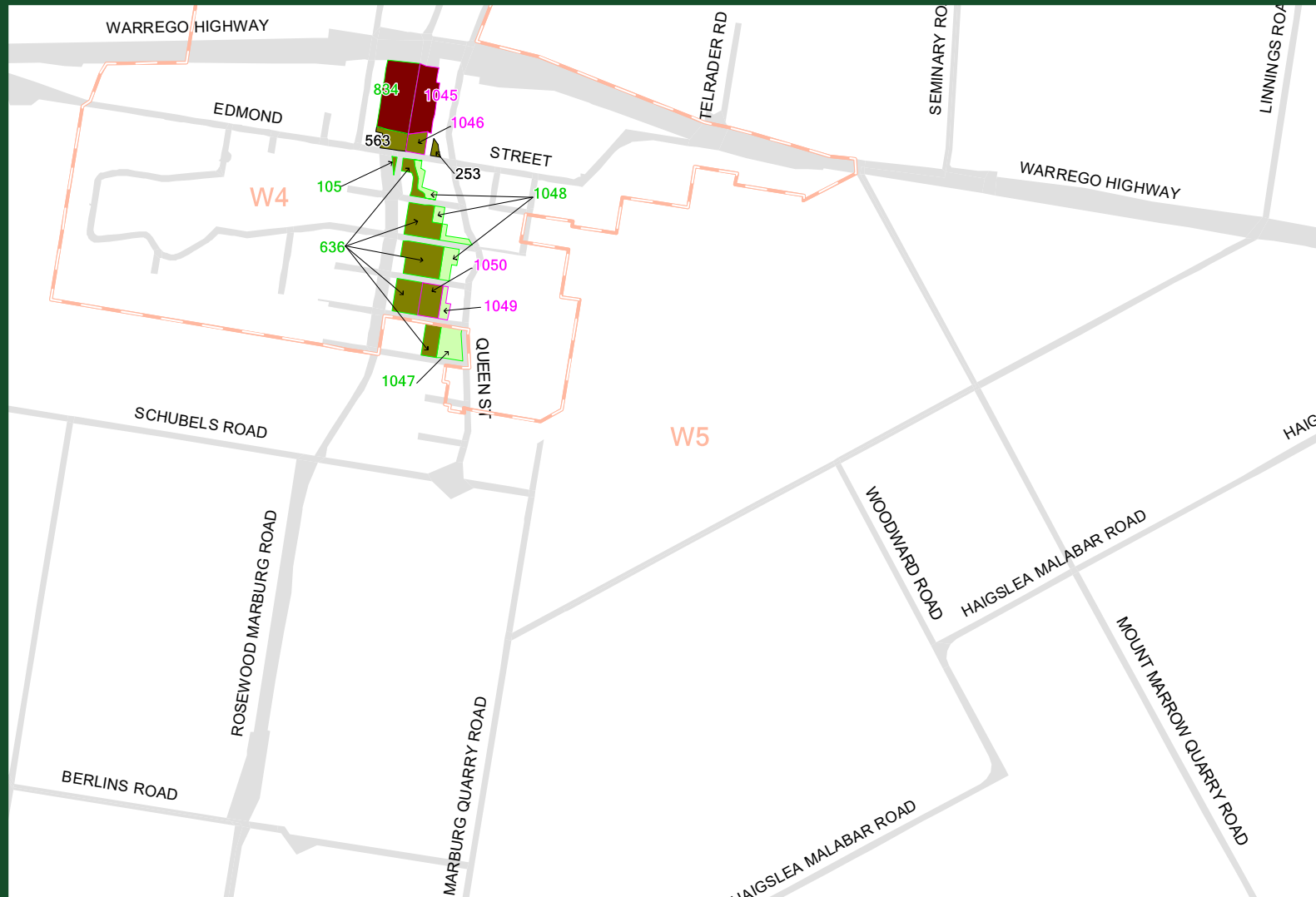
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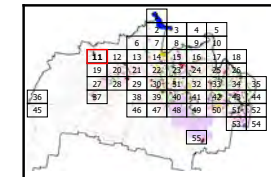
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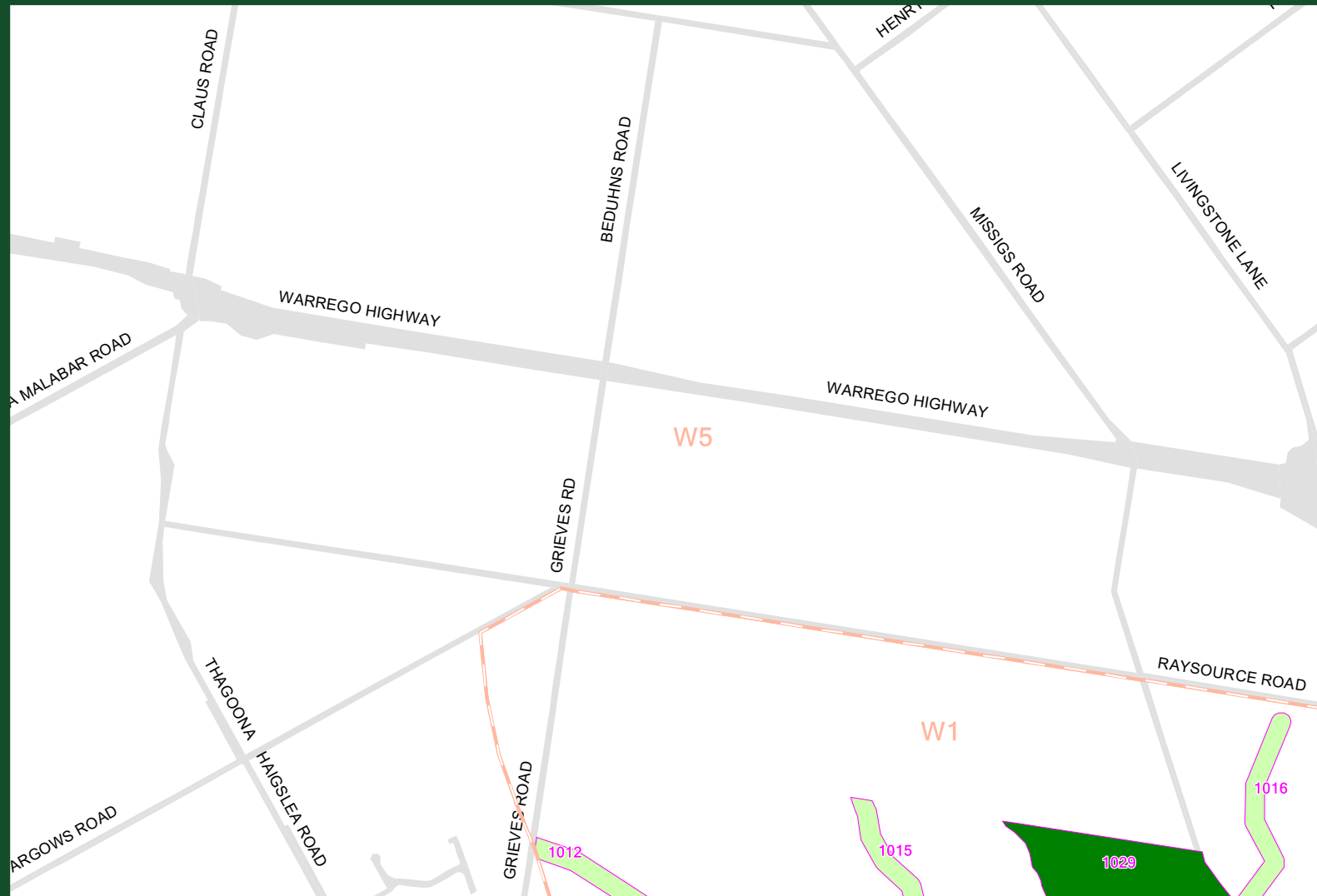
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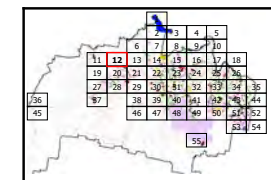
Local Government Infrastructure Plan

Plan for Trunk Infrastructure

Public Parks

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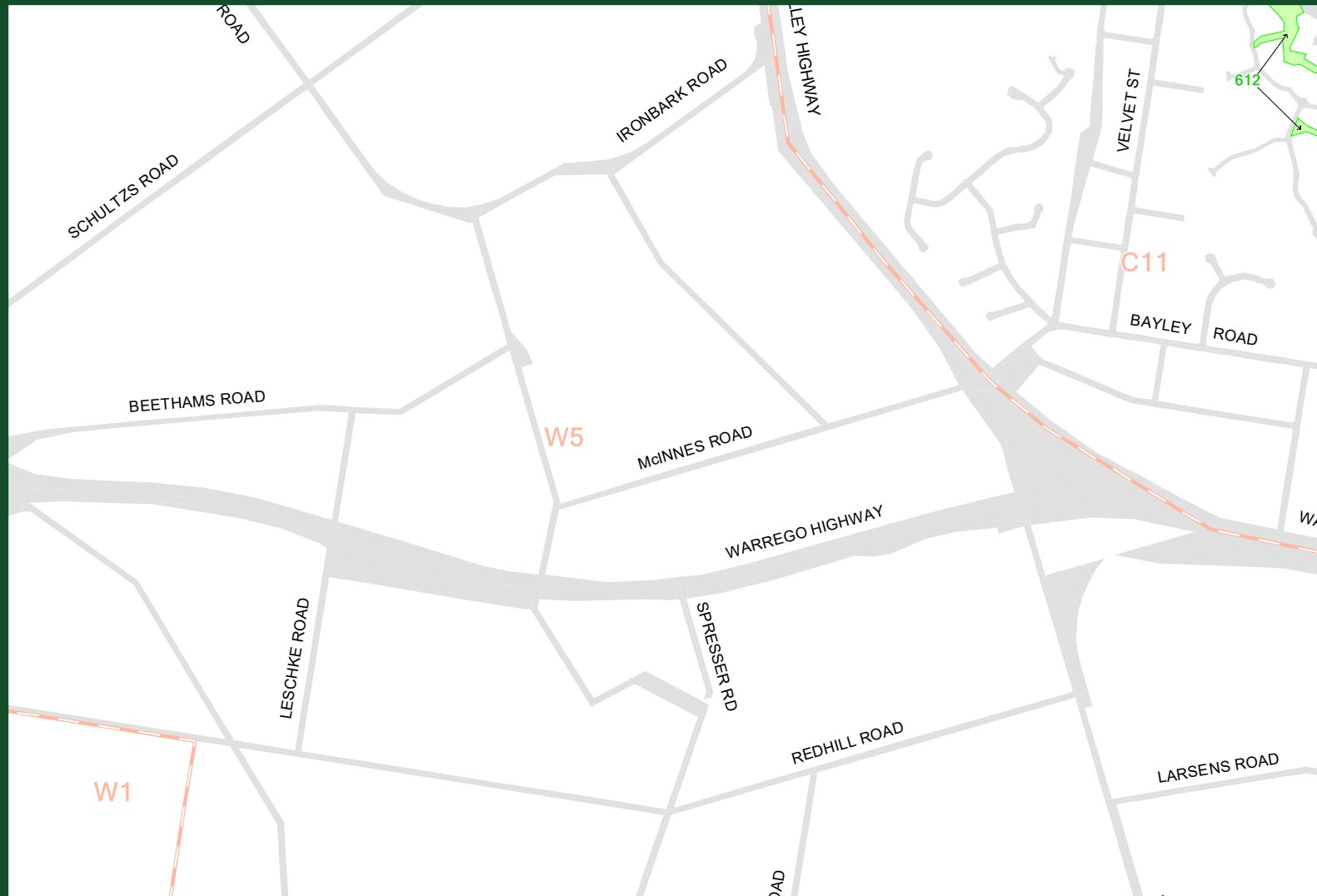
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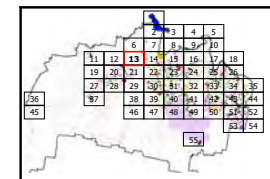
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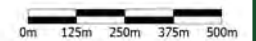
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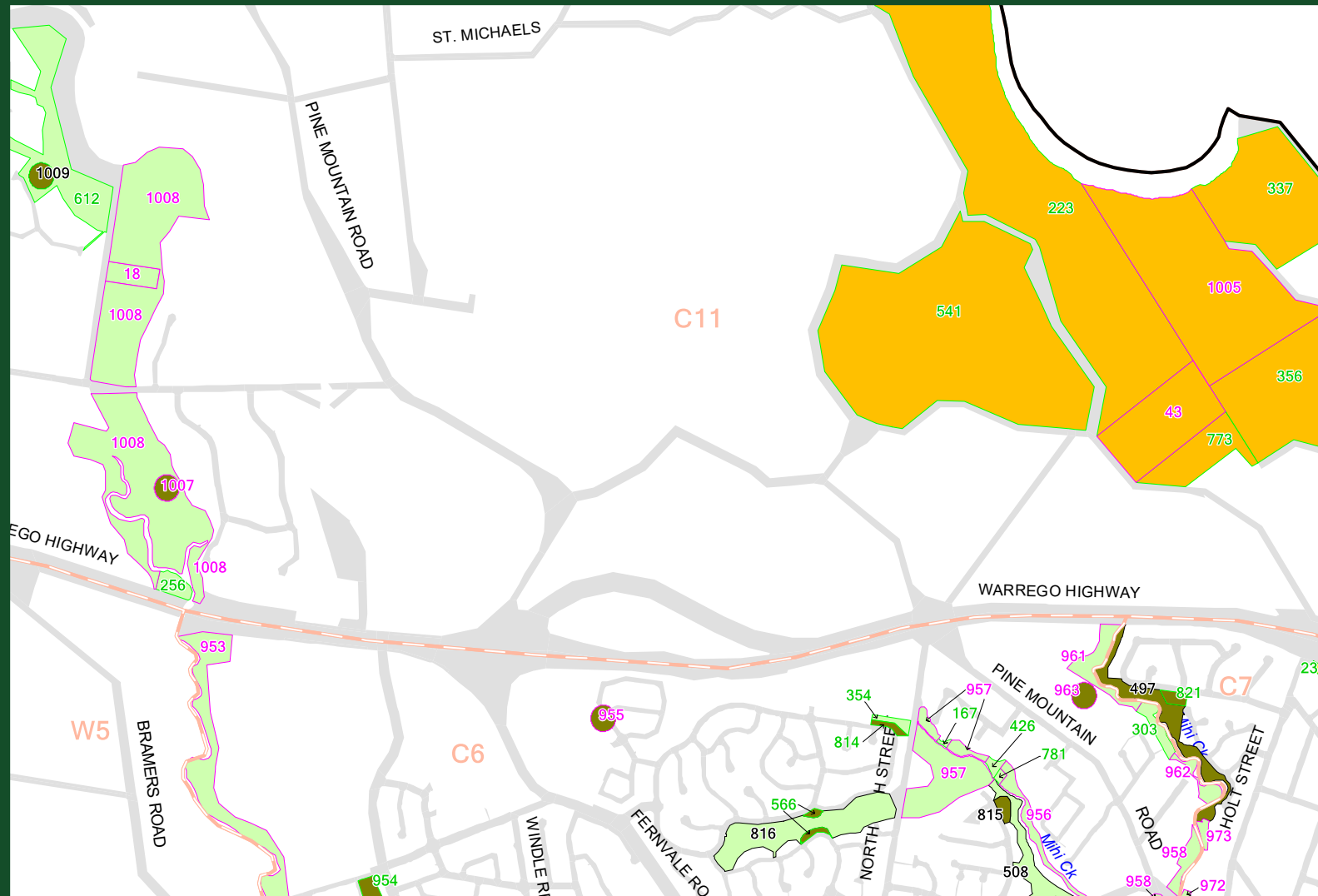
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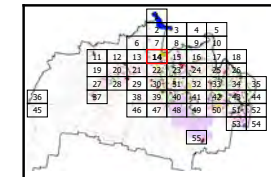




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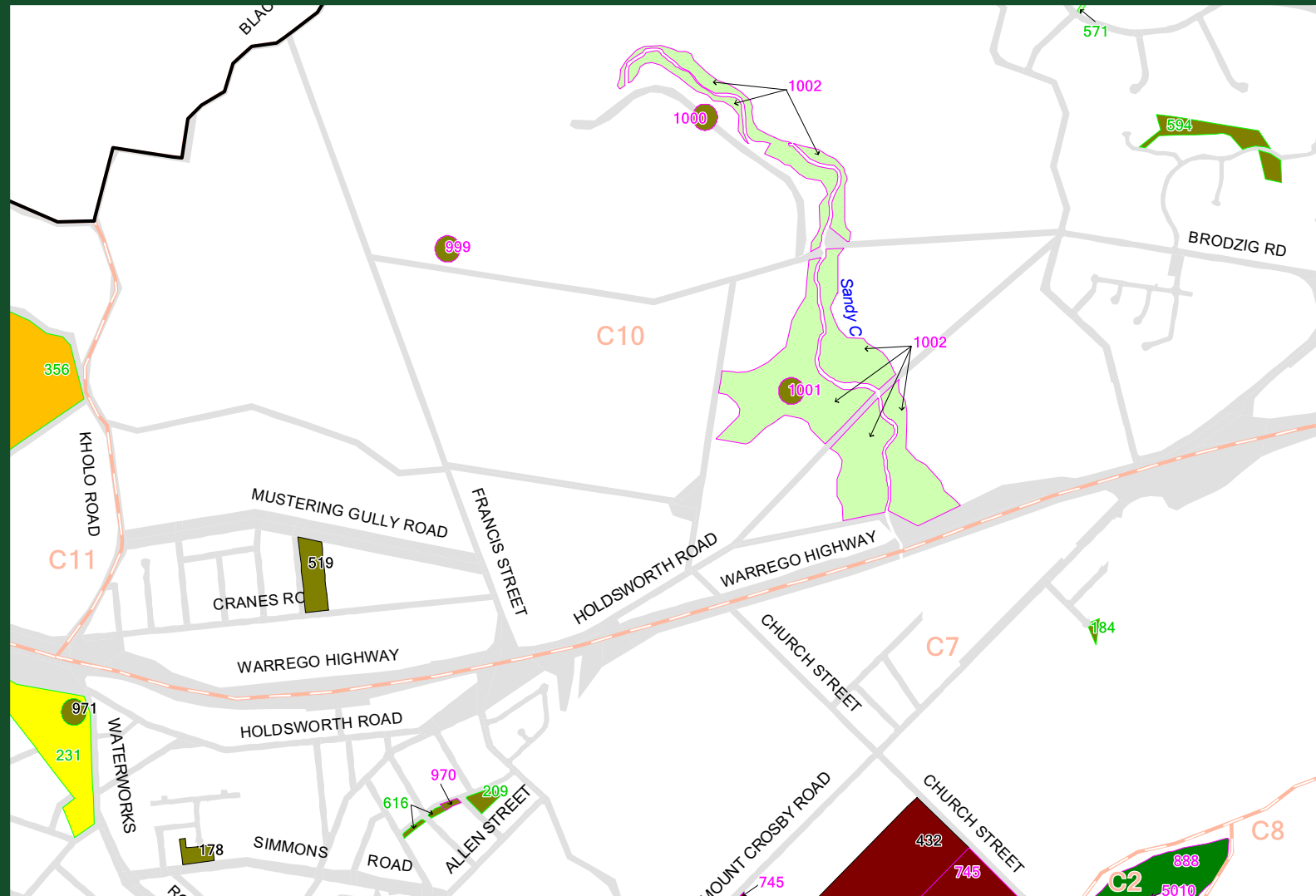


