

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 <sup>4</sup>
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



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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



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Column 1 Map reference		Column 2 Trunk infrastructure			Column 3 Estimated timing	Column 4 Establishment cost <sup>4</sup>
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



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Column 1 Map reference		Column 2 Trunk infrastructure			Column 3 Estimated timing	Column 4 Establishment cost <sup>4</sup>
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



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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



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Column 1 Map reference		Column 2 Trunk infrastructure			Column 3 Estimated timing	Column 4 Establishment cost <sup>4</sup>
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



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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



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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





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Column 1 Map reference		Column 2 Trunk infrastructure			Column 3 Estimated timing	Column 4 Establishment cost <sup>4</sup>
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



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Column 1 Map reference		Column 2 Trunk infrastructure			Column 3 Estimated timing	Column 4 Establishment cost <sup>4</sup>
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



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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



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Column 1 Map reference		Column 2 Trunk infrastructure			Column 3 Estimated timing	Column 4 Establishment cost <sup>4</sup>
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 <sup>4</sup>
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 <sup>4</sup>
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 <sup>4</sup>
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 <sup>4</sup>
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 <sup>4</sup>
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 <sup>4</sup>
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 <sup>4</sup>
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 <sup>4</sup>
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 <sup>4</sup>
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 <sup>4</sup>
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 <sup>4</sup>
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 <sup>4</sup>
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 <sup>4</sup>
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 <sup>4</sup>
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 <sup>4</sup>
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 <sup>4</sup>
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 <sup>4</sup>
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 <sup>4</sup>
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 <sup>4</sup>
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
<b>TOTAL</b>						<b>\$891,607,381</b>



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 <sup>5</sup>
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 <sup>5</sup> – 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 <sup>5</sup>
LGIP ID	Facility Name	Hierarchy	Land Area (sqm)		
34	Development Area 21 Multi-Purpose Centre	Local/District	5,000	2016-2021	\$1,512,408
<b>TOTAL</b>					<b>\$45,819,677</b>



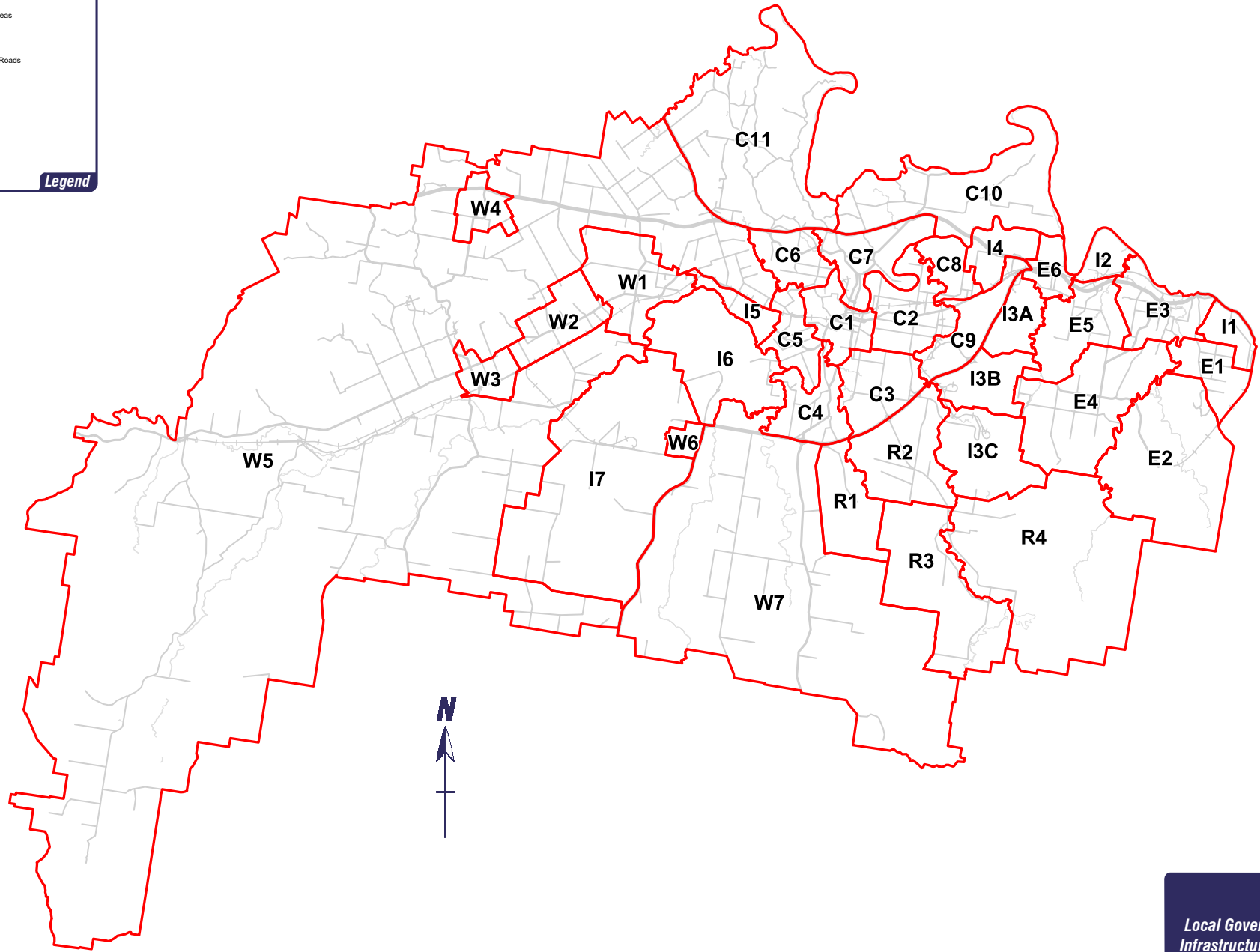
### 13.9 Local government infrastructure plan maps

- 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










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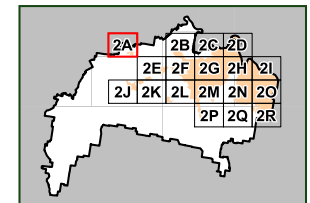
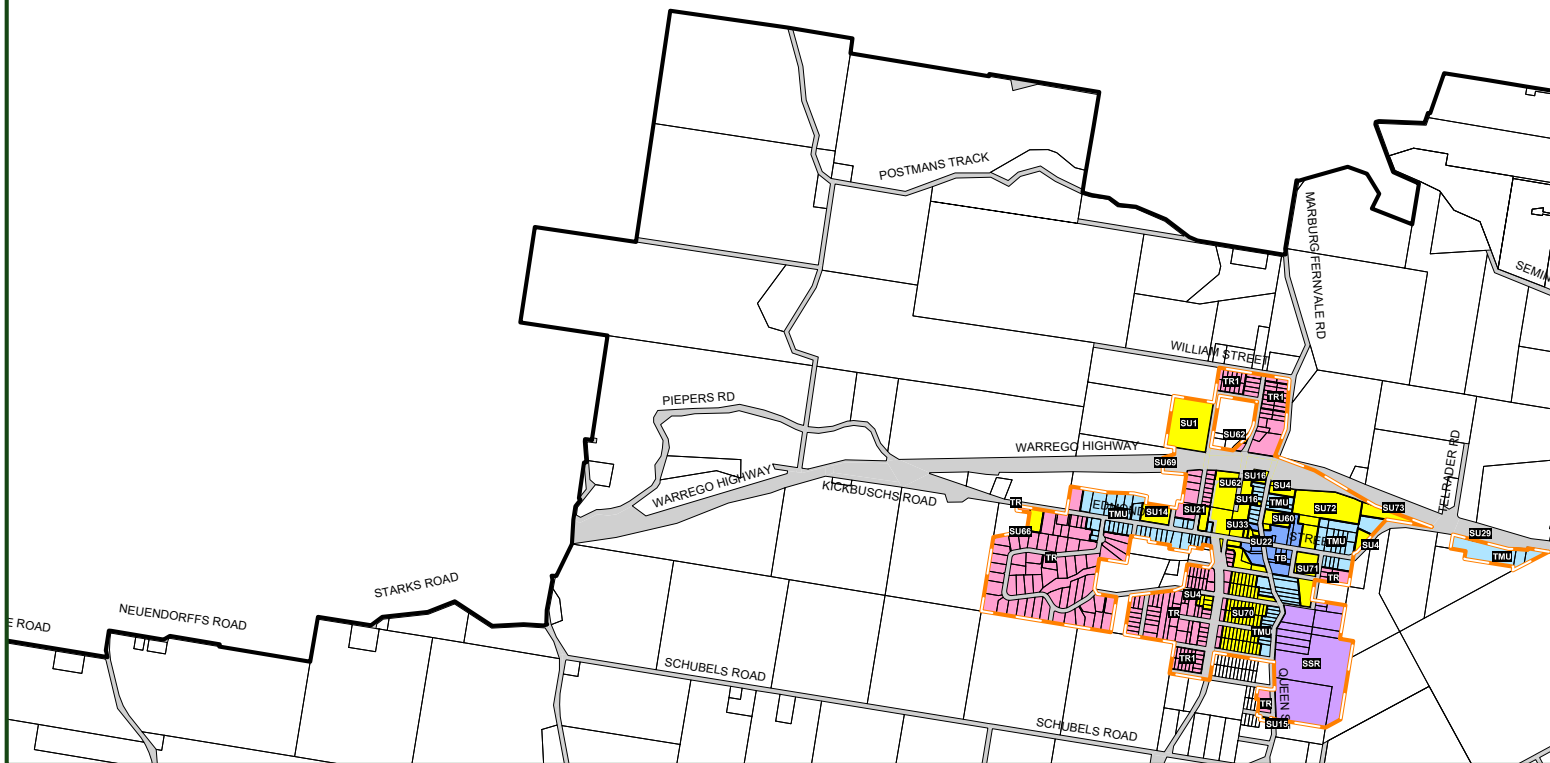


Map 1

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.

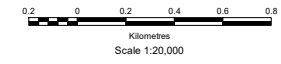
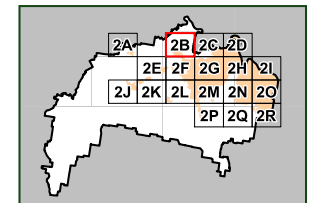
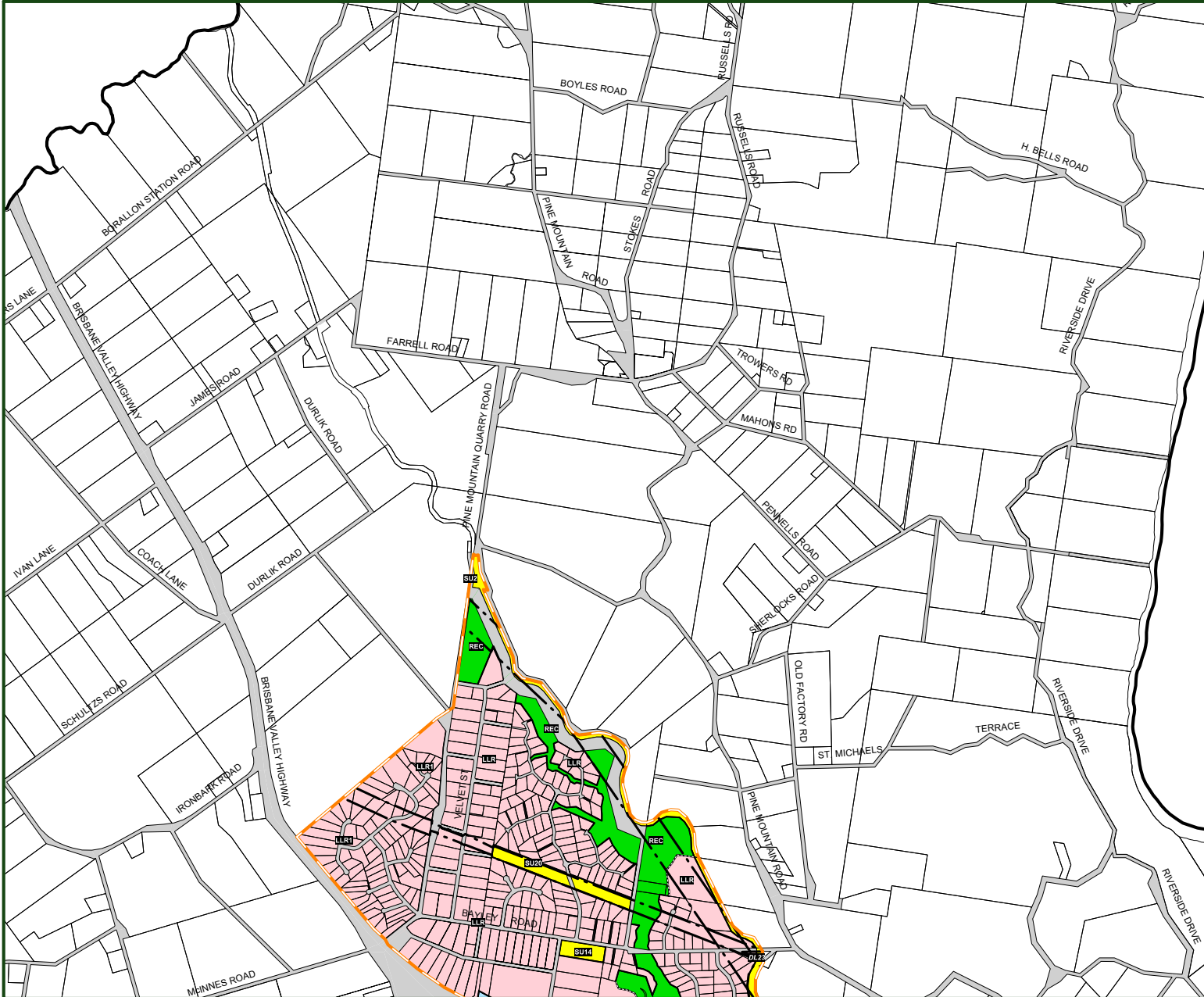


Local Government Infrastructure Plan  
 LGIP Map 2 - Priority Infrastructure AreaAp

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













**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.



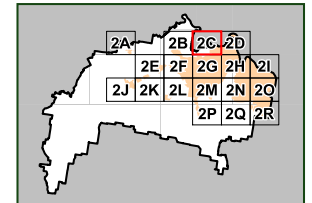
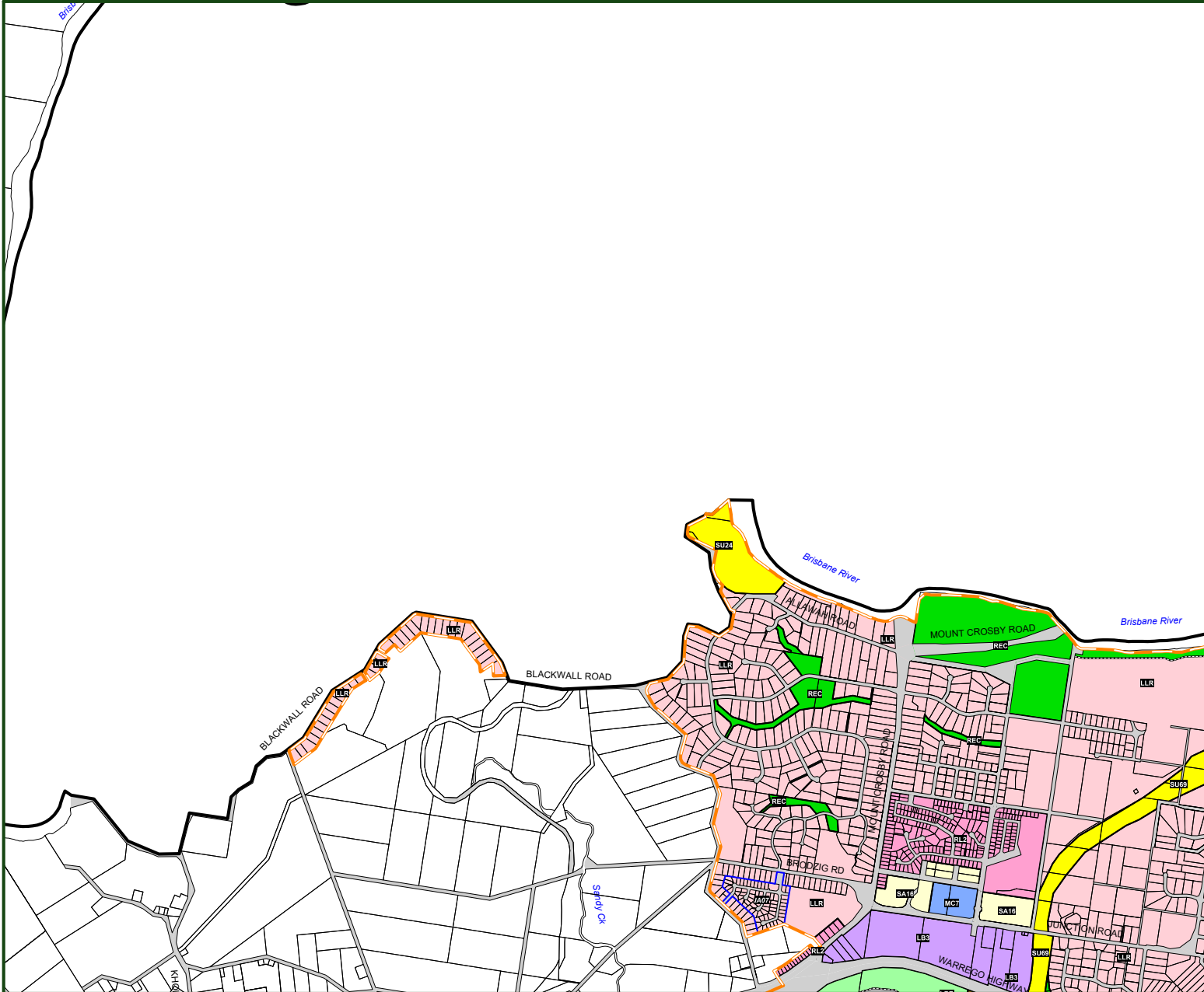
Local Government Infrastructure Plan

LGIP Map 2 - Priority Infrastructure Area

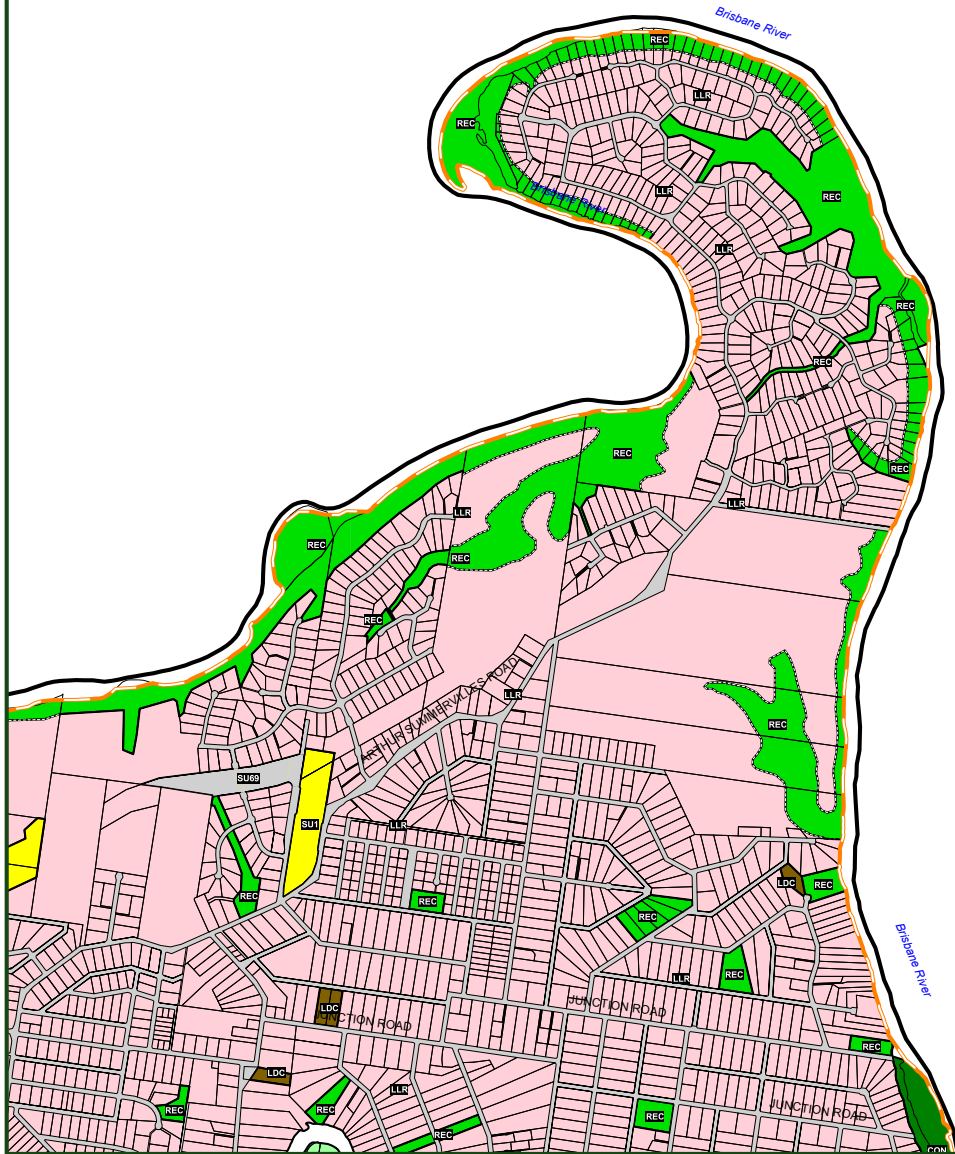
-  Priority Infrastructure Area Boundary
-  Ipswich Local Government Area Boundary
-  Risley Valley Priority Development Area
- Urban Areas**
-  Future Urban
-  Local Business and Industry Buffer
-  Major Centres
-  Residential Low Density
-  Special Uses
-  Local Business and Industry
-  Large Lot Residential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

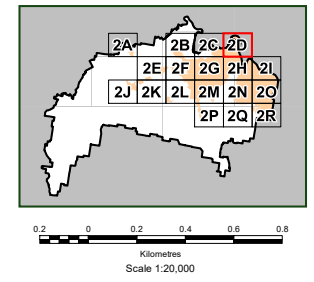
----- Indicative Boundary, subject to further detailed assessment.



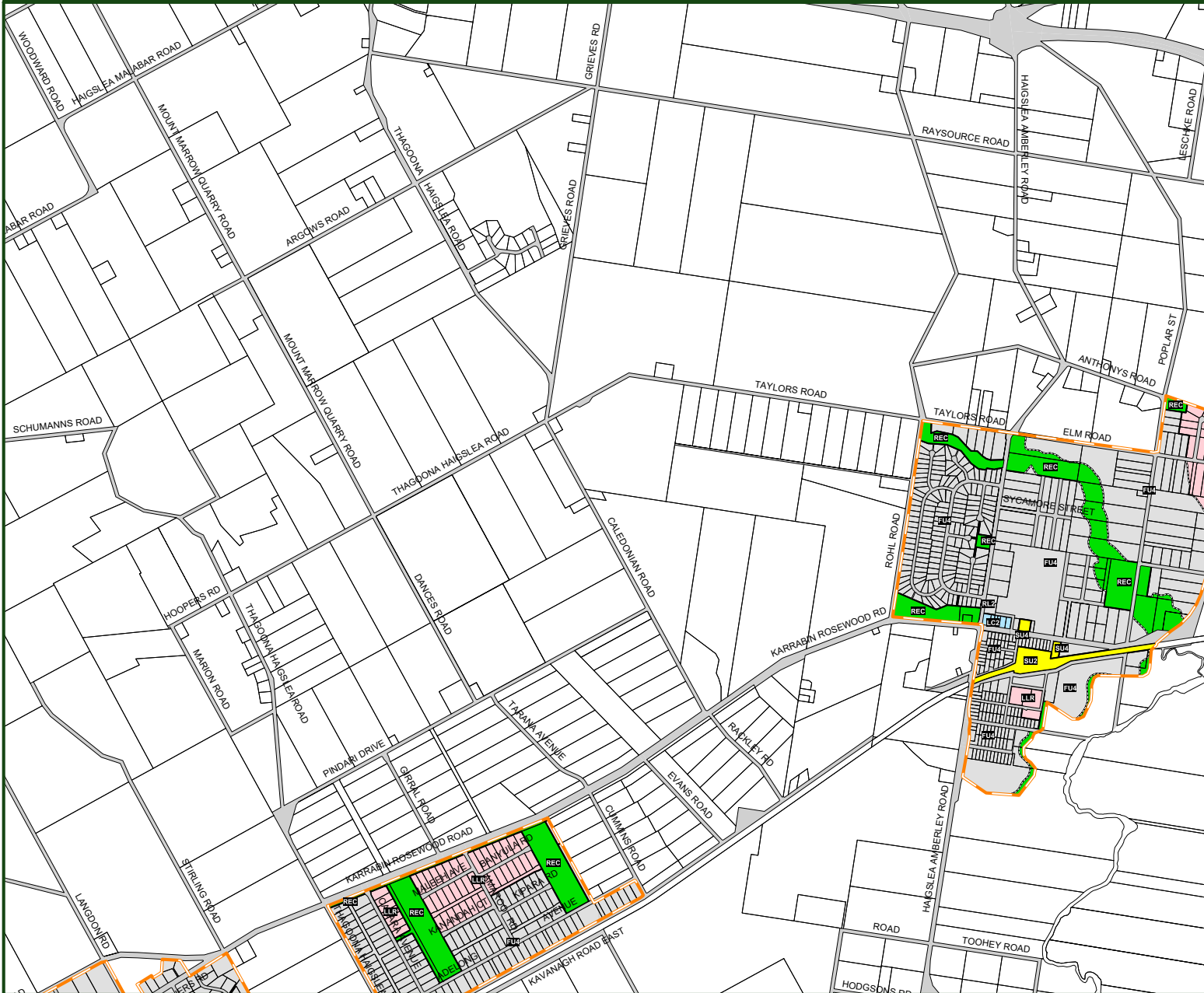
Local Government Infrastructure Plan  
 LGIP Map 2 - Priority Infrastructure Area



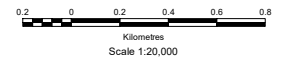
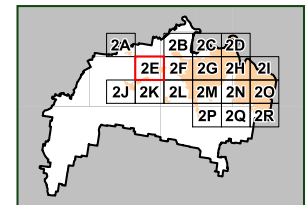
- Priority Infrastructure Area Boundary
- Ipswich Local Government Area Boundary
- Ripley Valley Priority Development Area
- Urban Areas**
  - Conservation
  - Large Lot Residential
  - Special Uses
  - Limited Development (Constrained)
  - Recreation
- Indicative Boundary, subject to further detailed assessment.



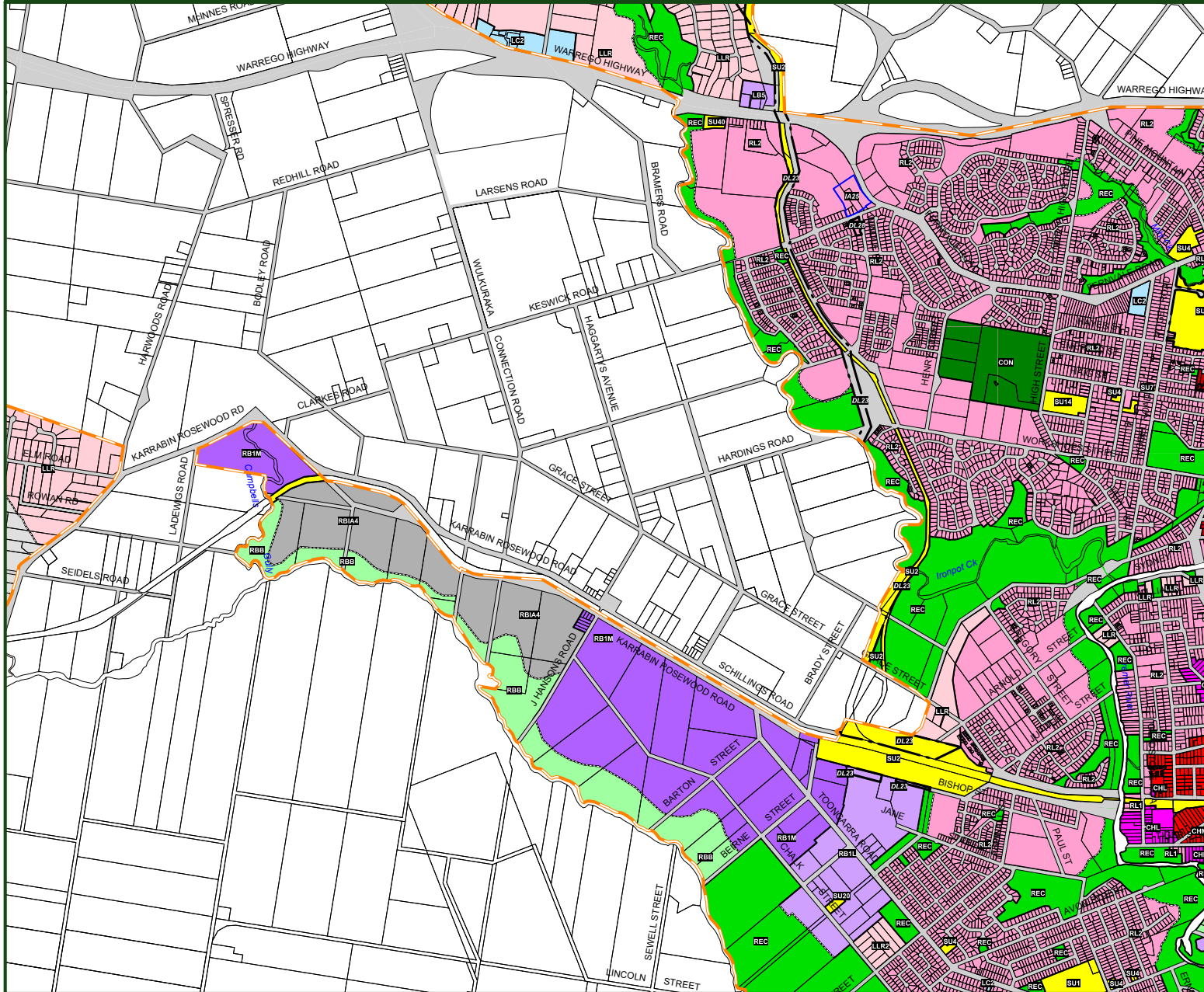
Local Government Infrastructure Plan  
 LGIP Map 2 - Priority Infrastructure Area



- Priority Infrastructure Area Boundary
- Ipswich Local Government Area Boundary
- Ripley Valley Priority Development Area
- Urban Areas**
- Future Urban
- Large Lot Residential
- Special Uses
- Local Retail and Commercial
- Recreation
- Indicative Boundary, subject to further detailed assessment.





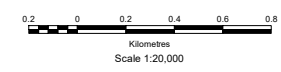
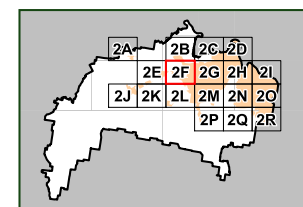


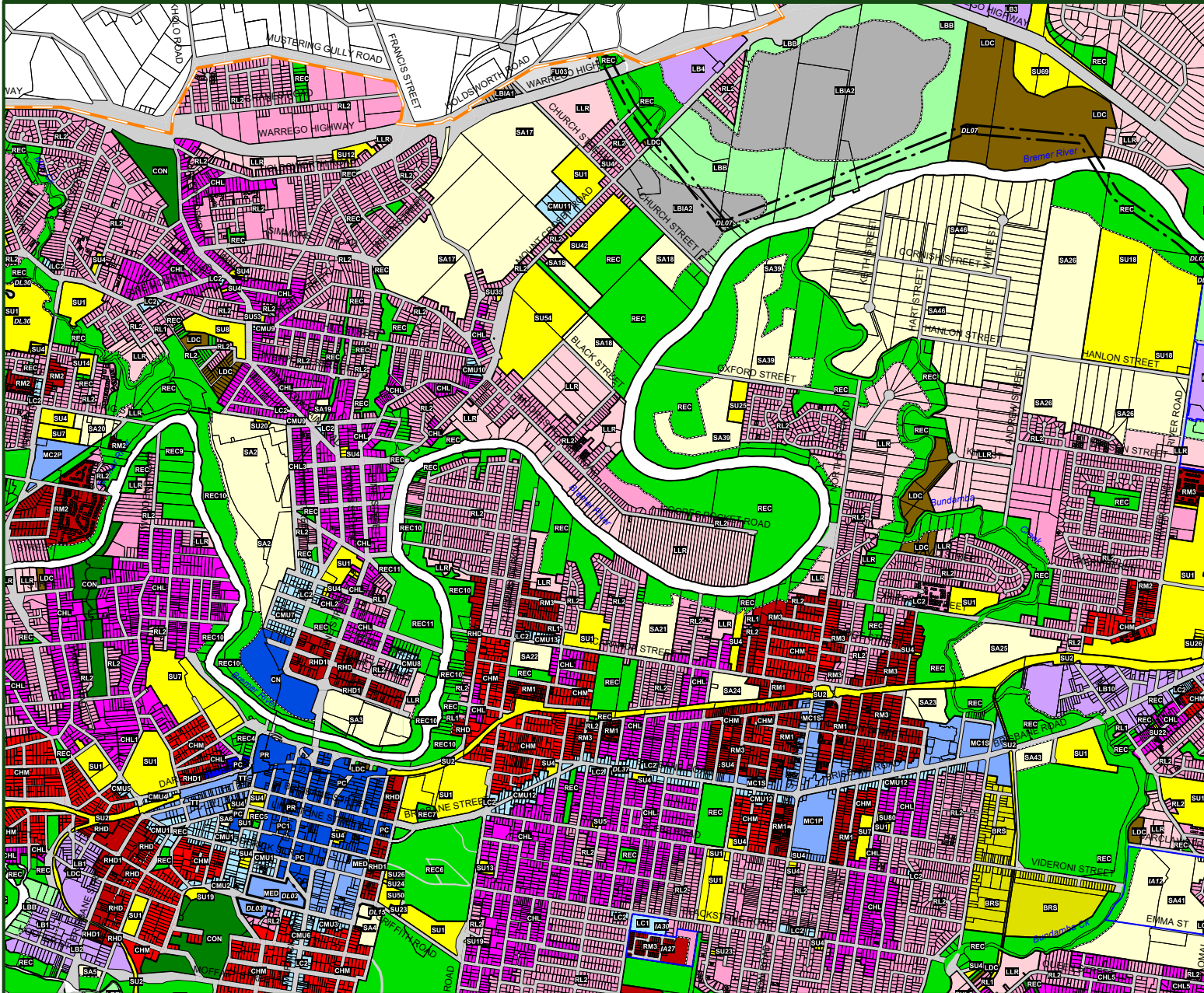
Local Government Infrastructure Plan  
LGIP Map 2 - Priority Infrastructure Area

- Priority Infrastructure Area Boundary
  - Ipswich Local Government Area Boundary
  - Right 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 (Medium Impact Sub Area)
  - RB1A4 Regional Business and Industry Investigation
  - RB1A1 Regional Business and Industry (Low Impact Sub Area)
  - RB1A2 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.

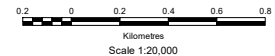
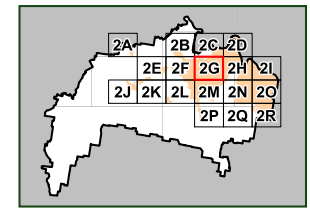
----- Indicative Boundary, subject to further detailed assessment.



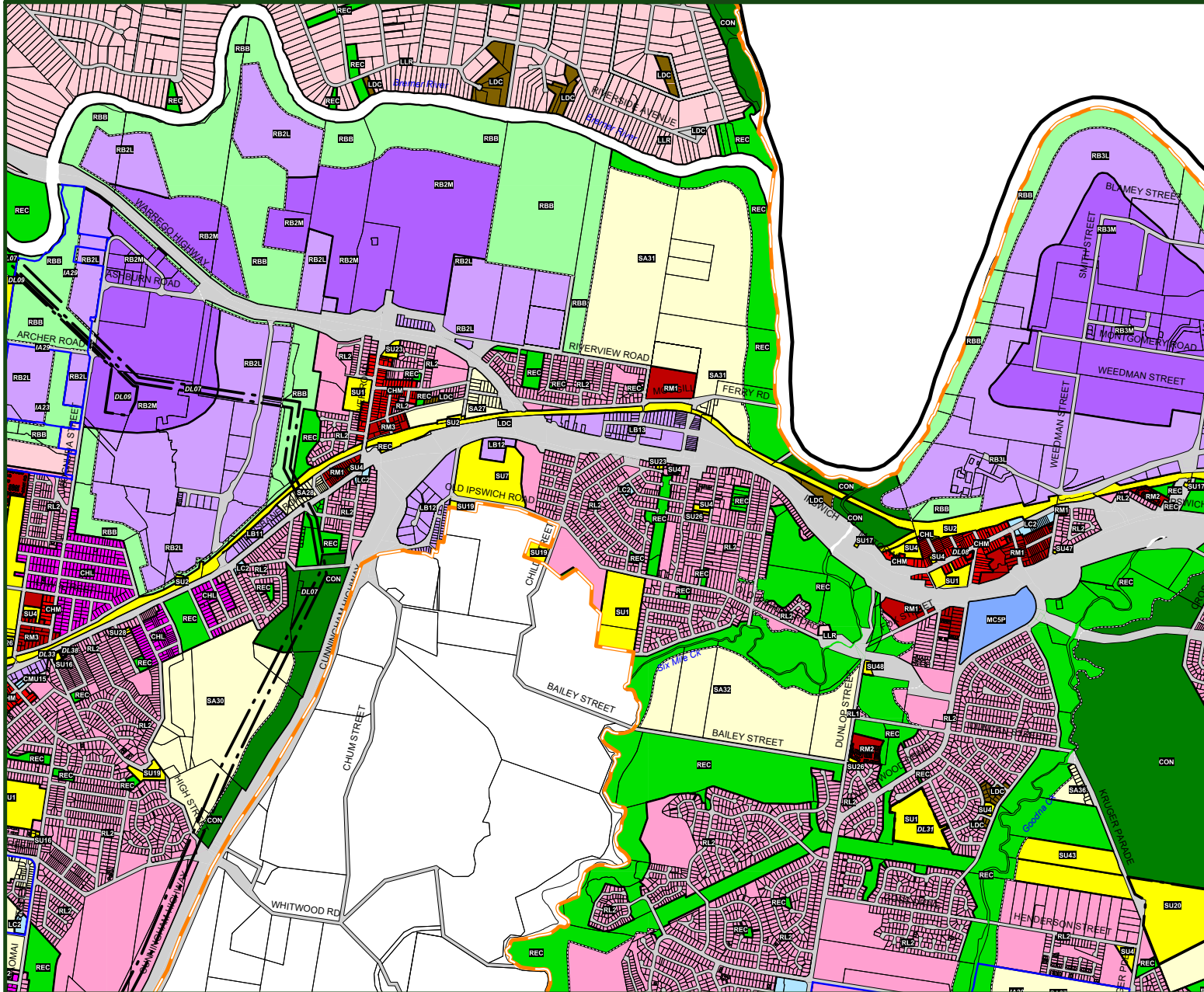


Local Government Infrastructure Plan  
LGIP Map 2 - Priority Infrastructure Area

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

**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 291 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.

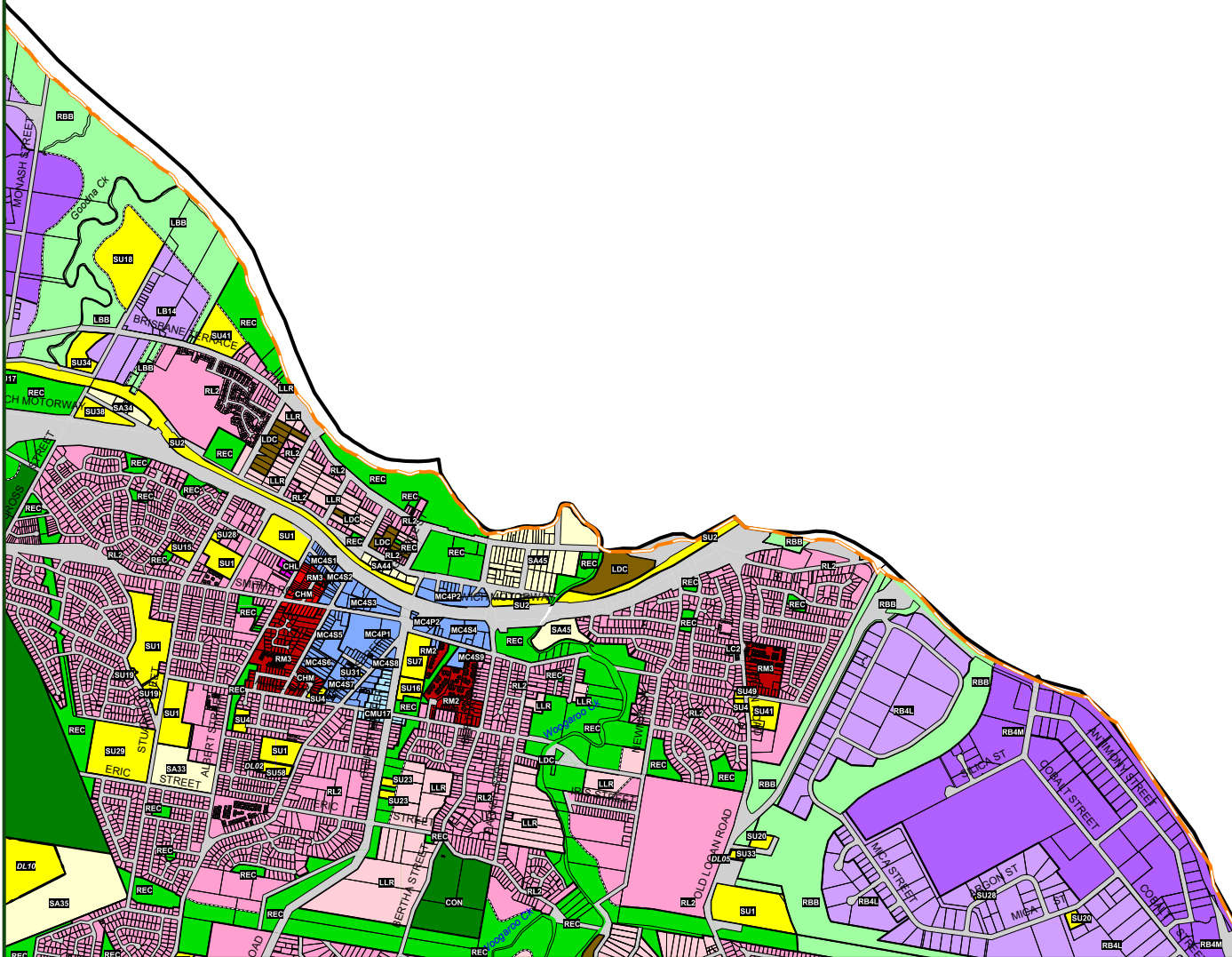
----- Indicative Boundary, subject to further detailed assessment.

City of Ipswich

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

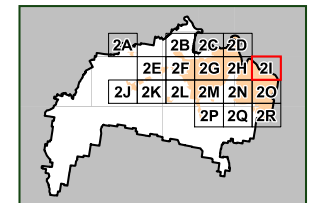


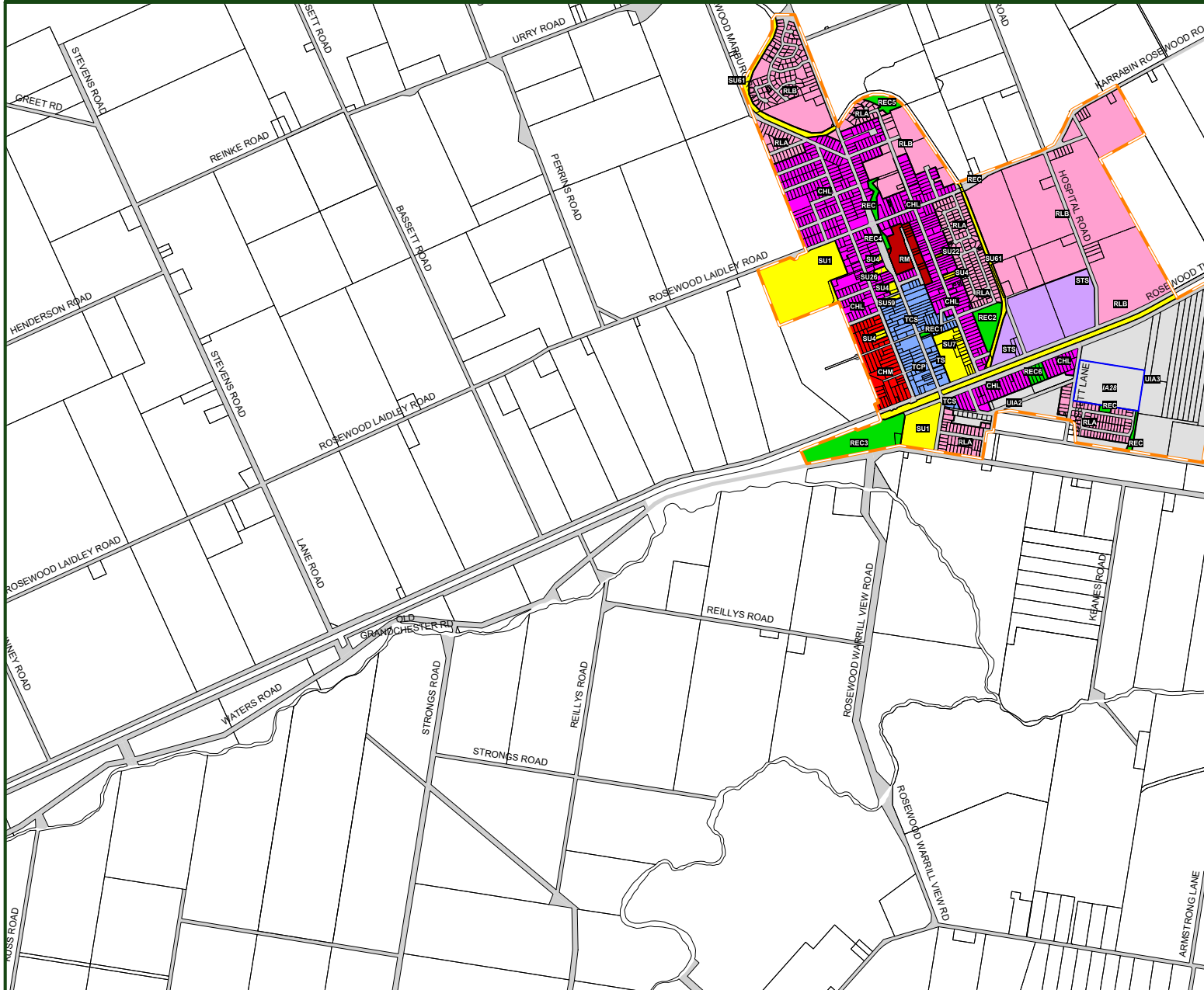
- Priority Infrastructure Area Boundary
  - Ipswich Local Government Area Boundary
  - Ripley Valley Priority Development Area
- Urban Areas**
- Character Housing (Low Density - Sub Area)
  - Character Housing (Mixed Density - Sub Area)
  - Character Areas - Mixed Use
  - Conservation
  - Local Business and Industry
  - Local Business and Industry Buffer
  - Local Retail and Commercial
  - Limited Development (Constrained)
  - Large Lot Residential
  - Major Centres
  - Recreation
  - Residential Low Density
  - Residential Medium Density
  - Residential Low Density
  - Special Uses
  - 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 Variations in the Ipswich Planning Scheme.

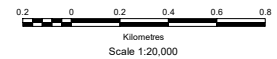
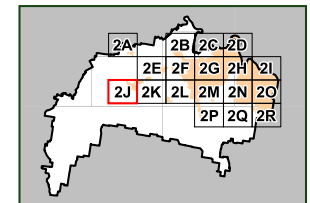
----- Indicative Boundary, subject to further detailed assessment.

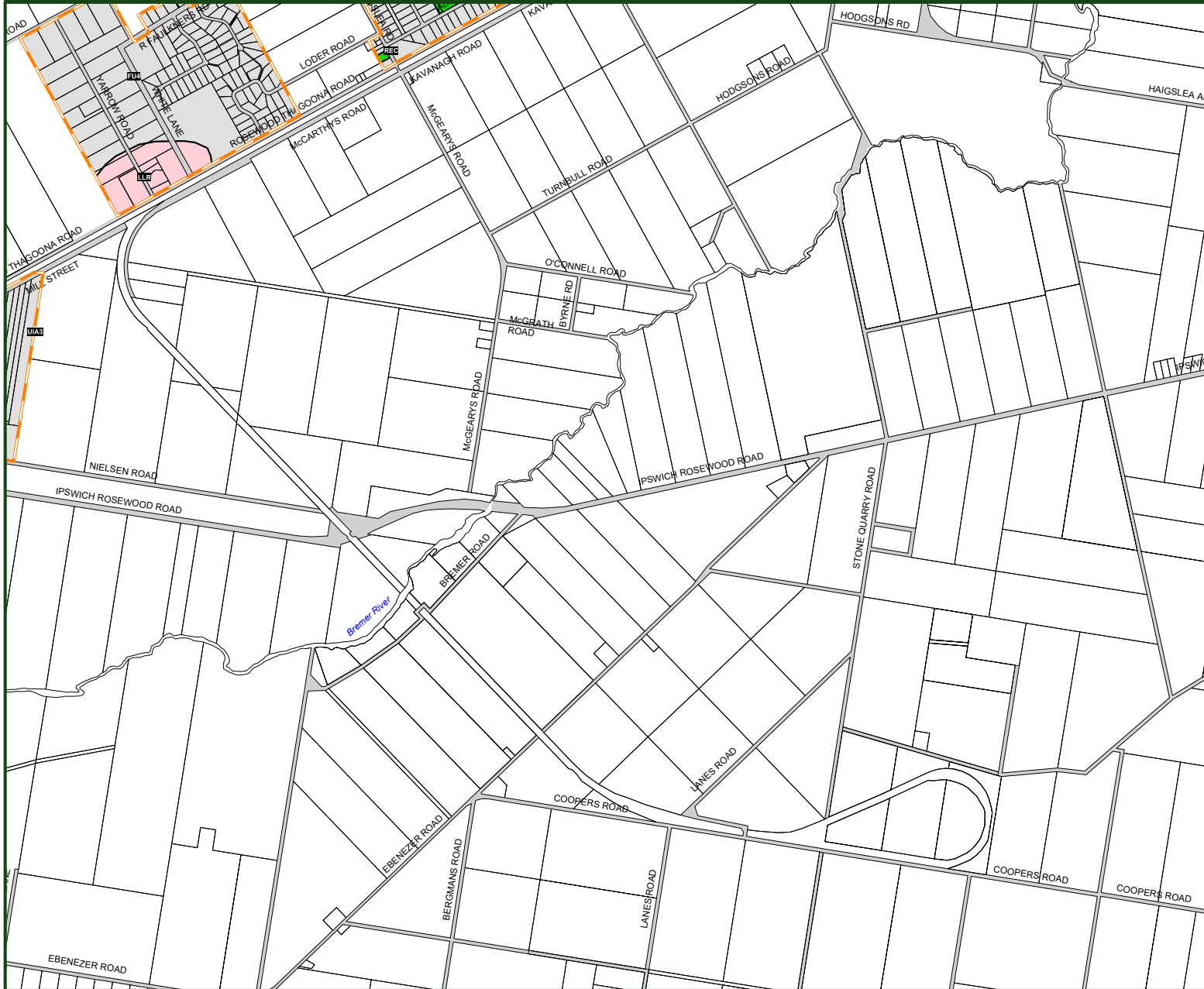




**Local Government Infrastructure Plan**  
 LGIP Map 2 - Priority Infrastructure Area

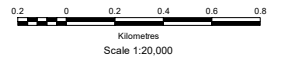
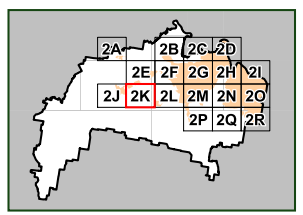
- Priority Infrastructure Area Boundary
  - Ipswich Local Government Area Boundary
  - Riley Valley Priority Development Area
  - Urban Areas**
  - Residential Low Density
  - Special Uses
  - Rosewood Area**
  - Character Housing (Low Density - Sub Area)
  - Character Housing (High Density - Sub Area)
  - Recreation
  - Residential Medium Density
  - Residential Low Density
  - Special Uses
  - Town Centre (Primary Business Sub Area)
  - Town Centre (Town Square Sub Area)
  - Urban Investigation Areas
  - Service Trades and Showgrounds
  - Town Centre (Secondary Business Sub Area)
- Recorded Approvals**  
(Pursuant to section 351 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 Notifications in the Ipswich Planning Scheme.
- Indicative Boundary, subject to further detailed assessment.

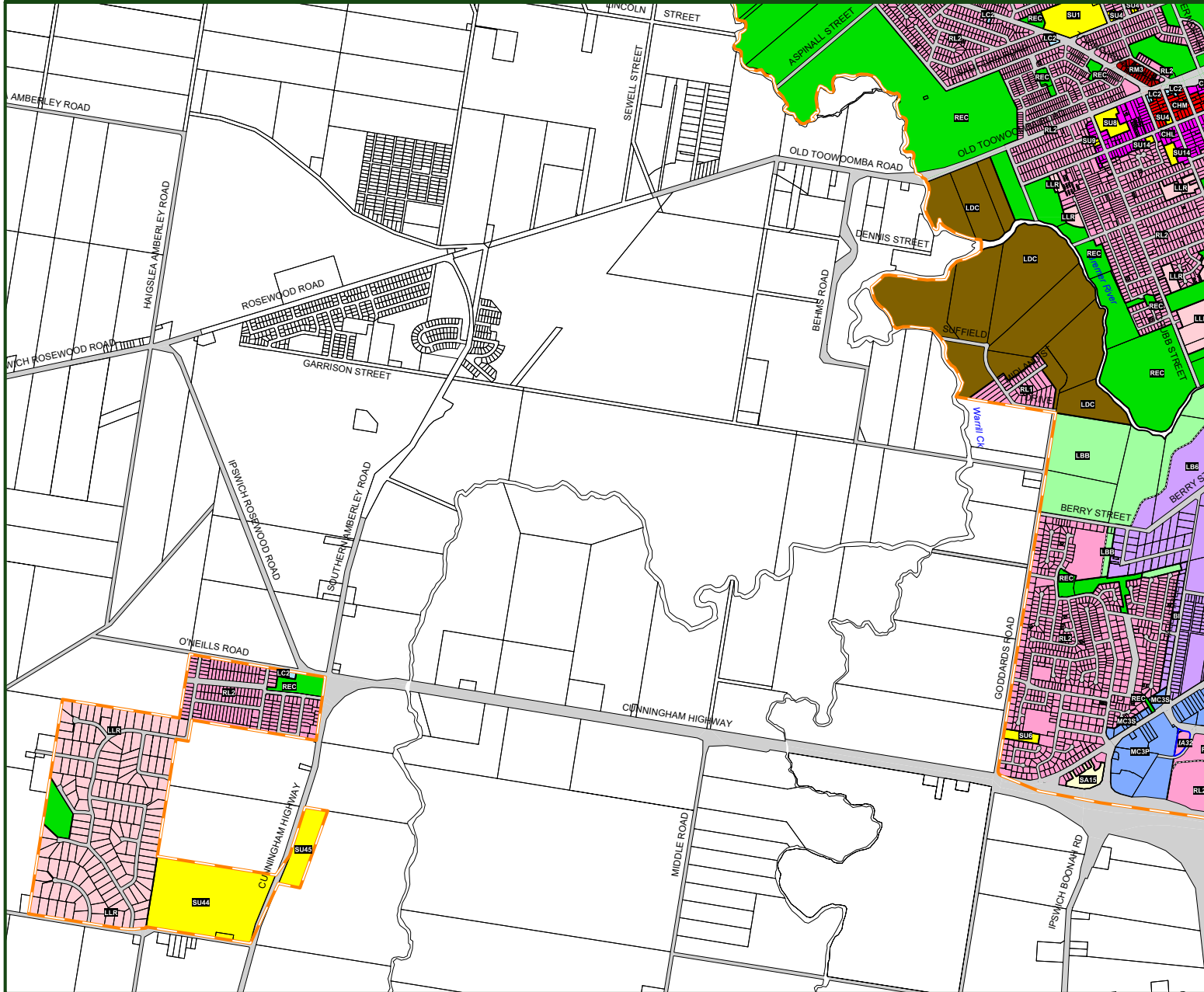




Local Government Infrastructure Plan  
LGIP Map 2 - Priority Infrastructure Area

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



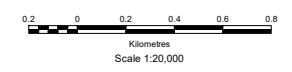
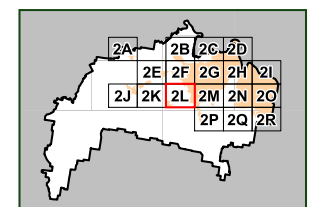


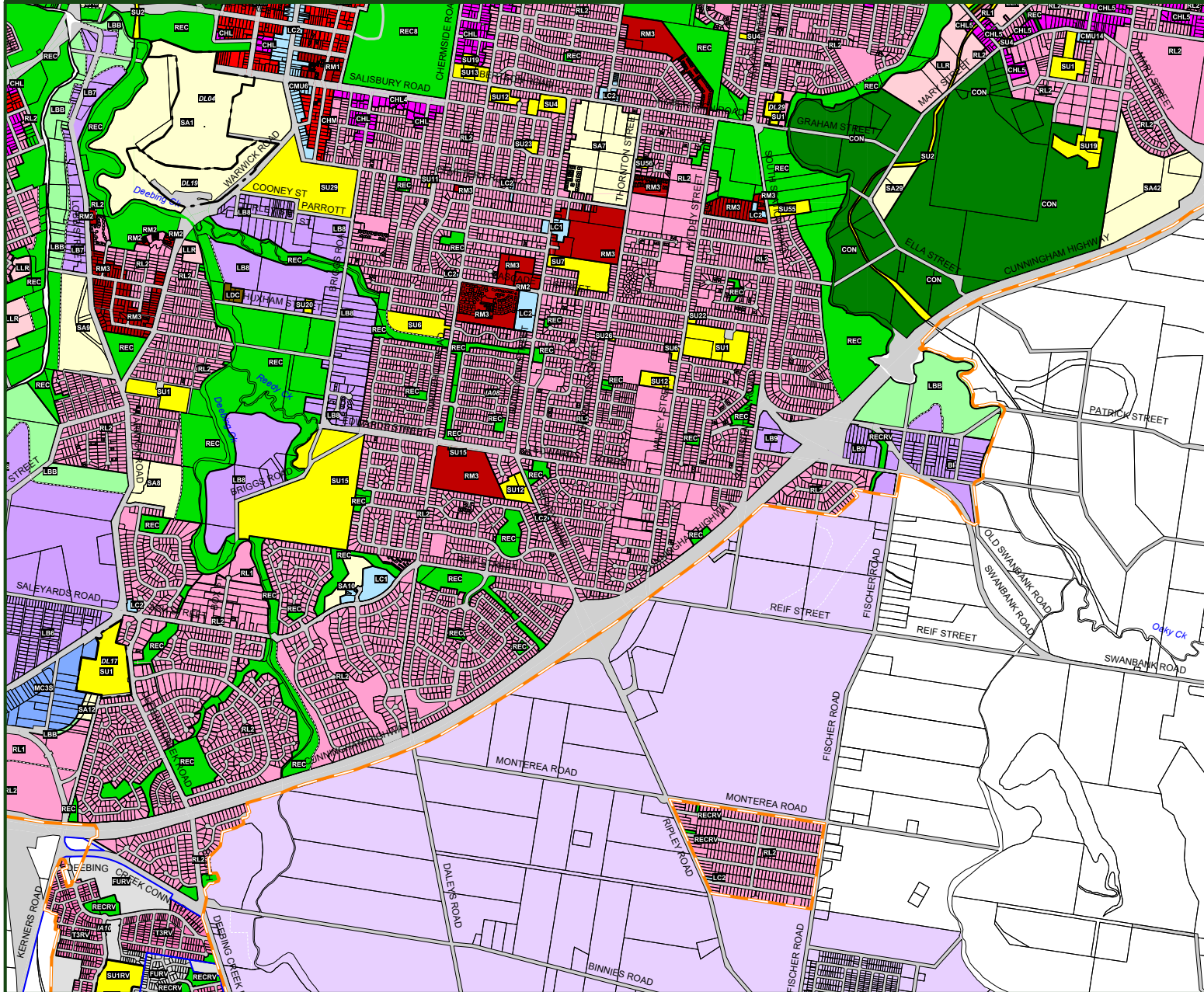
Local Government Infrastructure Plan  
LGIP Map 2 - Priority Infrastructure Area

- Priority Infrastructure Area Boundary
- Ipswich Local Government Area Boundary
- Urban Areas**
  - Business Incubator
  - Character Housing (Mixed Density - Sub Area)
  - Local Business and Industry Buffer
  - Limited Development (Constrained)
  - 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.





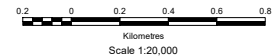
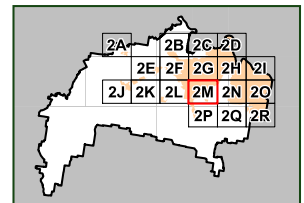
Local Government Infrastructure Plan

LGIP Map 2 - Priority Infrastructure Area

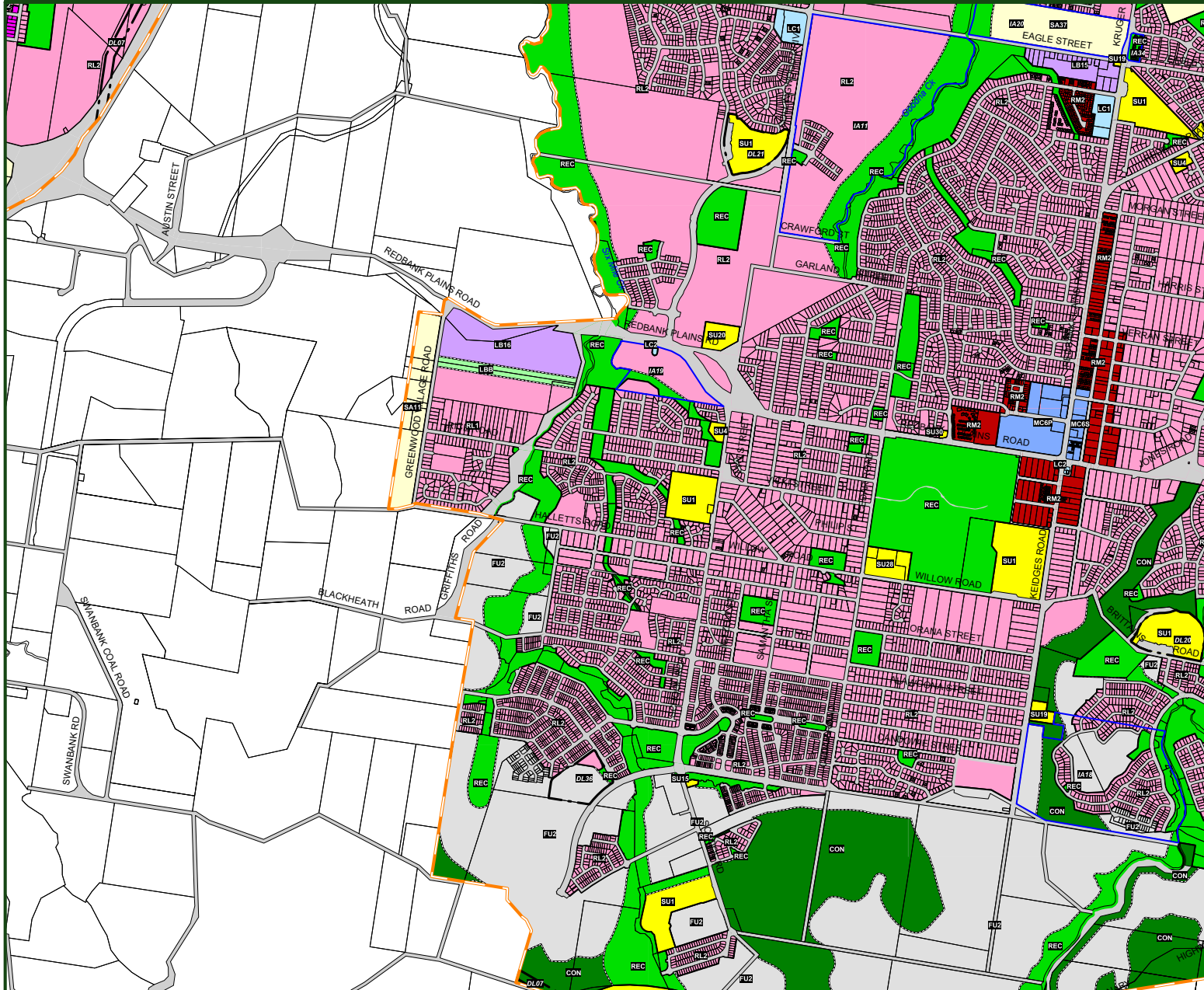
- Priority Infrastructure Area Boundary
  - Ipswich Local Government Area Boundary
  - Ripley Valley Priority Development Area
- Urban Areas**
- Business Incubator
  - Character Housing (Mixed Density - Sub Area)
  - Conservation
  - Local Business and Industry Buffer
  - Limited Development (Constrained)
  - Major Centres
  - Residential Low Density
  - Special Opportunity
  - Character Housing (Low Density - Sub Area)
  - Character Areas - 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
  - Recreation - Ripley Valley
  - Sub-Urban (T3) - Ripley Valley
- 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 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.







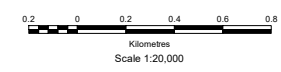
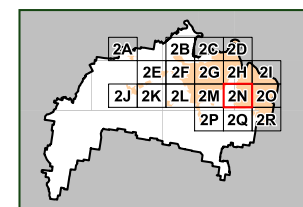
Local Government Infrastructure Plan  
LGIP Map 2 - Priority Infrastructure Area

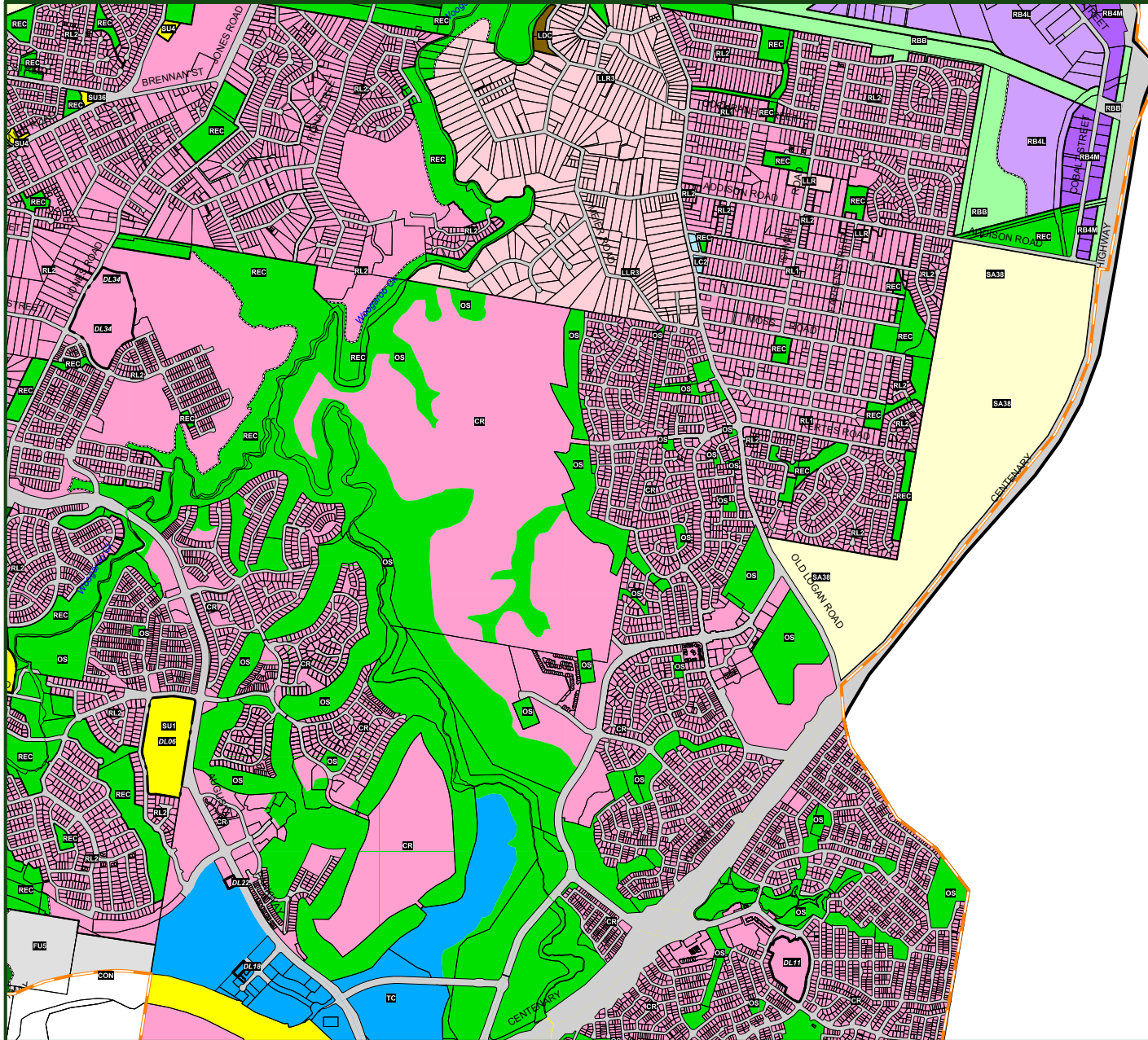
- Priority Infrastructure Area Boundary
  - Ipswich Local Government Area Boundary
  - Ripley Valley Priority Development Area
- Urban Areas**
- Character Housing (Low Density - Sub Area)
  - Future Urban
  - Local Business and Industry Buffer
  - Large Lot Residential
  - Renovation
  - Residential 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 311 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.



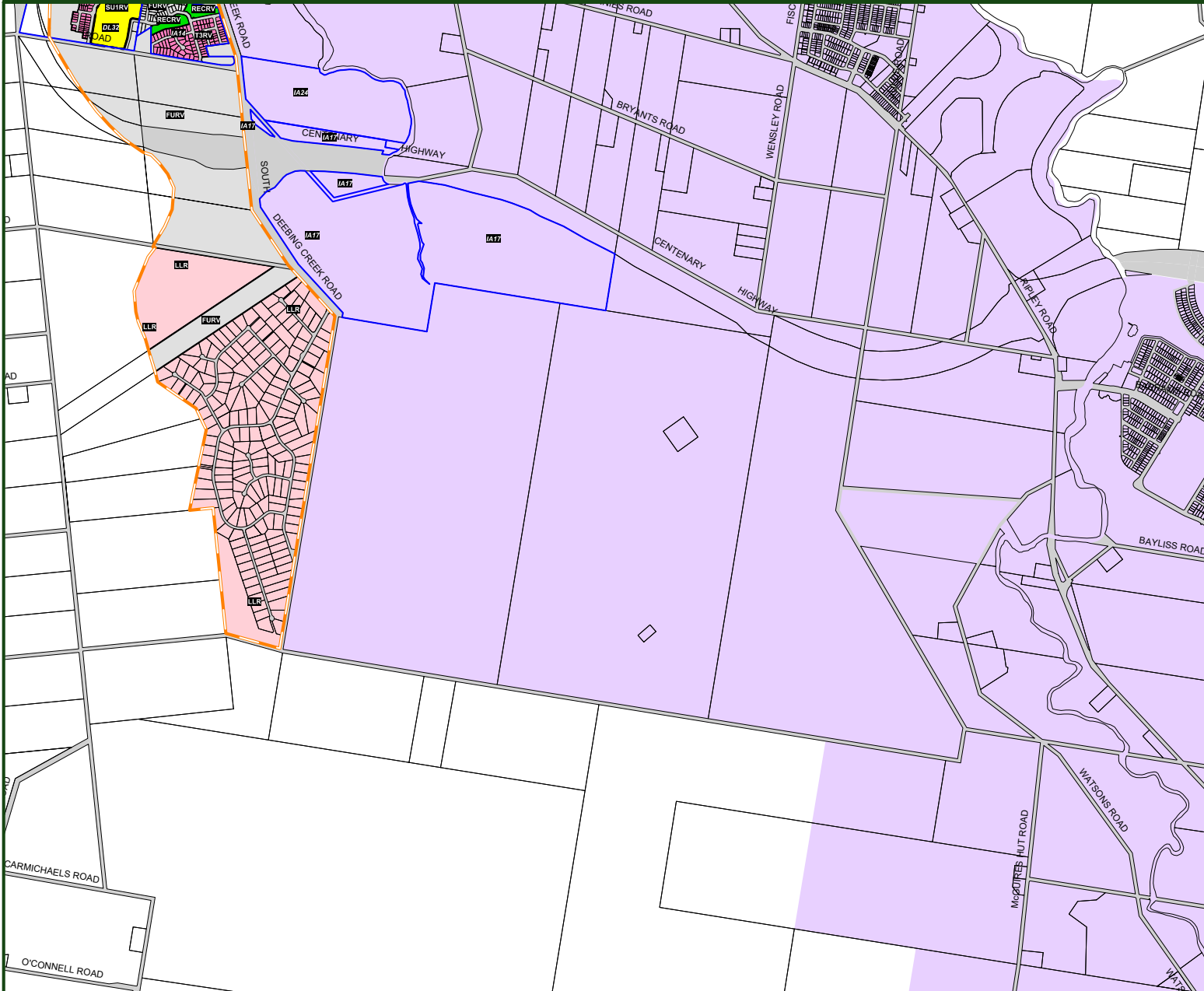


**Local Government Infrastructure Plan**  
LGIP Map 2 - Priority Infrastructure Area

- Priority Infrastructure Area Boundary
  - Ripley Valley Priority Development Area
  - Ipswich Local Government Area Boundary
- 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.

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



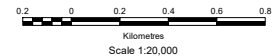
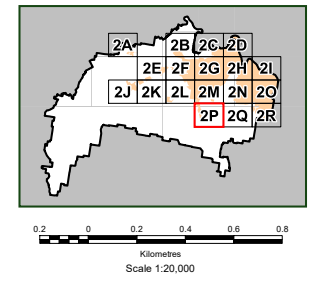
**Local Government Infrastructure Plan**  
 LGIP Map 2 - Priority Infrastructure Area

- Priority Infrastructure Area Boundary
- Ripley Valley Priority Development Area
- Ipswich Local Government Area Boundary
- Urban Areas**
  - LR Large Lot Residential
  - LSR Residential Low Density
- Ripley Valley**
  - UR Urban Urban - Ripley Valley
  - RLV Recreation - Ripley Valley
  - URV Special Uses - Ripley Valley
  - S 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.





**Attachment E - Administrative Amendments**




**1. Part A – Planning Scheme Administrative Amendments**

No.	Section/Clause No.	Key Issue	Explanation	Recommended Amendments	Attachment
1.1	Part 4 – Urban Areas Division 4 – Large Lot Residential Zone, Section 4.4.3(6) Effects of Development; Division 5 – Residential Low Density Zone, Section 4.5.3(8) Effects of Development; Division 6 – Residential Medium Density Zone, Section 4.6.3(8) Effects of Development; Division 7 – Character Areas – Housing Zone, Section 4.7.3(6) Effects of Development; Division 8 – Future Urban Zone, Section 4.8.3(8) Effects of Development, Section 4.8.5A(3)(b)(ii) Infrastructure, NOTE 4.8.5AP, and NOTE 4.8.5CP; Division 9 – Major Centres Zone, Section 4.9.3(15) Effects of Development; Division 10 – Local Retail and Commercial Zone, Section 4.10.3(15) Effects of Development; Division 11 – Local Business and Industry Zone, Section 4.11.3(11) Effects of Development; Division 12 – Local Business and Industry Investigation Zone, Section 4.12.3(11) Effects of Development;	Amendment to reference.	An amendment is proposed to replace the redundant term ‘the Priority Infrastructure Plan’ with ‘Part 13—Local Government Infrastructure Plan’.	That the term ‘the Priority Infrastructure Plan’ be deleted and replaced with the term ‘Part 13—Local Government Infrastructure Plan’ as detailed in Attachment E1.1.	 <a href="#">Attachment E1.1</a>


No.	Section/Clause No.	Key Issue	Explanation	Recommended Amendments	Attachment
	Division 13 – Local Business and Industry Buffer Zone, Section 4.13.3(14) Effects of Development; Division 14 – Character Areas – Mixed Use Zone, Section 4.14.3(9) Effects of Development; Division 15 – Business Incubator Zone, Section 4.15.3(11) Effects of Development; Division 16 – Bundamba Racecourse Stables Area Zone, Section 4.16.3(9) Effects of Development; Division 17 – Recreation Zone, Section 4.17.3(10) Effects of Development; Division 18 – Conservation Zone, Section 4.18.3(10) Effects of Development; Division 19 – Limited Development (Constrained) Zone, Section 4.19.3(5) Effects of Development; Division 20 – Special Uses Zone, Section 4.20.3(6) Effects of Development; and Division 21 – Special Opportunity Zone, Section 4.21.3(6) Effects of Development				
1.2	Part 4 – Urban Areas Division 3—Overall and Specific Outcomes for the Urban Areas as a whole, Section 4.3.3 (2) Specific Outcomes for the Urban Areas, as a whole	Amendment to map reference.	An amendment is proposed to correct the reference to ‘Map 4’ with reference to ‘Map 4a and Map 4b’.	That the reference to ‘Map 4’ be deleted and replaced with the term ‘Map 4a and Map 4b’ as detailed in Attachment E1.1.	