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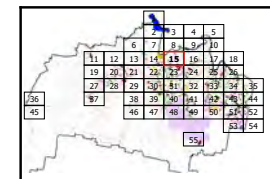
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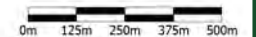
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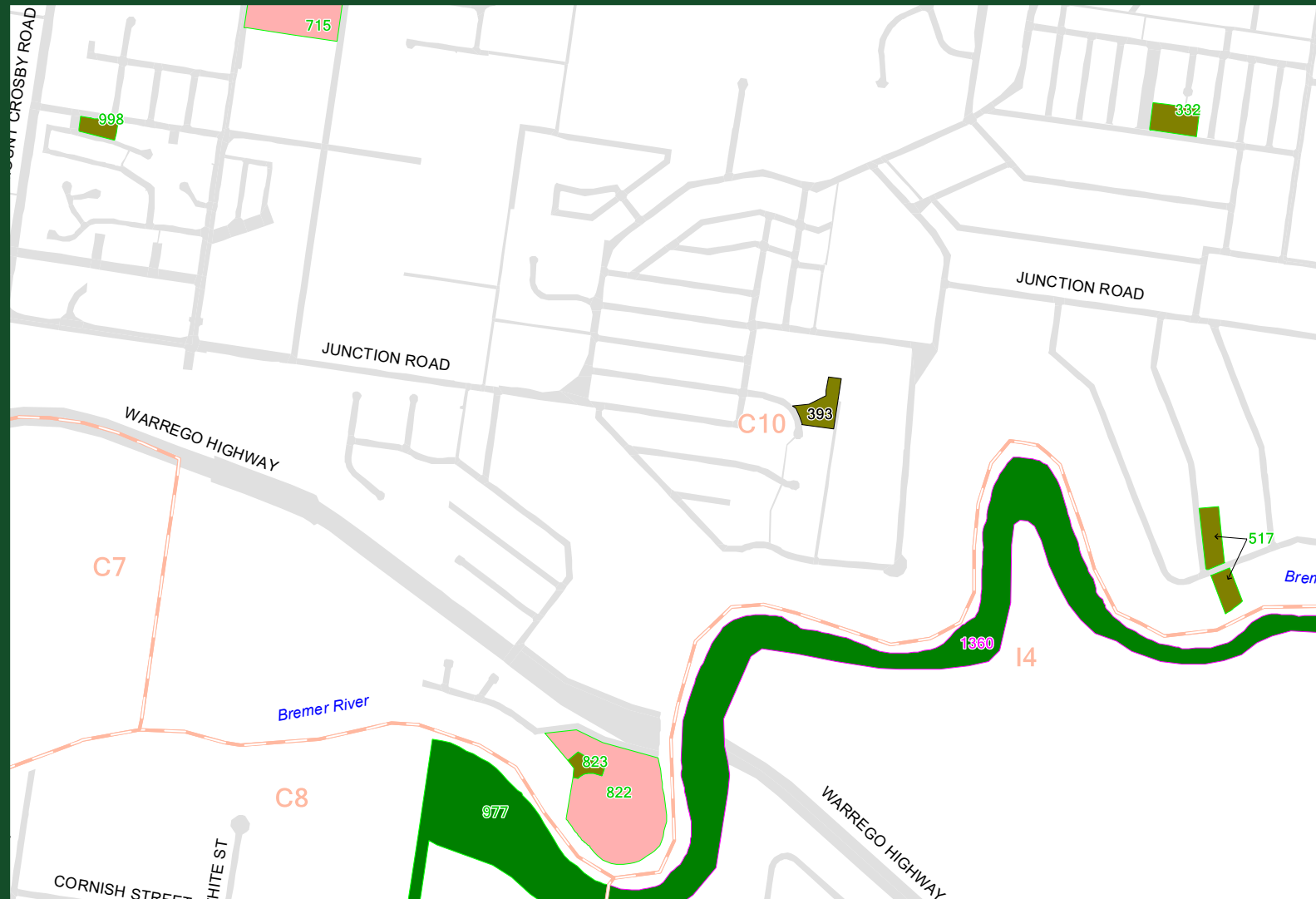
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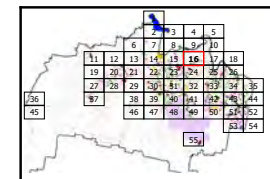
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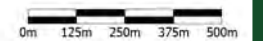
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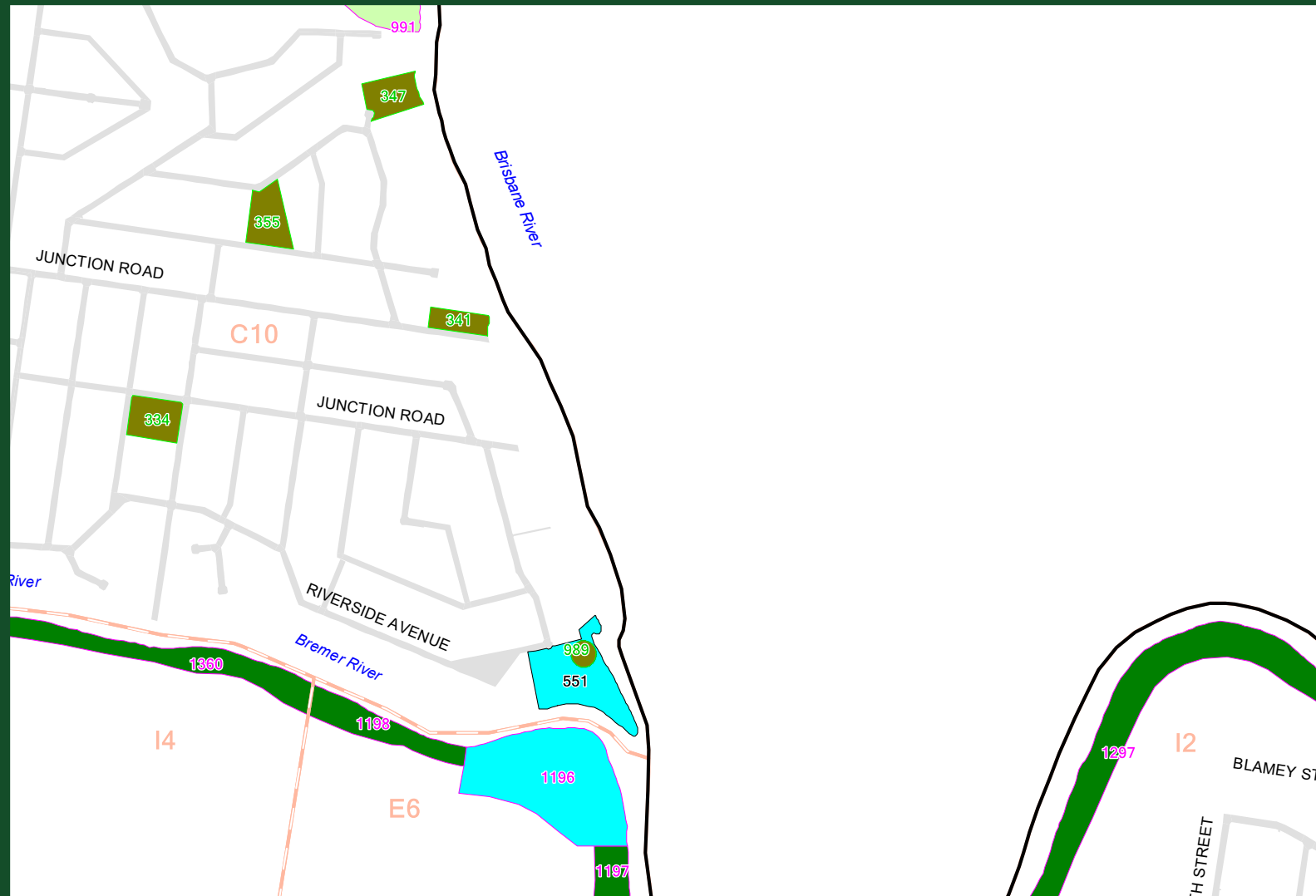
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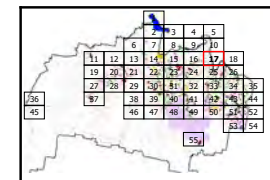
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Local Government
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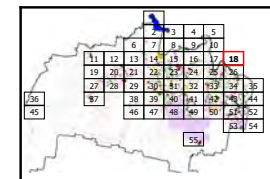
Local Government
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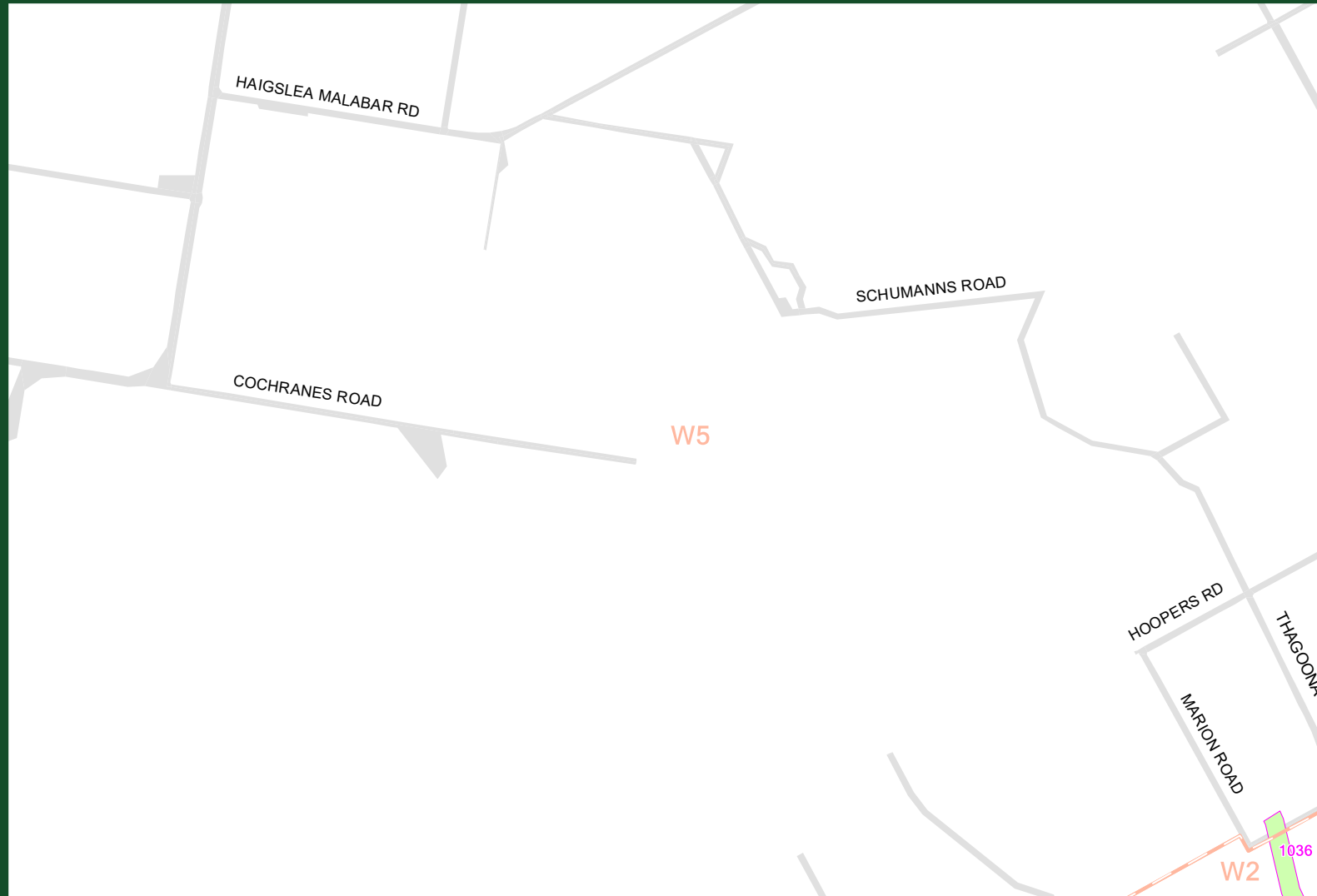
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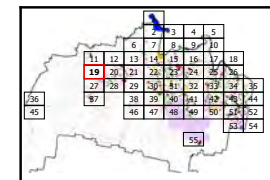
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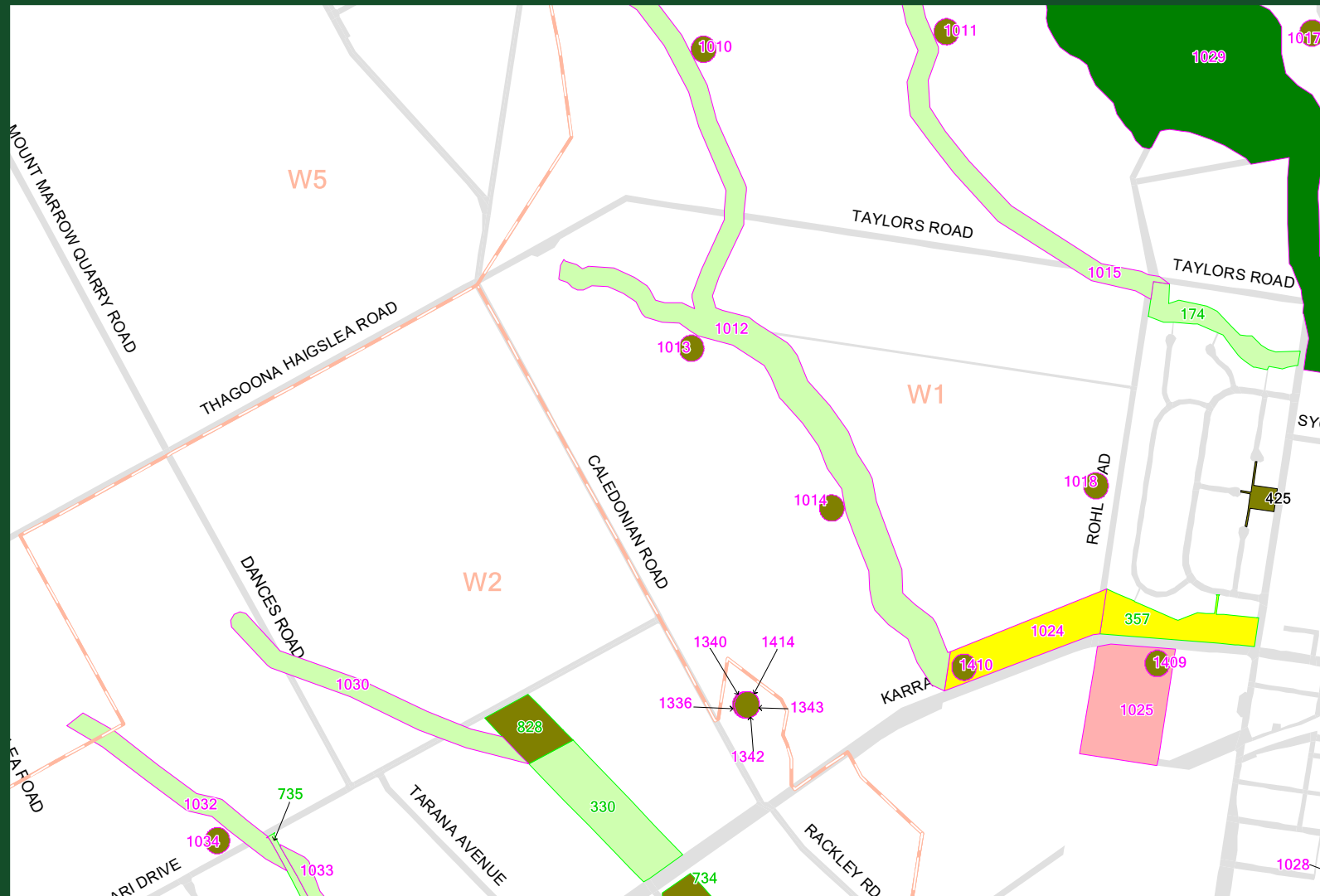
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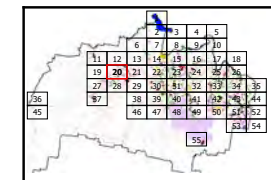
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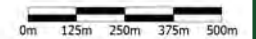
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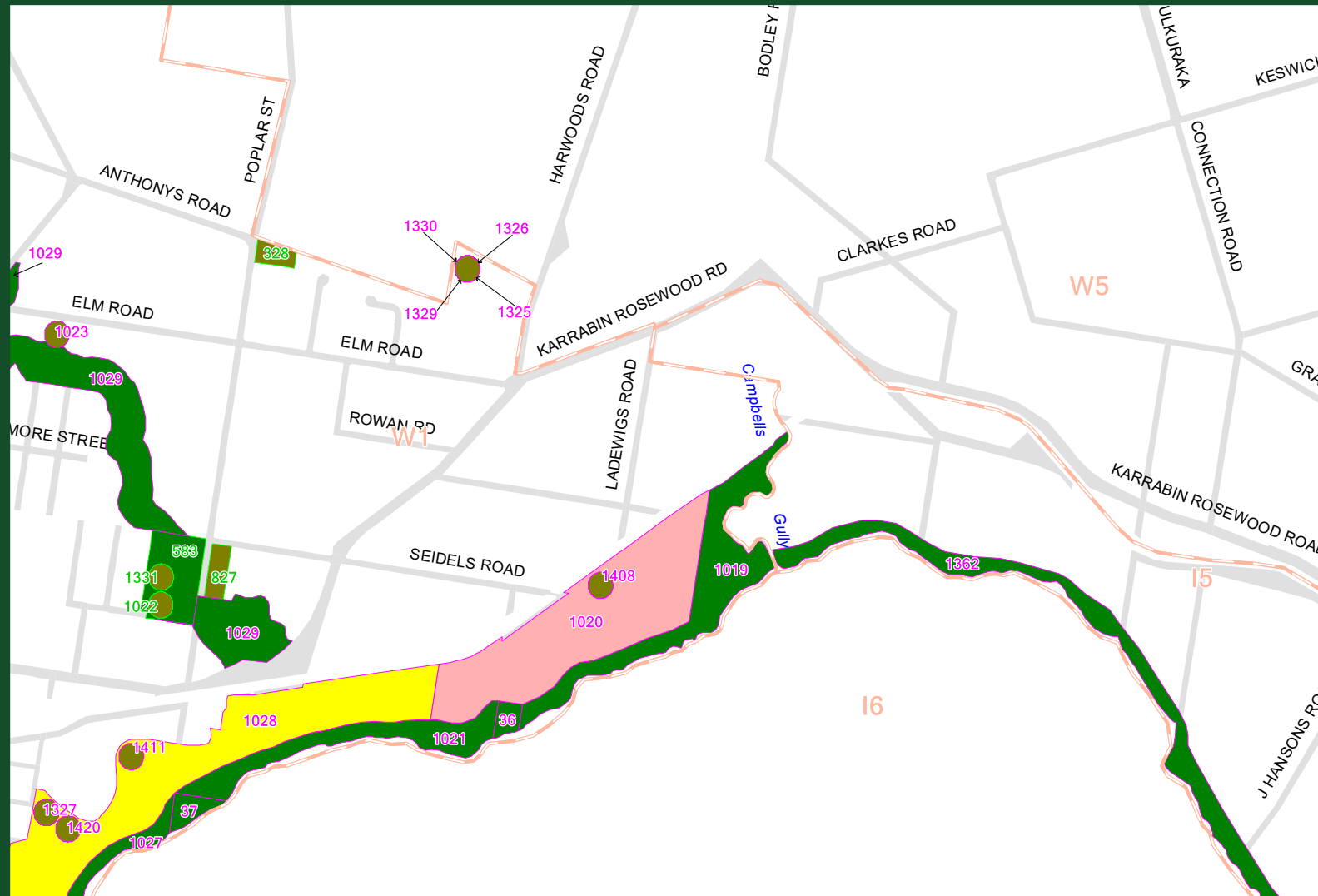
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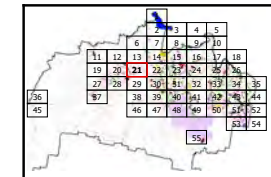
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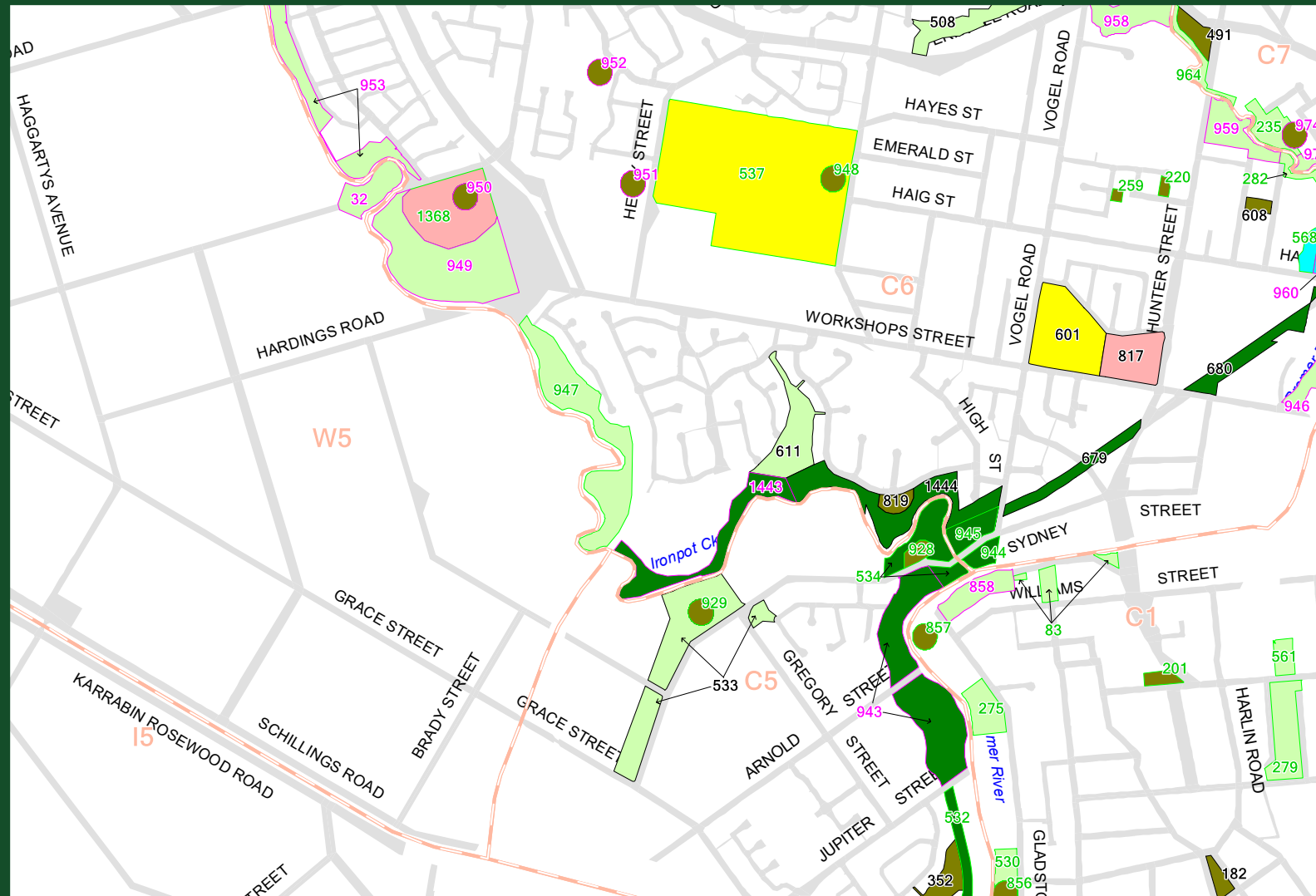
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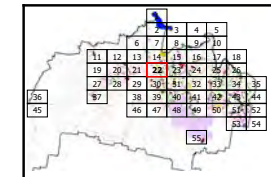
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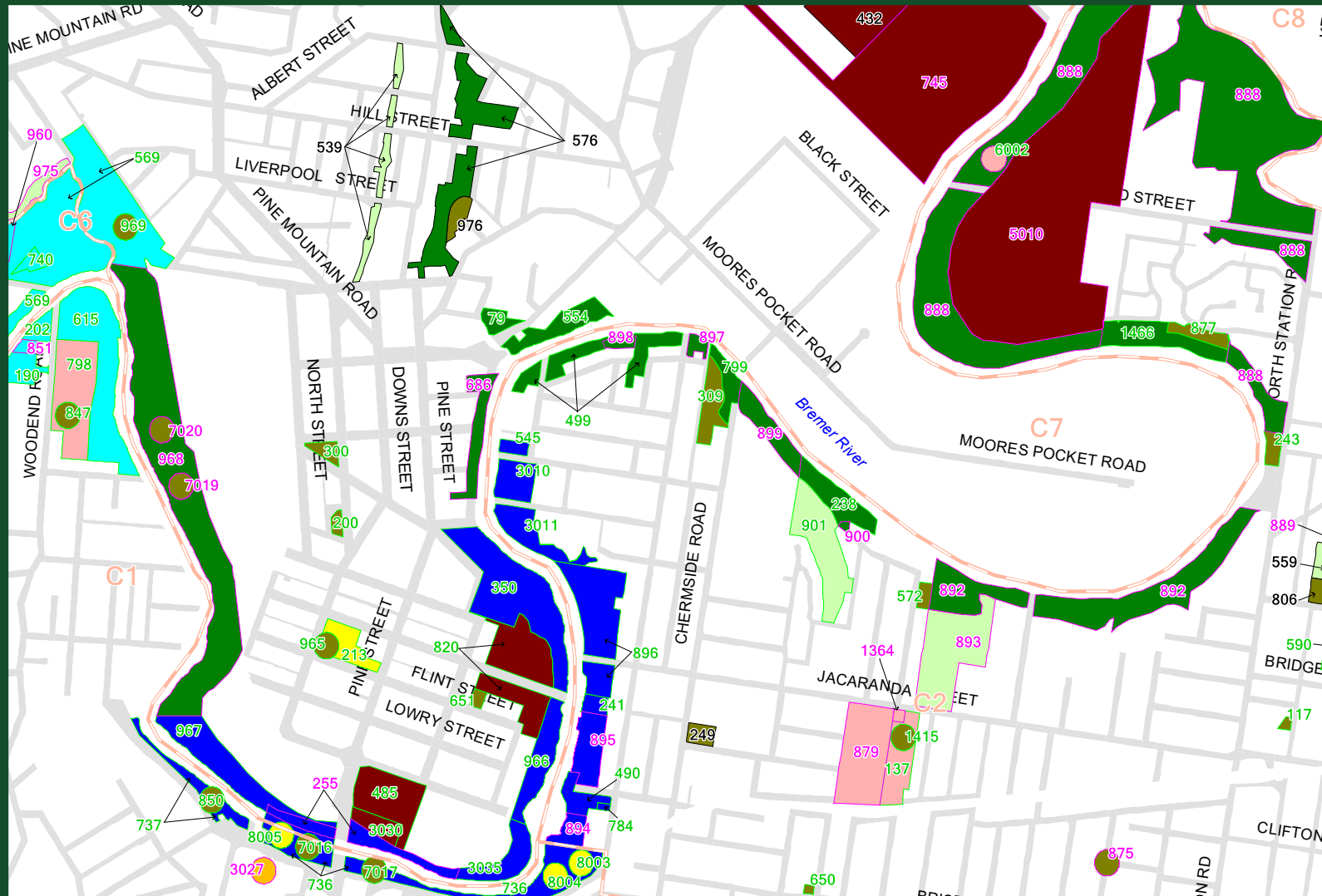
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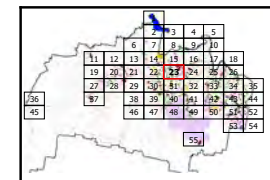
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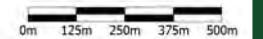
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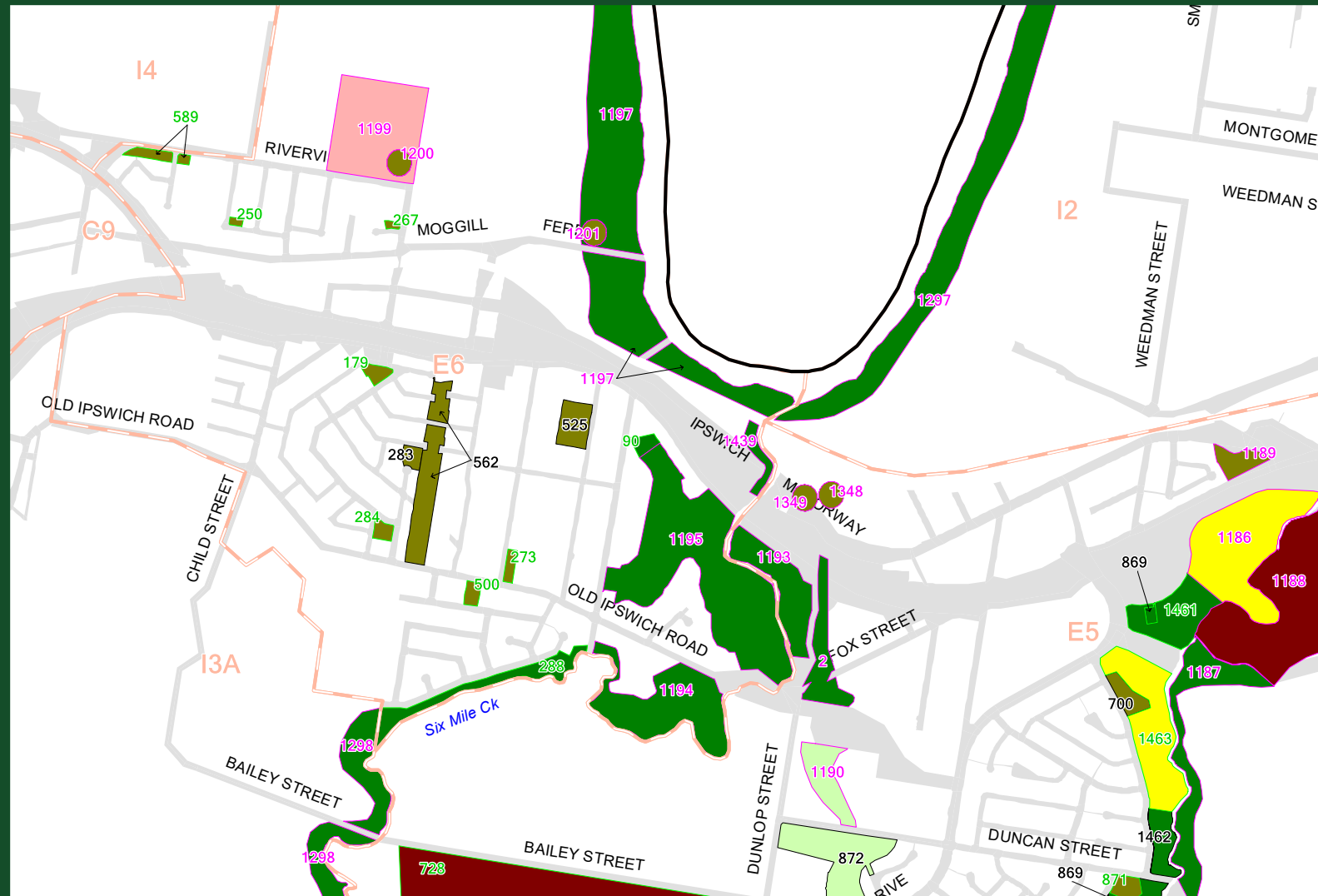
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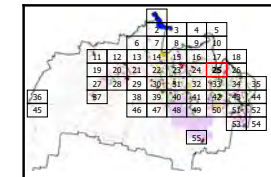
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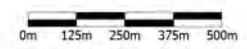
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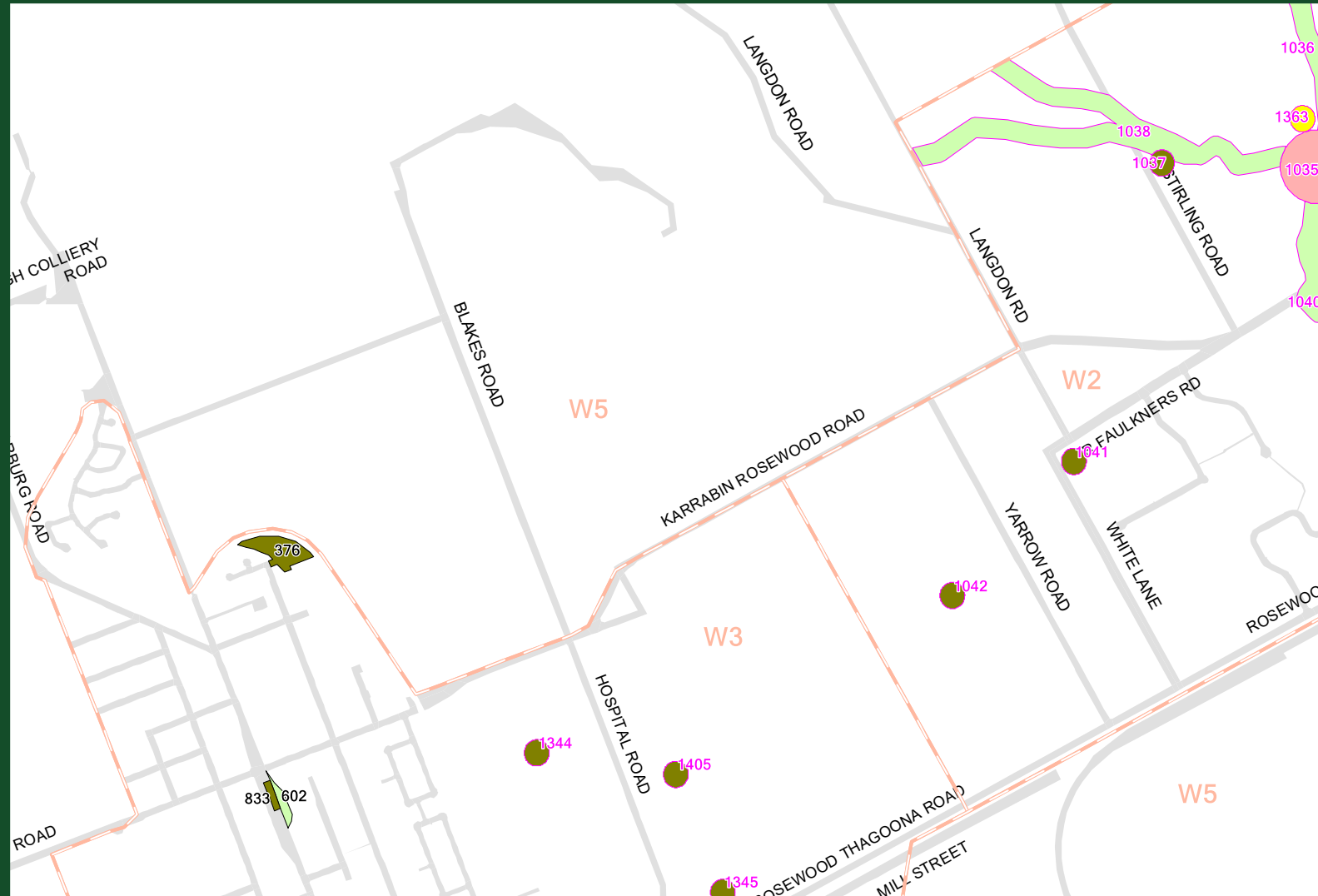
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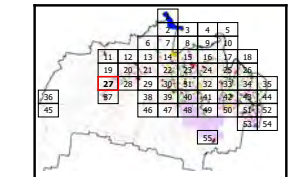
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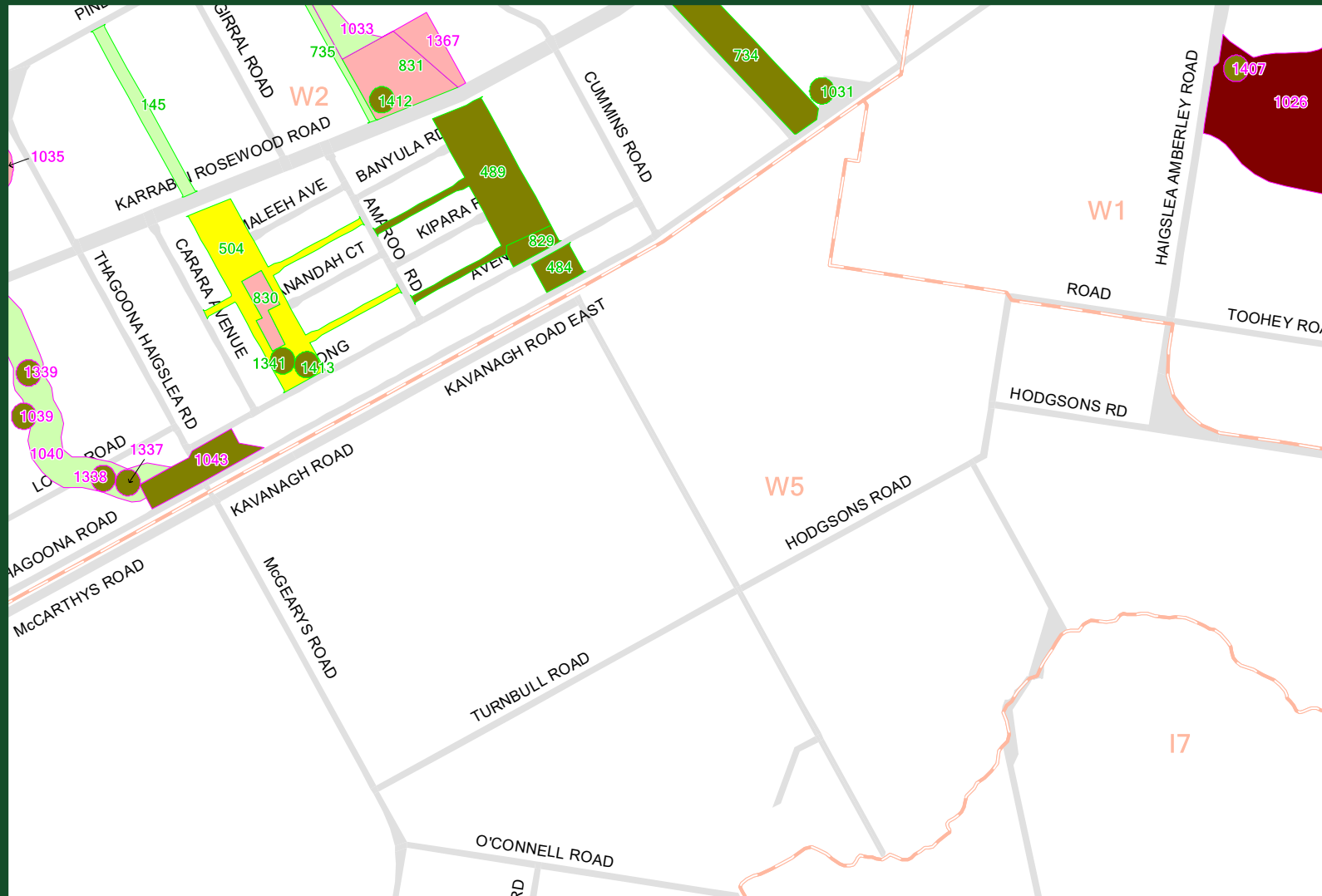
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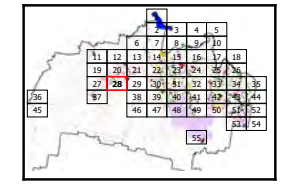
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District	Yellow	Cyan	N/A	N/A
Local	Brown	N/A	Pink	Light Green

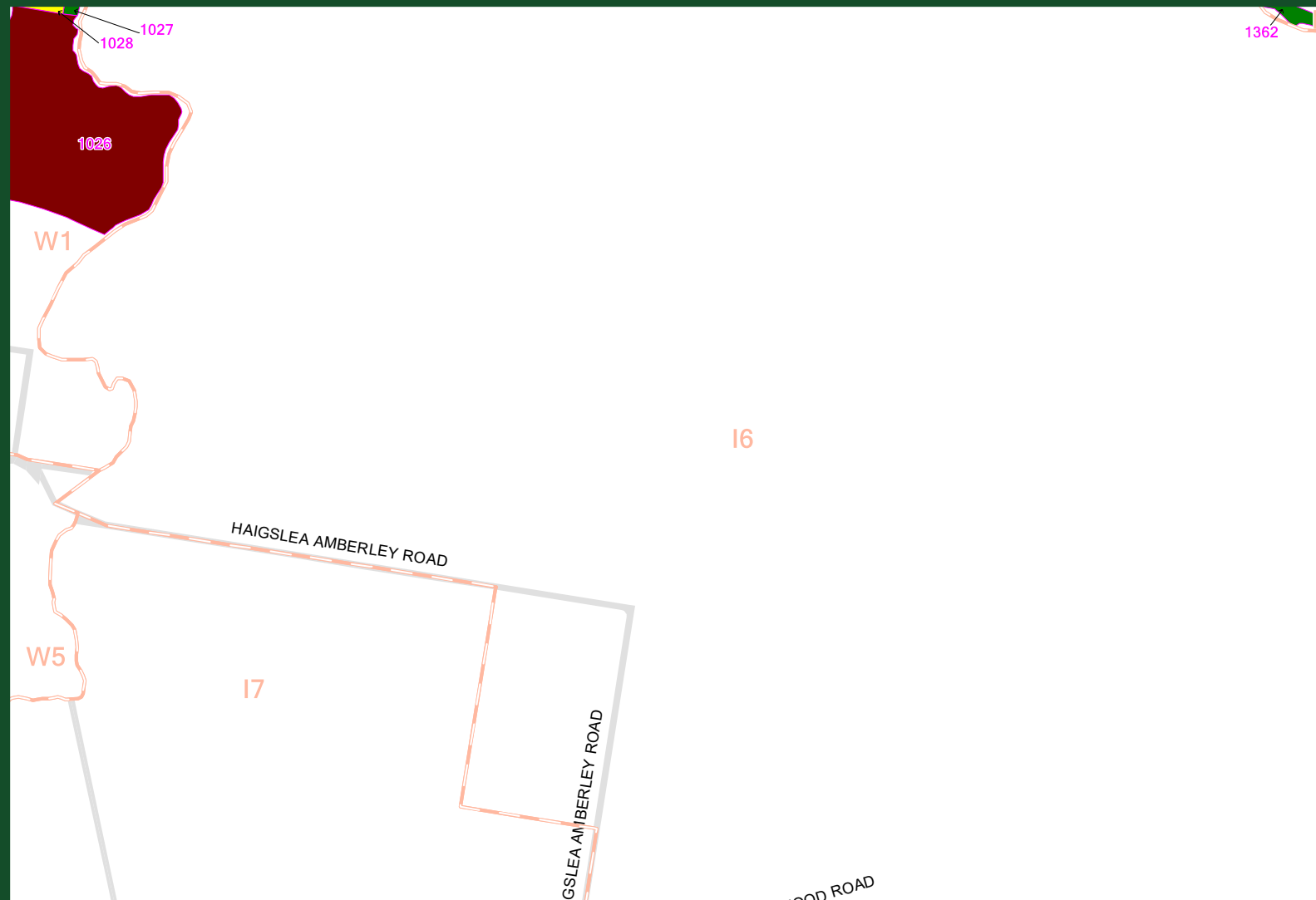
- Pink ID** New Future Park
- Green ID** Existing Park (Future Works)
- Black ID** Existing Park (Fully Developed)
- Railway Line & Stations
- Service Catchment Boundary
- E4** Service Catchment Name
- Ripley Valley Priority Development Area
- Ipswich Local Government Area Boundary



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City of Ipswich

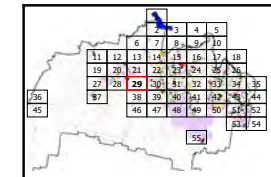
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Local Government Infrastructure Plan
Plan for Trunk Infrastructure
Public Parks

	Recreation Parks	Waterside Parks	Sports Grounds	Linear Parks
Citywide	Yellow	Blue	Red	Green
District	Yellow	Cyan	N/A	N/A
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Legend

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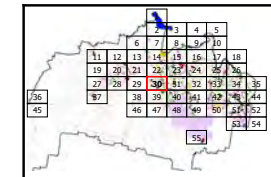
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Local Government Infrastructure Plan
Plan for Trunk Infrastructure
Public Parks

	Recreation Parks	Waterside Parks	Sports Grounds	Linear Parks
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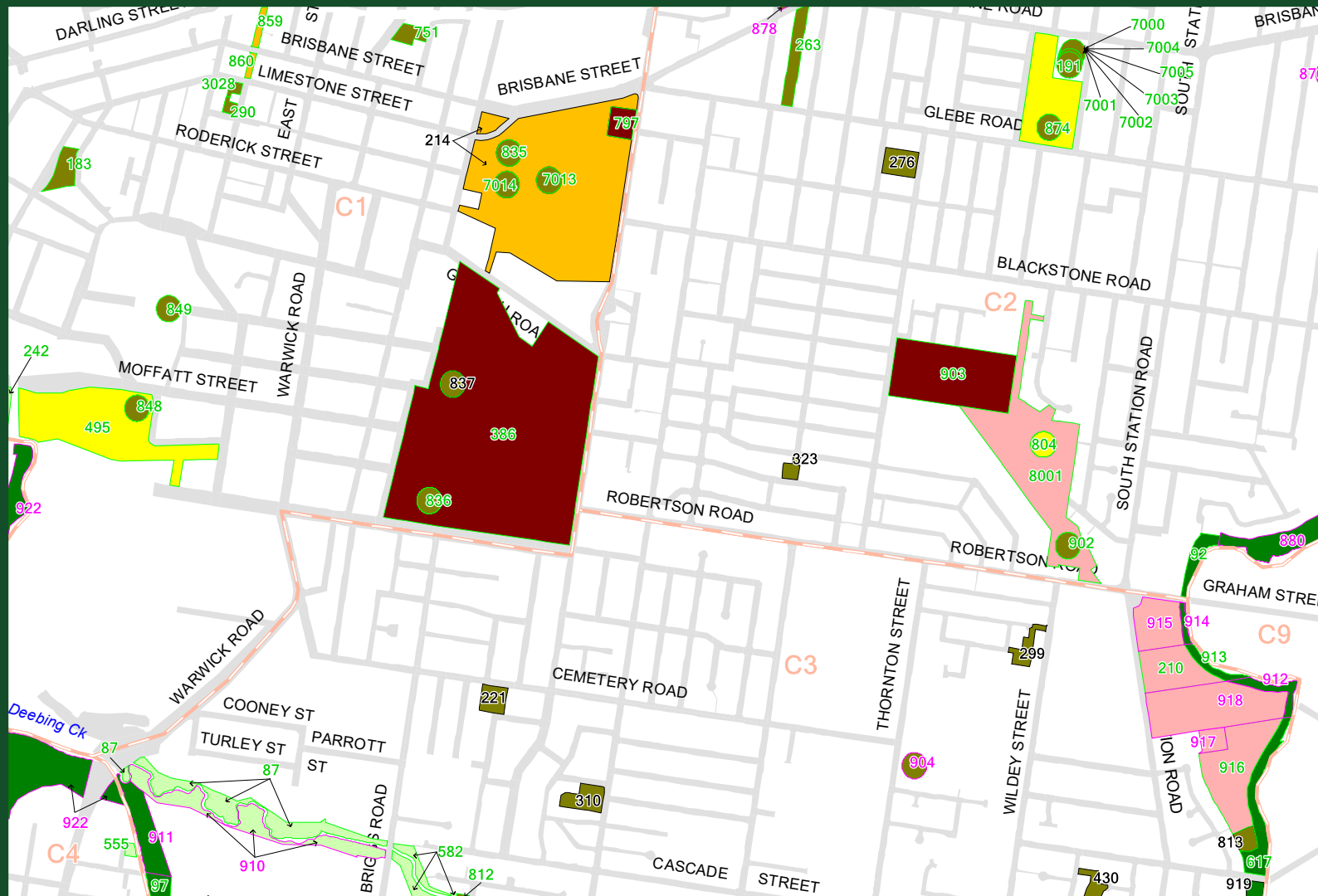
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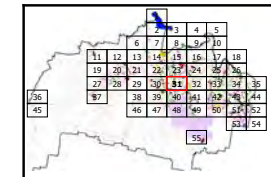
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Local Government Infrastructure Plan
Plan for Trunk Infrastructure
Public Parks