No.	Section/Clause No.	Key Issue	Explanation	Recommended Amendments	Attachment
1.3	Part 4 – Urban Areas Division 8 – Future Urban Zone, NOTE 4.8.5AN, NOTE 4.8.5AO, NOTE 4.8.5AP, NOTE 4.8.5CM, NOTE 4.8.5CO and NOTE 4.8.5CP	Amendment to reference.	An amendment is proposed to replace the reference to ‘Planning Scheme Policy 5’ with reference to ‘the Ipswich Adopted Infrastructure Charges Resolution’ to correctly reference the process of determining infrastructure credit (offset).	That the reference to ‘Planning Scheme Policy 5’ be deleted and replaced with ‘the Ipswich Adopted Infrastructure Charges Resolution’ as detailed in Attachment E1.1.	
1.4	Part 4 – Urban Areas Division 8 – Future Urban Zone, NOTE 4.8.5AP and NOTE 4.8.5CP	Amendment to reference.	An amendment is proposed to replace reference to the former supporting document ‘Local Community Facilities Infrastructure Policy’ with reference to ‘Part 13—Local Government Infrastructure Plan’.	That the reference to ‘Local Community Facilities Infrastructure Policy’ be deleted and replaced with ‘Part 13—Local Government Infrastructure Plan’ as detailed in Attachment E1.1.	
1.5	Part 4 – Urban Areas Division 8 – Future Urban Zone, NOTE 4.8.5AK	Correction of Note.	An amendment is proposed to correctly identify that the interchange at Keidges Road, Redbank Plains is required.	That the note be amended to identify the interchange is required at Keidges Road, Redbank Plains as detailed in Attachment E1.1.	
1.6	Part 4 – Urban Areas Division 9 – Major Centres Zone, Section 4.9.3(16) Effects of Development – General	Amendment to map reference.	An amendment is proposed to correct the reference to ‘Map 4’ with reference to ‘Map 4a and Map 4b’.	That the reference to ‘Map 4’ be deleted and replaced with the term ‘Map 4a and Map 4b’ as detailed in Attachment E1.1.	
1.7	Part 4 – Urban Areas Division 21—Special Opportunity Zone, Section 4.21.4(39) Effects of Development within Sub Areas	Amendment to map reference.	An amendment is proposed to correct the reference to ‘Map 4’ with reference to ‘Map 4a and Map 4b’.	That the reference to ‘Map 4’ be deleted and replaced with the term ‘Map 4a and Map 4b’ as detailed in Attachment E1.1.	


No.	Section/Clause No.	Key Issue	Explanation	Recommended Amendments	Attachment
1.8	Part 5 – City Centre Section 5.7(17) Specific Outcomes and Probable Solutions for the City Centre	Amendment to reference.	An amendment is proposed to replace the redundant term ‘the Priority Infrastructure Plan’ with ‘Part 13—Local Government Infrastructure Plan’.	That the term ‘the Priority Infrastructure Plan’ be deleted and replaced with the term ‘Part 13—Local Government Infrastructure Plan’ as detailed in Attachment E1.2.	 <a href="#">Attachment E1.2</a>
1.9	Part 6 – Regionally Significant Business Enterprise and Industry Areas Division 4 – Regional Business and Industry Zone, Section 6.10(13) Effects of Development; Division 5 – Regional Business and Industry Investigation Zone, Section 6.15(13) Effects of Development; Division 6 – Regional Business and Industry Buffer Zone, Section 6.20(13) Effects of Development; Division 7 – Special Uses Zone, Section 6.25(6) Effects of Development; Division 8 – Business Park Zone, Section 6.30(10) Effects of Development; and Division 9 – Recreation Zone, Section 6.34(10) Effects of Development, and Section 6.35(1) Effects of Development within Sub Areas	Amendment to reference.	An amendment is proposed to replace the redundant term ‘the Priority Infrastructure Plan’ with ‘Part 13—Local Government Infrastructure Plan’.	That the term ‘the Priority Infrastructure Plan’ be deleted and replaced with the term ‘Part 13—Local Government Infrastructure Plan’ as detailed in Attachment E1.3.	 <a href="#">Attachment E1.3</a>

No.	Section/Clause No.	Key Issue	Explanation	Recommended Amendments	Attachment
1.10	Part 6 – Regionally Significant Business Enterprise and Industry Areas Section 6.7(1) Specific Outcomes for the Regionally Significant Business and Industry Areas	Amendment to map reference.	An amendment is proposed to correct the reference to ‘Map 4’ with reference to ‘Map 4a and Map 4b’.	That the reference to ‘Map 4’ be deleted and replaced with the term ‘Map 4a and Map 4b’ as detailed in Attachment E1.3.	
1.11	Part 6 – Regionally Significant Business Enterprise and Industry Areas NOTE 6.7C and NOTE 6.11I	Correction to Note.	An amendment is proposed to delete reference to the need to resolve issues with the Redbank Plains Road alignment as the alignment has been resolved.	That the Note be corrected to delete reference to the Redbank Plains Road alignment as detailed in Attachment E1.3.	
1.12	Part 7 – Amberley Area Division 4 – Amberley Air Base and Aviation Zone, Section 7.9(5) Effects of Development	Amendment to reference.	An amendment is proposed to replace the redundant term ‘the Priority Infrastructure Plan’ with ‘Part 13—Local Government Infrastructure Plan’.	That the term ‘the Priority Infrastructure Plan’ be deleted and replaced with the term ‘Part 13—Local Government Infrastructure Plan’ as detailed in Attachment E1.4.	 <a href="#">Attachment E1.4</a>
1.13	Part 8 – Rosewood Area Section 8.7 (3) Specific Outcomes for the Rosewood Area	Amendment to reference.	An amendment is proposed to replace the redundant term ‘the Priority Infrastructure Plan’ with ‘Part 13—Local Government Infrastructure Plan’.	That the term ‘the Priority Infrastructure Plan’ be deleted and replaced with the term ‘Part 13—Local Government Infrastructure Plan’ as detailed in Attachment E1.5.	 <a href="#">Attachment E1.5</a>
1.14	Part 9 – Township Areas Division 4 – Township Residential Zone, Section 9.9(9) Effects of Development; Division 5 – Township Character Housing Zone, Section 9.14(7) Effects of Development; Division 8 – Township Business Zone,	Amendment to reference.	An amendment is proposed to replace the redundant term ‘the Priority Infrastructure Plan’ with ‘Part 13—Local Government Infrastructure Plan’.	That the term ‘the Priority Infrastructure Plan’ be deleted and replaced with the term ‘Part 13—Local Government Infrastructure Plan’ as detailed in Attachment E1.6.	 <a href="#">Attachment E1.6</a>






No.	Section/Clause No.	Key Issue	Explanation	Recommended Amendments	Attachment
	Section 9.29(22) Effects of Development; Division 9 – Showgrounds, Sport, Recreation, Service Trades and Trotting Zone, Section 9.33(7) Effects of Development; and Division 10 – Special Uses Zone, Section 9.37(5) Effects of Development				
1.15	Part 9 – Township Areas Division 4 – Township Residential Zone, Section 9.9(7) Effects of Development – General; Division 8—Township Business Zone, Section 9.29(19) Effects of Development – General; and Division 9—Showgrounds, Sport, Recreation, Service Trades and Trotting Zone, Section 9.33(4) Effects of Development – General	Amendment to map reference.	An amendment is proposed to correct the reference to ‘Map 4’ with reference to ‘Map 4a and Map 4b’.	That the reference to ‘Map 4’ be deleted and replaced with the term ‘Map 4a and Map 4b’ as detailed in Attachment E1.6.	
1.16	Part 10 – Rural Areas Division 4 – Rural A (Agricultural) Zone, Section 10.9(4) Effects of Development; Division 5 – Rural B (Pastoral) Zone, Section 10.13(4) Effects of Development; Division 6 – Rural C (Rural Living) Zone, Section 10.18(4) Effects of Development; Division 7 – Rural D (Conservation) Zone, Section 10.22(4) Effects of Development;	Amendment to reference.	An amendment is proposed to replace the redundant term ‘the Priority Infrastructure Plan’ with ‘Part 13—Local Government Infrastructure Plan’.	That the term ‘the Priority Infrastructure Plan’ be deleted and replaced with the term ‘Part 13—Local Government Infrastructure Plan’ as detailed in Attachment E1.7.	 <a href="#">Attachment E1.7</a>




No.	Section/Clause No.	Key Issue	Explanation	Recommended Amendments	Attachment
	Division 8 – Rural E (Special Land Management) Zone, Section 10.26(4) Effects of Development; and Division 9 – Special Uses Zone, Section 10.30(5) Effects of Development				
1.17	Part 12 – Division 3 – Traditional Neighbourhood Design Code Table 12.3.4.2: Specific Outcomes and Probable Solutions for Urban Reconfigurations, Neighbourhood Sector Plans, Section (8) and (11); Table 12.3.4.4: Specific Outcomes and Probable Solutions for Urban Reconfigurations, General Provisions, Section (32); and Appendix C – Land Dedications for Public Parks, Section 1(2) – Introduction, Section 2(1) – Applicability of this Appendix, Section 3(2) – Criteria for On-Site Land Dedication, Section 5(3) – Open Space Works and Requirements for On-Site Land Dedications; Table 2: Preliminary Works Required for Certain Public Parks Infrastructure and Figure 1 – Flow Chart for Parkland Dedications	Amendment to reference.	An amendment is proposed to replace the redundant term ‘the Priority Infrastructure Plan’ with ‘Part 13—Local Government Infrastructure Plan’.	That the term ‘the Priority Infrastructure Plan’ be deleted and replaced with the term ‘Part 13—Local Government Infrastructure Plan’ as detailed in Attachment E1.8.	 <a href="#">Attachment E1.8</a>

No.	Section/Clause No.	Key Issue	Explanation	Recommended Amendments	Attachment
1.18	Part 12 – Division 3 – Traditional Neighbourhood Design Code NOTE 12.3.4.4 Z; and Appendix C: Land Dedications For Public Parks, Section 1(3) – Introduction and Section 2(4) – Applicability of this Appendix	Amendment to reference.	An amendment is proposed to replace the reference to ‘Planning Scheme Policy 5’ with reference to ‘the Ipswich Adopted Infrastructure Charges Resolution’ to correctly reference the process of determining infrastructure credit (offset).	That the reference to ‘Planning Scheme Policy 5’ be deleted and replaced with ‘the Ipswich Adopted Infrastructure Charges Resolution’ as detailed in Attachment E1.8.	
1.19	Part 12 – Division 3 – Traditional Neighbourhood Design Code Appendix C – Land Dedications for Public Parks, Section 1(2) – Introduction, Section 2(1) – Applicability of this Appendix, Section 3(2) – Criteria for On-Site Land Dedication, and Figure 1 – Flow Chart for Parkland Dedications	Amendment to reference.	An amendment is proposed to delete the redundant term ‘Planning Scheme Policy 5’ as a consequence of the changes proposed in Amendments 1.17 and 1.18.	That the term ‘Planning Scheme Policy 5’ be deleted as detailed in Attachment E1.8.	
1.20	Part 12 – Division 3 – Traditional Neighbourhood Design Code Table 12.3.4.4: Specific Outcomes and Probable Solutions for Urban Reconfigurations, General Provisions, Section (28)	Amendment to reference.	An amendment is proposed to replace the redundant term ‘Ipswich Cycle Strategy’ with ‘Ipswich iGO Active Transport Action Plan’.	That the term ‘Ipswich Cycle Strategy’ be deleted and replaced with the term ‘Ipswich iGO Active Transport Action Plan’ as detailed in Attachment E1.8.	
1.21	Part 12 – Division 5 – Reconfiguring a Lot Code Table 12.5.1: Specific Outcomes and Probable Solutions for Minor Subdivisions, Section (5); Table 12.5.2: Specific Outcomes and Probable Solutions for Moderate and Major Subdivisions, Section (26);	Amendment to reference.	An amendment is proposed to replace the redundant term ‘the Priority Infrastructure Plan’ with ‘Part 13—Local Government Infrastructure Plan’.	That the term ‘the Priority Infrastructure Plan’ be deleted and replaced with the term ‘Part 13—Local Government Infrastructure Plan’ as detailed in Attachment E1.9.	 <a href="#">Attachment E1.9</a>



No.	Section/Clause No.	Key Issue	Explanation	Recommended Amendments	Attachment
	Appendix H – Land Dedications for Public Parks, Section 1(2) – Introduction, Section 2(1) – Applicability of this Appendix, Section 3(2) – Criteria For On-Site Land Dedication, Section 5(3) – Open Space Works and Requirements for On-Site Land Dedications, Table 2: Preliminary Works Required for Certain Public Parks Infrastructure and Figure 1 – Flow Chart for Parkland Dedications				
1.22	Part 12 – Division 5 – Reconfiguring a Lot Code Table 12.5.1: Specific Outcomes and Probable Solutions for Minor Subdivisions, Note 8; Table 12.5.2: Specific Outcomes and Probable Solutions for Moderate and Major Subdivisions, Note 8, Note 12, Note 32; and Appendix H - Land Dedications for Public Parks, Section 1(3) – Introduction and Section 2(4) - Applicability of this Appendix	Amendment to reference.	An amendment is proposed to replace the reference to ‘Planning Scheme Policy 5’ with reference to ‘the Ipswich Adopted Infrastructure Charges Resolution’ to correctly reference the process of determining infrastructure credit (offset).	That the reference to ‘Planning Scheme Policy 5’ be deleted and replaced with ‘the Ipswich Adopted Infrastructure Charges Resolution’ as detailed in Attachment E1.9.	
1.23	Part 12 – Division 5 – Reconfiguring a Lot Code Appendix H – Land Dedications for Public Parks, Section 1(2) – Introduction, Section 2(1) – Applicability of this Appendix,	Amendment to reference.	An amendment is proposed to delete the redundant term ‘Planning Scheme Policy 5’ as a consequence of the changes proposed in Amendments 1.21 and 1.22.	That the term ‘Planning Scheme Policy 5’ be deleted as detailed in Attachment E1.9.	

No.	Section/Clause No.	Key Issue	Explanation	Recommended Amendments	Attachment
	Section 3(2) – Criteria For On-Site Land Dedication, Section 5(3) – Open Space Works and Requirements for On-Site Land Dedications, and Figure 1 – Flow Chart for Parkland Dedications				
1.24	Part 12 – Division 5 – Reconfiguring a Lot Code Table 12.5.2: Specific Outcomes and Probable Solutions for Moderate and Major Subdivisions, Section (6), Note 8 and Section (7)	Amendment to map reference.	An amendment is proposed to correct the reference to ‘Map 4’ with reference to ‘Map 4a and Map 4b’.	That the reference to ‘Map 4’ be deleted and replaced with the term ‘Map 4a and Map 4b’ as detailed in Attachment E1.9.	
1.25	Part 12 – Division 5 – Reconfiguring a Lot Code Table 12.5.1: Specific Outcomes and Probable Solutions for Minor Subdivisions, Section (6); Table 12.5.2: Specific Outcomes and Probable Solutions for Moderate and Major Subdivisions, Note 26; Table 12.5.3: Specific Outcomes and Probable Solutions for Minor Rural Subdivisions, Section 6; and Table 12.5.4: Specific Outcomes and Probable Solutions for Moderate Rural Subdivisions, Note 10.	Amendment to reference.	An amendment is proposed to correct the 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’.	That reference to ‘Planning Scheme Policy 5—Infrastructure’ be replaced with reference to ‘Planning Scheme Policy 3—General Works’ and ‘Part 13—Local Government Infrastructure Plan’ as detailed in Attachment E1.9.	
1.26	Part 12 – Division 5 – Reconfiguring a Lot Code	Amendment to	An amendment is proposed to replace the redundant term ‘Ipswich Cycle	That the term ‘Ipswich Cycle Strategy’ be deleted and	

No.	Section/Clause No.	Key Issue	Explanation	Recommended Amendments	Attachment
	Table 12.5.2: Specific Outcomes and Probable Solutions for Moderate and Major Subdivisions, Note 16	reference.	Strategy’ with ‘Ipswich iGO Active Transport Action Plan’.	replaced with the term ‘Ipswich iGO Active Transport Action Plan’ as detailed in Attachment E1.9.	
1.27	Part 14 – Springfield Structure Plan Section 1.6 - Relationship of Structure Plan to the Remainder of the Planning Scheme	Amendment to reference.	An amendment is proposed to replace the redundant term ‘the Priority Infrastructure Plan’ with ‘Part 13—Local Government Infrastructure Plan’.	That the term ‘the Priority Infrastructure Plan’ be deleted and replaced with the term ‘Part 13—Local Government Infrastructure Plan’ as detailed in Attachment E1.10.	 <a href="#">Attachment E1.10</a>
1.28	Part 15 – Ripley Valley Division 4 – Future Urban Zone Section 15.4.3(8) – Effects of Development	Amendment to reference.	An amendment is proposed to replace the redundant term ‘the Priority Infrastructure Plan’ with ‘Part 13—Local Government Infrastructure Plan’.	That the term ‘the Priority Infrastructure Plan’ be deleted and replaced with the term ‘Part 13—Local Government Infrastructure Plan’ as detailed in Attachment E1.11.	 <a href="#">Attachment E1.11</a>
1.29	Schedule 7 – Key Reference Maps, Map 1- Principal Conservation Areas & Integrated Open Space Network Legend	Amendment to reference in legend.	An amendment is proposed to replace the redundant term ‘the Priority Infrastructure Plan’ with ‘Part 13—Local Government Infrastructure Plan’.	That the term ‘the Priority Infrastructure Plan’ be deleted and replaced with the term ‘Part 13—Local Government Infrastructure Plan’ as detailed in Attachment E1.12.	 <a href="#">Attachment E1.12</a>
1.30	Schedule 7 – Key Reference Maps, Map 1- Principal Conservation Areas & Integrated Open Space Network	Amendment to network mapping.	An amendment is proposed to update the public park network mapping on Map 1 to reflect the updated Part 13 mapping.	That the network mapping on Map 1 be updated to reflect the Part 13 Plans for Trunk Infrastructure Maps as detailed in Attachment E1.12.	

No.	Section/Clause No.	Key Issue	Explanation	Recommended Amendments	Attachment
1.31	Schedule 7 – Key Reference Maps, Maps 4a and 4b – Transport Network	Amendment to network mapping.	An amendment is proposed to update the transport (roads) network mapping on Map 4a and 4b to reflect the updated Part 13 mapping and to update constructed roads.	That the network mapping on Map 4a and 4b be updated to reflect the Part 13 Plans for Trunk Infrastructure Maps as detailed in Attachment E1.13.	 <a href="#">Attachment E1.1</a>
1.32	Figure 4-8-4 – Walloon Thagoona Strategic Road & Rail Network	Amendment to network mapping.	An amendment is proposed to update the transport (roads) network mapping on Figure 4-8-4 to reflect the updated Part 13 mapping, including Rohl Road, Taylors Road and Elm Road to be shown as proposed collector roads (non-trunk roads) and the proposed sub-arterial between Haigslea Amberley Road and Wulkuraka Connection Road amended to be shown as a possible future major intersuburban link (to be further investigated).	That the network mapping on Figure 4-8-4 be updated to reflect the Part 13 Plans for Trunk Infrastructure Maps as detailed in Attachment E1.14.	 <a href="#">Attachment E1.1</a>
1.33	Strategy Map 2 – Urban Areas	Amendment to network mapping.	An amendment is proposed to update the transport (roads) network mapping on Strategy Map 2 to reflect the updated Part 13 mapping and to update constructed roads.	That the network mapping on Strategy Map 2 be updated to reflect the Part 13 Plans for Trunk Infrastructure Maps as detailed in Attachment E1.15.	 <a href="#">Attachment E1.1</a>

**2. Part B – Planning Scheme Policy Administrative Amendments**

No.	Section/Clause No.	Key Issue	Explanation	Recommended Amendments	Attachment
2.1	Planning Scheme Policy 2—Information Local Government May Request Section 1 Information Local Government May Request, Note 12 and Note 28	Amendment to map reference.	An amendment is proposed to correct the reference to 'Map 4' with reference to 'Map 4a and Map 4b'.	That the reference to 'Map 4' be deleted and replaced with the term 'Map 4a and Map 4b' as detailed in Attachment E2.1.	 <a href="#">Attachment E2.1</a>
2.2	Planning Scheme Policy 3 – General Works Part 3 – Standards for Design of Parks and Streetscapes Section 3.1.1(1) - Design Criteria; Note 3.1.1A and Section 3.1.2(1) - Guiding Principles for Variations to the Standards of Service	Amendment to reference.	An amendment is proposed to replace the redundant term 'the Priority Infrastructure Plan' with 'Part 13—Local Government Infrastructure Plan'.	That the term 'the Priority Infrastructure Plan' be deleted and replaced with the term 'Part 13—Local Government Infrastructure Plan' as detailed in Attachment E2.2.	 <a href="#">Attachment E2.2</a>



- (iii) to be conveniently accessible, where possible, to public transport and pedestrian and cycle routes;
- (iv) to provide a focus for community interaction and meet demonstrated community needs;
- (v) where possible, to be near schools, parkland and community facilities in order to form part of a community node; and
- (vi) sized so as not to compromise the viability of higher order centres or other existing or planned neighbourhood centres.

### Transport and Access

(2)

#### Specific Outcomes

- (a) A strategic transport network is provided, as outlined in Map [4a](#) and Map [4b](#) in Schedule 7.
- (b) Where possible, sensitive land uses are located away from major transport corridors and haul roads.
- (c) Alternatively, where necessary, acoustic assessments are undertaken together with appropriate ameliorative measures to reduce noise levels within sensitive uses to appropriate levels commensurate with the Environmental Protection Policy (Noise).
- (d) Carparking is provided in accordance with the demand generated by uses or works, and may include shared parking and access arrangements.
- (e) The design and layout of parking facilities is—
  - (i) integrated (particularly for adjoining carparks);
  - (ii) located to minimise disruption to traffic flow; and
  - (iii) located and designed to minimise pedestrian and vehicle conflicts.
- (f) Service and delivery areas—
  - (i) provide safe and efficient access to sites;
  - (ii) are combined, where possible for adjoining uses;
  - (iii) minimise disruptions to local traffic; and
  - (iv) reduce pedestrian/vehicular conflicts.

(3)

### Environmental Management

#### Specific Outcomes

- (a) The quality of stormwater runoff from a use or site is similar to or better than the established water quality standards for the receiving waters or lawful point of discharge.
- (b) Uses and works are designed to support integrated catchment management, including—
  - (i) protection and rehabilitation of natural drainage patterns and riparian vegetation;
  - (ii) environmentally acceptable effluent and runoff management systems or techniques which prevent pollution of water sources; and
  - (iii) appropriate buffering along any adjoining major watercourses.
- (c) Uses and works with the potential for material or serious environmental harm or environmental nuisance, establish and implement a site specific Environmental Management Plan, which describes the measures to be used to avoid or minimise adverse impacts, and how such measures are to be implemented during the life of the development.
- (d) Vegetated areas with strong scenic amenity or biodiversity values are retained where possible within development sites as open space areas, large lots or expanded road reserves.

#### Visual Framework

##### NOTE 4.3.3B

- (1) The Ipswich Urban Areas include places with strong visual appeal, comprising both man made and natural features.
- (2) These features include—
  - (a) major topographic features, such as the Brisbane and Bremer Rivers and other major tributary watercourses and prominent mountains, ridgelines, knolls and hillsides;
  - (b) historic townscapes;
  - (c) major approach routes and gateways;
  - (d) major landmarks; and
  - (e) important view corridors.
- (3) Specific details in relation to visual framework features for the inner urban areas surrounding the Ipswich City Centre have been compiled and are depicted in Figures 4.3.1 and 4.3.2, Tables 4.3.1, 4.3.2 and 4.3.3 and Schedule 4.



**(2) Probable Solution – for sub-section (1)(b) and (c)**

The overall density is 1.5 to 2.5 dwellings per hectare, with lots ranging from 4000m<sup>2</sup> to 6000m<sup>2</sup> in area.

**Non Residential Uses****(3) Specific Outcomes**

Each non-residential use—

- (a) fulfils a local community need; and
- (b) is accessible to the population it serves; and
- (c) where possible, co-locates with other non-residential uses, but does not contribute to undesirable commercial ribbon development; and
- (d) does not have a significant detrimental impact on the amenity of nearby residents, including through the generation of—
  - (i) odours;
  - (ii) noise;
  - (iii) waste products;
  - (iv) dust;
  - (v) traffic;
  - (vi) chemical spray drift;
  - (vii) electrical interference; or
  - (viii) lighting; and
- (e) maintains a scale and appearance in keeping with the residential amenity and character of the locality with adequate buffering or screening to nearby residential uses (both existing and proposed).

**Operation of Road Network and Access****(4) Specific Outcomes**

Uses and works are located and designed to—

- (a) ensure the safe and efficient operation of the road network; and
- (b) avoid multiple access points along major roads; and
- (c) avoid significant adverse effects (e.g. by noise or dust generated) from use of the road network.

**Provision of Infrastructure****(5) Specific Outcomes**

Infrastructure is—

- (a) provided to meet appropriate standards at the least whole-of-life cost, including avoiding unnecessary duplication; and
- (b) comprised of components and materials that are readily accessible and available from local sources; and
- (c) readily integrated with existing systems and facilitates the orderly provision of future systems.

**(6) Probable Solutions – for sub-section (5)**

Infrastructure is provided to the standards stated in [the Priority Part 13—Local Government Infrastructure Plan and Planning Scheme Policy 3—General Works](#).

**Effluent Treatment and Disposal****(7) Specific Outcome**

If connection is not available to a sewerage system, uses and lots are able to be provided with adequate on-site effluent treatment and disposal<sup>4</sup>.

**Operational Airspace – Wildlife Hazards****(8) Specific Outcome**

- (a) Particular attention is given to the covering or containment of food and waste sources so as not to attract wildlife (particularly birds or bats) that are likely to affect the operational airspace within 8km of RAAF Base Amberley.
- (b) Turf farming and fruit farming are managed within 8km of RAAF Base Amberley to avoid the attraction of wildlife (particularly birds or bats) that is likely to affect the operational airspace of RAAF Base Amberley.

**(9) Probable Solution – for sub-section (8)(b)**

Turf farming and fruit farming are avoided within 3km of RAAF Base Amberley.

**NOTE 4.4.3A**

Refer to—

- (a) Map OV7B;
- (b) State Planning Policy 1/02 – Development in the Vicinity of Certain Airports and Aviation Facilities; and
- (c) Table 11.4.2, section 11.4.9 (Defence Facilities), Part 11 (Overlays) of this Planning Scheme.

<sup>4</sup> For further information about requirements for on-site effluent treatment and disposal, refer to Plumbing and Drainage Act 2002 and the Queensland Plumbing and Wastewater Code.



- (2) **Probable Solution – for sub-section (1)(a)**
- (a) For infill development, where nearby uses are predominantly single storey, buildings are one storey in height.
  - (b) A second storey is not provided unless appropriate with—
    - (i) the scale of adjoining development; and
    - (ii) the extent of fall across the land; and
    - (iii) the character and amenity of the area and overall townscape.

**Non Residential Uses****(3) Specific Outcomes**

Each non-residential use—

- (a) fulfils a local community need; and
- (b) is accessible to the population it serves; and
- (c) where possible co-locates with other non residential uses but does not contribute to undesirable commercial ribbon development; and
- (d) does not have a significant detrimental impact on the amenity of nearby residents, including through the generation of—
  - (i) odours;
  - (ii) noise;
  - (iii) waste products;
  - (iv) dust;
  - (v) traffic;
  - (vi) electrical interference; or
  - (vii) lighting; and
- (e) maintains a scale and appearance in keeping with the residential amenity and character of the locality with adequate buffering or screening to nearby residential uses (both existing and proposed).

**Vegetation and Landscaping****(4) Specific Outcomes**

- (a) Appropriate landscaping, including street trees, is used to soften building outlines and enhance the overall appearance of the area.
- (b) Buildings on stumps/piers are provided in preference to slab on ground construction, where located within vegetated areas and on steeply sloping land.
- (c) All significant trees are retained, where possible, particularly on heavily treed, large lots.

- (d) Uses and works at the rear of existing dwellings are designed to avoid adverse impact on established vegetation and the amenity of neighbouring properties.

**Building Setbacks****(5) Specific Outcome**

New buildings are setback to the alignment of adjoining buildings unless an alternative setback does not detrimentally affect the character and amenity of the area and the overall townscape.

**Operation of Road Network and Access****(6) Specific Outcomes**

Uses and works are located and designed to—

- (a) ensure the safe and efficient operation of the road network; and
- (b) avoid multiple access points along major roads; and
- (c) ensure that the principal access for the area between Melrose Drive and Reif Street, Flinders View is via Fischer Road, to avoid amenity concerns and traffic congestion within the residential area to the north of Melrose Drive, Flinders View; and
- (d) avoid significant adverse effects (e.g. by noise or dust generated) from use of the road network; and
- (e) ensure reconfiguration of the existing historic lots to the south of Berry Street and in the vicinity of Phoenix Court, Churchill provide for the construction of appropriate road reserves and suitable building envelopes.

**NOTE 4.5.3B**

The narrow strips of land which currently link the separate lots to the south of Berry Street and in the vicinity of Phoenix Court, Churchill are not dedicated road reserves.

**Provision of Infrastructure****(7) Specific Outcomes**

Infrastructure is—

- (a) provided to meet appropriate standards at the least whole-of-life cost, including avoiding unnecessary duplication; and
- (b) comprised of components and materials that are readily accessible and available from local sources; and
- (c) readily integrated with existing systems and facilitates the orderly provision of future systems.

**(8) Probable Solutions – for sub-section (7)**

Infrastructure is provided to the standards stated in [the Priority Part 13—Local Government Infrastructure Plan and Planning Scheme Policy 3—General Works](#).



- (2) **Probable Solutions – for sub-section (1)(a)**
- (a) New buildings and additions to buildings do not exceed three storeys in height (Sub Area RM1) or two storeys in height (Sub Area RM2 and Sub Area RM3).
  - (b) An additional storey is not provided unless appropriate with—
    - (i) the scale of adjoining development;
    - (ii) the extent of fall across the land; and
    - (iii) the character and amenity of the area and the overall townscape.
- Building Setbacks and Design**
- (3) **Specific Outcomes**
- Buildings—
- (a) are setback 6 metres from the street frontage unless an alternative setback does not detrimentally affect the character and amenity of the area and the overall townscape;
  - (b) on the corner of major roads are sited and composed to form attractive 'gateways' and focal points;
  - (c) protect and enhance the amenity and intended character of buildings on adjoining sites;
  - (d) minimise undesirable levels of enclosure or loss of outlook;
  - (e) provide for air circulation, natural light penetration and privacy for existing or likely residents on adjoining sites;
  - (f) use articulation to minimise the potential for bulkiness and disproportionate facade length; and
  - (g) avoid the use of blank walls, particularly where facing the street.
- Vegetation and Landscaping**
- (4) **Specific Outcomes**
- (a) Appropriate landscaping including street trees is used to soften building outlines and enhance the overall appearance of the area.
  - (b) Significant vegetation is conserved, where possible.
- Non Residential Uses**
- (5) **Specific Outcomes**
- Each non-residential use—
- (a) fulfils a local community need; and
  - (b) is accessible to the population it serves; and
- (c) where possible co-locates with other non residential uses but does not contribute to undesirable commercial ribbon development; and
  - (d) does not have a significant detrimental impact on the amenity of nearby residents, including through the generation of—
    - (i) odours;
    - (ii) noise;
    - (iii) waste products;
    - (iv) dust;
    - (v) traffic;
    - (vi) electrical interference; or
    - (vii) lighting; and
  - (e) maintains a scale and appearance in keeping with the residential amenity and character of the locality with adequate buffering or screening to nearby residential uses (both existing and proposed).
- Operation of Road Network and Access**
- (6) **Specific Outcomes**
- Uses and works are located and designed to—
- (a) ensure the safe and efficient operation of the road network; and
  - (b) avoid multiple access points along major roads.
- Provision Infrastructure**
- (7) **Specific Outcomes**
- Infrastructure is—
- (a) provided to meet appropriate standards at the least whole-of-life cost, including avoiding unnecessary duplication; and
  - (b) comprised of components and materials that are readily accessible and available from local sources; and
  - (c) readily integrated with existing systems and facilitates the orderly provision of future systems.
- (8) **Probable Solution – for sub-section (7)**
- Infrastructure is provided to the standards stated in [the Priority Part 13—Local Government Infrastructure Plan and Planning Scheme Policy 3—General Works](#).



- (6) **Probable Solutions – for sub-section (5)**  
Infrastructure is provided to the standards stated in ~~the Priority Part 13—Local Government~~ Infrastructure Plan and Planning Scheme Policy 3—General Works.

**4.7.4 Effects of Development within Sub Areas**

**NOTE 4.7.4A**

- (1) The Character Areas – Housing Zone includes two (2) Sub Areas plus precincts, as outlined below.
- (2) The locations of the Sub Areas are—
  - (a) depicted on the Zoning Maps Z7, Z14, Z15, Z16 and Z17; and
  - (b) described below.

- (1) **Sub Area CHL (Character Housing Low Density)**

**NOTE 4.7.4B**

- (1) The Character Housing Low Density Sub Area is predominantly used for detached housing, with a strong heritage character evident in the dominance of traditional painted timber houses.
- (2) Most of the dwellings are of a single storey.
- (3) Future uses and works retain the low density residential nature of the Sub Area, and maintain and enhance the identified historic character.
- (4) Some of the land within the Character Housing Low Density Sub Area is affected by development constraints, particularly mining.
- (5) Refer to the overlay maps and Part 11 to determine whether a proposal is affected by an overlay.

**Specific Outcomes**

- (a) The established, traditional, detached housing character and lot sizes are retained.
- (b) Infill development mainly in the form of dual occupancies and low density clusters of attached or detached housing, is located—
  - (i) as redevelopment of sites which—
    - (A) contain pre-1946 buildings which have been significantly altered to the extent that they have lost their cultural significance and streetscape value; or

- (B) contain buildings with an architectural style from the post second world war period (i.e. buildings erected after 1946); or

- (i) on large allotments, at the rear of existing buildings, and subject to an assessment of the impact on established vegetation and the amenity of neighbouring properties.

- (c) Appropriate uses and works are characterised by individual buildings reflecting the Sub Area’s existing traditional detached housing character.
- (d) Careful attention is given to the design and placement of new buildings within the Sub Area.

**Probable Solutions – for sub-section (1)(a)-(d)**

- (e) Buildings are setback to the alignment of adjoining buildings and are aligned parallel with the street frontages, unless it can be demonstrated that an alternative arrangement is suitable with regard to the character and amenity of the area and the overall townscape.
- (f) Buildings are generally in the range of one to two storeys in height (including single storey, high set), with an emphasis placed on elevated buildings on stumps, consistent with the height of adjoining buildings.
- (g) An additional storey is not provided unless appropriate with regard to—
  - (i) the character and amenity of the area and the overall townscape;
  - (ii) the scale of adjoining development and the predominant height of buildings within the street;
  - (iii) the retention of important view corridors;
  - (iv) the retention of the significance of landmark sites and structures; and
  - (v) the extent of fall across the site.
- (h) The maximum dwelling density does not exceed 15 dwellings per hectare.

**Precincts**

**NOTE 4.7.4C**

- (1) For the purpose of more detailed planning considerations, the Character Housing Low Density Sub Area includes five (5) Precincts, as detailed below.
- (2) The locations of the Precincts are—
  - (a) depicted on the Zoning Maps Z14 and Z15; and
  - (b) described below.



**(8) Probable Solutions – for sub-section (7)**

Infrastructure is provided to the standards stated in ~~the Priority Part 13—Local Government~~ Infrastructure Plan and Planning Scheme Policy 3—General Works, or as otherwise stated in the specific sub area (refer Sections 4.8.5A to 4.8.5D).

**Separation Between Conservation Areas and Urban Uses and Works****(9) Specific Outcomes**

Uses and works are located and designed to—

- (a) minimise urban edge effects eroding the environmental values of principal conservation areas;
- (b) minimise bushfire risks; and
- (c) protect new buildings from being damaged by falling timber.

**(10) Probable Solutions – for sub-section (9)**

Building envelopes are located such that there is at least a 20 metre separation to the boundary of land which is zoned “Conservation” or “Rural Conservation”.

**Operational Airspace – Wildlife Hazards****(11) Specific Outcome**

- (a) Particular attention is given to the covering or containment of food and waste sources so as not to attract wildlife (particularly birds or bats) that are likely to affect the operational airspace within 8km of RAAF Base Amberley.
- (b) Turf farming and fruit farming are managed within 8km of RAAF Base Amberley to avoid the attraction of wildlife (particularly birds or bats) that is likely to affect the operational airspace of RAAF Base Amberley.

**(12) Probable Solution – for sub-section (11)(b)**

Turf farming and fruit farming are avoided within 3km of RAAF Base Amberley.

**NOTE 4.8.3B**

Refer to—

- (a) Map OV7B
- (b) State Planning Policy 1/02 – Development in the Vicinity of Certain Airports and Aviation Facilities; and
- (c) Table 11.4.2, section 11.4.9 (Defence Facilities), Part 11 (Overlays) of this Planning Scheme.

**4.8.5A Effects of Development within Sub Area FU2—South Redbank Plains****NOTE 4.8.5AA**

- (1) The Future Urban Zone includes five (5) Sub Areas.
- (2) This section (4.8.5A) deals with Sub Area 2 - Redbank Plains.
- (3) The location of this Sub Area is depicted on Zoning Map Z25.

**NOTE 4.8.5AB**

- (1) The majority of the land in the Redbank Plains area is recognised as an urban growth area in the SEQ Regional Plan.
- (2) The land in this Sub Area includes the emerging South Redbank Plains urban community and surrounding lands and is centred on the proposed School Road ‘Main Street’ Neighbourhood Centre and the Keidges Road local centre and the associated railway stations for both centres.
- (3) The future development of the area is intended to comprise an urban growth corridor catering for a population of approximately 16 000 people.
- (4) The area is intended to develop as an integrated urban community incorporating residential, retail, commercial and community uses designed to cater to a variety of users whilst creating a distinctive ‘sense of place’ and identity for the area.
- (5) The Land Use Concept Master Plan (LUCMP) (Figure 4.8.2A) establishes the outer limits of the future urban development “footprint” having regard to—
  - (a) the SEQ Regional Plan urban footprint;
  - (b) the positioning of the South West Transport Corridor;
  - (c) the future rail corridor;
  - (d) areas effected by flooding;
  - (e) areas effected by past mining activity;
  - (f) areas effected by difficult topography;
  - (g) water supply and sewerage catchments; and
  - (h) significant vegetation including Endangered Regional Ecosystems, watercourses and identified wildlife corridors.

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**Special Opportunity Area 6**

- (ix) This area is affected by previous mining and extractive activities, is located outside key infrastructure catchment area boundaries and provides a visual and physical buffer between current business and industry uses to the south and west.
- (x) Future uses may include possible low density residential land uses subject to a detailed mining assessment, an economic feasibility study in regards to the water and sewer servicing issues and a detailed analysis on the current and future amenity impacts from the current and future Business and Industry uses to the south and west of the area.
- (xi) The timing of residential development in this area is subject to being able to make a final determination on the amenity impacts associated with nearby existing and future business and industry activities.
- (xii) This may result in the development of this land being held back until existing high impact industrial activities on nearby land are discontinued and such nearby land being redeveloped for low impact business and industry activities (eg. a business park) which will have no adverse amenity impacts on land designated SOA6.
- (xiii) Should it be determined that the land within the SOA6 designation is either uneconomic to develop or service or will continue to be adversely affected by nearby business and industry activity, it is envisaged that the land will remain undeveloped as openspace and be subject to supplementary planting to form part of the adjacent conversation (CON 1) area.

**(g) Transport****NOTE 4.8.5AK**

- (1) There are two (2) strategic transport plans for the South Redbank Plains area:-
  - (a) a Strategic Road and Rail Network Plan (refer Figure 4.8.2C); and
  - (b) a Strategic Pedestrian / Cycleway Network Plan (refer Figure 4.8.2D).
- (2) These plans, along with the LUCMP (Figure 4.8.2A), are intended to—
  - (a) provide a focus on transport efficiency and safety;

- (b) encourage use of public transport and non motorised forms of transport; and
  - (c) promote high levels of convenience, accessibility and connectivity, particularly to railway stations and designated centres.
- (3) The Strategic Road and Rail Network is focussed on:-
- (a) two major regional roads comprising-
    - (i) the Centenary Highway extension (South West Transport Corridor from) Springfield to Ripley; and
    - (ii) the Swanbank Business and Industry area arterial road link;
  - (b) major inter suburban link roads comprising-
    - (i) School Road;
    - (ii) Keidges Road; and
    - (iii) an East West Distributor road link from Augusta Parkway to the Swanbank / Redbank Plains Interchange on the South West Transport Corridor; and
  - (c) a supporting network of collector roads.
- (4) The key public transport infrastructure is based on the positioning of a passenger rail corridor link from Springfield to Ripley on an alignment to the north of Mount Juilleratt with the key passenger station locations:-
- (a) adjoining the School Road, major neighbourhood centre 'main street'; and
  - (b) the Keidges Road local neighbourhood centre.
- (5) The Keidges Road station also presents an opportunity for a 'park and ride' facility to serve additional areas at Redbank Plains and Bellbird Park to the north.
- (6) ~~The possibility of a future interchange at Keidges Road, Bellbird Park may be revisited if the need for an additional interchange is identified. Additional planning has identified that an interchange is required at Keidges Road, Redbank Plains.~~

**Specific Outcomes**

- (i) The strategic road network provides logical connections between the collector road network and the higher order roads (refer to Figure 4.8.2C).
- (ii) The strategic road network incorporates appropriate landscape treatments in order to—



**NOTE 4.8.5AM**

- (1) The appropriate and timely provision of infrastructure for roads and transport, water supply, recycled water, sewerage, open space and recreation facilities, community facilities, stormwater drainage, electricity and telecommunications is an essential element of the planning process for the South Redbank Plains Sub Area.
- (2) In most cases it is envisioned that Infrastructure Agreements will be entered into, with Local Government and other relevant infrastructure providers, in order to ensure the provision of infrastructure in an integrated and timely manner.
- (3) Such agreements are likely to address the provision of a comprehensive range of infrastructure items, including—
  - (a) roads and transport;
  - (b) water cycle infrastructure;
  - (c) open space and recreation facilities;
  - (d) community facilities;
  - (e) stormwater drainage; and
  - (f) electricity and telecommunications.
- (4) Regard should also be had to the provisions contained in Section 4.8.5A(2)(g) – Transport.

**(b) Roads and Transport**

**Specific Outcomes**

- (i) An overall transport network is developed which provides adequate access to individual uses and works.

**Probable Solutions**

- (ii) All developers design and construct roads, streets, pedestrian and cyclists pathways and facilities in accordance with the Strategic Road and Rail Network Plan (refer to Figure 4.8.2C), the Strategic Pedestrian/Cycleway Network Plan (refer to Figure 4-8-2D), ~~the Priority~~ [Part 13—Local Government Infrastructure Plan](#), the Reconfiguring a Lot Code and Planning Scheme Policy 3 – General Works.
- (iii) At the time any land is developed, the road and street network in that part of the land is designed to meet the reasonable anticipated level, nature and intensity of uses and works within the catchment in which that part of the land is situated even though the uses and works do not require works to that extent.
- (iv) All parts of the land required for the road or street network are dedicated

at the time of signing of plans of subdivision for the reconfiguration of that part of the land adjoining the road or street network.

**(c) Water Supply, Sewerage and Recycled Water**

**NOTE 4.8.5AN**

- (1) Any developer infrastructure credit (offset) for construction of trunk water supply and sewerage infrastructure is outlined in [Planning Scheme Policy 5—Infrastructure](#) ~~the Ipswich Adopted Infrastructure Charges Resolution~~.
- (2) Council is unlikely to approve the use of temporary sewerage pump stations in the area.
- (3) Council is unlikely to approve a booster water pump station for areas that are not capable of being serviced by an existing or future reservoir.
- (4) Development within areas above 100m elevation will need to demonstrate that they are capable of satisfying Councils water supply guidelines in respect to adequate water supply pressures.

**Specific Outcomes**

- (i) Water supply and sewerage networks are provided—
  - (A) in an integrated manner to meet the anticipated needs of the relevant catchments;
  - (B) to meet the needs (including for fire fighting purposes) of individual uses and works; and
  - (C) in a manner which facilitates sustainable water management, particularly where relating to water sensitive urban design and the use of recycled water to lessen reliance on potable water.
- (ii) Sewerage networks are designated to minimise infiltration and inflow.

**Probable Solutions**

- (iii) Water supply and sewerage infrastructure is provided in accordance with the strategic network depicted I.
- (iv) Where necessary, developments are to accommodate the location of the Southern Regional Water Pipeline, including adequate setback from the actual pipeline to facility construction, maintenance and safety.





- (v) All developers design and construct 'works internal' and 'works external' to the nominated connection point in accordance with the Reconfiguring a Lot Code and Planning Scheme Policy 3 – General Works.
- (vi) At the time the land is developed, the water and sewerage reticulation system in that part of the land is designed to meet the reasonably anticipated level, nature and intensity of uses and works within the water zone or sewerage catchment in which that part of the land is situated, even though the development approved does not require water or sewerage works to that extent.
- (vii) Where water reticulation works are to be constructed on any part of land which is not either a road or otherwise owned or under the control of the Local Government, the relevant part of those works is dedicated or an easement granted to the Local Government free of cost to the Local Government.
- (viii) Gravity sewers are designed and constructed using best practice, that is, incorporating new technology and construction practices to reduce the amount of infiltration to the system from groundwater and stormwater. (Commonly, these sewers are referred to as 'smart sewers').

#### (d) Open Space and Recreation Facilities

##### NOTE 4.8.5AO

Any developer infrastructure credit (offset) for dedicating and embellishing open space infrastructure is outlined in [Planning Scheme Policy 5 – Infrastructure the Ipswich Adopted Infrastructure Charges Resolution](#).

##### Specific Outcomes

- (i) An integrated open space and recreation network is developed in accordance with:-
  - (A) the Greenspace Plan (refer to Figure 4.8.2B); and
  - (B) the criteria outlined in sub-section (2)(e) above.
- (ii) Designated recreation areas encompass a mix of –
  - (A) active and passive recreational activities and associated facilities;
  - (B) linear parkland, open space movement and drainage corridors; and

- (C) formal, informal and natural settings.

##### Probable Solutions

- (iii) All parts of the land required for the open space system are dedicated at the time of signing of plans of subdivision for any part of the land adjoining the open space network.
- (iv) The following land is not accepted as part of the parkland contributions—
  - (A) land below the post Q20 ARI flood/stormwater event unless those areas are useable and stable;
  - (B) the area of any school playing field or any playing field being relied upon to provide a school's requirements for active recreation;
  - (C) land required for the attenuation of transportation noise;
  - (D) land required for stormwater drainage purposes; and
  - (E) land which contains an easement for power lines, stormwater drainage or any other purpose which may impact on the suitability of the use of the land for park purposes.

#### (e) Community Facilities

##### NOTE 4.8.5AP

- (1) [The Local Community Facilities Infrastructure Policy \(as outlined in Planning Scheme Policy 5 – Infrastructure and the Priority Part 13 – Local Government Infrastructure Plan\)](#) is based on the premise that there is a basic range of community facilities and services that are required to meet the local needs of residents.
- (2) The extent of community facilities required to meet the needs of a new population are generally outlined in [the Local Community Facilities Infrastructure Policy \(as outlined in Planning Scheme Policy 5 – Infrastructure and the Priority Part 13 – Local Government Infrastructure Plan\)](#).
- (3) Any developer infrastructure credit (offset) for community facilities infrastructure is outlined in [Planning Scheme Policy 5 – Infrastructure of this planning scheme the Ipswich Adopted Infrastructure Charges Resolution](#).



**Probable Solutions**

- (ii) All developers design and construct roads, streets, pedestrian and cyclists pathways and facilities in accordance with the Strategic Road and Rail Network Plan (refer to Figure 4-8-4), the Strategic Pedestrian/Cycleway Network Plan (refer to Figure 4-8-5), the Reconfiguring a Lot Code and Planning Scheme Policy 3- General Works.
- (iii) Any road or street crossing the Western Ipswich Bypass Corridor is constructed to be grade separated from this corridor.
- (iv) At the time any land is developed, the road and street network in that part of the land is designed to meet the reasonable anticipated level, nature and intensity of uses and works within the catchment in which that part of the land is situated even though the uses and works do not require works to that extent.
- (v) All parts of the land required for the road or street network are dedicated at the time of signing of plans of subdivision for the reconfiguration of that part of the land adjoining the road or street network.

**(c) Water Supply, Sewerage****NOTE 4.8.5CM**

Any developer infrastructure credit (offset) for construction of trunk water supply and sewerage infrastructure is outlined in [Planning Scheme Policy 5—Infrastructure the Ipswich Adopted Infrastructure Charges Resolution](#).

**Specific Outcomes**

- (i) Water supply and sewerage networks are provided—
  - (A) in an integrated manner to meet the anticipated needs of the relevant catchments;
  - (B) to meet the needs (including for fire fighting purposes) of individual uses and works; and
  - (C) in a manner which facilitates sustainable water management, particularly where relating to water sensitive urban design to lessen reliance on potable water.
- (ii) Sewerage networks are designated to minimise infiltration and inflow.

**Probable Solutions**

- (iii) All developers design and construct 'works internal' and 'works external' to the nominated connection point in accordance with the Reconfiguring a Lot Code, Planning Scheme Policy 3 – General Works and Planning Scheme Policy 5 – Infrastructure.
- (iv) At the time the land is developed, the water and sewerage reticulation system in that part of the land is designed to meet the reasonably anticipated level, nature and intensity of uses and works within the water zone or sewerage catchment in which that part of the land is situated, even though the development approved does not require water or sewerage works to that extent.
- (v) Where water reticulation works are to be constructed on any part of land which is not either a road or otherwise owned or under the control of the Local Government, the relevant part of those works is dedicated or an easement granted to the Local Government free of cost to the Local Government.
- (vi) Gravity sewers are designed and constructed using best practice, that is, incorporating new technology and construction practices to reduce the amount of infiltration to the system from groundwater and stormwater.

**NOTE 4.8.5CN**

Commonly, these sewers are referred to as 'smart sewers'.

**(d) Open Space and Recreation Facilities****NOTE 4.8.5CO**

Any developer infrastructure credit (offset) for dedicating and embellishing open space infrastructure is outlined in [Planning Scheme Policy 5—Infrastructure the Ipswich Adopted Infrastructure Charges Resolution](#).

**Specific Outcomes**

- (i) An integrated open space and recreation network is developed in accordance with:-
  - (A) the Greenspace Plan (refer to Figure 4.8.3); and
  - (B) the criteria outlined in sub-section (2)(f) above.



- (ii) Designated recreation areas encompass a mix of –
  - (A) active and passive recreational activities and associated facilities;
  - (B) linear parkland, open space movement and drainage corridors; and
  - (C) formal, informal and natural settings.

#### Probable Solutions

- (iii) All parts of the land required for the open space system are dedicated at the time of signing of plans of subdivision for any part of the land adjoining the open space network.
- (iv) The following land is not accepted as part of the parkland contributions—
  - (A) land below the post Q20 ARI flood/stormwater event unless those areas are useable and stable;
  - (B) the area of any school playing field or any playing field being relied upon to provide a school's requirements for active recreation;
  - (C) land required for the attenuation of transportation noise;
  - (D) land required for stormwater drainage purposes; and
  - (E) land which contains an easement for power lines, stormwater drainage or any other purpose which may impact on the suitability of the use of the land for park purposes.

#### (e) Community Facilities

##### NOTE 4.8.5CP

- (1) ~~The Local Community Facilities Infrastructure Policy (as outlined in Planning Scheme Policy 5 – Infrastructure and the Priority Part 13 – Local Government Infrastructure Plan)~~ is based on the premise that there is a basic range of community facilities and services that are required to meet the local needs of residents.
- (2) Higher order community facilities for the Walloon Thagoona urban areas are to be located within the Rosewood Town Centre as it provides higher order community facilities for the entire Western Ipswich growth corridor and the surrounding rural areas.

- (3) The extent of community facilities required to meet the needs of a new population are generally outlined in ~~the Local Community Facilities Infrastructure Policy (as outlined in Planning Scheme Policy 5 – Infrastructure and the Priority Part 13 – Local Government Infrastructure Plan)~~.
- (4) Any developer infrastructure credit (offset) for community facilities infrastructure is outlined in ~~Planning Scheme Policy 5 – Infrastructure of this planning scheme the Ipswich Adopted Infrastructure Charges Resolution~~.

#### Specific Outcomes

- (i) CPTED (Crime Prevention Through Environmental Design) Principles are incorporated throughout the urban design and development processes, with a particular focus on maximising opportunities for casual surveillance.
- (ii) Local community facilities are co-located as part of accessible centres clusters, and to encourage multi-use and sharing of 'ancillary elements' such as parking areas.
- (iii) Local centres and associated clusters of community facilities are located and distributed to maximise community accessibility.
- (iv) Key candidate sites are—
  - (A) adjoining Queen Street and extending through to the railway station at Walloon;
  - (B) along Taylors Road;
  - (C) along the northern end of Haigslea Amberley Road;
  - (D) near the intersection of Karrabin Rosewood Road and Thagoona Haigslea Road;
  - (E) near the Thagoona railway station; and
  - (F) within a proposed local business and industry area near the intersection of Karrabin Rosewood Road and Seidels Road.
- (v) Higher order community facilities and administrative activities are located within the Rosewood Town Centre, to support its role as the main administrative/community centre for the Western Ipswich growth corridor.



- Provision of Infrastructure**
- (14) **Specific Outcomes**  
Infrastructure is—
- (a) provided to meet appropriate standards at the least whole-of-life cost, including avoiding unnecessary duplication; and
  - (b) comprised of components and materials that are readily accessible and available from local sources; and
  - (c) readily integrated with existing systems and facilitates the orderly provision of future systems.
- (15) **Probable Solutions – for sub-section (14)**  
Infrastructure is provided to the standards stated in ~~the Priority Part 13—Local Government~~ Infrastructure Plan and Planning Scheme Policy 3—General Works.
- Transport and Access**
- (16) **Specific Outcomes**  
Uses and works are located and designed to—
- (a) ensure the safe and efficient operation of the road network;
  - (b) avoid multiple access points along major roads;
  - (c) avoid significant adverse effects (e.g. by noise or dust generated) from use of the road network;
  - (d) enhance the integration of traffic movements within the zone; and
  - (e) ensure the safe and efficient operation of the road network, particularly the strategic network as outlined in Map 4a and Map 4b in Schedule 7.
- Integrated Planning, Uses and Works**
- (17) **Specific Outcomes**  
Uses and works within Major Centres occur within a comprehensive planning framework that—
- (a) ensures the orderly development of the locality;
  - (b) coordinates and integrates land uses, transport, open space and other infrastructure;
  - (c) provides opportunities for mixed use, including shop top housing and other forms of permanent or temporary accommodation, inclusive of mitigation measures relating to the protection of residential amenity;
  - (d) incorporates transport and mobility networks that—
    - (i) are transit oriented and promote walkability;
- (ii) integrate internal and external access to achieve a safe convenient, comfortable and attractive environment for public transport patrons, pedestrians and cyclists, both between elements of the Centre and to nearby areas;
  - (iii) locate stops and interchanges for public transport in the most accessible and convenient position in the Centre to promote their use;
  - (iv) provide parking areas, pedestrian paths, cycle paths, building entrances, amenities and seating to support accessibility for people with special needs;
  - (v) provide internal and external spaces that promote community integration (e.g. pedestrian spines and plaza areas);
  - (vi) provide vehicle entry, exit and circulation arrangements that minimise adverse impacts on local amenity and promote efficiency of the road and street network;
  - (vii) minimise conflict between pedestrians/cyclists and vehicles and between passenger vehicles and freight/delivery/service vehicles; and
  - (viii) integrate vehicle parking and circulation;
- (e) provides, where appropriate for centre based recreation and entertainment facilities;
  - (f) provides for linkages to the external, district or local level open space network;
  - (g) conserves valuable features such as places of cultural heritage significance and important view corridors or mature vegetation;
  - (h) develops a unified theme/identity/character for particular areas, through appropriate urban design, building design or landscape treatment (including street tree planting and other streetscape works);
  - (i) provides for the Centre to act as a community focus and meeting place and as a place that caters for the social needs of the community it serves;
  - (j) provides for the Centre to act as a focus of economic activity and community service delivery;



- Service and Delivery Areas**
- (13) **Specific Outcomes**
- (a) Service and delivery areas provide safe and efficient access to sites.
  - (b) Service and delivery areas are designed and located to suit the scale of existing and future uses of the site and the type of vehicles that may service the site.

- Provision of Infrastructure**
- (14) **Specific Outcomes**
- Infrastructure is—
- (a) provided to meet appropriate standards at the least whole-of-life cost, including avoiding unnecessary duplication; and
  - (b) comprised of components and materials that are readily accessible and available from local sources; and
  - (c) readily integrated with existing systems and facilitates the orderly provision of future systems.

- (15) **Probable Solutions – for sub-section (14)**
- Infrastructure is provided to the standards stated in [the Priority Part 13—Local Government Infrastructure Plan and Planning Scheme Policy 3—General Works](#).

- Transport and Access**
- (16) **Specific Outcomes**
- Uses and works are located and designed to—
- (a) create compact local retail and commercial nodes where all facilities are easily accessible by walking;
  - (b) ensure the safe and efficient operation of the road network;
  - (c) avoid multiple access points along major roads;
  - (d) avoid significant adverse effects (e.g. by noise or dust generated) from use of the road network; and
  - (e) enhance the integration of traffic movements within the zone.

#### 4.10.4 Effects of Development within Sub Areas

##### NOTE 4.10.4A

- (1) The Local Retail and Commercial Zone includes two (2) Sub Areas, as outlined below.
- (2) The locations of the Sub Areas are—
  - (a) depicted on the Zoning Maps Z7, Z8, Z13, Z14, Z15, Z16, Z17, Z22, Z23, Z24 and Z25; and
  - (b) described below.

##### (1) Sub Area LC1 – Major Neighbourhood Centres

##### NOTE 4.10.4B

- (1) Major Neighbourhood Centres represent important community focal points and clusters of local business and community service activities.
- (2) Major Neighbourhood Centres also play an important role in fostering a positive community image and identity.

##### Building Height

- (a) **Specific Outcomes**
- A low rise, human-scale building profile is achieved, which offers an attractive, comfortable and safe pedestrian environment.
- (b) **Probable Solution – for sub-section (1)(a)**
- Buildings are limited to two (2) storeys in height, unless appropriate with—
- (i) the scale of adjoining development; and
  - (ii) the extent of fall across the site; and
  - (iii) the character and amenity of the area and the overall townscape.

##### Streetscape and Visual/Aesthetic Considerations

- (c) **Specific Outcomes**
- (i) New uses and works—
    - (A) contribute to the area's local character;



- (ii) comprised of components and materials that are readily accessible and available from local sources; and
  - (iii) readily integrated with existing systems and facilitates the orderly provision of future systems.
- (b) New uses and works are connected to a sewerage system or an approved on-site effluent treatment and disposal system<sup>80</sup>.

**(11) Probable Solutions – for sub-section (10)(a)**

Infrastructure is provided to the standards stated in [the Priority Part 13—Local Government Infrastructure Plan and Planning Scheme Policy 3—General Works](#).

**4.11.4 Effects of Development Within Sub Areas**

**NOTE 4.11.4A**

- (1) The Local Business and Industry Zone includes sixteen (16) Sub Areas, as outlined below.
- (2) The locations of the Sub Areas are—
  - (a) depicted on the zoning maps Z7, Z8, Z14, Z15, Z16, Z23, Z24 and Z25; and
  - (b) described below.

**(1) Sub Area LB1 - West Ipswich**

**Building Height and Setback**

**(a) Specific Outcomes**

- (i) Achieve a low rise human-scale building profile which offers an attractive, comfortable and safe pedestrian environment.
- (ii) New uses and works are limited to two (2) storeys in height.
- (iii) Buildings are setback four (4) metres from the existing, or any proposed street alignment.

**Nearby Residential Amenity**

**(b) Specific Outcomes**

- (i) Particular attention is given to mitigating potential noise impacts for nearby residents on the periphery of the Sub Area.

- (ii) Appropriate measures may include;
  - (A) enclosure or other suitable acoustic treatments for machinery;
  - (B) minimal to no openings within walls of industrial buildings where adjoining residential premises;
  - (C) placement and screening of outdoor storage and work areas; and
  - (D) provision of appropriate landscaped treatment.

**Streetscape and Visual/Aesthetic Considerations**

**NOTE 4.11.4B**

The Sub Area is significant in a townscape context as it is dissected by a number of important view corridors from Challinor Street and Noel Bale Park to Flinders Peak, and towards and away from Denmark Hill to the west.

**(c) Specific Outcomes**

- (i) New uses and works give due regard to the siting and design of buildings to promote a continuity of building form.
- (ii) New uses and works provide a much stronger visual focus on street corners.

**Business Mix**

**NOTE 4.11.4C**

- (1) Heavy manufacturing industries are no longer appropriate in this Sub Area and do not reflect either the contemporary or likely future economic opportunities.
- (2) Uses which rely less on passing trade (e.g. service trades/offices) or which provide lower levels of visual amenity are located away from the major roads.
- (3) The Sub Area should not be permitted to develop in a manner that would detract from the intended role and function of the Ipswich CBD.
- (4) Accordingly, shopping centres, and major office developments are not supported in the Sub Area.

<sup>80</sup> For further information about requirements for on-site effluent treatment and disposal, refer to Plumbing and Drainage Act 2002 and the Queensland Plumbing and Wastewater Code.



- (b) Where new uses and works do not have a detrimental impact on the amenity and character of adjacent sensitive land uses, buildings are either built up to the side and rear boundaries or have a minimum setback of four (4) metres.
- (c) A minimum ten (10) metre wide densely planted landscaped buffer is provided where the use abuts land included in a zone in which the use is listed as an inconsistent use.

**NOTE 4.12.3B**

Building height provisions are specified for each of the Sub Areas within the Local Business and Industry Investigation Zone (see section 4.12.4).

**Building Orientation****(6) Specific Outcomes**

- (a) Buildings generally address the street frontage or frontages by—
  - (i) being aligned parallel to the street, rather than at an angle to the street; and
  - (ii) providing clear, legible entry points.
- (b) Buildings are designed so that opportunities for overlooking and casual surveillance of public spaces, parking areas and pedestrian paths are provided.

**Skyline Elements/Rooftop Design****(7) Specific Outcomes****NOTE 4.12.3C**

- (1) Special attention needs to be given to the design of roof forms and the location and concealing of plant and equipment for sites which—
  - (a) adjoin major thoroughfares or residential areas; or
  - (b) are readily overlooked from nearby areas or vantage points.
- (2) The design of rooftops and projections is to be treated as an integral part of the building envelope design.

The design of roof forms ensure that plant rooms and equipment—

- (a) are appropriately concealed;
- (b) do not detract from the overall character and amenity of the area.

**Parking****(8) Specific Outcomes**

- (a) Where ever possible, there is an integrated design and layout for adjoining parking areas.
- (b) Car parking areas are attractive and contribute to, rather than detract from local character.
- (c) Car parking areas are designed and located to minimise disruption to traffic flow and to minimise pedestrian/vehicle conflicts.

**Service and Delivery Areas****(9) Specific Outcomes**

- (a) Service and delivery areas provide safe and efficient access to sites.
- (b) Service and delivery areas are designed and located to suit the scale of existing and future uses of the site and the type of vehicles that may service the site.

**Provision of Infrastructure****(10) Specific Outcomes**

- (a) Infrastructure is—
  - (i) provided to meet appropriate standards at the least whole-of-life cost, including avoiding unnecessary duplication; and
  - (ii) comprised of components and materials that are readily accessible and available from local sources; and
  - (iii) readily integrated with existing systems and facilitates the orderly provision of future systems.
- (b) New uses or works are connected to a sewerage system or an appropriate on-site sewerage effluent treatment and disposal facility<sup>91</sup>.

**(11) Probable Solutions – for sub-section (10)(a)**

Infrastructure is provided to the standards stated in [the Priority Part 13—Local Government Infrastructure Plan and Planning Scheme Policy 3—General Works](#).

<sup>91</sup> For further information about requirements for on-site effluent treatment and disposal, refer to Plumbing and Drainage Act 2002 and the Queensland Plumbing and Wastewater Code.



- (12) Service and Delivery Areas**
- Specific Outcomes**
- (a) Service and delivery areas provide safe and efficient access to sites.
  - (b) Service and delivery areas are designed and located to suit the scale of existing and future uses of the site and the type of vehicles that may service the site.

- (13) Provision of Infrastructure**
- Specific Outcomes**
- (a) Infrastructure is—
    - (i) provided to meet appropriate standards at the least whole-of-life cost, including avoiding unnecessary duplication; and
    - (ii) comprised of components and materials that are readily accessible and available from local sources; and
    - (iii) readily integrated with existing systems and facilitates the orderly provision of future systems.
  - (b) New uses or works are connected to a sewerage system or an appropriate on-site effluent treatment disposal facility<sup>102</sup>.

- (14) Probable Solutions – for sub-section (13)(a)**
- Infrastructure is provided to the standards stated in ~~the Priority-Part 13—Local Government~~ Infrastructure Plan and Planning Scheme Policy 3—General Works.

- (15) Nearby Residential Amenity**
- Specific Outcomes**
- (a) Particular attention is given to mitigating potential impacts from excessive noise, dust and odours for nearby residents on the periphery of the zone.
  - (b) Appropriate measures may include—
    - (i) minimal to no openings in building walls facing residences;
    - (ii) enclosure or other suitable acoustic treatments for machinery;
    - (iii) careful placement and screening of outdoor storage and work areas;
    - (iv) provision of adequate physical separation and appropriate landscaped treatment including establishing planted buffer areas and acoustic mounds or fencing;
    - (v) rehabilitation of completed areas as soon as practicable;

- (vi) minimisation of exposed surface areas, where possible, to that within current areas of operation; and
- (vii) restriction of vehicle movements to designated access routes.

- (16) Operational Airspace – Wildlife Hazards**
- Specific Outcome**
- (a) Particular attention is given to the covering or containment of food and waste sources so as not to attract wildlife (particularly birds or bats) that are likely to affect the operational airspace within 8km of RAAF Base Amberley.
  - (b) Turf farming and fruit farming are managed within 8km of RAAF Base Amberley to avoid the attraction of wildlife (particularly birds or bats) that is likely to affect the operational airspace of RAAF Base Amberley.
- (17) Probable Solution – for sub-section (16)(b)**
- Turf farming and fruit farming are avoided within 3km of RAAF Base Amberley.

**NOTE 4.13.3C**

Refer to—

- (a) Map OV7B;
- (b) State Planning Policy 1/02 – Development in the Vicinity of Certain Airports and Aviation Facilities; and
- (c) Table 11.4.2, section 11.4.9 (Defence Facilities), Part 11 (Overlays) of this Planning Scheme.

**4.13.4 Consistent and Inconsistent Uses, Use Classes and Other Development**

- Specific Outcomes**
- (1)** The following are consistent uses, use classes and other development categories in the Local Business and Industry Buffer Zone—
- (a) agriculture, unless turf farming or fruit farming within 8km of RAAF Base Amberley;
  - (b) animal husbandry;
  - (c) carrying out building work not associated with a material change of use, if building work on an existing building on site and complying with the Planning Scheme Building Matters Code;
  - (d) clearing of vegetation which complies with the Vegetation Management Code;

<sup>102</sup> For further information about requirements for on-site effluent treatment and disposal, refer to Plumbing and Drainage Act 2002 and the Queensland Plumbing and Wastewater Code.





- (iii) waste products;
- (iv) dust;
- (v) traffic;
- (vi) electrical interference; or
- (vii) lighting; and
- (e) maintains a scale and appearance in keeping with the amenity and character of the locality with adequate buffering or screening, particularly to nearby residential uses.

**Operation of Road Network, Parking and Access**

**(7) Specific Outcomes**

Uses and works are located and designed to—

- (a) ensure the safe and efficient operation of the road network;
- (b) avoid multiple access points along major roads;
- (c) avoid significant adverse effects (e.g. by noise or dust generated) from use of the road network;
- (d) be served by associated carparking, generally located at the rear of premises;
- (e) share access and parking arrangements where possible; and
- (f) separate and clearly define parking provisions for residential and non-residential uses, where possible.

**NOTE 4.14.3D**

- (1) Requests for dispensation from parking requirements on Character Areas – Mixed Use zoned land will be considered on the basis of—
  - (a) the extent to which the proposed development will contribute to employment creation, townscape/streetscape enhancement, heritage conservation and vegetation protection; and
  - (b) the availability of both on and off-street parking and the likely impact on parking supply and demand.
- (2) The Local Government may also elect to obtain contributions towards on-street or alternative off-street parking in lieu of requiring on-site parking.

**(8) Provision of Infrastructure**

**Specific Outcomes**

Infrastructure is—

- (a) provided to meet appropriate standards at the least whole-of-life cost, including avoiding unnecessary duplication; and
- (b) comprised of components and materials that are readily accessible and available from local sources; and
- (c) readily integrated with existing systems and facilitates the orderly provision of future systems.

**(9) Probable Solutions – for sub-section (8)**

Infrastructure is provided to the standards stated in ~~the Priority-Part 13—Local Government~~ Infrastructure Plan and Planning Scheme Policy 3—General Works.

**4.14.4 Effects of Development within Sub Areas**

**NOTE 4.14.4A**

- (1) The Character Areas – Mixed Use Zone includes sixteen (16) Sub Areas, as outlined below.
- (2) The locations of the Sub Areas are—
  - (a) depicted on the Zoning Maps Z7, Z8, Z14, Z15 and Z16; and
  - (b) described below.

**(1) Sub Area 1 (CMU1) – Denmark Hill Lower Slopes**

**NOTE 4.14.4B**

- (1) This Sub Area is situated between Limestone, Roderick, Nicholas and Burnett Streets and between Roderick, Court, Ginn and Nicholas Streets, Ipswich.
- (2) The Sub Area is intended to develop as an area of transition between the historic residential uses on Denmark Hill and the potential for future expansion of commercial activity through proximity to the Ipswich CBD.

**Specific Outcomes**

**Appropriate Uses**

Appropriate uses in the Sub Area include—

- (a) art and craft establishments;
- (b) eating establishments;
- (c) small scale professional offices;
- (d) medical centres, particularly where in proximity to Ipswich Hospital;
- (e) home based activities; and
- (f) small scale accommodation.



- Nearby Residential Amenity**
- (9) **Specific Outcomes**
- (a) Particular attention is given to mitigating potential noise impacts for nearby residents.
  - (b) Appropriate measures may include—
    - (i) minimal to no openings in building walls facing residences;
    - (ii) enclosure or other suitable acoustic treatments for machinery;
    - (iii) placement and screening of outdoor storage and work areas; and
    - (iv) provision of adequate physical separation and appropriate landscaped treatment including establishing planted buffer areas and acoustic mounds or fencing.
- Provision of Infrastructure**
- (10) **Specific Outcomes**
- (a) Infrastructure is—
    - (i) provided to meet appropriate standards at the least whole-of-life cost, including avoiding unnecessary duplication; and
    - (ii) comprised of components and materials that are readily accessible and available from local sources; and
    - (iii) readily integrated with existing systems and facilitates the orderly provision of future systems.
  - (b) New uses or works are connected to a sewerage system or an appropriate on-site effluent treatment and disposal system<sup>122(b)</sup>.
- (11) **Probable Solutions – for sub-section (10)(a)**
- Infrastructure is provided to the standards stated in ~~the Priority Part 13—Local Government~~ Infrastructure Plan and Planning Scheme Policy 3—General Works.
- Parking**
- (12) **Specific Outcomes**
- (a) Where ever possible, there is an integrated design and layout for adjoining parking areas.
  - (b) Car parking areas are attractive and contribute, rather than detract, from local character.
  - (c) Car parking areas are designed and located to minimise disruption to traffic flow and to minimise pedestrian/vehicle conflicts.
- Service and Delivery Areas**
- (13) **Specific Outcomes**
- (a) Service and delivery areas provide safe and efficient access to sites.
  - (b) Service and delivery areas are designed and located to suit the scale of existing and future uses of the site and the type of vehicles that may service the site.
- 4.15.4 Consistent and Inconsistent Uses, Use Classes and Other Development**
- Specific Outcomes**
- (1) The following are consistent uses, use classes and other development categories in the Business Incubator Zone—
- (a) caretaker residential;
  - (b) carrying out building work not associated with a material change of use, if building work on an existing building on site and complying with the Planning Scheme Building Matters Code;
  - (c) clearing of vegetation which complies with the Vegetation Management Code;
  - (d) earthworks not associated with a material change of use and which complies with the Earthworks Code;
  - (e) home based activity which complies with the Home Based Activities Code;
  - (f) minor building work;
  - (g) minor utility;
  - (h) park, if not involving illuminated sporting activities;
  - (i) placing an advertising device on premises which complies with the Advertising Devices Code;
  - (j) single residential.
- (2) The following uses, use classes and other development categories are consistent with the outcomes sought for the Business Incubator Zone if of a type and scale appropriate for the prevailing nature of the area and the particular circumstances of the site and its surrounds—
- (a) business use, unless auction depot or farm supply outlet;
  - (b) carpark;
  - (c) carrying out operational work for reconfiguring a lot or in association with a material change of use;
  - (d) community use, unless cemetery, crematorium, hospital or transit centre;
- <sup>122(b)</sup> For further information about requirements for on-site effluent treatment and disposal, refer to the Plumbing and Drainage Act 2002 and the Queensland Plumbing and Wastewater Code.



- (5) **Supervision of Animals Kept Overnight**  
**Specific Outcomes**  
 A dwelling or caretakers residence is provided on-site to enable full time supervision of animals which are kept overnight.
- (6) **Vegetation/Landscaping**  
**Specific Outcomes**
- (a) Appropriate landscaping, including street trees, is used to soften building outlines and enhance the overall appearance of the area.
  - (b) All significant trees are retained, where possible.
  - (c) All lots upon which stables are established are fenced, in order to prevent horses from escaping the premises.
- Operation of Road Network and Access**
- (7) **Specific Outcomes**  
 Uses are located and designed to—
- (a) ensure the safe and efficient operation of the road network;
  - (b) avoid access to Designated Roads (and in particular avoid the creation of multiple access points along a Designated Road) unless the premises do not have an alternative frontage to a dedicated road or other alternative access;
  - (c) avoid the creation of a new traffic hazard or increase an existing traffic hazard; and
  - (d) avoid significant adverse effects (e.g. by noise or dust generated) from use of the road network.
- Provision of Infrastructure**
- (8) **Specific Outcomes**
- (a) Infrastructure is—
    - (i) provided to meet appropriate standards at the least whole-of-life cost, including avoiding unnecessary duplication; and
    - (ii) comprised of components and materials that are readily accessible and available from local sources; and
    - (iii) readily integrated with existing systems and facilitates the orderly provision of future systems.
- (b) On-site effluent treatment and disposal<sup>133</sup> is provided in areas which are outside the command of a reticulated sewerage network.
- (9) **Probable Solutions – for sub-section (8)(a)**  
 Infrastructure is provided to the standards stated in ~~the Priority~~ [Part 13—Local Government Infrastructure Plan and Planning Scheme Policy 3—General Works](#).
- 4.16.4 Consistent and Inconsistent Uses, Use Classes and Other Development**
- Specific Outcomes**
- (1) The following are consistent uses, use classes and other development categories in the Bundamba Racecourse Stables Area Zone—
- (a) agriculture, if involving land 1ha or more in area;
  - (b) animal husbandry, if involving land 1ha or more in area;
  - (c) caretaker's residential;
  - (d) carrying out building work not associated with a material change of use, if building work on existing buildings on site and if complying with the Planning Scheme Building Matters Code;
  - (e) clearing of vegetation, which complies with the Vegetation Management Code;
  - (f) earthworks, not associated with a material change of use and which complies with the Earthworks Code;
  - (g) home based activity, where complying with the Home Based Activities Code;
  - (h) intensive animal husbandry, if riding establishment or stable;
  - (i) minor building work;
  - (j) minor utility;
  - (k) park, unless involving illuminated sporting activities;
  - (l) placing an advertising device on premises which complies with the Advertising Devices Code;
  - (m) single residential, if the lot is 450m<sup>2</sup> or more in area.

<sup>133</sup> For further information about requirements for on-site effluent treatment and disposal, refer to Plumbing and Drainage Act 2002 and the Queensland Plumbing and Wastewater Code.



**(7) Probable Solutions – for sub-section (6)**

- (a) Landscape buffers of a minimum width of ten (10) metres are provided to side and rear boundaries where the site abuts land in the Residential Low Density, Residential Medium Density, Large Lot Residential and Character Housing Zones.
- (b) Landscape buffers include screen fences and/or mounding where the emission of noise, light or the visual effects of the use warrant additional screening.
- (c) Access points, carparking, night lit facilities, spectator areas and other major noise sources are oriented and designed to minimise impacts on the amenity and character of nearby areas.