	Recreation Parks	Waterside Parks	Sports Grounds	Linear Parks
Citywide	Yellow	Blue	Red	Green
District	Yellow	Cyan	N/A	N/A
Local	Brown	N/A	Pink	Light Green

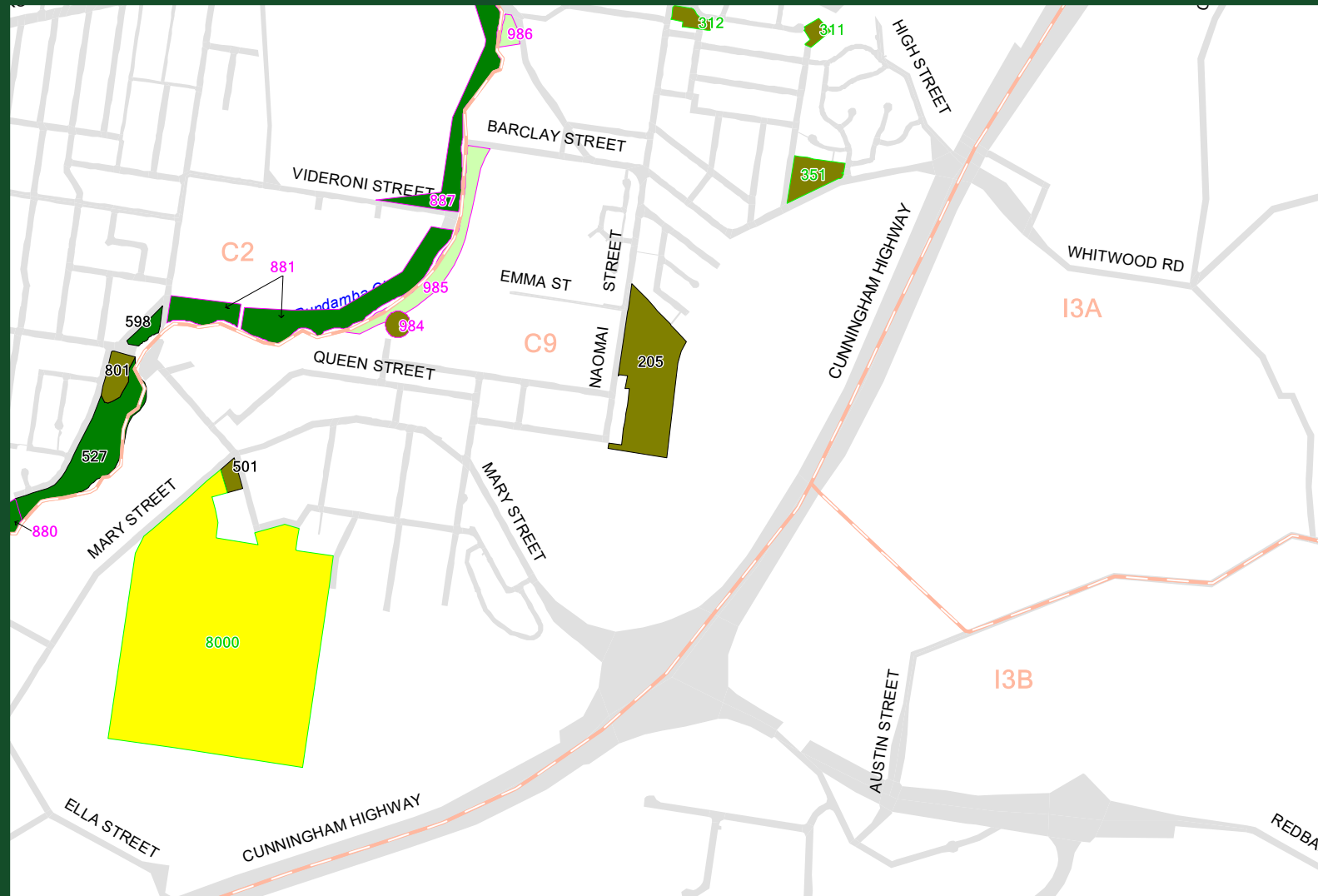
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Legend



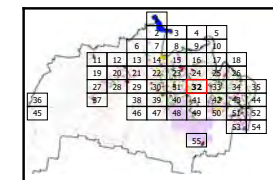
Local Government Infrastructure Plan

Plan for Trunk Infrastructure

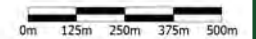
Public Parks

	Recreation Parks	Waterside Parks	Sports Grounds	Linear Parks
Citywide	Yellow	Blue	Red	Green
District	Yellow	Cyan	N/A	N/A
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- Pink ID Pink Future Park
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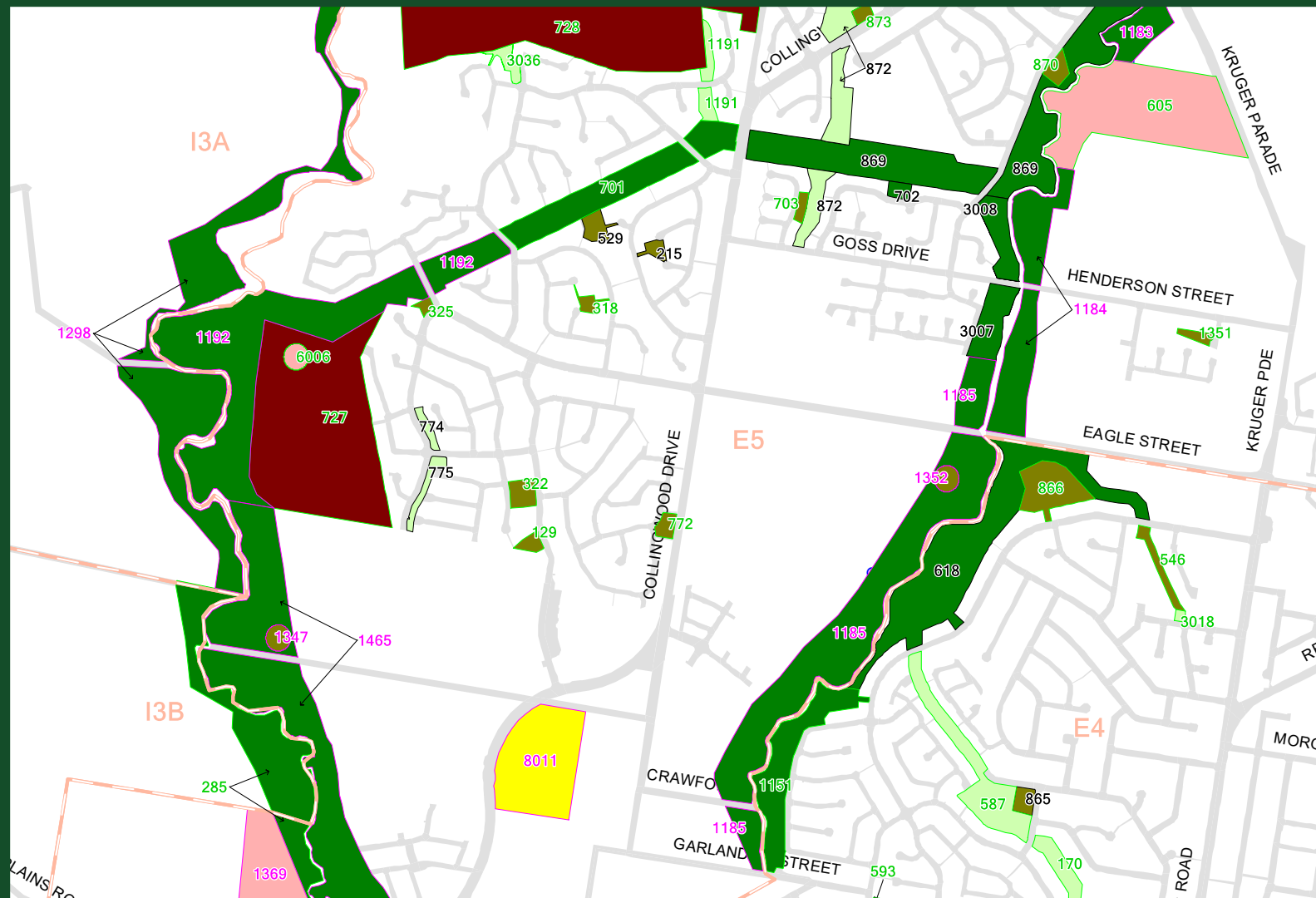


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Local Government
Infrastructure Plan

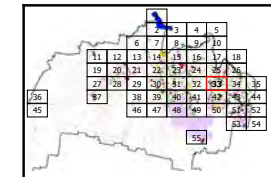
Plan for Trunk Infrastructure

Public Parks



	Recreation Parks	Waterside Parks	Sports Grounds	Linear Parks
Citywide	Yellow	Blue	Red	Green
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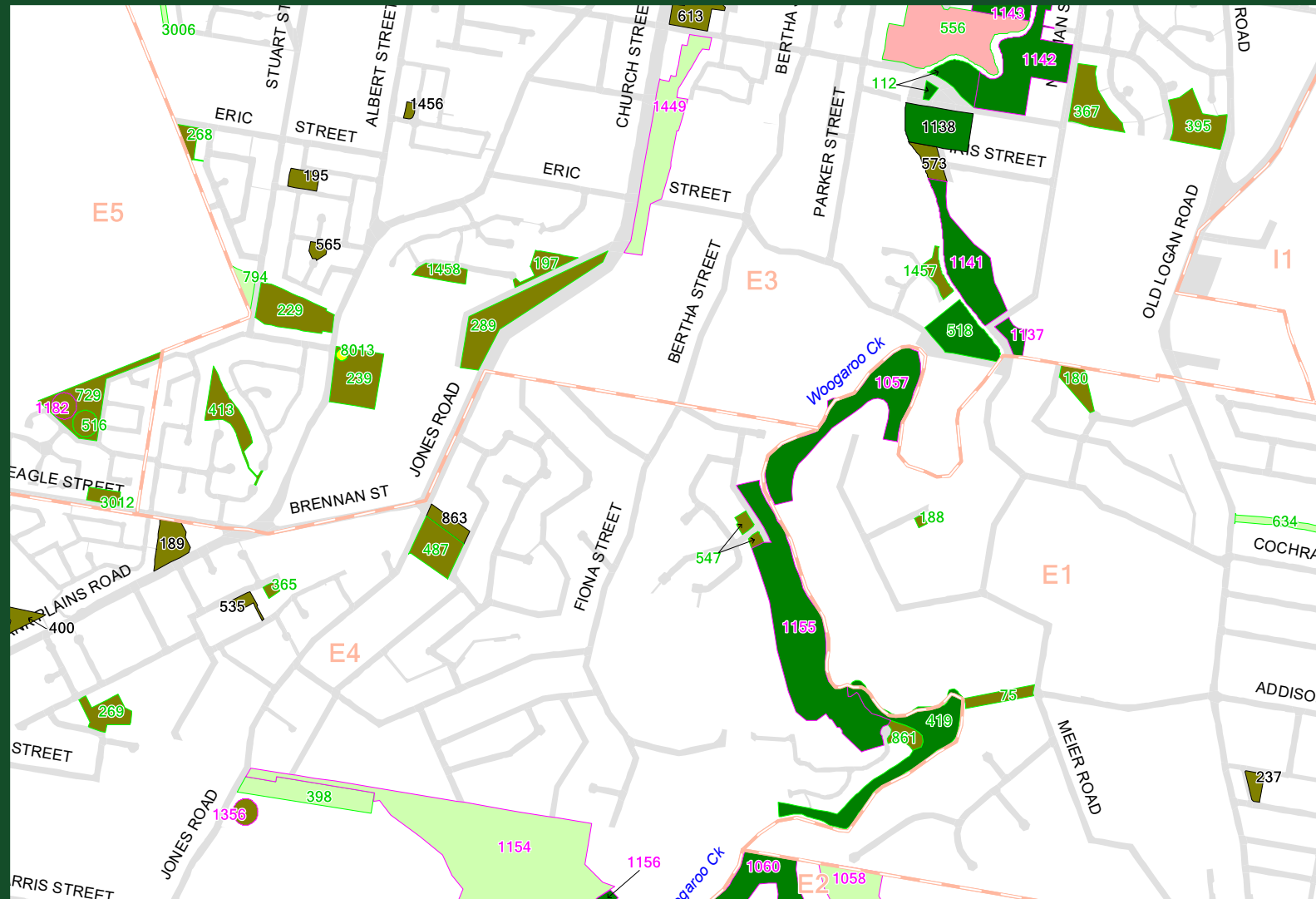
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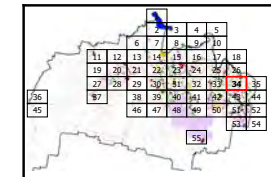
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Local Government Infrastructure Plan
Plan for Trunk Infrastructure
Public Parks

	Recreation Parks	Waterside Parks	Sports Grounds	Linear Parks
Citywide	Yellow	Blue	Red	Green
District	Yellow	Cyan	N/A	N/A
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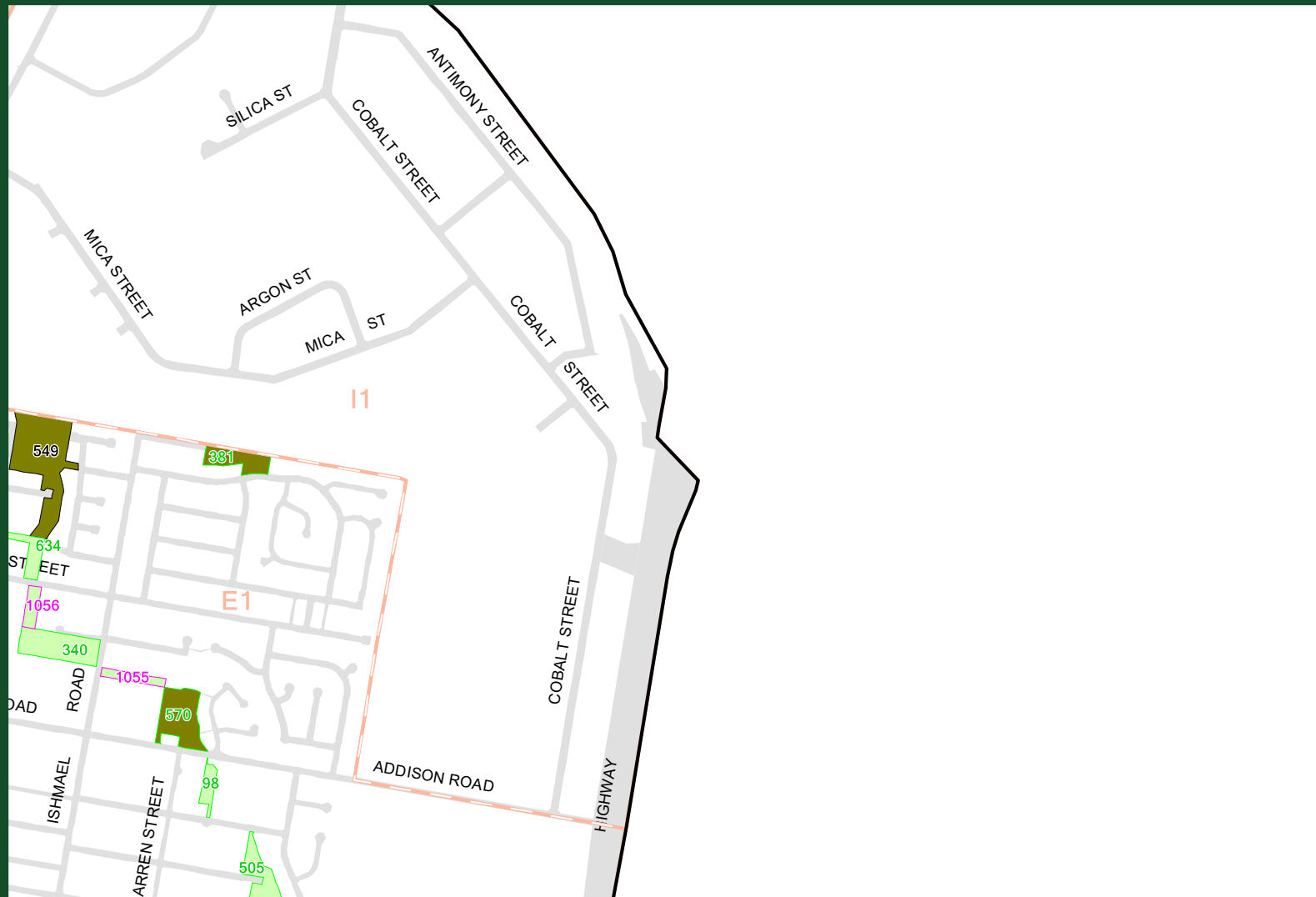
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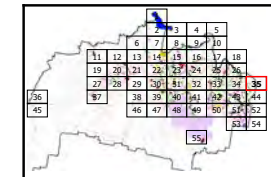
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**Local Government
Infrastructure Plan**
Plan for Trunk Infrastructure
Public Parks

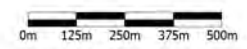
	Recreation Parks	Waterside Parks	Sports Grounds	Linear Parks
Citywide	Yellow	Blue	Red	Green
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- Pink ID Pink Future Park
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- E1 Service Catchment Boundary
- E4 Service Catchment Name
- Ripley Valley Priority Development Area Ripley Valley Priority Development Area
- Ipswich Local Government Area Boundary Ipswich Local Government Area Boundary



Legend

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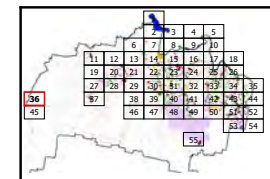




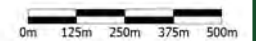
**Local Government
Infrastructure Plan**
Plan for Trunk Infrastructure
Public Parks

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Citywide	Orange	Blue	Red	Green
District	Yellow	Cyan	N/A	N/A
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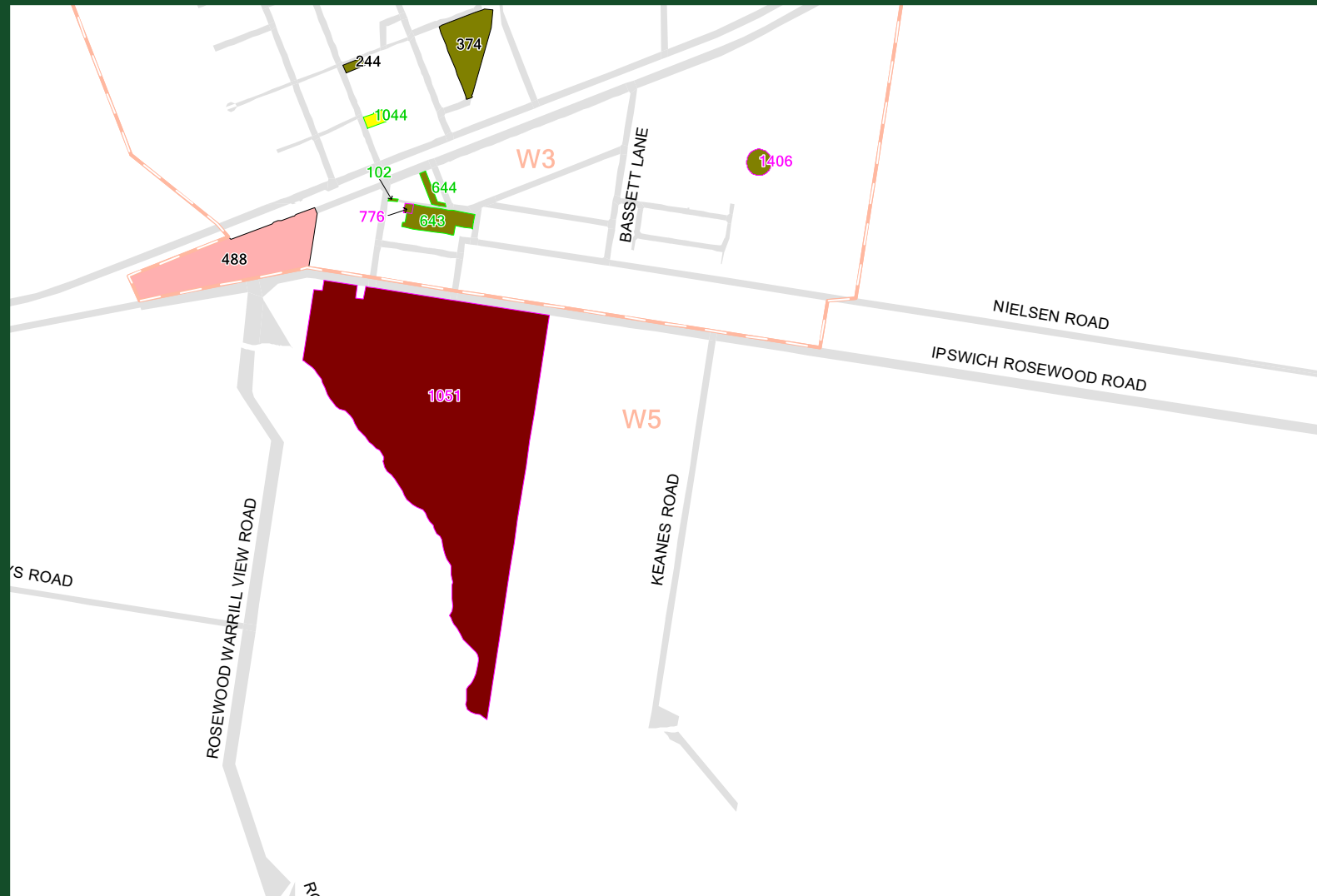
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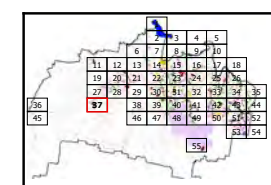
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**Local Government
Infrastructure Plan**
Plan for Trunk Infrastructure
Public Parks

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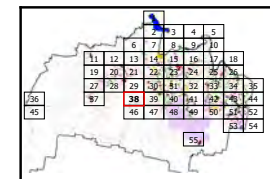
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**Local Government
Infrastructure Plan**
Plan for Trunk Infrastructure
Public Parks

	Recreation Parks	Waterside Parks	Sports Grounds	Linear Parks
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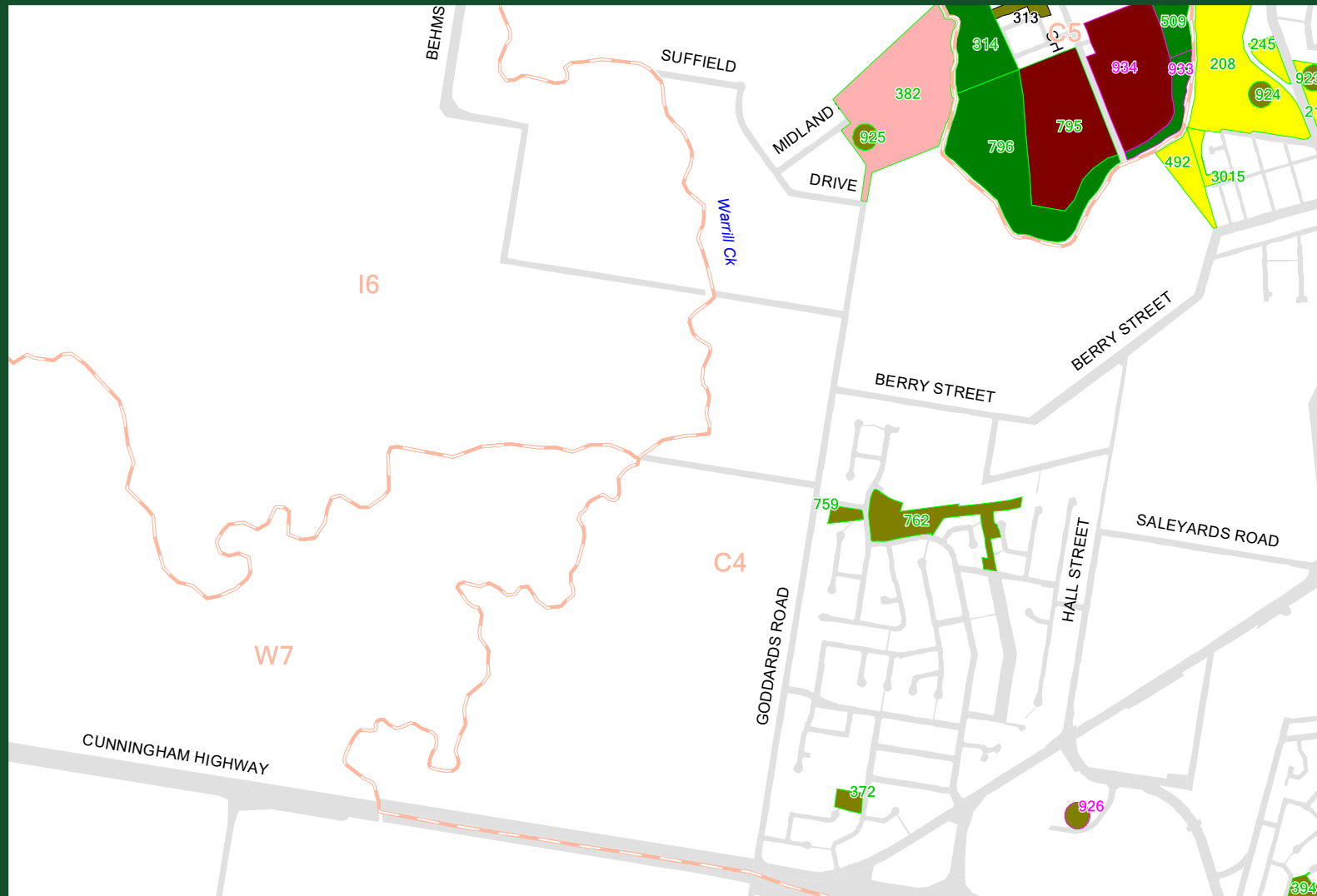
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Legend

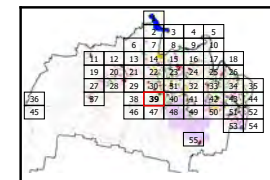




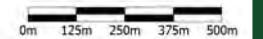
Local Government Infrastructure Plan
Plan for Trunk Infrastructure
Public Parks

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Citywide	Orange	Blue	Red	Green
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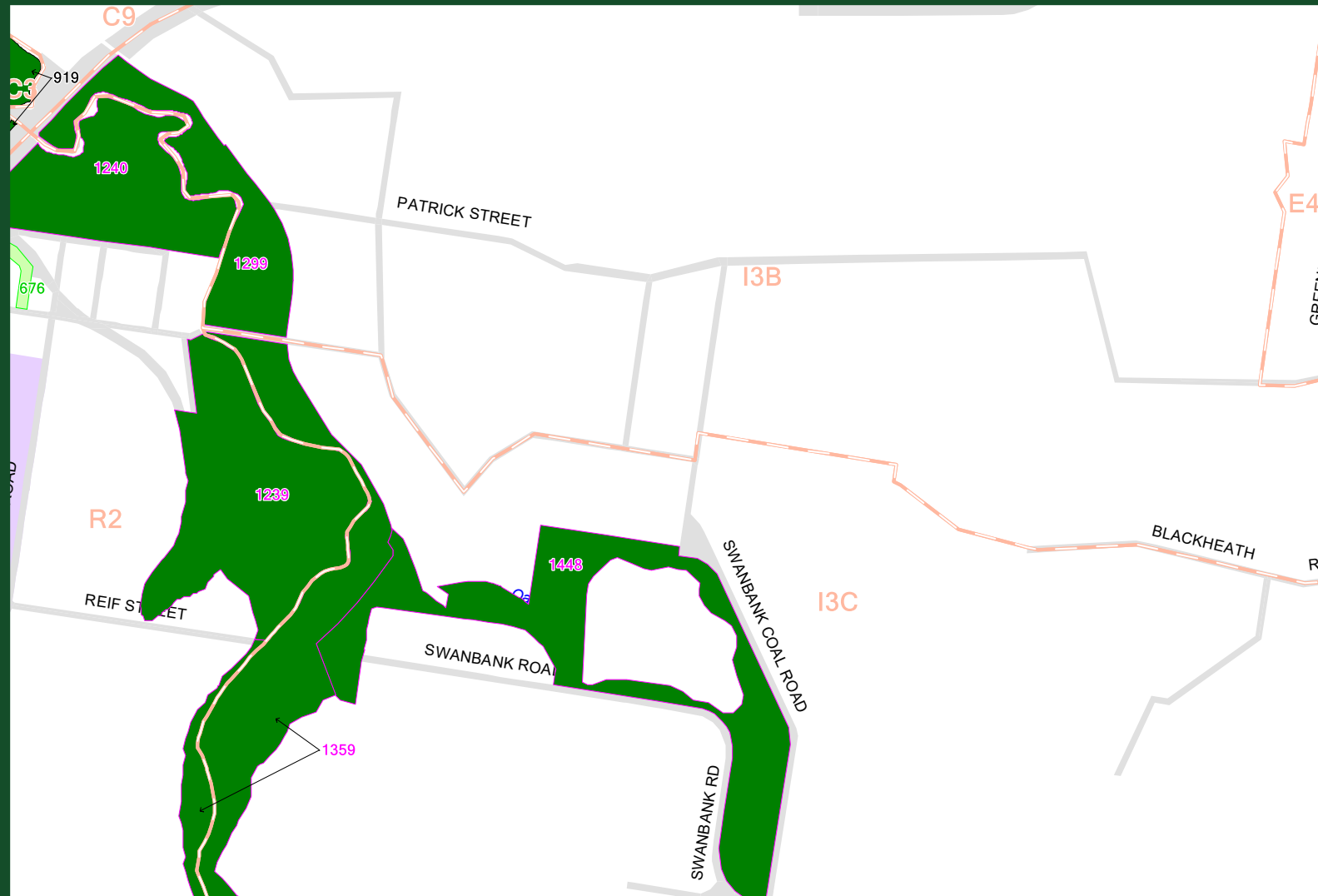
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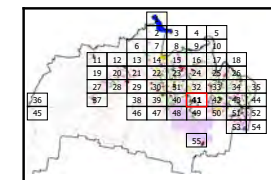
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Local Government
Infrastructure Plan
Plan for Trunk Infrastructure
Public Parks

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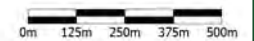
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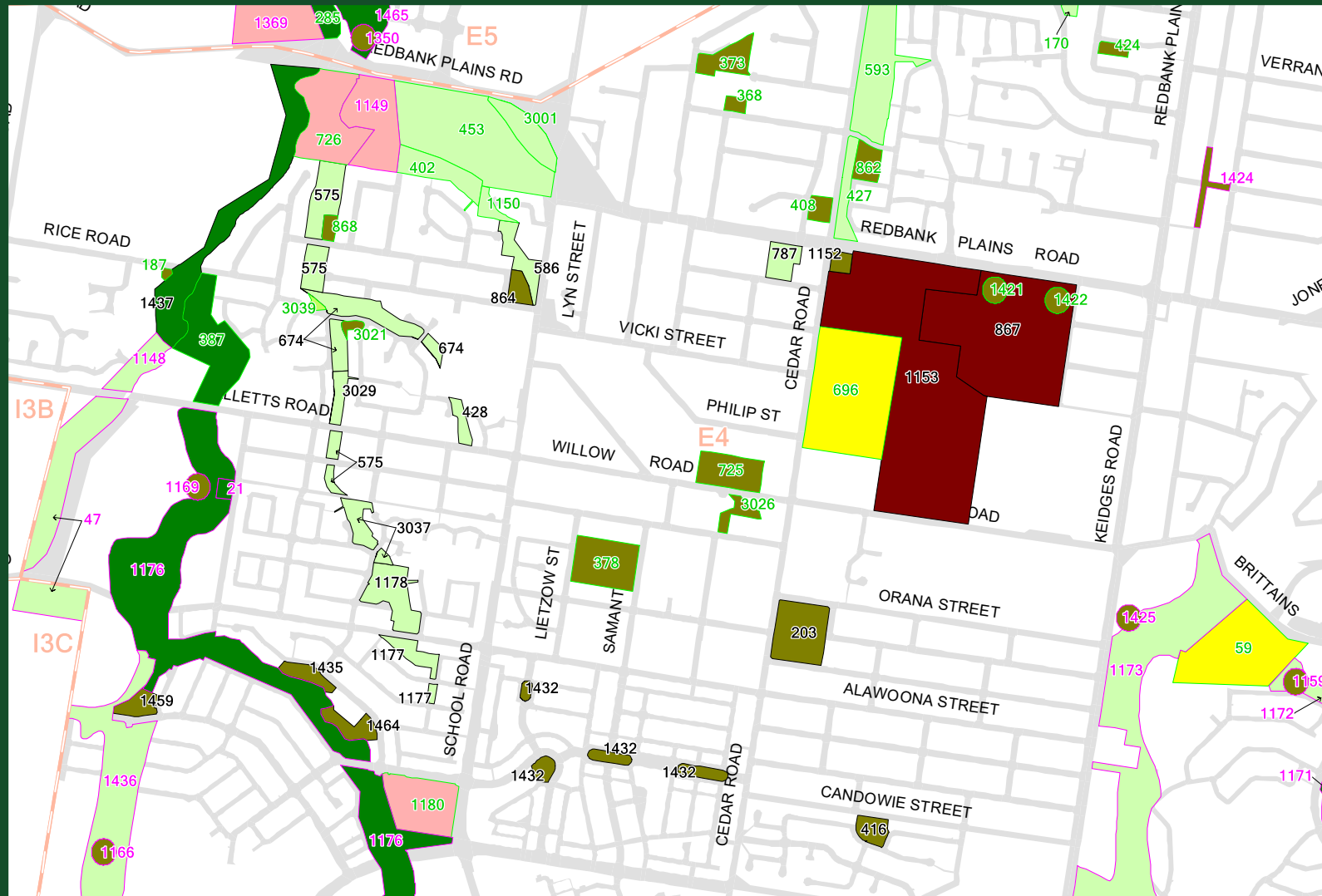
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Ipswich



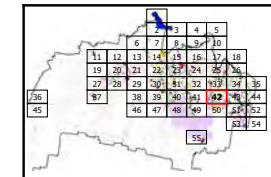
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Local Government Infrastructure Plan
Plan for Trunk Infrastructure
Public Parks

	Recreation Parks	Waterside Parks	Sports Grounds	Linear Parks
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Legend

Public Parks

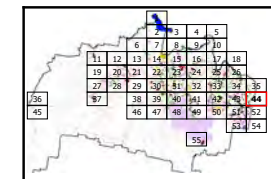
Map P44



Local Government Infrastructure Plan Plan for Trunk Infrastructure Public Parks

	Recreation Parks	Waterside Parks	Sports Grounds	Linear Parks
Citywide	Yellow	Blue	Red	Green
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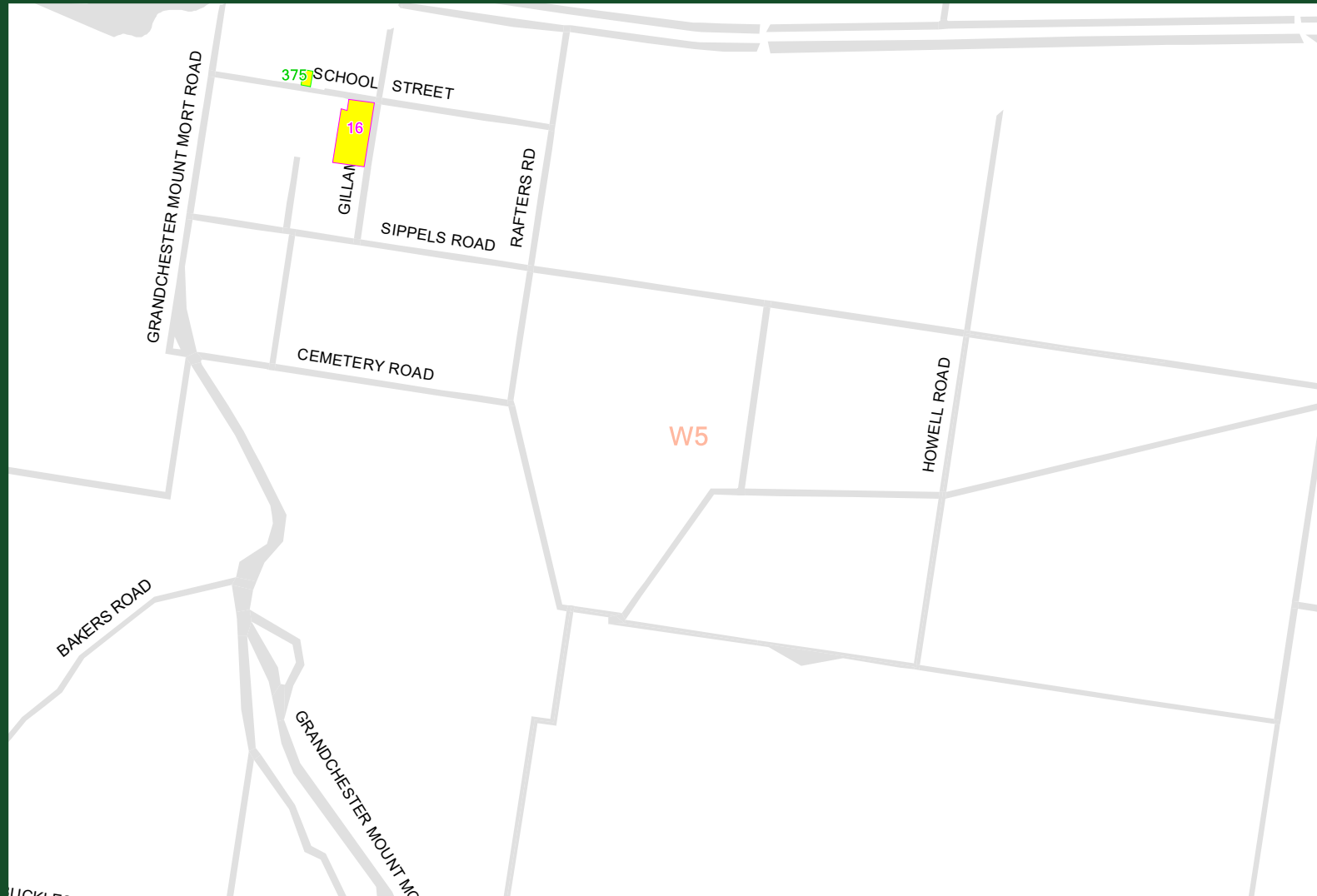
- Pink ID New Future Park
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- Ripley Valley Priority Development Area Ripley Valley Priority Development Area
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City of Ipswich

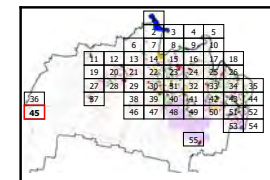
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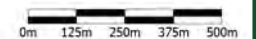
Local Government
Infrastructure Plan
Plan for Trunk Infrastructure
Public Parks

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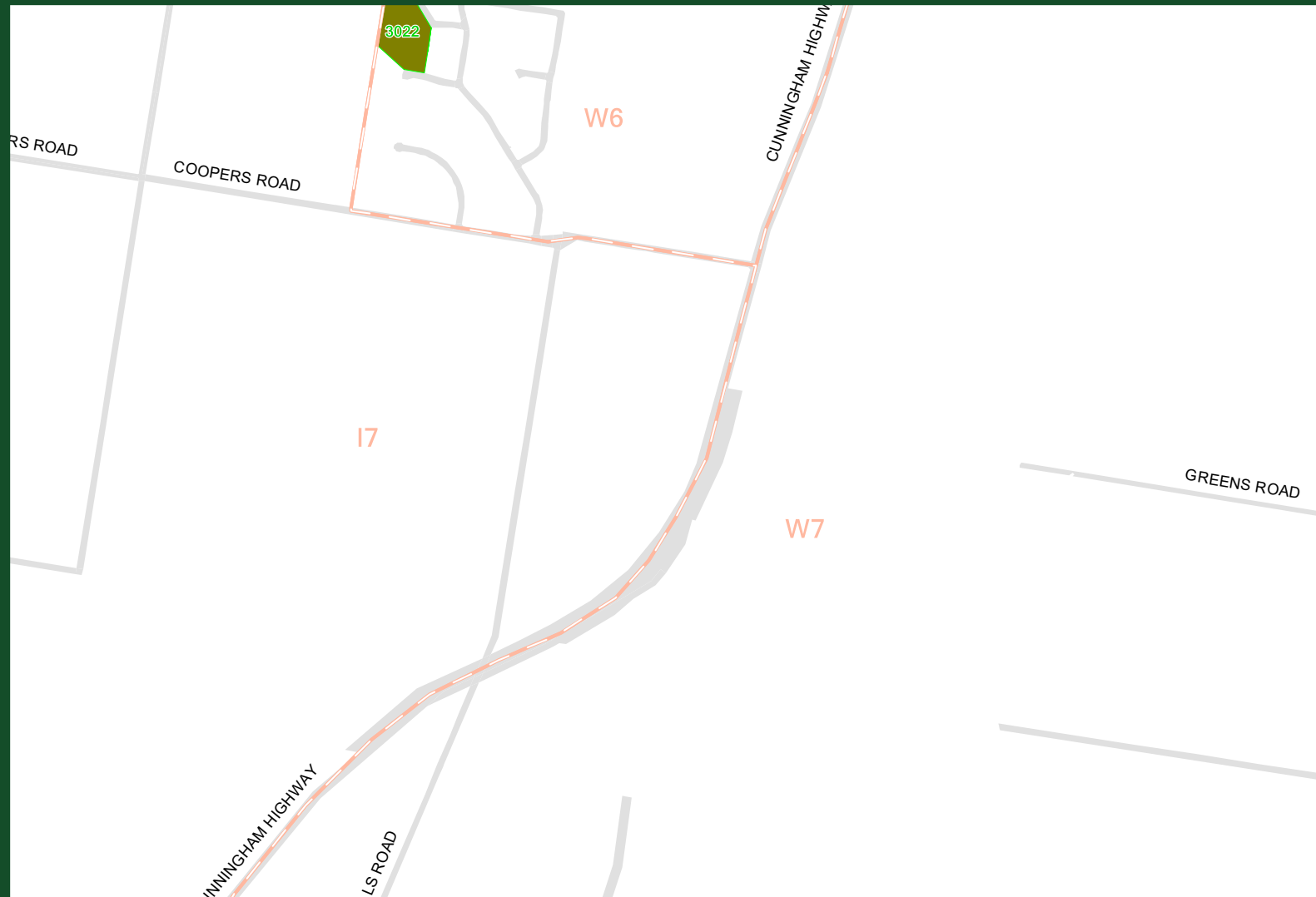
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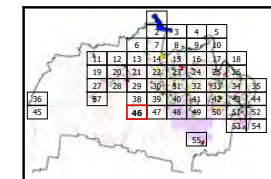
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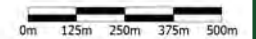
Local Government
Infrastructure Plan
Plan for Trunk Infrastructure
Public Parks