**Operation of Road Network and Access****(8) Specific Outcomes**

Uses and works are located and designed to—

- (a) ensure the safe and efficient operation of the road network;
- (b) avoid multiple access points along major roads;
- (c) avoid direct vehicular access to Designated Roads with alternate side and rear access used where possible;
- (d) minimise traffic and amenity impacts on nearby residential areas.

**Provision of Infrastructure****(9) Specific Outcomes**

Infrastructure is—

- (a) provided to meet appropriate standards at the least whole-of-life cost, including avoiding unnecessary duplication; and
- (b) comprised of components and materials that are readily accessible and available from local sources; and
- (c) readily integrated with existing systems and facilitates the orderly provision of future systems.

**(10) Probable Solutions – for sub-section (9)**

Infrastructure is provided to the standards stated in ~~the Priority Part 13—Local Government~~ Infrastructure Plan and Planning Scheme Policy 3—General Works.

**Operational Airspace – Wildlife Hazards****(11) Specific Outcome**

- (a) Particular attention is given to the covering or containment of food and waste sources so as not to attract wildlife (particularly birds or bats) that are likely to affect the operational airspace within 8km of RAAF Base Amberley.

- (b) Turf farming and fruit farming are managed within 8km of RAAF Base Amberley to avoid the attraction of wildlife (particularly birds or bats) that is likely to affect the operational airspace of RAAF Base Amberley.

**(12) Probable Solution – for sub-section (11)(b)**

Turf farming and fruit farming are avoided within 3km of RAAF Base Amberley.

**NOTE 4.17.3C**

Refer to—

- (a) Map OV7B;
- (b) State Planning Policy 1/02 – Development in the Vicinity of Certain Airports and Aviation Facilities; and
- (c) Table 11.4.2, section 11.4.9 (Defence Facilities), Part 11 (Overlays) of this Planning Scheme.

**4.17.4 Effects of Development within Sub Areas****NOTE 4.17.4A**

- (1) The Recreation Zone includes eleven (11) Sub Areas, as outlined below.
- (2) The location of the Sub Areas are—
  - (a) depicted on the Zoning Maps Z3, Z6, Z7, Z8, Z9, Z14, Z15, Z16, Z17, Z23, Z24, Z25, Z26, Z32, Z33, Z34, Z41 and Z42; and
  - (b) described below.

(1) **This section is left intentionally blank.**

(2) **This section is left intentionally blank.**

(3) **This section is left intentionally blank.**

(4) **Sub Area REC4 – Timothy Maloney Oval**

**Specific Outcomes****NOTE 4.17.4D**

Construction and placement of buildings or other structures is constrained owing to the area's townscape prominence, location of services and the site's geotechnical condition.

- (a) The open character of the land is maintained particularly in view of its townscape setting in relation to St Mary's Church and the site's physical constraints.
- (b) The design and placement of buildings, structures and landscaping does not obscure views to the St Mary's Church and Presbytery and considers the visual impact on the historic Commercial Hotel immediately to the south.



- (b) comprised of components and materials that are readily accessible and available from local sources; and
- (c) readily integrated with existing systems and facilitates the orderly provision of future systems.
- (10) Probable Solutions – for sub-section (9)**  
Infrastructure is provided to the standards stated in ~~the Priority Part 13—Local Government~~ Infrastructure Plan and Planning Scheme Policy 3—General Works.
- 4.18.4 Consistent and Inconsistent Uses, Use Classes and Other Development**
- Specific Outcomes**
- (1)** The following are consistent uses, use classes and other development categories in the Conservation Zone—
- (a) caretaker residential;
- (b) animal husbandry, if the lot is one hectare or more in area;
- (c) carrying out building work not associated with a material change of use, if building work on an existing building on site and if complying with the Planning Scheme Building Matters Code;
- (d) clearing of vegetation if complying with the Vegetation Management Code;
- (e) earthworks if complying with the Earthworks Code;
- (f) home based activity which complies with the Home Based Activities Code;
- (g) minor building work;
- (h) minor utility;
- (i) placing an advertising device on premises which complies with the Advertising Devices Code.
- (2)** The following uses, use classes and other development categories are consistent with the outcomes sought for the Conservation Zone if of a type and scale appropriate for the prevailing nature of the area and the particular circumstances of the site and its surrounds—
- (a) animal husbandry, if the lot is less than one hectare in area;
- (b) business use, if a broadcasting station;
- (c) carpark, if relating to 'natural area tourism' or 'ecotourism';
- (d) carrying out operational work for reconfiguring a lot or in association with a material change of use;
- (e) dual occupancy;
- (f) intensive animal husbandry, if a riding establishment or stable;
- (g) major utility;
- (h) night court;
- (i) park;
- (j) recreation use, if for the purposes of bush walking or nature observation;
- (k) reconfiguring a lot, if for farm restructuring or a 'consolidated lot' forming part of a 'rural property relocation subdivision';
- (l) single residential;
- (m) temporary accommodation;
- (n) temporary use;
- (o) tourist facility, if relating to 'natural area tourism' or 'ecotourism'.
- (3)** The following uses, use classes and other development categories are inconsistent with the outcomes sought and are not located within the Conservation Zone; and constitute undesirable development which is unlikely to be approved—
- (a) agriculture;
- (b) aviation use;
- (c) business use, unless a broadcasting station;
- (d) carpark, unless relating to 'natural area tourism' or 'ecotourism';
- (e) clearing of vegetation if not complying with the acceptable solutions in the Vegetation Management Code;
- (f) community use;
- (g) correctional centre;
- (h) display housing;
- (i) entertainment use;
- (j) extractive industry;
- (k) forestry;
- (l) general industry;
- (m) general store;
- (n) institutional residential;
- (o) intensive animal husbandry, unless a riding establishment or stable;
- (p) multiple residential;
- (q) nuclear industry;
- (r) plant nursery (wholesale);
- (s) reconfiguring a lot unless for farm restructuring or for a 'rural property relocation subdivision';
- (t) recreation use, unless for the purposes of bush walking or nature observation;
- (u) service trades use;
- (v) shopping centre;
- (w) special industry;
- (x) temporary sales office;
- (y) tourist facility, unless relating to 'natural area tourism' or 'ecotourism';
- (z) wine making.



**Operation of Road Network and Access****(3) Specific Outcomes**

Uses are located and designed to—

- (a) ensure the safe and efficient operation of the road network;
- (b) avoid access to Designated Roads (and in particular avoid the creation of multiple access points along a Designated Road) unless the premises do not have an alternative frontage to a dedicated road or other alternative access;
- (c) avoid the creation of a new traffic hazard or increase an existing traffic hazard; and
- (d) avoid significant adverse effects (e.g. by noise or dust generated) from use of the road network.

**Provision of Infrastructure****(4) Specific Outcomes**

Infrastructure is—

- (a) integrated with existing systems;
- (b) provided to service the approved uses (including suitable road access, electricity, telecommunications and adequate water supply and effluent treatment and disposal);
- (c) provided to meet appropriate standards, in particular that roads are constructed to a bitumen road standard;
- (d) comprised of components and materials that are readily accessible and available from local sources.

**(5) Probable Solutions – for sub-section (4)**

Infrastructure is provided to the standards stated in ~~the Priority Part 13—Local Government~~ Infrastructure Plan and Planning Scheme Policy 3—General Works.

**Vegetation/Landscaping****(6) Specific Outcomes**

- (a) Appropriate landscaping, including street trees, is used to soften building outlines and enhance the overall appearance of the area.
- (b) All significant trees are retained where possible.

**Operational Airspace – Wildlife Hazards****(7) Specific Outcome**

- (a) Particular attention is given to the covering or containment of food and waste sources so as not to attract wildlife (particularly birds or bats) that are likely to affect the operational airspace within 8km of RAAF Base Amberley.

- (b) Turf farming and fruit farming are managed within 8km of RAAF Base Amberley to avoid the attraction of wildlife (particularly birds or bats) that is likely to affect the operational airspace of RAAF Base Amberley.

**(8) Probable Solution – for sub-section (7)(b)**

Turf farming and fruit farming are avoided within 3km of RAAF Base Amberley.

**NOTE 4.19.3B**

Refer to—

- (a) Map OV7B;
- (b) State Planning Policy 1/02 – Development in the Vicinity of Certain Airports and Aviation Facilities; and
- (c) Table 11.4.2, section 11.4.9 (Defence Facilities), Part 11 (Overlays) of this Planning Scheme.

**4.19.4 Consistent and Inconsistent Uses, Use Classes and Other Development****Specific Outcomes**

- (1) The following are consistent uses, use classes and other development categories in the Limited Development (Constrained) Zone—
  - (a) agriculture, on lots 1 or more hectares in area, unless fruit farming or turf farming within 8km of RAAF Base Amberley;
  - (b) animal husbandry, if the lot is one hectare or more in area;
  - (c) caretakers' residential;
  - (d) carrying out building work, not associated with a material change of use, if building work on existing buildings on site and which complies with the Planning Scheme Building Matters Code;
  - (e) clearing of vegetation which complies with the Vegetation Management Code;
  - (f) earthworks not associated with a material change of use and which complies with the Earthworks Code;
  - (g) home based activity, if complying with the Home Based Activities Code;
  - (h) minor building work;
  - (i) minor utility;
  - (j) park, if not involving illuminated sporting activities;
  - (k) placing an advertising device on premises which complies with the Advertising Devices Code.



- (iii) boundary clearances/buffers and in particular the possible implications for adjoining lands, including the potential restriction on the current or future use of such land;
- (iv) maintaining a scale and appearance in keeping with the amenity and character of the area;
- (v) building setbacks from the road network and in particular along Designated Roads;
- (vi) the maintenance of setbacks generally aligned to that of existing buildings; and
- (vii) the form, scale, bulk, style and siting of buildings.
- (b) Uses and works do not have a significant detrimental impact on the amenity of nearby residents or the surrounding area, including through the—
- (i) emission of odours, noise, dust, waste products, light, electrical interference or otherwise; or
- (ii) generation of traffic travelling to or from the site.
- (2) **Probable Solutions – for sub-section (1)(a)(i) and (1)(a)(iv)**
- (a) Buildings are generally limited to two storeys in height.
- (b) The Ipswich Grammar and Ipswich Girls' Grammar Schools include buildings up to three (3) storeys in height.
- (c) Additional storeys are not provided unless appropriate with—
- (i) the scale of adjoining development; and
- (ii) the extent of fall across the land; and
- (iii) the character and amenity of the area and overall townscape.
- (d) New buildings are setback from the street frontage to the alignment of adjoining buildings, and behind historic buildings, unless alternative arrangements do not detrimentally affect the character of the area.
- Plan of Development**
- (3) **Specific Outcome**
- Land included in the Special Uses Zone is developed generally in accordance with a Plan of Development indicating—
- (a) the type and location of uses on the site; and
- (b) the density or intensity of uses and works and, where known, the size and location of proposed buildings and other structures and details regarding vehicle access and movement onto and through the site.
- NOTE 4.20.3B**

The level of detail required for preparation of a Plan of Development will vary from site to site according to the area of land involved and the range of activities proposed for that site.
- Operation of Road Network and Access**
- (4) **Specific Outcomes**
- Uses are located and designed to—
- (a) ensure the safe and efficient operation of the road network;
- (b) avoid access to Designated Roads (and in particular avoid the creation of multiple access points along a Designated Road) unless the premises do not have an alternative frontage to a dedicated road or other alternative access;
- (c) avoid the creation of a new traffic hazard or increase an existing traffic hazard; and
- (d) avoid significant adverse effects (e.g. by noise or dust generated) from use of the road network.
- Provision of Infrastructure**
- (5) **Specific Outcomes**
- Infrastructure is—
- (a) integrated with existing systems;
- (b) provided to service the approved use for each Sub Area (including suitable road access, electricity, telecommunications and adequate water supply and effluent treatment and disposal);
- (c) provided to meet appropriate standards, in particular that roads providing access to each Sub Area are constructed to a bitumen road standard;
- (d) comprised of components and materials that are readily accessible and available from local sources.
- (6) **Probable Solutions – for sub-section (5)**
- Infrastructure is provided to the standards stated in ~~the~~ [Priority Part 13—Local Government Infrastructure Plan and Planning Scheme Policy 3—General Works](#).
- Vegetation/Landscaping**
- (7) **Specific Outcomes**
- (a) Appropriate landscaping, including street trees, is used to soften building outlines and enhance the overall appearance of the area.
- (b) All significant trees are retained, where possible.



- (iii) boundary clearances/buffers and in particular the possible implications for adjoining lands, including the potential restriction on the current or future use of such land;
  - (iv) building setbacks from the road network in particular along Designated Roads;
  - (v) avoiding large expanses of blank wall, particularly where visually prominent; and
  - (vi) the form, scale, bulk, style and siting of buildings.
- (b) Uses and works do not have a significant detrimental impact on the amenity of nearby residents or the surrounding area, including through the—
- (i) emission of odours, noise, dust, waste products, light, electrical interference or otherwise; or
  - (ii) generation of traffic travelling to or from the site.

**(2) Probable Solutions – for sub-section (1)(a)**

- (a) Buildings are generally up to two (2) storeys in height unless otherwise specified for a Sub Area.
- (b) Additional storeys are not provided unless appropriate with—
  - (i) the scale of adjoining development; and
  - (ii) the extent of fall across the land; and
  - (iii) the character and amenity of the area and overall townscape.
- (c) Buildings are setback a minimum of six (6) metres from the street alignment, unless otherwise specified for a Sub Area.

**Plan of Development**

**(3) Specific Outcomes**

All land included in the Special Opportunity Zone is developed in accordance with a Plan of Development indicating—

- (a) the type and location of uses on the site; and
- (b) the density and/or intensity of uses and works and where known, the size and location of proposed buildings and other structures and details regarding vehicle access and movement onto and through the site.

**NOTE 4.21.3B**

The level of detail required for preparation of a Plan of Development will vary from site to site, according to the area of land involved and the range of activities proposed for that site.

**Operation of Road Network and Access**

**Specific Outcomes**

Uses are located and designed to—

- (a) ensure the safe and efficient operation of the road network;
- (b) avoid access to Designated Roads (and in particular avoid the creation of multiple access points along a Designated Road) unless the premises do not have an alternative frontage to a dedicated road or other alternative access;
- (c) avoid the creation of a new traffic hazard or increase an existing traffic hazard; and
- (d) avoid significant adverse effects (e.g. by noise or dust generated) from use of the road network.

**Provision of Infrastructure**

**Specific Outcomes**

Infrastructure is—

- (a) integrated with existing systems;
- (b) provided to service the approved use for each Sub Area (including suitable road access, electricity, telecommunications and adequate water supply or on-site potable water storage);
- (c) provided to meet appropriate standards, in particular that roads providing access to each Sub Area are constructed to a bitumen road standard;
- (d) comprised of components and materials that are readily accessible and available from local sources.

**(5)**

**Probable Solutions – for sub-section (5)**

Infrastructure is provided to the standards stated in ~~the Priority Part 13—Local Government~~ Infrastructure Plan and Planning Scheme Policy 3—General Works.

**Effluent Treatment and Disposal**

**Specific Outcome**

Uses are able to be—

- (a) connected to the reticulated sewerage network; or

**(6)**

**(7)**





- (g) Appropriate measures may include—
- (i) minimal to no openings in building walls facing residences;
  - (ii) enclosure or other suitable acoustic treatment for machinery;
  - (iii) careful placement and screening of outdoor storage and work areas; and
  - (iv) provision of adequate physical separation and appropriate landscaped treatment including establishing planted buffer areas and acoustic mounds or fencing.

(39) **Sub Area SA39 – Pocket of Land Bounded by North Station Road, Bremer River and Bundamba Creek, North Booval**

**NOTE 4.21.4Z**

- (1) This area is significantly affected by major flooding events.
- (2) It also offers opportunities for enhanced public access to both the Bremer River and Bundamba Creek.

**Specific Outcomes**

- (a) New uses and works are designed, constructed and located to—
  - (i) take account of likely inundation levels;
  - (ii) avoid areas affected by significant flood flows;
  - (iii) provide flood free or emergency access;
  - (iv) facilitate public access to riverfront land and the confluence of the Bremer River and Bundamba Creek; and
  - (v) provide for a possible future major road corridor linking North Station Road to Mt Crosby Road (refer [Map 4a](#) and [Map 4b](#), Schedule 7).
- (b) Suitable uses for the area may include—
  - (i) a golf course on the flood prone land;
  - (ii) other recreation, entertainment or tourism related activities; and
  - (iii) research and associated technology activities, or other low impact business activities, sited within an expansive open space setting.

(40) **The section is left intentionally blank.**

(41) **Sub Area SA41 – Naomai and Emma Streets, Blackstone/Bundamba**

**NOTE 4.21.4BB**

- (1) This area is significantly affected by undermining, flooding and drainage constraints – refer to Overlay Maps and Part 11.
- (2) There are however opportunities for a range of residential densities – subject to resolution of the constraints.
- (3) The site contains a significant amount of remnant native vegetation and there are also opportunities to pursue a development approach based on bushland sensitive development.

**Specific Outcomes**

- (a) New uses and works are designed, constructed and located to—
  - (i) be compatible with the site's mining, flooding and drainage constraints and nearby residential uses;
  - (ii) incorporate appropriate design treatments for the areas adjoining the high voltage electricity transmission lines;
  - (iii) provide for public open space linkages along Bundamba Creek and other major drainage lines;
  - (iv) maintain the existing tree cover, where possible, through bushland sensitive development; and
  - (v) provide safe and convenient access and circulation for vehicles, pedestrians and cyclists.
- (b) Suitable uses for the area may include—
  - (i) large lot residential (i.e. lots of 4000m<sup>2</sup> or more in area);
  - (ii) a range of low to medium density housing forms [e.g. traditional suburban lots, cluster housing or relocatable homes (particularly for subsidence prone areas)];
  - (iii) child care centre, church or other community uses;
  - (iv) plant nursery;
  - (v) a small neighbourhood shopping centre, generally towards the north east corner of the site, and subject to an economic impact assessment;
  - (vi) recreation uses; or
  - (vii) a combination of the above.



- (c) strongly horizontal roof forms with large lengths of unbroken straight lines are not used; and
- (d) appropriately coloured roof treatments are used and contrasting coloured roof treatments are avoided.

**NOTE 5.7K**

- (1) Careful attention to design details is required if the unique skyline and visual character of the City is to evolve sympathetically.
- (2) Special attention needs to be given to the design of roof forms and the location and concealing of plant and equipment.
- (3) The design of rooftops and projections is to be treated as an integral part of the building envelope design.

**Climatic Considerations****(14) Specific Outcomes**

- (a) New uses and works—
  - (i) provide continuous weather protection to pedestrians;
  - (ii) minimise the adverse climatic impacts of reflective materials;
  - (iii) minimise the potential for generating wind turbulence;
  - (iv) minimise the impact of over-shadowing, particularly of public spaces; and
  - (v) introduce 'cooling' elements (e.g. water features, street trees) into the pedestrian/public domain.
- (b) Street awnings—
  - (i) are designed to maintain the continuity and character of adjacent awnings, especially in relation to height and fascia depth;
  - (ii) within historic streetscapes (e.g. at 'Top of Town') are designed to compliment historic style awnings (e.g. post supported);
  - (iii) do not break the continuity of the edge fascia (for example with strongly geometrical forms, such as triangular or barrel vaulted shapes).

**(15) Probable Solutions – for sub-section (14)(a)(i)**

Street awnings are provided to offer weather protection to pedestrians in the locations shown on Figure 5.3.

**NOTE 5.7L**

- (1) The building height controls, setbacks and pedestrian shelter requirements and guidelines set out in this Part help limit the extent of wind impacts.
- (2) A wind analysis may be required where proposals seek to exceed the maximum allowable building heights set out for a particular City Centre zone or where there is concern that the proposed design may lead to unacceptable wind turbulence.
- (3) A shadow analysis may be required by the local government where proposals seek to exceed the maximum allowable building heights set out for a particular City Centre zone or where there is concern that the proposed design may lead to unacceptable overshadowing.
- (4) In relation to wind or shadow analysis, refer to Planning Scheme Policy 2—Information Local Government may Request.

**Provision of Infrastructure and Streetscape Works****(16) Specific Outcomes**

Infrastructure and Streetscape Works are—

- (a) integrated with existing systems and approved designs;
- (b) provided to service the approved uses (including suitable road access, footpath treatments, electricity, telecommunications and adequate water supply and effluent treatment and disposal);
- (c) provided to meet appropriate standards; and
- (d) comprised of components and materials that are readily accessible and available from local sources.

**(17) Probable Solutions – for sub-section (16)**

- (a) Infrastructure is provided to the standards stated in [the Priority Part 13—Local Government Infrastructure Plan](#) and Planning Scheme Policy 3—General Works.
- (b) Streetscape works are consistent with the materials and designs set out in the Ipswich Regional Centre Strategy Streetscape Materials Specification.



- (n) Pedestrian, cycle and vehicle connectivity and ease of mobility are provided between neighbourhoods, major centres, employment areas and public transport interchanges.
- (o) Conflict between freight, local and through traffic and between pedestrians, cyclists and vehicles is minimised.

#### Economic Development

- (p) A range of business and industry uses and other employment opportunities are provided particularly—
  - (i) regionally significant business enterprise and industry lands;
  - (ii) investigation areas for future development; and
  - (iii) some high impact difficult to locate activities in appropriate areas.
- (q) Uses reasonably associated with industrial operations (e.g. the sale of goods resulting from operations, office and administration functions, courier services, storage facilities), or those directly serving the day to day needs of workers (including food establishments, recreational facilities, personal services, general stores and child care centres) are established.
- (r) Non industrial uses and facilities are consolidated in identifiable local centres that are conveniently accessible to surrounding industrial uses.
- (s) Non industrial uses and facilities are generally located on principal transport routes in the vicinity of major entries to business and industry estates.
- (t) Uses which attract high levels of visitation, or which create conflict with business and industry operations and traffic are avoided.
- (u) A range of passive or active recreation or other non-industrial uses are provided on land which is generally unsuitable for business and industry activities owing to geotechnical or other land use constraints.

#### Zones

- (v) The overall outcomes for each zone within the regionally significant business and industry areas are stated in the following sections—
  - (i) Regional Business and Industry Zone – section 6.9;
  - (ii) Regional Business and Industry Investigation Zone – section 6.14;
  - (iii) Regional Business and Industry Buffer Zone – section 6.19;
  - (iv) Special Uses Zone – section 6.24;

- (v) Business Park Zone – section 6.29; and
- (vi) Recreation Zone – section 6.33.

### 6.7 Specific Outcomes for the Regionally Significant Business and Industry Areas

#### NOTE 6.7A

The specific outcomes which are sought to apply generally throughout the Regionally Significant Business and Industry Areas are set out below.

#### (1) Transport and Access

##### Specific Outcomes

- (a) A strategic transport network is provided, as outlined in Map 4a and Map 4b in Schedule 7.
- (b) Carparking is provided in accordance with the demand generated by uses or works, and may include shared parking and access arrangements.
- (c) The design and layout of parking facilities is—
  - (i) integrated (particularly for adjoining carparks);
  - (ii) located to minimise disruption to traffic flow; and
  - (iii) located and designed to minimise pedestrian and vehicle conflicts.
- (d) Service and delivery areas—
  - (i) provide safe and efficient access to sites;
  - (ii) are combined, where possible with adjoining uses;
  - (iii) minimise disruptions to local traffic; and
  - (iv) reduce pedestrian/vehicular conflicts.

#### (2) Environmental Management

##### Specific Outcomes

- (a) The quality of stormwater runoff from a use or site is similar to or better than the established water quality standards for the receiving waters or lawful point of discharge.
- (b) Uses and works are designed to support integrated catchment management, including—
  - (i) protection and rehabilitation of natural drainage patterns and riparian vegetation;
  - (ii) environmentally acceptable effluent and runoff management systems or techniques which prevent pollution of water sources; and
  - (iii) appropriate buffering along any adjoining major watercourses.



- (c) Uses and works with the potential for material or serious environmental harm, establish and implement a site specific Environmental Management Plan, which describes the measures to be used to avoid or minimise adverse impacts, and how such measures are to be implemented during the life of the development.

**(3) Visual Framework**

**NOTE 6.7B**  
 The planning scheme seeks to enhance the overall visual quality of the Regionally Significant Business and Industry Areas by—

- (a) appropriate treatments along the main approach routes and gateways;
- (b) high quality in the design, construction and landscaped treatment of new buildings, with particular attention to details which are easily viewed by passers by; and
- (c) the development of new landmark buildings and structures in appropriate locations.

**Specific Outcomes**

- (a) Uses and works which adjoin a Designated Road, are designed to enhance—
  - (i) the overall visual impression of the City; and
  - (ii) the character of the particular area in which the site is located.
- (b) Uses and works which adjoin a gateway entry into Regionally Significant Business and Industry Areas are designed to enhance the sense of arrival and the overall character of the particular area in which the site is located.

**(4) Swanbank New Chum – Preferred Development Outcomes**

**NOTE 6.7C**

- (1) The Swanbank New Chum area is located in close proximity to major road infrastructure (the Centenary Highway, Cunningham Highway, Warrego Highway and Ipswich Motorway) which provides excellent opportunities for the development of road transport reliant activities.
- (2) The area is constrained by:
  - (a) extensive and significant impacts from mining;
  - (b) key resource areas and mining leases;
  - (c) land containing notifiable activities recorded on DEHP’s Environmental Management Register;
  - (d) high voltage electricity transmission lines;
  - (e) major water pipelines;
  - (f) threatened flora and fauna species;

**NOTE 6.7C cont.**

- (g) difficult topography;
- (h) flooding and overland flow paths; and
- (i) existing and planned residential areas to the east, west and south.

- (3) Where buildings are sought to be erected, the proposal is to be supported by detailed geotechnical investigations.
- (4) The lands surrounding the Swanbank Power Station, provide particular advantages for industrial uses that require land extensive areas, high energy uses, good access to road and rail networks and which are well separated from residential areas.
- (5) The area also provides significant opportunities for appropriate ‘difficult to locate’ industries, and recreational pursuits reliant on large expanses of land and relatively natural settings.
- (6) Waste recycling or treatment activities are discouraged unless it can be demonstrated with a high degree of certainty that such activities will not adversely affect any nearby residential areas (either existing or proposed).
- (7) Transport infrastructure issues requiring resolution include:
  - ~~(a)~~ the realignment of Redbank Plains Road;
  - ~~(ab)~~ a north-south major road link between Redbank Plains Road and the South West Regional Transport Corridor; and
  - ~~(be)~~ a connection between the Centenary Highway and the Swanbank Interchange in conjunction with an east-west link to the Cunningham Highway via Swanbank Road.
- (8) Effluent treatment and disposal may include the possibility of effluent reuse, particularly in conjunction with the power station and other industrial activities.

- (a) **Overall Outcomes for Swanbank New Chum**
  - (i) **Overall Vision**
    - (A) Swanbank New Chum is a flagship example of effective sustainable development integrated into the surrounding emerging communities of Ipswich City.
    - (B) Swanbank New Chum is a major contributor to employment and economic development within Ipswich City, South East Queensland and the State as a whole.



- (c) A minimum ten (10) metre wide densely planted landscaped buffer is provided where the use abuts land included in a zone in which the use is listed as an inconsistent use.

#### Building Height

##### (6) Specific Outcomes

Achieve a low rise, human scale, building profile which offers an attractive, comfortable and safe pedestrian environment.

##### (7) Probable Solution – for sub-section (6)

Buildings and other structures are no more than 3 storeys, or 11 metres above finished ground level, unless appropriate with—

- (a) the scale of adjoining development; and
- (b) the extent of fall across the site; and
- (c) the character and amenity of the area and the overall townscape.

#### Building Orientation

##### (8) Specific Outcomes

- (a) Buildings generally address the street frontage or frontages by—
  - (i) being aligned parallel to the street, rather than at an angle to the street; and
  - (ii) providing clear, legible entry points.
- (b) Buildings are designed so that overlooking and opportunities for casual surveillance of public spaces, car parking areas and pedestrian paths are provided.

#### Skyline Elements/Rooftop Design

##### (9) Specific Outcomes

###### NOTE 6.10B

- (1) Special attention needs to be given to the design of roof forms and the location and concealing of plant and equipment for sites which—
  - (a) adjoin major thoroughfares or residential areas; or
  - (b) are readily overlooked from nearby areas or vantage points.
- (2) The design of rooftops and projections is to be treated as an integral part of the building envelope design.

The design of roof forms ensure that plant rooms and equipment—

- (a) are appropriately concealed; and
- (b) do not detract from the overall character and amenity of the area.

#### Parking

##### (10) Specific Outcomes

- (a) Wherever possible, there is an integrated design and layout for adjoining parking areas.

- (b) Carparking areas are attractive and contribute to, rather than detract from local character.

- (c) Carparking areas are designed and located to minimise disruption to traffic flow and to minimise pedestrian/vehicle conflicts.

#### Service and Delivery Areas

##### (11) Specific Outcomes

- (a) Service and delivery areas provide safe and efficient access to sites.
- (b) Service and delivery areas are designed and located to suit the scale of existing and future uses of the site and the type of vehicles that may service the site.

#### Provision of Infrastructure

##### (12) Specific Outcomes

- (a) Infrastructure is—
  - (i) provided to meet appropriate standards at the least whole-of-life cost, including avoiding unnecessary duplication; and
  - (ii) comprised of components and materials that are readily accessible and available from local sources; and
  - (iii) readily integrated with existing systems and facilitates the orderly provision of future systems.
- (b) New uses or works are connected to a sewerage system or an appropriate on-site effluent treatment and disposal system<sup>4</sup>.
- (c) Sustainable water usage is facilitated, particularly where relating to water sensitive design and use of recycled water.

##### (13) Probable Solutions – for sub-section (12)(a)

Infrastructure is provided to the standards stated in [the Priority Part 13—Local Government Infrastructure Plan and Planning Scheme Policy 3—General Works](#).

## 6.11 Effects of Development Within Sub Areas

### NOTE 6.11A

- (1) The Regional Business and Industry Zone includes five (5) Sub Areas, as outlined below.
- (2) The locations of the Sub Areas are—
  - (a) depicted on the Zoning Maps Z8, Z9, Z13, Z14, Z15, Z16, Z17, Z24, Z25 and Z33; and
  - (b) described below.

<sup>4</sup> For further information about requirements for on-site effluent treatment and disposal, refer to Plumbing and Drainage Act 2002 and the Queensland Plumbing and Wastewater Code.



(5) **Sub Area RB5 – Swanbank/New Chum – Low Impact Business and Industry (RB5L) and Medium Impact Business and Industry (RB5M)**

**NOTE 6.11I**

- (1) This Sub Area is located in close proximity to major road infrastructure (the Centenary Highway, Cunningham Highway, Warrego Highway and Ipswich Motorway) which provides an opportunity for the development of road transport reliant activities.
- (2) The area is constrained by:
  - (a) extensive and significant impacts from mining;
  - (b) flooding; and
  - (c) existing and planned residential areas to the east, west and south.
- (3) Where buildings are sought to be erected, the proposal is to be supported by detailed geotechnical investigations.
- (4) The lands surrounding the Swanbank Power Station, provide particular advantages for industrial uses that require land extensive areas, high energy uses, good access to road and rail networks and which are well separated from residential areas.
- (5) The Sub Area also provides significant opportunities for appropriate 'difficult to locate' industries.
- (6) Waste recycling or treatment activities are discouraged unless it can be demonstrated with a high degree of certainty that such activities will not adversely affect any nearby residential areas (either existing or proposed).
- (7) Transport infrastructure issues requiring resolution include:
  - ~~(a) the realignment of Redbank Plains Road;~~
  - ~~(ab)~~ a north-south major road link between Redbank Plains Road and the Centenary Highway; and
  - ~~(bc)~~ a connection between the Centenary Highway and the Swanbank Interchange in conjunction with an east-west link to the Cunningham Highway via Swanbank Road.
- (8) Effluent treatment and disposal may include the possibility of effluent reuse, particularly in conjunction with the power station and other industrial activities.

**NOTE 6.11I cont.**

- (9) When preparing or assessing development proposals in the Swanbank New Chum Sub Area particular regard is to be given to the provisions contained within section 6.7(4) Swanbank New Chum – Preferred Development Outcomes and Section 6.7(5) Swanbank New Chum – Preferred Pattern of Development.

**Streetscape and Visual/Aesthetic Considerations**

**(a) Specific Outcomes**

- (i) Landscaping, including street trees, are used to soften building outlines, to screen outdoor uses and service areas, and to enhance the overall appearance of the Sub Area particularly when viewed from:
  - (A) the Centenary Highway;
  - (B) the Cunningham Highway;
  - (C) Redbank Plains Road;
  - (D) the Ipswich to Springfield Public Transport Corridor; and
  - (E) any inter suburban road links.
- (ii) New uses provide effective buffering and screening to nearby residential areas to ensure that residential privacy and amenity is maintained.
- (iii) Buffers may be reduced where new uses and works are designed, located and operated with no discernable impact on nearby residential areas.
- (iv) Signage to any designated road is minimised.

**Nearby Residential Amenity**

**(b) Specific Outcomes**

- (i) Particular attention is given to mitigating potential noise impacts for nearby residents on the periphery of the Sub Area.
- (ii) Emission generating activities and outdoor storage areas are orientated away from residential and public open space areas.
- (iii) Appropriate measures include –
  - (A) minimal to no openings in building walls facing residences;
  - (B) enclosure or other suitable acoustic mitigation treatments for machinery;



- (b) New uses or works are connected to a sewerage system or an appropriate on-site effluent treatment and disposal system<sup>15</sup>.
- (c) Sustainable water usage is facilitated, particularly where relating to water sensitive design and the use of recycled water.
- (13) Probable Solutions – for sub-section (12)(a)**  
Infrastructure is provided to the standards stated in ~~the Priority Part 13—Local Government~~ Infrastructure Plan and Planning Scheme Policy 3—General Works.
- Nearby Residential Amenity**
- (14) Specific Outcomes**
- (a) Particular attention is given to mitigating potential noise impacts for nearby residents on the periphery of the zone.
- (b) Appropriate measures may include—
- (i) minimal to no openings in building walls facing residences;
  - (ii) enclosure or other suitable acoustic treatments for machinery;
  - (iii) careful placement and screening of outdoor storage and work areas; and
  - (iv) provision of adequate physical separation and appropriate landscaped treatment including establishing planted buffer areas and acoustic mounds or fencing.
- Integrated Planning, Uses and Works**
- (15) Specific Outcomes**  
Uses and works within Regional Business and Industry Investigation Areas occur within a comprehensive planning framework that—
- (a) ensures the orderly development of the locality;
  - (b) coordinates and integrates land uses, transport, open space and other infrastructure;
  - (c) provides suitable building sites and methods of construction, having particular regard to geotechnical constraints;
  - (d) provides for the rehabilitation, repair and reuse of former mining lands;
  - (e) provides for preferred land use groupings and synergies;
  - (f) incorporates transport mobility networks that—
    - (i) are transit oriented;
    - (ii) accommodate freight transport needs;
  - (g) provide an adequate road network and protect future road corridors;
  - (iv) integrate internal and external access to achieve a safe, convenient, comfortable and attractive environment for public transport patrons, pedestrians and cyclists, both between elements of the Industry Investigation Area and to nearby areas;
  - (v) provide vehicle entry, exit and circulation arrangements that minimise adverse impacts on local amenity and promote efficiency of the road and street network;
  - (vi) minimise conflict between pedestrians/cyclists and vehicles and between passenger vehicles and freight/delivery/service vehicles; and
  - (vii) integrate vehicle parking and circulation;
  - (g) provides for open space and recreation linkages—
    - (i) within the Plan area;
    - (ii) to adjoining buffer areas; and
    - (iii) to the external open space network, including local and district elements;
  - (h) provides for both passive and active recreational opportunities, which may include—
    - (i) sports fields and courts;
    - (ii) golf courses and driving ranges;
    - (iii) walking and cycling trails;
    - (iv) picnicking areas and playgrounds;
    - (v) adventure sports;
    - (vi) motorsports;
    - (vii) equestrian sports;
    - (viii) water sports; and
    - (ix) festivals and events;
  - (i) provides appropriate visual treatment, landscaping, buffering and separations for—
    - (i) existing residences;
    - (ii) planned future residential areas;
    - (iii) major external road corridors (in terms of visual amenity);
    - (iv) major water courses, wetlands and other water features (in terms of protecting wildlife corridors and water quality); and
    - (v) the conservation of valuable features such as important view corridors or mature vegetation;
  - (j) provides for the separation of incompatible uses and the co-location of synergistic activities;

<sup>15</sup> For further information about requirements for on-site effluent treatment and disposal, refer to Plumbing and Drainage Act 2002 and the Queensland Plumbing and Wastewater Code.



- (b) ensure that there is no significant amenity or environmental impact outside of the zone.
- (5) **Probable Solutions – for sub-section (4)**
- (a) Where there is no obvious building setback reference to a street, the frontage setback is twenty (20) metres or half the height of the building, whichever is the greater.
- (b) New uses and works are setback 50 metres from the alignment with a Designated Road.

**Building Height****(6) Specific Outcome**

A low rise, human scale, building profile is achieved which offers an attractive, comfortable and safe pedestrian environment.

**(7) Probable Solution – for sub-section (6)**

Buildings are limited to a single storey in height, unless appropriate with—

- (a) the scale of adjoining development; and
- (b) the extent of fall across the site; and
- (c) the character and amenity of the area and the overall townscape.

**Building Orientation****(8) Specific Outcomes**

- (a) Buildings generally address the street frontage or frontages by—
- (i) being aligned parallel to the street, rather than at an angle to the street; and
- (ii) providing clear, legible entry points.
- (b) Buildings are designed so that opportunities for overlooking and casual surveillance of public spaces, parking areas and pedestrian paths are provided.

**Skyline Elements/Rooftop Design****(9) Specific Outcomes****NOTE 6.20B**

- (1) Special attention needs to be given to the design of roof forms and the location and concealing of plant and equipment for sites which—
- (a) adjoin major thoroughfares or residential areas; or
- (b) are readily overlooked from nearby areas or vantage points.
- (2) The design of rooftops and projections is to be treated as an integral part of the building envelope design.

The design of roof forms ensure that plant rooms and equipment—

- (a) are appropriately concealed; and
- (b) do not detract from the overall character and amenity of the area.

**Parking****(10) Specific Outcomes**

- (a) Where ever possible, there is an integrated design and layout for adjoining parking areas.
- (b) Car parking areas are attractive and contribute, rather than detract, from local character.
- (c) Car parking areas are designed and located to minimise disruption to traffic flow and to minimise pedestrian/vehicle conflicts.

**Service and Delivery Areas****(11) Specific Outcomes**

- (a) Service and delivery areas provide safe and efficient access to sites.
- (b) Service and delivery areas are designed and located to suit the scale of existing and future uses of the site and the type of vehicles that may service the site.

**Provision of Infrastructure****(12) Specific Outcomes**

- (a) Infrastructure is—
- (i) provided to meet appropriate standards at the least whole-of-life cost, including avoiding unnecessary duplication; and
- (ii) comprised of components and materials that are readily accessible and available from local sources; and
- (iii) readily integrated with existing systems and facilitates the orderly provision of future systems.
- (b) New uses or works are connected to a sewerage system or an appropriate on-site effluent treatment and disposal system<sup>28</sup>.

**(13) Probable Solutions – for sub-section (12)(a)**

Infrastructure is provided to the standards stated in [the Priority Part 13—Local Government](#) Infrastructure Plan and Planning Scheme Policy 3—General Works.

**(14) Nearby Residential Amenity****Specific Outcomes**

- (a) Particular attention is given to mitigating potential noise impacts for nearby residents.
- (b) Appropriate measures may include—
- (i) minimal to no openings in building walls facing residences;
- (ii) enclosure or other suitable acoustic treatments for machinery;
- (iii) careful placement and screening of outdoor storage and work areas; and

<sup>28</sup> For further information about requirements for on-site effluent treatment and disposal, refer to Plumbing and Drainage Act 2002 and the Queensland Plumbing and Wastewater Code.





- (iii) boundary clearances/buffers and in particular the possible implications for adjoining lands, including the potential restriction on the current or future use of such land;
  - (iv) maintaining a scale and appearance in keeping with the amenity and character of the area;
  - (v) building setbacks from the road network and in particular along Designated Roads;
  - (vi) the maintenance of setback alignments generally to that of existing buildings; and
  - (vii) the form, scale, bulk, style and siting of buildings.
- (b) Uses and works do not have a significant detrimental impact on the amenity of nearby residents or the surrounding area, including through the—
- (i) emission of odours, noise, dust, waste products, light, electrical interference or otherwise; or
  - (ii) generation of traffic travelling to or from the site.
- (2) **Probable Solutions – for sub-section (1)(a)(i) and (1)(a)(iv)**
- (a) Buildings are generally limited to two storeys in height.
  - (b) Additional storeys are not provided unless appropriate with—
    - (i) the scale of adjoining development; and
    - (ii) the extent of fall across the land; and
    - (iii) the character and amenity of the area and overall townscape.
  - (c) New buildings are setback from the street frontage to the alignment of adjoining buildings, unless alternative arrangements do not detrimentally affect the character of the area.

#### Plan of Development

#### (3) Specific Outcome

Land included in the Special Uses Zone is developed generally in accordance with a Plan of Development indicating—

- (a) the type and location of uses on the site; and
- (b) the density or intensity of uses and works and, where known, the size and location of proposed buildings and other structures and details regarding vehicle access and movement onto and through the site.

#### NOTE 6.25B

The level of detail required for preparation of a Plan of Development will vary from site to site according to the area of land involved and the range of activities proposed for that site.

#### (4) Operation of Road Network and Access Specific Outcomes

Uses are located and designed to—

- (a) ensure the safe and efficient operation of the road network;
- (b) avoid access to Designated Roads (and in particular avoid the creation of multiple access points along a Designated Road) unless the premises do not have an alternative frontage to a dedicated road or other alternative access;
- (c) avoid the creation of a new traffic hazard or increase an existing traffic hazard; and
- (d) avoid significant adverse effects (e.g. by noise or dust generated) from use of the road network.

#### (5) Provision of Infrastructure Specific Outcomes

Infrastructure is—

- (a) integrated with existing systems;
- (b) provided to service the approved use for each Sub Area (including suitable road access, electricity, telecommunications and adequate water supply and effluent treatment and disposal);
- (c) provided to meet appropriate standards, in particular that roads providing access to each Sub Area are constructed to a bitumen road standard;
- (d) comprised of components and materials that are readily accessible and available from local sources.

#### (6) Probable Solutions – for sub-section (5)

Infrastructure is provided to the standards stated in [the Priority Part 13—Local Government Infrastructure Plan and Planning Scheme Policy 3—General Works](#).

#### Vegetation/Landscaping

#### (7) Specific Outcomes

- (a) Appropriate landscaping, including street trees, is used to soften building outlines and enhance the overall appearance of the area.
- (b) All significant trees are retained, where possible.



- (5) **Building Orientation**  
**Specific Outcomes**
- (a) Buildings generally address the street frontage or frontages by—
    - (i) being aligned parallel to the street, rather than at an angle to the street; and
    - (ii) providing clear, legible entry points.
  - (b) Buildings are designed so that opportunities for overlooking and casual surveillance of public spaces, parking areas and pedestrian paths are provided.

**Skyline Elements/Rooftop Design**

**NOTE 6.30B**

- (1) Special attention needs to be given to the design of roof forms and the location and concealing of plant and equipment for sites which—
  - (a) adjoin major thoroughfares or residential areas; or
  - (b) are readily overlooked from nearby areas or vantage points.
- (2) The design of rooftops and projections is to be treated as an integral part of the building envelope design.

- (6) **Specific Outcomes**  
 The design of roof forms ensure that—
- (a) plant room and equipment are appropriately concealed; and
  - (b) appropriately designed and coloured roof treatments are used which do not detract from the overall character and amenity of the area.

**Parking**

- (7) **Specific Outcomes**
- (a) Where ever possible, there is an integrated design and layout for adjoining parking areas.
  - (b) Car parking areas are attractive and contribute to, rather than detract from local character.
  - (c) Car parking areas are designed and located to minimise disruption to traffic flow and to minimise pedestrian/vehicle conflicts.

**Service and Delivery Areas**

- (8) **Specific Outcomes**
- (a) Service and delivery areas provide safe and efficient access to sites.
  - (b) Service and delivery areas are designed and located to suit the scale of existing and future uses of the site and the type of vehicles that may service the site.

- (9) **Provision of Infrastructure**  
**Specific Outcomes**
- (a) Infrastructure is—
    - (i) provided to meet appropriate standards at the least whole-of-life cost, including avoiding unnecessary duplication; and
    - (ii) comprised of components and materials that are readily accessible and available from local sources; and
    - (iii) readily integrated with existing systems and facilitates the orderly provision of future systems.
  - (b) New uses and works are connected to a sewerage system.
  - (c) Sustainable water usage is facilitated, particularly where relating to water sensitive design and use of recycled water.

- (10) **Probable Solutions – for sub-section (10)(a)**  
 Infrastructure is provided to the standards stated in [the Priority Part 13—Local Government Infrastructure Plan and Planning Scheme Policy 3—General Works](#).

**6.31 Consistent and Inconsistent Uses, Use Classes and Other Development**

- Specific Outcomes**
- (1) The following are consistent uses, use classes and other development categories in the Business Park Zone—
- (a) business use, unless bulky goods sales, hotel, produce/craft market, service station shop, or the predominant use of premises for a skin penetrating activity other than acupuncture, if—
    - (i) located within an existing building approved or lawfully used for a business or industry use; and
    - (ii) operating between the hours of 6.30 a.m. and 6.30 p.m.; and
    - (iii) the requisite number of parking spaces are provided for the use in accordance with Table 12.9.1 of the Parking Code (Part 12, division 9);
  - (b) carrying out building work not associated with a material change of use, if building work on an existing building on site and complying with the Planning Scheme Building Matters Code;
  - (c) caretaker residential;
  - (d) clearing of vegetation;
  - (e) earthworks not associated with a material change of use and which complies with the Earthworks Code;



- (10) **Probable Solutions – for sub-section (9)**  
Infrastructure is provided to the standards stated in [the Priority-Part 13—Local Government Infrastructure Plan and Planning Scheme Policy 3—General Works](#).

**Operational Airspace – Wildlife Hazards**

- (11) **Specific Outcome**
- (a) Particular attention is given to the covering or containment of food and waste sources so as not to attract wildlife (particularly birds or bats) that are likely to affect the operational airspace within 8km of RAAF Base Amberley.
- (b) Turf farming and fruit farming are managed within 8km of RAAF Base Amberley to avoid the attraction of wildlife (particularly birds or bats) that is likely to affect the operational airspace of RAAF Base Amberley.

**NOTE 6.34B**

Refer to—

- (a) Map OV7B;
- (b) State Planning Policy 1/02 – Development in the Vicinity of Certain Airports and Aviation Facilities; and
- (c) Table 11.4.2, section 11.4.9 (Defence Facilities), Part 11 (Overlays) of this Planning Scheme.

**6.35 Effects of Development within Sub Areas**

**NOTE 6.35A**

- (1) The Recreation Zone includes one (1) Sub Areas, as outlined below.
- (2) The location of the Sub Areas are—
- (a) depicted on the Zoning Maps Z24; and
- (b) described below.

(1) **Sub Area REC12 – Ripley Valley Recreation Spine along Bundamba Creek**

**NOTE 6.35B**

- (1) There is a major opportunity to develop a central open space spine along Bundamba Creek.
- (2) There is potential to link this site as part of the integrated open space network.

**Specific Outcomes**

- (a) Uses and works maximise opportunities to create a central open space spine along Bundamba Creek.
- (b) Linear parks enhance the overall visual amenity and image of Swanbank New Chum and the Ripley Valley and as an attractive, desirable and unique residential location.

- (c) The central open space spine includes recreation parks, sports grounds and courts and linear parks as part of an integrated open space network.
- (d) City Wide Sportsground/Courts are provided in accordance with [the Priority-Part 13—Local Government Infrastructure Plan and the Recreation Range and Opportunities and Ancillary Site Works requirements of Planning Scheme Policy 3 – General Works, Part 5 – Parks Table 5.1.1](#).
- (e) Local Sportsground/Courts are provided in accordance with [the Priority-Part 13—Local Government Infrastructure Plan and the Recreation Range and Opportunities and Ancillary Site Works requirements of Planning Scheme Policy 3 – General Works, Part 5 – Parks Table 5.1.1](#).

**6.36 Consistent and Inconsistent Uses, Use Classes and Other Development**

**Specific Outcomes**

- (1) The following are consistent uses, use classes and other development categories in the Recreation Zone—
- (a) agriculture, on lots 1 or more hectares in area, unless fruit farming or turf farming within 8km of RAAF Base Amberley;
- (b) animal husbandry, if the lot is one hectare or more in area;
- (c) caretaker residential;
- (d) carrying out building work not associated with a material change of use, if building work on an existing building on site and complying with the Planning Scheme Building Matters Code;
- (e) clearing of vegetation which complies with the Vegetation Management Code;
- (f) community use, if a child care centre, community centre, community hall, cultural centre, gallery, information centre, library, meeting rooms, museum, senior citizens centre or youth centre within an existing building and the requisite number of parking spaces are provided for the use in accordance with Table 12.9.1 of the Parking Code (Part 12, division 9);
- (g) entertainment use, if a club, exhibition or trade fair within an existing building and the requisite number of parking spaces are provided for the use in accordance with Table 12.9.1 of the Parking Code (Part 12, division 9);
- (h) earthworks not associated with a material change of use and which complies with the Earthworks Code;



**Provision of Infrastructure****(4) Specific Outcomes**

Infrastructure is—

- (a) integrated with existing systems;
- (b) provided to service the approved use for each sub area (including suitable road access, electricity, telecommunications and adequate water supply or on-site potable water storage);
- (c) provided to meet appropriate standards, in particular that roads providing access to each Sub Area are constructed to a bitumen road standard;
- (d) comprised of components and materials that are readily accessible and available from local sources.

**(5) Probable Solutions – for sub-section (4)**

Infrastructure is provided to the standards stated in [the Priority Part 13—Local Government Infrastructure Plan and Planning Scheme Policy 3—General Works](#).

**Effluent Treatment and Disposal****(6) Specific Outcome**

Uses are able to be—

- (a) connected to the reticulated sewerage network; or
- (b) provided with adequate on-site effluent treatment and disposal<sup>4</sup>.

**7.10 Effects of Development within Sub Areas****NOTE 7.10A**

- (1) The Amberley Air Base and Aviation Zone includes five (5) Sub Areas, as outlined below.
- (2) The location of the Sub Areas is—
  - (a) depicted on the Zoning Maps Z13, Z14, Z22 and Z23; and
  - (b) described below.

**(1) Sub Area AA1 – RAAF Base Amberley****NOTE 7.10B**

The Sub Area comprises most of the Air Base land holdings and is intended to support the key military activities associated with the existing operations and future expansion in accordance with the planning strategies for the Defence land at Amberley.

**Specific Outcomes**

Uses and works—

- (a) support the key military activities associated with the existing operations and future expansion in accordance with the planning strategies for Defence land at Amberley; and
- (b) maximise the potential for commercial activities or business clusters within locations which may be identified by further detailed investigations.

**(2) Sub Area AA2 – Business Park Investigation Area****NOTE 7.10C**

- (1) Two areas have been identified as potential Business Parks for commercial/business/industrial activities in support of the Air Base.
- (2) These areas are situated—
  - (a) to the east of the Air Base, adjoining Old Toowoomba Road; and
  - (b) to the south of the Air Base, adjoining Southern Amberley Road.

**Specific Outcomes**

- (a) Preferred activities in the Sub Area include—
  - (i) aeronautical engineering and aerospace industries and related support activities, including the employment of civil contractors for the servicing and repair of military and civil aircraft, with the possibility of creating a highly qualified niche industry, drawing contracts from interstate and overseas;
  - (ii) high tech aeronautical research and aviation skills development and training facilities;
  - (iii) an aviation museum; and
  - (iv) a provincial city airport terminal.

<sup>4</sup> For further information about requirements for on-site effluent treatment and disposal, refer to Plumbing and Drainage Act 2002 and the Queensland Plumbing and Wastewater Code.



**Provision of Infrastructure****(2) Specific Outcomes**

Infrastructure is—

- (a) integrated with existing systems;
- (b) provided to service the approved uses (including suitable road access, electricity, telecommunications and adequate water supply and effluent treatment and disposal);
- (c) provided to meet appropriate standards, in particular that roads are constructed to a bitumen road standard;
- (d) comprised of components and materials that are readily accessible and available from local sources.

**(3) Probable Solutions – for sub-section (2)**

Infrastructure is provided to the standards stated in [the Priority Part 13—Local Government Infrastructure Plan and Planning Scheme Policy 3—General Works](#).

**Visual Framework****NOTE 8.7E**

- (1) Rosewood is an area of strong visual appeal, which includes both man made and natural features.
- (2) Figures 8.5 and 8.6 depict the essential features which are worthy of particular consideration or protection in order to retain, and where possible to enhance, the visual quality and character of the area.
- (3) These features include—
  - (a) views of major topographic features, including the prominent ridges, knolls and hillsides to the north and views to the Liverpool Ranges to the west;
  - (b) major approach routes and gateways;
  - (c) major landmarks; and
  - (d) important view corridors.

- (4) The planning scheme seeks to ensure that Rosewood maintains a distinctive character as it develops by conserving its valuable visual features, particularly—
  - (a) its major landmarks and important view corridors;
  - (b) its heritage character;
  - (c) the short distance views to prominent hillsides; and
  - (d) the uninterrupted long range views to the hinterland.
- (5) The planning scheme seeks to enhance the overall visual quality of the Rosewood area by—
  - (a) appropriate treatments along the main approach routes and gateways;
  - (b) high quality in the design, construction and landscaped treatment of new buildings, with particular attention to details which are easily viewed by passers by; and
  - (c) the development of new landmark buildings and structures in appropriate locations.

**(4) Specific Outcomes**

- (a) Views to surrounding ridgelines and to the Little Liverpool and Liverpool Ranges are conserved.
- (b) Roof design and the design and placement of roof top plant and equipment is complimentary to the appearance of a building, particularly when viewed from surrounding vantage points.
- (c) Uses and works which adjoin an approach route or gateway (as listed in Table 8.1 and depicted in Figure 8.5) are designed to enhance—
  - (i) the sense of arrival to Rosewood; and
  - (ii) the character of the particular area in which the site is located.



- (b) A second storey is not provided unless appropriate with—
- (i) the scale of adjoining development; and
  - (ii) the extent of fall across the land; and
  - (iii) the character and amenity of the area and overall townscape.

(3) **Probable Solution – for sub-section (1)(b)**

New lots have an overall dwelling density of 2.5 dwellings per hectare with a minimum lot size of 4000m<sup>2</sup> and frontage of 40 metres.

**NOTE 9.9B**

- (1) For Township Residential lot reconfiguration proposals, an on-site sewerage disposal envelope is to be nominated on the lot layout.
- (2) The envelope/on-site disposal area location should be established by testing and technical field reports that demonstrate the suitability of each site for on-site disposal, consideration to soil type, texture, and consideration to separation distances from constraints such as watercourses, dams, water catchment areas, bores and property boundaries.

**Non Residential Uses**

(4) **Specific Outcomes**

Each non-residential use—

- (a) fulfils a local community need; and
- (b) is accessible to the population it serves; and
- (c) does not have a significant detrimental impact on the amenity of nearby residents, including through the generation of—
  - (i) odours;
  - (ii) noise;
  - (iii) waste products;
  - (iv) dust;
  - (v) traffic;
  - (vi) electrical interference; or
  - (vii) lighting; and
- (d) maintains a scale and appearance in keeping with the residential amenity and character of the area with adequate buffering or screening to nearby residential uses (both existing and proposed).

**Vegetation and Landscaping**

(5) **Specific Outcomes**

- (a) Appropriate landscaping, including street trees, is used to soften building outlines and enhance the overall appearance of each town.
- (b) Where possible, all significant trees are retained.
- (c) Uses and works at the rear of existing dwellings are designed to avoid adverse impact on established vegetation and the amenity of neighbouring properties.

**Building Setbacks**

(6) **Specific Outcome**

New buildings are setback to the alignment of adjoining buildings unless an alternative setback does not detrimentally affect the character and amenity of the area and the overall townscape.

**Operation of Road Network and Access**

(7) **Specific Outcomes**

Uses and works are located and designed to—

- (a) ensure the safe and efficient operation of the road network including the strategic road network as outlined in Map 4a and Map 4b in Schedule 7; and
- (b) avoid access to Designated Roads (and in particular avoid the creation of multiple access points along a Designated Road) unless the premises do not have an alternative frontage to a dedicated road or other alternative access; and
- (c) avoid the creation of a new traffic hazard or any increase of an existing traffic hazard; and
- (d) avoid significant adverse effects (e.g. by noise or dust generated) from use of the road network; and
- (e) provide a practical means of vehicular access from each lot to a constructed and bitumen sealed road.

**Provision of Infrastructure**

(8) **Specific Outcomes**

Infrastructure is—

- (a) integrated with existing systems;
- (b) provided to primarily service township housing (including as a minimum a constructed bitumen sealed road, reticulated water (excluding the towns of Calvert and Grandchester), electricity, telecommunications and garbage services);
- (c) provided to meet appropriate standards (including avoiding unnecessary duplication), in particular that uses and lots within the towns of Calvert and Grandchester are provided with adequate on-site potable water storage; and
- (d) comprised of components and materials that are readily accessible and available from local sources.

(9) **Probable Solutions – for sub-section (8)**

Infrastructure is provided to the standards stated in [the Priority Part 13—Local Government Infrastructure Plan and Planning Scheme Policy 3—General Works](#).



**Non Residential Uses**

- (3) **Specific Outcomes**  
 Each non-residential use—
- (a) fulfils a local community need; and
  - (b) is accessible to the population it serves; and
  - (c) where possible co-locates with other non residential uses but does not contribute to undesirable commercial ribbon development; and
  - (d) does not have a significant detrimental impact on the amenity of nearby residents, including through the generation of—
    - (i) odours;
    - (ii) noise;
    - (iii) waste products;
    - (iv) dust;
    - (v) traffic;
    - (vi) electrical interference; or
    - (vii) lighting; and
  - (e) maintains a scale and appearance in keeping with the residential amenity and character of the locality with adequate buffering or screening to nearby residential uses (both existing and proposed).

**Vegetation and Landscaping**

- (4) **Specific Outcomes**
- (a) Appropriate landscaping, including street trees, is used to soften building outlines and enhance the overall appearance of the area.
  - (b) All significant trees are retained, where possible.

**NOTE 9.14C**  
 Uses and works situated at L1 RP21451 and L1 RP21452 Queen Street, Harrisville (referred to as "Muller's Property") are to retain the existing mature trees for the established koala colony.

- (c) Uses and works at the rear of existing dwellings are designed to avoid adverse impact on established vegetation and the amenity of neighbouring properties.

**Operation of Road Network and Access**

- (5) **Specific Outcomes**  
 Uses and works are located and designed to—
- (a) ensure the safe and efficient operation of the road network; and
  - (b) avoid multiple access points along major roads; and
  - (c) avoid significant adverse effects (e.g. by noise or dust generated) from use of the road network.

**Provision of Infrastructure**

- (6) **Specific Outcomes**  
 Infrastructure is—
- (a) provided to meet appropriate standards at the least whole-of-life cost, including avoiding unnecessary duplication; and
  - (b) comprised of components and materials that are readily accessible and available from local sources; and
  - (c) readily integrated with existing systems and facilitates the orderly provision of future systems.

- (7) **Probable Solutions – for sub-section (6)**  
 Infrastructure is provided to the standards stated in [the Priority Part 13—Local Government Infrastructure Plan and Planning Scheme Policy 3—General Works](#).

**Effluent Treatment and Disposal**

- (8) **Specific Outcomes**  
 Uses and lots are provided with adequate on-site effluent treatment and disposal<sup>15</sup>.

**9.15 Effects of Development within Sub Areas**

**NOTE 9.15A**

- (1) The Township Character Housing Zone includes one (1) Sub Area, as outlined below.
- (2) The location of this Sub Area is—
  - (a) depicted on Zoning Map Z47; and
  - (b) described below.

**Sub Area TCH1 – land at Pollock Street, Harrisville, Queen Street, Harrisville and off Post Office Lane, Harrisville**

**NOTE 9.15B**

- (1) These ten (10) parcels of existing lots, many of which are below the adopted flood level, are held in common ownership by various land owners.
- (2) It is intended that the grouping of lots (shown on Figure 9.2) be treated as one lot only for the purpose of using the land for residential purposes.

- (1) **Specific Outcomes**
- (a) Lot sizes provide for adequate on-site effluent treatment and disposal.
  - (b) Residential Uses are sited on the land to take into account the location of any development constraints, particularly flooding and drainage.
  - (c) The land is provided with a reticulated water supply.
  - (d) The land is provided with all weather vehicular access.

<sup>15</sup> For further information about requirements for on-site effluent treatment and disposal, refer to Plumbing and Drainage Act 2002 and the Queensland Plumbing and Wastewater Code.



- (i) heritage colour schemes; or
  - (ii) warm earth tones.
- (b) Use of the following colours on building works within Harrisville and Marburg is avoided—
- (i) black;
  - (ii) predominantly cool, blue colour schemes;
  - (iii) light pastel colours;
  - (iv) metallic and reflective finishes; or
  - (v) bright primary colours.
- (c) Unpainted surfaces are not painted where the original finish (e.g. facing brickwork) is an important part of the building's character.

**Street Furniture****(16) Specific Outcomes**

- (a) A uniform and consistent suite of street furniture is adopted and used throughout each town.
- (b) The furniture suite includes seating/benches, litter bins, drink fountains, signage, bollards, lighting and tables.
- (c) The street furniture reflects Harrisville's and Marburg's historic character and is consistent in style, form and colour.

**Vegetation/Landscaping****(17) Specific Outcomes**

- (a) Existing large/mature vegetation is conserved where possible.
- (b) Appropriate landscaping, including street trees is used, where possible, to soften building outlines and to enhance the overall appearance of the town business areas.

**NOTE 9.29E**

Street tree planting and other streetscape landscaping works should be compatible with any Streetscape Master Plan adopted by the local government.

**Amenity****(18) Specific Outcomes**

Each use—

- (a) does not have a significant detrimental impact on the amenity of nearby residents, including through the generation of—
  - (i) odours;
  - (ii) noise;
  - (iii) waste products;
  - (iv) dust;
  - (v) traffic;
  - (vi) electrical interference; or
  - (vii) lighting; and
- (b) maintains a scale and appearance in keeping with the residential amenity and character of the adjoining area with adequate buffering or screening to nearby residential uses (both existing and proposed).

**Operation of Road Network and Access****(19) Specific Outcomes**

Uses and works are located and designed to—

- (a) enhance the integration of traffic movements within the zone, in particular to avoid the creation of a new traffic hazard or increase an existing traffic hazard;
- (b) ensure the safe and efficient operation of the road network, including the strategic network as outlined in Map 4a and Map 4b in Schedule 7;
- (c) avoid access to Designated Roads (and in particular avoid the creation of multiple access points along a Designated Road) unless the premises do not have an alternative frontage to a dedicated road or other alternative access;
- (d) be served by associated carparking, generally located at the rear of premises;
- (e) share access and parking arrangements where possible.

**Pedestrian Network****(20) Specific Outcomes**

- (a) Active and attractive streetscapes are created with a priority given to pedestrian use, particularly along each town's main street(s).
- (b) Continuous weather protection is provided along each town's main street(s).
- (c) Pedestrian links are developed with shopfronts or some other form of active use in order to enhance public safety.

**Provision of Infrastructure****(21) Specific Outcomes**

Infrastructure is—

- (a) integrated with existing systems;
- (b) provided to primarily service the township business area (including as a minimum a constructed bitumen sealed road, kerb and channelling, reticulated water, footpaths, electricity, telecommunications and garbage services);
- (c) provided to meet appropriate standards (including avoiding unnecessary duplication);
- (d) comprised of components and materials that are readily accessible and available from local sources.

**(22) Probable Solutions – for sub-section (21)**

Infrastructure is provided to the standards stated in ~~the~~ [Priority Part 13—Local Government](#) Infrastructure Plan and Planning Scheme Policy 3—General Works.

**Effluent Treatment and Disposal****(23) Specific Outcome**

Uses and lots are provided with adequate on-site effluent treatment and disposal<sup>37</sup>.

<sup>37</sup> For further information about requirements for on-site effluent treatment and disposal, refer to Standard Sewerage Law and On-Site Sewerage Code.





**(2) Probable Solutions – for sub-section (1)**

- (a) Building height is generally limited to a single storey.
- (b) New uses or works with frontage to Queen Street are set back 6 metres from the road frontage, however where situated between existing buildings with different setbacks the average of the two setbacks is used.
- (c) New uses or works with frontage to Kennedy Street are set back 6 metres from the road.

**Streetscape and Visual/Aesthetic Considerations****(3) Specific Outcomes****NOTE 9.33B**

- (1) Land in the zone is significant in townscape terms as the Queen Street frontage accentuates a view corridor along the street and into the hinterland and adjoins one of the main gateways to Marburg.
- (2) New uses and works in this zone should take account of and protect the zone's townscape features and prominence.

- (a) New uses and works take account of and protect where possible, the townscape features.
- (b) New uses and works—
  - (i) include detailed treatment of buildings at the street alignment;
  - (ii) include attractively designed buildings;
  - (iii) avoid large expanses of blank walls, particularly where such walls are visually prominent;
  - (iv) provide appropriate landscaped treatment, including street trees to soften building outlines and to enhance the overall appearance of the area;
  - (v) conserve existing large/mature vegetation where possible;
  - (vi) include a consistent footpath surface; and
  - (vii) provide a vegetated buffer between the zone and nearby residential uses.
- (c) New uses and works strengthen the zone's key focal points at the entrance to the Showgrounds and to the trotting track, particularly opposite Lawrence Street.

**Operation of Road Network and Access****(4) Specific Outcomes**

Uses and works are located and designed to—

- (a) enhance the integration of traffic movements within the zone, in particular to avoid the creation of a new traffic hazard or the increase of an existing traffic hazard;

- (b) ensure the safe and efficient operation of the road network, including the strategic network as outlined in Map 4a and Map 4b in Schedule 7;
- (c) minimise and integrate direct vehicular access to Queen Street;
- (d) restrict vehicular access to Kennedy Street unless the premises do not have an alternative access;
- (e) be served by associated carparking; and
- (f) share access and parking arrangements where possible to allow minimisation of access points to Queen Street.

**Pedestrian/Bridleway Network****(5) Specific Outcomes**

- (a) Active and attractive streetscapes are created.
- (b) Pedestrian treatments are improved along Queen Street.
- (c) The land provides suitable 'bridleway' access points to the Marburg Trotting Complex.
- (d) Potential pedestrian/vehicle and bridleway/vehicle conflict points are minimised.

**NOTE 9.33C**

It is expected that the Lawrence Street link across Queen Street will be at grade (although slightly elevated) to encourage traffic calmed behaviour at this location.

**Provision of Infrastructure****(6) Specific Outcomes**

Infrastructure is—

- (a) integrated with existing systems;
- (b) provided to meet appropriate standards (including as a minimum a constructed bitumen sealed road, kerb and channelling, reticulated water, footpaths, electricity, telecommunications and garbage services).

**(7) Probable Solutions – for sub-section (6)**

Infrastructure is provided to the standards stated in [the Priority Part 13—Local Government Infrastructure Plan and Planning Scheme Policy 3—General Works](#).



- (iv) maintaining a scale and appearance in keeping with the amenity and character of the area;
  - (v) building setbacks from the road network, and in particular along Designated Roads;
  - (vi) the maintenance of setback alignments generally to that of existing buildings;
  - (vii) the form, scale, bulk, style and siting of buildings; and
  - (viii) the use of landscaping or existing vegetation to 'soften' building or facility outlines.
- (b) Uses and works do not have a significant detrimental impact on the amenity of nearby residents or the surrounding area, including through the—
- (i) operation of machinery or equipment;
  - (ii) emission of odours, noise, dust, wastewater, waste products, light, electrical interference or otherwise; or
  - (iii) generation of traffic (including dust) travelling to or from the site.

**Plan of Development**

(2) **Specific Outcome**

Land included in the Special Uses Zone is developed generally in accordance with a Plan of Development indicating—

- (a) the type and location of uses on the site; and
- (b) the density or intensity of uses and works and, where known, the size and location of proposed buildings and other structures and details regarding vehicle access and movement onto and through the site.

**NOTE 9.37B**

The level of detail required for preparation of a Plan of Development will vary from site to site according to the area of land involved and the range of activities proposed for that site.

**Operation of Road Network and Access**

(3) **Specific Outcomes**

Uses are located and designed to—

- (a) ensure the safe and efficient operation of the road network;
- (b) avoid access to Designated Roads (and in particular avoid the creation of multiple access points along a Designated Road) unless the premises do not have an alternative frontage to a dedicated road or other alternative access;
- (c) avoid the creation of a new traffic hazard or increase an existing traffic hazard; and

- (d) avoid significant adverse effects (e.g. by noise or dust generated) from use of the road network.

**Provision of Infrastructure**

(4) **Specific Outcomes**

Infrastructure is—

- (a) integrated with existing systems;
- (b) provided to service the approved use for each Sub Area (including suitable road access, electricity, telecommunications, garbage services and adequate reticulated water or on-site potable water storage);
- (c) provided to meet appropriate standards, in particular that roads providing access to each Sub Area are constructed to a bitumen road standard; and
- (d) comprised of components and materials that are readily accessible and available from local sources.

(5) **Probable Solutions – for sub-section (4)**

Infrastructure is provided to the standards stated in [the Priority Part 13—Local Government Infrastructure Plan and Planning Scheme Policy 3—General Works](#).

**Effluent Treatment and Disposal**

(6) **Specific Outcome**

Uses are provided with adequate on-site effluent treatment and disposal<sup>59</sup>.

**9.38 Effects of Development within Sub Areas**

**NOTE 9.38A**

- (1) The Special Uses Zone includes twenty-three (23) Sub Areas.
- (2) It is envisaged that existing approved uses on most special use sites will continue.
- (3) The locations of the Sub Areas are—
  - (a) depicted on the Zoning Maps Z5, Z19, Z20, Z41, Z47 and Z48; and
  - (b) described below, where specific provisions apply.
- (4) It is preferred that community uses share facilities rather than duplicate facilities.
- (5) Within some Sub Areas there are specific outcomes sought in relation to design elements as detailed in sections (2) to (7) which follow Table 9.13.

(1) **Existing Approved Uses for Sub Areas**

Table 9.13 sets out the existing approved uses for the Sub Areas within the zone.

<sup>59</sup> For further information about requirements for on-site effluent treatment and disposal, refer to Standard Sewerage Law and On-Site Sewerage Code.



- (iv) generation of traffic (including dust) travelling to or from the use.

#### Operation of Road Network and Access

#### (2) Specific Outcomes

Uses are located and designed to—

- (a) ensure the safe and efficient operation of the road network;
- (b) avoid access to Designated Roads (and in particular avoid the creation of multiple access points along a Designated Road) unless the premises do not have an alternative frontage to a dedicated road or other alternative access;
- (c) avoid the creation of a new traffic hazard or the increase of an existing traffic hazard;
- (d) avoid significant adverse effects (e.g. by noise or dust generated) from use of the road network; and
- (e) provide a practical means of vehicular access from the land to a constructed road on the maintenance list.

#### Provision of Infrastructure

#### (3) Specific Outcomes

Infrastructure is—

- (a) not provided beyond that needed to service the majority of rural pursuits (including gravel road suitable to gain access, electricity and telecommunications);
- (b) provided to meet appropriate standards, in particular that roads providing access to rural housing are constructed to warrant inclusion on the maintenance list;
- (c) comprised of components and materials that are readily accessible and available from local sources.

#### (4) Probable Solutions – for sub-section (3)

Infrastructure is provided to the standards stated in ~~the Priority~~ [Part 13—Local Government Infrastructure Plan and Planning Scheme Policy 3—General Works](#).

#### Waste Treatment and Disposal

#### (5) Specific Outcome

Uses and lots provide for ecologically sustainable waste treatment and disposal, including on-site effluent treatment and disposal<sup>4</sup>.

#### Reconfiguring a Lot

#### (6) Specific Outcomes

Reconfigurations within the Rural A (Agricultural) Zone are generally limited to the 'amalgamation' or 'consolidation' of existing lots, boundary realignments, farm restructuring lots and new rural producers lots to the general exclusion of most other lot reconfigurations, including additional rural living lots.

#### NOTE 10.9B

Also refer to the provisions contained in the Reconfiguring a Lot Code – Part 12, division 5, section 12.5.5.

### 10.10 Consistent and Inconsistent Uses, Use Classes and Other Development

#### (1) Specific Outcomes

The following are consistent uses, use classes and other development categories in the Rural A (Agricultural) Zone—

- (a) agriculture;
- (b) animal husbandry;
- (c) caretaker residential;
- (d) carrying out building work not associated with a material change of use, if building work on an existing building on site and which complies with the Planning Scheme Building Matters Code;
- (e) clearing of vegetation which complies with the Vegetation Management Code;
- (f) earthworks not associated with a material change of use and which comply with the Earthworks Code;
- (g) forestry;
- (h) home based activity which complies with the Home Based Activities Code;
- (i) minor building work;
- (j) minor utility;
- (k) park, if not involving illuminated sporting activities;
- (l) placing an advertising device on premises which complies with the Advertising Devices Code;
- (m) plant nursery (wholesale).

<sup>4</sup> For further information about requirements for on-site effluent treatment and disposal, refer to Plumbing and Drainage Act 2002 and the Queensland Plumbing and Wastewater Code.



- (iv) building setbacks from the road network in particular along Designated Roads;
  - (v) vegetation protection;
  - (vi) places of cultural significance and streetscape value; and
  - (vii) the form, scale, bulk, style and siting of buildings.
- (b) Non residential Uses and Works do not have a significant detrimental impact on the amenity of nearby residents or the surrounding area, including through the—
- (i) operation of machinery or equipment;
  - (ii) emission of odours, noise, dust, wastewater, waste products, light, electrical interference or otherwise;
  - (iii) chemical spray draft over nearby properties; or
  - (iv) generation of traffic (including dust) travelling to or from the use.

**Operation of Road Network and Access**

(2) **Specific Outcomes**

Uses are located and designed to—

- (a) ensure the safe and efficient operation of the road network;
- (b) avoid access to Designated Roads (and in particular avoid the creation of multiple access points along a Designated Road) unless the premises do not have an alternative frontage to a dedicated road or other alternative access;
- (c) avoid the creation of a new traffic hazard or increase an existing traffic hazard;
- (d) avoid significant adverse effects (e.g. by noise or dust generated) from use of the road network; and
- (e) provide a practical means of vehicular access from the land to a constructed road on the maintenance list.

**Provision of Infrastructure**

(3) **Specific Outcomes**

Infrastructure is—

- (a) not provided beyond that needed to service the majority of rural pursuits (including gravel road suitable to gain access, electricity and telecommunications);
- (b) provided to meet appropriate standards, in particular that roads providing access to rural housing are constructed to warrant inclusion on the maintenance list;
- (c) comprised of components and materials that are readily accessible and available from local sources.

(4) **Probable Solutions – for sub-section (3)**

Infrastructure is provided to the standards stated in [the Priority Part 13—Local Government Infrastructure Plan and Planning Scheme Policy 3—General Works](#).

**Waste Treatment and Disposal**

(5) **Specific Outcome**

Uses and lots provide for ecologically sustainable waste treatment and disposal, including on-site effluent treatment and disposal<sup>15</sup>.

**Reconfiguring a Lot**

(6) **Specific Outcomes**

Reconfigurations within the Rural B (Pastoral) Zone are generally limited to the 'amalgamation' or 'consolidation' of existing lots, boundary realignments, farm restructuring lots, new producers lots or lots for new rural support activities with the required development approval, to the general exclusion of most other lot reconfigurations, including additional rural living lots.

**NOTE 10.13B**

Also refer to the provisions contained in the Reconfiguring a Lot Code – Part 12, division 5, section 12.5.5.

**10.14 Effects of Development within Sub Areas**

**NOTE 10.14A**

- (1) The Rural B (Pastoral) Zone includes one (1) Sub Area, as outlined below.
- (2) The location of the Sub Area is—
  - (a) depicted on the Zoning Maps Z11 and Z12; and
  - (b) described below.

(1) **Sub Area RB1 – Tallegalla Tourist Focus Precinct and Environmental Centre including land within and adjacent to the former Tallegalla School linking to the Tallegalla Cemetery**

**NOTE 10.14B**

- (1) The land provides an opportunity to establish an Environmental Centre, Tourist Focus Precinct, Recreational Walking Circuit and associated eco-tourism facilities.
- (2) The land includes prominent vegetated ridgelines and highly significant remnant native vegetation (e.g. Rosewood Scrub).
- (3) The use of the land should not significantly affect the amenity of any nearby residents.

**Specific Outcomes**

- (a) Uses are designed and buildings are positioned to—
  - (i) ameliorate any adverse impacts on surrounding residents;

<sup>15</sup> For further information about requirements for on-site effluent treatment and disposal, refer to Plumbing and Drainage Act 2002 and the Queensland Plumbing and Wastewater Code.



- (iii) boundary clearances/buffers and in particular the potential restriction on the current or future use of adjoining land especially for agricultural purposes as a result of the erection of new dwellings;
  - (iv) building setbacks from the road network in particular along Designated Roads;
  - (v) vegetation protection;
  - (vi) places of cultural significance and streetscape value; and
  - (vii) the form, scale, bulk, style and siting of buildings, particularly in any bushfire risk areas.
- (b) Non residential uses and works do not have a significant detrimental impact on the amenity of nearby residents or the surrounding area, including through the—
- (i) operation of machinery or equipment;
  - (ii) emission of odours, noise, dust, wastewater, waste products, light, electrical interference or otherwise; or
  - (iii) generation of traffic (including dust) travelling to or from the use.

#### Operation of Road Network and Access

#### (2) Specific Outcomes

Uses are located and designed to—

- (a) ensure the safe and efficient operation of the road network;
- (b) avoid access to Designated Roads (and in particular avoid the creation of multiple access points along a Designated Road) unless the premises do not have an alternative frontage to a dedicated road or other alternative access;
- (c) avoid the creation of a new traffic hazard or the increase of an existing traffic hazard;
- (d) avoid significant adverse effects (e.g. by noise or dust generated) from use of the road network; and
- (e) provide at least a practical means of vehicular access from residential uses to a constructed road on the maintenance list.

#### Provision of Infrastructure

#### (3) Specific Outcomes

Infrastructure is—

- (a) not provided beyond that needed to primarily service rural housing (including as a minimum a gravel road suitable for inclusion on the maintenance list, electricity, telecommunications and garbage services);

- (b) provided to meet appropriate standards, in particular that uses and lots are provided with adequate on-site potable water storage and for those uses and lots located within any bushfire risk area adequate on-site water storage to assist in combating bushfires;
- (c) comprised of components and materials that are readily accessible and available from local sources.

#### (4) Probable Solutions – for sub-section (3)

Infrastructure is provided to the standards stated in [the Priority Part 13—Local Government Infrastructure Plan and Planning Scheme Policy 3—General Works](#).

#### Waste Treatment and Disposal

#### (5) Specific Outcome

Uses and lots provide for ecologically sustainable waste treatment and disposal, including on-site effluent treatment and disposal<sup>26</sup>.

#### Rural Living Lots

#### (6) Specific Outcomes

New rural living lots are created only if the Local Government is satisfied there is no net increase in the number of lots within the Rural Locality.

#### (7) Probable Solution – for sub-section (6)

The applicant provides evidence to the Local Government before approval of the Plan of Subdivision that an equivalent number of rural lots have been amalgamated or consolidated.

#### NOTE 10.18B

Also refer to the provisions contained in the Reconfiguring a Lot Code – Part 12, division 5, section 12.5.5.

### 10.19 Consistent and Inconsistent Uses, Use Classes and Other Development

#### Specific Outcomes

- (1) The following are consistent uses, use classes and other development categories in the Rural C (Rural Living) Zone—
- (a) agriculture, if the lot is 1 hectare or more in area;
  - (b) animal husbandry;
  - (c) caretaker residential;
  - (d) carrying out building work not associated with a material change of use, if there is an existing building on site and complying with the Planning Scheme Building Matters Code;

<sup>26</sup> For further information about requirements for on-site effluent treatment and disposal, refer to Plumbing and Drainage Act 2002 and the Queensland Plumbing and Wastewater Code.



- (iii) boundary clearances, in particular the potential affect on adjoining land;
  - (iv) building setbacks from the road network, in particular along Designated Roads;
  - (v) vegetation protection;
  - (vi) places of cultural significance or streetscape value; and
  - (vii) the form, scale, bulk, style and siting of buildings, particularly in any bushfire risk areas.
- (b) Non residential uses and works do not have a significant detrimental impact on the amenity of the surrounding area, including through the—
- (i) operation of machinery or equipment;
  - (ii) emission of odours, noise, dust, waste products, light, electrical interference or otherwise;
  - (iii) disposal of sewerage effluent/wastewater and stormwater drainage into ground and surface waters; or
  - (iv) generation of traffic (including dust) travelling to and/or from the use.
- (c) Wherever possible, sites used for buildings and related works for eco-tourism and other uses, encompass existing cleared land, or land outside the Rural D (Conservation) Zone.

#### Operation of Road Network and Access

##### (2) Specific Outcomes

Uses are located and designed to—

- (a) ensure the safe and efficient operation of the road network;
- (b) avoid access to Designated Roads (and in particular avoid the creation of multiple access points along a Designated Road) unless the premises do not have an alternative frontage to a dedicated road or other alternative access;
- (c) avoid the creation of a new traffic hazard or increase an existing traffic hazard;
- (d) avoid significant adverse effects (e.g. by noise or dust generated) from use of the road network; and
- (e) provide a practical means of vehicular access from the land to a constructed road.

#### Provision of Infrastructure

##### (3) Specific Outcomes

Infrastructure is—

- (a) not provided beyond that needed to service the majority of rural pursuits (including gravel road suitable to gain access, electricity and telecommunications);
- (b) provided to meet appropriate standards, in particular—
  - (i) that roads providing access to rural housing are adequately constructed; and
  - (ii) dwellings are provided with adequate on-site potable water storage and within any bushfire risk area, adequate on-site water storage to assist in combating bushfires;
- (c) comprised of components and materials that are readily accessible and available from local sources.

##### (4) Probable Solutions – for sub-section (3)

Infrastructure is provided to the standards stated in [the Priority Part 13—Local Government](#) Infrastructure Plan and Planning Scheme Policy 3—General Works.

#### Waste Treatment and Disposal

##### (5) Specific Outcome

Uses and lots provide for ecologically sustainable waste treatment and disposal, including on-site effluent treatment and disposal<sup>37</sup>.

#### Tourism Facilities

##### (6) Specific Outcomes

Any tourist facility—

- (a) is provided with an adequate on-site potable water supply system of sufficient pressure and size to cater for both facility use and fire fighting purposes;
- (b) is provided with an adequate on-site effluent treatment and disposal system which does not adversely effect surface and groundwater;
- (c) is designed and positioned to ameliorate any adverse impacts on the environment and nearby residents;
- (d) maintains the character of the area, in particular that buildings 'blend' with the natural landscape and are of a scale that they do not dominate/effect the landscape, any view corridors or the appearance of the vegetated hillsides and ridgelines;

<sup>37</sup> For further information about requirements for on-site effluent treatment and disposal, refer to Plumbing and Drainage Act 2002 and the Queensland Plumbing and Wastewater Code.



- (c) comprised of components and materials that are readily accessible and available from local sources.

**(4) Probable Solutions – for sub-section (3)**

Infrastructure is provided to the standards stated in [the Priority Part 13—Local Government Infrastructure Plan and Planning Scheme Policy 3—General Works](#).

**Waste Treatment and Disposal**

**(5) Specific Outcome**

Uses and lots provide for ecologically sustainable waste treatment and disposal, including on-site effluent treatment and disposal which does not adversely effect surface and groundwater<sup>48</sup>.

**NOTE 10.26B**

- (1) The local government intends to adopt a flexible approach to imposing development conditions, which—
- (a) encourages development to occur in an economic manner;
  - (b) gives due regard to—
    - (i) the nature and intensity of the proposed use;
    - (ii) the likely impact on the environment and nearby lands/uses; and
    - (iii) the site's location and the character and 'standard of service' of infrastructure in the surrounding area.
- (2) As an example of (1) above, for low traffic generating land uses unsealed access roads and parking areas will normally suffice unless a dust nuisance or traffic hazard is likely to be generated.

**Reconfiguring a Lot**

**(6) Specific Outcomes**

Reconfigurations within the Zone are generally limited to the 'amalgamation' or 'consolidation' of existing lots, boundary realignments and farm restructuring lots to the general exclusion of most other lot reconfigurations.

**NOTE 10.26C**

Also refer to the provisions contained in the Reconfiguring a Lot Code – Part 12, division 5, section 12.5.5.

**10.27 Consistent and Inconsistent Uses, Use Classes and Other Development**

**Specific Outcomes**

- (1) The following are consistent uses, use classes and other development categories in the Zone—
- (a) animal husbandry;
  - (b) agriculture, if within an existing cleared area;
  - (c) caretaker residential;
  - (d) carrying out building work not associated with a material change of use, if there is an existing building on site and which complies with the Planning Scheme Building Matters Code;
  - (e) clearing of vegetation which complies with the Vegetation Management Code;
  - (f) earthworks which comply with the Earthworks Code;
  - (g) home based activity which complies with the Home Based Activities Code;
  - (h) minor building work;
  - (i) minor utility;
  - (j) placing an advertising device on premises which complies with the Advertising Devices Code;
  - (k) recreation use, if for the purposes of bush walking or nature observation.
- (2) The following uses, use classes and other development categories may be consistent with the outcomes sought for the Zone if of a type and scale appropriate for the prevailing nature of the area and the particular circumstances of the site and its surrounds—
- (a) business use, where of a scale and intensity that is not likely to adversely affect the amenity of other nearby uses, particularly residences, or lead to significant removal of existing tree canopy;
  - (b) carrying out operational work for reconfiguring a lot or in association with a material change of use;
  - (c) dual occupancy, unless located on a lot created for farm restructuring;
  - (d) community use, where of a scale and intensity that is not likely to adversely affect the amenity of other nearby uses, particularly residences, or lead to significant removal of existing tree canopy;
  - (e) forestry, unless involving the clearing of native vegetation;
  - (f) general industry, where of a scale and intensity that is not likely to adversely affect the amenity of other nearby uses, particularly residences, or lead to significant removal of existing tree canopy;

<sup>48</sup> For further information about requirements for on-site effluent treatment and disposal, refer to Plumbing and Drainage Act 2002 and the Queensland Plumbing and Wastewater Code.



- (vi) the maintenance of setback alignments, generally to that of existing buildings;
  - (vii) the form, scale, bulk, style and siting of buildings; and
  - (viii) the use of landscaping or existing vegetation to 'soften' building or facility outlines.
- (b) Uses and works do not have a significant detrimental impact on the amenity of nearby residents or the surrounding area, including through the—
- (i) operation of machinery or equipment;
  - (ii) emission of odours, noise, dust, wastewater, waste products, light, electrical interference or otherwise; or
  - (iii) generation of traffic (including dust) travelling to or from the use.

**Plan of Development**

(2) **Specific Outcome**

Land included in the Special Uses Zone is developed generally in accordance with a Plan of Development indicating—

- (a) the type and location of uses on the site; and
- (b) the density or intensity of uses and works and, where known, the size and location of proposed buildings and other structures and details regarding vehicle access and movement onto and through the site.

**NOTE 10.30B**  
The level of detail required for preparation of a Plan of Development will vary from site to site according to the area of land involved and the range of activities proposed for that site.

**Operation of Road Network and Access**

(3) **Specific Outcomes**

Uses are located and designed to—

- (a) ensure the safe and efficient operation of the road network;
- (b) avoid access to Designated Roads (and in particular avoid the creation of multiple access points along a Designated Road) unless the premises do not have an alternative frontage to a dedicated road or other alternative access;

- (c) avoid the creation of a new traffic hazard or increase an existing traffic hazard; and
- (d) avoid significant adverse effects (e.g. by noise or dust generated) from use of the road network.

**Provision of Infrastructure**

(4) **Specific Outcomes**

Infrastructure is—

- (a) provided to service the approved use for each Sub Area (including suitable road access, electricity, telecommunications, garbage services (where applicable) and adequate reticulated water or on-site potable water storage);
- (b) provided to meet appropriate standards, in particular that roads providing access to each Sub Area are constructed to a bitumen road or Local Government maintained gravel standard; and
- (c) comprised of components and materials that are readily accessible and available from local sources.

(5) **Probable Solutions – for sub-section (4)**

Infrastructure is provided to the standards stated in [the Priority Part 13—Local Government Infrastructure Plan and Planning Scheme Policy 3—General Works](#).

**Waste Treatment and Disposal**

(6) **Specific Outcome**

Uses provide for ecologically sustainable waste treatment and disposal, including on-site effluent treatment and disposal<sup>59</sup>.

**Reconfiguring a Lot**

(7) **Specific Outcomes**

Reconfigurations within the Special Uses Zone are generally limited to the 'amalgamation' or 'consolidation' of existing lots, boundary realignments, lots for new rural support activities with the required development approval or farm restructuring lots to the general exclusion of most other lot reconfigurations.

**NOTE 10.30C**  
Also refer to the provisions contained in the Reconfiguring a Lot Code – Part 12, division 5, section 12.5.5.

<sup>59</sup> For further information about requirements for on-site effluent treatment and disposal, refer to Plumbing and Drainage Act 2002 and the Queensland Plumbing and Wastewater Code.





Column 1 Specific Outcomes	Column 2 Probable Solutions
<p><b>NOTE 12.3.4.2 C</b></p> <p>The Sector Plan may include a non-statutory subdivision layout over any balance areas of a super block/s that are not subject to the Reconfiguration of a Lot application. The non-statutory component only identifies the preferred conceptual subdivision layout over the balance area of the Super block to determine how the subdivision pattern can proceed in an integrated manner.</p> <p>(f) where the Neighbourhood Sector Plan interfaces or requires open space or drainage reserve, identified on an adopted Neighbourhood Master Plan, the Neighbourhood Sector Plan:</p> <p>(i) includes the excision of open space and drainage reserve up to the adjoining Neighbourhood Sector Plan Area;</p> <p>(ii) achieves the desired standards of service in <del>the</del> <a href="#">Priority-Part 13—Local Government</a> Infrastructure Plan and Planning Scheme Policy 3 – General Works.</p> <p>(9) The Neighbourhood Sector Plan—</p> <p>(a) achieves the intent and objectives of the Neighbourhood Master Plan;</p> <p>(b) resolves the connectivity between new infrastructure and infrastructure that services existing, adjoining and nearby neighbourhoods; and</p> <p>(c) achieves the orderly implementation of all service infrastructure generally in accordance with the adopted Neighbourhood Master Plan.</p> <p>(10) The Neighbourhood Sector Plan is developed generally in accordance with the T-zone(s) or Zone(s) identified in the Neighbourhood Master Plan.</p> <p><b>NOTE 12.3.4.2 D</b></p> <p>(1) The Neighbourhood Sector Plan resolves the physical location of the T-zones and Zones identified in the Neighbourhood Master Plan through the creation of specific lots compatible with the T-zone(s) and Zone(s), see Appendix A.</p> <p>(11) A Neighbourhood Sector Plan identifies the location of-</p> <p>(a) road networks and frontage types including the location of public transport routes and stops;</p> <p>(b) potable water network;</p> <p>(c) sewerage networks;</p> <p>(d) stormwater management system including any –</p> <p>(i) sub-regional facilities;</p> <p>(ii) on-site facilities; and</p> <p>(iii) networks connecting on-site and sub regional facilities;</p> <p>(e) open space including sportsgrounds and courts, recreation parks and linear parkland, in accordance with <a href="#">Priority-Part 13—Local Government</a> Infrastructure Plan and Planning Scheme Policy 3—General Works <a href="#">Part 5—Parks</a>;</p> <p>(f) infrastructure connectivity; and</p> <p>(g) pedestrian and cycle networks.</p>	



Column 1 Specific Outcomes	Column 2 Probable Solutions
<p><b>Bus Routes</b></p> <p>(27) Bus Routes—</p> <ul style="list-style-type: none"> <li>(a) public transport routes conform with the approved Transit Network Plan forming part of the adopted Neighbourhood Master Plan;</li> <li>(b) conform with Department of Transport and Main Roads requirements;</li> <li>(c) are direct and safely accessible by foot from all buildings within a neighbourhood and provide links with external areas and are efficient to operate;</li> <li>(d) are located on roads capable of accommodating regular bus services as outlined in Appendix B and which— <ul style="list-style-type: none"> <li>(i) provide for ease of movement of buses within and between neighbourhoods and for links to external areas without complicated turning manoeuvres; and</li> <li>(ii) are aligned to allow for efficient and unimpeded movement of buses without facilitating high traffic speeds;</li> </ul> </li> <li>(e) the road network offers opportunities for cost-effective operation of demand-responsive public transport services should the need arise, providing for both peak and off-peak regular services and the potential future provision of demand-responsive services;</li> <li>(f) incorporate bus stops which are located— <ul style="list-style-type: none"> <li>(i) to provide for pedestrian safety, security, comfort and convenience;</li> <li>(ii) to be able to be casually surveilled from nearby buildings; and</li> <li>(iii) to be in keeping with the character of the locality;</li> </ul> </li> <li>(g) for residential development, minimise adverse impact on the amenity of nearby dwellings;</li> <li>(h) where a bus stop is proposed, the adjoining residential density may be increased through: <ul style="list-style-type: none"> <li>(i) smaller lot sizes, where consistent with the sites location within the Transect; or</li> <li>(ii) multiple residential lots where consistent with: <ul style="list-style-type: none"> <li>(A) the zone; and</li> <li>(B) the sites location within the Transect.</li> </ul> </li> </ul> </li> </ul>	<p><b>Bus Routes</b></p> <p>(27) (a) Public transport routes conform with the approved Transit Network Plan forming part of the adopted Neighbourhood Master Plan.</p> <p>(b) 90% of dwellings or businesses are within 400m walking distance from an existing or potential bus route.</p> <p>(c) Where bus routes link across any road which carries in excess of 6,000 vpd, the intersection is designed with traffic signals or enables a left turn into the road from one neighbourhood followed by a right turn from the road into the adjoining neighbourhood.</p> <p>(d) For roads within residential areas, routes for regular bus services comply with the following standards for bus routes—</p> <ul style="list-style-type: none"> <li>(i) Street Carriageway Widths Two-Way: 7.50m</li> <li>(ii) Minimum Geometric Layout R12.5m for Single Bus Unit</li> </ul> <p><b>NOTE 12.3.4.4 S</b> Some routes may require geometry to suit an articulated bus.</p> <ul style="list-style-type: none"> <li>(iii) Roundabouts Maximum Desirable Pavement Crossfall: 3% Maximum Desirable Gradient: 6%</li> <li>(e) Bus stops for regular peak services are, or are projected to be, at 300m spacings where the route serves residential uses, 200m spacings where the route serves commercial uses and 500m spacing where the route serves industrial uses.</li> <li>(f) The siting of bus stops is coincident to the pedestrian path network.</li> </ul>
<p><b>Pedestrian/Cycle Network</b></p> <p>(28) (a) The road layout facilitates walking and cycling within and between neighbourhoods or wider city network in accordance with the approved Strategic Pedestrian and Cycle Plan forming part of the adopted Neighbourhood Master Plan and taking account of the Ipswich <a href="#">iGO Active Transport Action Plan</a>, <a href="#">Cycle Strategy</a> and the Ipswich Public Parks Strategy.</p> <p>(b) Pedestrian paths and cycleways are located where there is casual surveillance and potential for the areas to be well lit.</p> <p>(c) Pedestrian, cycle and vehicular movement systems are co-located where appropriate to encourage maximum surveillance of public areas.</p> <p>(d) The location of paths are aligned to conserve trees and other significant features and where they exist, focus on vistas and landmarks whilst ensuring safe and convenient use by pedestrians and cyclists.</p>	<p><b>Pedestrian/Cycle</b></p> <p>(28) Footpaths and cyclepaths are provided in accordance with the adopted Neighbourhood Master Plan and to the standard of service specified in Appendix B.</p> <p><b>NOTE 12.3.4.4 T</b></p> <ul style="list-style-type: none"> <li>(1) Pathway connections are to be concrete paved and suitably drained and may incorporate overland drainage flow corridors.</li> <li>(2) The construction of footpaths, cycleways or dual use paths should be delayed until all utilities have been installed.</li> </ul>



Column 1 Specific Outcomes	Column 2 Probable Solutions
<p><b>Public Open Space</b></p> <p>(32) Parks—</p> <ul style="list-style-type: none"> <li>(a) are generally provided in accordance with—                             <ul style="list-style-type: none"> <li>(i) the approved Greenspace Plan forming part of the adopted Neighbourhood Master Plan; and</li> <li>(ii) <a href="#">the Priority Part 13—Local Government Infrastructure Plan and Map 1 - Principal Conservation Areas and Integrated Open Space Network in Schedule 7;</a></li> </ul> </li> <li>(b) provide opportunities for casual surveillance;</li> <li>(c) are, with the exception of linear or waterside parkland, easily visible from the street;</li> <li>(d) are located away from excessive noise;</li> <li>(e) generally have road frontage to all edges;</li> </ul> <div style="border: 1px solid black; padding: 5px; margin-top: 10px;"> <p><b>NOTE 12.3.4.4 V</b></p> <p>(1) In some instances it may be appropriate for dwellings to front parks where serviced by a laneway.</p> <p>(2) Where a house fronts to a park, a foot path should be provided through the park to clearly delineate the public and private realm.</p> </div> <ul style="list-style-type: none"> <li>(f) are located and designed in accordance with the desired standards of service for each recreation setting outlined in <a href="#">the Priority Part 13—Local Government Infrastructure Plan and Planning Scheme Policy 3—General Works.</a></li> </ul> <div style="border: 1px solid black; padding: 5px; margin-top: 10px;"> <p><b>NOTE 12.3.4.4 W</b></p> <p>As an aid in determining whether parkland dedications could be required for any proposed lot reconfiguration the explanatory note detailed in Appendix C should be used.</p> </div>	<p><b>Public Open Space</b></p> <p>(32) In lot reconfigurations where it is proposed that parkland is secured—</p> <ul style="list-style-type: none"> <li>(i) land dedications are provided (and are indicated on the Plan of Subdivision); and</li> <li>(ii) the areas, dimensions, orientation and topography of public open space are appropriate for their intended purpose; and</li> </ul> <div style="border: 1px solid black; padding: 5px; margin-top: 10px;"> <p><b>NOTE 12.3.4.4 X</b></p> <p>Reference should be made to the issues outlined in the section entitled 'criteria for on-site land dedication' in Appendix C – Land Dedications for Public Parks.</p> </div> <ul style="list-style-type: none"> <li>(iii) the land is not constrained by encumbrances from providing public recreation uses; and</li> </ul> <div style="border: 1px solid black; padding: 5px; margin-top: 10px;"> <p><b>NOTE 12.3.4.4 Y</b></p> <p>This includes cultural significance, conservation or infrastructure encumbrances (e.g. high voltage overhead power transmission lines) except where these can be incorporated to supplement or enhance the uses intended for the land.</p> </div> <ul style="list-style-type: none"> <li>(iv) the edges of the parkland are overlooked by housing or commercial or other development with active frontages that can provide effective informal surveillance, rather than adjoining the rear of the dwellings; and</li> <li>(v) for linear or waterside parkland—                             <ul style="list-style-type: none"> <li>(A) the lot layout aligns the parkland reserve along the river or creek edge;</li> <li>(B) the extent of the parkland correlates with the adopted flood level or is a minimum width of 50m (measured from the banks of the watercourse) or as much in addition to the 50m to achieve at least a 10m width with slope less than 1 in 20 (5%) to enable construction of a walking/bicycle path and to facilitate maintenance; and</li> <li>(C) the land is stable and useable for recreation and pedestrian/cycle movement, within the broader functions of drainage, conservation and visual amenity.</li> </ul> </li> </ul> <div style="border: 1px solid black; padding: 5px; margin-top: 10px;"> <p><b>NOTE 12.3.4.4 Z</b></p> <p>(1) Where land is dedicated which forms part of the adopted open space system, an infrastructure credit (offset) will apply as outlined in <a href="#">Planning Scheme Policy 5—Infrastructure—the Ipswich Adopted Infrastructure Charges Resolution</a> or in accordance with the terms of an executed Infrastructure Agreement.</p> <p>(2) Where the value of the land to be dedicated exceeds the public parks proportion of an adopted infrastructure charge obligation associated with the reconfiguration, the applicant is entitled to cash reimbursement of the infrastructure credit (offset) as outlined in <a href="#">Planning Scheme Policy 5—Infrastructure—the Ipswich Adopted Infrastructure Charges Resolution</a> or in accordance with the terms of an executed Infrastructure Agreement.</p> <p>(3) Land below the 1 in 20 Average Recurrence Interval (ARI) is considered to represent a primary drainage function and is not to be included in any public parks infrastructure credit calculations unless the land is stable, useable and free from encumbrances to provide public recreation uses.</p> <p>(4) Where the proposed open space does not immediately adjoin existing open space or land in the process of being dedicated as open space it may be necessary to include in the dedication the provision of access easements (either temporary or permanent) to the proposed open space.</p> </div>



## APPENDIX C: LAND DEDICATIONS FOR PUBLIC PARKS

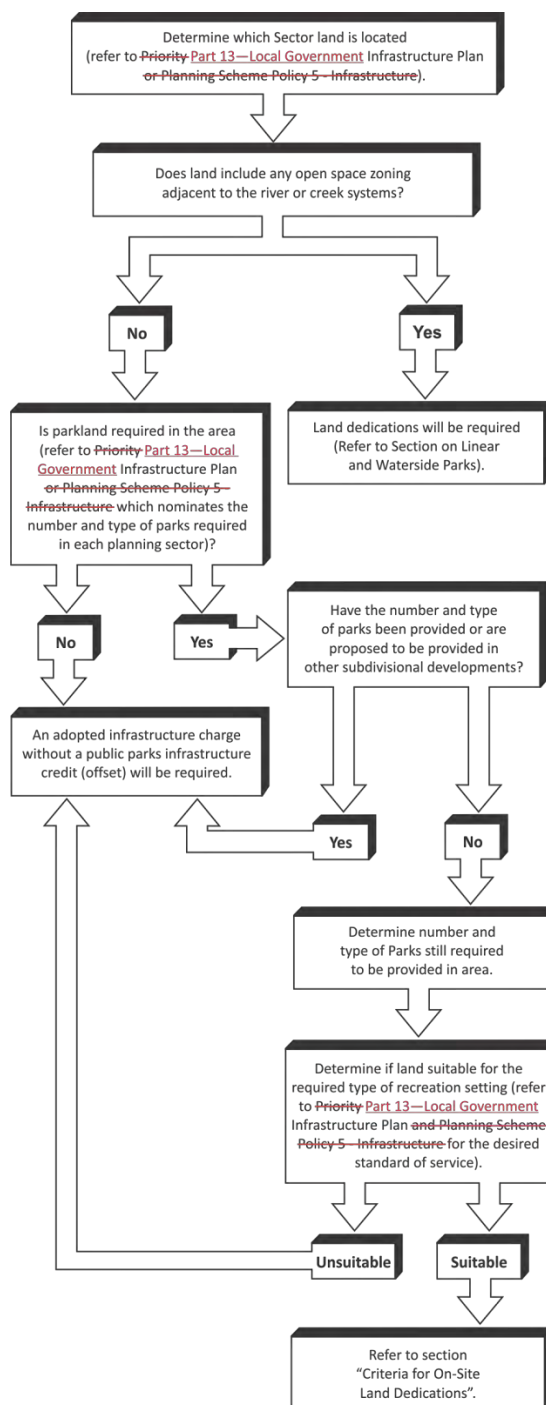
### 1. Introduction

- (1) The Open Space System (both existing and future) within Ipswich City has been reviewed as part of the Ipswich Public Parks Strategy.
- (2) This study has been adopted by Council and provides the basis for the future open space system. Descriptions of the type of public parks infrastructure to be provided in the City is outlined in [the Priority Part 13—Local Government Infrastructure Plan and Planning Scheme Policy 5—Infrastructure](#).
- (3) Where a developer dedicates or embellishes (with Local Government approval) part of the adopted open space system, an infrastructure credit (offset) will be given [as outlined in the Ipswich Adopted Infrastructure Charges Resolution and](#) in accordance with the terms of reference of an executed Infrastructure Agreement.
- (4) For commercial subdivisions, the provision of open space will generally be limited to Town Centre Parks, plazas and squares etc to be provided in the proposed Town Centres.
- (5) Details of these open space areas (both public and private) are to be outlined in the Town Centre Concept Plans.

### 2. Applicability of this Appendix

- (1) This Appendix should be used where land the subject of an application for the reconfiguration of a lot—
  - (a) includes public parks infrastructure identified in [the Priority Part 13—Local Government Infrastructure Plan and Planning Scheme Policy 5—Infrastructure](#);
  - (b) includes land the subject of a Town Centre Concept Plan.
- (2) Not all subdivisional development will be expected to include open space.
- (3) In some cases the applicant’s open space obligation will be met wholly by the payment of an adopted infrastructure charge, rather than by dedication of any land or embellishment of open space.
- (4) On the other hand, where land is required to be dedicated for open space the applicant shall be entitled to infrastructure credit (offset) as outlined in [Planning Scheme Policy 5—Infrastructure the Ipswich Adopted Infrastructure Charges Resolution](#) and in accordance with the terms of reference of an executed Infrastructure Agreement

Figure 1: Flow Chart for Parkland Dedications



**3. Criteria For On-Site Land Dedication**

- (1) Prior to considering any land dedications for public parks infrastructure, the proposed parkland is to be assessed for its appropriateness for its designated purpose (i.e. Level and Recreational Setting).
- (2) Land dedications should satisfy the provisions of ~~the Priority Part 13—Local Government Infrastructure Plan and Planning Scheme Policy 5—Infrastructure~~ relating to quantity, quality, flexibility and equity of distribution along with the following site specific characteristics—
  - (a) area and shape;
  - (b) topography;
  - (c) recreation opportunity (In this regard high priority should be given to those settings that have the potential to provide the broadest use and participation, i.e. unstructured recreation, without excluding the interests of the more specialist activities and settings);
  - (d) sensitivity – scenic, environmental or cultural (where culturally significant sites are potentially available, a high priority will be given to incorporating the recorded sites within the open space system);
  - (e) encumbrances such as flood susceptibility, services easements etc;

- (f) flexibility (i.e. whether the area has a high potential for a multiple use function, for example, highly managed settings such as Sportsgrounds/Courts which can be integrated with more informal settings such as Linear Parkland and Recreation Parks);
- (g) value as a link or consolidation mechanism;
- (h) access (including barriers to access); and
- (i) safety (including casual surveillance and uses on the border of, or adjacent to, the site).

**4. Linear and Waterside Parks**

- (1) In those lot reconfigurations adjoining a river or creek system where it is proposed that linear or waterside parkland be secured, land dedications are to be provided.
- (2) The linear open space (which may be developed or left undeveloped) will generally connect with the larger waterside parks (i.e. Citywide and District facilities) in addition to forming greenways along the urban creeks.
- (3) Depending on the size of the linear or waterside park and its location it may be possible to integrate other recreational settings within the park boundary.
- (4) In these instances, the parameters as set out in Table 1 below generally apply—

**Table 1: Flood Level Parameters for Integration with Linear and Waterside Parks**

Recreational Setting	Level	Flood Level Criteria
Sportsgrounds and Courts	Headquarter Sports	Not recommended below 1 in 100 years Average Recurrence Interval (ARI).
	Citywide and Local	All fields above 1 in 20 years Average Recurrence Interval (ARI), multi-purpose courts (unfenced) above 1 in 50 years Average Recurrence Interval (ARI), all buildings, playground areas or fenced multi-purpose courts above 1 in 100 years Average Recurrence Interval (ARI).
	District	Not applicable.
Recreation Parks	Citywide	All buildings and playground areas above 1 in 100 years Average Recurrence Interval (ARI).
	District	All buildings and playground areas above 1 in 100 years Average Recurrence Interval (ARI).
	Local	All buildings and playground areas above 1 in 100 years Average Recurrence Interval (ARI).

Citywide = Level 1, District = Level 2 and Local = Level 3



**5. Open Space Works and Requirements for On-Site Land Dedications**

- (1) Prior to accepting land dedications for open space, certain works may be required to be undertaken in open space areas, where appropriate.
- (2) For the types of parks and reserves noted in Table 2 below (residential development only) these are only preliminary works necessary to ensure that the land is useable for its intended purpose, and are not open space embellishments.
- (3) For the Town Centre Parks, Plazas and Squares and for the Linear and Waterside Parks, the preliminary works will be outlined in the development approval, based on the desired standard of service outlined in [the Priority Part 13—Local Government Infrastructure Plan and Planning Scheme Policy 3—General Works](#).
- (4) These and any additional preliminary works are to comply with Planning Scheme Policy 3 - General Works.

**6. Time for Land Dedication**

- (1) As a condition of any development approval, land for open space may be required to be dedicated (and be so indicated on the Plan of Subdivision).
- (2) The time in which such land is to be dedicated should be nominated in the conditions of approval.
- (3) Generally it will be at the time of registration of a Plan of Subdivision for any part of the land adjoining the park to be dedicated.
- (4) However, for staged subdivisions, land for open space to be dedicated in later stages may be required to be transferred to the local government (to be held in trust) at the time the local government endorses Stage 1 of the Plan of Subdivision.
- (5) The transfer is to include the provision of any access easements to the proposed open space.
- (6) In general, the lands held in trust will be expected to be prepared in accordance with the minimum required works outlined in the table above or in the conditions of the development approval, as the adjacent development stages proceed.

**Table 2: Preliminary Works Required for Certain Public Parks Infrastructure (residential development only)**

Type of Open Space	Minimum Required Works
Sportsgrounds and Courts Recreation Parks	<ul style="list-style-type: none"> <li>(1) Each park is to be of dimensions and have a topography suitable for its intended use and there must be carried out free of cost to the local government any earthworks or other works necessary in that regard.</li> <li>(2) Each park is to be selectively cleared and grassed, with declared environmental weeds removed, together with any rubbish and dangerous trees, and such other works as may be reasonably necessary to protect the park from erosion and other environmental degradation is to be carried out free of cost to the local government.</li> <li>(3) Each park is to have direct physical access to a constructed road of the category nominated in <a href="#">the Priority-Part 13—Local Government Infrastructure Plan and Planning Scheme Policy 3—General Works</a> for the relevant recreational setting and any work necessary in this regard is to be carried out free of cost to the local government.</li> </ul>



Table 12.5.1 continued

Column 1 Specific Outcomes	Column 2 Probable Solutions
	<p><b>NOTE 5</b> Where unavoidable, the minimum width of the constructed driveway in the access strip (which is to be constructed from the kerb for the full length of the access strip) for multiple residential, commercial or industrial lots is as follows—</p> <ul style="list-style-type: none"> <li>(a) multiple residential purposes – 5.5 metres;</li> <li>(b) commercial lots – 6 metres;</li> <li>(c) industrial lots – 7 metres.</li> </ul> <ul style="list-style-type: none"> <li>(i) For residential lots, other than homestead or township lots, a drainage system is provided so that no part of the driveway is below the adopted flood level.</li> <li>(j) For homestead or township lots no part of the driveway is below the adopted flood level.</li> </ul> <p><b>NOTE 6</b> Where unavoidable, for commercial or industrial lots, a drainage system is provided so that no part of the driveway is below the adopted flood level.</p> <p><b>NOTE 6A</b> Particular regard should also be given to the Fire Fighting provisions contained in Clause (10) Table 12.5.1.</p>
<p><b>Designated Roads</b></p> <p>(4) Access arrangements do not impede the traffic performance of Designated Roads.</p>	<p><b>Designated Roads</b></p> <p>(4) (a) Residential lots do not have direct vehicle access to the road system unless there are no suitable access alternatives (provided by the street system), in which case vehicle access onto the Designated Road is capable of being made in a forward direction.</p> <p><b>NOTE 7</b> See element 5.13 of AMCORD for possible means of achieving vehicle access.</p> <ul style="list-style-type: none"> <li>(b) Any vehicle access for a residential lot is limited to one (1) point only (where direct access to the Designated Road is unavoidable).</li> <li>(c) Commercial or industrial lots do not have direct vehicle access to the road system unless there are no suitable access alternatives (provided by the street system), in which case vehicle access onto the Designated Road must be capable of being made in a forward direction using a left turn only.</li> <li>(d) Any vehicle access is sited to obtain the maximum visibility (i.e. sightlines).</li> </ul>
<p><b>Public Open Space</b></p> <p>(5) Linear and Waterside Parks are provided in the general locations as outlined in <a href="#">the Priority Part 13—Local Government Infrastructure Plan</a>.</p>	<p><b>Public Open Space</b></p> <p>(5) In those lot reconfigurations adjoining a river or creek system where it is proposed that linear or waterside parkland be secured—</p> <ul style="list-style-type: none"> <li>(a) land dedications are provided (and are indicated on the Plan of Subdivision); and</li> <li>(b) the lot layout aligns the parkland reserve along the river or creek edge;</li> </ul>



Table 12.5.1 continued

Column 1 Specific Outcomes	Column 2 Probable Solutions
	<p><b>NOTE 8</b></p> <p>(1) Where land is dedicated which forms part of the adopted open space system, an infrastructure credit (offset) will apply as outlined in <a href="#">Planning Scheme Policy 5—Infrastructure</a> <a href="#">the Ipswich Adopted Infrastructure Charges Resolution</a>.</p> <p>(2) Where the value of the land to be dedicated exceeds the public parks proportion of an adopted infrastructure charge obligation associated with the reconfiguration, the applicant is entitled to cash reimbursement of the infrastructure credit (offset) as outlined in <a href="#">Planning Scheme Policy 5—Infrastructure</a> <a href="#">the Ipswich Adopted Infrastructure Charges Resolution</a>.</p> <p>(3) Land below the 1 in 20 Average Recurrence Interval (ARI) is considered to represent a primary drainage function and is not to be included in any public parks infrastructure credit calculations unless the land is stable, useable and free from encumbrances to provide public recreation uses.</p> <p>(4) Where the proposed open space does not immediately adjoin existing open space or land in the process of being dedicated as open space it may be necessary to include in the dedication the provision of access easements (either temporary or permanent) to the proposed open space.</p> <p>(c) the extent of the parkland correlates with the adopted flood level or is a minimum width of 30 metres (measured from the banks of the watercourse) or as much in addition to the 30 metres to achieve at least a 10 metre width with slopes less than 1 in 20 (5%) to enable construction of a walking/bicycle path and to facilitate maintenance;</p> <p>(d) the land is stable and useable for recreation and pedestrian/cycle movement, within the broader functions of drainage, conservation and visual amenity;</p> <p>(e) the land is not constrained by encumbrances from providing public recreation uses.</p> <p><b>NOTE 9</b></p> <p>This includes cultural significance, conservation or infrastructure encumbrances (e.g. high voltage overhead power transmission lines) except where these can be incorporated to supplement or enhance the uses intended for the land.</p>
<p><b>Frontage Works and Utilities</b></p> <p>(6) The existing, dedicated street fronting or gaining access to the proposed reconfigured lot is constructed to the specifications outlined in Planning Scheme Policy 3—General Works for the type of street classification fronting the proposed lot.</p>	<p><b>Frontage Works and Utilities</b></p> <p>(6) Where frontage works to an existing, dedicated street, fronting or gaining access to the proposed reconfigured lot are required, they are based on the <a href="#">specifications outlined in Planning Scheme Policy 3—General Works and standards in Part 13—Local Government Infrastructure Plan for trunk infrastructure provision of 'external works' as outlined in Planning Scheme Policy 5—Infrastructure</a>.</p>
<p>(7) Cost effective and environmentally sustainable utilities (including effluent treatment and disposal, water, electricity, gas and communication services) are provided to each lot.</p> <p><b>NOTE 10</b></p> <p>(1) There is to be an adequate water supply for fire fighting purposes.</p> <p>(2) The layout of the reconfiguration will need to ensure sewerage feasibility, otherwise there may be a reduction in the area of the lot available for building construction.</p> <p>(3) For Homestead or Township Lots (including unsewered township commercial or industrial lots) all sullage and septic waste water is to be capable of being treated and disposed of on-site without it entering any adjoining premises, stormwater system or watercourse and without ponding or causing a health nuisance.</p>	<p>(7) (a) Provision is made for the—</p> <p>(i) reticulation of water supply to each lot;</p> <p>(ii) reticulation of sewerage to each lot. For Homestead or Township lots (including unsewered township commercial or industrial lots), measures to treat and dispose of effluent on-site in compliance with the Plumbing and Drainage Act 2002 and the Queensland Plumbing and Wastewater Code;</p> <p>(iii) supply of electricity (and where applicable the supply of natural gas) to each lot; and</p> <p>(iv) supply of telecommunication services to each lot.</p> <p><b>NOTE 11</b></p> <p>The location, design and construction of frontage works, sewerage</p>





Table 12.5.2 continued

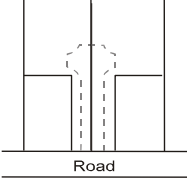
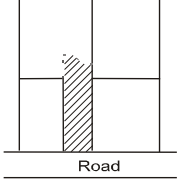
Column 1 Specific Outcomes	Column 2 Probable Solutions
	<p>(3) In the case of telecommunications and electricity services, these services are to be via underground cable for the full length of the access strip.</p> <p>(f) The type of reciprocal easements comply with the requirements shown in Diagram A, below.</p> <p style="text-align: center;"><b>DIAGRAM A</b></p> <div style="display: flex; justify-content: space-around; align-items: flex-end;"> <div style="text-align: center;">  <p style="font-size: small;">In this case the easement is for access purposes with each lot having its own area for utility services and other matters.</p> </div> <div style="text-align: center;">  <p style="font-size: small;">In this case the easement is for a combination of access purposes, utility services and other matters.</p> </div> </div> <p>(g) For residential lots, the minimum width of the constructed driveway in the access strip is three (3) metres.</p> <p>(h) The driveway is to be constructed from the kerb for the full length of the access strip.</p> <p><b>NOTE 6</b> Where unavoidable, the minimum width of the constructed driveway in the access strip (which is to be constructed from the kerb for the full length of the access strip) for multiple residential, commercial or industrial lots is as follows—</p> <ul style="list-style-type: none"> <li>(a) multiple residential purposes – 5.5 metres;</li> <li>(b) commercial lots – 6 metres;</li> <li>(c) industrial lots – 7 metres.</li> </ul> <p>(i) For residential lots, other than homestead or township lots, a drainage system is provided so that no part of the driveway is below the adopted flood level.</p> <p>(j) For homestead or township lots no part of the driveway is below the adopted flood level.</p> <p><b>NOTE 7</b> Where unavoidable, for commercial or industrial lots, a drainage system is provided so that no part of the driveway is below the adopted flood level.</p> <p><b>NOTE 7A</b> Particular regard should also be given to the Fire Fighting Provisions contained in Clause (32) Table 12.5.2.</p>
<p><b>Designated Roads</b></p> <p>(5) For major subdivisions, the road network has a clear structure and component roads conform to their function in the system.</p>	<p><b>Designated Roads</b></p> <p>(5) Roads link with other roads that are no more than one level higher or lower in the hierarchy.</p>
<p>(6) For major subdivisions, the road system is located so that it provides routes which are more convenient for external traffic than the residential or commercial/industrial street network.</p>	<p>(6) The road network is generally located as outlined in Map 4a and Map 4b of Schedule 7.</p> <p><b>NOTE 8</b></p> <ul style="list-style-type: none"> <li>(1) Refer to Map 4a and Map 4b of Schedule 7 for the general location of Designated Roads (both existing and future).</li> <li>(2) Where a Designated Road traverses a development site, refer to the locational design requirements of Section 6 'The Road System' of Queensland Streets 1998 Edition to ensure that the most satisfactory location is obtained in respect of both planning and engineering requirements.</li> </ul>



Table 12.5.2 continued

Column 1 Specific Outcomes	Column 2 Probable Solutions
	(3) Where a developer provides land for the purpose of the road system or constructs trunk roadworks infrastructure, an infrastructure credit (offset) is to apply as outlined in <a href="#">Planning Scheme Policy 5—Infrastructure</a> , the Ipswich Adopted Infrastructure Charges Resolution.
(7) For major subdivisions, the road system has the capability to accommodate public transport services and has capacity to safely and efficiently accommodate projected movements.	(7) The Designated Road system is provided as outlined in Map 4a and Map 4b of Schedule 7.
(8) For major subdivisions, the road network is provided in a manner where it complements the street network, public transport, pedestrians and cycleways.	(8) Where a Land Use Concept Master Plan, Town Centre Concept Plan or other approved Plan of Development exists, the road network conforms with this plan.
(9) For major subdivisions, safe and convenient links are provided for pedestrians and cyclists across Designated Roads.	(9) Pedestrian and cyclist crossings of Designated Roads adjacent to residential and industrial areas are provided at intervals of not less than 500m and for commercial areas at intervals of not less than 200m in locations related to movement desire lines.
(10) Intersections are located to provide safe and efficient connection and traffic interface between the street network and Designated Roads.	(10) The location of intersections to Designated Roads is in accordance with the following Austroad publication— "Guide to Traffic Engineering Practice" (a) Part 5 Intersections at Grade; (b) Part 6 Roundabouts; (c) Part 7 Traffic Signals.
(11) Access arrangements do not impede the traffic performance of Designated Roads.	(11) (a) Residential lots do not have direct vehicle access to the road system unless there are no suitable access alternatives (provided by the street system), in which case vehicle access onto the Designated Road is capable of being made in a forward direction.  <b>NOTE 9</b> See element 5.13 of AMCORD for possible means of achieving vehicle access. (b) Any vehicle access for a residential lot is limited to one (1) point only (where direct access to the Designated Road is unavoidable). (c) Commercial or industrial lots do not have direct vehicle access to the road system unless there are no suitable access alternatives (provided by the street system), in which case vehicle access onto the Designated Road must be capable of being made in a forward direction using a left turn only. (d) Any vehicle access is sited to obtain the maximum visibility (i.e. sightlines).  <b>NOTE 10</b> For neighbourhood and district shopping centres access from the road system to the parking area may be permitted at specifically designed access points.
(11A) Road networks in areas within 6km of the RAAF Base Amberley runway do not include configurations of lights that replicate the appearance of airport runways at night.	(11A) Road networks do not include configurations of lights in straight parallel lines 500m – 1000m long in areas within 6km of the RAAF Base Amberley runway.



Table 12.5.2 continued

Column 1 Specific Outcomes	Column 2 Probable Solutions														
<p><b>NOTE 12</b></p> <p>(1) <b>For major subdivisions</b>, incorporating multiple residential uses, the street network is to be considered under two scenarios, namely—</p> <p>(a) (i) Where multiple residential uses are 'dispersed' within residential areas, they are to be treated as standard residential development using a generation rate of 6.5 trips per dwelling.</p> <p>(ii) Preferably such uses will be located adjacent to the Road or Major Collector Street system (i.e. 'downstream' of the conventional residential areas).</p> <p>(iii) Multiple residential uses may have direct access to Major Collector Streets, subject to appropriate detailed design of access and sound attenuation measures.</p> <p>(b) Where multiple residential uses are 'concentrated' within medium/higher density localities (e.g. adjacent to major public transport facilities or a Town Centre) the specific provisions relating to multiple residential uses (i.e. Section 10 of Queensland Streets 1998 Edition) apply.</p> <p>(2) <b>For major subdivisions</b>, Major Collector are part of the 'Street System' and hence the swale drain option as outlined in Queensland Streets 1998 Edition is not considered appropriate as this design standard is to be used to typify the 'Traffic Route' status of the road system. (On the other hand, Internal Connecting Roads will generally be rural in character so the swale drain option may be utilised.)</p> <p>(3) In certain situations the local government may require the street system within a development to be upgraded in hierarchy or relocated or redesigned so that it is capable of serving other land within the vicinity of the development.</p> <p>(4) In these cases, the specific location of the street is to be a major consideration in the design of the lot layout to ensure that the most satisfactory location is obtained in respect of both planning and engineering requirements.</p> <p>(5) <b>For major subdivisions</b>, where a developer provides land for the purpose of an industrial collector or major collector street or constructs the industrial collector or major collector street to also serve other premises in the vicinity, the developer is entitled to infrastructure credit (offset) as outlined in <a href="#">Planning Scheme Policy 5—Infrastructure</a> <a href="#">the Ipswich Adopted Infrastructure Charges Resolution</a>.</p>															
<p>(17) The design features of each type of street encourage driver behaviour appropriate to the primary function of the street in the network.</p>	<p>(17) There are no recommended Probable Solutions for this specific outcome as each situation requires an individual approach.</p>														
<p>(18) Intersections are spaced to create safe and convenient vehicle movements.</p>	<p>(18) Intersections are spaced in accordance with Section 2.11 'Intersections' of Queensland Streets 1998 Edition.</p> <p><b>NOTE 13</b></p> <p>(1) Driveway access points should not be provided on roundabout/channelisation approaches and this matter should be addressed as part of the detailed design process.</p> <p>(2) The minimum truncation distance of the real property boundary at an intersection between the following street types is to be—</p> <table border="0"> <tr> <td>Access Place to Access Street</td> <td>3.5 m</td> </tr> <tr> <td>Access Place/Access Street to Collector Street</td> <td>4.0 m</td> </tr> <tr> <td>Access Street/Collector Street to Major Collector Street</td> <td>6.0 m</td> </tr> <tr> <td>Collector/Major Collector Streets to Designated Roads (major subdivisions only)</td> <td>8.0m</td> </tr> <tr> <td>Local Industrial Street to Local Industrial Street</td> <td>8.0 m</td> </tr> <tr> <td>Local Industrial Street to Industrial Collector</td> <td>8.0 m</td> </tr> <tr> <td>Industrial Collector to Designated Road (major subdivision only)</td> <td>10.0m</td> </tr> </table> <p>(3) Where the intersection angle is other than 90 degrees, the truncation is to be by a chord or chords to a circle of radius equal to the above truncation lengths.</p> <p>(4) Where the intersection is constructed as a roundabout, the truncation is to be the area required to accommodate the relevant roundabout template as outlined in the Standard Drawings forming part of Planning Scheme Policy 3—General Works.</p> <p>(5) The area truncated is to be dedicated as road reserve free of cost to, or compensation by, the local government.</p>	Access Place to Access Street	3.5 m	Access Place/Access Street to Collector Street	4.0 m	Access Street/Collector Street to Major Collector Street	6.0 m	Collector/Major Collector Streets to Designated Roads (major subdivisions only)	8.0m	Local Industrial Street to Local Industrial Street	8.0 m	Local Industrial Street to Industrial Collector	8.0 m	Industrial Collector to Designated Road (major subdivision only)	10.0m
Access Place to Access Street	3.5 m														
Access Place/Access Street to Collector Street	4.0 m														
Access Street/Collector Street to Major Collector Street	6.0 m														
Collector/Major Collector Streets to Designated Roads (major subdivisions only)	8.0m														
Local Industrial Street to Local Industrial Street	8.0 m														
Local Industrial Street to Industrial Collector	8.0 m														
Industrial Collector to Designated Road (major subdivision only)	10.0m														



Table 12.5.2 continued

Column 1 Specific Outcomes	Column 2 Probable Solutions
<p>(e) Bus stops are located—</p> <ul style="list-style-type: none"> <li>(i) to provide for pedestrian safety, security, comfort and convenience;</li> <li>(ii) to be able to be overlooked from nearby buildings;</li> <li>(iii) to be in keeping with the character of the locality; and</li> <li>(iv) for residential development, to minimise adverse impact on the amenity of nearby dwellings.</li> </ul> <p><b>NOTE 16</b></p> <p>(1) A network of public transport routes should be provided that takes account of—</p> <ul style="list-style-type: none"> <li>(a) projected travel demand;</li> <li>(b) distribution of likely demand;</li> <li>(c) scale and time of demand;</li> <li>(d) characteristics of travellers;</li> <li>(e) travel time;</li> <li>(f) operating characteristics;</li> <li>(g) cost of providing the service;</li> <li>(h) route location and design.</li> </ul> <p>(2) For residential lot reconfigurations, section 3.5 'New Residential Subdivisions' and section 3.6 'Medium Density Developments' of the 'Shaping Up' guidelines provide some practicable applications (the do's and don'ts) for encouraging a more public transport focus within the residential environment.</p> <p>(3) For commercial and industrial lot reconfigurations, section 3.2 'Business and Activity Centres', section 3.3 'Existing Public Transport Interchanges', section 3.4 'New Public Transport Interchanges' and section 3.7 'Business Centre Intersections' of the 'Shaping Up' guidelines provide some practicable applications (the do's and don'ts) for encouraging a public transport focus at these activity centres.</p>	<p>(e) For streets within residential areas, routes for regular bus services comply with the following standards for bus routes—</p> <ul style="list-style-type: none"> <li>(i) Street Carriageway Widths Two-Way: 7.50m</li> <li>(ii) Minimum Geometric Layout R12.5m for Single Bus Unit</li> </ul> <p><b>NOTE 17</b></p> <p>Some routes may require geometry to suit an articulated bus.</p> <ul style="list-style-type: none"> <li>(iii) Roundabouts Maximum Desirable Pavement Crossfall: 3% Maximum Desirable Gradient: 6%</li> <li>(f) Bus stops for regular peak services are, or are projected to be, at 300m spacings where the route serves residential uses, 200m spacings where the route serves commercial uses and 500m spacings where the route serves industrial uses.</li> <li>(g) The siting of bus stops is, where possible, coincident to the pedestrian path network.</li> </ul>
<p>(21) (a) The street layout facilitates walking and cycling within the residential neighbourhood and to activity centres without encouraging external traffic into the residential neighbourhood.</p> <p>(b) The street and path network provides an overall network of pedestrian routes and routes for cyclists, with connections to adjoining streets, open spaces, neighbouring residential areas and activity centres.</p> <p>(c) The location of paths is aligned to conserve trees and other significant features and where they exist, focus on vistas and landmarks whilst ensuring safe and convenient use by pedestrians and cyclists.</p> <p>(d) Pedestrian paths and cycleways are located where there is casual surveillance and potential for the areas to be well lit.</p> <p>(e) Pedestrian, cycle and vehicular movement systems are co-located to encourage maximum surveillance of public areas.</p>	<p>(21) (a) <b>For major subdivisions</b>, the cycleway network is located and provided as outlined in the Ipswich <a href="#">iGO Active Transport Action Plan Cycle Strategy</a> or Ipswich Public Parks Strategy or where an approved Land Use Concept Master Plan or Town Centre Concept Plan or other Plan of Development exists, pedestrian/cyclist paths.</p> <p><b>NOTE 18</b></p> <p>No direct residential street link should be provided between an adjacent residential area and an industrial estate/major commercial centre, instead a pathway only link is to be provided.</p> <ul style="list-style-type: none"> <li>(b) Footpaths and cyclepaths are provided as specified in Appendices D, E, F and G.</li> <li>(c) Footpaths in culs-de-sac are to extend around the full extent of the cul-de-sac head and comply with the requirements shown in Diagram A, below.</li> </ul>



Table 12.5.2 continued

Column 1 Specific Outcomes	Column 2 Probable Solutions
	<p><b>NOTE 26</b></p> <p>(1) The Local Government will determine those design features and street components, based on the street components specified in Appendices D, E, F and G <u>with frontage works based on the specifications outlined in Planning Scheme Policy 3—General Works and standards in Part 13—Local Government Infrastructure Plan for trunk infrastructure and the provision of ‘external works’ as outlined in Planning Scheme Policy 5—Infrastructure</u>, that are to apply where—</p> <p>(a) an existing, dedicated street, fronting or gaining access to the proposed reconfigured lot is required; or</p> <p>(b) a new street is proposed to be constructed along the common boundary of land in two or more ownerships.</p> <p>(2) The verge width may need to be increased when required to allow space for larger-scale landscaping, utility services, future carriageway widening, retaining walls, cycle paths, footpaths or dual use paths.</p> <p>(3) In residential streets the verge width may also need to be increased to allow space for noise attenuation works, indented parking and to enable adequate width to be maintained around slow points.</p> <p>(4) Where street grades in excess of 12% (residential) or 6% (commercial or industrial) are proposed, the number of lot frontages to that section should be limited.</p> <p>(5) Where frontage to steep grades is proposed, the feasibility of gaining safe property access/egress is to be demonstrated.</p> <p>(6) The location, design and construction of frontage and streetworks are to be in accordance with the requirements and specifications outlined in Planning Scheme Policy 3—General Works.</p> <p>(b) All frontage and street construction works are to be in place or sufficient security provided before the Plan of Subdivision is approved by the local government.</p>
<p><b>(25)</b> Provision of on-street carparking to ensure—</p> <p>(a) for residential development—</p> <p>(i) convenience and safety for users;</p> <p>(ii) the efficient use of car spaces;</p> <p>(iii) compatibility with the street’s function; and</p> <p>(iv) the achievement of relevant streetscape outcomes; and</p> <p>(b) for commercial or industrial development—</p> <p>(i) sufficient and convenient short-term parking to accommodate vehicles not catered for on-site;</p> <p>(ii) parked vehicles do not obstruct the passage of vehicles on the carriageway or create traffic hazards.</p> <p><b>NOTE 27</b></p> <p>For residential development, the provision of on-street carparking should be assessed according to projected needs which are determined by—</p> <p>(a) the number of lots and dwelling units proposed;</p> <p>(b) availability of public transport;</p> <p>(c) the provision of on-site car parking;</p> <p>(d) locations of non-residential uses such as schools and local shops; and</p> <p>(e) the occasional need for overflow parking.</p>	<p><b>(25)</b> (a) For residential development, provision within the street reserve of areas sufficient to provide 0.5 spaces per single residential lot or dual occupancy lot and parking spaces per dwelling for other residential uses as outlined in Table 10.5B of Queensland Streets 1998 Edition.</p> <p>(b) For industrial development, provision within the carriageway of parking lanes on both sides of all Industrial Streets, with widths as outlined in Appendix G.</p> <p>(c) For residential development, one car space is available within 25m of each single residential or dual occupancy lot.</p> <p>(d) For residential lots with a frontage of 9m to 12m, provision is made on-street for at least one visitor car parking space in front of each lot.</p> <p>(e) For multiple residential uses, on-street parking is located within 40m of the lot.</p> <p>(f) For residential development, the dimensions of on-street carparking spaces and access comply with the requirements outlined in the Parking Code as applicable to on-site parking.</p>



Table 12.5.2 continued

Column 1 Specific Outcomes	Column 2 Probable Solutions
	<p><b>NOTE 28</b></p> <p>(1) For single residential or dual occupancy uses, on-street carparking spaces may either be provided on the carriageway (in which case provision shall be made for vehicle passing in accordance with Section 2.5 'Provision for Passing' of Queensland Streets 1998 Edition) or in constructed bays within the verge.</p> <p>(2) For multiple residential uses, on-street carparking spaces may be either parallel or angle provided within the carriageway and designed in accordance with Section 10.5 'Parking' of Queensland Streets 1998 Edition.</p> <p>(3) For industrial development, within turning areas at least 20 metres of kerb frontage is to be provided for each lot for access and on-street parking.</p> <p>(4) The "credit" for tandem parking as cited in Queensland Streets 1998 Edition for single residential or dual occupancy uses having frontage to Access Streets and Access Places does not apply for development within Ipswich City.</p> <p>(5) The "credit" for Tandem Parking for single residential or dual occupancy uses having frontage to access streets and access places will only apply where there is a 6 metre setback between a garage/carport and the property boundary.</p>
<p><b>Public Open Space</b></p> <p>(26) Parks—</p> <p>(a) are provided in the general locations as outlined in <del>the</del> <a href="#">Priority Part 13—Local Government</a> Infrastructure Plan and Map 1 in Schedule 7;</p> <p>(b) provide opportunities for casual surveillance;</p> <p>(c) are, with the exception of linear or waterside parkland, easily visible from the street;</p> <p>(d) are located away from excessive noise;</p> <p>(e) are located and designed in accordance with the desired standards of service for each recreation setting outlined in <del>the</del> <a href="#">Priority Part 13—Local Government</a> Infrastructure Plan and Planning Scheme Policy 3—General Works.</p> <p><b>NOTE 29</b></p> <p>As an aid in determining whether parkland dedications could be required for any proposed lot reconfiguration the explanatory note detailed in Appendix H should be used.</p>	<p><b>Public Open Space</b></p> <p>(26) (a) Where a Land Use Concept Master Plan, Town Centre Concept Plan, Open Space Master Plan or other Plan of Development exists, public open space is provided in accordance with that plan.</p> <p>(b) In those lot reconfigurations where it is proposed that parkland be secured—</p> <p>(i) land dedications are provided (and are indicated on the Plan of Subdivision); and</p> <p>(ii) the areas of public open space are appropriate for their intended purpose; and</p> <p><b>NOTE 30</b></p> <p>Reference should be made to the issues outlined in the section entitled 'criteria for on-site land dedication' in Appendix H – Land Dedications for Public Parks.</p> <p>(iv) the land is not constrained by encumbrances from providing public recreation uses; and</p> <p><b>NOTE 31</b></p> <p>This includes cultural significance, conservation or infrastructure encumbrances (e.g. high voltage overhead power transmission lines) except where these can be incorporated to supplement or enhance the uses intended for the land.</p> <p>(iv) the edges of the parkland are overlooked by housing or commercial or other development with active frontages that can provide effective informal surveillance, rather than adjoining the rear of the dwellings; and</p>



Table 12.5.2 continued

Column 1 Specific Outcomes	Column 2 Probable Solutions
	<p>(v) for linear or waterside parkland—</p> <p>(A) the lot layout aligns the parkland reserve along the river or creek edge;</p> <p>(B) the extent of the parkland correlates with the adopted flood level or is a minimum width of 30 metres (measured from the banks of the watercourse) or as much in addition to the 30 metres to achieve at least a 10 metre width with slopes less than 1 in 20 (5%) to enable construction of a walking/bicycle path and to facilitate maintenance; and</p> <p>(C) the land is stable and useable for recreation and pedestrian/cycle movement, within the broader functions of drainage, conservation and visual amenity.</p> <p><b>NOTE 32</b></p> <p>(1) Where land is dedicated which forms part of the adopted open space system, an infrastructure credit (offset) will apply as outlined in <a href="#">Planning Scheme Policy 5—Infrastructure the Ipswich Adopted Infrastructure Charges Resolution</a>.</p> <p>(2) Where the value of the land to be dedicated exceeds the public parks proportion of an adopted infrastructure charge obligation associated with the reconfiguration, the applicant is entitled to cash reimbursement of the infrastructure credit (offset) as outlined in <a href="#">Planning Scheme Policy 5—Infrastructure the Ipswich Adopted Infrastructure Charges Resolution</a>.</p> <p>(3) Land below the 1 in 20 Average Recurrence Interval (ARI) is considered to represent a primary drainage function and is not to be included in any public parks infrastructure credit calculations unless the land is stable, useable and free from encumbrances to provide public recreation uses.</p> <p>(4) Where the proposed open space does not immediately adjoin existing open space or land in the process of being dedicated as open space it may be necessary to include in the dedication the provision of access easements (either temporary or permanent) to the proposed open space.</p>
<p><b>Utilities</b></p> <p>(27) Cost effective and environmentally sustainable utilities (including effluent treatment and disposal, water, electricity, gas, street lighting and communication services) are provided to each lot.</p>	<p><b>Utilities</b></p> <p>(27) (a) Provision is made for the—</p> <p>(i) reticulation of water supply to each lot;</p> <p>(ii) reticulation of sewerage to each lot. For Homestead or Township lots (including unsewered township commercial or industrial lots), measures to treat and dispose of effluent on-site in compliance within the Plumbing and Drainage Act 2002 and the Queensland Plumbing and Wastewater Code;</p> <p>(iii) supply of electricity (and where applicable the supply of natural gas) to each lot;</p> <p>(iv) supply of telecommunication services to each lot; and</p> <p>(v) installation of street lighting on that side of the street or road as the existing or planned location of the footpath.</p>



Table 12.5.3 continued

Column 1 Specific Outcomes	Column 2 Probable Solutions
<p>(4) A reconfiguration of land may produce a boundary realignment, provided—</p> <ul style="list-style-type: none"> <li>(a) land zoned Rural A (Agricultural) or Rural D (Conservation) is not further fragmented;</li> <li>(b) it does not in itself create a lot or holding below the size for the appropriate type of rural lot within the zone;</li> <li>(c) it improves the 'useability' or lot configuration of the properties.</li> </ul>	<p>(4) There are no recommended probable solutions for this specific outcome as each situation requires an individual approach.</p>
<p><b>Designated Roads</b></p> <p>(5) Access arrangements do not impede the traffic performance of Designated Roads.</p>	<p><b>Designated Roads</b></p> <p>(5) (a) Lots do not have direct vehicle access to the road system unless there are no suitable access alternatives (provided by the street system), in which case vehicle access onto the Designated Road is capable of being made in a forward direction.</p> <p>(b) Any vehicle access is limited to one (1) point only (where direct access to the Designated Road is unavoidable).</p> <p>(c) Any vehicle access is sited to obtain the maximum visibility (i.e. sightlines).</p>
<p><b>Frontage Works and Utilities</b></p> <p>(6) The existing, dedicated street fronting or gaining access to the proposed reconfigured lot is constructed to the specifications outlined in Planning Scheme Policy 3—General Works for the type of street classification fronting the proposed lot.</p>	<p><b>Frontage Works and Utilities</b></p> <p>(6) Where frontage works to an existing, dedicated street, fronting or gaining access to the proposed reconfigured lot are required, they are based on <a href="#">the specifications outlined in Planning Scheme Policy 3—General Works and standards in Part 13—Local Government Infrastructure Plan for trunk infrastructure</a> <del>the provision of 'external works' as outlined in Planning Scheme Policy 5—Infrastructure.</del></p>
<p>(7) The carriageway width, together with the verge and batter width and crossover dimensions, allow for unobstructed and efficient entry and exit from each lot.</p>	<p>(7) (a) Where access is to a sealed road, the lot is to have a 3 metre, 2 coat bitumen sealed accessway, to the specifications outlined in Planning Scheme Policy 3—General Works, between the pavement edge of the street and the property boundary.</p> <p>(b) Where access is to a gravel road the standards outlined in 7(a) above apply, except for bitumen sealing.</p> <p><b>NOTE 5</b></p> <p>(1) Where street grades in excess of 16% exist, the number of property accesses to that section are to be limited.</p> <p>(2) Where access is proposed, the feasibility of gaining safe property access, paying regard to driveway grade and combined crossfall, is to be demonstrated.</p>
<p>(8) Cost effective and environmentally sustainable utilities (including effluent treatment and disposal, water, electricity and communication services) are provided to each lot.</p> <p><b>NOTE 6</b></p> <p>All sullage and septic waste water is to be capable of being treated and disposed of on-site without it entering any adjoining premises, stormwater system or watercourse and without ponding or causing a health nuisance.</p>	<p>(8) (a) Provision is made for the—</p> <ul style="list-style-type: none"> <li>(i) supply of on-site potable water or, if available, reticulated water supply;</li> <li>(ii) treatment and disposal of effluent on-site in compliance with the Plumbing and Drainage Act 2002 and the Queensland Plumbing and Wastewater Code;</li> <li>(iii) supply of electricity to each lot; and</li> <li>(iv) supply of telecommunication services to each lot.</li> </ul> <p><b>NOTE 7</b></p> <p>The location, design and construction of frontage works, water supply mains and fixtures (where available), electricity and communication services are in accordance with the requirements and specifications outlined in Planning Scheme Policy 3—General Works.</p> <p>(b) All frontage works and utilities are to be in place or sufficient security provided before the Plan of Subdivision is approved by the local government.</p>





Table 12.5.4 continued

Column 1 Specific Outcomes	Column 2 Probable Solutions
<ul style="list-style-type: none"> <li>(k) meanders carriageways through important stands of vegetation to minimise the loss of important trees or ecosystems;</li> <li>(l) maintains interlocking tree canopies over fauna corridors, where possible, to allow for the movement of arboreal fauna and birds;</li> <li>(m) narrows the width of the carriageway where it crosses wildlife movement corridors, such as riparian zones;</li> <li>(n) ensures that where within or abutting bushfire risk areas streets are designed, located and connected to allow safe and efficient movement of fire emergency vehicles; and</li> <li>(o) provides for the cost effective provision of public utilities, including water (where available), electricity and telecommunications.</li> </ul>	
<p><b>(14A)</b> Street networks in areas within 6km of the RAAF Base Amberley runway do not include configurations of lights that replicate the appearance of airport runways at night.</p>	<p><b>(14A)</b> Street networks do not include configurations of lights in straight parallel lines 500m – 1000m long in areas within 6km of the RAAF Base Amberley runway.</p>
<p><b>(15)</b> The design of each type of street conveys the street's primary function and the street reserve width is sufficient to cater for all street functions, including—</p> <ul style="list-style-type: none"> <li>(a) safe and efficient movement of all users;</li> <li>(b) provision for stationary vehicles;</li> <li>(c) provision for passing;</li> <li>(d) location, construction and maintenance of public utilities (including guideposts, guard fencing, etc);</li> <li>(e) provision for batters, retaining walls or other structures;</li> <li>(f) provision for drainage; and</li> <li>(g) provision of clearances to property boundaries.</li> </ul>	<p><b>(15)</b> (a) The following street components for each type of street are as specified in Appendix K—</p> <ul style="list-style-type: none"> <li>(i) carriageway widths;</li> <li>(ii) verge widths;</li> <li>(iii) street reserve widths;</li> <li>(iv) kerb type;</li> <li>(v) boundary clearances; and</li> <li>(vi) longitudinal gradients.</li> </ul> <p><b>NOTE 10</b></p> <p>(1) The Local Government will determine those design features and street components, based on the street components specified in Appendix K <u>with frontage works based on the specifications outlined in Planning Scheme Policy 3—General Works and standards in Part 13—Local Government Infrastructure Plan for trunk infrastructure and the provision of 'external works' as outlined in Planning Scheme Policy 5—Infrastructure</u>, that are to apply where—</p> <ul style="list-style-type: none"> <li>(a) an existing dedicated street fronting or gaining access to the proposed reconfigured lot is required; or</li> <li>(b) a new street is proposed to be constructed along the common boundary of land in two or more ownerships.</li> </ul> <p>(2) Where street grades in excess of 16% are proposed, the number of lot frontages to that section should be limited.</p> <p>(3) Where frontage to steep grades is proposed, the feasibility of gaining safe property access/egress is to be demonstrated.</p> <p>(4) The location, design and construction of frontage and streetworks are to be in accordance with the requirements and specifications outlined in Planning Scheme Policy 3—General Works.</p> <p>(b) All frontage and street construction works are to be in place or sufficient security provided before the Plan of Subdivision is approved by the local government.</p>



## APPENDIX H: LAND DEDICATIONS FOR PUBLIC PARKS

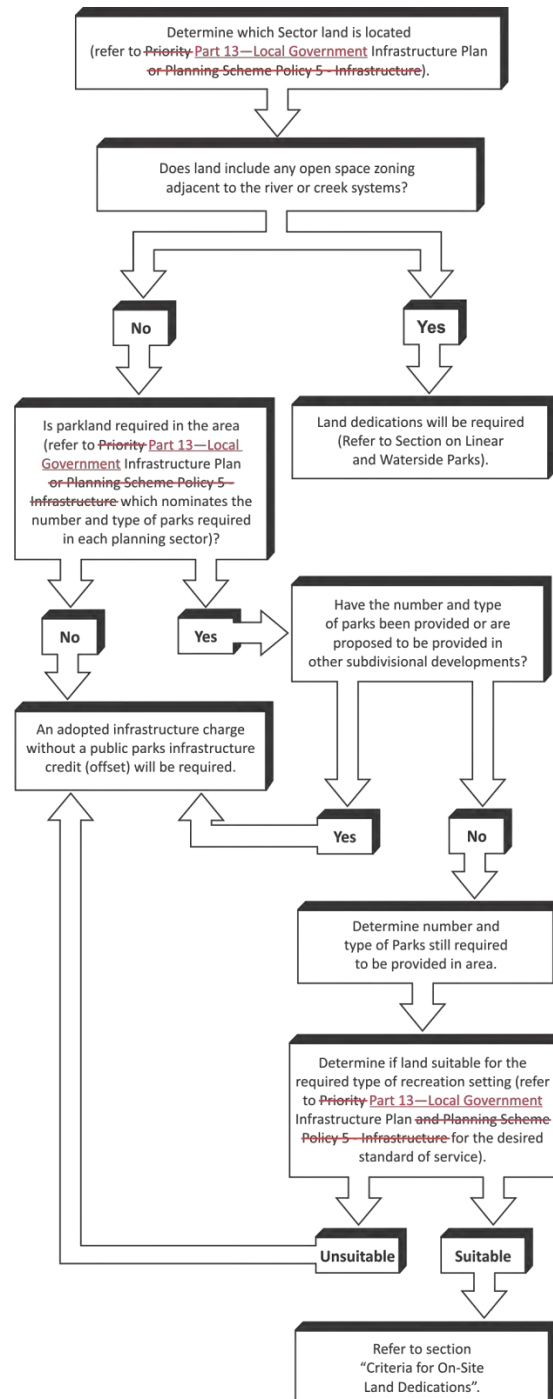
### 1. Introduction

- (1) The Open Space System (both existing and future) within Ipswich City has been reviewed as part of the Ipswich Public Parks Strategy.
- (2) This study has been adopted by Council and provides the basis for the future open space system. Descriptions of the type of public parks infrastructure to be provided in the City is outlined in [the Priority-Part 13—Local Government Infrastructure Plan and Planning Scheme Policy 5—Infrastructure](#).
- (3) Where a developer dedicates or embellishes (with Local Government approval) part of the adopted open space system, an infrastructure credit (offset) will apply as outlined in [Planning Scheme Policy 5—Infrastructure the Ipswich Adopted Infrastructure Charges Resolution](#).
- (4) For commercial and industrial subdivisions, the provision of open space will generally be limited to Town Centre Parks, plazas and squares etc to be provided in the proposed Town Centres.
- (5) Details of these open space areas (both public and private) are to be outlined in the Town Centre Concept Plans.

### 2. Applicability of this Appendix

- (1) This Appendix should be used where land the subject of an application for the reconfiguration of a lot—
  - (a) includes public parks infrastructure identified in [the Priority-Part 13—Local Government Infrastructure Plan and Planning Scheme Policy 5—Infrastructure](#);
  - (b) includes land the subject of a Town Centre Concept Plan.
- (2) Not all subdivisional development will be expected to include open space.
- (3) In some cases the applicant’s open space obligation will be met wholly by the payment of an adopted infrastructure charge, rather than by dedication of any land or embellishment of open space.
- (4) On the other hand, where land is required to be dedicated for open space the applicant shall be entitled to infrastructure credit (offset) as outlined in [Planning Scheme Policy 5—Infrastructure the Ipswich Adopted Infrastructure Charges Resolution](#).
- (5) As an aid in determining whether parkland dedications may be required the following flow chart can be used.

**Figure 1: Flow Chart for Parkland Dedications**



**3. Criteria For On-Site Land Dedication**

- (1) Prior to considering any land dedications for public parks infrastructure, the proposed parkland is to be assessed for its appropriateness for its designated purpose (i.e. Level and Recreational Setting).
- (2) Land dedications should satisfy the provisions of ~~the~~ [Priority Part 13—Local Government Infrastructure Plan](#) and ~~Planning Scheme Policy 5—Infrastructure~~ relating to quantity, quality, flexibility and equity of distribution along with the following site specific characteristics—
  - (a) area and shape;
  - (b) topography;
  - (c) recreation opportunity (In this regard high priority should be given to those settings that have the potential to provide the broadest use and participation, i.e. unstructured recreation, without excluding the interests of the more specialist activities and settings);
  - (d) sensitivity – scenic, environmental or cultural (where culturally significant sites are potentially available, a high priority will be given to incorporating the recorded sites within the open space system);
  - (e) encumbrances such as flood susceptibility, services easements etc;

- (f) flexibility (i.e. whether the area has a high potential for a multiple use function, for example, highly managed settings such as Sportsgrounds/Courts which can be integrated with more informal settings such as Linear Parkland and Recreation Parks);
- (g) value as a link or consolidation mechanism;
- (h) access (including barriers to access); and
- (i) safety (including casual surveillance and uses on the border of, or adjacent to, the site).

**4. Linear and Waterside Parks**

- (1) In those lot reconfigurations adjoining a river or creek system where it is proposed that linear or waterside parkland be secured, land dedications are to be provided.
- (2) The linear open space (which may be developed or left undeveloped) will generally connect with the larger waterside parks (i.e. Citywide and District facilities) in addition to forming greenways along the urban creeks.
- (3) Depending on the size of the linear or waterside park and its location it may be possible to integrate other recreational settings within the park boundary.
- (4) In these instances, the parameters as set out in Table 1 below generally apply—

**Table 1: Flood Level Parameters for Integration with Linear and Waterside Parks**

Recreational Setting	Level	Flood Level Criteria
Sportsgrounds and Courts	Headquarter Sports	Not recommended below 1 in 100 Average Recurrence Interval (ARI). All fields above 1 in 20 Average Recurrence Interval (ARI), multi-purpose courts (unfenced) above 1 in 50 Average Recurrence Interval (ARI), all buildings, playground areas or fenced multi-purpose courts above 1 in 100 years Average Recurrence Interval (ARI).
	Citywide and Local	
Recreation Parks	Citywide	All buildings and playground areas above 1 in 100 years Average Recurrence Interval (ARI).
	District	All buildings and playground areas above 1 in 100 years Average Recurrence Interval (ARI).
	Local	All buildings and playground areas above 1 in 100 years Average Recurrence Interval (ARI).

Citywide = Level 1, District = Level 2 and Local = Level 3.



**5. Open Space Works and Requirements for On-Site Land Dedications**

- (1) Prior to accepting land dedications for open space, certain works may be required to be undertaken in open space areas, where appropriate.
- (2) For the types of parks and reserves noted in Table 2 below (residential development only) these are only preliminary works necessary to ensure that the land is useable for its intended purpose, and are not open space embellishments.
- (3) For the Town Centre Parks, Plazas and Squares and for the Linear and Waterside Parks, the preliminary works will be outlined in the development approval, based on the desired standard of service outlined in [the Priority Part 13—Local Government Infrastructure Plan and Planning Scheme Policy 3—General Works](#).
- (4) These and any additional preliminary works are to comply with Planning Scheme Policy 3—General Works.

**6. Time for Land Dedication**

- (1) As a condition of any development approval, land for open space may be required to be dedicated (and be so indicated on the Plan of Subdivision).
- (2) The time in which such land is to be dedicated should be nominated in the conditions of approval.
- (3) Generally it will be at the time of registration of a Plan of Subdivision for any part of the land adjoining the park to be dedicated.
- (4) However, for staged subdivisions, land for open space to be dedicated in later stages may be required to be transferred to the local government (to be held in trust) at the time the local government endorses Stage 1 of the Plan of Subdivision.
- (5) The transfer is to include the provision of any access easements to the proposed open space.
- (6) In general, the lands held in trust will be expected to be prepared in accordance with the minimum required works outlined in the table above or in the conditions of the development approval, as the adjacent development stages proceed.