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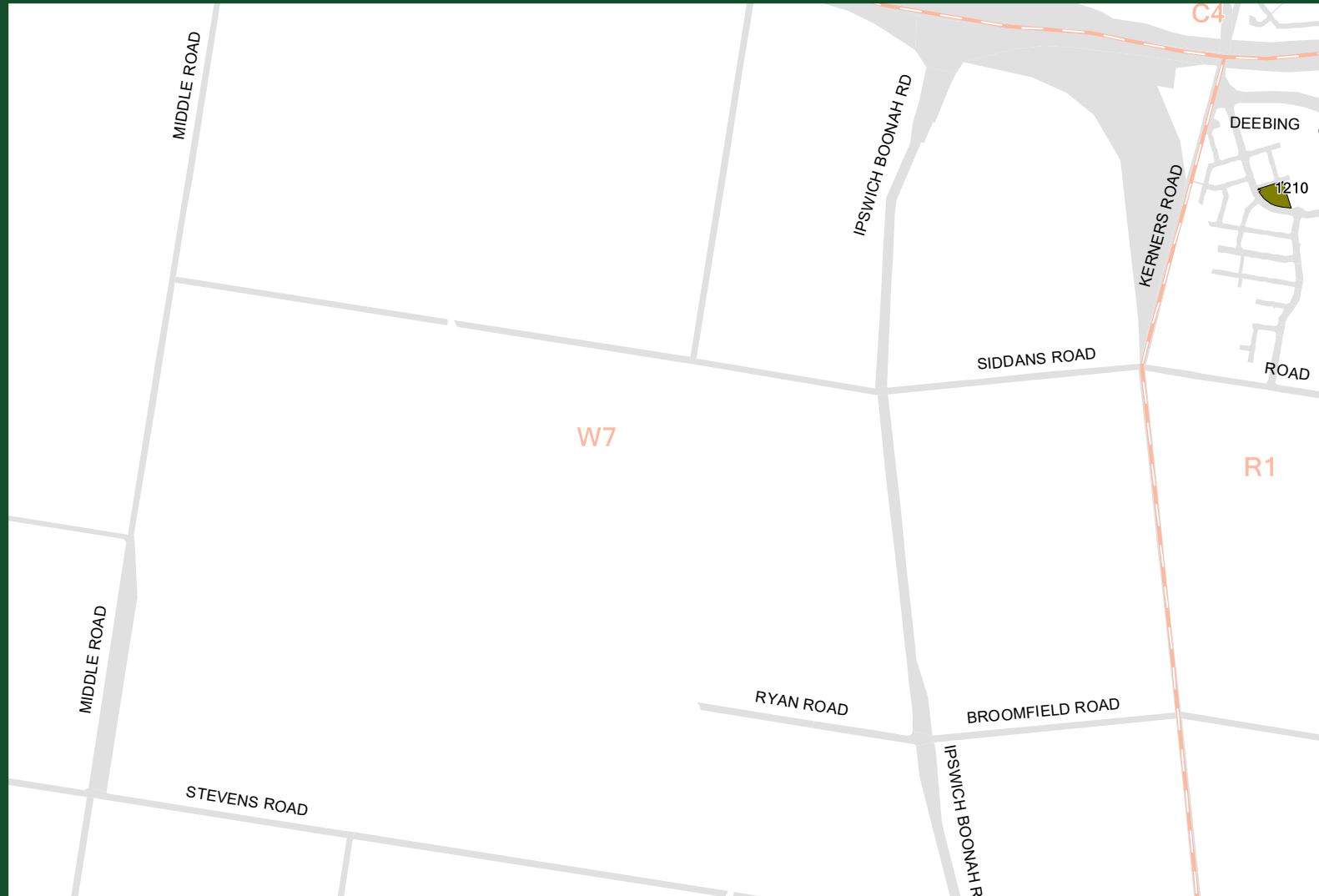
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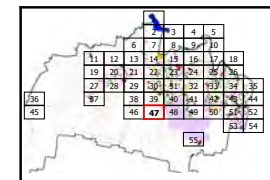
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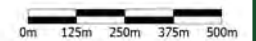
**Local Government
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Plan for Trunk Infrastructure
Public Parks

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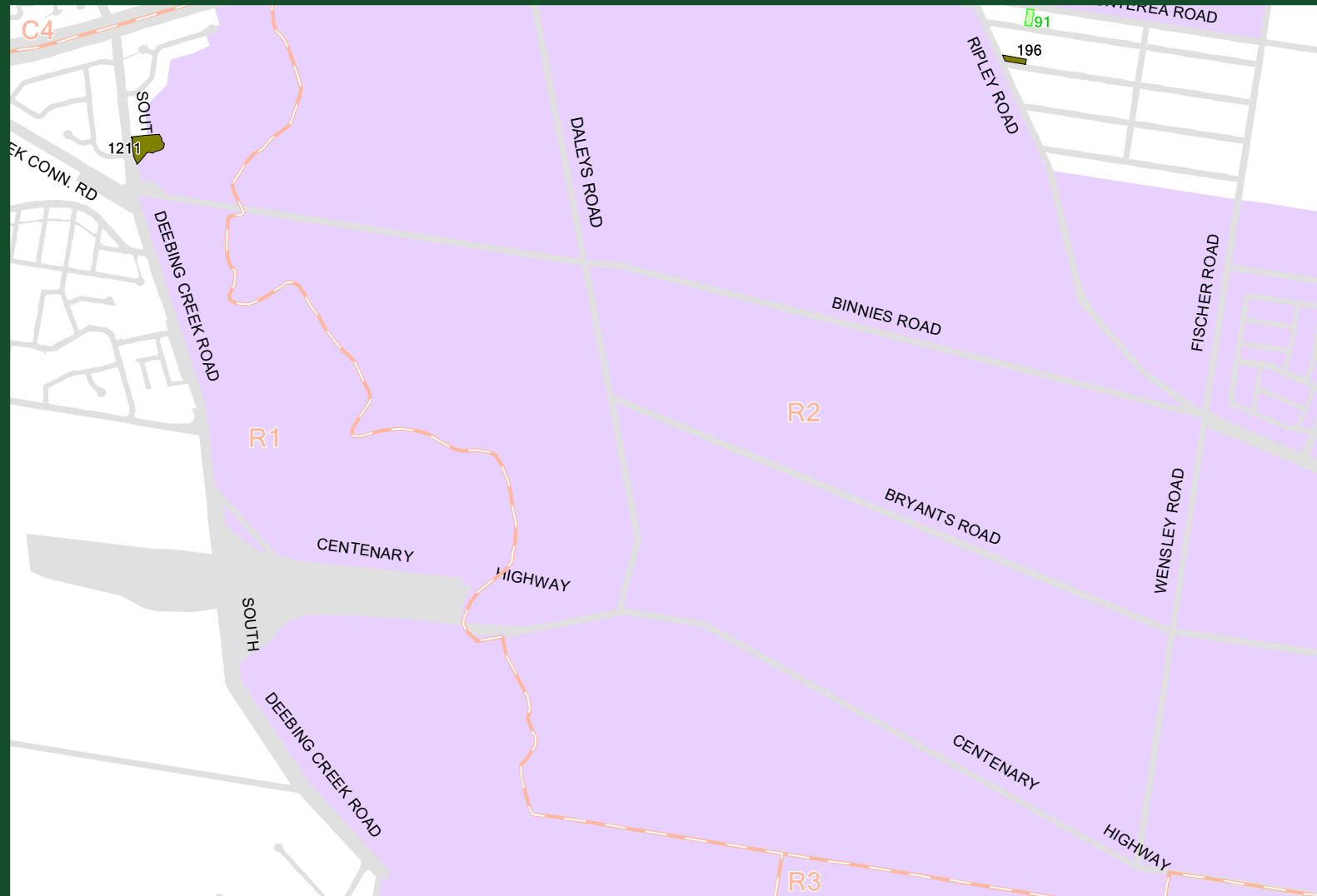
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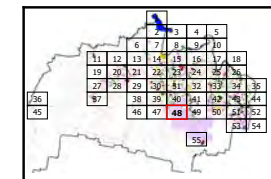
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**Local Government
Infrastructure Plan**
Plan for Trunk Infrastructure
Public Parks

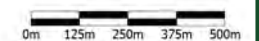
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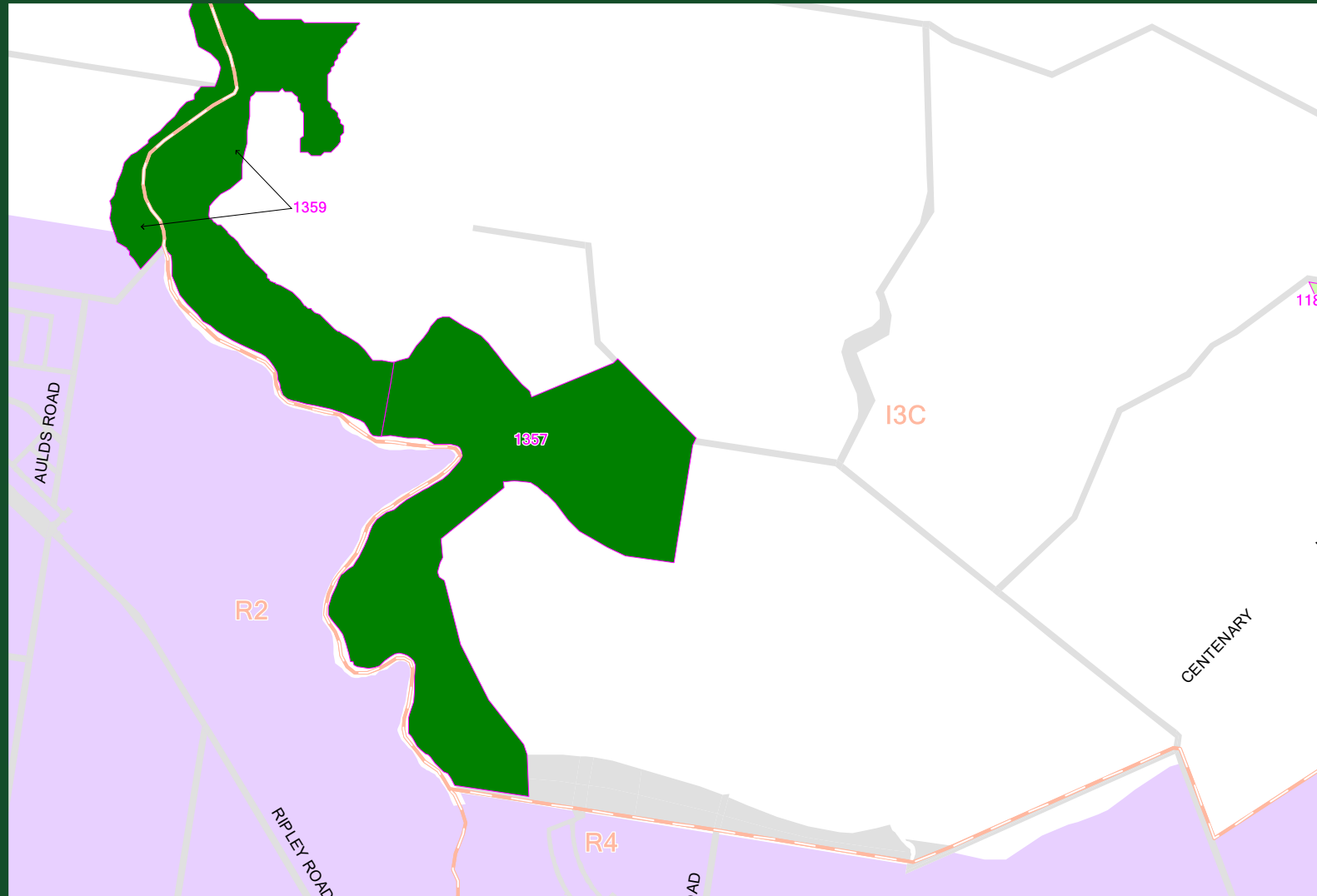
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Legend

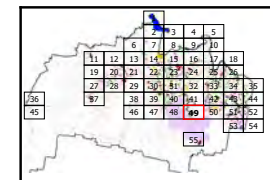




**Local Government
Infrastructure Plan**
Plan for Trunk Infrastructure
Public Parks

	Recreation Parks	Waterside Parks	Sports Grounds	Linear Parks
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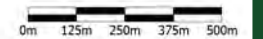
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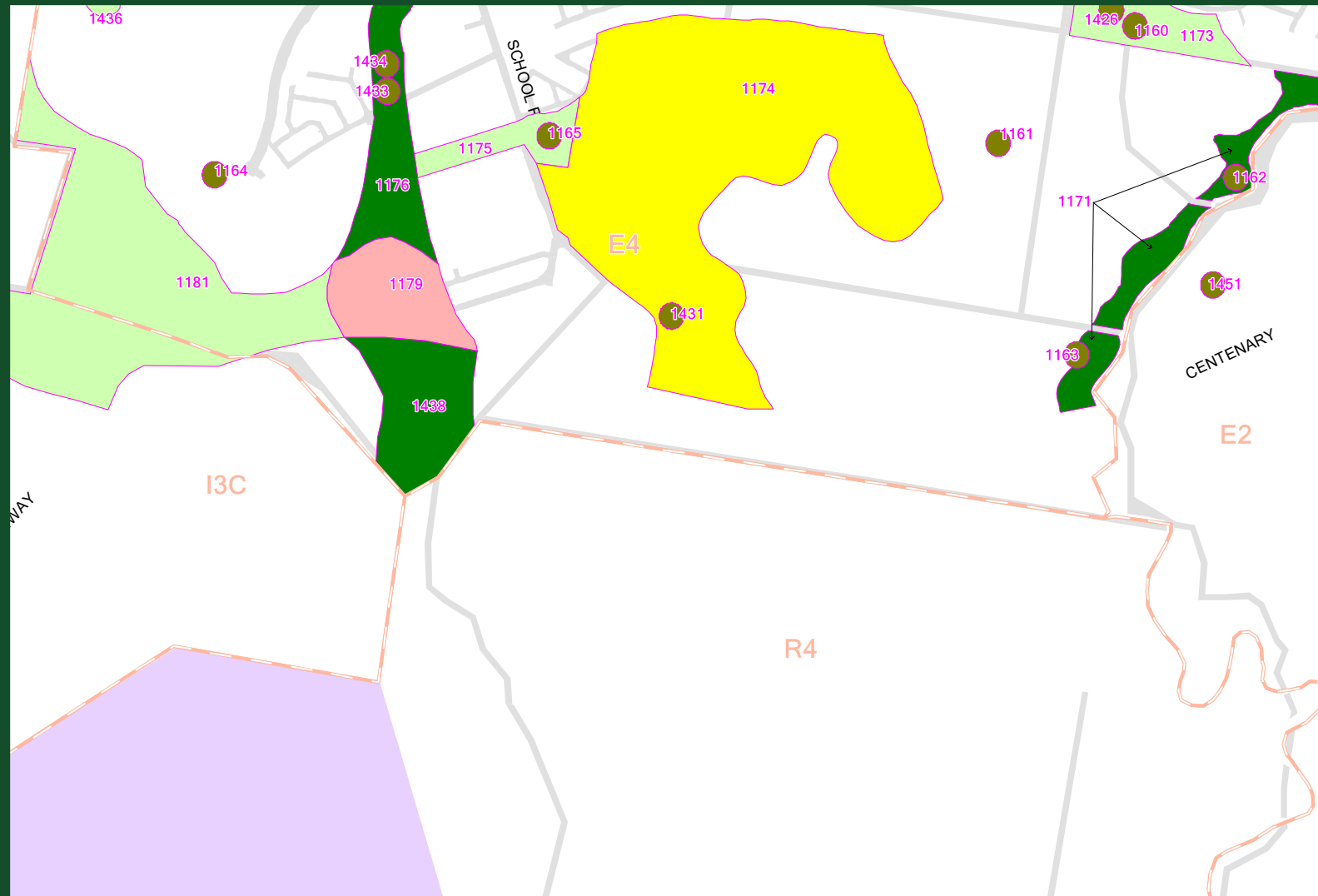
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Ipswich**



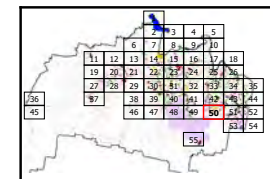
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Local Government Infrastructure Plan
Plan for Trunk Infrastructure
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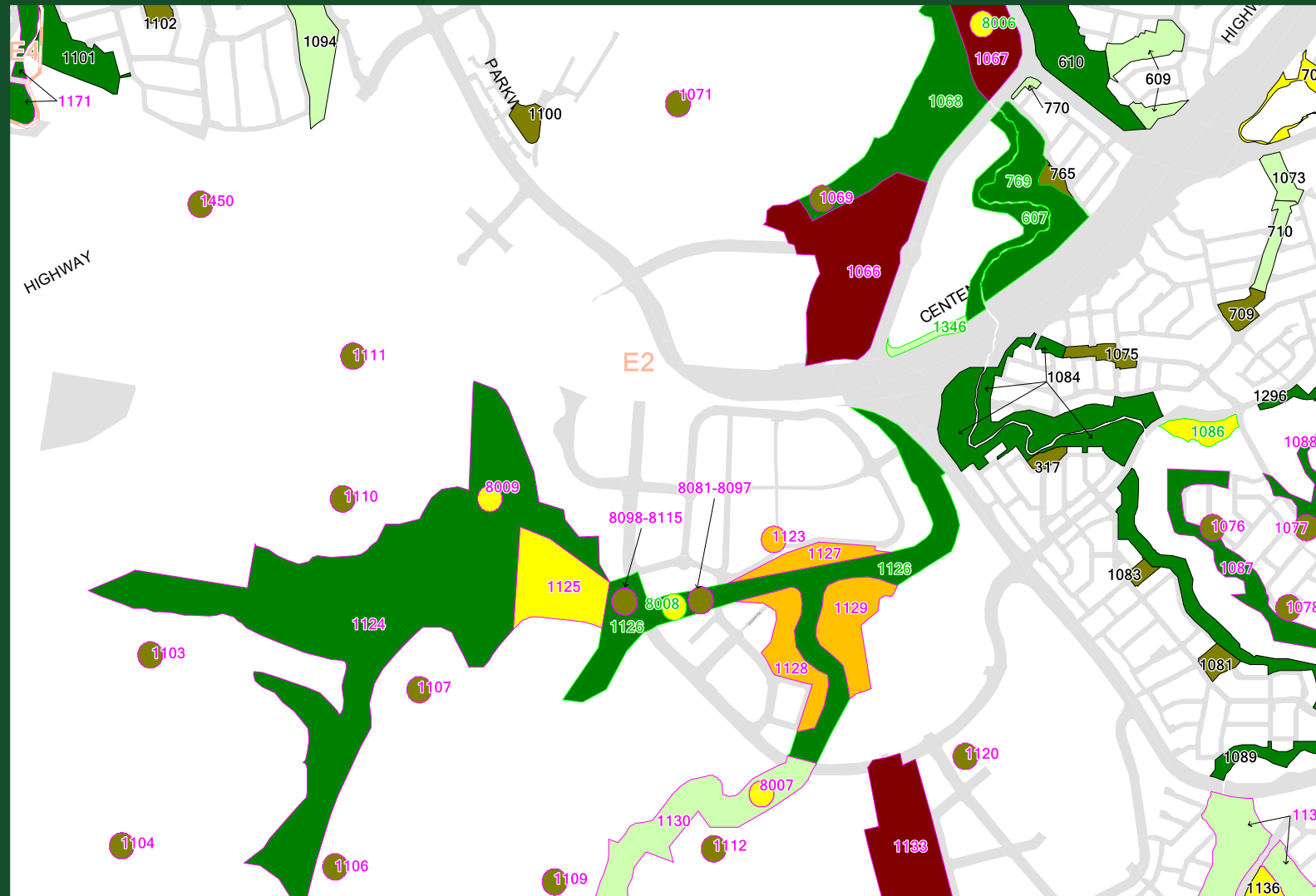
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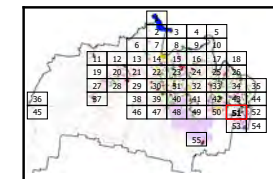
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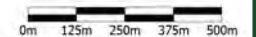
Local Government
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Public Parks

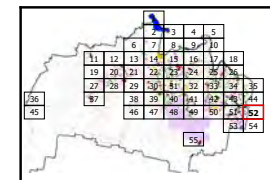
Map P52



Local Government Infrastructure Plan Plan for Trunk Infrastructure Public Parks

	Recreation Parks	Waterside Parks	Sports Grounds	Linear Parks
Citywide	Yellow	Blue	Red	Green
District	Yellow	Cyan	N/A	N/A
Local	Brown	N/A	Pink	Light Green

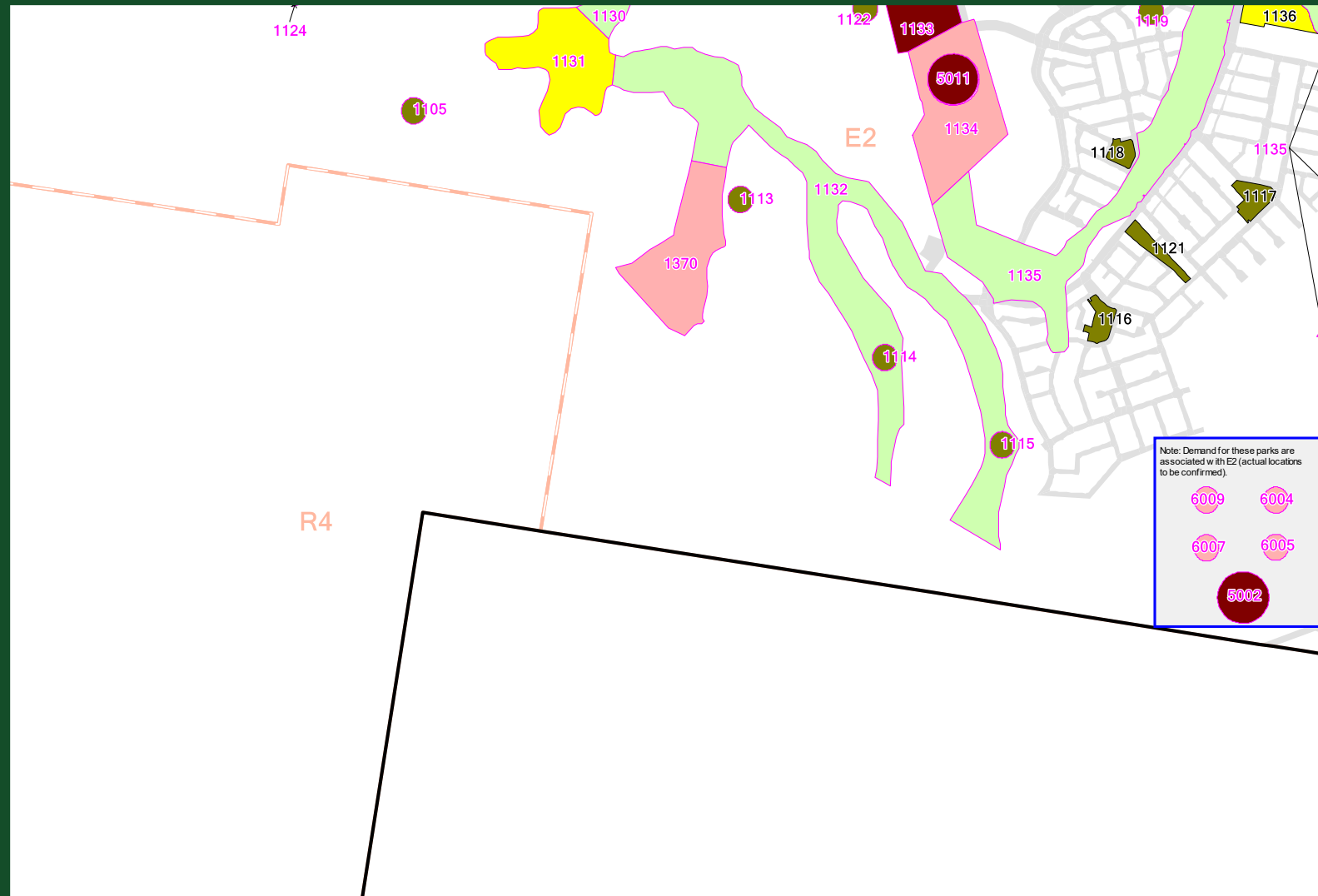
- Pink ID New Future Park
- Green ID Existing Park (Future Works)
- Black ID Existing Park (Fully Developed)
- Railway Line & Stations
- Service Catchment Boundary
- E4 Service Catchment Name
- Ripley Valley Priority Development Area
- Ipswich Local Government Area Boundary



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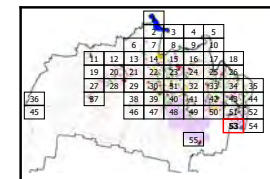
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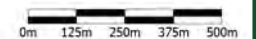
Local Government Infrastructure Plan
Plan for Trunk Infrastructure
Public Parks

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Public Parks

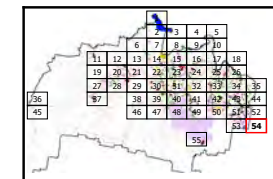
Map P54



Local Government Infrastructure Plan Plan for Trunk Infrastructure Public Parks

	Recreation Parks	Waterside Parks	Sports Grounds	Linear Parks
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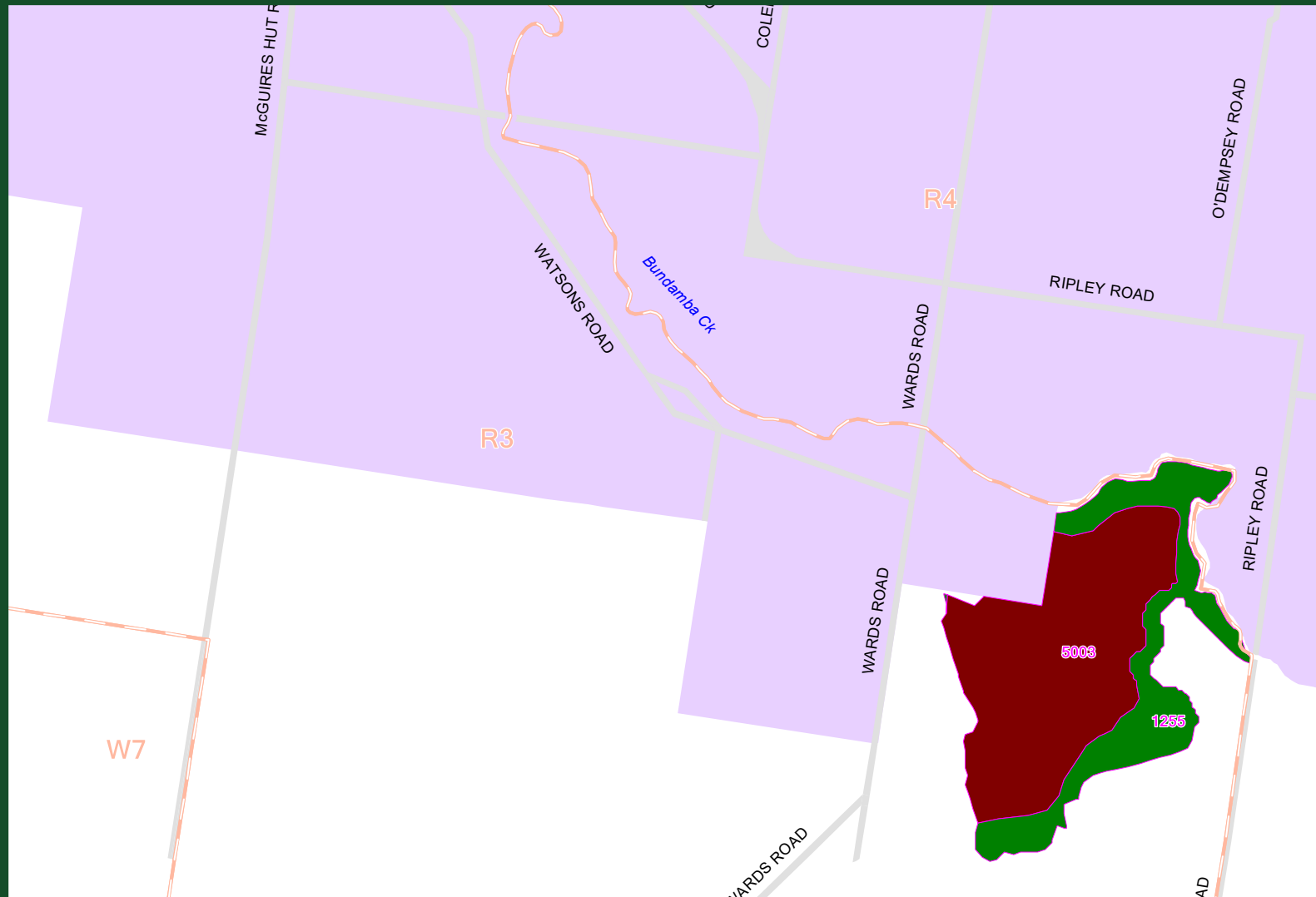
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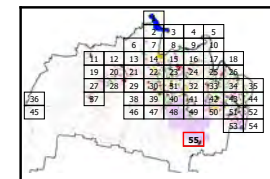




**Local Government
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Plan for Trunk Infrastructure
Public Parks

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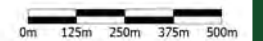


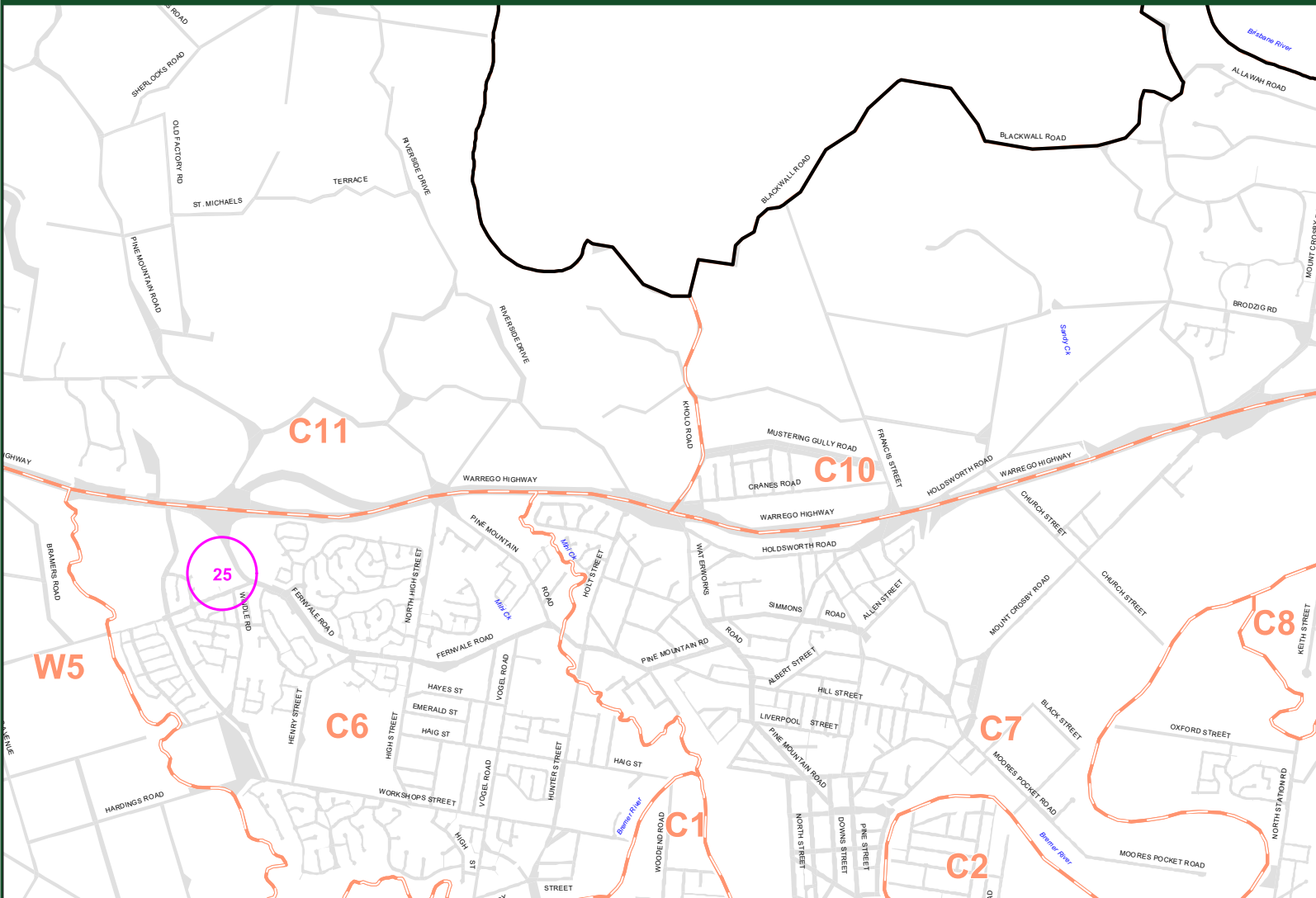
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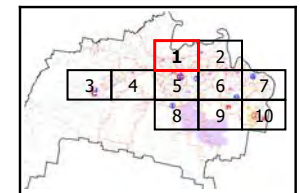


Local Government Infrastructure Plan

Plan for Trunk Infrastructure

Land for Community Facilities

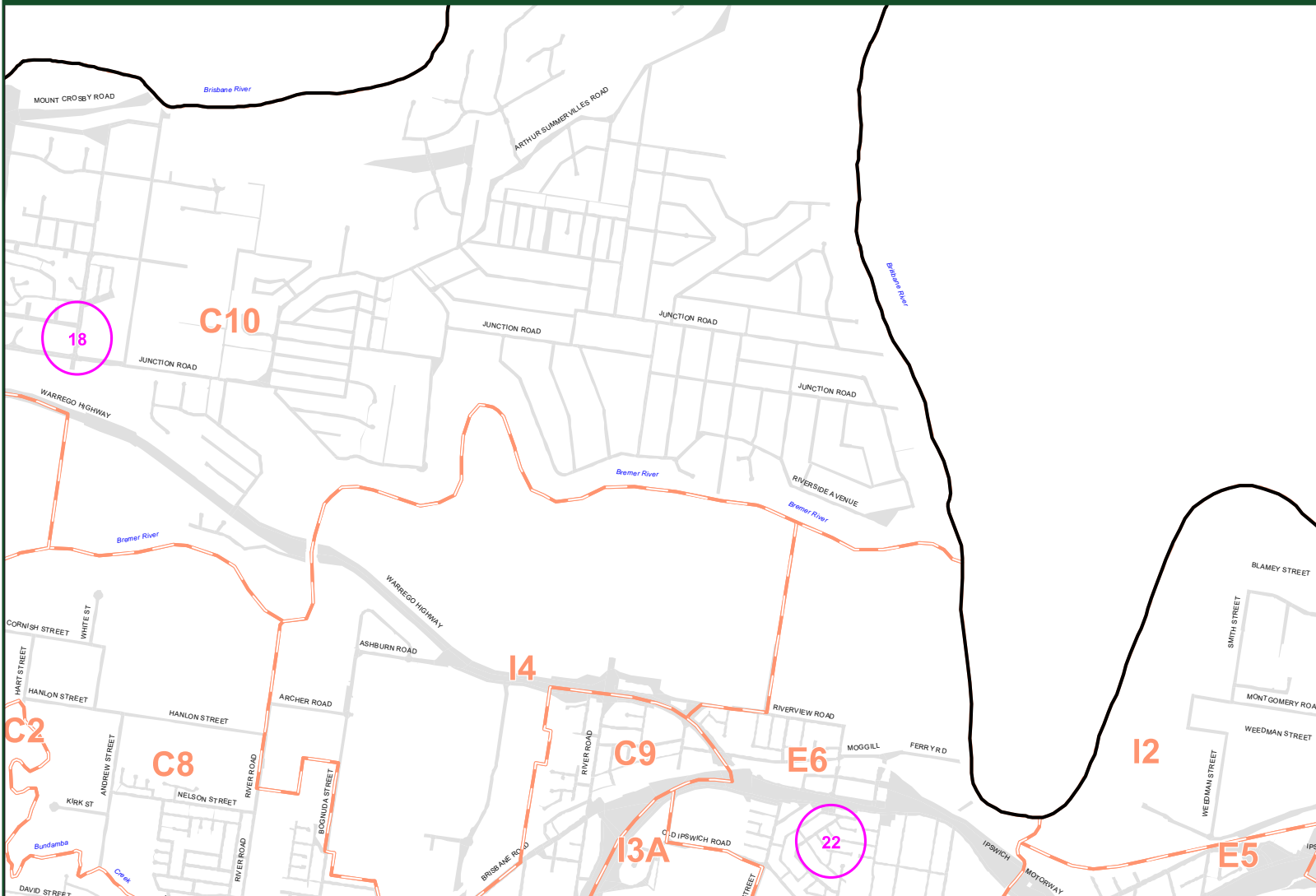
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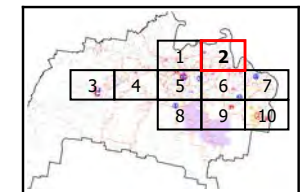




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Plan for Trunk Infrastructure Land for Community Facilities

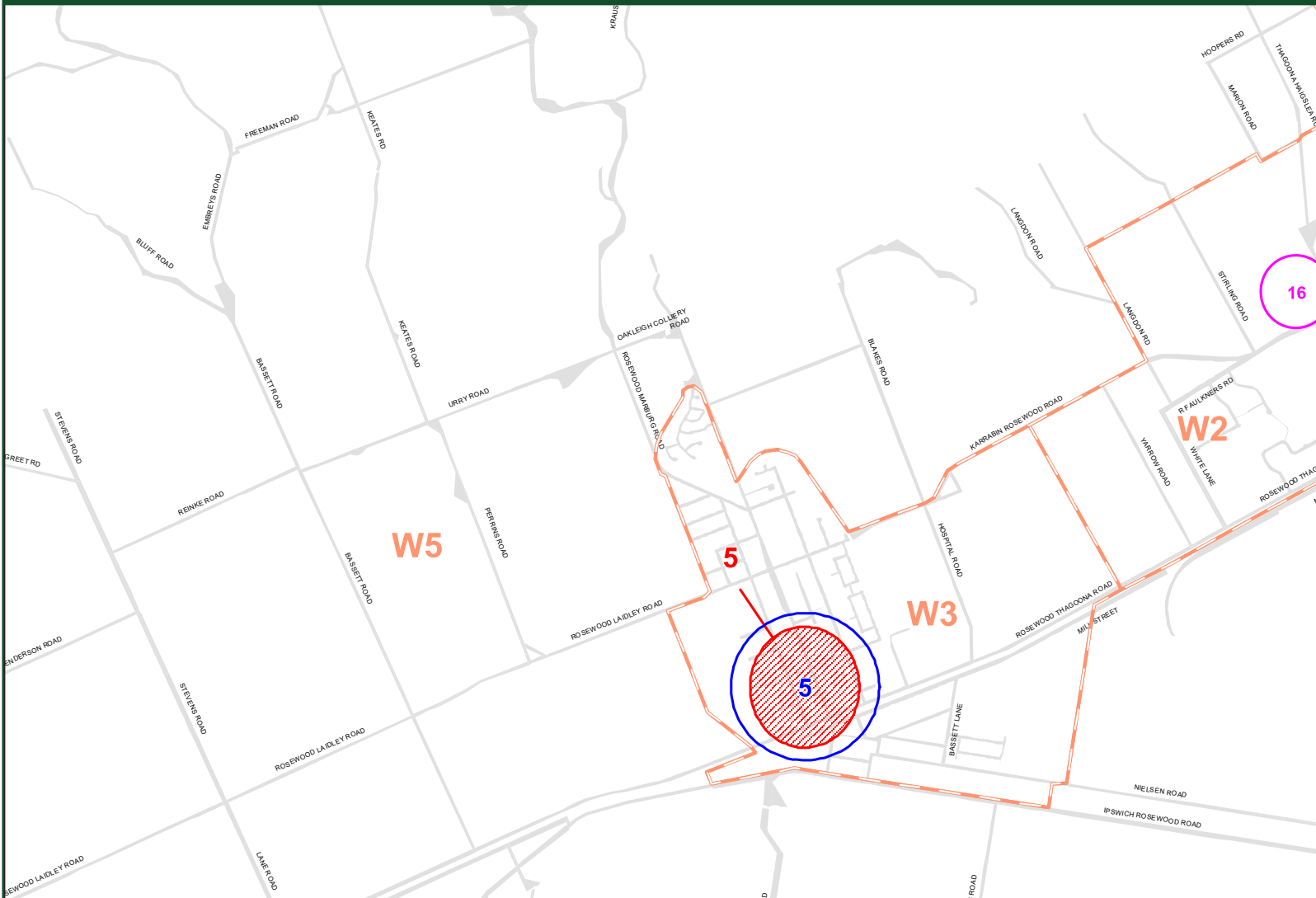
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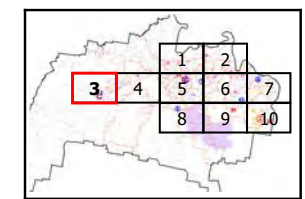


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Land for Community Facilities

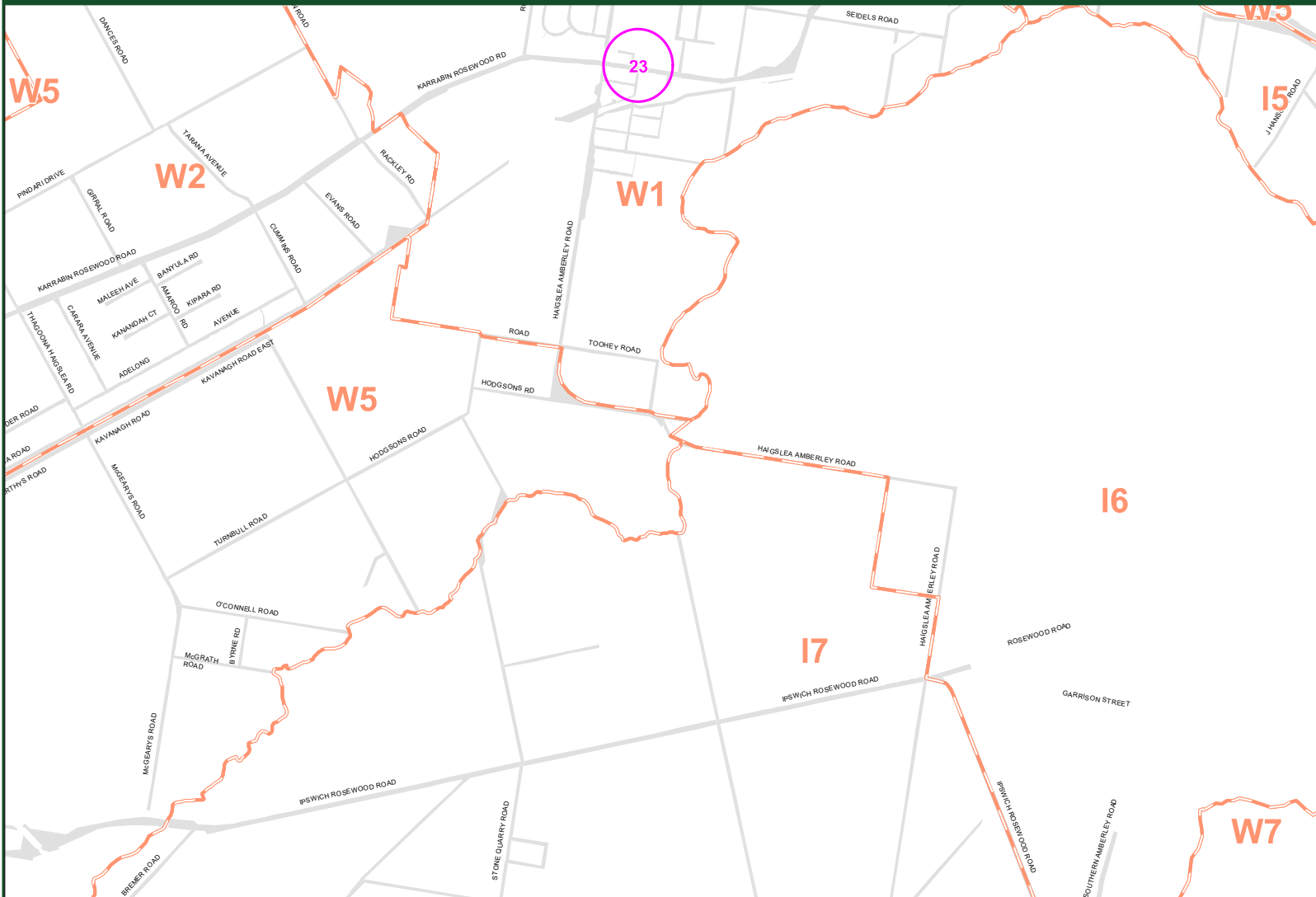
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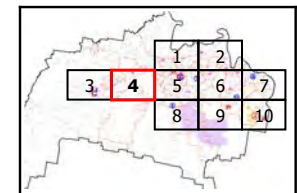


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Land for Community Facilities