**Table 2: Preliminary Works Required for Certain Public Parks Infrastructure (residential development only)**

Type of Open Space	Minimum Required Works
Sportsgrounds and Courts Recreation Parks	<ul style="list-style-type: none"> <li>(1) Each park is to be of dimensions and have a topography suitable for its intended use and there must be carried out free of cost to the local government any earthworks or other works necessary in that regard.</li> <li>(2) Each park is to be selectively cleared and grassed, with declared environmental weeds removed, together with any rubbish and dangerous trees, and such other works as may be reasonably necessary to protect the park from erosion and other environmental degradation is to be carried out free of cost to the local government.</li> <li>(3) Each park is to have direct physical access to a constructed road of the category nominated in <a href="#">the Priority Part 13—Local Government Infrastructure Plan and Planning Scheme Policy 3—General Works</a> for the relevant recreational setting and any work necessary in this regard is to be carried out free of cost to the local government.</li> </ul>



Section 2 outlines the planning intention and implementation process of the Structure Plan together with the administrative requirements relating to Local Area Plans and development applications within the Structure Plan area.

Sections 3 and 4 relate to Mobility, Infrastructure and Community Facilities.

These considerations apply throughout the Structure Plan area and have been used to formulate the Structure Plan and will be used in the assessment of Local Area Plans and Development Applications using transitional IDAS.

Sections 5, 6, 7, 8 and 9 relate respectively to development in the five Structure Plan designations, namely Community Residential, Town Centre, Open Space, Conservation and Regional Transport Corridor.

Section 10 refers to Special Development Areas and Other Miscellaneous Provisions.

Section 11 outlines procedures for the resolution of disputes or differences in relation to Council decisions.

Section 12 outlines procedures in relation to consultation with Springfield Land Corporation regarding proposed amendments to the Springfield Structure Plan.

## 1.6 Relationship of Structure Plan to the Remainder of the Planning Scheme

### NOTE

The provisions of this Structure Plan are based on those contained in—

- (a) the original Springfield Development Control Plan (which was gazetted in 1997); and
- (b) the former Springfield Structure Plan (which was gazetted on 19 February 1999) and subsequently amended as part of the transitional Ipswich Planning Scheme.

The development and use of the land the subject of this Structure Plan is to be in accordance with the relevant planning scheme provisions as outlined below—

- (a) Part 1 – Introduction;
- (b) Part 2 – Interpretation;
- (c) Part 3 – Desired Environmental Outcomes;
- (d) Part 12 – Assessment Criteria for Development for a Stated Purpose, or of a Stated Type;
- (e) Part 13 – ~~Priority~~ Local Government Infrastructure Plan; and
- (f) the Planning Scheme Policies.

Where any provision of Part 14 - Springfield Structure Plan is inconsistent with any other provision of the Planning Scheme or a Planning Scheme Policy, the Structure Plan is to take precedence over that provision, and the other provision is of no effect to the extent of the inconsistency.

The Structure Plan includes five (5) broad land use designations—

- (a) Community Residential;
- (b) Town Centre;
- (c) Open Space;
- (d) Conservation; and
- (e) Regional Transport Corridor.

These designations—

- (a) encompass the entire Springfield area;
- (b) are depicted on Map 2; and
- (c) form the basis for the assessment categories, as set out in the Tables of Development within this Part (i.e. Part 14).

Map 2 is to be relied on for the purposes of this Part, in lieu of the Zoning Maps (refer Z1 to Z50) which cover the remainder of the City and its planning scheme area.

## 1.7 Provision of Infrastructure

In order for development to proceed, the infrastructure of roads, water supply, sewerage, drainage, open space and community facilities must be available (or be capable of being made available) to service the area contained in the Structure Plan area.

To ensure that the appropriate infrastructure, namely roads, water supply, sewerage, drainage, open space and community facilities, including any temporary infrastructure, will be provided, the Springfield Infrastructure Agreement 1998 was entered into between the Council and Springfield Land Corporation Pty Ltd, Springfield Land Corporation No. 2 Pty Ltd and Cherish Enterprises Pty Ltd pursuant to Division 2 – (Infrastructure Agreements) of Part 6 of the Local Government (Planning and Environment) Act 1990. The infrastructure agreement also deals with the phasing of development in relation to the provision of infrastructure.

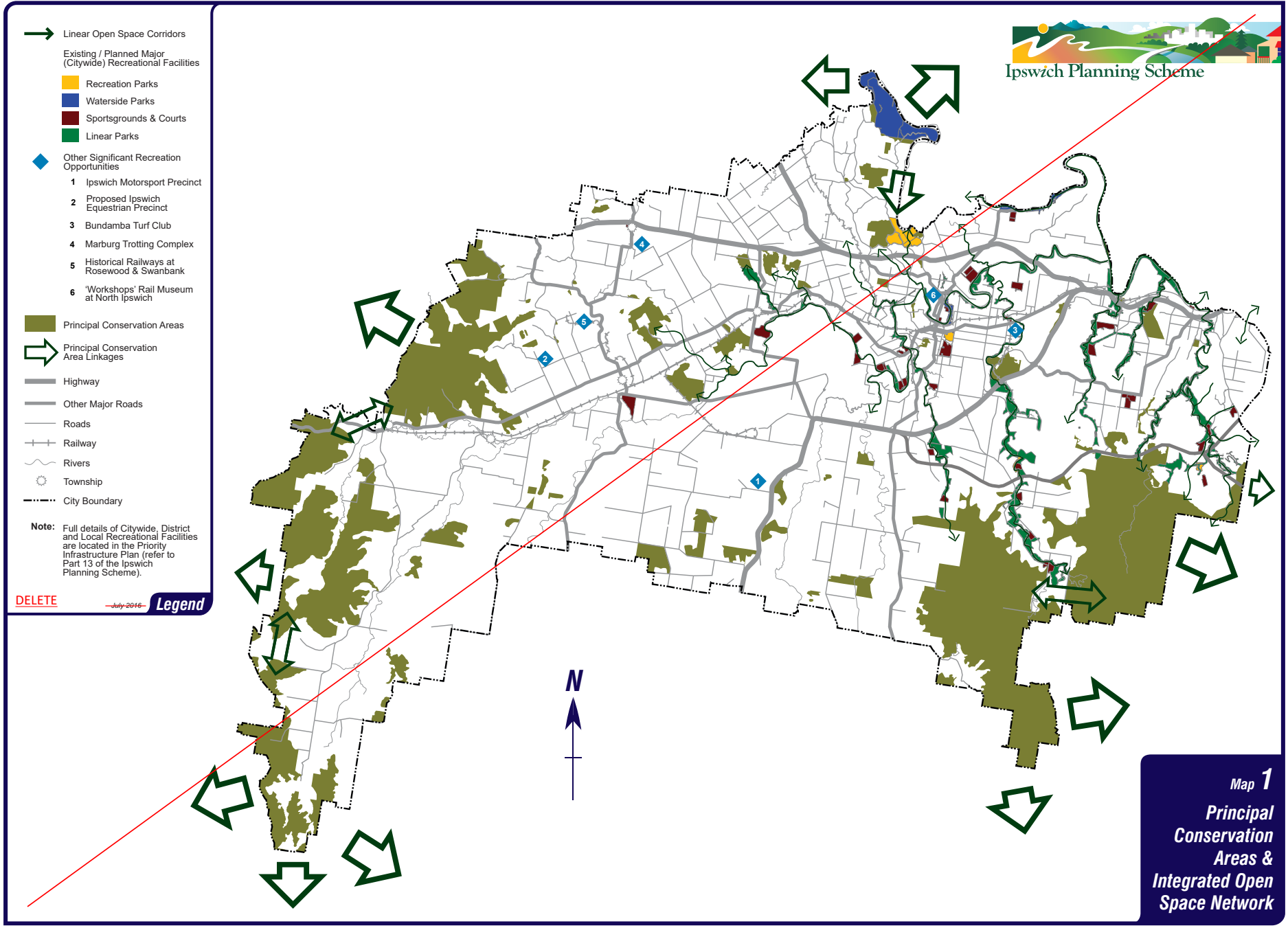


**(8) Neighbourhood Master Plans****Specific Outcomes****Note 15.4.3C**

- (1) The Neighbourhood Master Plan should demonstrate compliance with and delivery of the intended outcomes in accordance with —
- (a) Division 3-Overall and Specific Outcomes for the Ripley Valley Area, as a whole, of this Part; and
  - (b) where detailed background information is required, the Ripley Valley Structure Plan.

- (a) Each Neighbourhood Master Plan—
  - (i) delineates the boundaries of the Neighbourhood Master Plan Area;
  - (ii) has a coverage that generally accords with the neighbourhood boundaries identified in the Figure 15.15—Neighbourhood Unit Plan;
  - (iii) encompasses the whole of the neighbourhood, or neighbourhoods that the development is located within; and
  - (iv) gives due regard to its context within the Ripley Valley Structure Plan and demonstrates how it relates to adjoining and nearby neighbourhoods.
- (b) The Neighbourhood Master Plan takes into account—
  - (i) the intent and objectives of the Ripley Valley Structure Plan for the land the subject of the Neighbourhood Master Plan;
  - (ii) existing or proposed development immediately adjacent to the land covered by the Neighbourhood Master Plan; and
  - (iii) the orderly implementation of infrastructure.
- (c) The Neighbourhood Master Plan map provides a detailed “land budget” and the corresponding equivalent population or occupancy rates of T—zones and Sub Areas designated on the Neighbourhood Master Plan; and
- (d) The Neighbourhood Master Plan map designates, at the “super lot” level, the location and where appropriate the dimensions and area of—
  - (i) road networks, including public transport routes and stops;
  - (ii) potable water, sewerage and drainage networks;
  - (iii) the stormwater management system including any sub-regional detention facilities;
  - (iv) open space including sportsgrounds and courts, recreation parks, and linear parkland, in accordance with ~~the~~ [Priority Part 13—Local Government Infrastructure Plan and Planning Scheme Policy 3—General Works](#) ~~Part 5—Parks~~; and
  - (v) the infrastructure connectivity relationships to adjoining and where appropriate nearby Neighbourhoods;
- (e) The Neighbourhood Master Plan provides supporting documentation describing—
  - (i) the way in which the application of Traditional Neighbourhood Design principles achieves a distinctive ‘sense of place’ through appropriate—
    - (A) townscape design;
    - (B) urban design;
    - (C) the application of climate responsive design;
    - (D) building design; and
    - (E) landscape design considerations;
  - (ii) the proposed phasing of development (including infrastructure);
  - (iii) the type of land uses proposed, their nature and intensity;
  - (iv) public utilities infrastructure;
  - (v) the implementation of Integrated Water Cycle Management, including—
    - (A) the application of a sub-regional approach to the management of stormwater detention;
    - (B) identification of the Q20 ARI and 1% AEP + climate change stormwater/flood event design flood levels (pre and post-development, including any areas to be filled), drainage corridors and the location of any water bodies; and





- Linear Open Space Corridors
- Existing / Planned Major (Citywide) Recreational Facilities
  - Recreation Parks
  - Waterside Parks
  - Sportsgrounds & Courts
  - Linear Parks
- ◆ Other Significant Recreation Opportunities
  - 1 Ipswich Motorsport Precinct
  - 2 Proposed Ipswich Equestrian Precinct
  - 3 Bundamba Turf Club
  - 4 Marburg Trotting Complex
  - 5 Historical Railways at Rosewood & Swanbank
  - 6 'Workshops' Rail Museum at North Ipswich
- Principal Conservation Areas
- Principal Conservation Area Linkages
- Highway
- Other Major Roads
- Roads
- Railway
- Rivers
- Township
- City Boundary

**Note:** Full details of Citywide, District and Local Recreational Facilities are located in the Priority Infrastructure Plan (refer to Part 13 of the Ipswich Planning Scheme).

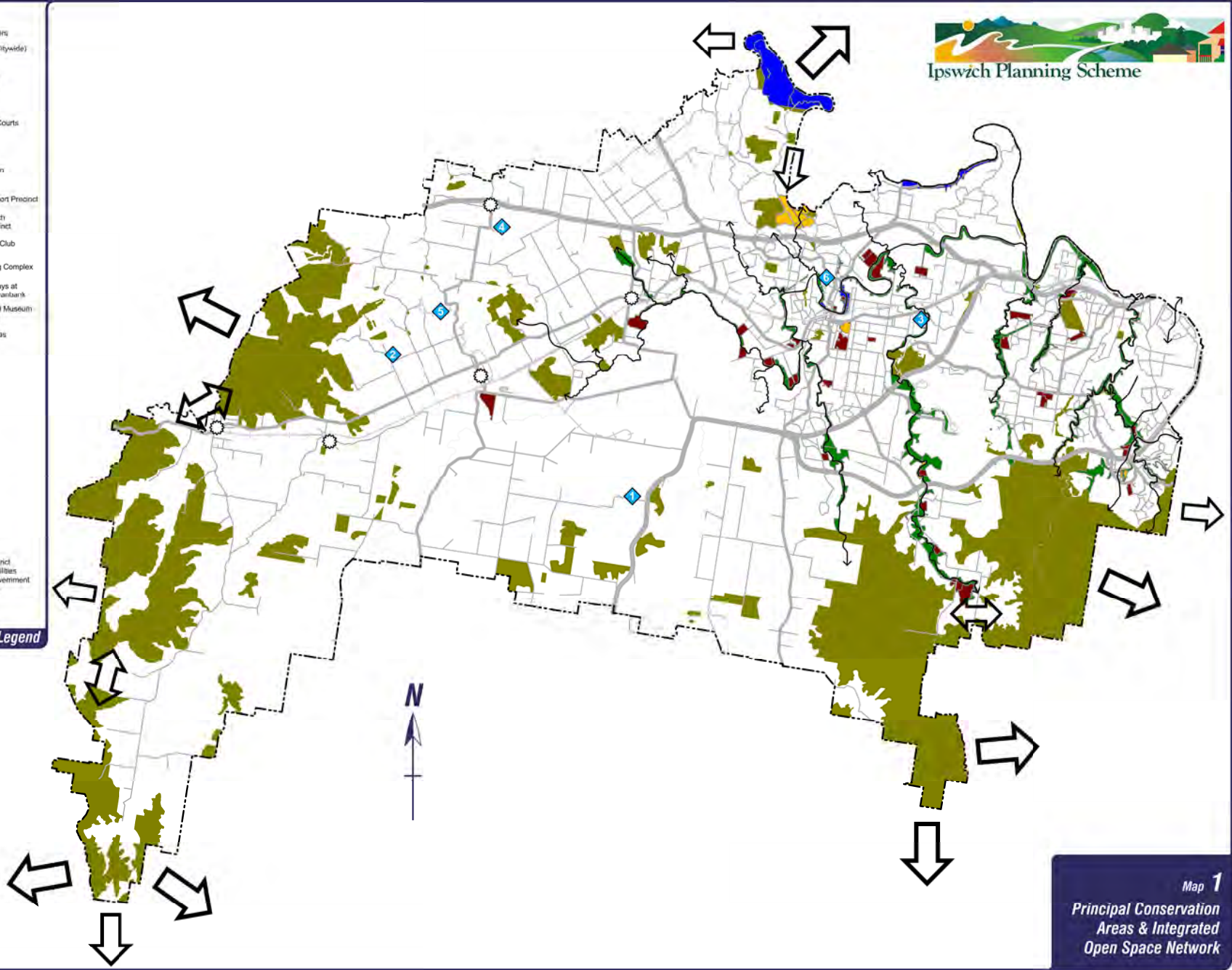
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**Map 1**  
**Principal Conservation Areas & Integrated Open Space Network**

- Linear Open Space Corridors  
Existing / Planned Major (Citywide)  
Recreational Facilities
- Recreation Parks
- Waterside Parks
- Sportsgrounds & Courts
- Linear Parks
- Other Significant Recreation Opportunities:
  - 1 Ipswich Motorsport Precinct
  - 2 Proposed Ipswich Equestrian Precinct
  - 3 Bundamba Turf Club
  - 4 Marburg Trotting Complex
  - 5 Historical Railways at Rosewood & Swanbank
  - 6 'Workshop' Rail Museum at North Ipswich
- Principal Conservation Areas
- Principal Conservation Area Linkages
- Highway
- Other Major Roads
- Roads
- Railway
- Rivers
- Township
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Note: Full details of Citywide District and Local Recreational Facilities are located in the Local Government Infrastructure Plan (refer to Part 13 of the Ipswich Planning Scheme).

INSERT April 2018 Legend



Map 1  
Principal Conservation Areas & Integrated Open Space Network

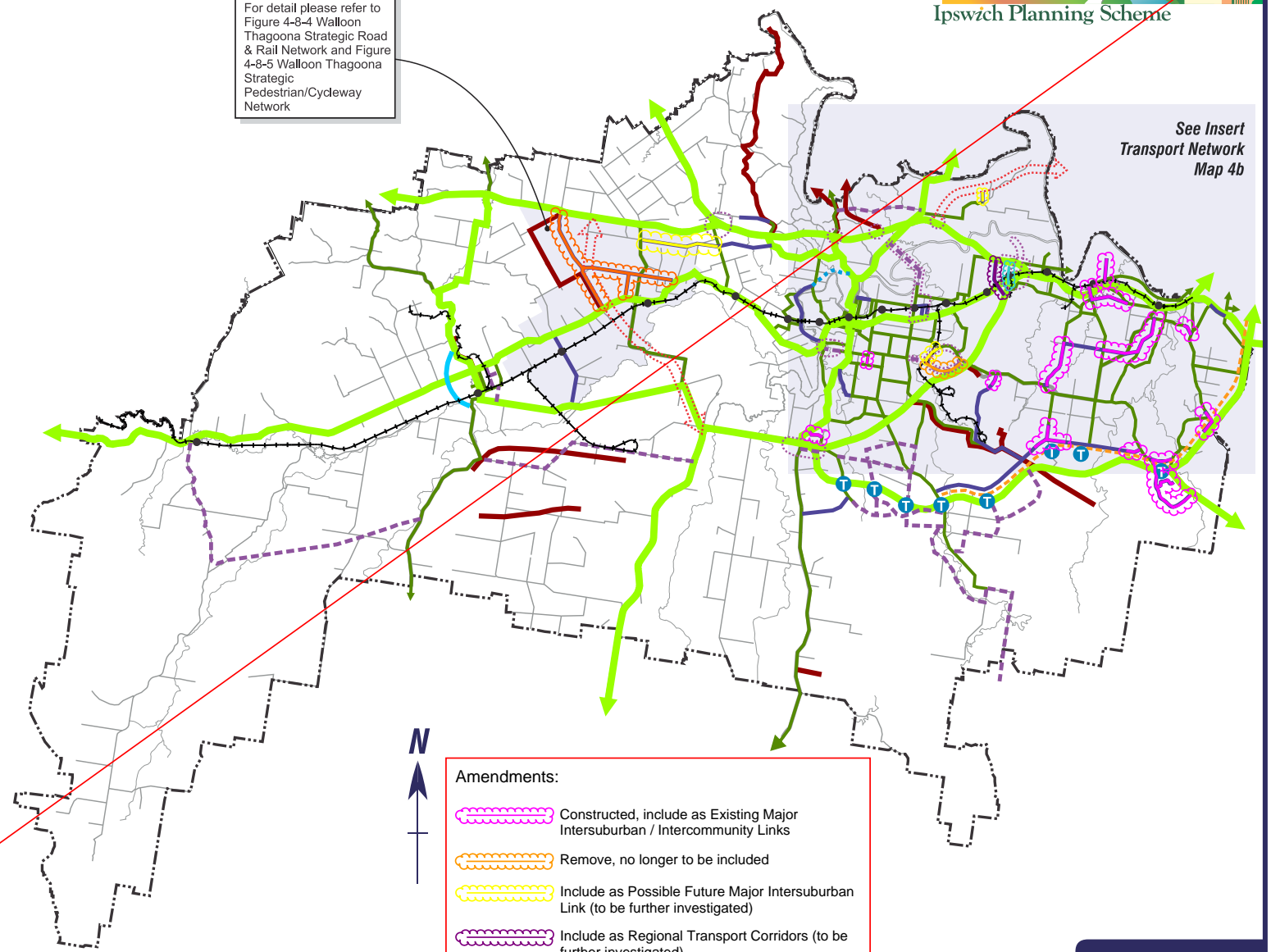




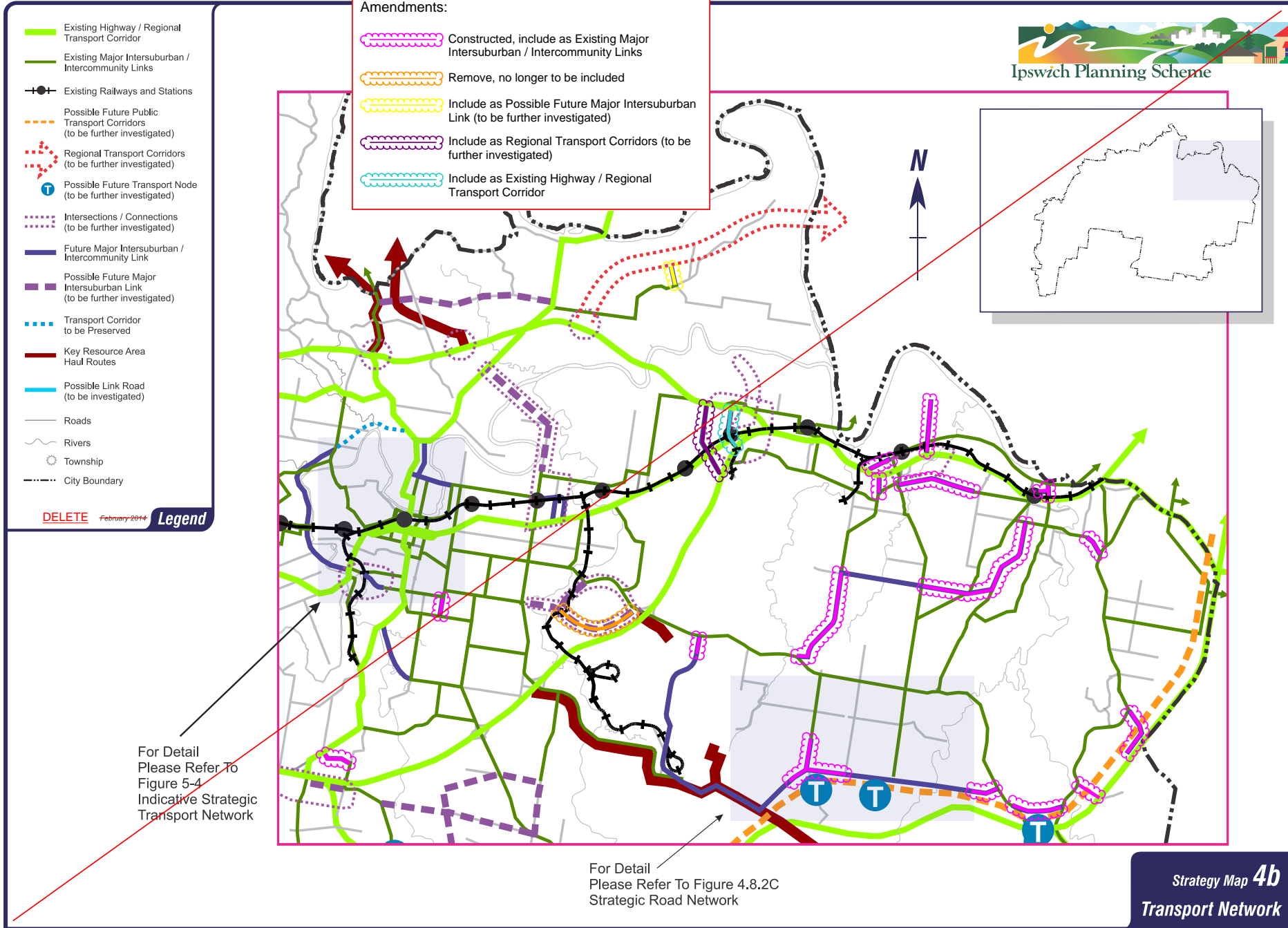
- Existing Highway / Regional Transport Corridor
  - Existing Major Intersuburban / Intercommunity Links
  - Existing Railways and Stations
  - Possible Future Public Transport Corridors (to be further investigated)
  - Regional Transport Corridors (to be further investigated)
  - Possible Future Transport Node (to be further investigated)
  - Intersections / Connections (to be further investigated)
  - Future Major Intersuburban / Intercommunity Link
  - Possible Future Major Intersuburban Link (to be further investigated)
  - Transport Corridor to be Preserved
  - Key Resource Area Haul Routes
  - Possible Link Road (to be investigated)
  - Roads
  - Rivers
  - Township
  - City Boundary
- DELETE** February 2014 **Legend**

















For detail please refer to Figure 4-8-4 Walloon Thagoona Strategic Road & Rail Network and Figure 4-8-5 Walloon Thagoona Strategic Pedestrian/Cycleway Network






See Insert Transport Network Map 4b

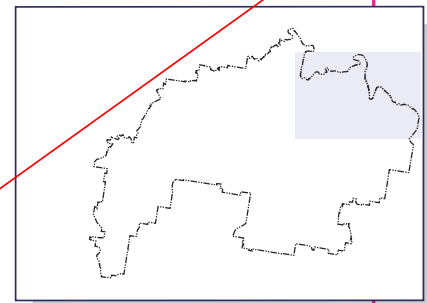


- Amendments:**
- Constructed, include as Existing Major Intersuburban / Intercommunity Links
  - Remove, no longer to be included
  - Include as Possible Future Major Intersuburban Link (to be further investigated)
  - Include as Regional Transport Corridors (to be further investigated)
  - Include as Existing Highway / Regional Transport Corridor



-  Existing Highway / Regional Transport Corridor
-  Existing Major Intersuburban / Intercommunity Links
-  Existing Railways and Stations
-  Possible Future Public Transport Corridors (to be further investigated)
-  Regional Transport Corridors (to be further investigated)
-  Possible Future Transport Node (to be further investigated)
-  Intersections / Connections (to be further investigated)
-  Future Major Intersuburban / Intercommunity Link
-  Possible Future Major Intersuburban Link (to be further investigated)
-  Transport Corridor to be Preserved
-  Key Resource Area Haul Routes
-  Possible Link Road (to be investigated)
-  Roads
-  Rivers
-  Township
-  City Boundary

- Amendments:**
-  Constructed, include as Existing Major Intersuburban / Intercommunity Links
  -  Remove, no longer to be included
  -  Include as Possible Future Major Intersuburban Link (to be further investigated)
  -  Include as Regional Transport Corridors (to be further investigated)
  -  Include as Existing Highway / Regional Transport Corridor
















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For Detail  
Please Refer To  
Figure 5-4  
Indicative Strategic  
Transport Network

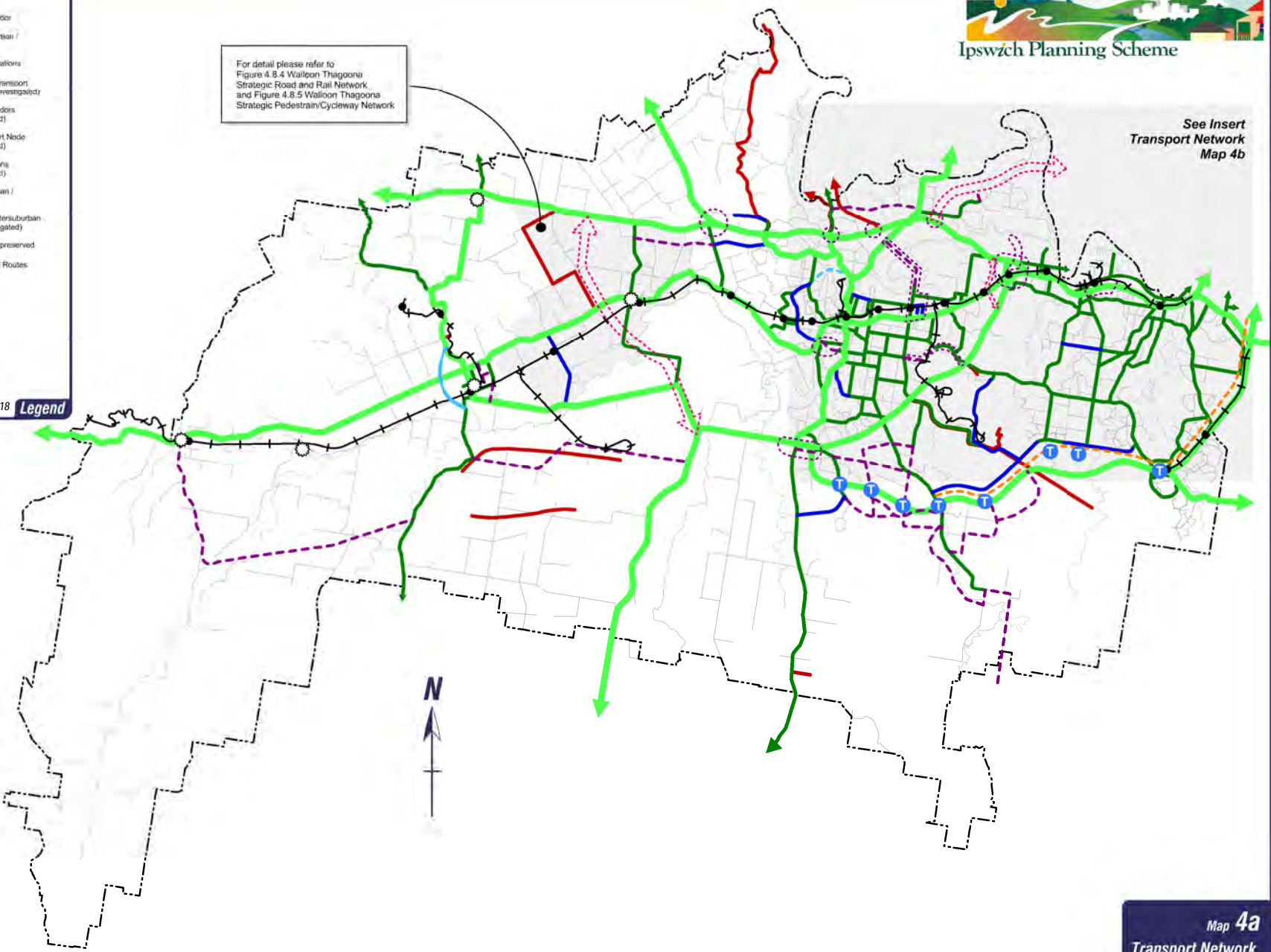
For Detail  
Please Refer To Figure 4.8.2C  
Strategic Road Network




See Insert  
Transport Network  
Map 4b

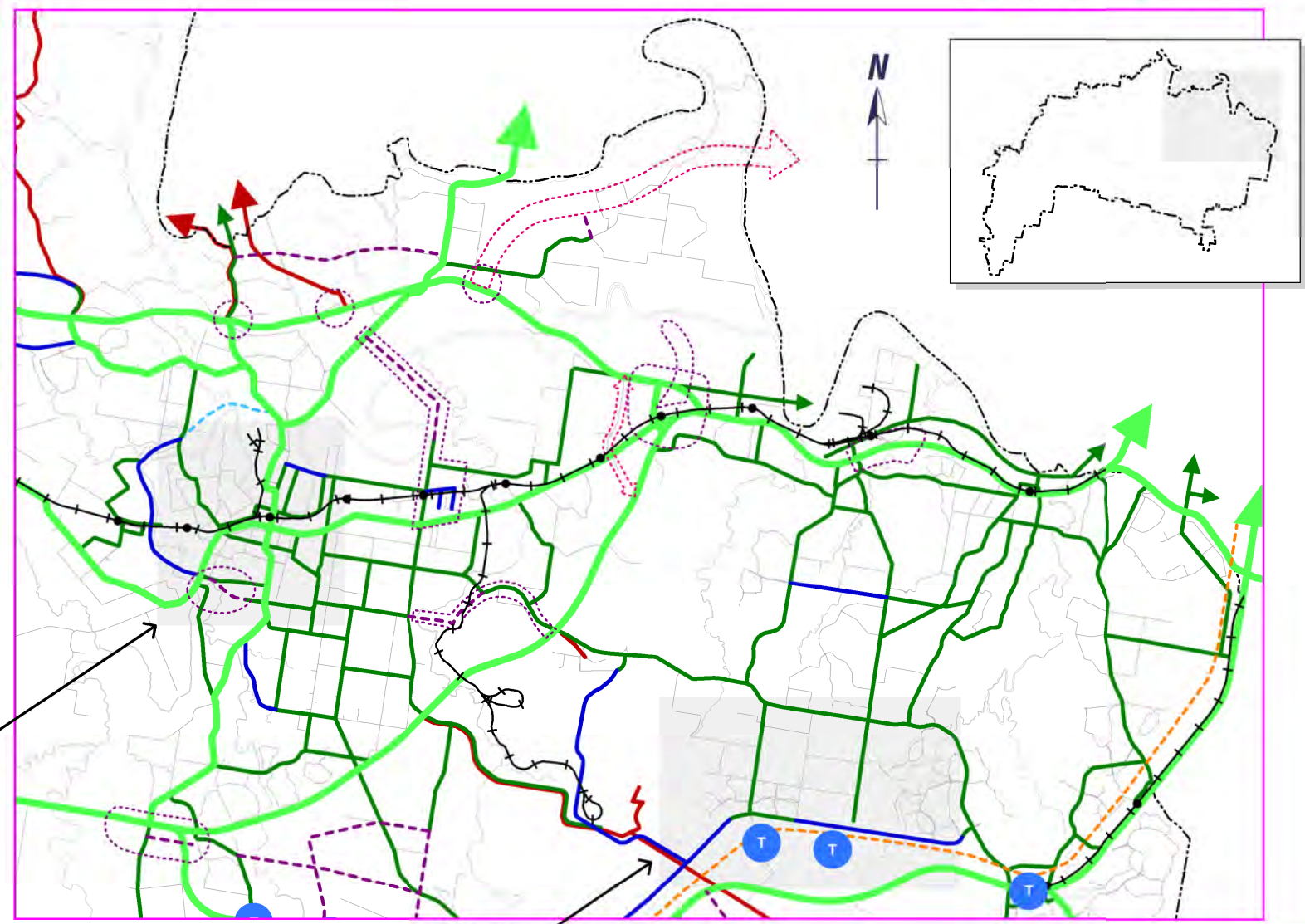
For detail please refer to  
Figure 4.8.4 Walloon Thagoona  
Strategic Road and Rail Network  
and Figure 4.8.5 Walloon Thagoona  
Strategic Pedestrian/Cycleway Network

-  Existing Highway / Regional Transport Corridor
-  Existing Major Intersuburban / Intercommunity Links
-  Existing Railways and Stations
-  Possible Future Public Transport Corridors (to be further investigated)
-  Regional Transport Corridors (to be further investigated)
-  Possible Future Transport Node (to be further investigated)
-  Intersections / Connections (to be further investigated)
-  Future Major Intersuburban / Intercommunity Link
-  Possible Future Major Intersuburban Link (to be further investigated)
-  Transport Corridor to be preserved
-  Key Resource Area Haui Routes
-  Possible Link Road (to be investigated)
-  Roads
-  Rivers
-  Township
-  City Boundary

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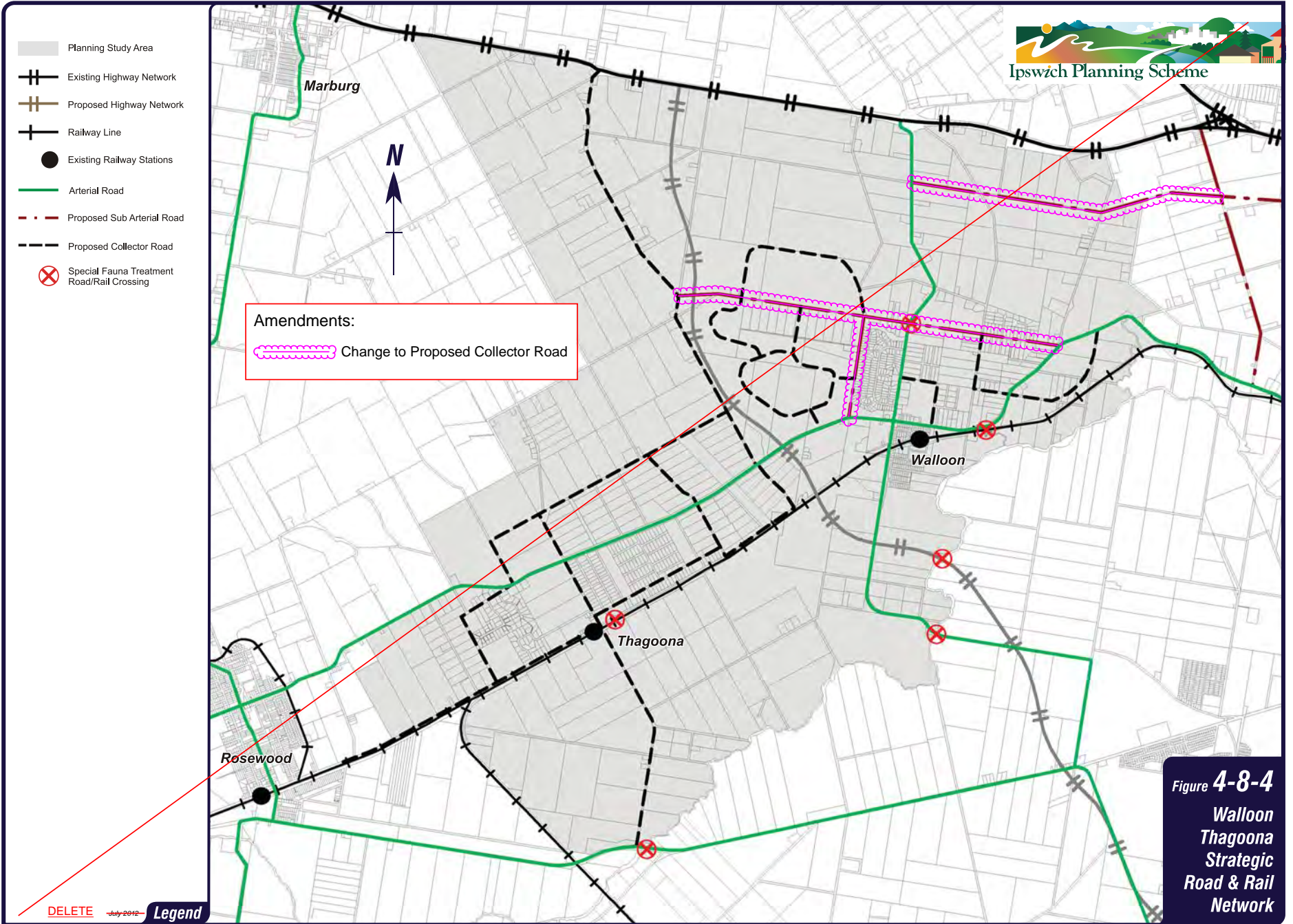


-  Existing Highway / Regional Transport Corridor
  -  Existing Major Intersuburban / Intercommunity Links
  -  Existing Railways and Stations
  -  Possible Future Public Transport Corridors (to be further investigated)
  -  Regional Transport Corridors (to be further investigated)
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  -  Possible Future Major Intersuburban Link (to be further investigated)
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  -  Key Resource Area Haui Routes
  -  Possible Link Road (to be investigated)
  -  Roads
  -  Rivers
  -  Township
  -  City Boundary
- INSERT** April 2018 **Legend**



For detail please refer to Figure 5.4 Indicative Strategic Transport Network

For detail please refer to Figure 4.8.2C Strategic Road Network




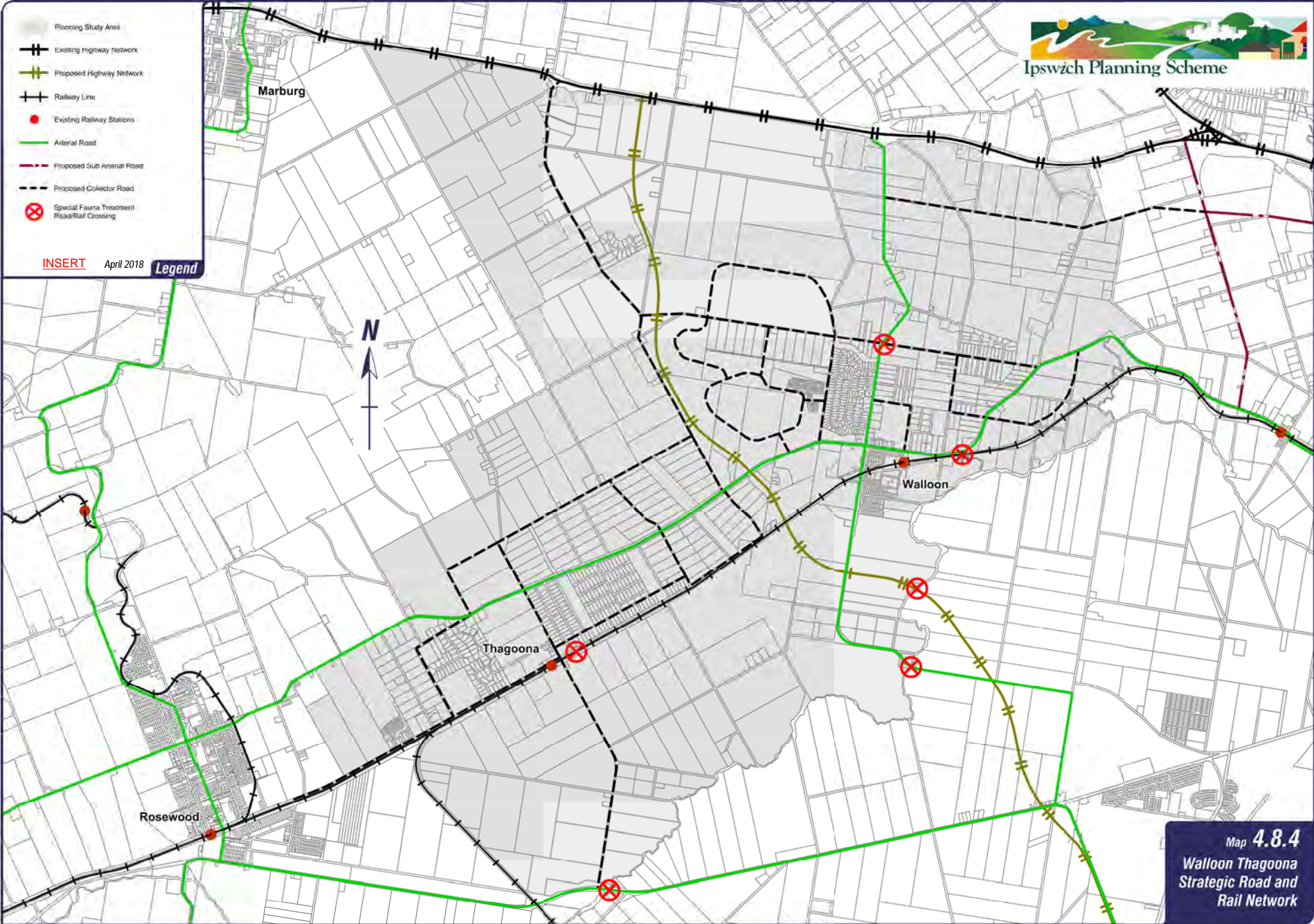
Amendments:  
 Change to Proposed Collector Road

Figure 4-8-4  
 Walloon  
 Thagoona  
 Strategic  
 Road & Rail  
 Network



Ipswich Planning Scheme

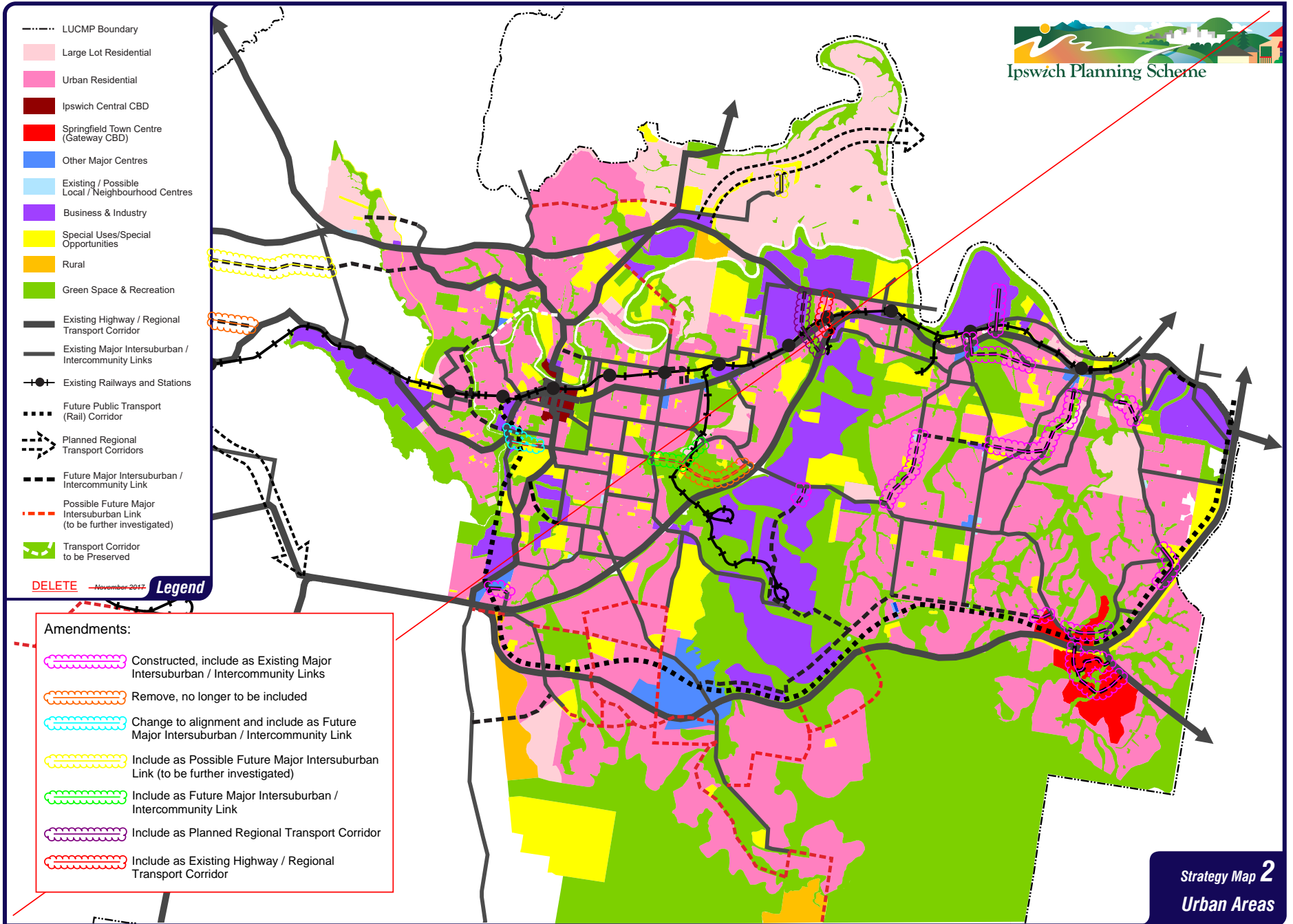


- Planning Study Area
- Existing Highway network
- Proposed Highway Network
- Railway Line
- Existing Railway Stations
- Arterial Road
- Proposed Sub Arterial Road
- Proposed Collector Road
- Special Fauna Treatment Road/Rail Crossing

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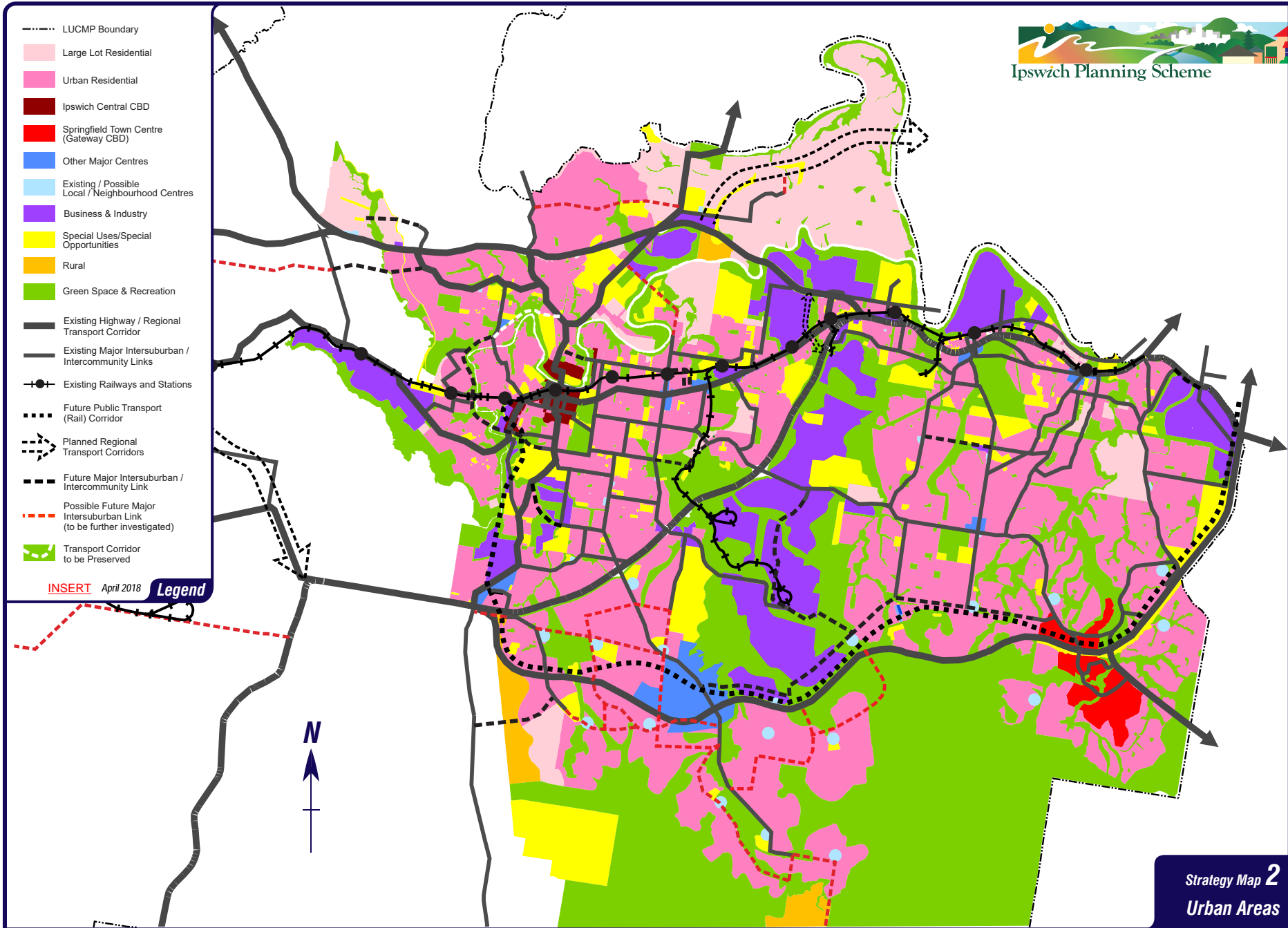
Map 4.8.4  
Walloon Thagoona  
Strategic Road and  
Rail Network



- LUCMP Boundary
- Large Lot Residential
- Urban Residential
- Ipswich Central CBD
- Springfield Town Centre (Gateway CBD)
- Other Major Centres
- Existing / Possible Local / Neighbourhood Centres
- Business & Industry
- Special Uses/Special Opportunities
- Rural
- Green Space & Recreation
- Existing Highway / Regional Transport Corridor
- Existing Major Intersuburban / Intercommunity Links
- Existing Railways and Stations
- Future Public Transport (Rail) Corridor
- Planned Regional Transport Corridors
- Future Major Intersuburban / Intercommunity Link
- Possible Future Major Intersuburban Link (to be further investigated)
- Transport Corridor to be Preserved

**DELETE** November 2017 **Legend**

- Amendments:**
- Constructed, include as Existing Major Intersuburban / Intercommunity Links
  - Remove, no longer to be included
  - Change to alignment and include as Future Major Intersuburban / Intercommunity Link
  - Include as Possible Future Major Intersuburban Link (to be further investigated)
  - Include as Future Major Intersuburban / Intercommunity Link
  - Include as Planned Regional Transport Corridor
  - Include as Existing Highway / Regional Transport Corridor



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**NOTE 12**

Refer to Map 4a and Map 4b in Schedule 7 for the indicative location of the Strategic Transport Network.

- (m) location of areas of difficult topography within the land (if applicable);

**NOTE 13**

- (1) Refer to section (1) 'Difficult Topography (Geologically Unstable Lands and Steep Slopes)' of this Planning Scheme Policy.
- (2) Where slopes exceed 15%, the proposal plan is to show the location of building sites and accessways.

- (n) location of areas of wildlife habitat within the land (if applicable);

**NOTE 14**

Refer to section (6) 'Wildlife Habitat' of this Planning Scheme Policy.

- (o) location of Mining Leases, Key Resource Areas (including haul routes) to be protected and areas previously affected by undermining or open cut mining (if applicable);

**NOTE 15**

Refer to sections (2) 'Key Resource Areas and Haul Routes' and (3) 'Mining Subsidence' of this Planning Scheme Policy.

- (p) location of any area affected by an overlay;

**NOTE 16**

Refer to section (11) 'Other Overlay Assessment' of this Planning Scheme Policy and Part 11 of the planning scheme.

- (q) the position and layout of all existing and proposed vehicular accesses, driveways, loading areas, parking areas and provisions for pedestrians and cyclists;
- (r) details of existing vegetation and the extent of proposed clearing and the location of all proposed landscaping and recreation areas;

**NOTE 17**

A Landscaping Plan may be required as part of any application for Material Change of Use or Building Works.

- (s) the provision of areas for waste storage and removal (if applicable);
- (t) location, design and details of proposed signage;
- (u) for developments which are likely to have a significant adverse impact on water quality, describe and detail the site's water quality control methods, clearly outlining the following information—
  - (i) the water quality methods selected;
  - (ii) modelling results;
  - (iii) the location of water quality controls;
  - (iv) the timing for installation;
  - (v) the maintenance regime;
  - (vi) if required, an asset hand-over program; and
  - (vii) if required, a performance evaluation (i.e. monitoring) program;

**NOTE 18**

- (1) Further detailed information may be required in accordance with the provisions of this planning scheme policy.
- (2) A Water Quality Management Plan will be required as part of any application for a Material Change of Use which is likely to have a significant adverse impact on water quality (refer to Part 2, division 3 of Planning Scheme Policy 3—General Works).

**Landscaping Plan**

- (26) a Landscaping Plan, with information identifying—
  - (a) project description and location;
  - (b) landscape architect/designer's name and contact details;
  - (c) the date on which the plan was prepared together with a plan number which clearly identifies the plan and any amendments thereof;
  - (d) a north point;
  - (e) a dimensioned site plan drawn to an appropriate metric scale;



- (j) the location, width and purpose of all existing easements over, adjoining or affecting the land being reconfigured;

**NOTE 27**

The proposal plan is to note the location of any high pressure oil or gas pipeline within 200m of the land being subdivided.

- (k) location of zones (only applicable if more than one (1) zone applies to the land being reconfigured);
- (l) location of future strategic roads within the land being reconfigured (if applicable);

**NOTE 28**

Refer to Map 4a and Map 4b in Schedule 7 for the indicative location of the Strategic Transport Network.

- (m) location of areas of difficult topography within the land being subdivided (if applicable);

**NOTE 29**

- (1) Refer to section (1) 'Difficult Topography (Geologically Unstable Lands and Steep Slopes)' of this Planning Scheme Policy.
- (2) Where slopes exceed 15%, the proposal plan is to show the location of house sites and accessways.

- (n) location of areas of wildlife habitat within the land being subdivided (if applicable);

**NOTE 30**

Refer to section (6) 'Wildlife Habitat' of this Planning Scheme Policy.

- (o) location of Mining Leases, Key Resource Areas (including haul routes) to be protected and areas previously affected by undermining or open cut mining (if applicable);

**NOTE 31**

Refer to sections (2) 'Key Resource Areas and Haul Routes' and (3) 'Mining Subsidence' of this Planning Scheme Policy.

- (p) location of any area affected by an overlay;

**NOTE 32**

Refer to section (11) 'Other Overlay Assessment' of this Planning Scheme Policy and Part 11 of the planning scheme.

- (q) dimensions and area of each proposed lot, each marked with a distinct lot number;

**NOTE 33**

- (1) A summary of the total number and area of each proposed lot is to be set out in a table on the proposal plan.

- (2) In some cases (particularly for major subdivisions), development will be of such magnitude to require staging.
- (3) Where staging is required it is suggested that applicants apply for a 'preliminary approval'.
- (4) This enables the Local Government to 'approve in principle' the conceptual layout of the development and formulate general conditions appropriate for the overall development.
- (5) Whilst a preliminary approval provides an 'approval in principle' it does not authorise the reconfiguring to occur.
- (6) Each subsequent reconfiguration application for a stage is to comply with the reconfiguration requirements applicable at the time of determination.

- (r) the existing and proposed means of access to each lot;
- (s) the location of all buildings and structures on the land being reconfigured and within ten (10) metres on adjoining land;

**NOTE 34**

Any building or structure within ten (10) metres of a road boundary or one (1) metre from other boundaries is to show actual distances from the boundary.

- (t) the location of all watercourses, waterholes or swampy land, dams and creeks on the land being reconfigured and within thirty (30) metres on adjoining lands;
- (u) the lines of all existing sewers and drains, on-site effluent disposal systems and all existing pipes or mains for the supply of water, gas, electricity or other services;
- (v) the contours of the ground as related to Australian Height Datum at an interval to adequately indicate the topography of the area to be reconfigured;

**NOTE 35**

The following contour intervals are generally acceptable to the Local Government—

- (a) Rural Subdivisions 5m;
- (b) Minor Subdivisions 1m;
- (c) Moderate or Major Subdivisions 1m.

- (w) location, width and purpose of all proposed easements and utility services;
- (x) all land below the adopted flood level;



## PART 3—STANDARDS FOR DESIGN OF PARKS AND STREETSCAPES

### 3.1.1 Design Criteria

- (1) The design of parks is to comply with the desired standards of service for the different types and levels of open space (park) settings outlined in ~~the~~ [Priority Part 13—Local Government](#) Infrastructure Plan, Tables 3.1.1 to 3.1.4 of PSP3, Implementation Guideline No. 27 – Guidance on Recreation Range and Opportunity Outcomes Arising from Establishment of Public Parks, Ipswich City Council Standard Drawings and associated technical guidance.
- (2) The design of streetscapes is to comply with the *Ipswich Streetscape Design Guideline*, Ipswich Regional Centre Strategy Streetscape Materials Specification 2012 or Implementation Guideline No. 17 – Springfield Lakes Design Manual.

#### NOTE 3.1.1A

- (1) Where parkland is to be dedicated or constructed, a Landscape Plan is to be submitted with the Operational Works Application providing the following information—
- existing contours;
  - existing vegetation to be retained/removed;
  - existing/proposed services;
  - location of proposed facilities;
  - proposed planting;
  - proposed surface treatment;
  - proposed earthworks and finished levels;
  - hardscape and softscape details (including those outlined in the Standard Drawings); and
  - irrigation strategy.
- (2) In addition to the Landscape Plan, a Certificate of Design Compliance – Landscape Works in accordance with Appendix 1 is to be submitted to the Local Government.
- (3) The Certification of Compliance – Landscape Works is required to confirm that the detailed Landscape Plan complies with the desired standards of service for the relevant park setting outlined in ~~the~~ [Priority Part 13—Local Government](#) Infrastructure Plan and the following Tables 3.1.1 to 3.1.4.

- (4) Where a bushland management plan is required the following detail must be included:
- A schedule of plant species including the plant's botanical and common names, planting size and mature size, quantities and densities.
  - Planting at a minimum of one (1) plant per square metre taking into consideration existing native vegetation.
  - Location and specifications of stormwater infrastructure must be identified on appropriately scaled plans and any specific revegetation if required in these areas.
  - Any staging and a schedule of rehabilitation works and proposed maintenance regime.
  - Proposed vehicle access in rehabilitation areas, necessary for conducting works, maintenance, mowing/slashing (as necessary for weed control) before installation of supplementary plants.
  - Identified rocks and logs to be retained where possible, and where areas are disturbed, the plan must make provision for the placement of rocks and logs (which can be relocated from cleared areas), into the rehabilitation area to compensate for the loss of any fauna habitat.
- (5) Monthly logs, including photographic monitoring with GPS referencing, of all rehabilitation works and chemical use logs must be maintained with copies provided to Council.
- (6) All photographs must be in either jpeg or gif format.

### 3.1.2 Guiding Principles for Variations to the Standards of Service

- (1) Where a design detail does not comply with the desired standards of service outlined in ~~the~~ [Priority Part 13—Local Government](#) Infrastructure Plan, Tables 3.1.1 to 3.1.4 and the Standard Drawings, a Certifier is to use the guiding principles outlined in 3.1.2(2) as a means of justifying any non-standard design issues.



**Ipswich City Council**  
**Ipswich Adopted Infrastructure Charges Resolution (No. 1)**  
**20172018**

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	4. Purpose	3
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**Ipswich City Council**  
**Ipswich Adopted Infrastructure Charges Resolution (No. 1)**  
**20172018**

**Part 1 Introduction**

**1. Short title**

This resolution may be cited as *Ipswich Adopted Infrastructure Charges Resolution (No. 1) 20172018*.

**2. Commencement**

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

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

**3. Planning Act 2016**

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

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

**4. Purpose**

The purpose of this resolution is to state the following:

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

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<sup>1</sup> The making of this resolution by the local government was first uploaded on the Ipswich City Council website on ~~26 July 2017~~ 23 April 2018.

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

## **5. Interpretation**

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

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



## Part 2                      Adopted charges

### 6.            Purpose of part 2

Part 2 states the following:

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

### 7.            Adopted charges

- (1)            The local government has before levied adopted infrastructure charges under the Planning Act on the following basis:
    - (a)            the local government had before 30 June 2011 adopted *Planning Scheme Policy 5—Infrastructure (PSP 5)* which stated a charge for the trunk infrastructure networks for development;
    - (b)            the adopted infrastructure charge was the lesser of a charge the local government could have obtained in relation to a development by imposing a condition of a development approval requiring a financial contribution under PSP 5 and the maximum adopted charge under the Planning Regulation;
    - (c)            the proportion of the adopted infrastructure charge that could be charged by the distributor-retailer was determined by the Planning Regulation to be the proportion that the distributor-retailer was able to charge under PSP 5;
    - (d)            the proportion of the adopted infrastructure charge that could be levied by the local government was the balance of the adopted infrastructure charge that was not the proportion of the adopted infrastructure charge that could have been charged by the distributor-retailer.
  - (2)            The local government has for the purpose of working out the adopted charges for the local government trunk infrastructure networks under this resolution determined the following:
-



- (a) a charge for each trunk infrastructure network based on PSP 5 (including indexation) for development which is included in schedule 2 (**trunk infrastructure network charges**) that comprise the following:
    - (i) a charge for each local government trunk infrastructure network (**local government trunk infrastructure network charge or LNC**);
    - (ii) a charge for each distributor-retailer trunk infrastructure network (**distributor-retailer trunk infrastructure network charge or DNC**);
  - (b) a total charge for all trunk infrastructure networks worked out by adding the *LNC* and the *DNC* (**total trunk infrastructure network charges or Total NC**);
  - (c) the proportion of the *DNC* to the *Total NC* being the proportion of the adopted infrastructure charge that could be charged by the distributor-retailer (**relevant proportion or RP**);
  - (d) the maximum adopted charge (**maximum adopted charge or MAC**) is to be applied by the local government as follows:
    - (i) for a reconfiguring a lot which is in the residential area or other area not in the commercial or industrial area, the amount of the *MAC* for a dwelling house (3 or more bedroom);
    - (ii) for a reconfiguring a lot which is in the commercial or industrial area, the percent of the site area in Table B1 in schedule 2 of the amount of the *MAC* for the proposed use of the premises;
    - (iii) for a material change of use, the amount of the *MAC* for the proposed use of the premises;
  - (e) the distributor-retailer's adopted charge cannot exceed the relevant proportion of the *MAC*.
- (3) The adopted charge (*AC*) for the local government trunk infrastructure networks is to be worked out by the local government as follows:
- (a) where *Total NC* is less than or equal to the *MAC*, the *LNC*;
  - (b) where *Total NC* is greater than the *MAC*, the following calculation:

$$\frac{\text{LNC}}{\text{Total NC}} \times \text{MAC}$$

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

## 8. Trunk infrastructure networks for adopted charges

- (1) The local government trunk infrastructure networks are specified in the local government infrastructure plan.
-

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

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

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

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

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

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

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

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

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

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

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## Part 3 Levied charges

### 12. Purpose of part 3

Part 3 states the following:

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

### 13. Applicable development for the levied charge

- (1) The levied charge may be levied for the following development:
    - (a) reconfiguring a lot;
    - (b) material change of use of premises.
-

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

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

#### **14. Working out the levied charge**

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

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

Where:

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

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

*AD* is the additional demand for the development.

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

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

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

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

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

#### **16. Working out the additional demand**

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

$$AD = DD - DC$$

Where:

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*AD* is the additional demand.

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

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

- (2) The development demand is worked out using the relevant unit of calculation for an adopted charge for the development in schedule 2 (**demand unit**).
- (3) The demand credit is to be worked out using the greater of the following:
  - (a) if the premises is subject to an existing use which is lawful and already taking place on the premises (**existing lawful use**) that places demand upon the local government trunk infrastructure networks, the demand generated for the existing lawful use using the applicable demand units for the use;
  - (b) if the premises is subject to a previous use which was lawful at the time it was carried out and is no longer taking place on the premises (**previous lawful use**) that placed demand upon the local government trunk infrastructure networks, the demand generated for the previous lawful use using the applicable demand units for the use;
  - (c) if the premises is a vacant lot, the demand for one dwelling house (3 bedroom dwelling) in schedule 2;
  - (d) if the relevant local government trunk infrastructure network is the transport network and the premises are within the deemed demand area, the deemed demand for the deemed demand area in schedule 5 (**deemed demand**).

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

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

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

- (a) an applicant which is seeking the demand credit for an existing lawful use or previous lawful use is to:
  - (i) give a notice in the prescribed form to the local government which provides evidence of the existing lawful use or the previous lawful use and the calculation of the demand credit; and
  - (ii) pay the prescribed fee;

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

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- (b) the local government is to:
- (i) determine if a demand credit for the existing lawful use or the previous lawful use is applicable to the development;
  - (ii) work out the demand credit for the previous lawful use if applicable; and
  - (iii) give a notice to the applicant stating the outcome of the local government's determination.

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

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

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

- (a) an applicant which is seeking the demand credit for the deemed demand is to:
- (i) give a notice in the prescribed form to the local government which provides evidence of the following:
    - (A) the premises are within the deemed demand area;
    - (B) the existing lawful use and the calculation of the demand generated by the existing lawful use on the transport network;
  - (ii) pay the prescribed fee;

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

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

$$DD = AD - ED$$

Where:

*DD* is the deemed demand.

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

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

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

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

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

## 17. Working out the levied charge relief

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

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

Where:

*LCR* is the levied charge relief.

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

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

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

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

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

- (a) an applicant which is seeking the levied charge relief is to:

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

- (A) the applicant is a prescribed community organisation;

- (B) the proposed development is a prescribed community development;

- (C) the calculation of the amount of the levied charge relief; and

- (ii) pay the prescribed fee;

*Editor's note—The prescribed fee may include local government's costs for determining the levied charge relief.*

- (b) the local government is to:
-

- (i) determine if the applicant is a prescribed community organisation and the proposed development is a prescribed community development;
- (ii) if it accepts that the applicant is a prescribed community organisation and the proposed development is a prescribed community development, work out the levied charge relief; and
- (iii) give a notice to the applicant stating the outcome of the local government's determination.

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

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

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

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

Where:

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

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

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

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

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

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

- (a) an applicant which is seeking the discount for the prescribed financial contribution is to:

- (i) give a notice in the prescribed form to the local government which provides evidence of the prescribed financial contribution and the calculation of the discount; and

- (ii) pay the prescribed fee;

*Editor's note—The prescribed fee may include local government's costs for determining the discount for prescribed financial contribution.*

- (b) the local government is to:

- (i) determine if the discount for a prescribed financial contribution is applicable to the development;
-



- (ii) work out the discount for the prescribed financial contribution if applicable; and
- (iii) give a notice to the applicant stating the outcome of the local government's determination.

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

## **19. Working out the automatic increase**

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

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

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

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

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## Part 4 Offset and refund for trunk infrastructure

### 20. Purpose of part 4

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

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

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

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

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

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

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

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

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

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

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

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

## 21. Identified trunk infrastructure criteria

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

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

## 22. Working out the establishment cost

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

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

## 23. Calculation of the establishment cost

- (1) The establishment cost for a trunk infrastructure contribution is to be worked out by the local government using any of the following:
    - (a) the planned estimate of the trunk infrastructure contribution;
    - (b) a cost-based estimate of the establishment cost for the trunk infrastructure contribution determined by the local government using first principles estimating;
    - (c) an estimate of the establishment cost for the trunk infrastructure contribution reasonably determined by the local government.
  - (2) The **planned estimate** of the trunk infrastructure contribution if:
    - (a) the whole of an item of identified trunk infrastructure—is the **planned cost** being the amount of the value of the item stated in schedule 8;
    - (b) part of an item of identified trunk infrastructure—is the estimate of the proportion of the planned cost of the item of identified trunk infrastructure applicable to the trunk infrastructure contribution having regard to the method used by the local government to work out the planned cost of the item of identified trunk infrastructure stated in the extrinsic material to the local government infrastructure plan; and
-

- (c) different trunk infrastructure, necessary trunk infrastructure or prescribed trunk infrastructure—is the estimate of the planned cost of the infrastructure having regard to the method used by the local government to work out the planned cost of the identified trunk infrastructure for the network of development infrastructure stated in the extrinsic material to the local government infrastructure plan.

## 24. Recalculation of the establishment cost for work

### **Market cost**

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

#### *Example—*

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

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

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

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

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

#### **Determining the market cost**

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



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

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

- (ii) pay the prescribed fee;

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

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

**Adjustment of the establishment cost**

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

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

- (i) give to the applicant a notice which states the following:
  - (A) the local government's calculation of the adjusted establishment cost for the work and the reason for any difference from the applicant's calculation;
  - (B) the establishment cost for the work; and
- (ii) issue an amended infrastructure charges notice.

## 25. Recalculation of the establishment cost for land

- (1) The establishment cost for a trunk infrastructure contribution for land may be recalculated by the local government at the request of the applicant using the current market value of the land.
  - (2) The **current market value** of the land is the difference, determined by using the before and after method of valuation of the whole of the subject premises, between the value of the subject premises including the land and the value of the subject premises excluding the land.
  - (3) The local government is to, prior to the date of payment of the levied charge, determine the market value of the land as follows:
    - (a) the applicant is to provide to the local government the following:
      - (i) a notice in the prescribed form requesting the recalculation of the establishment cost for the land;
      - (ii) a valuation of the land undertaken by a certified practicing valuer;
      - (iii) the prescribed fee;  
*Editor's note—The prescribed fee may include the local government's costs of the recalculation process including the cost of the registered valuer and independent certified practicing valuer.*
    - (b) the local government may, if the matters in paragraph (a) are satisfied, refer the valuation to a registered valuer to assess whether the valuation is consistent with the current market value;
    - (c) the local government is to decide whether to:
      - (i) accept the valuation; or
      - (ii) reject the valuation;
    - (d) the local government is to, if it accepts the valuation:
      - (i) give to the applicant a notice stating the establishment cost for the land; and
      - (ii) index the establishment cost for the land using the CPI from the date of the accepted valuation to the date stated in the amended infrastructure charges notice;
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- (e) the local government is to, if it rejects the valuation, refer the valuation to an independent certified practicing valuer to:
  - (i) assess whether the valuation is consistent with the current market value; and
  - (ii) undertake a valuation of the land if the valuation is assessed as not consistent with the current market value;
- (f) the local government is to, upon the determination of the independent certified practicing valuer's valuation:
  - (i) give to the applicant a notice stating the establishment cost for the land;
  - (ii) index the establishment cost for the land using the CPI from the date of the independent certified practicing valuer's valuation to the date stated in the amended infrastructure charges notice; and
  - (iii) issue an amended infrastructure charges notice;
- (g) the local government however is not required to refer the valuation to the registered valuer or the independent certified practicing valuer if the applicant has not paid to the Council the prescribed fee including the costs of the registered valuer under paragraph (b) and the independent certified practicing valuer under paragraph (e).

## 26. Calculation of the actual cost

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

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

*Example—*

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

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

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

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

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

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## 27. Application of an offset and refund

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

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

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

## 28. Information about an offset and refund

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

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

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

$$R = C - LC$$

Where:

*R* is the refund amount.

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

*LC* is the levied charge.

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## 29. Timing of an offset and refund

- (1) An applicant entitled to seek an offset or refund for the trunk infrastructure contribution is to:
    - (a) give to the local government a notice in the prescribed form which states the following:
      - (i) the date the trunk infrastructure contribution the subject of an offset or refund was lawfully completed;
      - (ii) that the trunk infrastructure contribution has been provided in accordance with the relevant approval for the trunk infrastructure contribution;

*Editor's note—A relevant approval is a development approval under the Planning Act 2016.*
    - (b) for works, unless the cost of the trunk infrastructure contribution has been determined in accordance with section 24 (Recalculation of the establishment cost for work), provide full details of the **actual cost** in the form of the tender documentation including any variations, invoices and proof of payments; and
    - (c) pay the prescribed fee.

*Editor's note—The prescribed fee may include the local government's costs for determining the matters in subsection (1)(a) and (1)(b).*
  - (2) The local government is to as soon as reasonably practicable after receiving a notice under subsection (1):
    - (a) determine whether the trunk infrastructure contribution has satisfied the matters in subsections (1)(a) and (1)(b); and
    - (b) give to the applicant a notice stating the outcome of the local government's determination.
  - (3) The local government if satisfied of the matters in subsections (1)(a) and (1)(b) is to, unless otherwise provided for in an infrastructure agreement:
    - (a) for an offset—set off the cost determined in accordance with section 28 (Information about an offset and refund) for the trunk infrastructure contribution against the levied charge when the levied charge stated in the infrastructure charges notice is payable under the Planning Act;
    - (b) for a refund—give the refund when stated in the infrastructure charges notice.
  - (4) The local government has adopted a policy position in relation to the determination in an infrastructure charges notice of when a refund is to be given by the local government to achieve the following policy objectives:
    - (a) to seek to integrate the local government's land use and infrastructure plans;
    - (b) to implement the local government infrastructure plan as the basis for the local government's trunk infrastructure funding;
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- (c) to implement infrastructure funding which is equitable, accountable and financially sustainable for the local government.
- (5) The local government's policy position in relation to the determination in an infrastructure charges notice of when a refund is to be given by the local government and related matters is as follows:

- (a) for a trunk infrastructure contribution for identified trunk infrastructure which is identified in the local government's capital works program at the date of the relevant approval with a planned date that is consistent with the local government infrastructure plan:

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

- (i) the refund may be given in accordance with the payment triggers in paragraph (ii) until the planned date, at which time the balance of the refund is to be given by 31 December of the financial year following the planned date;
  - (ii) the following payment triggers achieve the local government's policy objectives:
    - (A) for a refund which is an amount that is less than \$100,000—the refund may be given by 31 December of the financial year following the completion of the trunk infrastructure contribution;
    - (B) for a refund which is an amount that is \$100,000 or more but not more than \$500,000—the refund may be given annually over 3 financial years in equal payments by 31 December in each financial year commencing in the financial year following the completion of the trunk infrastructure contribution;
    - (C) for a refund which is an amount that is \$500,000 or more but not more than \$1 million—the refund may be given annually over 5 financial years in equal payments by 31 December in each financial year commencing in the financial year following the completion of the trunk infrastructure contribution;
    - (D) for a refund which is an amount that is \$1 million or more—the refund may be given annually in equal payments of \$250,000 by 31 December in each financial year commencing in the financial year following the completion of the trunk infrastructure contribution until the amount is paid;
  - (ii) each amount to be paid under paragraph (i) is to be increased by the CPI from the date of the infrastructure charges notice for the refund to the date that the amount is paid;
- (b) for a trunk infrastructure contribution for identified trunk infrastructure (for which subsection 29(5)(a) does not apply) or different trunk infrastructure which is provided before or in the planned date or period for the trunk infrastructure contribution stated in the local government infrastructure plan:
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- (i) the following payment triggers achieve the local government's policy objectives:
    - (A) for a refund which is an amount that is less than \$100,000—the refund may be given by 31 December of the financial year following the end of the relevant planned date or period for the trunk infrastructure contribution;
    - (B) for a refund which is an amount that is \$100,000 or more but not more than \$500,000—the refund may be given annually over 3 financial years in equal payments by 31 December in each financial year commencing in the financial year following the end of the relevant planned date or period for the trunk infrastructure contribution;
    - (C) for a refund which is an amount that is \$500,000 or more but not more than \$1 million—the refund may be given annually over 5 financial years in equal payments by 31 December in each financial year commencing in the financial year following the end of the relevant planned date or period for the trunk infrastructure contribution;
    - (D) for a refund which is an amount that is \$1 million or more—the refund may be given annually in equal payments of \$250,000 by 31 December in each financial year commencing in the financial year following the end of the relevant planned date or period for the trunk infrastructure contribution until the amount is paid;
  - (ii) each amount to be paid under paragraph (i) is to be increased by the CPI from the date of the infrastructure charges notice for the refund to the date that the amount is paid;
  - (c) for a trunk infrastructure contribution for identified trunk infrastructure or different trunk infrastructure which is provided after the planned date or period for the trunk infrastructure contribution stated in the local government infrastructure plan:
    - (i) the following payment triggers achieve the local government's policy objectives:
      - (A) for a refund which is an amount that is less than \$100,000—the refund may be given by 31 December of the financial year following the completion of the trunk infrastructure contribution;
      - (B) for a refund which is an amount that is \$100,000 or more but not more than \$500,000—the refund may be given annually over 3 financial years in equal payments by 31 December in each financial year commencing in the financial year following the completion of the trunk infrastructure contribution;
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- (C) for a refund which is an amount that is \$500,000 or more but not more than \$1 million—the refund may be given annually over 5 financial years in equal payments by 31 December in each financial year commencing in the financial year following the completion of the trunk infrastructure contribution;
    - (D) for a refund which is an amount that is \$1 million or more—the refund may be given annually in equal payments of \$250,000 by 31 December in each financial year commencing in the financial year following the completion of the trunk infrastructure contribution until the amount is paid;
  - (ii) each amount to be paid under paragraph (i) is to be increased by the CPI from the date of the infrastructure charges notice for the refund to the date that the amount is paid;
- (d) for a trunk infrastructure contribution for necessary trunk infrastructure:
- (i) the local government is to estimate the period in which the trunk infrastructure contribution would have been planned to be provided had it been included in the local government infrastructure plan having regard to the method used by the local government to work out the relevant planned date or period of items of identified trunk infrastructure for the network of development infrastructure stated in the extrinsic material to the local government infrastructure plan (**specified date or period**);
  - (ii) the local government is to upon the completion of the trunk infrastructure contribution include the trunk infrastructure as existing trunk infrastructure in the local government infrastructure plan;
  - (iii) the following payment triggers achieve the local government's policy objectives:
    - (A) for a refund which is an amount that is less than \$100,000—the refund may be given by 31 December of the financial year following the end of the specified date or period for the trunk infrastructure contribution;
    - (B) for a refund which is an amount that is \$100,000 or more but not more than \$500,000—the refund may be given annually over 3 financial years in equal payments by 31 December in each financial year commencing in the financial year following the end of the specified date or period for the trunk infrastructure contribution;
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- (C) for a refund which is an amount that is \$500,000 or more but not more than \$1 million—the refund may be given annually over 5 financial years in equal payments by 31 December in each financial year commencing in the financial year following the end of the specified date or period for the trunk infrastructure contribution;
    - (D) for a refund which is an amount that is \$1 million or more—the refund may be given annually in equal payments of \$250,000 by 31 December in each financial year commencing in the financial year following the end of the specified date or period for the trunk infrastructure contribution until the amount is paid;
  - (iv) each amount to be paid under paragraph (iii) is to be increased by the CPI from the date of the infrastructure charges notice for the refund to the date that the amount is paid;
  - (e) for a trunk infrastructure contribution for prescribed trunk infrastructure:
    - (i) the local government is to upon the completion of the trunk infrastructure contribution include the trunk infrastructure as existing trunk infrastructure in the local government infrastructure plan;
    - (ii) the following payment triggers achieve the local government's policy objectives:
      - (A) for a refund which is an amount that is less than \$100,000—the refund may be given by 31 December 2036;
      - (B) for a refund which is an amount that is \$100,000 or more but not more than \$500,000—the refund may be given annually over 3 financial years in equal payments between 31 December 2036 and 31 December 2039;
      - (C) for a refund which is an amount that is \$500,000 or more but not more than \$1 million—the refund may be given annually over 5 financial years in equal payments between 31 December 2036 and 31 December 2041;
      - (D) for a refund which is an amount that is \$1 million or more—the refund may be given annually in equal payments of \$250,000 from 31 December 2036 until the amount is paid;
    - (iii) each amount to be paid under paragraph (ii) is to be increased by the CPI from the date of the infrastructure charges notice for the refund to the date that the amount is paid.
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## Schedule 1 Dictionary

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

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

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

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

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

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

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

**arterial roads** mean local roads which:

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

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

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

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

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

**calculated charge or CC** see section 7(2)(f) (Adopted charges).

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

*Editor's note—See [Part 13—Local Government Infrastructure Plan, which forms part of the Ipswich planning scheme Section 3.0 \(Review of Desired Standards of service for Local Community facilities Infrastructure\) of Ipswich City Council 'Land for Local Community Facilities Supporting Document \(Update\) 2009'](#).*

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

*Editor's note—See [Part 13—Local Government Infrastructure Plan, which forms part of the Ipswich planning scheme Section 3.0 \(Review of Desired Standards of Service for Public Parks Infrastructure\) of Ipswich City Council 'Ipswich Public Parks Strategy \(Update\) 2009'](#).*

**commercial or industrial area** means that part of the local government area in the zones and designations under the Ipswich planning scheme identified as the commercial or industrial area in Table B1 in schedule 2.

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

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

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

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

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

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

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

**deemed demand area** means the deemed demand area in schedule 12.

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

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

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

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

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

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

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

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

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

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

*Editor's note—See [Part 13—Local Government Infrastructure Plan, which forms part of the Ipswich planning scheme Section 3.0 \(Review of Desired Standards of service for Local Community facilities Infrastructure\) of Ipswich City Council 'Land for Local Community Facilities Supporting Document \(Update\) 2009'](#).*

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

*Editor's note—See [Part 13—Local Government Infrastructure Plan, which forms part of the Ipswich planning scheme Section 3.0 \(Review of Desired Standards of Service for Public Parks Infrastructure\) of Ipswich City Council 'Ipswich Public Parks Strategy \(Update\) 2009'](#).*

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

*Editor's note—See [Part 13—Local Government Infrastructure Plan, which forms part of the Ipswich planning scheme—Section 3.0 \(Review of Desired Standards of service for Local Community facilities Infrastructure\) of Ipswich City Council 'Land for Local Community Facilities Supporting Document \(Update\) 2009'](#).*

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

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

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

*Editor's note—See [Part 13—Local Government Infrastructure Plan, which forms part of the Ipswich planning scheme—Section 3.0 \(Review of Desired Standards of Service for Public Parks Infrastructure\) of Ipswich City Council 'Ipswich Public Parks Strategy \(Update\) 2009'](#).*

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

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

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

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

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

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

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

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

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

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

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

- (a) the producer price index for construction 6427.0 (ABS PPI) index number 3101—Road and Bridge construction index for Queensland published by the Australian Bureau of Statistics;
- (b) if an index described in paragraph (a) ceases to be published—another similar index prescribed by the local government.

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

**prescribed community development** means the following:

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

**prescribed community organisation** means the following:

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

**prescribed cost** see section 24(4)(a) (Recalculation of the establishment cost for work).

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

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

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

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

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

**local government infrastructure plan** means the Local Government Infrastructure Plan, which forms part of the Ipswich planning scheme ~~the Ipswich Local government infrastructure plan (the priority infrastructure plan converted and saved pursuant to the~~

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~~*Sustainable Planning (Infrastructure Charges) and Other Legislation Amendment Bill 2014 amendments made to the Sustainable Planning Act 2009.*~~

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

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

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

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

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

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

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

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

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

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

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

- (a) facilitate movement across a suburb, from one suburb to another and link with arterial roads; and
- (b) are primarily used for through traffic movements (that is, 50 percent or more of the road's traffic usage that ultimately does not have an origin or destination within the adjacent traffic zone or contribution sector).

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

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

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

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

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

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

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

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

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## Schedule 2 Trunk infrastructure network charges

Table A Reconfiguring a lot of land in the residential area

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

**Table B1 Reconfiguring a lot of land not in the residential area**

Column 1 Demand unit	Column 2 Use 'Type' under the Planning Regulation  <i>Editor's note—See schedule 16, Table 1, column 1 of the Planning Regulation</i>	Column 3 Commercial or industrial area	Column 4 % of site area to be applied to the maximum adopted charge under the Planning Regulation		Column 5 Trunk infrastructure network charges
			Unconstrained (see schedule 11)	Constrained (see schedule 11)	
Imputed GFA  The GFA of a future material change of use imputed to a lot	Commercial (office)	CBD primary commercial zone	30	Not applicable	See Tables B2, B3 and B4
		CBD secondary commercial zone	30	Not applicable	
		CBD top of town zone			
		CBD medical services zone			
	Commercial (retail)	Major centre zone	30	Not applicable	
		Local retail & commercial zone			
		CBD North secondary business zone			
		Rosewood town centre primary business area zone & town square sub area	30	Not applicable	
		Character area - mixed use zone			
		CBD primary retail zone	30	Not applicable	
		Business park zone	30	22.5	
	Rosewood town centre secondary business area zone	30	Not applicable		
	Industry	Local business & industry zone	30	Not applicable	
Local business & industry investigation zone					
Business incubator zone					
Regional business & industry zone		30	6.65		
Regional business & industry investigation zone		30	6.65		
Rosewood service trades & showgrounds zone	30	Not applicable			

**Table B2 Reconfiguring a lot of land not in the residential area – transport trunk infrastructure network**

Column 1	Column 2									
	Transport trunk infrastructure network charge (\$ per demand unit)									
	Commercial and industrial area comprising land in the following zones under the Planning Scheme 2006									Other non-residential areas in the local government area comprising land in the following zones under the Planning Scheme 2006
	Demand unit (m <sup>2</sup> )									Demand unit (per lot)
Charge Area	CBD Primary Commercial Zone	CBD Secondary Commercial Zone	Major Centres Zone; Local Retail & Commercial Zone; CBD North - Secondary Business Zone; Business Park Zone (unconstrained land); Rosewood Town Centre Primary Business Area Zone & Town Square sub area;	CBD Primary Retail Zone	Business Park Zone (constrained land)	Rosewood Town Centre Secondary Business Area Zone	Local Business & Industry Zone; Local Business & Industry Investigation Zone; Business Incubator Zone;	Regional Business & Industry Zone (constrained land); Regional Business & Industry Investigation Zone (constrained land)	Rosewood Service Trades & Showgrounds Zone	All other non-residential zones
	CBD Top of Town Zone	CBD Medical Services Zone	Character Area - Mixed Use Zone				Regional Business & Industry Zone (unconstrained land); Regional Business & Industry Investigation Zone (unconstrained land)			
1	362.90	90.72	35.23	468.60	26.42	5.73	12.33	2.73	5.73	5725.36
2	305.24	76.31	29.63	394.14	22.23	4.82	10.37	2.30	4.82	4815.64
3	359.20	89.80	34.87	463.82	26.16	5.67	12.21	2.70	5.67	5666.93
4	350.73	87.68	34.05	452.89	25.54	5.53	11.92	2.64	5.53	5533.40
5	495.15	123.79	48.07	639.37	36.05	7.81	16.83	3.73	7.81	7811.86
6	516.31	129.08	50.13	666.69	37.60	8.15	17.54	3.88	8.15	8145.70
7	427.44	106.86	41.50	551.94	31.12	6.74	14.52	3.22	6.74	6743.57
8	148.12	37.03	14.38	191.26	10.79	2.34	5.03	1.11	2.34	2336.88
9	289.90	72.47	28.15	374.33	21.11	4.57	9.85	2.18	4.57	4573.61
10	404.69	101.17	39.29	522.56	29.47	6.38	13.75	3.05	6.38	6384.69
11	357.08	89.27	34.67	461.08	26.00	5.63	12.13	2.69	5.63	5633.55
12	502.56	125.94	48.79	648.93	36.99	7.93	17.08	3.78	7.93	7928.70
13	509.96	127.49	49.51	658.50	37.13	8.05	17.33	3.84	8.05	8045.54
14	507.32	126.83	49.25	655.08	36.94	8.00	17.24	3.82	8.00	8003.81
15	307.88	76.97	29.89	397.56	22.42	4.86	10.46	2.32	4.86	4857.37
16	379.83	94.96	36.88	490.46	27.66	5.99	12.91	2.86	5.99	5992.43
17	673.96	168.49	65.43	870.25	49.07	10.63	22.90	5.07	10.63	10632.80
18	506.79	126.70	49.20	654.40	36.90	8.00	17.22	3.81	8.00	7995.47
19	693.53	173.38	67.33	895.53	50.50	10.94	23.57	5.22	10.94	10941.61
20	445.42	111.36	43.25	575.16	32.43	7.03	15.14	3.35	7.03	7027.33
21	501.50	125.37	48.69	647.57	36.52	7.91	17.04	3.77	7.91	7911.01
22	676.07	169.02	65.64	872.99	49.23	10.67	22.97	5.09	10.67	10666.19
23	373.48	93.37	36.26	482.26	27.20	5.89	12.69	2.81	5.89	5892.28
24	316.88	79.22	30.76	409.17	23.07	5.00	10.77	2.38	5.00	4999.25
25	353.38	88.34	34.31	456.30	25.73	5.58	12.01	2.66	5.58	5575.13
26	398.87	99.72	38.73	515.05	29.04	6.29	13.55	3.00	6.29	6292.88
27	374.01	93.50	36.31	482.94	27.23	5.90	12.71	2.81	5.90	5900.62
28	325.87	81.47	31.64	420.78	23.73	5.14	11.07	2.45	5.14	5141.14
29	384.59	96.15	37.34	496.60	28.00	6.07	13.07	2.89	6.07	6067.54
30	368.72	92.18	35.80	476.11	26.85	5.82	12.53	2.77	5.82	5817.16
31	519.49	129.87	50.44	670.79	37.83	8.20	17.65	3.91	8.20	8195.77
32	216.89	54.22	21.06	280.07	15.79	3.42	7.37	1.63	3.42	3421.86
33	356.02	89.01	34.57	459.72	25.92	5.62	12.10	2.68	5.62	5616.86
34	405.22	101.31	39.34	523.25	29.51	6.39	13.77	3.05	6.39	6393.04
35	514.72	128.68	49.97	664.64	37.48	8.12	17.49	3.87	8.12	8120.66
36	253.92	63.48	24.65	327.88	18.49	4.01	8.63	1.91	4.01	4006.08
37	272.44	68.11	26.45	351.79	19.84	4.30	9.26	2.05	4.30	4298.19
38	318.99	79.75	30.97	411.90	23.23	5.03	10.84	2.40	5.03	5032.64
39	383.53	95.88	37.24	495.24	27.93	6.05	13.03	2.89	6.05	6050.85
40	287.78	71.95	27.94	371.60	20.95	4.54	9.78	2.17	4.54	4540.22
41	283.55	70.89	27.53	366.14	20.65	4.47	9.64	2.13	4.47	4473.46
42	604.66	151.16	58.70	780.77	44.03	9.54	20.55	4.55	9.54	9539.48
43	518.43	129.61	50.33	669.43	37.75	8.18	17.62	3.90	8.18	8179.08
44	368.19	92.05	35.75	475.43	26.81	5.81	12.51	2.77	5.81	5808.82
45	727.92	181.98	70.67	939.93	53.00	11.48	24.73	5.48	11.48	11484.10
46	396.23	99.06	38.47	511.63	28.85	6.25	13.46	2.98	6.25	6251.15
47	276.67	69.17	26.86	357.26	20.15	4.36	9.40	2.08	4.36	4364.96
48	86.76	21.69	8.42	112.03	6.32	1.37	2.95	0.65	1.37	1368.74
49	172.46	43.11	16.74	222.69	12.56	2.72	5.86	1.30	2.72	2720.80
50	197.85	49.46	19.21	255.47	14.41	3.12	6.72	1.49	3.12	3121.40
51	138.07	34.52	13.40	178.29	10.05	2.18	4.69	1.04	2.18	2178.31
52	270.32	67.58	26.24	349.06	19.68	4.26	9.19	2.03	4.26	4264.81
53	134.90	33.72	13.10	174.19	9.82	2.13	4.58	1.02	2.13	2128.23
54	123.26	30.81	11.97	159.16	8.98	1.94	4.19	0.93	1.94	1944.62

**Table B3 Reconfiguring a lot of land not in the residential area – water supply trunk infrastructure network for water service**

Column 1	Column 2									
	Water trunk infrastructure network charge (\$ per demand unit)									
Charge Area	Commercial and industrial area comprising land in the following zones under the Planning Scheme 2006									Other non-residential areas in the local government area comprising land in the following zones under the Planning Scheme 2006
	Demand unit (m <sup>3</sup> )									Demand unit (per lot)
	CBD Primary Commercial Zone	CBD Secondary Commercial Zone	Major Centres Zone; Local Retail & Commercial Zone; CBD North - Secondary Business Zone; Business Park Zone (unconstrained land);	CBD Primary Retail Zone	Business Park Zone (constrained land)	Rosewood Town Centre Secondary Business Area Zone	Local Business & Industry Zone; Local Business & Industry Investigation Zone; Business Incubator Zone;	Regional Business & Industry Zone (constrained land);	Rosewood Service Trades & Showgrounds Zone	All other non-residential zones
		CBD Top of Town Zone	Rosewood Town Centre Primary Business Area Zone & Town Square sub area; Character Area - Mixed Use Zone				Regional Business & Industry Zone (unconstrained land);	Regional Business & Industry Investigation Zone (constrained land)		
		CBD Medical Services Zone					Regional Business & Industry Investigation Zone (unconstrained land)			
1	115.75	28.94	8.68	115.75	6.51	6.95	5.21	1.15	6.95	7639.71
2	97.06	24.27	7.28	97.06	5.46	5.82	4.37	0.97	5.82	6406.08
3	77.30	19.33	5.80	77.30	4.35	4.64	3.48	0.77	4.64	5101.95
4	89.72	22.43	6.73	89.72	5.05	5.38	4.04	0.89	5.38	5921.44
5	49.00	12.25	3.67	49.00	2.76	2.94	2.20	0.49	2.94	3233.88
6	29.91	7.48	2.24	29.91	1.68	1.79	1.35	0.30	1.79	1973.81
7	82.98	20.74	6.22	82.98	4.67	4.98	3.73	0.83	4.98	5476.45
8	54.27	13.57	4.07	54.27	3.05	3.26	2.44	0.54	3.26	3581.94
9	49.33	12.33	3.70	49.33	2.78	2.96	2.22	0.49	2.96	3255.91
10	91.25	22.81	6.84	91.25	5.13	5.48	4.11	0.91	5.48	6022.77
11	69.69	17.42	5.23	69.69	3.92	4.18	3.14	0.69	4.18	4599.69
12	42.12	10.53	3.16	42.12	2.37	2.53	1.90	0.42	2.53	2780.08
13	142.39	35.60	10.68	142.39	8.01	8.54	6.41	1.42	8.54	9397.64
14	95.99	24.00	7.20	95.99	5.40	5.76	4.32	0.96	5.76	6335.58
15	88.18	22.05	6.61	88.18	4.96	5.29	3.97	0.88	5.29	5820.10
16	180.17	45.04	13.51	180.17	10.14	10.81	8.11	1.79	10.81	11891.34
17	161.41	40.35	12.11	161.41	9.08	9.68	7.26	1.61	9.68	10653.30
18	156.87	39.22	11.77	156.87	8.83	9.41	7.06	1.56	9.41	10353.70
19	371.16	92.79	27.84	371.16	20.88	22.27	16.70	3.70	22.27	24496.41
20	100.00	25.00	7.50	100.00	5.63	6.00	4.50	1.00	6.00	6599.93
21	77.84	19.46	5.84	77.84	4.38	4.67	3.50	0.78	4.67	5137.20
22	104.87	26.22	7.87	104.87	5.90	6.29	4.72	1.04	6.29	6921.56
23	92.12	23.03	6.91	92.12	5.18	5.53	4.15	0.92	5.53	6080.05
24	31.98	7.99	2.40	31.98	1.80	1.92	1.44	0.32	1.92	2110.39
25	77.64	19.41	5.82	77.64	4.37	4.66	3.49	0.77	4.66	5123.98
26	82.31	20.58	6.17	82.31	4.63	4.94	3.70	0.82	4.94	5432.39
27	88.52	22.13	6.64	88.52	4.98	5.31	3.98	0.88	5.31	5842.13
28	54.07	13.52	4.06	54.07	3.04	3.24	2.43	0.54	3.24	3568.72
29	48.13	12.03	3.61	48.13	2.71	2.89	2.17	0.48	2.89	3176.60
30	76.43	19.11	5.73	76.43	4.30	4.59	3.44	0.76	4.59	5044.68
31	14.69	3.67	1.10	14.69	0.83	0.88	0.66	0.15	0.88	969.28
32	69.69	17.42	5.23	69.69	3.92	4.18	3.14	0.69	4.18	4599.69
33	35.71	8.93	2.68	35.71	2.01	2.14	1.61	0.36	2.14	2357.12
34	417.95	104.49	31.35	417.95	23.51	25.08	18.81	4.16	25.08	27584.90







**Table C3 Residential use – community facilities trunk infrastructure network**

Column 1 Charge Area	Column 2 Community Facilities trunk infrastructure network charge (\$ per demand unit)																									
	Residential use under the Planning Regulation Editor's note - See schedule 16, Table 1, column 1 of the Planning Regulation																									
	Residential uses						Accommodation (long term)										Accommodation (short term)									
	Caretaker's accommodation Multiple dwelling			Dwelling house			Relocatable Home Park		Rooming Accommodation				Retirement Facility Community Residence				Tourist Park (Caravan Park)			Short-term accommodation Hotel (residential component)				Tourist Park (Camping ground)		
Dual occupancy						1 or 2 bedroom relocatable dwelling site	3 or more bedroom relocatable dwelling site	Suite with 1 bedroom	Suite with 2 bedrooms	Suite with 3 or more bedrooms	Bedroom that is not within a suite	Suite with 1 bedroom	Suite with 2 bedrooms	Suite with 3 or more bedrooms	Bedroom that is not within a suite	1 caravan site	2 caravan sites	3 caravan sites	Suite with 1 bedroom	Suite with 2 bedrooms	Suite with 3 or more bedrooms	Bedroom that is not within a suite	1 tent site	2 tent sites	3 tent sites	
E1	574	744	1101	922	1289	744	744	574	1148	1722	574	574	744	1101	574	744	1487	2231	471	941	1412	471	574	1148	1722	
E2	565	731	1083	907	1268	731	731	565	1129	1694	565	565	731	1083	565	731	1462	2194	463	926	1388	463	565	1129	1694	
E3	588	762	1128	945	1321	762	762	588	1176	1764	588	588	762	1128	588	762	1523	2285	482	964	1446	482	588	1176	1764	
E4	513	664	984	824	1152	664	664	513	1026	1539	513	513	664	984	513	664	1328	1993	420	841	1261	420	513	1026	1539	
E5	526	681	1009	845	1181	681	681	526	1052	1578	526	526	681	1009	526	681	1362	2043	431	862	1293	431	526	1052	1578	
E6	558	723	1071	897	1254	723	723	558	1116	1674	558	558	723	1071	558	723	1446	2169	458	915	1373	458	558	1116	1674	
C1	590	764	1132	948	1325	764	764	590	1180	1770	590	590	764	1132	590	764	1529	2293	484	967	1451	484	590	1180	1770	
C2	587	760	1125	942	1317	760	760	587	1173	1760	587	587	760	1125	587	760	1519	2279	481	962	1443	481	587	1173	1760	
C3	583	754	1117	936	1308	754	754	583	1165	1748	583	583	754	1117	583	754	1509	2263	477	955	1432	477	583	1165	1748	
C4	604	782	1158	970	1356	782	782	604	1207	1811	604	604	782	1158	604	782	1563	2345	495	989	1484	495	604	1207	1811	
C5	539	697	1033	865	1209	697	697	539	1077	1616	539	539	697	1033	539	697	1395	2092	441	883	1324	441	539	1077	1616	
C6	514	665	985	825	1153	665	665	514	1027	1541	514	514	665	985	514	665	1330	1995	421	842	1263	421	514	1027	1541	
C7	552	714	1058	886	1239	714	714	552	1103	1655	552	552	714	1058	552	714	1429	2143	452	904	1356	452	552	1103	1655	
C8	669	866	1282	1074	1501	866	866	669	1337	2006	669	669	866	1282	669	866	1732	2597	548	1096	1644	548	669	1337	2006	
C9	521	675	1000	838	1171	675	675	521	1043	1564	521	521	675	1000	521	675	1350	2026	427	855	1282	427	521	1043	1564	
C10	478	619	916	768	1073	619	619	478	956	1433	478	478	619	916	478	619	1238	1856	392	783	1175	392	478	956	1433	
C11	656	849	1258	1053	1473	849	849	656	1311	1967	656	656	849	1258	656	849	1698	2548	537	1075	1612	537	656	1311	1967	
R1	542	702	1039	870	1217	702	702	542	1083	1625	542	542	702	1039	542	702	1403	2105	444	888	1332	444	542	1083	1625	
R2	623	807	1196	1001	1400	807	807	623	1247	1870	623	623	807	1196	623	807	1615	2422	511	1022	1533	511	623	1247	1870	
R3	621	804	1191	997	1394	804	804	621	1241	1862	621	621	804	1191	621	804	1608	2412	509	1018	1526	509	621	1241	1862	
R4	585	757	1121	939	1313	757	757	585	1169	1754	585	585	757	1121	585	757	1514	2271	479	958	1437	479	585	1169	1754	
W1	196	253	375	314	439	253	253	196	391	587	196	196	253	375	196	253	506	760	160	321	481	160	196	391	587	
W2	199	258	382	320	447	258	258	199	398	597	199	199	258	382	199	258	515	773	163	326	489	163	199	398	597	
W3	239	310	459	384	537	310	310	239	478	717	239	239	310	459	239	310	619	929	196	392	588	196	239	478	717	
W4	210	272	403	338	472	272	272	210	420	631	210	210	272	403	210	272	544	817	172	345	517	172	210	420	631	
W5	211	273	405	339	474	273	273	211	422	633	211	211	273	405	211	273	547	820	173	346	519	173	211	422	633	
W6	263	340	504	422	590	340	340	263	525	788	263	263	340	504	263	340	680	1020	215	430	646	215	263	525	788	
W7	240	311	460	385	539	311	311	240	480	720	240	240	311	460	240	311	621	932	197	393	590	197	240	480	720	
W8	242	314	464	389	544	314	314	242	484	726	242	242	314	464	242	314	627	941	198	397	595	198	242	484	726	
W9	238	308	456	382	534	308	308	238	475	713	238	238	308	456	238	308	616	924	195	390	585	195	238	475	713	













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

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

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

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

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

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

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

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

## **Schedule 4 Applied local government adopted charges for particular uses**

The local government may apply discounted adopted charges for those particular uses that comply with the criteria outlined in the following Implementation Guidelines in the Ipswich Planning Scheme:

- (a) Implementation Guideline No. 1;
  - (b) Implementation Guideline No. 11;
  - (c) Implementation Guideline No. 26.
-

## Schedule 5 Deemed demand for the deemed demand area

Column 1 Deemed demand area under the Ipswich planning scheme	Column 2 Assumed demand (m <sup>2</sup> GFA per hectare for use under the Planning Regulation)
	<i>Editor's note—See schedule 16, Table 1, column 1 and column 2 of the Planning Regulation.</i>
Major centres zone—where the land is shaded in the deemed demand area in schedule 12	3000 for Commercial (retail)
Local retail and commercial zone—where the land is shaded in the deemed demand area in schedule 12	3000 for Commercial (retail)
Local business and industry zone—where the land is shaded in the deemed demand area in schedule 12	3000 for Industry
Regionally significant business and industry zone—where the land is shaded in the deemed demand area in schedule 12	3000 for Industry
CBD north secondary business zone—where the land is shaded in the deemed demand area in schedule 12	3000 for Industry
CBD residential high density zone—where the land is shaded in the deemed demand area in schedule 12	3000 for Industry
Character mixed use zone	3000 for Commercial (retail)
Business incubator zone	3000 for Industry
CBD primary retail zone	40,000 for Commercial (retail)
CBD primary commercial zone	40,000 for Commercial (office)
CBD secondary commercial zone, sub area SC2	Nil
CBD secondary commercial zone (other than sub area SC2)	10,000 for Commercial (office)
CBD top of town zone	10,000 for Commercial (office)
CBD medical services zone	10,000 for Commercial (office)
Rosewood—Town centre primary business area and town square sub area	3000 for Commercial (retail)
Rosewood—Town centre secondary business area	3000 for Commercial (office)
Rosewood—Service trades/showgrounds zone	3000 for Industry

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## Schedule 6 Amount of levied charge relief

Column 1 Category of prescribed community development	Column 2 Percentage of levied charge relief (%)	
	Transport trunk infrastructure network	Public parks and community facilities trunk infrastructure networks
Citywide	50	100
District	75	100
Neighbourhood	100	100
Local	100	100

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## Schedule 7 Identified trunk infrastructure criteria

Column 1 Local government trunk infrastructure networks	Column 2 Identified trunk infrastructure criteria
Transport trunk infrastructure network	<p>Transport trunk infrastructure network comprises the following:</p> <ul style="list-style-type: none"> <li>(a) arterial roads;</li> <li>(b) sub-arterial roads;</li> <li>(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.</li> </ul> <p>Transport trunk infrastructure network does not comprise the following:</p> <ul style="list-style-type: none"> <li>(a) major collector, collector and access streets linking a development area with an arterial or sub-arterial road;</li> <li>(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.</li> </ul>
Public parks trunk infrastructure network	<p>Public parks trunk infrastructure network comprises the following:</p> <ul style="list-style-type: none"> <li>(a) citywide parks—land, works and embellishments for citywide recreation parks, waterside parks, linear parks and sport ground and courts;</li> <li>(b) district parks—land, works and embellishments for district recreation parks and waterside parks;</li> <li>(c) local parks—land, works and embellishments for local recreation parks, linear parks and sport ground and courts.</li> </ul> <p>Trunk infrastructure for existing and future parks is restricted to the standard as set out in the local government infrastructure plan extrinsic material for the public parks trunk infrastructure network.</p> <p><i>Editor's note—See <a href="#">Part 13—Local Government Infrastructure Plan</a>, which forms part of the Ipswich planning scheme <a href="#">Table B.1.1 (Desired Standard of Service for Sports Grounds and Courts)</a>, <a href="#">Table B.1.2 (Desired Standard of Service for Recreation Parks (includes formal parks and</a></i></p>



	<p><i>gardens, play and picnic parks, plazas, squares and other hard urban spaces), Table 5.1.3 (Desired Standard for Service for Waterside Parks), Table 5.1.4 (Desired Standard of Service for Linear Parks) in Appendix B to Ipswich City Council 'Ipswich Public Parks Strategy (Update) 2009'.</i></p>
<p>Community facilities trunk infrastructure network</p>	<p>Community facilities trunk infrastructure network comprises the following:</p> <ul style="list-style-type: none"> <li>(a) citywide community facilities—land and basic works associated with the clearing of land and connection to services for citywide community facilities;</li> <li>(b) district community facilities—land and basic works associated with the clearing of land and connection to services for district community facilities;</li> <li>(c) local community facilities—land and basic works associated with the clearing of land and connection to services for local community facilities.</li> </ul> <p>Trunk infrastructure for existing and future community facilities land is restricted to the standard as set out in the local government infrastructure plan extrinsic material for the community facilities trunk infrastructure network.</p> <p><i>Editor's note—See <u>Part 13—Local Government Infrastructure Plan, which forms part of the Ipswich planning scheme Table B-1.1 (Desired Standard for Service for land for Local Community Facilities) in Appendix B to Ipswich City Council 'Land for Local Community Facilities Supporting Document (Update) 2009'.</u></i></p>

## Schedule 8 Planned cost for local government trunk infrastructure networks

Column 1 Local government trunk infrastructure networks	Column 2 Land	Column 3 Work
<b>Transport trunk infrastructure network</b>		
Transport network	The value of the land cost stated in the Ipswich Planning Scheme 2006 Local government infrastructure plan extrinsic material for the transport network.	The value of the following stated in the Ipswich Planning Scheme 2006 Local government infrastructure plan extrinsic material for the transport network:  (a) construction cost;  (b) construction on cost.
<b>Public parks trunk infrastructure network</b>		
Public parks network	The value of the land cost stated in the Ipswich Planning Scheme 2006 Local government infrastructure plan extrinsic material for the public parks network.	The value of the embellishment cost stated in the Ipswich Planning Scheme 2006 Local government infrastructure plan extrinsic material for the public parks network.
<b>Community facilities trunk infrastructure network</b>		
Land for community facilities network	The value of the land cost stated in the Ipswich Planning Scheme 2006 Local government infrastructure plan extrinsic material for the community facilities network.	Not applicable.

## Schedule 9 Maximum construction on costs for work

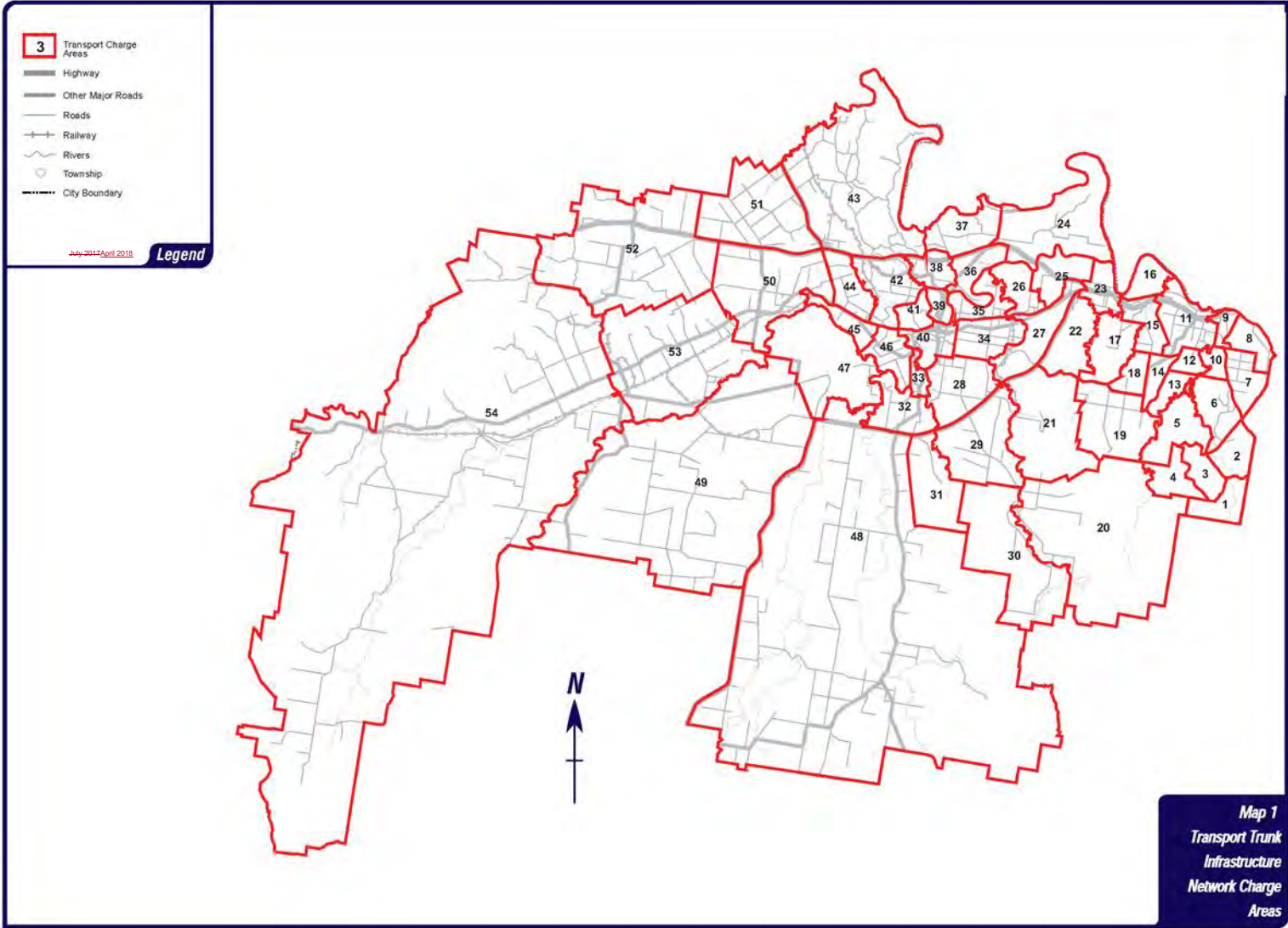
Column 1 Trunk infrastructure network	Column 2 Maximum construction on costs for work (Percentage of the construction cost for the work)
<b>Transport trunk infrastructure network</b>	
Transport network	23%
<b>Public parks trunk infrastructure network</b>	
Public parks network	8% (included in embellishment cost)
<b>Community facilities trunk infrastructure network</b>	
Land for community facilities network	Not applicable

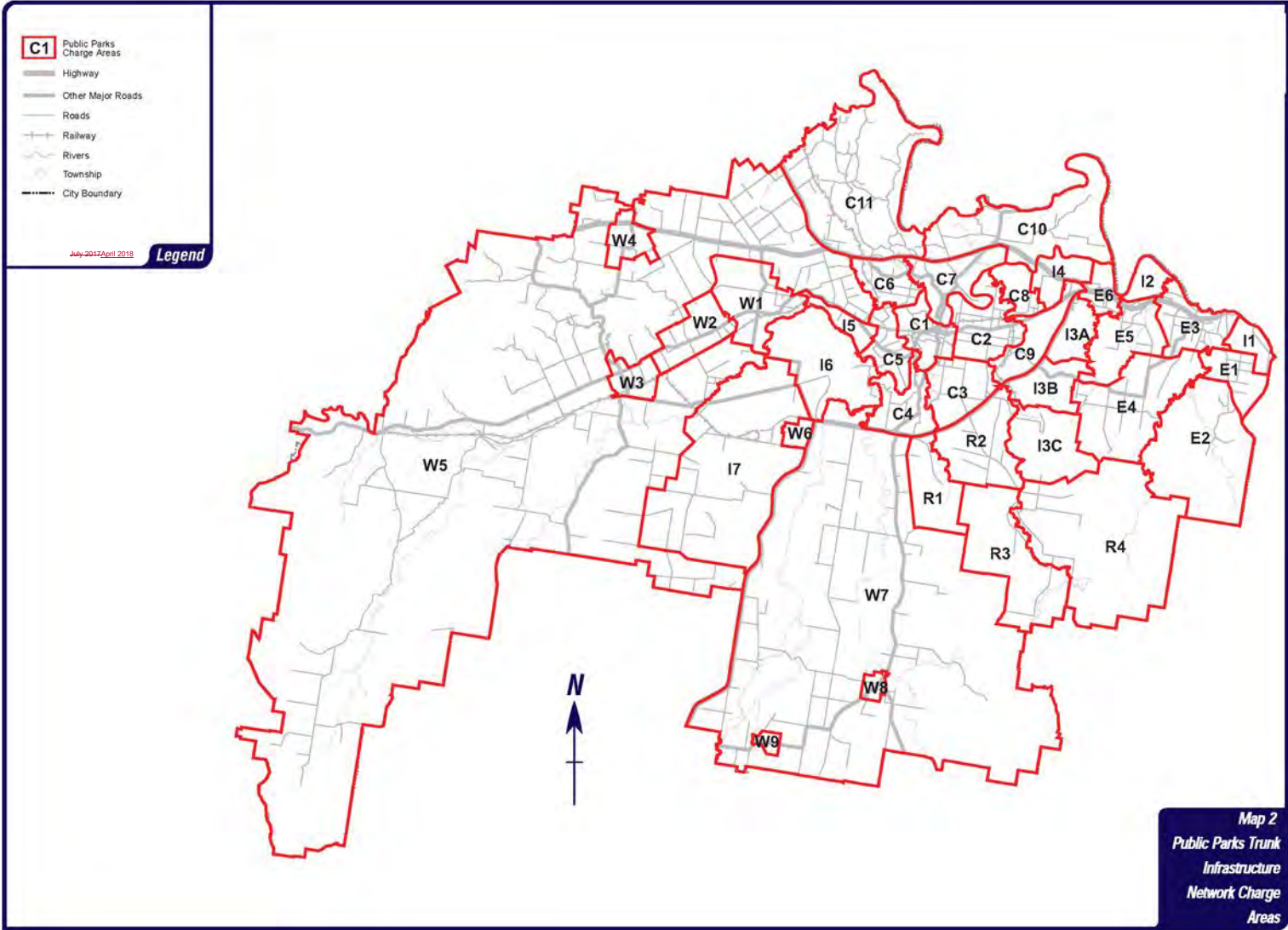


## Schedule 10 Infrastructure trunk network Charge areas maps

Column 1 Map no.	Column 2 Description
1.	Transport trunk infrastructure network charge areas
2.	Public parks trunk infrastructure network charge areas
3.	Community facilities trunk infrastructure network charge areas
4.	Water supply trunk infrastructure network charge areas
5.	Sewerage trunk infrastructure network charge areas

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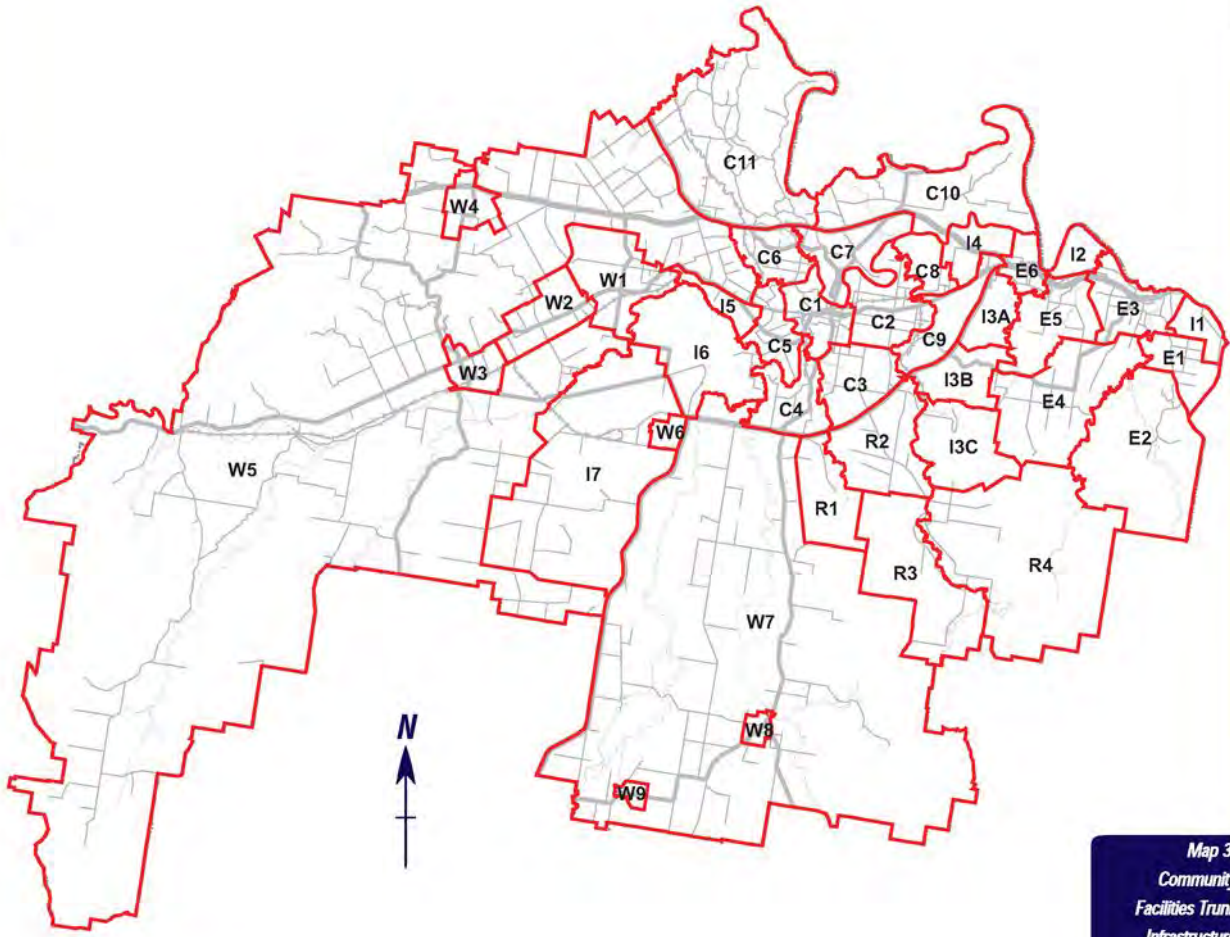




- C1** Community Facilities Charge Areas
- Highway
- Other Major Roads
- Roads
- Railway
- Rivers
- Township
- City Boundary

July 2017 to April 2018

**Legend**



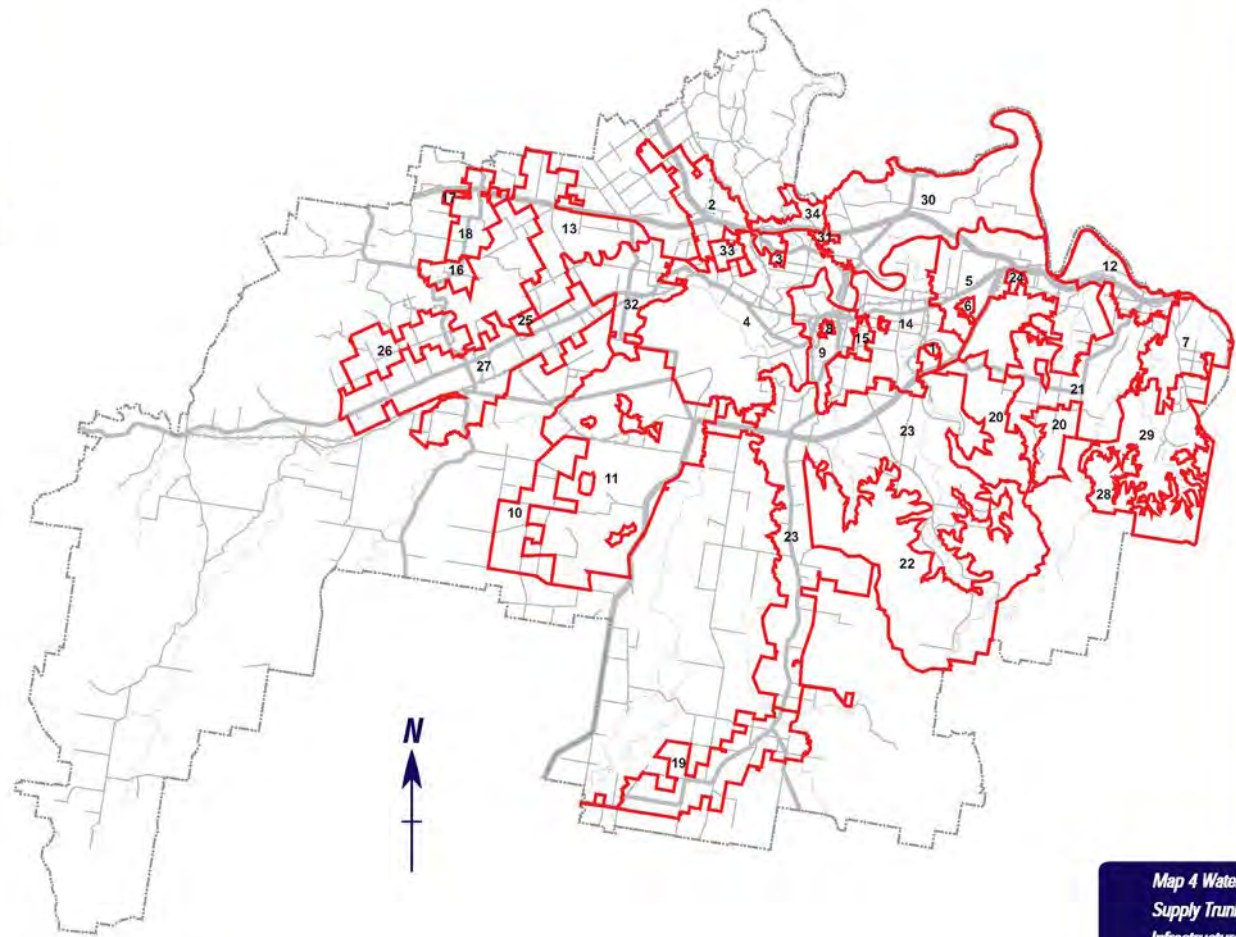
**Map 3**  
 Community  
 Facilities Trunk  
 Infrastructure  
 Network Charge  
 Areas

**19** Water Supply Charge Areas

- Highway
- Other Major Roads
- Roads
- Railway
- Rivers
- Township
- City Boundary

July 2017-April 2018

**Legend**



*Map 4 Water  
Supply Trunk  
Infrastructure  
Network Charge  
Areas*

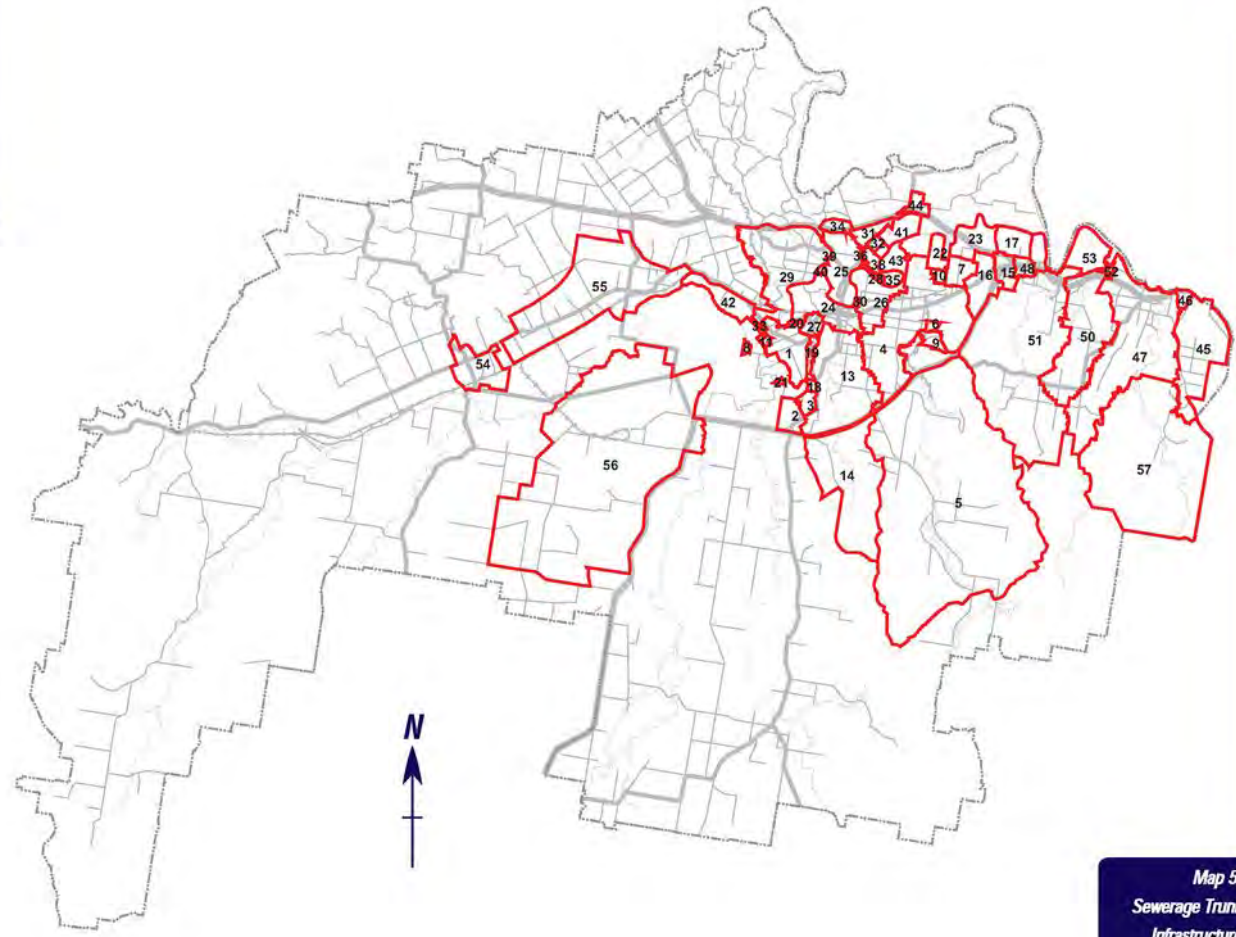


**19** Sewerage Charge Area

- Highway
- Other Major Roads
- Roads
- Railway
- Rivers
- Township
- City Boundary

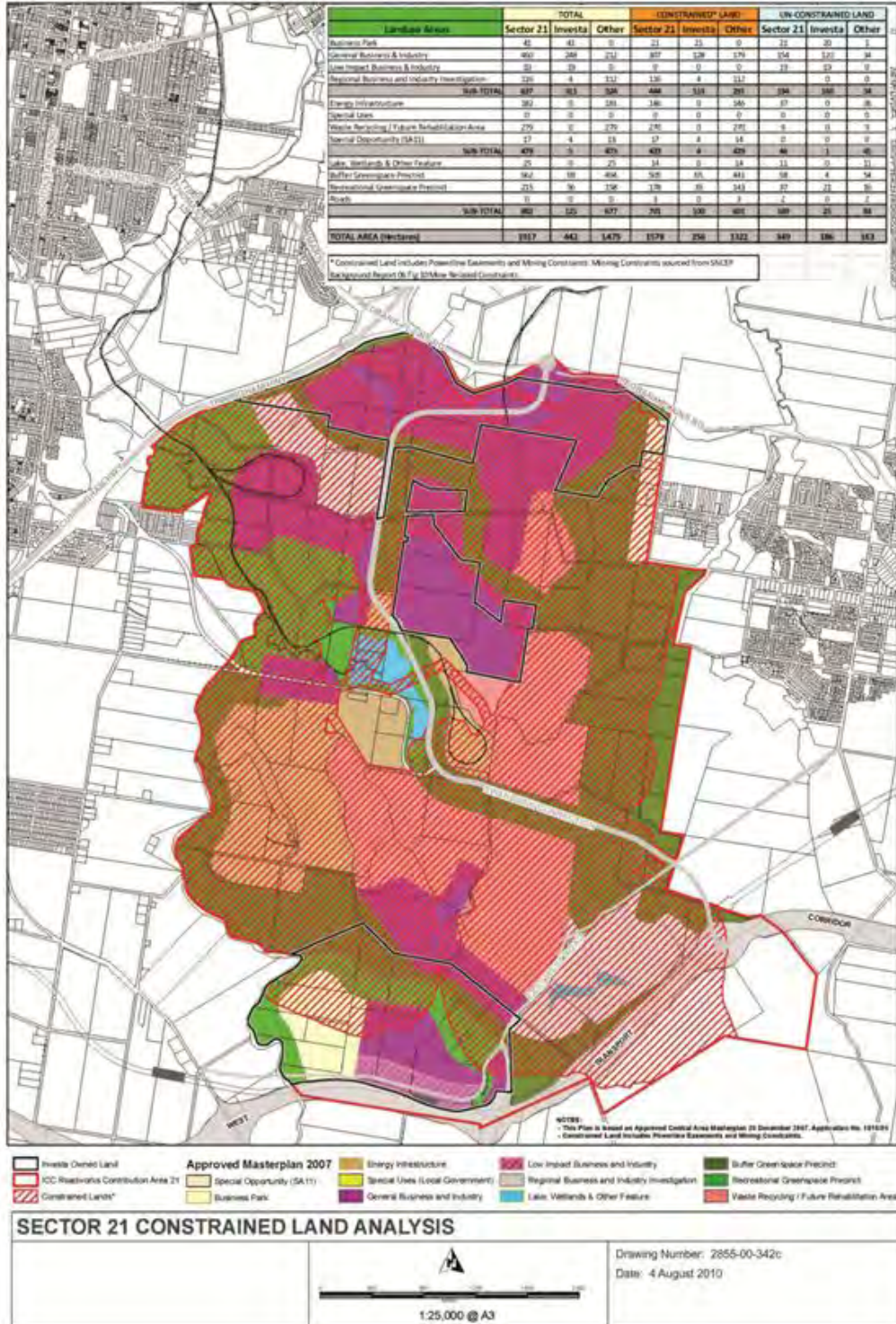
July 2017/April 2018

**Legend**

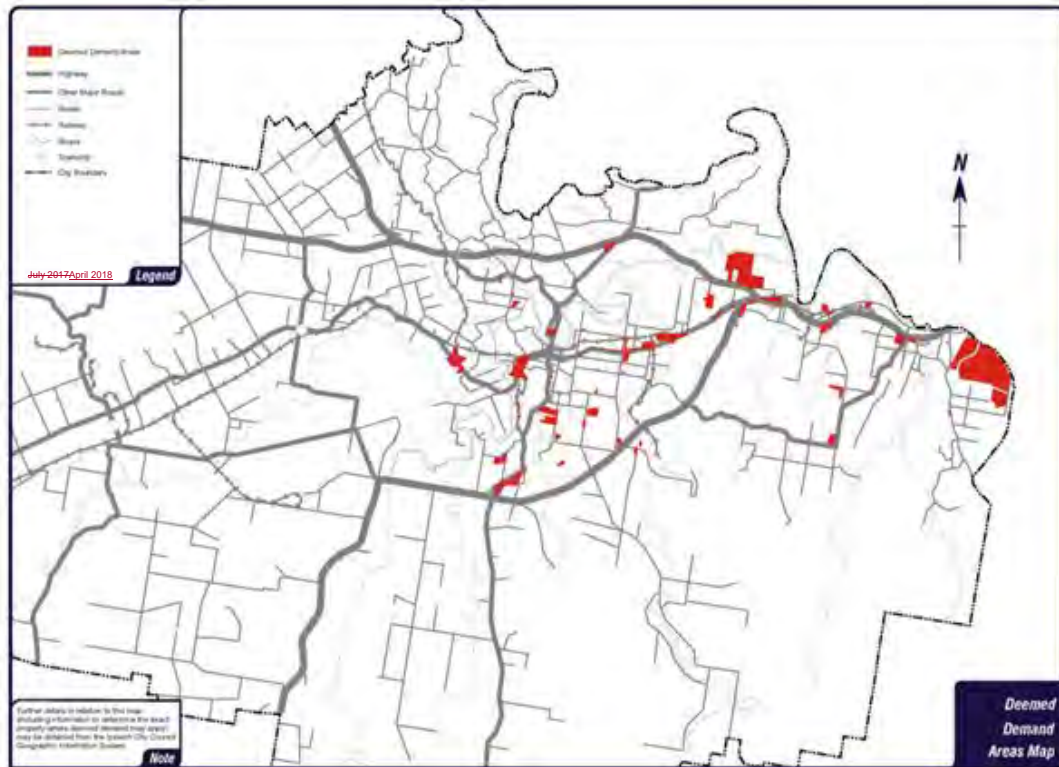


**Map 5**  
*Sewerage Trunk  
Infrastructure  
Network Charge  
Areas*

## Schedule 11 Constrained land map



## Schedule 12 Deemed demand areas map



# Ipswich City Council

## Ipswich Adopted Infrastructure Charges Resolution (No. 1) 2018

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# Ipswich City Council Ipswich Adopted Infrastructure Charges Resolution (No. 1) 2018

## Part 1 Introduction

### 1. Short title

This resolution may be cited as *Ipswich Adopted Infrastructure Charges Resolution (No. 1) 2018*.

### 2. Commencement

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

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

### 3. Planning Act 2016

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

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

### 4. Purpose

The purpose of this resolution is to state the following:

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

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<sup>1</sup> The making of this resolution by the local government was first uploaded on the Ipswich City Council website on 23 April 2018.

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

## **5. Interpretation**

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

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



## Part 2                      Adopted charges

### 6.            Purpose of part 2

Part 2 states the following:

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

### 7.            Adopted charges

- (1)            The local government has before levied adopted infrastructure charges under the Planning Act on the following basis:
    - (a)            the local government had before 30 June 2011 adopted *Planning Scheme Policy 5—Infrastructure (PSP 5)* which stated a charge for the trunk infrastructure networks for development;
    - (b)            the adopted infrastructure charge was the lesser of a charge the local government could have obtained in relation to a development by imposing a condition of a development approval requiring a financial contribution under PSP 5 and the maximum adopted charge under the Planning Regulation;
    - (c)            the proportion of the adopted infrastructure charge that could be charged by the distributor-retailer was determined by the Planning Regulation to be the proportion that the distributor-retailer was able to charge under PSP 5;
    - (d)            the proportion of the adopted infrastructure charge that could be levied by the local government was the balance of the adopted infrastructure charge that was not the proportion of the adopted infrastructure charge that could have been charged by the distributor-retailer.
  - (2)            The local government has for the purpose of working out the adopted charges for the local government trunk infrastructure networks under this resolution determined the following:
-



- (a) a charge for each trunk infrastructure network based on PSP 5 (including indexation) for development which is included in schedule 2 (**trunk infrastructure network charges**) that comprise the following:
    - (i) a charge for each local government trunk infrastructure network (**local government trunk infrastructure network charge or LNC**);
    - (ii) a charge for each distributor-retailer trunk infrastructure network (**distributor-retailer trunk infrastructure network charge or DNC**);
  - (b) a total charge for all trunk infrastructure networks worked out by adding the *LNC* and the *DNC* (**total trunk infrastructure network charges or Total NC**);
  - (c) the proportion of the *DNC* to the *Total NC* being the proportion of the adopted infrastructure charge that could be charged by the distributor-retailer (**relevant proportion or RP**);
  - (d) the maximum adopted charge (**maximum adopted charge or MAC**) is to be applied by the local government as follows:
    - (i) for a reconfiguring a lot which is in the residential area or other area not in the commercial or industrial area, the amount of the *MAC* for a dwelling house (3 or more bedroom);
    - (ii) for a reconfiguring a lot which is in the commercial or industrial area, the percent of the site area in Table B1 in schedule 2 of the amount of the *MAC* for the proposed use of the premises;
    - (iii) for a material change of use, the amount of the *MAC* for the proposed use of the premises;
  - (e) the distributor-retailer's adopted charge cannot exceed the relevant proportion of the *MAC*.
- (3) The adopted charge (*AC*) for the local government trunk infrastructure networks is to be worked out by the local government as follows:
- (a) where *Total NC* is less than or equal to the *MAC*, *the LNC*;
  - (b) where *Total NC* is greater than the *MAC*, *the following calculation*:

$$\frac{\text{LNC}}{\text{Total NC}} \times \text{MAC}$$

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

## 8. Trunk infrastructure networks for adopted charges

- (1) The local government trunk infrastructure networks are specified in the local government infrastructure plan.
-

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

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

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

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

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

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

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

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

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

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

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## Part 3 Levied charges

### 12. Purpose of part 3

Part 3 states the following:

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

### 13. Applicable development for the levied charge

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

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

#### **14. Working out the levied charge**

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

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

Where:

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

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

*AD* is the additional demand for the development.

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

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

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

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

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

#### **16. Working out the additional demand**

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

$$AD = DD - DC$$

Where:

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*AD* is the additional demand.

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

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

- (2) The development demand is worked out using the relevant unit of calculation for an adopted charge for the development in schedule 2 (**demand unit**).
- (3) The demand credit is to be worked out using the greater of the following:
  - (a) if the premises is subject to an existing use which is lawful and already taking place on the premises (**existing lawful use**) that places demand upon the local government trunk infrastructure networks, the demand generated for the existing lawful use using the applicable demand units for the use;
  - (b) if the premises is subject to a previous use which was lawful at the time it was carried out and is no longer taking place on the premises (**previous lawful use**) that placed demand upon the local government trunk infrastructure networks, the demand generated for the previous lawful use using the applicable demand units for the use;
  - (c) if the premises is a vacant lot, the demand for one dwelling house (3 bedroom dwelling) in schedule 2;
  - (d) if the relevant local government trunk infrastructure network is the transport network and the premises are within the deemed demand area, the deemed demand for the deemed demand area in schedule 5 (**deemed demand**).

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

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

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

- (a) an applicant which is seeking the demand credit for an existing lawful use or previous lawful use is to:
  - (i) give a notice in the prescribed form to the local government which provides evidence of the existing lawful use or the previous lawful use and the calculation of the demand credit; and
  - (ii) pay the prescribed fee;

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

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- (b) the local government is to:
- (i) determine if a demand credit for the existing lawful use or the previous lawful use is applicable to the development;
  - (ii) work out the demand credit for the previous lawful use if applicable; and
  - (iii) give a notice to the applicant stating the outcome of the local government's determination.

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

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

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

- (a) an applicant which is seeking the demand credit for the deemed demand is to:
- (i) give a notice in the prescribed form to the local government which provides evidence of the following:
    - (A) the premises are within the deemed demand area;
    - (B) the existing lawful use and the calculation of the demand generated by the existing lawful use on the transport network;
  - (ii) pay the prescribed fee;

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

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

$$DD = AD - ED$$

Where:

*DD* is the deemed demand.

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

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

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

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

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

## 17. Working out the levied charge relief

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

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

Where:

*LCR* is the levied charge relief.

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

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

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

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

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

- (a) an applicant which is seeking the levied charge relief is to:
  - (i) give a notice in the prescribed form to the local government which provides evidence of the following:
    - (A) the applicant is a prescribed community organisation;
    - (B) the proposed development is a prescribed community development;
    - (C) the calculation of the amount of the levied charge relief; and
  - (ii) pay the prescribed fee;

*Editor's note—The prescribed fee may include local government's costs for determining the levied charge relief.*

- (b) the local government is to:
-

- (i) determine if the applicant is a prescribed community organisation and the proposed development is a prescribed community development;
- (ii) if it accepts that the applicant is a prescribed community organisation and the proposed development is a prescribed community development, work out the levied charge relief; and
- (iii) give a notice to the applicant stating the outcome of the local government's determination.

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

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

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

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

Where:

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

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

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

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

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

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

- (a) an applicant which is seeking the discount for the prescribed financial contribution is to:

- (i) give a notice in the prescribed form to the local government which provides evidence of the prescribed financial contribution and the calculation of the discount; and

- (ii) pay the prescribed fee;

*Editor's note—The prescribed fee may include local government's costs for determining the discount for prescribed financial contribution.*

- (b) the local government is to:

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

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

## **19. Working out the automatic increase**

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

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

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

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

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## Part 4 Offset and refund for trunk infrastructure

### 20. Purpose of part 4

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

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

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

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

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

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

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

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

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

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

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

- (c) whether an offset or refund applies and if so the details of the offset and refund and the timing of the offset and refund.
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## 21. Identified trunk infrastructure criteria

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

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

## 22. Working out the establishment cost

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

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

## 23. Calculation of the establishment cost

- (1) The establishment cost for a trunk infrastructure contribution is to be worked out by the local government using any of the following:
    - (a) the planned estimate of the trunk infrastructure contribution;
    - (b) a cost-based estimate of the establishment cost for the trunk infrastructure contribution determined by the local government using first principles estimating;
    - (c) an estimate of the establishment cost for the trunk infrastructure contribution reasonably determined by the local government.
  - (2) The **planned estimate** of the trunk infrastructure contribution if:
    - (a) the whole of an item of identified trunk infrastructure—is the **planned cost** being the amount of the value of the item stated in schedule 8;
    - (b) part of an item of identified trunk infrastructure—is the estimate of the proportion of the planned cost of the item of identified trunk infrastructure applicable to the trunk infrastructure contribution having regard to the method used by the local government to work out the planned cost of the item of identified trunk infrastructure stated in the extrinsic material to the local government infrastructure plan; and
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- (c) different trunk infrastructure, necessary trunk infrastructure or prescribed trunk infrastructure—is the estimate of the planned cost of the infrastructure having regard to the method used by the local government to work out the planned cost of the identified trunk infrastructure for the network of development infrastructure stated in the extrinsic material to the local government infrastructure plan.

## 24. Recalculation of the establishment cost for work

### **Market cost**

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

#### *Example—*

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

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

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

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

**Determining the market cost**

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

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

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

- (ii) pay the prescribed fee;

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

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

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

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

## 25. Recalculation of the establishment cost for land

- (1) The establishment cost for a trunk infrastructure contribution for land may be recalculated by the local government at the request of the applicant using the current market value of the land.
  - (2) The **current market value** of the land is the difference, determined by using the before and after method of valuation of the whole of the subject premises, between the value of the subject premises including the land and the value of the subject premises excluding the land.
  - (3) The local government is to, prior to the date of payment of the levied charge, determine the market value of the land as follows:
    - (a) the applicant is to provide to the local government the following:
      - (i) a notice in the prescribed form requesting the recalculation of the establishment cost for the land;
      - (ii) a valuation of the land undertaken by a certified practicing valuer;
      - (iii) the prescribed fee;  
*Editor's note—The prescribed fee may include the local government's costs of the recalculation process including the cost of the registered valuer and independent certified practicing valuer.*
    - (b) the local government may, if the matters in paragraph (a) are satisfied, refer the valuation to a registered valuer to assess whether the valuation is consistent with the current market value;
    - (c) the local government is to decide whether to:
      - (i) accept the valuation; or
      - (ii) reject the valuation;
    - (d) the local government is to, if it accepts the valuation:
      - (i) give to the applicant a notice stating the establishment cost for the land; and
      - (ii) index the establishment cost for the land using the CPI from the date of the accepted valuation to the date stated in the amended infrastructure charges notice;
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- (e) the local government is to, if it rejects the valuation, refer the valuation to an independent certified practicing valuer to:
  - (i) assess whether the valuation is consistent with the current market value; and
  - (ii) undertake a valuation of the land if the valuation is assessed as not consistent with the current market value;
- (f) the local government is to, upon the determination of the independent certified practicing valuer's valuation:
  - (i) give to the applicant a notice stating the establishment cost for the land;
  - (ii) index the establishment cost for the land using the CPI from the date of the independent certified practicing valuer's valuation to the date stated in the amended infrastructure charges notice; and
  - (iii) issue an amended infrastructure charges notice;
- (g) the local government however is not required to refer the valuation to the registered valuer or the independent certified practicing valuer if the applicant has not paid to the Council the prescribed fee including the costs of the registered valuer under paragraph (b) and the independent certified practicing valuer under paragraph (e).

## 26. Calculation of the actual cost

- (1) The **actual cost** for the work is the cost of the design and construction of the work:
    - (a) including the following:
      - (i) the construction cost for the work;
      - (ii) construction on costs for the work which do not exceed the maximum construction on costs stated in schedule 9 for the following:
        - (A) the cost of survey for the work;
        - (B) the cost of geotechnical investigations for the work;
        - (C) the cost of only detailed design for the work;
        - (D) the cost of project management and contract administration;
        - (E) the cost of environmental investigations for the work;
        - (F) a portable long service leave payment for a construction contract for the work;
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- (iii) risk and contingencies which do not exceed 10% for the cost of that part of the work in a construction contract which is subject to a contingency.

*Example—*

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

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

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

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

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

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## 27. Application of an offset and refund

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

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

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

## 28. Information about an offset and refund

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

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

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

$$R = C - LC$$

Where:

*R* is the refund amount.

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

*LC* is the levied charge.

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## 29. Timing of an offset and refund

- (1) An applicant entitled to seek an offset or refund for the trunk infrastructure contribution is to:
    - (a) give to the local government a notice in the prescribed form which states the following:
      - (i) the date the trunk infrastructure contribution the subject of an offset or refund was lawfully completed;
      - (ii) that the trunk infrastructure contribution has been provided in accordance with the relevant approval for the trunk infrastructure contribution;

*Editor's note—A relevant approval is a development approval under the Planning Act 2016.*
    - (b) for works, unless the cost of the trunk infrastructure contribution has been determined in accordance with section 24 (Recalculation of the establishment cost for work), provide full details of the **actual cost** in the form of the tender documentation including any variations, invoices and proof of payments; and
    - (c) pay the prescribed fee.

*Editor's note—The prescribed fee may include the local government's costs for determining the matters in subsection (1)(a) and (1)(b).*
  - (2) The local government is to as soon as reasonably practicable after receiving a notice under subsection (1):
    - (a) determine whether the trunk infrastructure contribution has satisfied the matters in subsections (1)(a) and (1)(b); and
    - (b) give to the applicant a notice stating the outcome of the local government's determination.
  - (3) The local government if satisfied of the matters in subsections (1)(a) and (1)(b) is to, unless otherwise provided for in an infrastructure agreement:
    - (a) for an offset—set off the cost determined in accordance with section 28 (Information about an offset and refund) for the trunk infrastructure contribution against the levied charge when the levied charge stated in the infrastructure charges notice is payable under the Planning Act;
    - (b) for a refund—give the refund when stated in the infrastructure charges notice.
  - (4) The local government has adopted a policy position in relation to the determination in an infrastructure charges notice of when a refund is to be given by the local government to achieve the following policy objectives:
    - (a) to seek to integrate the local government's land use and infrastructure plans;
    - (b) to implement the local government infrastructure plan as the basis for the local government's trunk infrastructure funding;
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- (c) to implement infrastructure funding which is equitable, accountable and financially sustainable for the local government.
- (5) The local government's policy position in relation to the determination in an infrastructure charges notice of when a refund is to be given by the local government and related matters is as follows:

- (a) for a trunk infrastructure contribution for identified trunk infrastructure which is identified in the local government's capital works program at the date of the relevant approval with a planned date that is consistent with the local government infrastructure plan:

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

- (i) the refund may be given in accordance with the payment triggers in paragraph (ii) until the planned date, at which time the balance of the refund is to be given by 31 December of the financial year following the planned date;
  - (ii) the following payment triggers achieve the local government's policy objectives:
    - (A) for a refund which is an amount that is less than \$100,000—the refund may be given by 31 December of the financial year following the completion of the trunk infrastructure contribution;
    - (B) for a refund which is an amount that is \$100,000 or more but not more than \$500,000—the refund may be given annually over 3 financial years in equal payments by 31 December in each financial year commencing in the financial year following the completion of the trunk infrastructure contribution;
    - (C) for a refund which is an amount that is \$500,000 or more but not more than \$1 million—the refund may be given annually over 5 financial years in equal payments by 31 December in each financial year commencing in the financial year following the completion of the trunk infrastructure contribution;
    - (D) for a refund which is an amount that is \$1 million or more—the refund may be given annually in equal payments of \$250,000 by 31 December in each financial year commencing in the financial year following the completion of the trunk infrastructure contribution until the amount is paid;
  - (ii) each amount to be paid under paragraph (i) is to be increased by the CPI from the date of the infrastructure charges notice for the refund to the date that the amount is paid;
- (b) for a trunk infrastructure contribution for identified trunk infrastructure (for which subsection 29(5)(a) does not apply) or different trunk infrastructure which is provided before or in the planned date or period for the trunk infrastructure contribution stated in the local government infrastructure plan:
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- (i) the following payment triggers achieve the local government's policy objectives:
    - (A) for a refund which is an amount that is less than \$100,000—the refund may be given by 31 December of the financial year following the end of the relevant planned date or period for the trunk infrastructure contribution;
    - (B) for a refund which is an amount that is \$100,000 or more but not more than \$500,000—the refund may be given annually over 3 financial years in equal payments by 31 December in each financial year commencing in the financial year following the end of the relevant planned date or period for the trunk infrastructure contribution;
    - (C) for a refund which is an amount that is \$500,000 or more but not more than \$1 million—the refund may be given annually over 5 financial years in equal payments by 31 December in each financial year commencing in the financial year following the end of the relevant planned date or period for the trunk infrastructure contribution;
    - (D) for a refund which is an amount that is \$1 million or more—the refund may be given annually in equal payments of \$250,000 by 31 December in each financial year commencing in the financial year following the end of the relevant planned date or period for the trunk infrastructure contribution until the amount is paid;
  - (ii) each amount to be paid under paragraph (i) is to be increased by the CPI from the date of the infrastructure charges notice for the refund to the date that the amount is paid;
  - (c) for a trunk infrastructure contribution for identified trunk infrastructure or different trunk infrastructure which is provided after the planned date or period for the trunk infrastructure contribution stated in the local government infrastructure plan:
    - (i) the following payment triggers achieve the local government's policy objectives:
      - (A) for a refund which is an amount that is less than \$100,000—the refund may be given by 31 December of the financial year following the completion of the trunk infrastructure contribution;
      - (B) for a refund which is an amount that is \$100,000 or more but not more than \$500,000—the refund may be given annually over 3 financial years in equal payments by 31 December in each financial year commencing in the financial year following the completion of the trunk infrastructure contribution;
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- (C) for a refund which is an amount that is \$500,000 or more but not more than \$1 million—the refund may be given annually over 5 financial years in equal payments by 31 December in each financial year commencing in the financial year following the completion of the trunk infrastructure contribution;
    - (D) for a refund which is an amount that is \$1 million or more—the refund may be given annually in equal payments of \$250,000 by 31 December in each financial year commencing in the financial year following the completion of the trunk infrastructure contribution until the amount is paid;
  - (ii) each amount to be paid under paragraph (i) is to be increased by the CPI from the date of the infrastructure charges notice for the refund to the date that the amount is paid;
  - (d) for a trunk infrastructure contribution for necessary trunk infrastructure:
    - (i) the local government is to estimate the period in which the trunk infrastructure contribution would have been planned to be provided had it been included in the local government infrastructure plan having regard to the method used by the local government to work out the relevant planned date or period of items of identified trunk infrastructure for the network of development infrastructure stated in the extrinsic material to the local government infrastructure plan (**specified date or period**);
    - (ii) the local government is to upon the completion of the trunk infrastructure contribution include the trunk infrastructure as existing trunk infrastructure in the local government infrastructure plan;
    - (iii) the following payment triggers achieve the local government's policy objectives:
      - (A) for a refund which is an amount that is less than \$100,000—the refund may be given by 31 December of the financial year following the end of the specified date or period for the trunk infrastructure contribution;
      - (B) for a refund which is an amount that is \$100,000 or more but not more than \$500,000—the refund may be given annually over 3 financial years in equal payments by 31 December in each financial year commencing in the financial year following the end of the specified date or period for the trunk infrastructure contribution;
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- (C) for a refund which is an amount that is \$500,000 or more but not more than \$1 million—the refund may be given annually over 5 financial years in equal payments by 31 December in each financial year commencing in the financial year following the end of the specified date or period for the trunk infrastructure contribution;
    - (D) for a refund which is an amount that is \$1 million or more—the refund may be given annually in equal payments of \$250,000 by 31 December in each financial year commencing in the financial year following the end of the specified date or period for the trunk infrastructure contribution until the amount is paid;
  - (iv) each amount to be paid under paragraph (iii) is to be increased by the CPI from the date of the infrastructure charges notice for the refund to the date that the amount is paid;
  - (e) for a trunk infrastructure contribution for prescribed trunk infrastructure:
    - (i) the local government is to upon the completion of the trunk infrastructure contribution include the trunk infrastructure as existing trunk infrastructure in the local government infrastructure plan;
    - (ii) the following payment triggers achieve the local government's policy objectives:
      - (A) for a refund which is an amount that is less than \$100,000—the refund may be given by 31 December 2036;
      - (B) for a refund which is an amount that is \$100,000 or more but not more than \$500,000—the refund may be given annually over 3 financial years in equal payments between 31 December 2036 and 31 December 2039;
      - (C) for a refund which is an amount that is \$500,000 or more but not more than \$1 million—the refund may be given annually over 5 financial years in equal payments between 31 December 2036 and 31 December 2041;
      - (D) for a refund which is an amount that is \$1 million or more—the refund may be given annually in equal payments of \$250,000 from 31 December 2036 until the amount is paid;
    - (iii) each amount to be paid under paragraph (ii) is to be increased by the CPI from the date of the infrastructure charges notice for the refund to the date that the amount is paid.
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## Schedule 1 Dictionary

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

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

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

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

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

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

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

**arterial roads** mean local roads which:

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

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

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

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

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

**calculated charge or CC** see section 7(2)(f) (Adopted charges).

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

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

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

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

**commercial or industrial area** means that part of the local government area in the zones and designations under the Ipswich planning scheme identified as the commercial or industrial area in Table B1 in schedule 2.