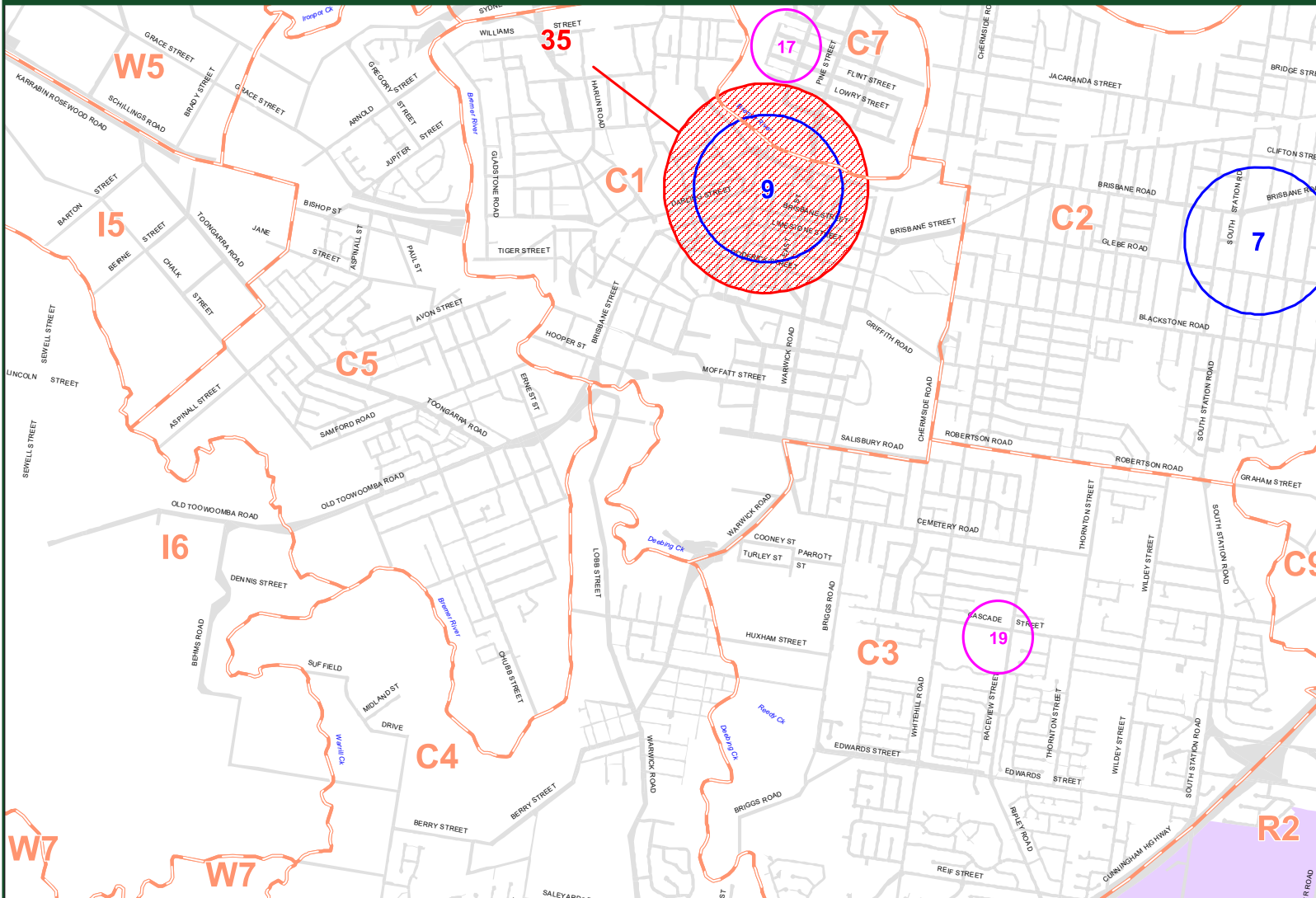
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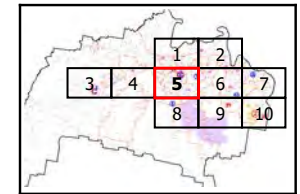


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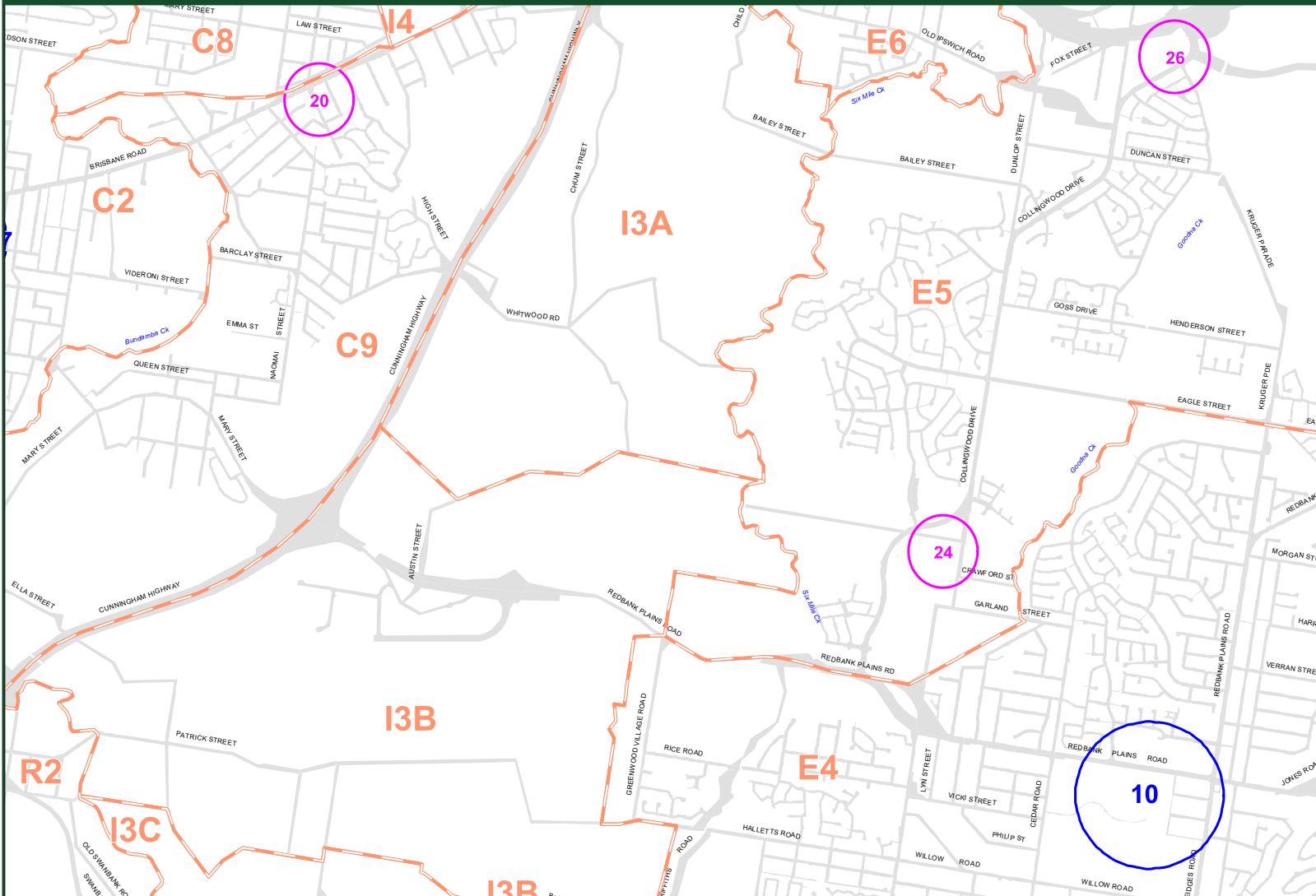
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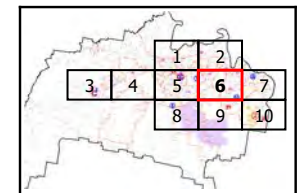


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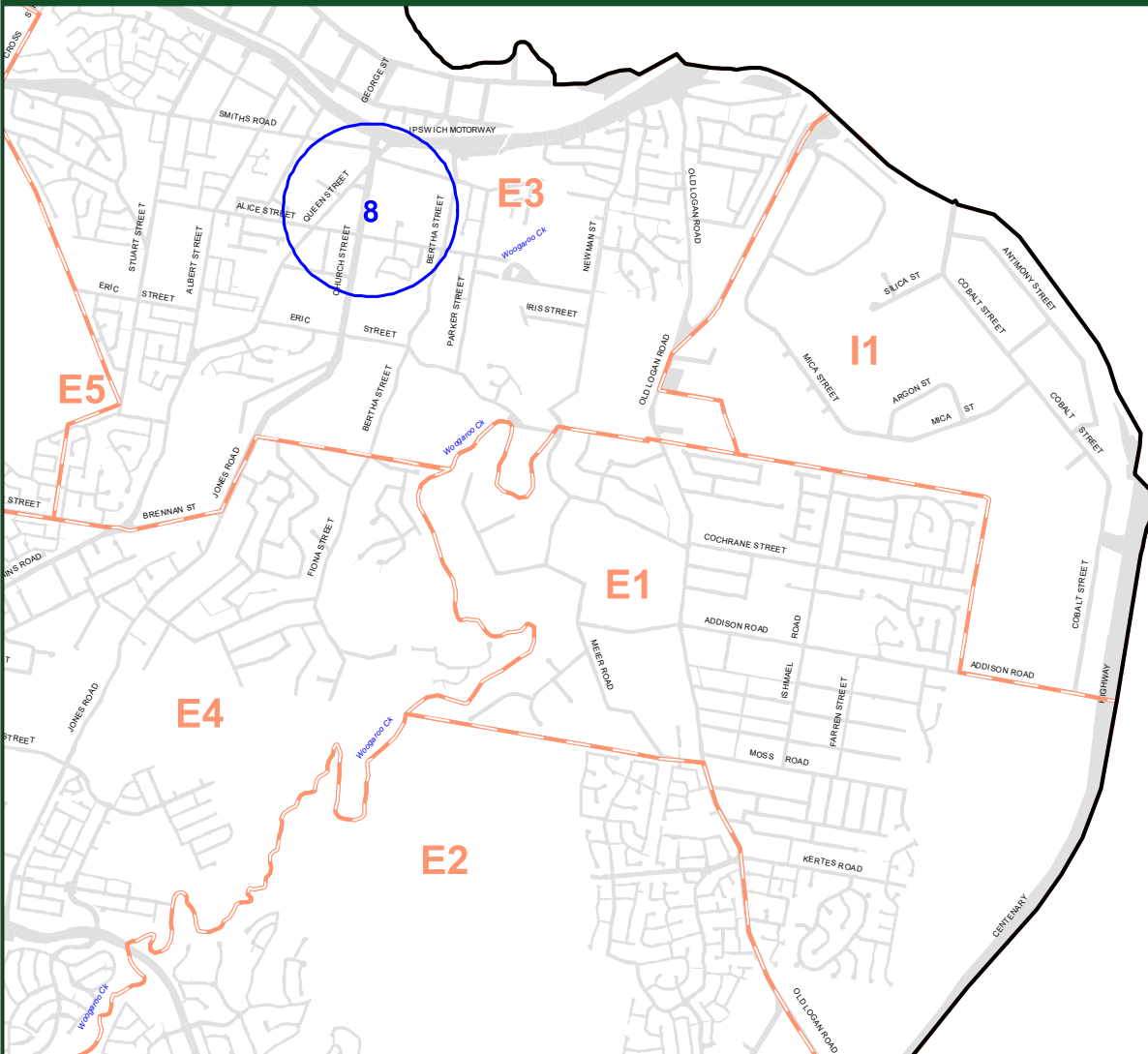
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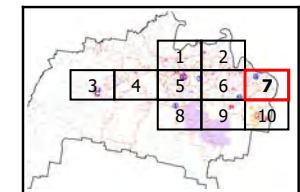


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Land for Community Facilities

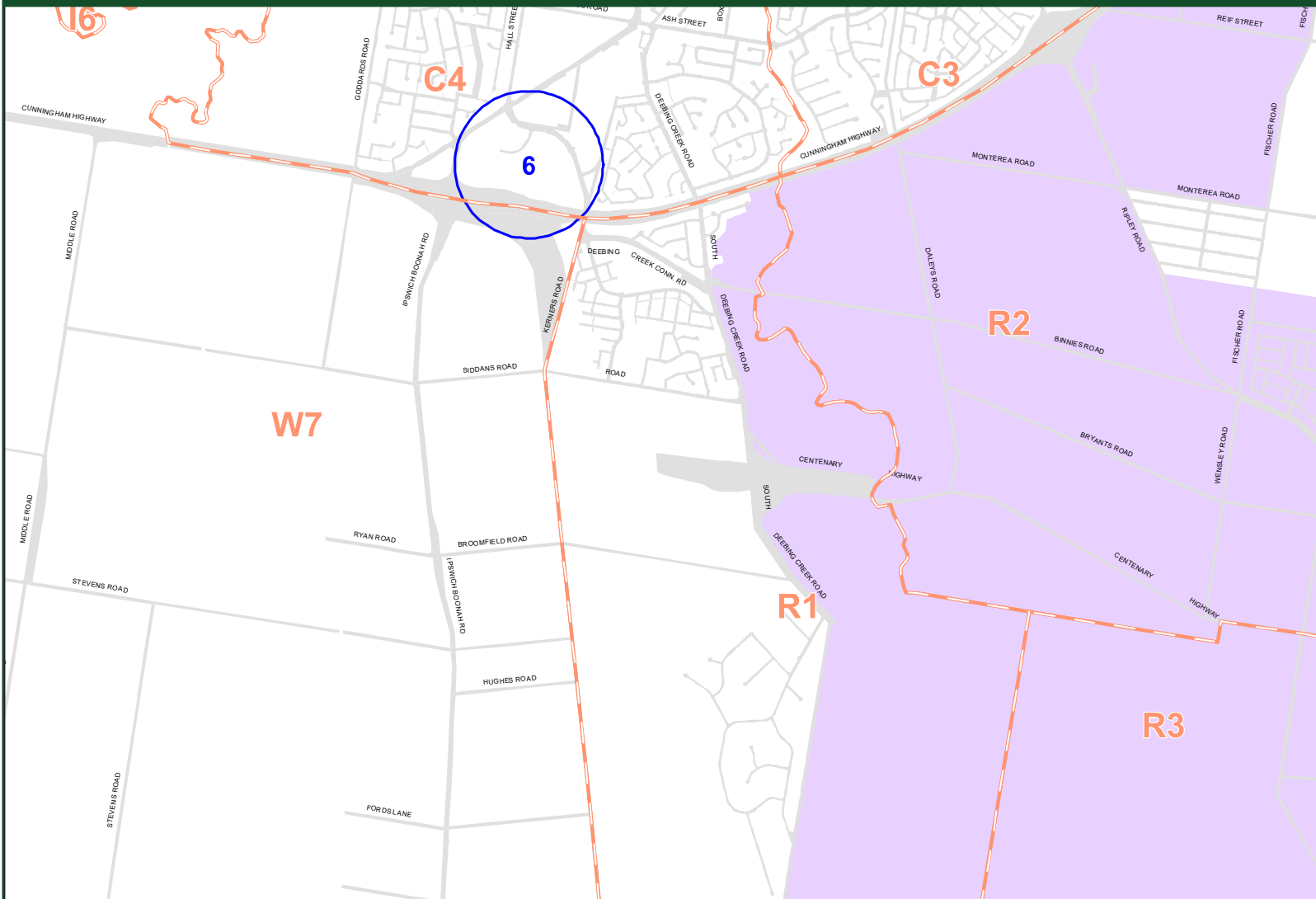
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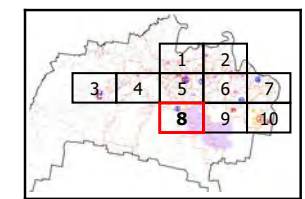


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Land for Community Facilities

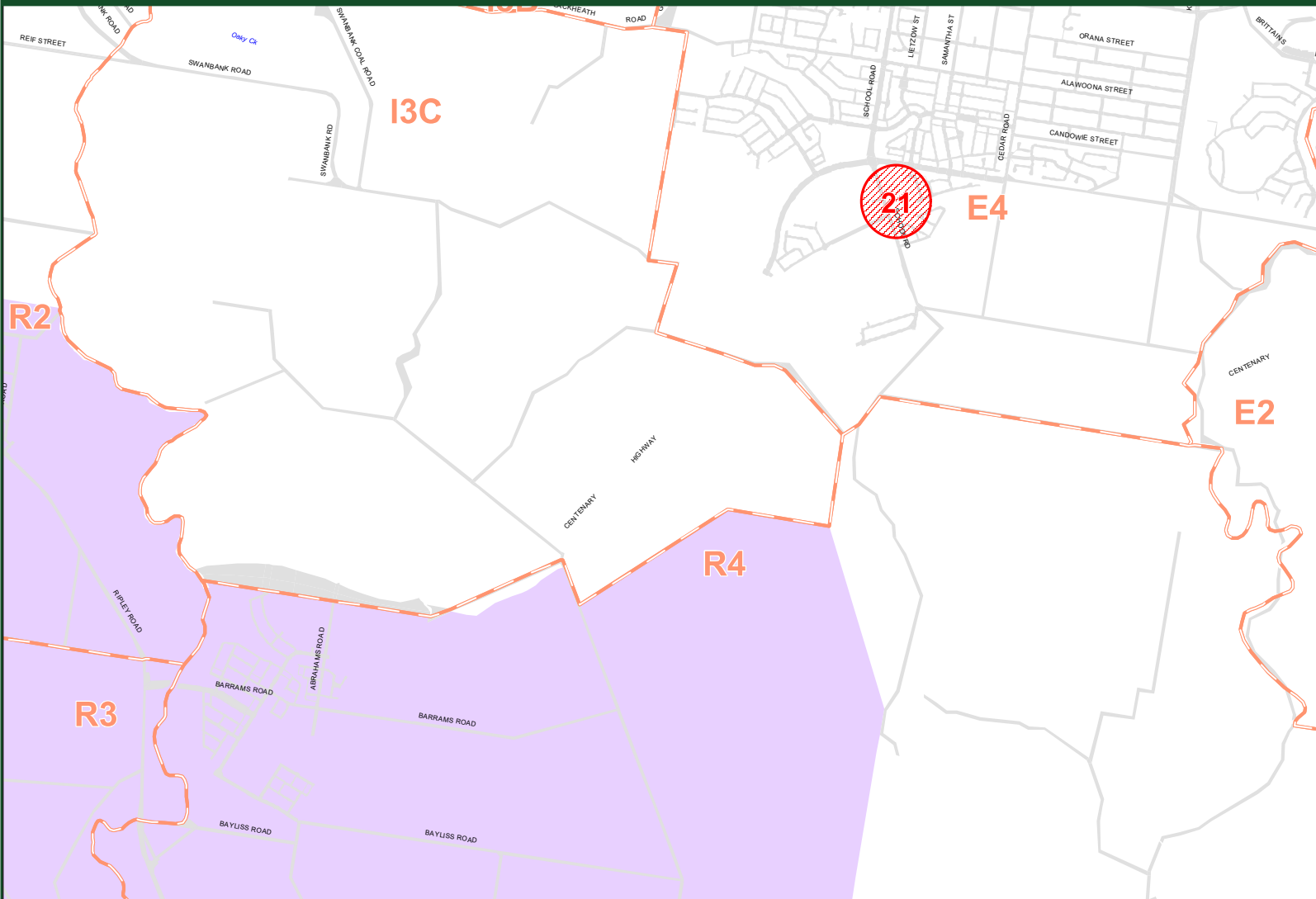
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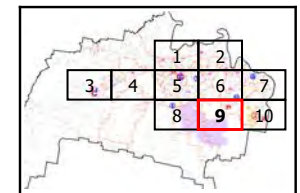


Local Government Infrastructure Plan

Plan for Trunk Infrastructure

Land for Community Facilities

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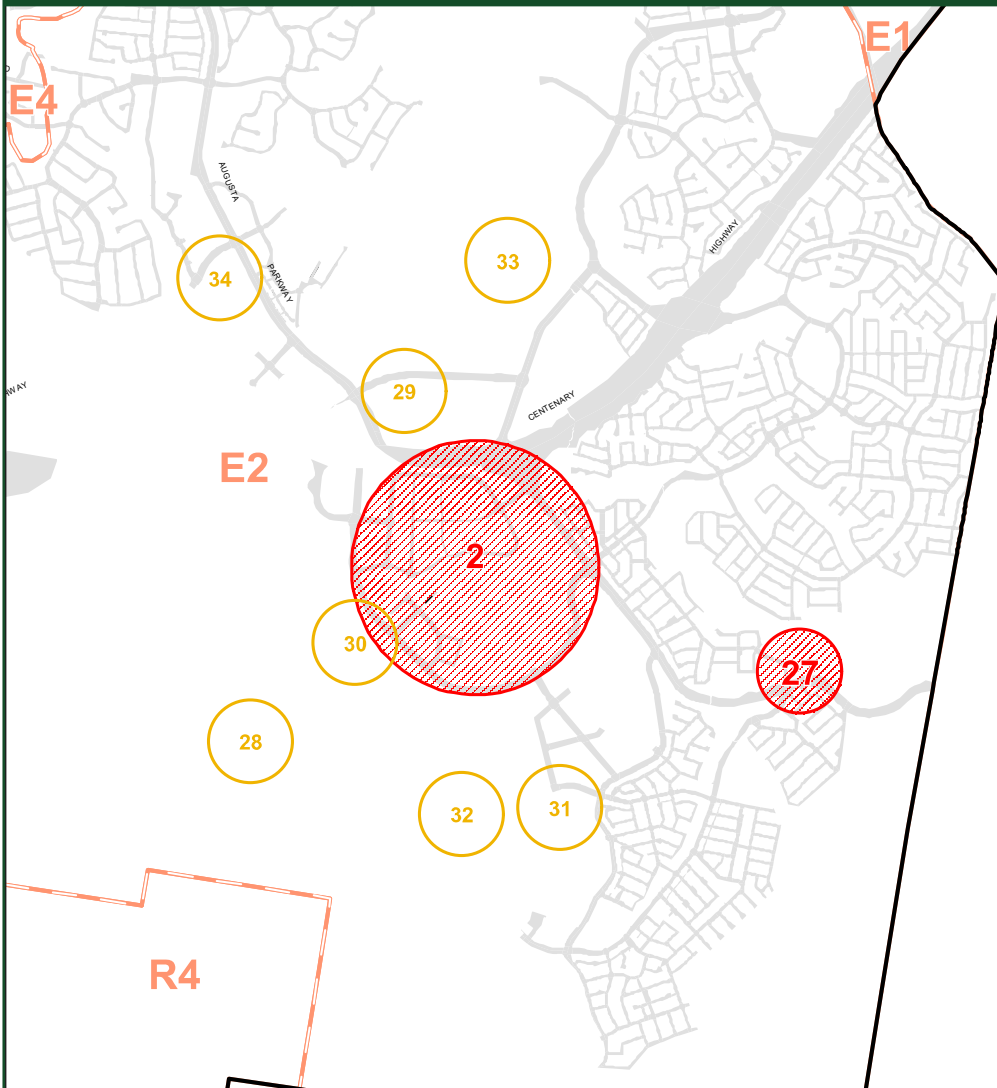
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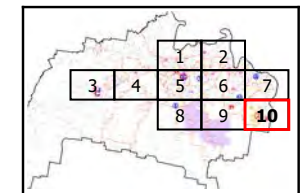


Local Government Infrastructure Plan

Plan for Trunk Infrastructure

Land for Community Facilities

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