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

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

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

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

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

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

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

**deemed demand area** means the deemed demand area in schedule 12.

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

- (a) the producer price index for construction 6427.0 (ABS PPI) index number 3101—Road and Bridge construction index for Queensland published by the Australian Bureau of Statistics;
- (b) if an index described in paragraph (a) ceases to be published—another similar index prescribed by the local government.

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

**prescribed community development** means the following:

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

**prescribed community organisation** means the following:

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

**prescribed cost** see section 24(4)(a) (Recalculation of the establishment cost for work).

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

- (a) facilitate movement across a suburb, from one suburb to another and link with arterial roads; and
- (b) are primarily used for through traffic movements (that is, 50 percent or more of the road's traffic usage that ultimately does not have an origin or destination within the adjacent traffic zone or contribution sector).

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

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

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

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

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

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

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

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

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## Schedule 2 Trunk infrastructure network charges

Table A Reconfiguring a lot of land in the residential area

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

**Table B1 Reconfiguring a lot of land not in the residential area**

Column 1 Demand unit	Column 2 Use 'Type' under the Planning Regulation  <i>Editor's note—See schedule 16, Table 1, column 1 of the Planning Regulation</i>	Column 3 Commercial or industrial area	Column 4 % of site area to be applied to the maximum adopted charge under the Planning Regulation		Column 5 Trunk infrastructure network charges	
			Unconstrained (see schedule 11)	Constrained (see schedule 11)		
Imputed GFA  The GFA of a future material change of use imputed to a lot	Commercial (office)	CBD primary commercial zone	30	Not applicable	See Tables B2, B3 and B4	
		CBD secondary commercial zone	30	Not applicable		
		CBD top of town zone CBD medical services zone				
	Commercial (retail)	Major centre zone Local retail & commercial zone CBD North secondary business zone	30	Not applicable		
		Rosewood town centre primary business area zone & town square sub area Character area - mixed use zone	30	Not applicable		
		CBD primary retail zone	30	Not applicable		
		Business park zone	30	22.5		
		Rosewood town centre secondary business area zone	30	Not applicable		
		Industry	Local business & industry zone Local business & industry investigation zone Business incubator zone	30		Not applicable
			Regional business & industry zone	30		6.65
	Regional business & industry investigation zone		30	6.65		
	Rosewood service trades & showgrounds zone		30	Not applicable		

**Table B2 Reconfiguring a lot of land not in the residential area – transport trunk infrastructure network**

Column 1	Column 2									
	Transport trunk infrastructure network charge (\$ per demand unit)									
	Commercial and industrial area comprising land in the following zones under the Planning Scheme 2006									
	Demand unit (m <sup>2</sup> )									Demand unit (per lot)
Charge Area	CBD Primary Commercial Zone	CBD Secondary Commercial Zone	Major Centres Zone; Local Retail & Commercial Zone; CBD North - Secondary Business Zone; Business Park Zone (unconstrained land); Rosewood Town Centre Primary Business Area Zone & Town Square sub area;	CBD Primary Retail Zone	Business Park Zone (constrained land)	Rosewood Town Centre Secondary Business Area Zone	Local Business & Industry Zone; Local Business & Industry Investigation Zone; Business Incubator Zone;	Regional Business & Industry Zone (constrained land); Regional Business & Industry Investigation Zone (constrained land)	Rosewood Service Trades & Showgrounds Zone	All other non-residential zones
			CBD Top of Town Zone				Regional Business & Industry Zone (unconstrained land); Regional Business & Industry Investigation Zone (unconstrained land)			
1	362.90	90.72	35.23	468.60	26.42	5.73	12.33	2.73	5.73	5725.36
2	305.24	76.31	29.63	394.14	22.23	4.82	10.37	2.30	4.82	4815.64
3	359.20	89.80	34.87	463.82	26.16	5.67	12.21	2.70	5.67	5666.93
4	350.73	87.68	34.05	452.89	25.54	5.53	11.92	2.64	5.53	5533.40
5	495.15	123.79	48.07	639.37	36.05	7.81	16.83	3.73	7.81	7811.86
6	516.31	129.08	50.13	666.69	37.60	8.15	17.54	3.88	8.15	8145.70
7	427.44	106.86	41.50	551.94	31.12	6.74	14.52	3.22	6.74	6743.57
8	148.12	37.03	14.38	191.26	10.79	2.34	5.03	1.11	2.34	2336.88
9	289.90	72.47	28.15	374.33	21.11	4.57	9.85	2.18	4.57	4573.61
10	404.69	101.17	39.29	522.56	29.47	6.38	13.75	3.05	6.38	6384.69
11	357.08	89.27	34.67	461.08	26.00	5.63	12.13	2.69	5.63	5633.55
12	502.56	125.94	48.79	648.93	36.99	7.93	17.08	3.78	7.93	7928.70
13	509.96	127.49	49.51	658.50	37.13	8.05	17.33	3.84	8.05	8045.54
14	507.32	126.83	49.25	655.08	36.94	8.00	17.24	3.82	8.00	8003.81
15	307.88	76.97	29.89	397.56	22.42	4.86	10.46	2.32	4.86	4857.37
16	379.83	94.96	36.88	490.46	27.66	5.99	12.91	2.86	5.99	5992.43
17	673.96	168.49	65.43	870.25	49.07	10.63	22.90	5.07	10.63	10632.80
18	506.79	126.70	49.20	654.40	36.90	8.00	17.22	3.81	8.00	7995.47
19	693.53	173.38	67.33	895.53	50.50	10.94	23.57	5.22	10.94	10941.61
20	445.42	111.36	43.25	575.16	32.43	7.03	15.14	3.35	7.03	7027.33
21	501.50	125.37	48.69	647.57	36.52	7.91	17.04	3.77	7.91	7912.01
22	676.07	169.02	65.64	872.99	49.23	10.67	22.97	5.09	10.67	10666.19
23	373.48	93.37	36.26	482.26	27.20	5.89	12.69	2.81	5.89	5892.28
24	316.88	79.22	30.76	409.17	23.07	5.00	10.77	2.38	5.00	4999.25
25	353.38	88.34	34.31	456.30	25.73	5.58	12.01	2.66	5.58	5575.13
26	398.87	99.72	38.73	515.05	29.04	6.29	13.55	3.00	6.29	6292.88
27	374.01	93.50	36.31	482.94	27.23	5.90	12.71	2.81	5.90	5900.62
28	325.87	81.47	31.64	420.78	23.73	5.14	11.07	2.45	5.14	5141.14
29	384.59	96.15	37.34	496.60	28.00	6.07	13.07	2.89	6.07	6067.54
30	368.72	92.18	35.80	476.11	26.85	5.82	12.53	2.77	5.82	5817.16
31	519.49	129.87	50.44	670.79	37.83	8.20	17.65	3.91	8.20	8195.77
32	216.89	54.22	21.06	280.07	15.79	3.42	7.37	1.63	3.42	3421.86
33	356.02	89.01	34.57	459.72	25.92	5.62	12.10	2.68	5.62	5616.86
34	406.22	101.31	39.34	523.25	29.51	6.39	13.77	3.05	6.39	6393.04
35	514.72	128.68	49.97	664.64	37.48	8.12	17.49	3.87	8.12	8120.66
36	253.92	63.48	24.65	327.88	18.49	4.01	8.63	1.91	4.01	4006.08
37	272.44	68.11	26.45	351.79	19.84	4.30	9.26	2.05	4.30	4298.19
38	318.99	79.75	30.97	411.90	23.23	5.03	10.84	2.40	5.03	5032.64
39	383.53	95.88	37.24	495.24	27.93	6.05	13.03	2.89	6.05	6050.85
40	287.78	71.95	27.94	371.60	20.95	4.54	9.78	2.17	4.54	4540.22
41	283.55	70.89	27.53	366.14	20.65	4.47	9.64	2.13	4.47	4473.45
42	604.66	151.16	58.70	780.77	44.03	9.54	20.55	4.55	9.54	9539.48
43	518.43	129.61	50.33	669.43	37.75	8.18	17.62	3.90	8.18	8179.08
44	368.19	92.05	35.75	475.43	26.81	5.81	12.51	2.77	5.81	5808.82
45	727.92	181.98	70.67	939.93	53.00	11.48	24.73	5.48	11.48	11484.10
46	396.23	99.06	38.47	511.63	28.85	6.25	13.46	2.98	6.25	6251.15
47	276.67	69.17	26.86	357.26	20.15	4.36	9.40	2.08	4.36	4364.96
48	86.76	21.69	8.42	112.03	6.32	1.37	2.95	0.65	1.37	1368.74
49	172.46	43.11	16.74	222.69	12.56	2.72	5.86	1.30	2.72	2720.80
50	197.85	49.46	19.21	255.47	14.41	3.12	6.72	1.49	3.12	3121.40
51	138.07	34.52	13.40	178.29	10.05	2.18	4.69	1.04	2.18	2178.31
52	270.32	67.58	26.24	349.06	19.68	4.26	9.19	2.03	4.26	4264.81
53	134.90	33.72	13.10	174.19	9.82	2.13	4.58	1.02	2.13	2128.23
54	123.26	30.81	11.97	159.16	8.98	1.94	4.19	0.93	1.94	1944.62

**Table B3 Reconfiguring a lot of land not in the residential area – water supply trunk infrastructure network for water service**

Column 1	Column 2									
	Water trunk infrastructure network charge (\$ per demand unit)									
Charge Area	Commercial and industrial area comprising land in the following zones under the Planning Scheme 2006									Other non-residential areas in the local government area comprising land in the following zones under the Planning Scheme 2006
	Demand unit (m <sup>3</sup> )									Demand unit (per lot)
	CBD Primary Commercial Zone	CBD Secondary Commercial Zone	Major Centres Zone; Local Retail & Commercial Zone; CBD North - Secondary Business Zone; Business Park Zone (unconstrained land);	CBD Primary Retail Zone	Business Park Zone (constrained land)	Rosewood Town Centre Secondary Business Area Zone	Local Business & Industry Zone; Local Business & Industry Investigation Zone; Business Incubator Zone;	Regional Business & Industry Zone (constrained land);	Rosewood Service Trades & Showgrounds Zone	All other non-residential zones
		CBD Top of Town Zone	Rosewood Town Centre Primary Business Area Zone & Town Square sub area; Character Area - Mixed Use Zone				Regional Business & Industry Zone (unconstrained land);	Regional Business & Industry Investigation Zone (constrained land)		
		CBD Medical Services Zone					Regional Business & Industry Investigation Zone (unconstrained land)			
1	115.75	28.94	8.68	115.75	6.51	6.95	5.21	1.15	6.95	7639.71
2	97.06	24.27	7.28	97.06	5.46	5.82	4.37	0.97	5.82	6406.08
3	77.30	19.33	5.80	77.30	4.35	4.64	3.48	0.77	4.64	5101.95
4	89.72	22.43	6.73	89.72	5.05	5.38	4.04	0.89	5.38	5921.44
5	49.00	12.25	3.67	49.00	2.76	2.94	2.20	0.49	2.94	3233.88
6	29.91	7.48	2.24	29.91	1.68	1.79	1.35	0.30	1.79	1973.81
7	82.98	20.74	6.22	82.98	4.67	4.98	3.73	0.83	4.98	5476.45
8	54.27	13.57	4.07	54.27	3.05	3.26	2.44	0.54	3.26	3581.94
9	49.33	12.33	3.70	49.33	2.78	2.96	2.22	0.49	2.96	3255.91
10	91.25	22.81	6.84	91.25	5.13	5.48	4.11	0.91	5.48	6022.77
11	69.69	17.42	5.23	69.69	3.92	4.18	3.14	0.69	4.18	4599.69
12	42.12	10.53	3.16	42.12	2.37	2.53	1.90	0.42	2.53	2780.08
13	142.39	35.60	10.68	142.39	8.01	8.54	6.41	1.42	8.54	9397.64
14	95.99	24.00	7.20	95.99	5.40	5.76	4.32	0.96	5.76	6335.58
15	88.18	22.05	6.61	88.18	4.96	5.29	3.97	0.88	5.29	5820.10
16	180.17	45.04	13.51	180.17	10.14	10.81	8.11	1.79	10.81	11891.34
17	161.41	40.35	12.11	161.41	9.08	9.68	7.26	1.61	9.68	10653.30
18	156.87	39.22	11.77	156.87	8.83	9.41	7.06	1.56	9.41	10353.70
19	371.16	92.79	27.84	371.16	20.88	22.27	16.70	3.70	22.27	24496.41
20	100.00	25.00	7.50	100.00	5.63	6.00	4.50	1.00	6.00	6599.93
21	77.84	19.46	5.84	77.84	4.38	4.67	3.50	0.78	4.67	5137.20
22	104.87	26.22	7.87	104.87	5.90	6.29	4.72	1.04	6.29	6921.56
23	92.12	23.03	6.91	92.12	5.18	5.53	4.15	0.92	5.53	6080.05
24	31.98	7.99	2.40	31.98	1.80	1.92	1.44	0.32	1.92	2110.39
25	77.64	19.41	5.82	77.64	4.37	4.66	3.49	0.77	4.66	5123.98
26	82.31	20.58	6.17	82.31	4.63	4.94	3.70	0.82	4.94	5432.39
27	88.52	22.13	6.64	88.52	4.98	5.31	3.98	0.88	5.31	5842.13
28	54.07	13.52	4.06	54.07	3.04	3.24	2.43	0.54	3.24	3568.72
29	48.13	12.03	3.61	48.13	2.71	2.89	2.17	0.48	2.89	3176.60
30	76.43	19.11	5.73	76.43	4.30	4.59	3.44	0.76	4.59	5044.68
31	14.69	3.67	1.10	14.69	0.83	0.88	0.66	0.15	0.88	969.28
32	69.69	17.42	5.23	69.69	3.92	4.18	3.14	0.69	4.18	4599.69
33	35.71	8.93	2.68	35.71	2.01	2.14	1.61	0.36	2.14	2357.12
34	417.95	104.49	31.35	417.95	23.51	25.08	18.81	4.16	25.08	27584.90

**Table B4 Reconfiguring a lot of land not in the residential area – sewerage trunk infrastructure network for wastewater service**

Column 1	Column 2										
	Sewerage trunk infrastructure network charge (\$ per demand unit)										
	Commercial and industrial area comprising land in the following zones under the Planning Scheme 2006										Other non-residential areas in the local government area comprising land in the following zones under the Planning Scheme 2006
	Demand unit (m <sup>2</sup> )										Demand unit (per lot)
Charge Area	CBD Primary Commercial Zone	CBD Secondary Commercial Zone	Major Centres Zone, Local Retail & Commercial Zone, CBD North - Secondary Business Zone, Business Park Zone (unconstrained land);	CBD Primary Retail Zone	Business Park Zone (constrained land)	Rosewood Town Centre Secondary Business Area Zone	Local Business & Industry Zone; Retail Investigation Zone; Business Incubator Zone;	Regional Business & Industry Zone (constrained land);	Rosewood Service Trades & Showgrounds Zone	All other non-residential zones	
	CBD Top of Town Zone	CBD Medical Services Zone	Rosewood Town Centre Primary Business Area Zone & Town Square sub area;				Regional Business & Industry Zone (unconstrained land); Regional Business & Industry Investigation Zone (unconstrained land)	Regional Business & Industry Investigation Zone (constrained land)			
1	137.05	34.26	10.28	137.05	7.71	8.22	6.17	1.36	8.22	9045.17	
2	131.11	32.78	9.83	131.11	7.38	7.87	5.90	7.87	1.31	8653.05	
3	139.38	34.85	10.45	139.38	7.84	8.36	6.27	1.39	8.36	9199.37	
4	100.53	25.13	7.54	100.53	5.66	6.03	4.52	1.00	6.03	6635.18	
5	135.78	33.94	10.18	135.78	7.64	8.15	6.11	1.35	8.15	8961.46	
6	212.35	53.09	15.93	212.35	11.95	12.74	9.56	2.11	12.74	14014.95	
7	80.77	20.19	6.06	80.77	4.54	4.85	3.63	0.80	4.85	5331.05	
8	377.10	94.27	28.28	377.10	21.22	22.63	16.97	3.76	22.63	24888.53	
9	103.60	25.90	7.77	103.60	5.83	6.22	4.66	1.03	6.22	6837.85	
10	117.76	29.44	8.83	117.76	6.62	7.07	5.30	1.17	7.07	7771.88	
11	270.49	67.62	20.29	270.49	15.22	16.23	12.17	2.69	16.23	17552.42	
12	323.96	80.99	24.30	323.96	18.23	19.44	14.58	3.23	19.44	21381.49	
13	124.90	31.22	9.37	124.90	7.03	7.49	5.62	1.24	7.49	8243.31	
14	156.74	39.19	11.76	156.74	8.82	9.40	7.05	1.56	9.40	10344.89	
15	106.14	26.54	7.96	106.14	5.97	6.37	4.78	1.06	6.37	7005.27	
16	102.00	25.50	7.65	102.00	5.74	6.12	4.59	1.02	6.12	6732.11	
17	142.19	35.55	10.66	142.19	8.00	8.53	6.40	1.42	8.53	9384.42	
18	165.75	41.44	12.43	165.75	9.33	9.95	7.46	1.65	9.95	10939.68	
19	113.95	28.49	8.55	113.95	6.41	6.84	5.13	1.13	6.84	7520.75	
20	396.99	99.25	29.77	396.99	22.33	23.82	17.86	3.95	23.82	26201.47	
21	294.72	73.68	22.10	294.72	16.58	17.68	13.26	2.94	17.68	19451.74	
22	306.41	76.60	22.98	306.41	17.24	18.38	13.79	3.05	18.38	20222.76	
23	70.23	17.56	5.27	70.23	3.95	4.21	3.16	0.70	4.21	4634.93	
24	95.46	23.86	7.16	95.46	5.37	5.73	4.30	0.95	5.73	6300.34	
25	80.64	20.16	6.05	80.64	4.54	4.84	3.63	0.80	4.84	5322.24	
26	102.94	25.73	7.72	102.94	5.79	6.18	4.63	1.03	6.18	6793.79	
27	176.83	44.21	13.26	176.83	9.95	10.61	7.96	1.76	10.61	11671.04	
28	110.55	27.64	8.29	110.55	6.22	6.63	4.97	1.10	6.63	7296.05	
29	105.07	26.27	7.88	105.07	5.91	6.30	4.73	1.05	6.30	6934.78	
30	119.62	29.91	8.97	119.62	6.73	7.18	5.38	1.19	7.18	7895.25	
31	111.35	27.84	8.35	111.35	6.26	6.68	5.01	1.11	6.68	7348.92	
32	78.64	19.66	5.90	78.64	4.42	4.72	3.54	0.78	4.72	5190.07	
33	98.06	24.52	7.35	98.06	5.52	5.88	4.41	0.98	5.88	6472.16	
34	89.79	22.45	6.73	89.79	5.05	5.39	4.04	0.89	5.39	5925.84	
35	236.11	59.03	17.71	236.11	13.28	14.17	10.63	2.35	14.17	15583.42	
36	430.64	107.66	32.30	430.64	24.23	25.84	19.38	4.29	25.84	28422.01	
37	78.57	19.64	5.89	78.57	4.42	4.71	3.54	0.78	4.71	5185.66	
38	324.36	81.09	24.33	324.36	18.25	19.46	14.60	3.23	19.46	21407.93	
39	373.76	93.44	28.03	373.76	21.03	22.43	16.82	3.72	22.43	24668.24	
40	509.21	127.30	38.19	509.21	28.65	30.55	22.91	5.07	30.55	33607.67	
41	70.36	17.59	5.28	70.36	3.96	4.22	3.17	0.70	4.22	4643.74	
42	139.32	34.83	10.45	139.32	7.84	8.36	6.27	1.39	8.36	9194.97	
43	87.18	21.80	6.54	87.18	4.90	5.23	3.92	0.87	5.23	5754.01	
44	180.57	45.14	13.54	180.57	10.16	10.83	8.13	1.80	10.83	11917.77	
45	125.17	31.39	9.39	125.17	7.04	7.51	5.62	1.25	7.51	8269.93	
46	115.29	28.82	8.65	115.29	6.49	6.92	5.19	1.15	6.92	7608.87	
47	119.69	29.92	8.98	119.69	6.73	7.18	5.39	1.19	7.18	7899.65	
48	143.86	35.96	10.79	143.86	8.09	8.63	6.47	1.43	8.63	9494.56	
49	139.05	34.76	10.43	139.05	7.82	8.34	6.26	1.38	8.34	9177.34	
50	102.47	25.62	7.69	102.47	5.76	6.15	4.61	1.02	6.15	6762.95	
51	119.49	29.87	8.96	119.49	6.72	7.17	5.38	1.19	7.17	7886.44	
52	86.71	21.68	6.50	86.71	4.88	5.20	3.90	0.86	5.20	5723.17	
53	93.12	23.38	6.98	93.12	5.24	5.59	4.19	0.93	5.59	6146.13	
54	112.55	28.14	8.44	112.55	6.33	6.75	5.06	1.12	6.75	7428.23	
55	100.67	25.17	7.55	100.67	5.66	6.04	4.53	1.00	6.04	6643.99	
56	77.84	19.46	5.84	77.84	4.38	4.67	3.50	0.78	4.67	5137.20	
57	95.39	23.85	7.15	95.39	5.37	5.72	4.29	0.95	5.72	6295.93	



Table C2 Residential use – public parks trunk infrastructure network

Column 1 Charge Area	Column 2 Public Parks trunk infrastructure network charge (\$ per demand unit) Residential use under the Planning Regulation Editor's note - See schedule 16, Table 1, column 1 of the Planning Regulation																													
	Residential uses									Accommodation (long term)											Accommodation (short term)									
	Caretaker's accommodation			Dwelling house		Relocatable Home Park		Rooming Accommodation				Retirement Facility Community Residence			Tourist Park (Caravan Park)			Short-term accommodation Hotel (residential component)				Tourist Park (Camping ground)								
	Multiple dwelling			Dual occupancy		1 or 2 bedroom	3 or more bedroom	1 or 2 bedroom relocatable	3 or more bedroom relocatable	Suite with 1 bedroom	Suite with 2 bedrooms	Suite with 3 or more bedrooms	Bedroom that is not within a suite	Suite with 1 bedroom	Suite with 2 bedrooms	Suite with 3 or more bedrooms	Bedroom that is not within a suite	1 caravan site	2 caravan sites	3 caravan sites	Suite with 1 bedroom	Suite with 2 bedrooms	Suite with 3 or more bedrooms	Bedroom that is not within a suite	1 tent site	2 tent sites	3 tent sites			
	1 bedroom dwelling	2 bedroom dwelling	3 or more bedroom dwelling	1 or 2 bedroom dwelling	3 or more bedroom dwelling	1 or 2 bedroom dwelling site	3 or more bedroom dwelling site	Suite with 1 bedroom	Suite with 2 bedrooms	Suite with 3 or more bedrooms	Bedroom that is not within a suite	Suite with 1 bedroom	Suite with 2 bedrooms	Suite with 3 or more bedrooms	Bedroom that is not within a suite	1 caravan site	2 caravan sites	3 caravan sites	Suite with 1 bedroom	Suite with 2 bedrooms	Suite with 3 or more bedrooms	Bedroom that is not within a suite	1 tent site	2 tent sites	3 tent sites					
E1	4477	5798	8587	7193	10055	5798	5798	4477	8954	13411	4477	4477	5798	8587	4477	5798	11596	17395	3670	7339	11009	3670	4477	8954	13411					
E2	4563	5910	8752	7331	10248	5910	5910	4563	9126	13689	4563	4563	5910	8752	4563	5910	11819	17729	3740	7480	11221	3740	4563	9126	13689					
E3	4014	5199	7700	6449	9016	5199	5199	4014	8029	12043	4014	4014	5199	7700	4014	5199	10398	15597	3291	6581	9872	3291	4014	8029	12043					
E4	4347	5629	8337	6983	9762	5629	5629	4347	8694	13040	4347	4347	5629	8337	4347	5629	11259	16888	3563	7126	10689	3563	4347	8694	13040					
E5	4046	5240	7761	6501	9088	5240	5240	4046	8093	12139	4046	4046	5240	7761	4046	5240	10481	15721	3317	6633	9950	3317	4046	8093	12139					
E6	4594	5950	8812	7381	10118	5950	5950	4594	9189	13783	4594	4594	5950	8812	4594	5950	11500	17650	3766	7532	11297	3766	4594	9189	13783					
C1	4014	5196	7698	6448	9014	5196	5196	4014	8027	12041	4014	4014	5196	7698	4014	5196	10396	15594	3290	6580	9870	3290	4014	8027	12041					
C2	3860	4999	7403	6201	8669	4999	4999	3860	7720	11580	3860	3860	4999	7403	3860	4999	9998	14997	3164	6328	9492	3164	3860	7720	11580					
C3	4500	5828	8632	7230	10107	5828	5828	4500	9001	13501	4500	4500	5828	8632	4500	5828	11657	17485	3689	7378	11067	3689	4500	9001	13501					
C4	4326	5602	8297	6950	9715	5602	5602	4326	8652	12977	4326	4326	5602	8297	4326	5602	11205	16807	3546	7091	10637	3546	4326	8652	12977					
C5	4127	5345	7916	6641	9289	5345	5345	4127	8254	12382	4127	4127	5345	7916	4127	5345	10690	16035	3383	6766	10149	3383	4127	8254	12382					
C6	4692	6076	8999	7537	10537	6076	6076	4692	9383	14075	4692	4692	6076	8999	4692	6076	12152	18226	3846	7691	11537	3846	4692	9383	14075					
C7	4083	5288	7832	6560	9171	5288	5288	4083	8167	12250	4083	4083	5288	7832	4083	5288	10577	15865	3347	6694	10041	3347	4083	8167	12250					
C8	3909	5063	7499	6281	8780	5063	5063	3909	7819	11728	3909	3909	5063	7499	3909	5063	10126	15189	3204	6409	9613	3204	3909	7819	11728					
C9	4104	5315	7872	6593	9217	5315	5315	4104	8208	12312	4104	4104	5315	7872	4104	5315	10630	15945	3364	6728	10092	3364	4104	8208	12312					
C10	4898	6344	9395	7870	11001	6344	6344	4898	9797	14695	4898	4898	6344	9395	4898	6344	12688	19031	4015	8030	12045	4015	4898	9797	14695					
C11	6030	7810	11566	9688	13543	7810	7810	6030	12060	18091	6030	6030	7810	11566	6030	7810	15619	23429	4943	9886	14828	4943	6030	12060	18091					
R1	4517	5850	8665	7258	10146	5850	5850	4517	9035	13552	4517	4517	5850	8665	4517	5850	11701	17551	3703	7406	11108	3703	4517	9035	13552					
R2	4747	6147	9104	7626	10661	6147	6147	4747	9493	14240	4747	4747	6147	9104	4747	6147	12295	18442	3891	7782	11672	3891	4747	9493	14240					
R3	4350	5633	8343	6988	9769	5633	5633	4350	8700	13049	4350	4350	5633	8343	4350	5633	11267	16900	3565	7131	10696	3565	4350	8700	13049					
R4	4423	5728	8483	7106	9933	5728	5728	4423	8846	13369	4423	4423	5728	8483	4423	5728	11456	17184	3625	7251	10876	3625	4423	8846	13369					
W1	4244	5497	8140	6819	9532	5497	5497	4244	8488	12733	4244	4244	5497	8140	4244	5497	10593	16496	3479	6958	10437	3479	4244	8488	12733					
W2	4403	5702	8444	7073	9888	5702	5702	4403	8805	13208	4403	4403	5702	8444	4403	5702	11404	17105	3609	7217	10826	3609	4403	8805	13208					
W3	3895	5045	7471	6258	8749	5045	5045	3895	7791	11686	3895	3895	5045	7471	3895	5045	10090	15135	3193	6386	9579	3193	3895	7791	11686					
W4	4045	5239	7759	6499	9085	5239	5239	4045	8090	12136	4045	4045	5239	7759	4045	5239	10478	15717	3316	6631	9947	3316	4045	8090	12136					
W5	4071	5272	7808	6540	9143	5272	5272	4071	8142	12212	4071	4071	5272	7808	4071	5272	10544	15816	3337	6673	10010	3337	4071	8142	12212					
W6	4014	5199	7700	6450	9016	5199	5199	4014	8029	12043	4014	4014	5199	7700	4014	5199	10398	15597	3291	6581	9872	3291	4014	8029	12043					
W7	3955	5123	7587	6355	8883	5123	5123	3955	7911	11866	3955	3955	5123	7587	3955	5123	10245	15368	3242	6484	9726	3242	3955	7911	11866					
W8	3976	5150	7627	6388	8931	5150	5150	3976	7927	11929	3976	3976	5150	7627	3976	5150	10300	15449	3259	6519	9778	3259	3976	7927	11929					
W9	3934	5095	7546	6321	8836	5095	5095	3934	7869	11803	3934	3934	5095	7546	3934	5095	10191	15286	3225	6450	9675	3225	3934	7869	11803					

**Table C3 Residential use – community facilities trunk infrastructure network**

Column 1 Charge Area	Column 2 Community Facilities trunk infrastructure network charge (\$ per demand unit)																									
	Residential use under the Planning Regulation Editor's note - See schedule 16, Table 1, column 1 of the Planning Regulation																									
	Residential uses							Accommodation (long term)											Accommodation (short term)							
	Caretaker's accommodation Multiple dwelling			Dwelling house		Relocatable Home Park		Rooming Accommodation				Retirement Facility Community Residence				Tourist Park (Caravan Park)			Short-term accommodation Hotel (residential component)				Tourist Park (Camping ground)			
Dual occupancy			1 or 2 bedroom dwelling	3 or more bedroom dwelling	1 or 2 relocatable dwelling site	3 or more relocatable dwelling site	Suite with 1 bedroom	Suite with 2 bedrooms	Suite with 3 or more bedrooms	Bedroom that is not within a suite	Suite with 1 bedroom	Suite with 2 bedrooms	Suite with 3 or more bedrooms	Bedroom that is not within a suite	1 caravan site	2 caravan sites	3 caravan sites	Suite with 1 bedroom	Suite with 2 bedrooms	Suite with 3 or more bedrooms	Bedroom that is not within a suite	1 tent site	2 tent sites	3 tent sites		
E1	574	744	1101	922	1289	744	744	574	1148	1722	574	574	744	1101	574	744	1487	2231	471	941	1412	471	574	1148	1722	
E2	565	731	1083	907	1268	731	731	565	1129	1694	565	565	731	1083	565	731	1462	2194	463	926	1388	463	565	1129	1694	
E3	588	762	1128	945	1321	762	762	588	1176	1764	588	588	762	1128	588	762	1523	2285	482	964	1446	482	588	1176	1764	
E4	513	664	984	824	1152	664	664	513	1026	1539	513	513	664	984	513	664	1328	1993	420	841	1261	420	513	1026	1539	
E5	526	681	1009	845	1181	681	681	526	1052	1578	526	526	681	1009	526	681	1362	2043	431	862	1293	431	526	1052	1578	
E6	558	723	1071	897	1254	723	723	558	1116	1674	558	558	723	1071	558	723	1446	2169	458	915	1373	458	558	1116	1674	
C1	590	764	1132	948	1325	764	764	590	1180	1770	590	590	764	1132	590	764	1529	2293	484	967	1451	484	590	1180	1770	
C2	587	760	1125	942	1317	760	760	587	1173	1760	587	587	760	1125	587	760	1519	2279	481	962	1443	481	587	1173	1760	
C3	583	754	1117	936	1308	754	754	583	1165	1748	583	583	754	1117	583	754	1509	2263	477	955	1432	477	583	1165	1748	
C4	604	782	1158	970	1356	782	782	604	1207	1811	604	604	782	1158	604	782	1563	2345	495	989	1484	495	604	1207	1811	
C5	539	697	1033	865	1209	697	697	539	1077	1616	539	539	697	1033	539	697	1395	2092	441	883	1324	441	539	1077	1616	
C6	514	665	985	825	1153	665	665	514	1027	1541	514	514	665	985	514	665	1330	1995	421	842	1263	421	514	1027	1541	
C7	552	714	1058	886	1239	714	714	552	1103	1655	552	552	714	1058	552	714	1429	2143	452	904	1356	452	552	1103	1655	
C8	669	866	1282	1074	1501	866	866	669	1337	2006	669	669	866	1282	669	866	1732	2597	548	1096	1644	548	669	1337	2006	
C9	521	675	1000	838	1171	675	675	521	1043	1564	521	521	675	1000	521	675	1350	2026	427	855	1282	427	521	1043	1564	
C10	478	619	916	768	1073	619	619	478	956	1433	478	478	619	916	478	619	1238	1856	392	783	1175	392	478	956	1433	
C11	656	849	1258	1053	1473	849	849	656	1311	1967	656	656	849	1258	656	849	1698	2548	537	1075	1612	537	656	1311	1967	
R1	542	702	1039	870	1217	702	702	542	1083	1625	542	542	702	1039	542	702	1403	2105	444	888	1332	444	542	1083	1625	
R2	623	807	1196	1001	1400	807	807	623	1247	1870	623	623	807	1196	623	807	1615	2422	511	1022	1533	511	623	1247	1870	
R3	621	804	1191	997	1394	804	804	621	1241	1862	621	621	804	1191	621	804	1608	2412	509	1018	1526	509	621	1241	1862	
R4	585	757	1121	939	1313	757	757	585	1169	1754	585	585	757	1121	585	757	1514	2271	479	958	1437	479	585	1169	1754	
W1	196	253	375	314	439	253	253	196	391	587	196	196	253	375	196	253	506	760	160	321	481	160	196	391	587	
W2	199	258	382	320	447	258	258	199	398	597	199	199	258	382	199	258	515	773	163	326	489	163	199	398	597	
W3	239	310	459	384	537	310	310	239	478	717	239	239	310	459	239	310	619	929	196	392	588	196	239	478	717	
W4	210	272	403	338	472	272	272	210	420	631	210	210	272	403	210	272	544	817	172	345	517	172	210	420	631	
W5	211	273	405	339	474	273	273	211	422	633	211	211	273	405	211	273	547	820	173	346	519	173	211	422	633	
W6	263	340	504	422	590	340	340	263	525	788	263	263	340	504	263	340	680	1020	215	430	646	215	263	525	788	
W7	240	311	460	385	539	311	311	240	480	720	240	240	311	460	240	311	621	932	197	393	590	197	240	480	720	
W8	242	314	464	389	544	314	314	242	484	726	242	242	314	464	242	314	627	941	198	397	595	198	242	484	726	
W9	238	308	456	382	534	308	308	238	475	713	238	238	308	456	238	308	616	924	195	390	585	195	238	475	713	







Table D1 Non-residential use – transport trunk infrastructure network

Table with columns for Charge area, Phases of Assembly, Commercial (bulk goods), Commercial (small), Commercial (office), Educational facility, Entertainment, Indoor sport & recreation, Low impact, High impact rural, Essential services, and Other uses. Includes detailed data rows and explanatory text at the bottom regarding charges under the Planning Regulation.





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

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

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

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

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

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

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

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

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## **Schedule 4 Applied local government adopted charges for particular uses**

The local government may apply discounted adopted charges for those particular uses that comply with the criteria outlined in the following Implementation Guidelines in the Ipswich Planning Scheme:

- (a) Implementation Guideline No. 1;
  - (b) Implementation Guideline No. 11;
  - (c) Implementation Guideline No. 26.
-

## Schedule 5 Deemed demand for the deemed demand area

Column 1 Deemed demand area under the Ipswich planning scheme	Column 2 Assumed demand (m <sup>2</sup> GFA per hectare for use under the Planning Regulation)
	<i>Editor's note—See schedule 16, Table 1, column 1 and column 2 of the Planning Regulation.</i>
Major centres zone—where the land is shaded in the deemed demand area in schedule 12	3000 for Commercial (retail)
Local retail and commercial zone—where the land is shaded in the deemed demand area in schedule 12	3000 for Commercial (retail)
Local business and industry zone—where the land is shaded in the deemed demand area in schedule 12	3000 for Industry
Regionally significant business and industry zone—where the land is shaded in the deemed demand area in schedule 12	3000 for Industry
CBD north secondary business zone—where the land is shaded in the deemed demand area in schedule 12	3000 for Industry
CBD residential high density zone—where the land is shaded in the deemed demand area in schedule 12	3000 for Industry
Character mixed use zone	3000 for Commercial (retail)
Business incubator zone	3000 for Industry
CBD primary retail zone	40,000 for Commercial (retail)
CBD primary commercial zone	40,000 for Commercial (office)
CBD secondary commercial zone, sub area SC2	Nil
CBD secondary commercial zone (other than sub area SC2)	10,000 for Commercial (office)
CBD top of town zone	10,000 for Commercial (office)
CBD medical services zone	10,000 for Commercial (office)
Rosewood—Town centre primary business area and town square sub area	3000 for Commercial (retail)
Rosewood—Town centre secondary business area	3000 for Commercial (office)
Rosewood—Service trades/showgrounds zone	3000 for Industry

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## Schedule 6 Amount of levied charge relief

Column 1 Category of prescribed community development	Column 2 Percentage of levied charge relief (%)	
	Transport trunk infrastructure network	Public parks and community facilities trunk infrastructure networks
Citywide	50	100
District	75	100
Neighbourhood	100	100
Local	100	100

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## Schedule 7 Identified trunk infrastructure criteria

Column 1 Local government trunk infrastructure networks	Column 2 Identified trunk infrastructure criteria
Transport trunk infrastructure network	<p>Transport trunk infrastructure network comprises the following:</p> <ul style="list-style-type: none"> <li>(a) arterial roads;</li> <li>(b) sub-arterial roads;</li> <li>(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.</li> </ul> <p>Transport trunk infrastructure network does not comprise the following:</p> <ul style="list-style-type: none"> <li>(a) major collector, collector and access streets linking a development area with an arterial or sub-arterial road;</li> <li>(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.</li> </ul>
Public parks trunk infrastructure network	<p>Public parks trunk infrastructure network comprises the following:</p> <ul style="list-style-type: none"> <li>(a) citywide parks—land, works and embellishments for citywide recreation parks, waterside parks, linear parks and sport ground and courts;</li> <li>(b) district parks—land, works and embellishments for district recreation parks and waterside parks;</li> <li>(c) local parks—land, works and embellishments for local recreation parks, linear parks and sport ground and courts.</li> </ul> <p>Trunk infrastructure for existing and future parks is restricted to the standard as set out in the local government infrastructure plan extrinsic material for the public parks trunk infrastructure network.</p> <p><i>Editor's note—See Part 13—Local Government Infrastructure Plan, which forms part of the Ipswich planning scheme.</i></p>
Community facilities	Community facilities trunk infrastructure network



trunk infrastructure network	<p>comprises the following:</p> <ul style="list-style-type: none"><li>(a) citywide community facilities—land and basic works associated with the clearing of land and connection to services for citywide community facilities;</li><li>(b) district community facilities—land and basic works associated with the clearing of land and connection to services for district community facilities;</li><li>(c) local community facilities—land and basic works associated with the clearing of land and connection to services for local community facilities.</li></ul> <p>Trunk infrastructure for existing and future community facilities land is restricted to the standard as set out in the local government infrastructure plan extrinsic material for the community facilities trunk infrastructure network.</p> <p><i>Editor's note—See Part 13—Local Government Infrastructure Plan, which forms part of the Ipswich planning scheme.</i></p>
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## Schedule 8 Planned cost for local government trunk infrastructure networks

Column 1 Local government trunk infrastructure networks	Column 2 Land	Column 3 Work
<b>Transport trunk infrastructure network</b>		
Transport network	The value of the land cost stated in the Ipswich Planning Scheme 2006 Local government infrastructure plan extrinsic material for the transport network.	The value of the following stated in the Ipswich Planning Scheme 2006 Local government infrastructure plan extrinsic material for the transport network:  (a) construction cost;  (b) construction on cost.
<b>Public parks trunk infrastructure network</b>		
Public parks network	The value of the land cost stated in the Ipswich Planning Scheme 2006 Local government infrastructure plan extrinsic material for the public parks network.	The value of the embellishment cost stated in the Ipswich Planning Scheme 2006 Local government infrastructure plan extrinsic material for the public parks network.
<b>Community facilities trunk infrastructure network</b>		
Land for community facilities network	The value of the land cost stated in the Ipswich Planning Scheme 2006 Local government infrastructure plan extrinsic material for the community facilities network.	Not applicable.

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## Schedule 9 Maximum construction on costs for work

Column 1 Trunk infrastructure network	Column 2 Maximum construction on costs for work (Percentage of the construction cost for the work)
<b>Transport trunk infrastructure network</b>	
Transport network	23%
<b>Public parks trunk infrastructure network</b>	
Public parks network	8% (included in embellishment cost)
<b>Community facilities trunk infrastructure network</b>	
Land for community facilities network	Not applicable



## Schedule 10 Infrastructure trunk network Charge areas maps

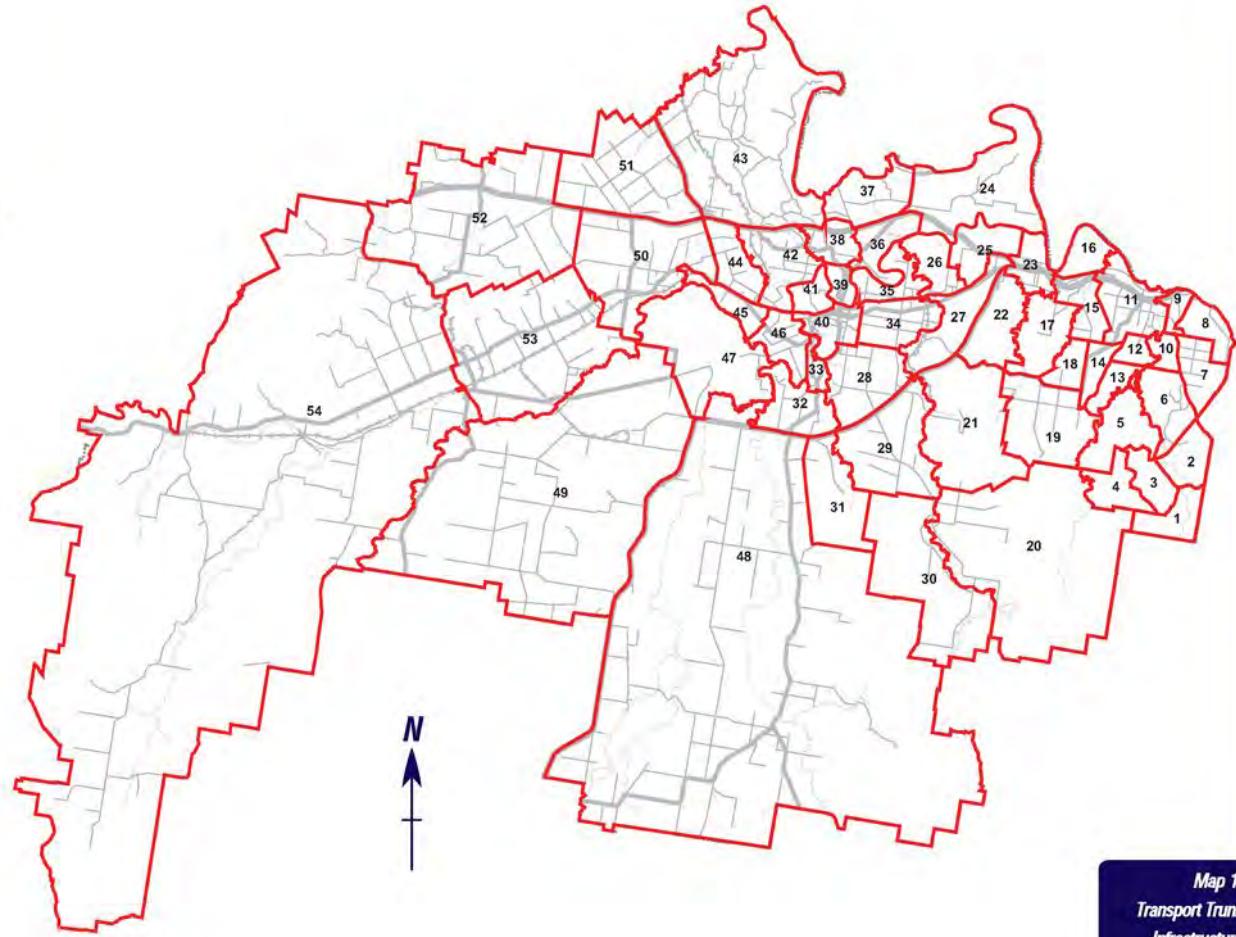
Column 1 Map no.	Column 2 Description
1.	Transport trunk infrastructure network charge areas
2.	Public parks trunk infrastructure network charge areas
3.	Community facilities trunk infrastructure network charge areas
4.	Water supply trunk infrastructure network charge areas
5.	Sewerage trunk infrastructure network charge areas

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- 3 Transport Charge Areas
- Highway
- Other Major Roads
- Roads
- +— Railway
- ~ Rivers
- Township
- City Boundary

April 2018

**Legend**

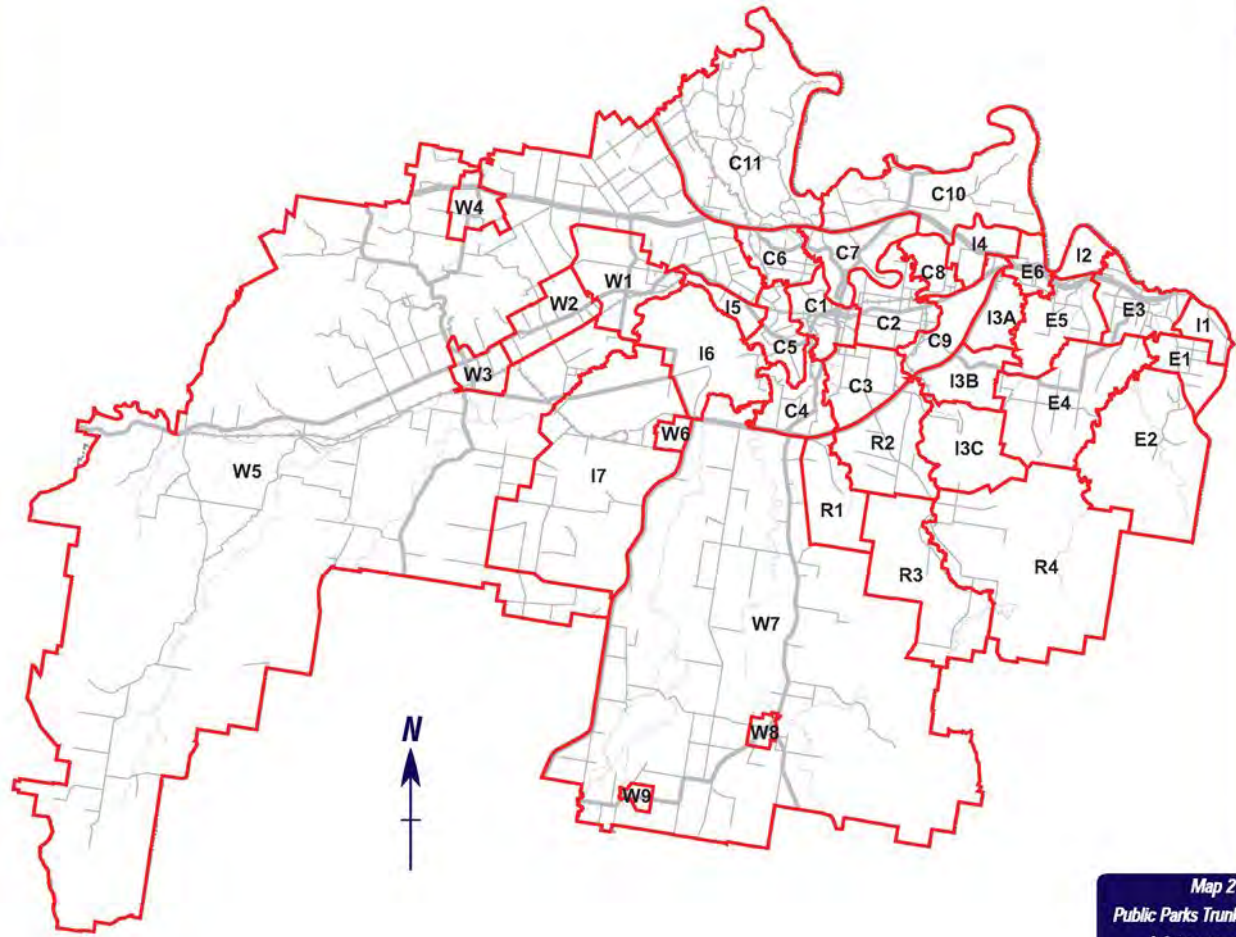


**Map 1**  
**Transport Trunk**  
**Infrastructure**  
**Network Charge**  
**Areas**

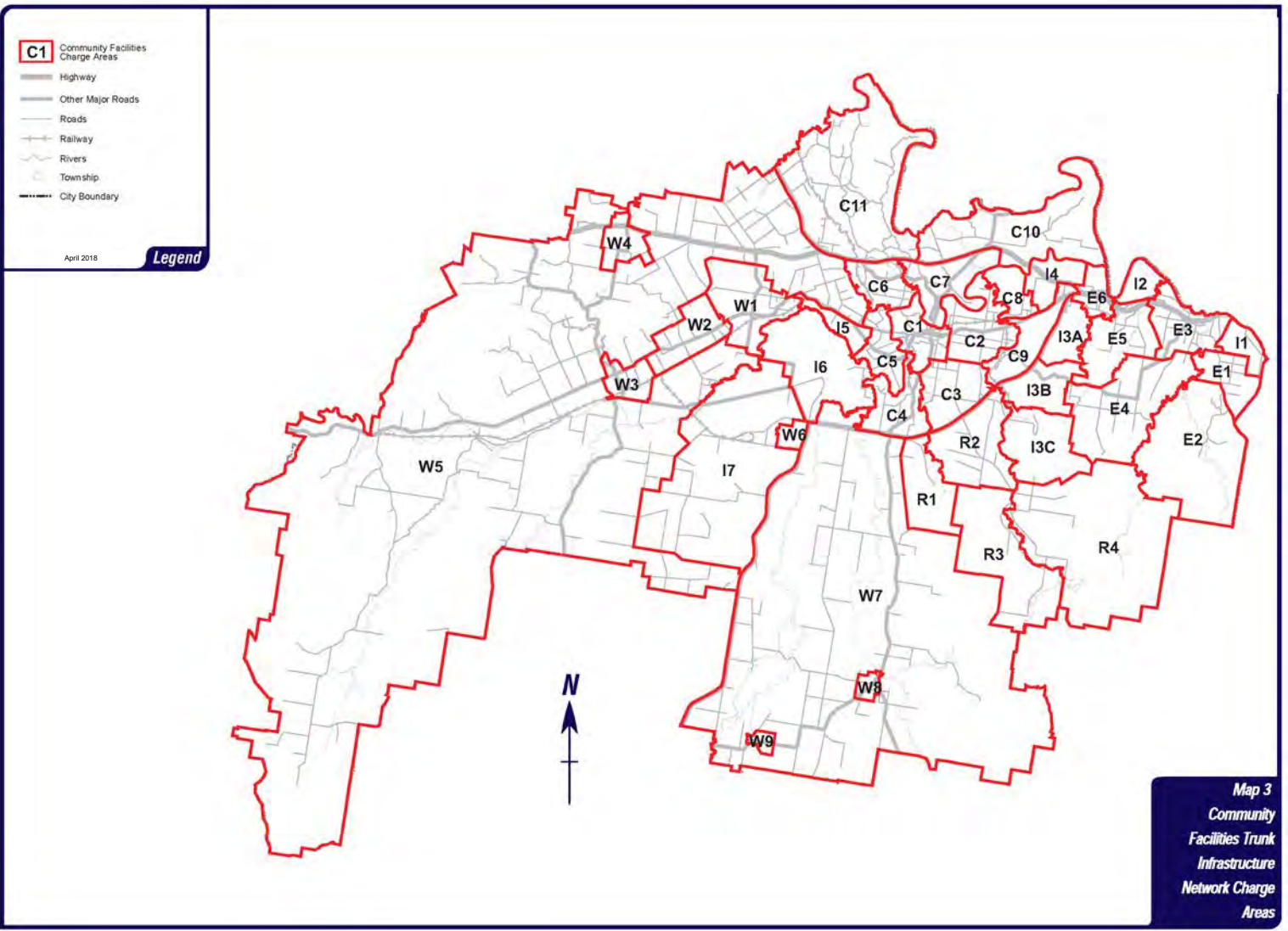
- C1** Public Parks Charge Areas
- Highway
- Other Major Roads
- Roads
- Railway
- Rivers
- Township
- City Boundary

April 2018

**Legend**



*Map 2  
Public Parks Trunk  
Infrastructure  
Network Charge  
Areas*

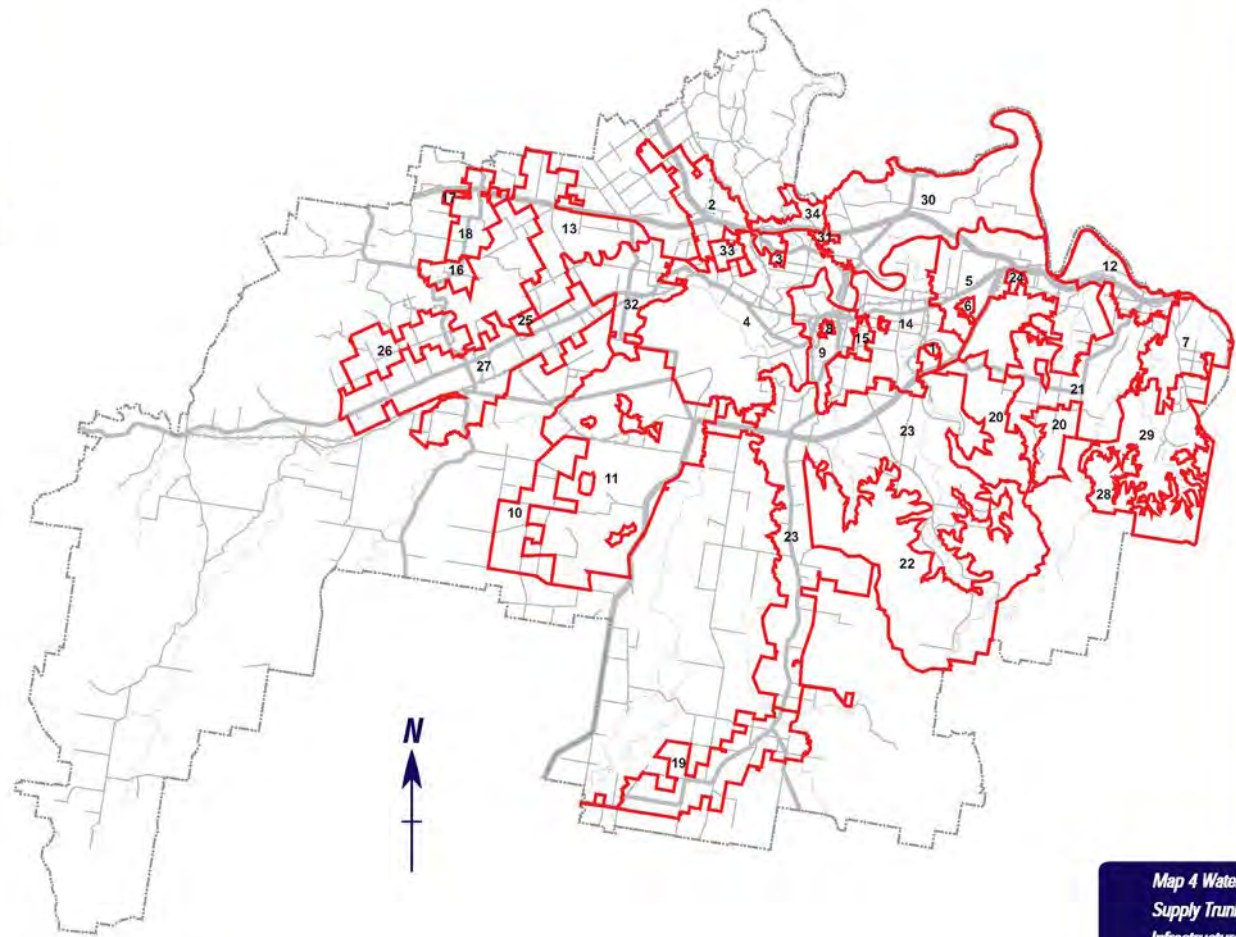


**19** Water Supply Charge Areas

- Highway
- Other Major Roads
- Roads
- Railway
- Rivers
- Township
- City Boundary

April 2018

**Legend**



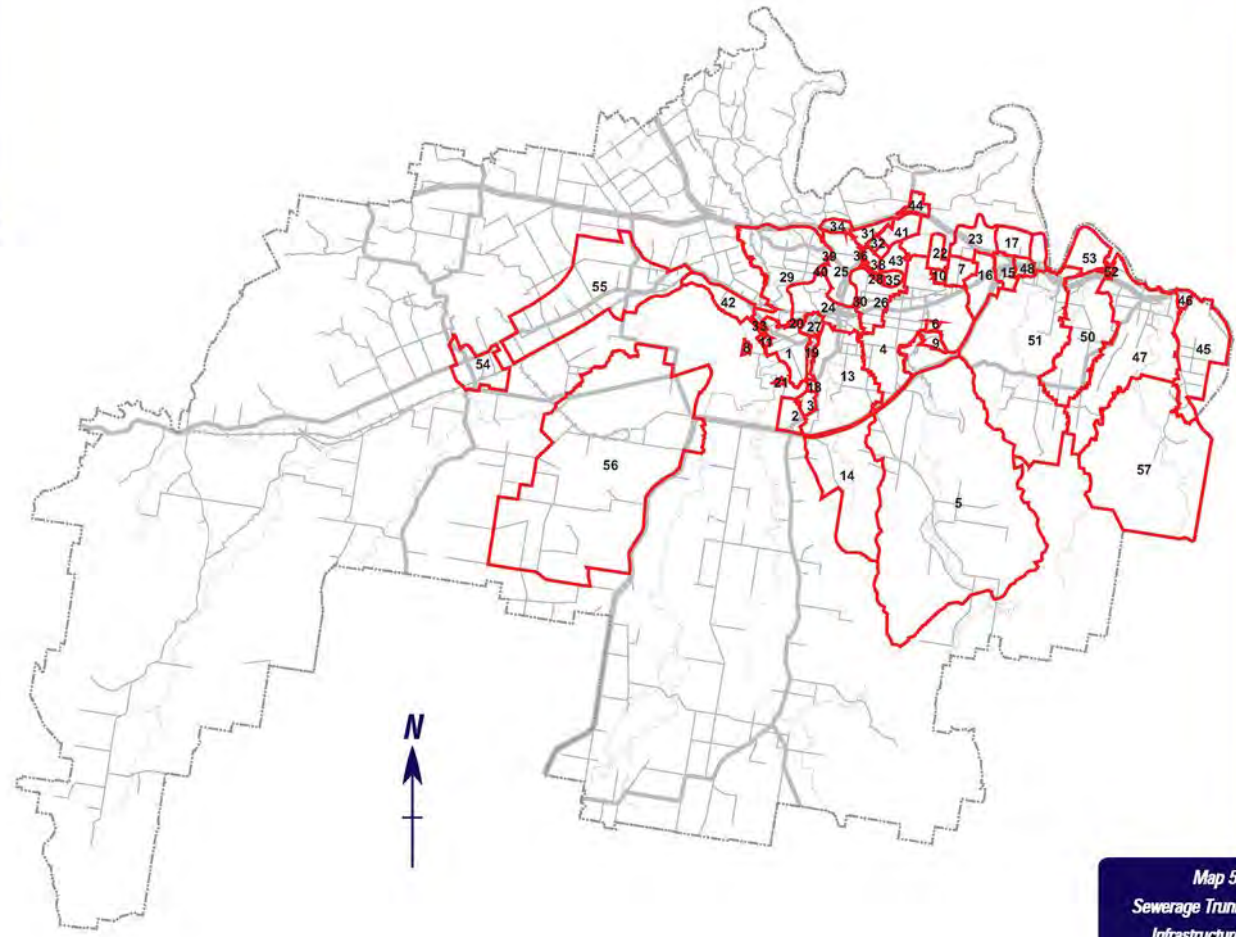
*Map 4 Water  
Supply Trunk  
Infrastructure  
Network Charge  
Areas*



- 19** Sewerage Charge Areas
- Highway
- Other Major Roads
- Roads
- Railway
- Rivers
- Township
- City Boundary

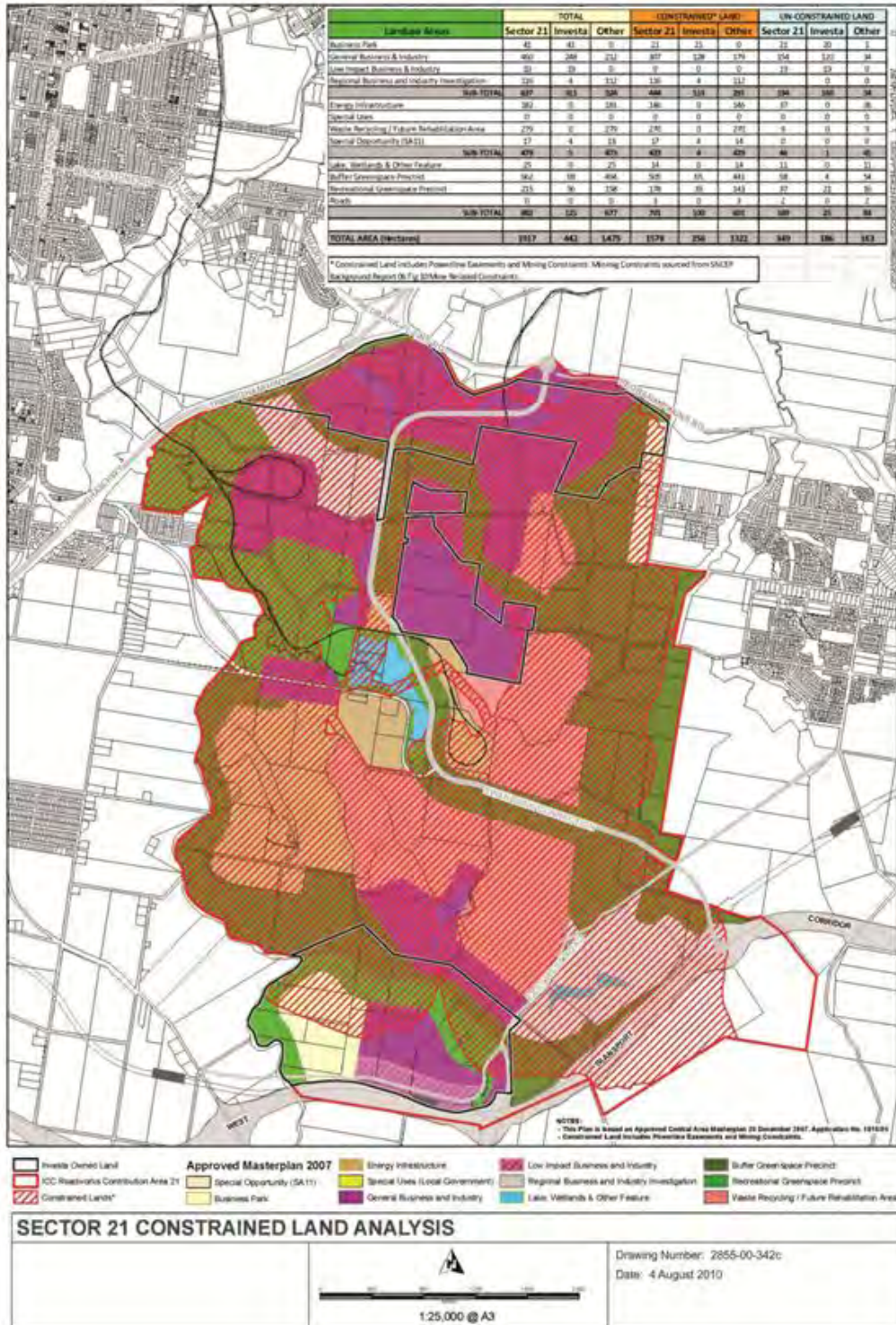
April 2018

**Legend**

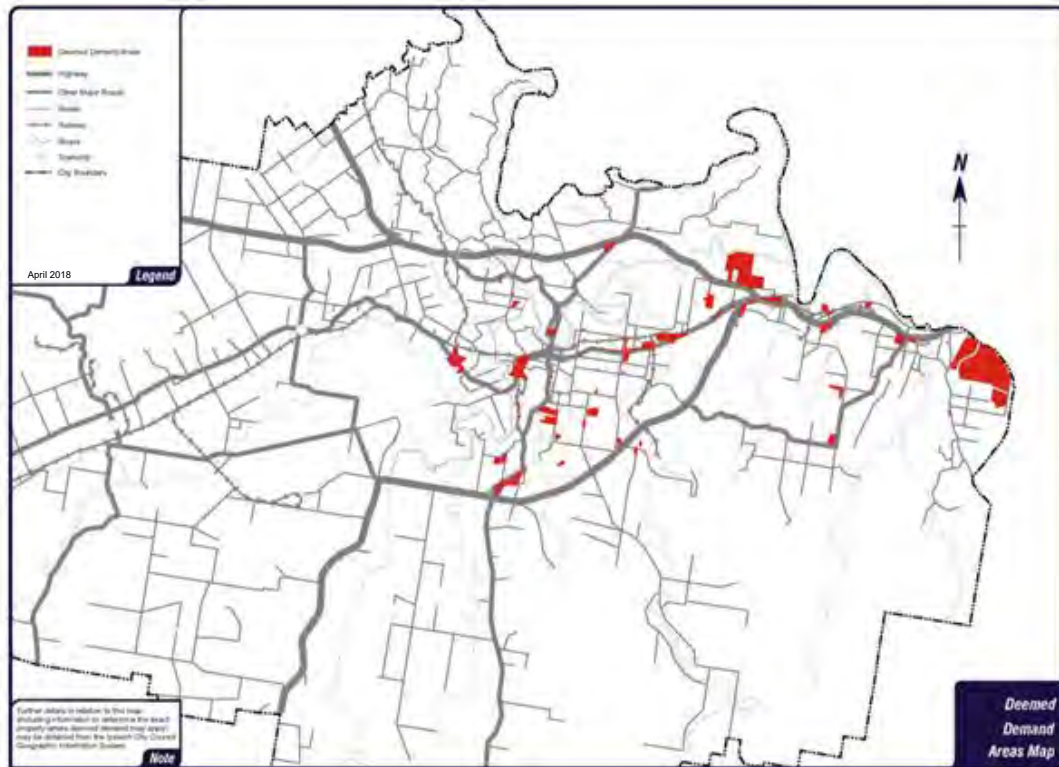


**Map 5**  
**Sewerage Trunk**  
**Infrastructure**  
**Network Charge**  
**Areas**




## Schedule 11 Constrained land map



## Schedule 12 Deemed demand areas map



**Attachment H – Implementation Guideline Amendments**

No.	Section/Clause No.	Key Issue	Explanation	Recommended Amendments	Attachment
1.1	Implementation Guideline No. 9 – Bellbird Park Planning Study, Section 2 – Preferred Development Pattern Guidelines	Correction of reference and update to adoption dates.	An amendment is proposed to correct the reference from ‘the Priority Infrastructure Plan’ to ‘Part 13—Local Government Infrastructure Plan’ and to update the adoption dates.	That the term ‘the Priority Infrastructure Plan’ be deleted and replaced with the term ‘Part 13—Local Government Infrastructure Plan’ and the adoption dates be updated as detailed in Attachment H1.1.	 <a href="#">Attachment H1.1</a>
1.2	Implementation Guideline No. 25 – New Chum Enterprise Area Planning Study. Section 2 – Preferred Development Pattern Guidelines	Correction of reference and update to adoption dates.	An amendment is proposed to correct the reference from ‘the Priority Infrastructure Plan’ to ‘Part 13—Local Government Infrastructure Plan’ and to update the adoption dates.	That the term ‘the Priority Infrastructure Plan’ be deleted and replaced with the term ‘Part 13—Local Government Infrastructure Plan’ and the adoption dates be updated as detailed in Attachment H1.2.	 <a href="#">Attachment H1.2</a>
1.3	Implementation Guideline No. 27 – Guidance on Recreation Range and Opportunity Outcomes Arising from Embellishment of Public Parks	Correction of references and update to the Desired Standards of Service and adoption dates.	Amendments are proposed 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 amendments reflect the inclusion of the LGIP in the planning scheme, correctly reference the process of determining infrastructure credit (offset), and update the adoption date.	That the guideline be updated as detailed in Attachment H1.3.	 <a href="#">Attachment H1.3</a>

# IMPLEMENTATION GUIDELINE NO. 9



## Bellbird Park Planning Study

### Date of Resolution

These guidelines were originally adopted by Council on 10 November 2009 and take took effect from the 24 November 2009, in accordance with section 2.3(2) of the Planning Scheme. The guidelines were amended by Council:

- 19 June 2012 and took effect on 9 July 2012;
- 17 September 2014 and took effect on 29 September 2014; and
- 27 March 2018 and took effect on 23 April 2018.

### Purpose of the Guideline

The purpose of this guideline is to assist in the co-ordination and integration of development outcomes for the west Bellbird Park area and to clarify Council's planning intent for the area.

This guideline is intended to resolve issues regarding strategic outcomes for the future development of the west Bellbird Park area. Particular regard is to be given to the parks network, strategic road network, pedestrian / cycle network, greenspace network, and the major centres network.

Council's Implementation Guidelines are intended to apply a standard approach to the interpretation and implementation of the relevant aspects of the Planning Scheme. They offer a degree of certainty and formality to applicants, Council and the community. Where an applicant is proposing a variation to the guidelines the onus is on the applicant to demonstrate the facts and circumstances to support the variation.

### Introduction to the study area

The Bellbird Park study area is bounded by Brennan Street to the north, Redbank Plains Road to the north and west, and Jones Road to the east and south (see Figure 1). The total area is 1.6 km<sup>2</sup>.

The Ipswich Population Modeller (IPM) indicates that the current population in the study area is 2,014 persons, and the ultimate population for the area is forecasted to be 5,665 persons.

### 1. Key Planning Issues (Constraints and Opportunities)

#### (1) Urban Catchment Flow Path

The study area is affected by the Flooding and Urban Catchment Flow Path Areas Overlay Map (OV5). An urban stormwater flow path known as Happy Jack Gully, traverses properties along the eastern portion of the study area.

#### (2) Topography

The study area is affected by varying levels of topography, ranging from low lying areas at 33m AHD along Happy Jack Gully extending south to north-east

through the eastern portion of the study area, to high points to the west and south of the study area up to 74m AHD.

#### (3) High Pressure Pipelines

The study area is affected by the High Pressure Pipelines Overlay Map (OV11). The high pressure gas pipeline runs east-west through the centre of the study area, through lots located between Harris Street and Verran Street. The high pressure oil pipeline traverses through the north of the study area, along Beaumaris Street and Buttler Street. This pipeline has been decommissioned and is unlikely to have any significant future impacts on development within the area.

#### (4) Character Place

Lot 122 RP102544 along Johnston Street, contains a Schedule 2 listed character dwelling known as 'Langley'. This dwelling shall be conserved in accordance with the Character Places Overlay Code.

#### (5) Significant Remnant Vegetation

Significant vegetation has been identified through desk top analysis and ground truthing in the northern section of the study area (see Figure 4). Opportunity exists to capitalise on bushland sensitive development to retain the significant remnant vegetation and natural topography in this area. Refer to Section 2(4) – Greenspace and Significant Vegetation of the guideline for further information.

#### (6) Existing Road Network

The study area is bound by a sub arterial (Jones Road) and arterial road (Redbank Plains Road). Development shall address these road frontages, however the provision of additional direct access points to sub arterial and arterial roads is not desirable.

## 2. Preferred Development Pattern Guidelines

### (1) Land Use

The study area encapsulates relatively unconstrained and well located land with good development prospects. Over time, a range of development opportunities will re-invigorate the study area by bringing a greater intensity of community, retail, commercial and residential uses.

New development should capitalise on the strategic location and walkable environment of the study area's proximity to commercial uses, public transport and public open spaces, incorporating greater connectivity for pedestrian and vehicular traffic to the existing and future commercial and higher density residential uses.



The land use concept master plan (see Figure 2) proposes the consolidation of existing commercial uses in the area fronting Redbank Plains Road, between Jones Road and Jansen Street. This area is currently in the Residential Medium Density Zone and has been shown in a new Major Centres Zone (Secondary Business Area).

This area will support the Redbank Plains Primary Business Area to the west of the study area. The plan also proposes an expansion to the existing Residential Medium Density (RM2) Zone east, including land adjacent to Marlborough Street and Johnston Street, north to Verran Street.

The expanded Residential Medium Density Zone will support the Major Centre. The remainder of the study area reflects the current zoning under the Ipswich Planning Scheme with the addition of a possible future Level 3 Local Play and Picnic Park.

#### (2) Future Road Network

The indicative transport network masterplan (see Figure 3) indicates the preferred strategic road network for collector and higher order roads.

Collector roads and major collector roads through the study area are to be landscaped and treated with appropriate local plant species including mature shade trees to create tree planted boulevards. Such planting shall be in accordance with Ipswich City Council's Street Tree Strategy.

The access street network depicted in Figure 3 is indicative and subject to further detailed assessment. A detailed site plan depicting an integrated road network layout may be required to support development proposed in the study area.

Where possible, the use of cul-de-sacs and hatchet lots within development proposals should be avoided.

#### (3) Pedestrian and Cycle Network

The pedestrian and cycle network shall optimise walking and cycling opportunities by complementing the existing and proposed surrounding land uses, open space and transport networks (both public and private modes).

Off road pedestrian and cycle pathways shall be constructed to provide suburban and inter-suburban links (see Figure 3). Off road pedestrian and cycle pathways should be constructed along all collector roads and the proposed local access street network, and provide linkages between future internal access streets to suburban and inter-suburban roads, and public transport network.

#### (4) Greenspace and Significant Vegetation

(i) Happy Jack Gully extends south to north-east through the eastern portion of the study area (alongside Jones Road). Development proposals should demonstrate the retention and remediation of Happy Jack Gully through, but not limited to, revegetation with local endemic plant species.

(ii) Existing remnant native vegetation within the northern portion of the study area (see Figure 4) shall be retained pre and post development.

Employment of bushland sensitive development techniques will provide opportunities for the optimal retention of vegetation when incorporated in the design of developments. These techniques include:

- building location envelopes;
- larger lot sizes;
- site sensitive building construction methods;
- minimisation of clearing and earthworks; and
- the provision of supplementary planting.

(iii) The flow on benefits of maintaining the longevity of these environmental assets includes:

- increased property and aesthetic values;
- retained and improved biodiversity;
- improved water quality;
- visual screening;
- soil conservation; and
- the maintenance of soil stability in the steeper portions of the study area.

Development within the identified bushland sensitive areas shall be designed and undertaken to provide for the use of appropriate construction methods in response to the sites' environmental and ecological attributes.

#### (5) Parks Strategy

An additional Local Recreation Park should be strategically located within the western portion of the study area, desirably in the vicinity of Johnston Street and Marlborough Street, between Jones Road and Borlase Street (see Figure 4).

The park should be suitably located to be easily accessible to the surrounding community and achieve the desired standards of service of [the Priority Part 13—Local Government Infrastructure Plan and Planning Scheme Policy 3 – General Works](#).



(6) Water Supply

The existing water supply adequately services the existing developed areas. Future upgrades to the water supply infrastructure shall address demands due to population growth.

(7) Sewerage Network

The existing sewerage system adequately services the existing developed areas. Future upgrades to the sewerage infrastructure shall address demands due to population growth. The proposed network of gravity mains is subject to further investigation and negotiation with developers to provide an efficient and cost effective sewerage system.

(8) Stormwater Management

Where the scale of the development warrants, the implementation of good quality water sensitive urban design principles should be incorporated into the design process in order to reduce overall water usage.



Overall Study Area



April 2018 November 2009

**Legend**



**Figure 1**  
**Bellbird Park**  
**Study Area**



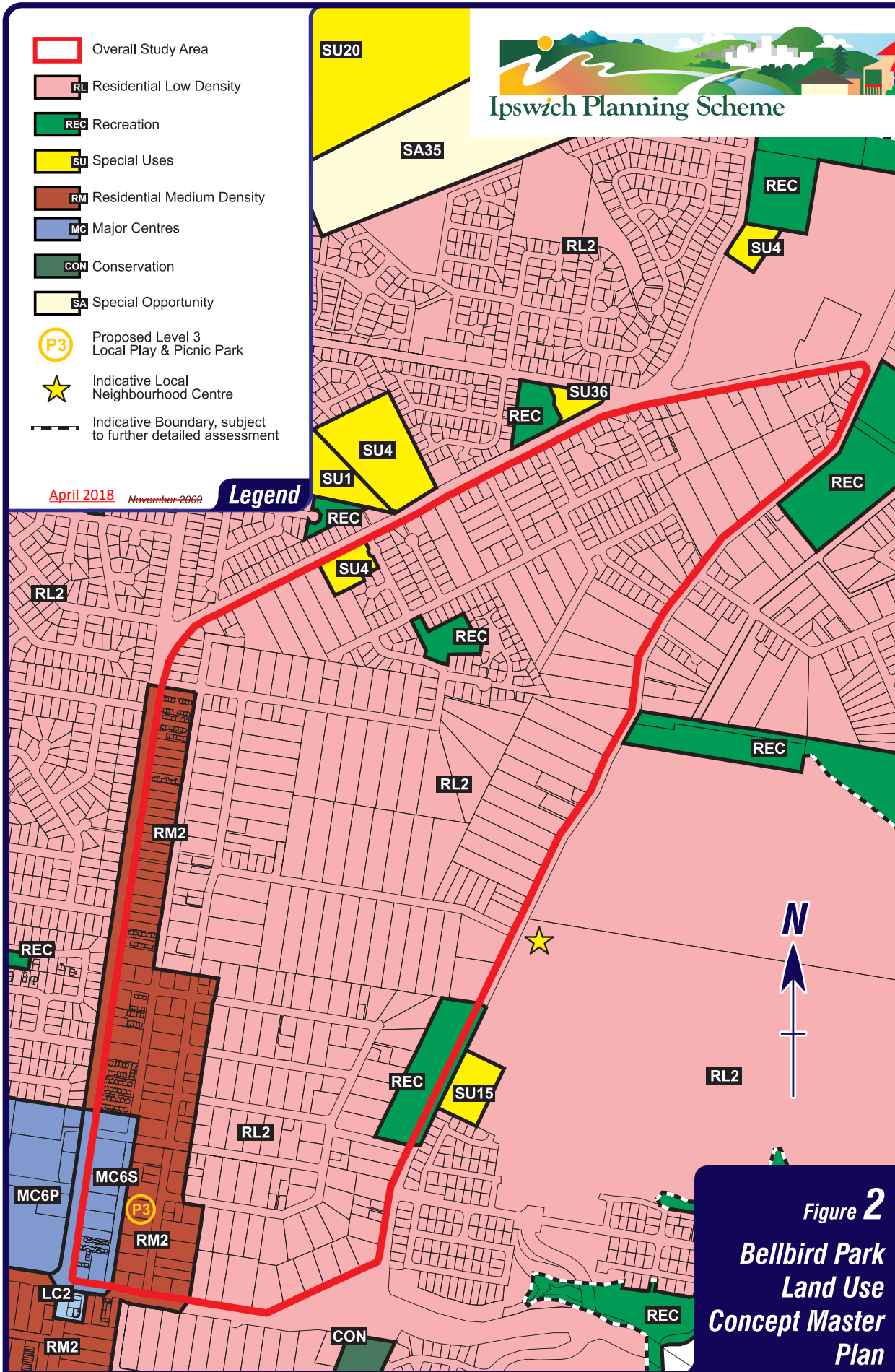


# Ipswich Planning Scheme

- Overall Study Area
- RL Residential Low Density
- REC Recreation
- SU Special Uses
- RM Residential Medium Density
- MC Major Centres
- CON Conservation
- SA Special Opportunity
- P3 Proposed Level 3 Local Play & Picnic Park
- ★ Indicative Local Neighbourhood Centre
- Indicative Boundary, subject to further detailed assessment

April 2018 ~~November 2009~~

## Legend



**Figure 2**  
**Bellbird Park**  
**Land Use**  
**Concept Master**  
**Plan**

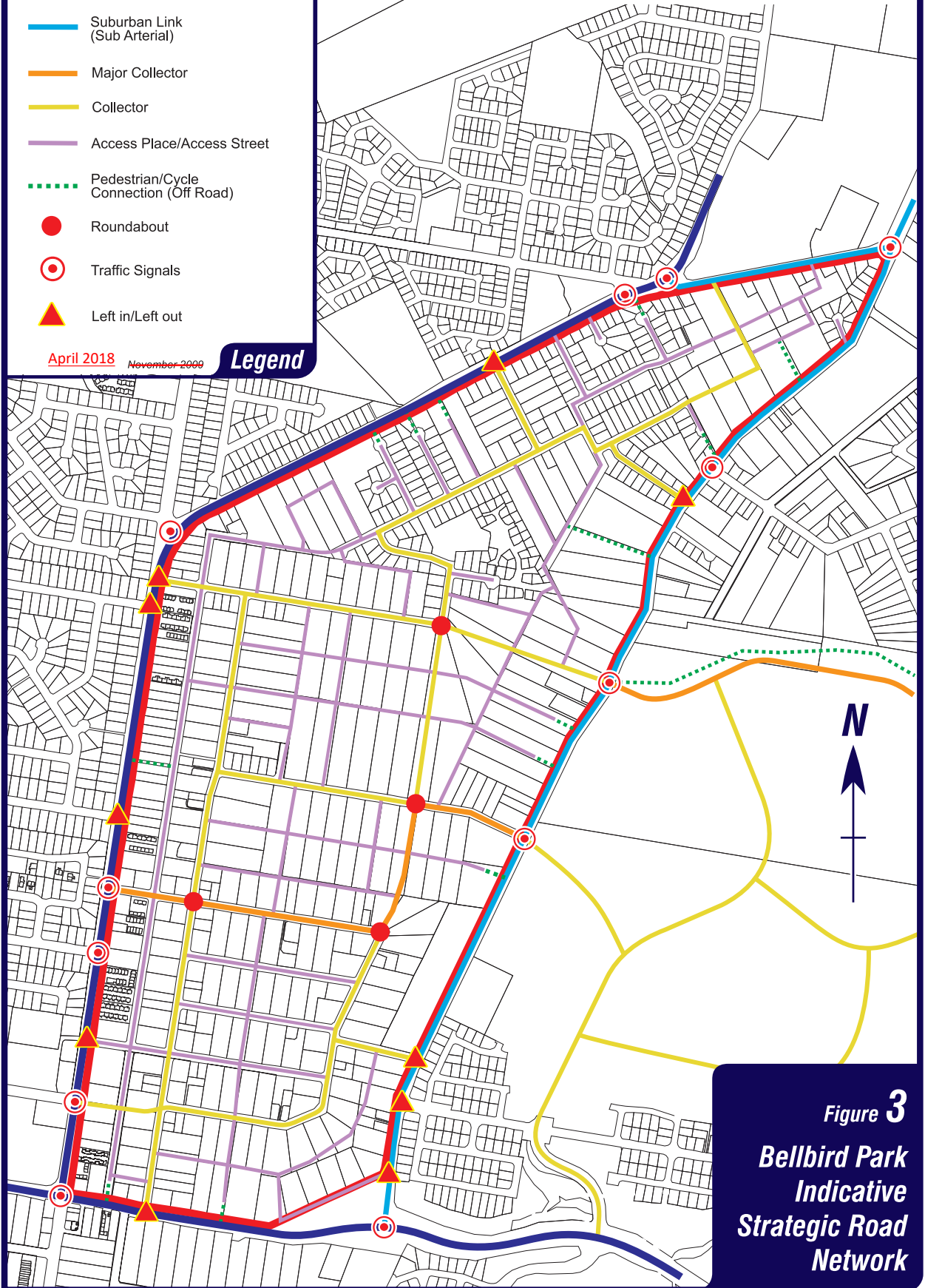


# Ipswich Planning Scheme

- Overall Study Area
- Intersuburban Link (Arterial)
- Suburban Link (Sub Arterial)
- Major Collector
- Collector
- Access Place/Access Street
- Pedestrian/Cycle Connection (Off Road)
- Roundabout
- Traffic Signals
- Left in/Left out

April 2018 ~~November 2000~~

## Legend



**Figure 3**  
**Bellbird Park**  
**Indicative**  
**Strategic Road**  
**Network**

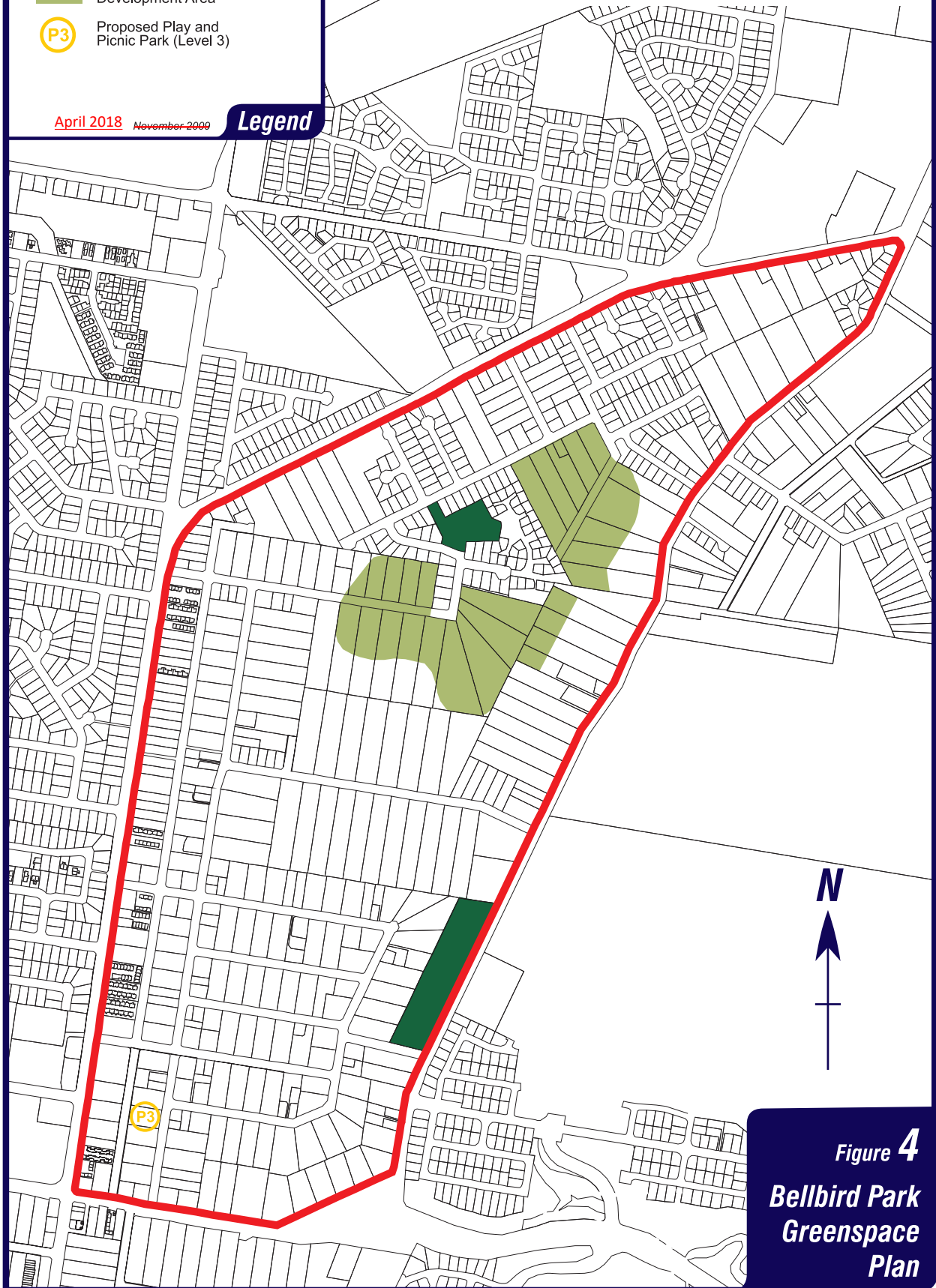


Ipswich Planning Scheme

-  Overall Study Area
-  ICC Owned Reserve/Conservation Area
-  Bushland Sensitive Development Area
-  Proposed Play and Picnic Park (Level 3)

April 2018 ~~November 2009~~

**Legend**



**Figure 4**  
**Bellbird Park**  
**Greenspace**  
**Plan**

# IMPLEMENTATION GUIDELINE NO. 25



## New Chum Enterprise Area Planning Study

### Date of Resolution

These guidelines were originally adopted by Council on 25 January 2012 and take took effect from the 9 February 2012, in accordance with section 2.3(2) of the Planning Scheme. The guidelines were amended by Council:

- 17 September 2014 and took effect on 29 September 2014; and
- 27 March 2018 and took effect on 23 April 2018.

### Purpose of the Guideline

The purpose of this guideline is to assist in the co-ordination and integration of development outcomes within the New Chum Enterprise Area and to clarify Council's planning intent.

This guideline is intended to identify and resolve issues regarding strategic outcomes for the future development of the New Chum Enterprise Area. Particular regard is to be given to the management of constraints and opportunities, provision of services and strategic land use outcomes.

Council's Implementation Guidelines are intended to apply a standard approach to the interpretation and implementation of the relevant aspects of the Planning Scheme. They offer a degree of certainty and formality to applicants, Council and the community. This guideline does not change the level of assessment outlined in the relevant zone provisions.

Where an applicant is proposing a variation to the guidelines the onus is on the applicant to demonstrate the facts and circumstances to support the variation.

### Introduction to the Study Area

The South East Queensland Regional Plan recognises the New Chum Enterprise Area as an enterprise opportunity area owing to the economic and employment growth opportunities to support Ipswich's growing population. Furthermore, the Planning Scheme identifies the New Chum Enterprise Area as of regional business and industry significance.

The New Chum Enterprise Area is situated near the junction of the Cunningham Highway, Warrego Highway and Ipswich Motorway. The area offers extensive land which may be suitable for business and industry uses in proximity to services and a large employment catchment.

The study area is bounded by Old Ipswich Road and Pottery Road to the north, Six Mile Creek to the east, Redbank Plains Road to the south and Cunningham Highway to the west (see Figure 1: New Chum Study Area). The total area is approximately 8 km<sup>2</sup>.

External to the study area boundary, the New Chum Enterprise Area is surrounded by the master planned Swanbank industrial estate to the south, a small enclave of Local Business and Industry zoned land, St Peter Claver College and a residential community to the north, land primarily committed to residential development east across

Six Mile Creek in Collingwood Park and west across the Cunningham Highway in Bundamba.

Land within the boundaries of the New Chum Enterprise Area is significantly altered from its natural state. This land is highly constrained for traditional development forms predominately owing to its past coal and clay mining, and landfill operations.

### 1. Key Planning Issues (Constraints and Opportunities)

#### (1) Mining Influence

The New Chum Enterprise Area is extensively affected by mining as shown on Mining Influence Constraint Overlay Map OV3. The mapping identifies the known location of underground and open cut mining, and areas susceptible to influence from prior mine workings.

The mine workings have contributed to land instability in parts and created two significant open cut voids retaining water. The estimated depth of the water filled open cut void on land described as Lot 227 SP103913 is 100m and 175m on Lot 4 RP22539. The water quality of both artificial lakes is unknown. Further investigation is required to determine the artificial lakes' suitability for future development or recreation/conservation purposes.

Spontaneous combustion of coal and carbonaceous shale occurs within the study area originating from both human and natural influences. The control of the underground burnings can be problematic to manage.

Applicants lodging a development application over land affected by the mining influence overlay should include a comprehensive, site specific, geotechnical assessment (refer to Planning Scheme Policy No. 2 - Information Local Government May Request) demonstrating that the proposed development or lots are capable of accommodating, whichever is the greater, 30% or 1,000m<sup>2</sup> of land for built structures per site. Where the above land requirements cannot be readily ascertained, Council may consider an integrated building design solution to be approved as part of the development application.

Preliminary approval only may be issued in instances where insufficient supporting geotechnical information is provided for the assessment of the development application.

A file record will be kept for all lots where assessment of the mining influence overlay has been undertaken to advise intending purchasers of the existence of site specific constraint management requirements, if any.



It is likely to be a requirement of any development approval issued that the applicant/vendor must advise any intended purchaser of relevant geotechnical constraints.

## (2) Key Resource Areas

The study area contains known resources, mining leases and haul routes as shown on the Key Resource Areas, Buffers and Haul Routes Overlay Map OV2.

Current mining leases cover the majority of land within the study area. The conditions and expiry dates of each lease vary. Depending on the particular mining lease clauses, conditions may apply which require site rehabilitation following cessation of the mining activity.

Two identified haul routes link Chum Street and a short section of Redbank Plains Road to the Cunningham Highway. These haul routes connect the study area to the regional transport corridor without traversing sensitive areas (ie school and residential communities).

## (3) Environmental Management Register

Several lots in the study area are recorded on the Environmental Management Register maintained by the Department of Environment and Resource Management (DERM) for notifiable activities such as petroleum product or oil storage and landfill. Advice should be sought from DERM for lots recorded on the register.

## (4) Topography

Extractive industry activities have significantly altered the natural topography, resulting in areas of unstable land, difficult topography in excess of 25%, deep voids and hillocks up to 125m high.

The location and design of development within the constrained areas should be responsive to the site's particular geotechnical, environmental and visual attributes.

## (5) Six Mile Creek

The Six Mile Creek is a designated creek system. It commences at White Rock and flows north, along the eastern boundary of the study area. It is a tributary to the Brisbane River converging at Riverview/Redbank. Significant areas of riparian and adjacent vegetation exist and perform important environmental functions including creek bank stabilisation, water purification, fauna and flora habitat and local linkages for key species such as the Koala.

Furthermore, the creek's greenspace also functions as a buffer to residential development north and east, and provides opportunity for public recreation.

Land uses adjacent to the creek greenspace corridor should protect the corridor's environmental integrity, particularly from development edge effects and poor quality stormwater runoff.

## (6) Flooding and Urban Catchment Overland Flow Paths

Flooding and overland flows paths generally affect the eastern portion of the study area along Six Mile Creek as shown on the Flooding and Urban Catchment Flow Paths Overlay Map OV5. Other stormwater overland flow paths may have formed elsewhere in the study area as a result of altered hydrology owing to significant land form modifications.

## (7) Provision of Services

150mm sewer and water mains service existing industrial development at the northern end of Chum Street. Apart from this section of the study area there is no existing reticulated sewer or water provision.

## (8) Major Water Pipelines

The Southern Regional Water Pipeline and Western Corridor Recycled Water Pipeline traverse the south western corner of the study area, supplying recycled water to the Swanbank Power Station (see Figure 6).

Development proposing connection to either pipeline should consult with Queensland Urban Utilities and the pipeline custodians, LinkWater and SEQWater respectively in the first instance.

## (9) Road Network

Pottery Road accommodates northern access to the study area from Brisbane Road, Ipswich Motorway and Cunningham Highway, and Austin Street provides southern access from Redbank Plains Road and Cunningham Highway.

The internal road network consists of mostly unsealed roads, and unconstructed road reserves. Some of the internal road placements have diverted over time from the gazetted alignment to avoid areas of significant mining influence.

## (10) Highway Buffer

Buffering to the Cunningham Highway is shown on Buffers to Highways and Regional Transport Corridors Overlay Map OV6. The buffer is to address the visual amenity of business and industry uses to the east through the provision of either a natural vegetated buffer, or an aesthetically pleasing built form as readily seen from the Cunningham Highway.

## (11) Adjacent Sensitive Development

Land committed to current and future sensitive land uses (ie residential and educational areas) exist to the north, east and west of the study area. These sensitive uses are susceptible to visual, environmental, acoustic, odour and dust amenity impacts.

## (12) High Voltage Electricity Transmission Lines

High voltage transmission lines traverse the study area from east to west. The corridor is shown on the High Voltage Electricity Transmission Lines Overlay Map OV13.



## 2. Preferred Development Pattern Guidelines

### (1) Land Use

The New Chum Enterprise Area offers land which may be suitable for industrial and land extensive enterprises supported by a substantial employment catchment.

The pattern of industrial land uses creates a transition of lower impact uses on the edge to higher impact activities towards the centre, with the incorporation of appropriate separation distances.

Recreational pursuits reliant on large expanses of land and relatively natural settings are supported.

Over time, new uses will reinvigorate the area, producing quality developments that demonstrate innovative constraint management solutions. New development can capitalise on the availability of land and good access to regional transport corridors in a location separated from other incompatible uses (eg. residential areas).

New uses shall rehabilitate land degraded from previous extractive and landfill operations to an improved condition. Opportunity also exists for rehabilitated land to accommodate recreation uses such as outdoor/adventure sports and off road vehicle pursuits.

The natural setting bordering the area shall retain and enhance remnant and regrowth vegetation, especially for fauna and flora habitat linkage, buffering and screening purposes. This buffering maximises the separation of high impact activities from other sensitive land uses.

New business and industry uses should demonstrate with a high degree of certainty that appropriate treatment of odour, acoustic, light or dust emissions are incorporated into the development, so not to adversely affect sensitive uses outside of the study area (particularly nearby residential areas). Business and industry uses that generate significant emissions external to the study area are to be avoided.

Proposals involving infrastructure, buildings or other structures over land identified on the Mining Influence Overlay OV5 must be supported by a detailed geotechnical study demonstrating that the design and construction is able to withstand possible subsidence events (refer to Planning Scheme Policy No. 2 - Information Local Government May Request). Areas susceptible to combustion, or significant ground heating are to be avoided.

As the current predominant planning scheme zoning within the New Chum Enterprise Area is Regional Business and Industry Investigation, further investigation will be required in the assessment of development applications responding to the constraints and opportunities at a site specific level, and provision of infrastructure.

This guideline does not change the level of assessment outlined in the relevant zone provisions.

Guidance to the preferred pattern of development is spatially depicted on Figure 2: Land Use Concept Master Plan and Figure 3: Precinct Plan, and supported by the following:-

#### Regional Business and Industry

##### Precinct 1A

Precinct 1A has good access to the external regional transport and infrastructure network towards the north.

The precinct is suited to low and medium impact industry uses.

High impact uses may be considered where a suitable separation is achieved between the proposed use and any current or planned sensitive land uses.

Uses directly fronting the Cunningham Highway must either incorporate an adequate screening buffer or present quality building façades and associated landscape treatment where readily seen from the transport corridor.

Detailed investigations are required in relation to the location and management of threatened flora species as identified on Figure 4: New Chum Threatened Species Overlay.

##### Precinct 1B

Precinct 1B is supported by good access to the external regional transport network via Redbank Plains Road.

Development within Precinct 1B is subject to detailed investigation to determine vegetation management.

This precinct is suited to both low and medium impact industry uses. The low impact industry should provide a separation between committed residential land to the west and more intense industry uses to the east.

Higher impact uses may be considered where a suitable separation is achieved between the proposed use and any current or planned sensitive land uses.

Where presenting to Redbank Plains Road and the Cunningham Highway uses must either incorporate adequate screening or quality building facades and associated landscape treatment.

Development within Precinct 1B is to ensure there is no significant adverse amenity impact on the Schedule 2 listed homestead known as 'Cooneana' (in Precinct 1B) for tourism and community uses.



### Regional Business and Industry Investigation

#### Precinct 2A

Development for business and industry uses within Precinct 2A is subject to detailed investigation to determine site stability, vegetation management, infrastructure service provision and industrial road access. In particular, detailed investigations are required in relation to the location and management of threatened flora species as identified on Figure 4: New Chum Threatened Species Overlay.

Uses directly fronting both sides of Barclay Street must either incorporate an adequate screening buffer or present a quality building façade and associated landscaped treatment where readily seen from the public right of way.

Traffic using Barclay Street for access through the residential community on the eastern side of the Cunningham Highway should be restricted to passenger vehicle movements only.

#### Precinct 2B

The two areas within Precinct 2B currently have limited access to infrastructure. The future use of these areas requires further investigation to demonstrate suitable uses in light of the significant development constraints.

Development of Precinct 2B for low to medium impact industry uses is envisaged long term, subject to the resolution of constraints, vegetation management and infrastructure provision.

### Land Extensive Business Enterprise

#### Precinct 3

Precinct 3 offers opportunities to locate business and industry uses that require large expanses of land, require minimal or temporary structures or are difficult to locate.

Detailed investigations are required in relation to the location and management of threatened flora species and remnant vegetation as identified on Figure 4: New Chum Threatened Species Overlay.

Overall, development should maintain the broad acre and greenspace setting unless acceptable alternate solutions are demonstrated. Areas used for outdoor activities or storage are screened from view from the Cunningham Highway.

Appropriate environmental controls and measures are to be incorporated into developments to address any noise, odour and dust emissions so not to affect nearby current and future residential development, particularly on the western and eastern periphery of the study area.

### Local Business and Industry

#### Precinct 4

Land within this precinct has existing development permits for business and industry activities. Development outside the scope of the development permits may trigger further applications.

### Special Opportunity

#### Precinct 5A

The precinct supports current and future local government operations. This precinct may provide opportunities for a broad range of business and industry uses, depot, an animal management centre and plant nursery. Primary access to the premises should be obtained via a new road connecting to the Redbank Plains Road roundabout.

Uses fronting Redbank Plains Road are to incorporate adequate screening or quality building facades and associated landscape treatments.

#### Precinct 5B

The precinct is intended for ongoing local government activities. The site is currently home to the Ipswich Historical Society and contains the Schedule 2 listed homestead known as 'Cooneana'. Future uses are respectful and sympathetic of the historically significant buildings existing on the site.

### Buffer/Greenspace

#### Precinct 6A

This precinct is intended to provide an attractive natural/landscaped buffer to the Cunningham Highway. Buildings which are able to be readily seen from the highway are to present quality facades and associated landscaped treatment.

Consideration may be given to stormwater treatment within this area or a lesser buffer width where the applicant demonstrates that potential visual and amenity impacts to the Cunningham Highway and nearby residential development have been sufficiently addressed.

#### Precinct 6B

Precinct 6B contains significant remnant native vegetation along the eastern and northern boundaries of the study area, connecting the greenspace corridor between Swanbank and Riverview along Six Mile Creek. The corridor also provides a valuable linear fauna and flora habitat linkage, and separates residential and industrial development.

Sections of this corridor are intended to be used as future city wide linear parkland and a local sports ground. The sports ground is intended to be located adjoining the local business and industry precinct and Six Mile Creek in the south-east corner of the study area. Refer to Council's [Priority Part 13—Local Government Infrastructure Plan](#) for further information.

This greenspace corridor is to be protected and enhanced, where possible, particularly from potential edge effects. Development leading to deterioration or fragmentation of this corridor is to be avoided. The area mapped as bushland rehabilitation overlay is intended for replanting and restoration following the cessation of mining activities.



A major portion of stormwater runoff in the study area drains towards this precinct. New development is to address both stormwater quality and quantity to protect the terrestrial and aquatic habitat. Developments may utilise existing stormwater management areas within this precinct where such proposal is demonstrated to meet the intent of this precinct (eg Transpacific Waste Management currently use the large waterbodies on their land for surface and stormwater management).

The water filled open cut mining void within this precinct captures local runoff and is known to discharge into the Six Mile Creek. Safety and water quality concerns limit public usage of the artificial lake.

Further supporting information may be required in conjunction with development applications regarding water quality investigations and public safety improvements. Poor water quality results may require the disconnection of the artificial lake from the Six Mile Creek system.

### Special Uses

#### Precinct 7

Land within this precinct accommodates the ongoing operations of the water reservoir.

## 3. Biodiversity Guidelines

### (1) Significant Native Fauna and Flora

Several fauna and flora species of national and state significance protected under the *Nature Conservation Act 1992* (NCA) and *Environmental Protection and Biodiversity Conservation Act 1999* (EPBC) are recorded within the New Chum study area. These species are vulnerable to damage or loss from direct harm and edge effects.

The known threatened flora species are the Cooneana Olive (*Notelaea Ipsviciensis*), Lloyd's Native Olive (*Notelaea Lloydii*), Slender Milkvine (*Marsdenia Coronata*), Bailey's Indigo (*Indigofera Baileyi*), Austral Toadflax (*Thesium Australe*) and Plunkett Mallee (*Eucalyptus Curtisii*).

This vegetation is sporadically distributed in the study area as individual specimens and disconnected communities. The Cooneana Olive and Lloyd's Native Olive are known to grow in highly disturbed locations such as mining spoil heaps, steep slopes and road corridors.

The Powerful Owl (*Ninox Strenua*) is listed in the NCA as a threatened fauna species. Records indicate that powerful owls inhabit an area in the greenspace corridor of Precinct 6B.

Figure 4: Threatened Species Overlay indicatively identifies the recorded known locations of threatened species. Disconnected groupings of vegetation identified as requiring further investigation are dispersed throughout the study area. These communities provide essential habitat that is known to support individual protected threatened species.

Advice regarding biodiversity values as shown on Figure 4 should be obtained from the Department of Environment and Resource Management (DERM). Advice provided from DERM responding to threatened species should be lodged as development application supporting information along with all necessary specialist reports (refer to Planning Scheme Policy No. 2 - Information Local Government May Request). Ground truthing may be necessary to accurately identify the existence of threatened species on land subject to a development application.

Areas discovered as containing registered threatened species must investigate opportunities to protect and enhance the species and its longevity. Works resulting in disturbance (ie land clearing, earthworks, building and landfilling) of protected fauna and flora may be referred to DERM.

Addressing the Implementation Guideline does not remove any requirements under the *Vegetation Management Act 1999*, *Nature Conservation Act 1992* and *Environmental Protection and Biodiversity Conservation Act 1999*. The mapping shown in Figure 4 is current to the date of the guideline. As biodiversity data is regularly updated, further advice should be sought from DERM.

## 4. Infrastructure Guidelines

The provision of infrastructure within the New Chum Enterprise Area requires greater consideration than traditional brown field areas in light of the significant development constraints that exist. Land generally suited to land extensive business enterprises such as within Precinct 3 may prove difficult to service and necessitate using alternative, innovative design solutions.

### (1) Strategic Road Network

Upgrade of the internal road networks to an appropriate industrial standard is essential to support growth of the area. At present most internal roads are of poor quality and comprise unsealed or unconstructed road reserves.

The overall strategic road network will form gradually over time as development occurs. The road design ultimately producing a north – south link is to be of an industrial collector standard.





Chum Street is to continue as the primary northern access to the area. To the south, an all movements access arrangement is envisaged to connect to the Redbank Plains Road roundabout. Vehicular movements to and from Austin Street may be rationalised in future to left in/left out.

The industrial traffic generated within the study area should be directed along the designated traffic routes to the regional transport network and avoid residential streets. In particular, vehicle movements over the Barclay Street bridge through the residential area to the west should be limited to passenger vehicles only and in particular exclude heavy and articulated vehicles.

Development applications triggering the requirement for roadworks shall provide safe and equitable access. The strategic road network is shown on Figure 5: New Chum Indicative Strategic Transport Network. The determination of precise road alignments will be based on resolving constraints, particularly in respect to mining influence, topography, ground heavings and land stability. Innovative solutions for road pavement design and ongoing maintenance may need to be considered for management of the constraints.

## (2) Pedestrian and Cycle Network

The inclusion of a pedestrian and cycle network promotes healthy and alternative commuting options. The New Chum Enterprise Area offers important linkages to external transport modes such as the Redbank Plains cycle loop and Dinmore Railway Station.

New developments shall take advantage of this proximity by contributing to the expansion of the pedestrian and cycle path network, particularly with consideration to linking the Dinmore Railway Station, linear recreation corridor, industrial development to the south, and existing pedestrian and cycle trails.

A north-south pedestrian and cycle path is desired along Six Mile Creek to connect New Chum, Swanbank, Collingwood Park and Riverview. The actual location of this network will be dependant on the outcomes of detailed investigations and may be finally located along one or both sides of the creek.

## (3) Water Supply

The ultimate water supply scheme for the New Chum Enterprise area, together with existing infrastructure is shown in Figure 6: Strategic Water Supply Network. Due to the expanse of the New Chum Enterprise area and the range of elevations, parts of the area will be serviced from four separate water supply zones. Higher elevation areas in the south-west and central portions of the New Chum Enterprise area (notionally everything above 55 m AHD) will be serviced from the Redbank Plains high level zone (HLZ). Lower elevation areas in the south-east of the New Chum Enterprise area will be serviced by extending the Redbank Plains low level zone (LLZ). The majority of the northern and central portion under the elevation of 55 m AHD will be serviced from the Riverview zone.

A small area of existing development in the north-west of the New Chum Enterprise area is currently serviced from the Bundamba zone, which will continue to be the case. These are the only lots within the New Chum Enterprise area which are currently serviced.

Water supply infrastructure planning to service the New Chum Enterprise area has been undertaken at a high level and the servicing strategy and network layout is indicative only. Due to the number of uncertainties and complexities in the New Chum Enterprise area; such as mining constraints, underground heavings, variable topography, landfill sites and potential land uses, further detailed investigation will be required to confirm the servicing strategy and sequencing of infrastructure to provide for development.

A significant amount of new infrastructure is required to connect New Chum to the Redbank Plains HLZ, including a new pumping station, reservoir and trunk mains. This pumping station and reservoir are tentatively planned and scheduled for delivery in 2017 and 2020 respectively. The location intended for the pumping station is nearby the bend of School Road, Redbank Plains and the reservoir near the Cunningham Highway roundabout at White Rock.

An interim supply arrangement involving connection of the south-western portion of the New Chum Enterprise area to the nearby Ripley supply zone may be considered. Such an arrangement would only be capable of supplying adequate pressure to areas under the elevation of 65 m AHD and is only viable for several years until the level of development in the Ripley zone intensifies. It is expected that connection to the Redbank Plains HLZ will be required to coincide with the delivery of the School Road pumping station in 2017, which will provide the major supply to the Redbank Plains HLZ.

New uses are to connect to the reticulated water network. Developments bringing forward the construction of water supply infrastructure or employing interim arrangements must demonstrate sufficient capacity and pressure will be provided to service proposed land uses and meet fire fighting requirements.

Alternative solutions including interim arrangements will only be considered where it is demonstrated to the satisfaction of Council and Queensland Urban Utilities that a connection to the reticulated water supply system in accordance with the ultimate supply strategy is not feasible. It may be expected that the cost of interim works or infrastructure brought forward will be borne by the applicant.

Two potential water supplies in the study area may provide opportunity to supplement industrial water consumption. The first option is the Western Corridor Recycled Water Pipeline. Connection to these water pipelines is dependent on negotiation with both Queensland Urban Utilities and the pipeline's custodian, SEQWater.



The second option is to utilise the large water filled open cut mining void on Lot 4 RP22539 subject to supporting evidence demonstrating safe water quality for the nature of the use and no impact on aquifers in both water quality and level.

#### (4) Sewerage Treatment

There are currently only several lots in the north of the New Chum Enterprise area connected to sewerage. The closest existing trunk sewerage drains areas to the east of the study area to the Goodna waste water treatment plant (WWTP) and areas to the west of the study area to the Bundamba WWTP. Limited planning has been undertaken to determine the infrastructure required to connect development within the New Chum Enterprise area to these existing trunk sewerage networks.

Local topography dictates that sewerage within the study area will be split between the Bundamba WWTP and Goodna WWTP catchments. Indicative catchment boundaries showing direction of flow based on existing topography are shown in Figure 7: Strategic Sewer Network. Further investigation will be required to determine the most efficient infrastructure to service these catchments including identification of the need to upgrade downstream sections of the existing trunk network due to the additional load caused by development within the area. This planning should maximise the use of gravity sewerage but may consider the use of pressure sewerage systems where topography would otherwise require excessive use of pumping stations.

New uses are to connect to the reticulated sewer network where possible. Where it is demonstrated to the satisfaction of Council and Queensland Urban Utilities that land cannot be feasibly serviced by reticulated sewer, consideration may be given to on-site private waste water treatment solutions.

#### (5) Stormwater Management

The land hydrology has varied over time owing to significant modification to the land form. Overall, the major portion of the stormwater catchment drains to the large water filled open cut mining voids and Six Mile Creek. The balance flows towards the Cunningham Highway.




New uses shall demonstrate that predevelopment flows, water quality objectives and preservation of drainage corridors are achieved in accordance with Implementation Guideline No. 24 - Stormwater Management.

All stormwater treatments associated with development are maintained on private property. Consideration may be given to the construction of regional stormwater detention and treatment basins servicing multiple developments.

#### (6) National Broadband Network

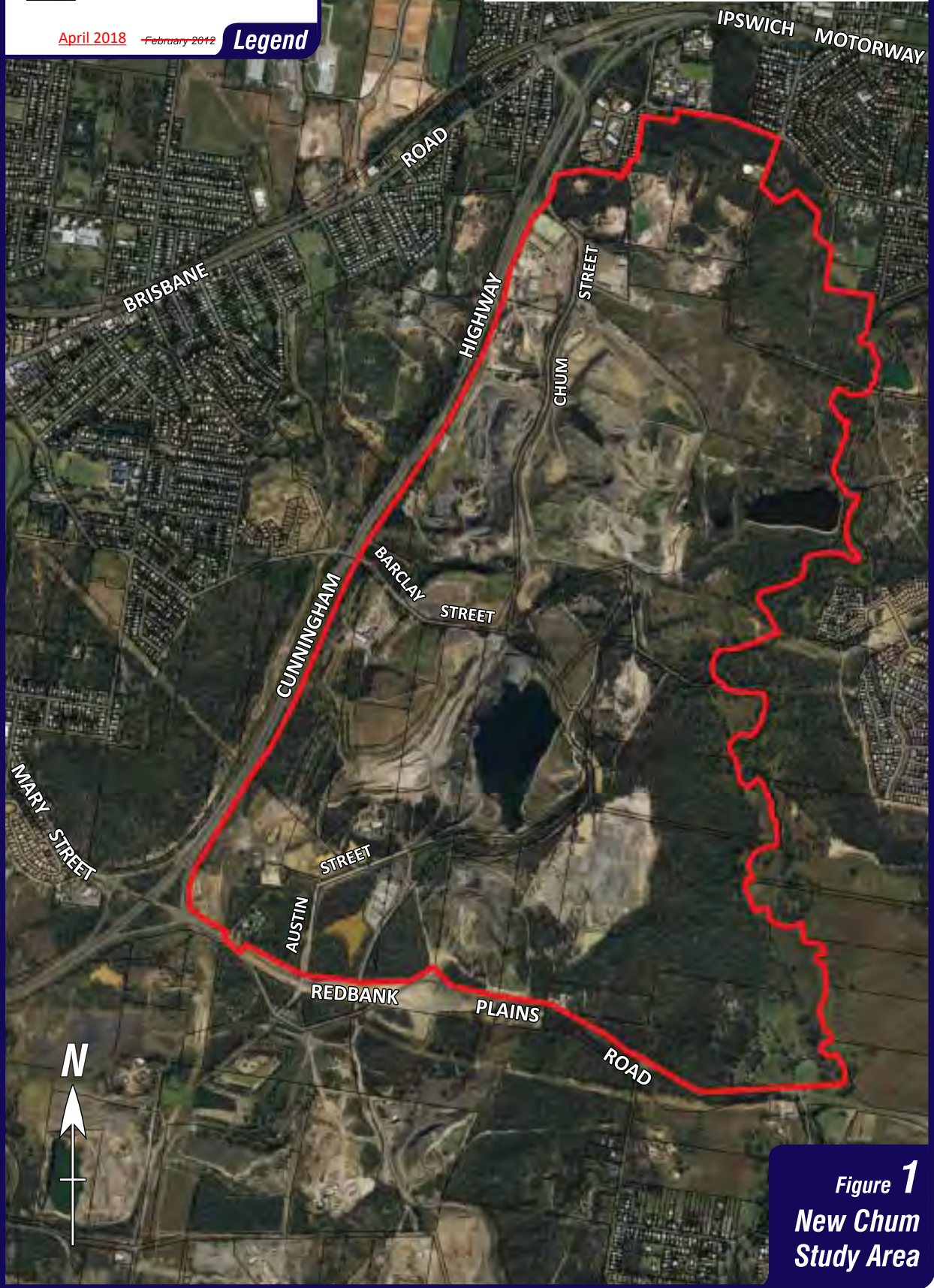
In preparation for the national broadband network it is recommended that the provision of communication technology to a fibre ready standard (ie telecommunications conduits and pits) be incorporated in new developments.



-  Study Area
-  Property Boundaries
-  2009 Aerial Photograph

April 2018 ~~February 2012~~

**Legend**



**Figure 1**  
New Chum  
Study Area



# Ipswich Planning Scheme

- Regional Business and Industry (Medium Impact)
- Regional Business and Industry (Low Impact)
- Local Business and Industry
- Regional Business and Industry Investigation
- Regional Business and Industry Buffer
- Greenspace
- Bushland Rehabilitation Overlay
- Land-Extensive Business Enterprises
- Special Uses
- Special Opportunity
- Indicative Boundary (subject to further detailed investigation)

April 2018 ~~February 2012~~

## Legend

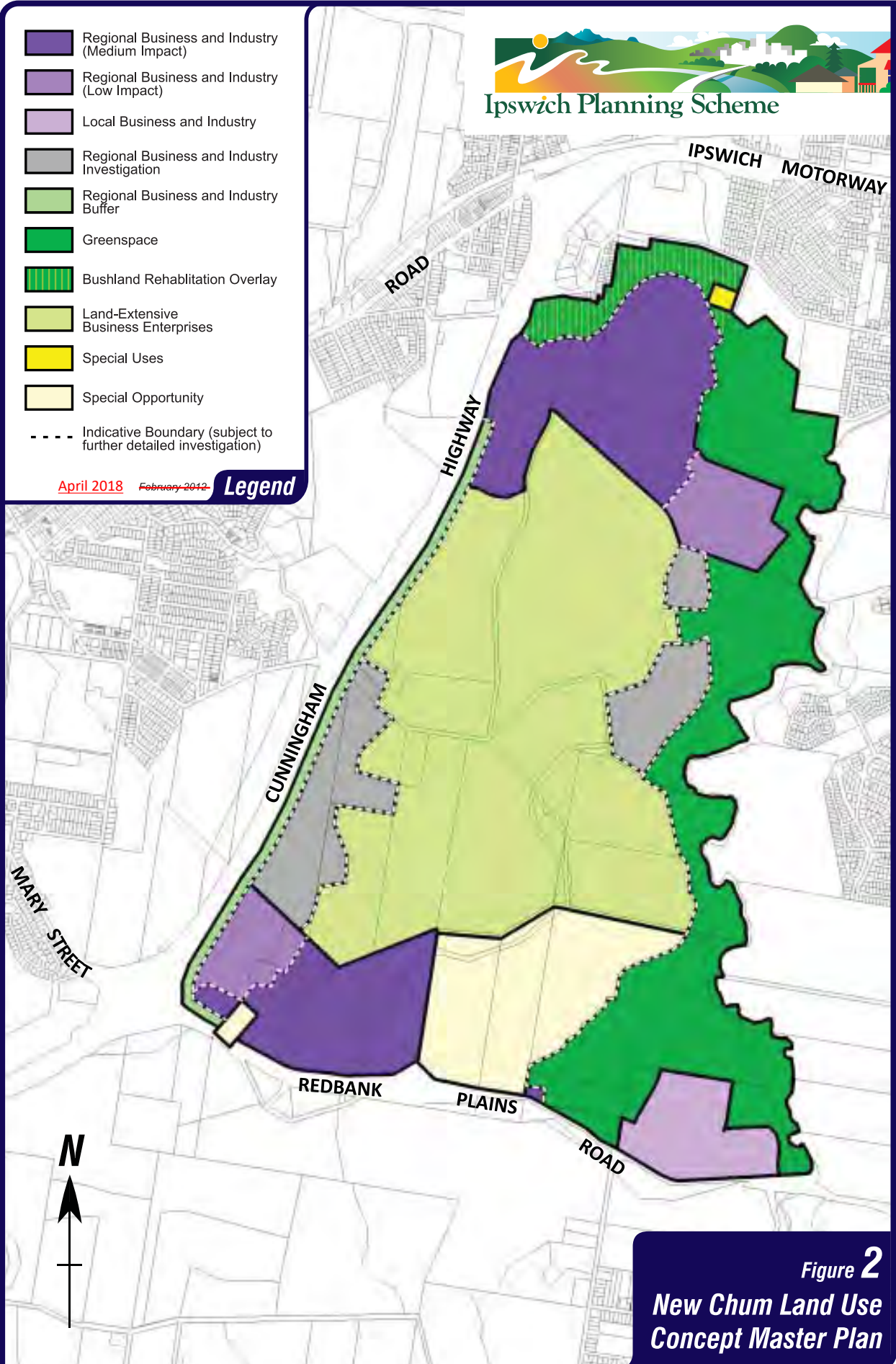


Figure 2  
New Chum Land Use  
Concept Master Plan

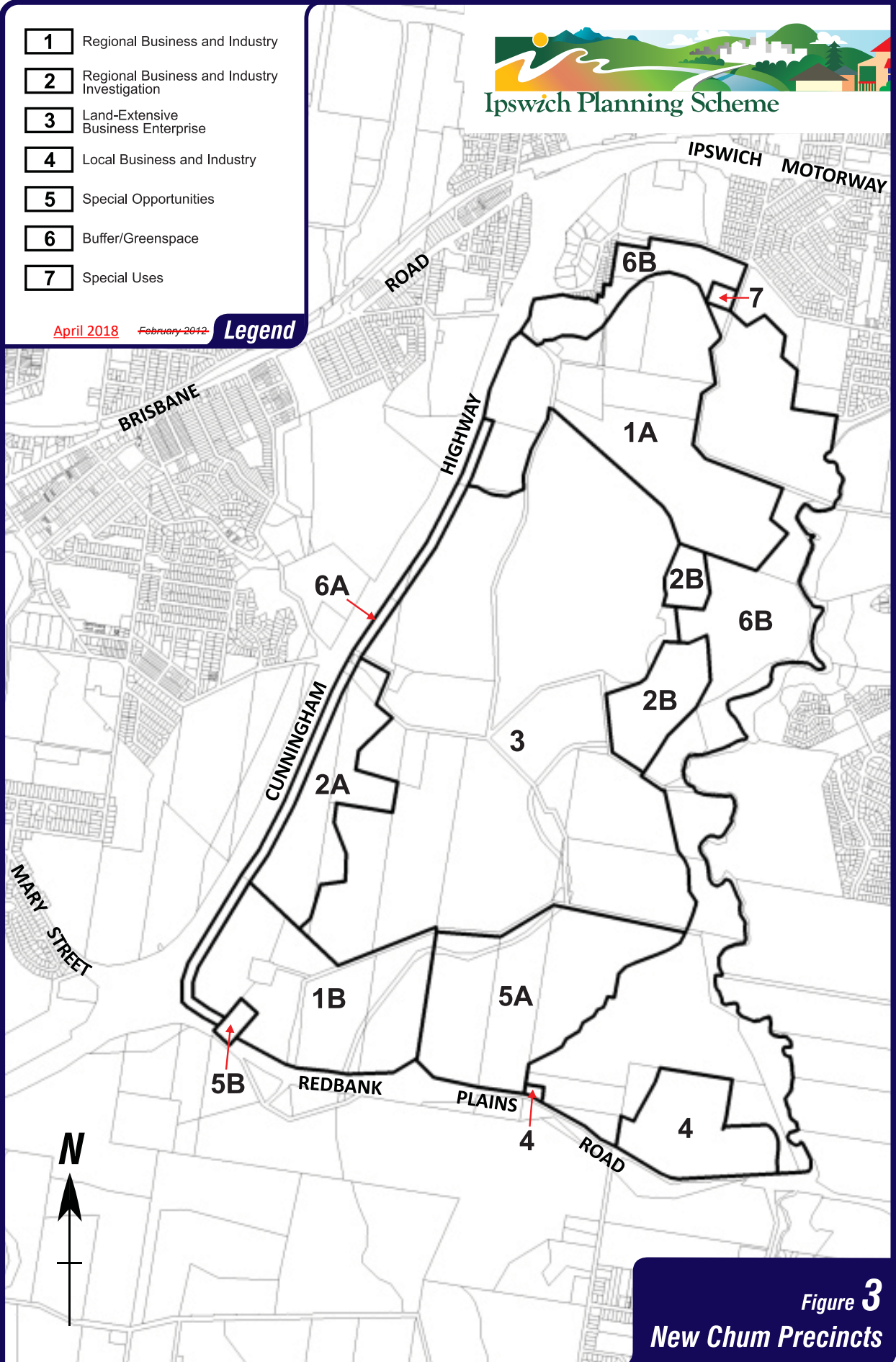


# Ipswich Planning Scheme

- 1** Regional Business and Industry
- 2** Regional Business and Industry Investigation
- 3** Land-Extensive Business Enterprise
- 4** Local Business and Industry
- 5** Special Opportunities
- 6** Buffer/Greenspace
- 7** Special Uses

April 2018 ~~February 2012~~

## Legend



**Figure 3**  
**New Chum Precincts**



# Ipswich Planning Scheme

- Study Area
- Conservation
- Threatened Flora
- Threatened Fauna
- Indicative (subject to further detailed investigation)

April 2018 ~~February 2012~~

## Legend

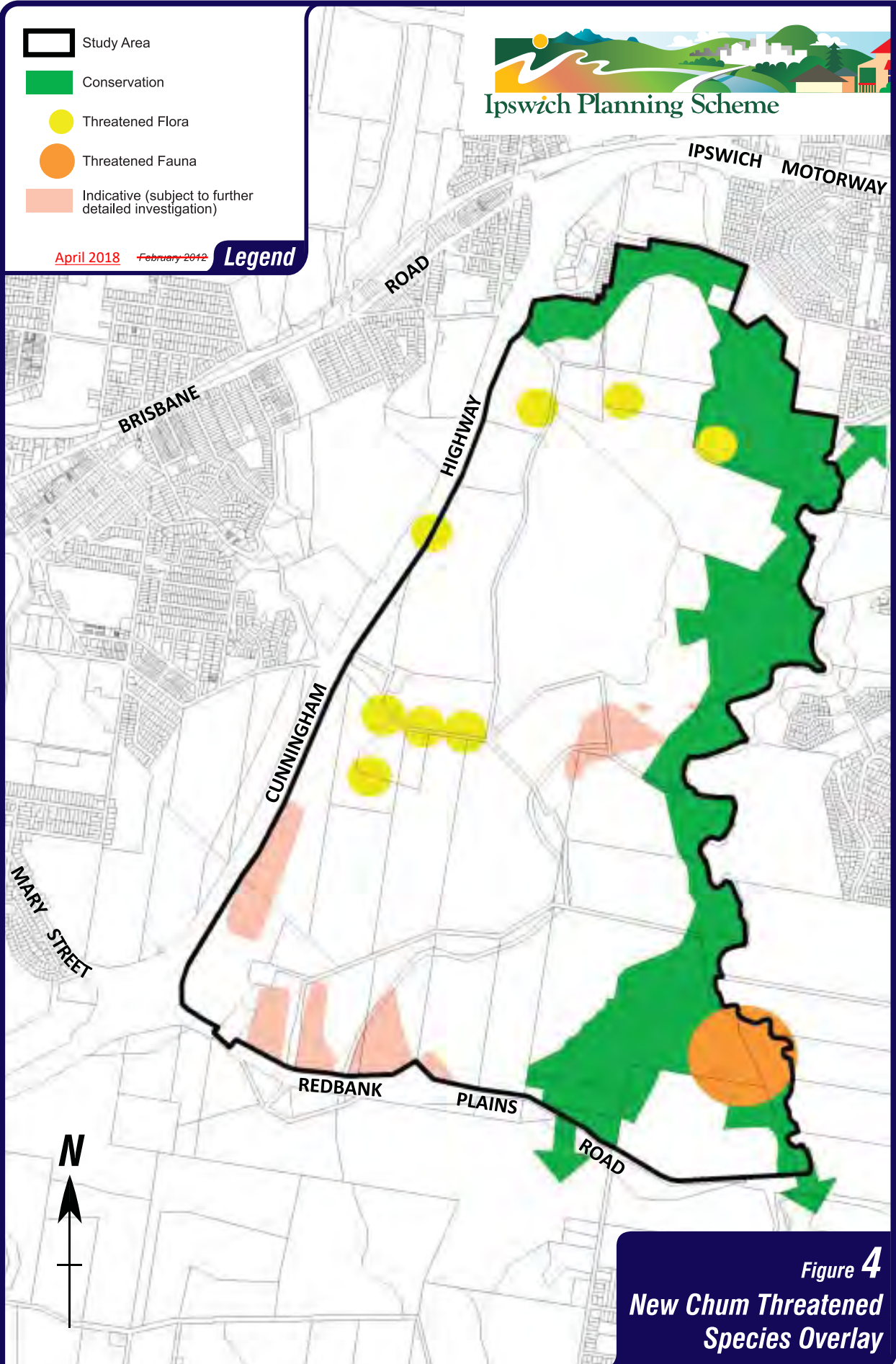


Figure 4  
New Chum Threatened Species Overlay

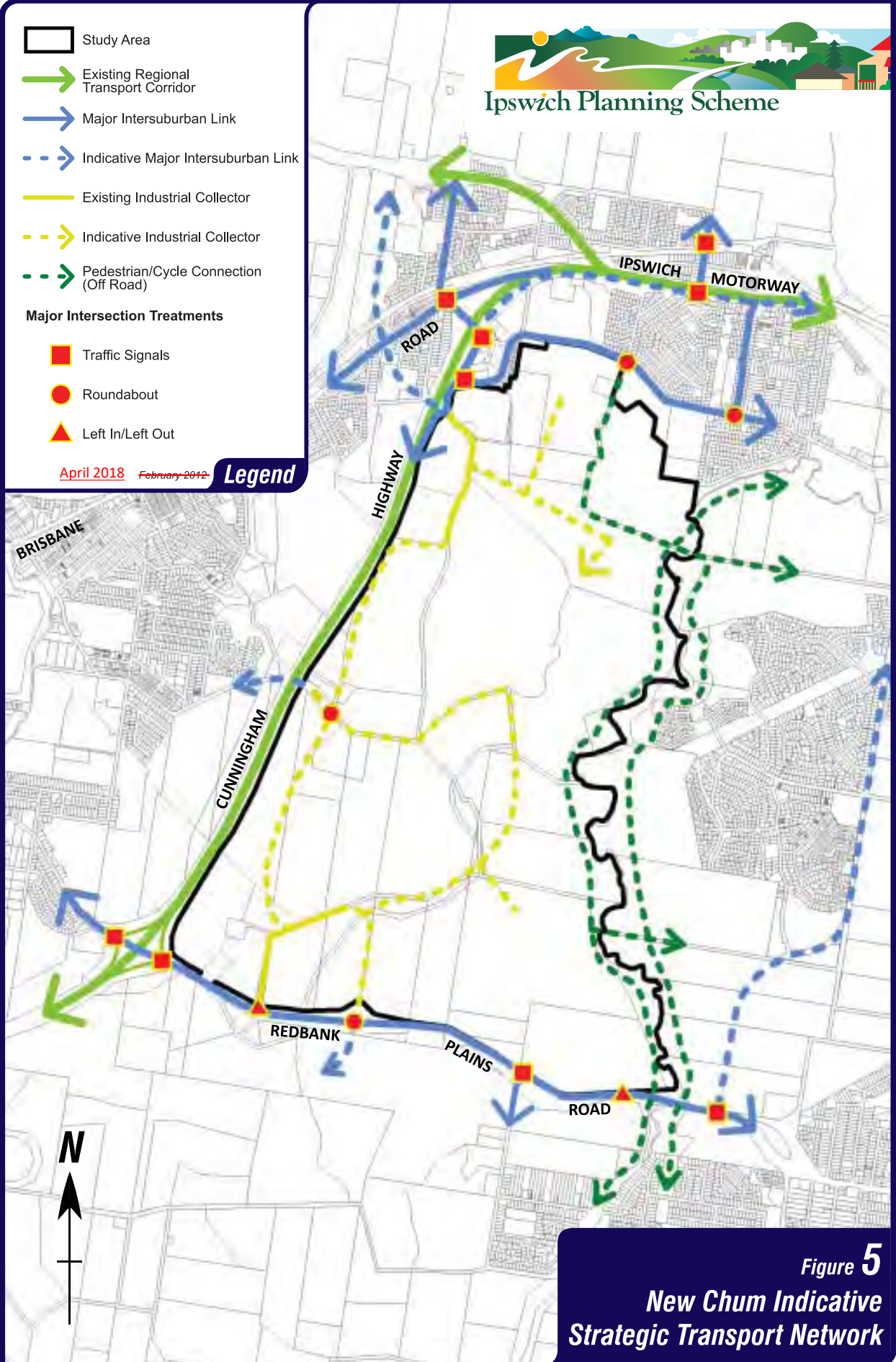


# Ipswich Planning Scheme

- Study Area
  - Existing Regional Transport Corridor
  - Major Intersuburban Link
  - Indicative Major Intersuburban Link
  - Existing Industrial Collector
  - Indicative Industrial Collector
  - Pedestrian/Cycle Connection (Off Road)
- Major Intersection Treatments**
- Traffic Signals
  - Roundabout
  - Left In/Left Out

April 2018 February 2012

## Legend



**Figure 5**  
**New Chum Indicative Strategic Transport Network**

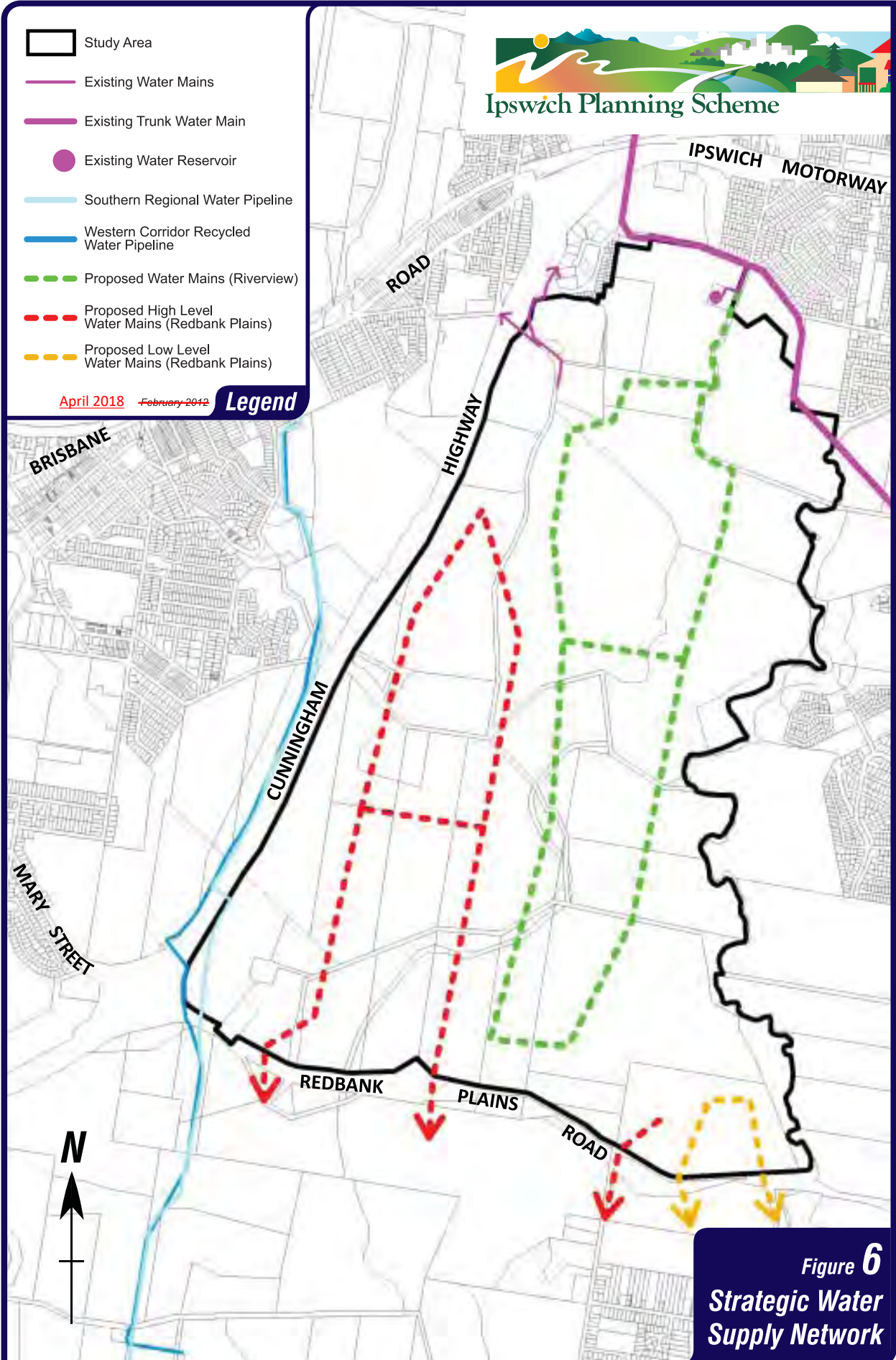


# Ipswich Planning Scheme

- Study Area
- Existing Water Mains
- Existing Trunk Water Main
- Existing Water Reservoir
- Southern Regional Water Pipeline
- Western Corridor Recycled Water Pipeline
- Proposed Water Mains (Riverview)
- Proposed High Level Water Mains (Redbank Plains)
- Proposed Low Level Water Mains (Redbank Plains)

April 2018 - February 2042

## Legend



**Figure 6**  
**Strategic Water Supply Network**



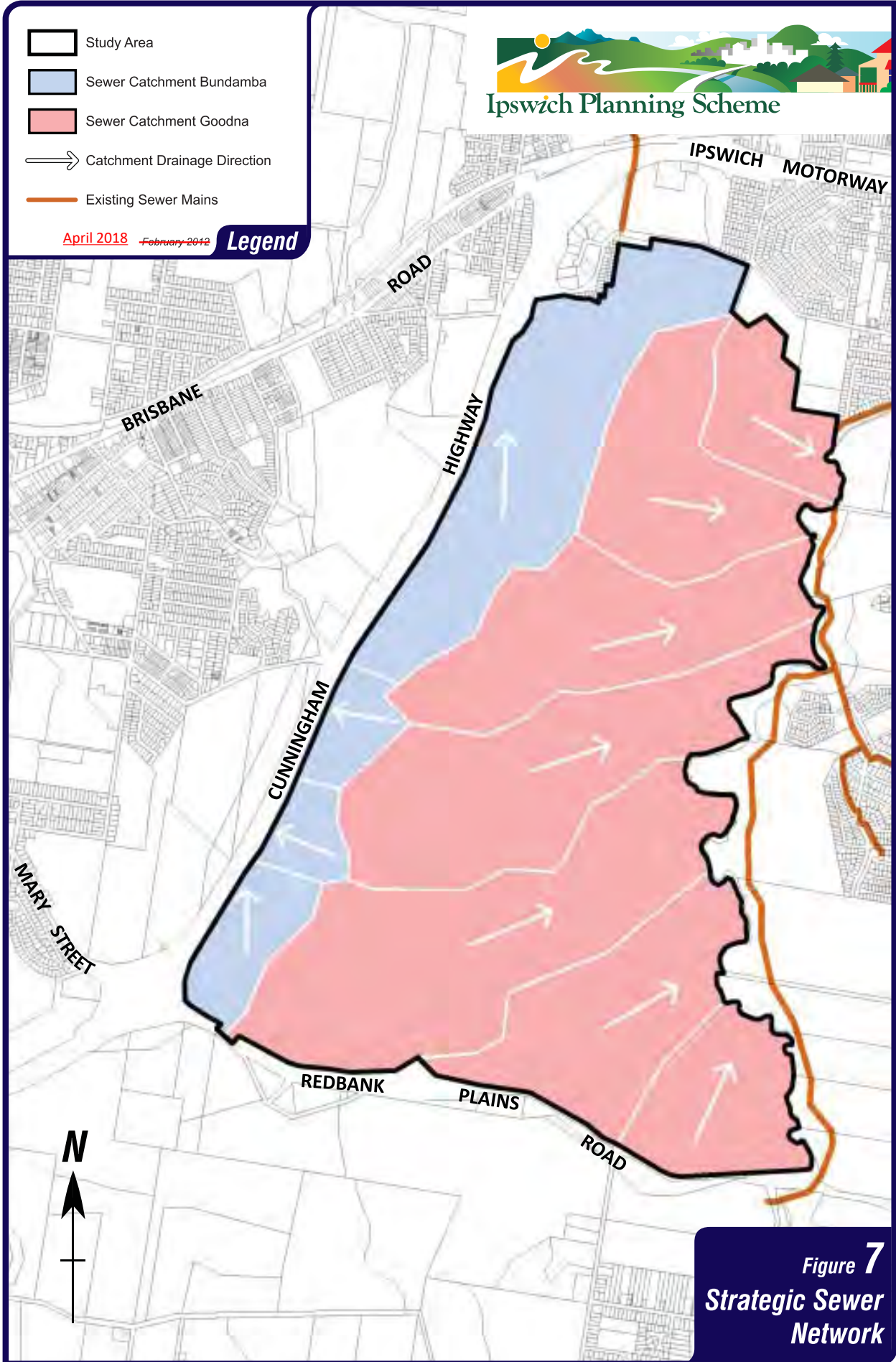
- Study Area
- Sewer Catchment Bundamba
- Sewer Catchment Goodna
- Catchment Drainage Direction
- Existing Sewer Mains

April 2018 ~~February 2012~~

**Legend**



**Ipswich Planning Scheme**



**Figure 7**  
**Strategic Sewer Network**

# IMPLEMENTATION GUIDELINE NO. 27



## Guidance on Recreation Range and Opportunity Outcomes Arising from Embellishment of Public Parks

### Date of Council Resolution

This guideline was originally adopted by Council on 13 November 2012 and took effect on 19 November 2012, in accordance with section 2.3(2) of the Planning Scheme. The guideline was amended by Council on 27 March 2018 and took effect 23 April 2018.

### Purpose of the Guideline

The purpose of this implementation guideline is to assist with the implementation of the planning scheme by clarifying how the flexible application of parkland embellishments may be used to achieve an appropriate diversity in the range of recreational opportunities whilst meeting the Desired Standards of Service (DSS), cost and operational considerations applicable to the provision of Public Parks.

The primary focus of these guidelines is therefore to provide additional guidance on the flexible application of the DSS for Public Parks included in Planning Scheme Policy 3 – General Works (PSP3) Part 13 – Local Government Infrastructure Plan (LGIP) and the acceptable alternatives to the embellishments set out in the “Recreation Range and Opportunity” outcomes as outlined in PSP3 the supporting extrinsic material (LGIP extrinsic material).

The guideline articulates the embellishment objectives for various park types (settings and levels), states the desired standard of service (DSS) and provides alternative ways in which those objectives might be achieved.

Council’s Implementation Guidelines are intended to apply a standard approach to the interpretation and implementation of the relevant aspects of the Planning Scheme. They offer a degree of certainty and formality to applicants, Council and the community. Where an applicant is proposing a variation to the guidelines the onus is on the applicant to demonstrate the facts and circumstances to support the variation.

### Scope of these Guidelines

The guideline does not replace the DSS specified in the LGIP PSP3 and should be read in conjunction with both the LGIP and LGIP extrinsic material PSP3 and Division 6 of Planning Scheme Policy 5 (PSP5).

The outcomes expressed under “Open Space and Links” and “Ancillary Site Works” included in the LGIP extrinsic material PSP3 deal with land quality and landscape issues rather than embellishment, and are not covered by these guidelines.

### Approval of Alternative Solutions

Approval for the use of alternative solutions is solely at the discretion of Council. Early consultation with Council is encouraged where alternative solutions for the embellishment of parks is proposed, so that early information exchange is facilitated about the appropriateness or otherwise of the proposed alternative solution.

In determining whether the alternative solutions are acceptable consideration will be given to the Guiding Principles for variations to standards of service in PSP3, the LGIP and LGIP extrinsic material, the provisions of this Implementation Guideline, the facts and circumstances of the proposal and the site characteristics and setting.

### Special Circumstances

Notwithstanding the actual provisions contained in this Guideline, care should be exercised in its application in order to consider:-

- the specific impacts on individual cases, including adjoining lands; and
- whether non-compliance, by a marginal amount, with a specific numerical standard would affect the overall intent of the Guideline.

### General Principles

#### (a) Overall Outcomes for Recreation

The Desired Standards of Service for Public Parks Infrastructure are included in the Ipswich Public Parks Strategy 2007 (Update) LGIP extrinsic material and determines the type and extent of works required to serve the community’s sport and recreation needs provided for in public parks. The overall outcomes are discussed in Section 3.1.1 of that strategy.

Alternative embellishments should be consistent with maintaining the parks function relative to its level and setting as set out in the LGIP PSP3 and PSP5 and provide a comparable level of service to the DSS indicated in PSP3 the LGIP.

PSP3 The LGIP specifies a range of DSS that should be achieved as a minimum in each park level and setting.



Alternative approaches should not result in a park developed to a standard which creates a maintenance cost burden on the community greater than that resulting from standard solutions detailed in the DSS.

Proposals to implement an alternative solution must demonstrate that the lifecycle cost of the alternative (e.g. annual maintenance and periodic replacement cost) is equal to or less than that of the standard solution. In addition they must meet the performance criteria detailed in this guideline and generally deliver the intended outcome in terms of recreation opportunities for future users of the park.

(b) Changing Community Needs and Recreational Opportunity

Parks embellishment should be viewed in the context of the communities who will use the park. The needs of the community should be taken into account at the time the park is established. Additionally, as surrounding communities evolve and new trends in activities emerge, the demands for specific types of equipment and the function of parks will likely change over time.

When providing new parks the catchment being served and what embellishments are appropriate for that catchment should be considered. For example; in new communities where the proportion of families with young children is high, the dominant demand for local parks is likely to include play spaces for children. As the children in the community age, the demand will change from playgrounds to more active facilities such as skate parks or half courts.

Similarly for parks serving larger or more diverse catchments there needs to be consideration of the mix of demands within that catchment and ensuring that embellishment provides a broad range of opportunities for all users.

Changes to residential density (particularly the introduction of smaller lots and attached housing) may also warrant a review of park embellishments.

(c) Cost of Embellishment and Offsets

The cost of embellishment (to meet the DSS) ~~is a set amount and forms the basis of the calculation of the Infrastructure Charge set out in PSP5~~ has been determined in the LGIP and LGIP extrinsic material setting and the maximum offset value for embellishment of a park.

The adoption of an alternative approach to park embellishments does not entitle a developer to any additional credits for their contributed infrastructure above that identified in the LGIP and LGIP extrinsic material and allowed by PSP5 the Ipswich Adopted Infrastructure Charges Resolution.

If a developer in embellishing a park expends an amount above that specified as the total for the specific type of park **they are not entitled** to recover

that excess from Council nor is an offset applicable (for that excess) against existing or future developments and infrastructure charge liabilities.

Additionally, a developer is not entitled to offset the excess against the embellishment of another park. Each park must be embellished to an equivalent DSS to that as specified in [PSP3-LGIP](#) to ensure equity of park provision across the community.

(d) Parkland Groupings

Parkland grouping allows for a number of parks to be provided instead of one (1) single park in certain circumstances. For example, where topography and available land size does not allow for a park to be provided in a single location or where accessibility to a single park from its catchment e.g. a local recreation park is restricted by features such as a major road, railway line or creek.

In providing a park as a parkland grouping, the overall DSS of the single park must be met. It must be demonstrated that accessibility by residents in the catchment is not reduced, and facilities provided are shared across the grouping to provide the overall level of service in aggregate, not duplicate embellishments. The calculation of the offset for embellishment and land dedication for a parkland grouping will be on the basis of the single park that the grouping provides in aggregate [refer to Principle (c) Cost of Embellishments and Offsets above].



(e) Amenity Impacts

The potential amenity impacts of certain park embellishments on both nearby residents and other park users is an important consideration in determining the overall suitability, design and location of such embellishments. These embellishments may involve installations which are likely to generate noise or after hours activities and may include off leash dog areas, rebound walls or courts, skate bowls or jump parks.

Therefore adjoining uses, location and design factors are important considerations in determining whether



such embellishments are appropriate for individual parks and access to some of these facilities may need to be restricted after hours.

## Guidelines

### 1 Sports Parks

(a) Purpose of Sports Parks (Sportsgrounds and Courts)

Sports Parks are provided at local and city wide levels. They have a primary purpose to provide for organised sport and physical activity and as such have a high degree of organisation and are required to cater for sports uses ranging from junior team training to major competitive events.

(b) Overall Objectives

- (i) **City Wide Sports Parks** should be developed as multi-use sporting precincts or specific 'headquarter sports' grounds and with the infrastructure capable of supporting at a minimum, regional level or higher competition.
- (ii) **Local Sports Parks** should be developed as sporting areas servicing local clubs for training, normally for a particular club or clubs (in some instances they may also be used for headquarter sports) and may provide for competitive use.

(c) Secondary Objectives

Sports Parks should also provide outdoor recreation opportunities for visitors to the park and surrounding residents including:

- Opportunities for informal physical activity and exercise.
- Play opportunities for children.
- Contribution to local amenity.

#### NOTE 1

For more information on the purpose of sporting parks see [the LGIP extrinsic material The Ipswich Public Parks Strategy 2007 \(Update\)](#).

(d) Standard Field and Court Layouts - City Wide Sports Parks

The DSS describes the following provision to be made for City Wide sporting fields and courts:

- 4 x rectangular fields **440m-132m x 70m 82m** capable of providing an overlay for 2 cricket ovals **68-670m** radius centre of pitch (lit to 250 lux) or 1 premier field or oval (AFL size 173m x 143m) including training field (lit to 250 lux).

- For at least one citywide facility in each district to incorporate an athletics track around the perimeter of field or oval.
- 8 x multipurpose courts (concrete with sports surfacing over). Provided with associated infrastructure including: perimeter or inter court fencing, nets or goal posts, line marking, lighting to 250 lux.
- 1 x Double Practice Wicket (netted).

(e) Standard Field and Court Layouts - Local Sports Park

The following provision for local sports parks is required in the DSS:

- 2 x rectangular fields **440m-132m x 70m 82m** capable of providing 1 cricket oval overlay **68-670m** radius centre of pitch (lit to 250 lux).
- 4 x multipurpose courts (concrete with sports surfacing over). Associated infrastructure: perimeter or inter court fencing, nets or goal posts, line marking, lighting to 250 lux).

(f) Performance Outcome - Field and Court Layouts

The overall performance outcome required is described below. Alternative solutions that meet the relevant performance outcomes may be considered by Council:

(i) **City Wide Sports Parks**

- Provision of a minimum of 8 Ha of formal sporting field playing surface (rectangular and/or oval) and developed sports courts as part of the larger park area. A minimum of 8 courts providing for tennis, netball, volleyball or basketball in mixed or multi-purpose format
- Provision of facilities to practice skills (informally or formally) appropriate to the sports provided within the Sports Park.
- A configuration that allows for multiple use across summer and winter seasons.
- Lighting of playing surfaces to 250 lux.

(ii) **Local Sports Parks**

- Provision of a minimum of 2.4 Ha of formal sporting field playing surface and a minimum of 4 sports courts.
- A configuration that allows for multiple use across summer and winter seasons.
- Lighting of playing surfaces to 250 lux.



**NOTE 2**

In considering alternative solutions for field and court layouts Council will have regard to the following documents:-

- (a) Sports Dimensions for Playing Areas (Australian Sports Commission 1998); and
- (b) Sports Dimension Guide for Playing Areas (Department of Sport and Recreation Western Australia).

(g) Example Alternative Solutions for City Wide Sports Parks Field and Court Layouts

- A single area developed with a combination of senior fields and ovals to provide a minimum area of 8 Ha formal playing surface, and a combination of netball, tennis and basketball (or other outdoor court sports) provided so as to ensure a minimum of 8 courts.
- Council may allow all fields to be rectangular format or Oval format if the proposed City Wide Sports Park is providing a headquarters/ regional facility for a particular code and will accommodate both winter and summer use.
- Development of a "precinct" of grouped smaller sports parks/fields in close proximity which provide the same field and court outcomes may be considered where land availability or topography make provision of a single area very difficult or impossible. This approach will only be considered if the "precinct" or group has all elements within easy walking distance (generally up to approximately 200 m), is planned in an integrated way that keeps similar codes (e.g. rectangular field users) together and minimises any repetition of ancillary infrastructure (eg. clubhouse, toilets, canteens).
- Alternative playing surfaces (such as synthetic materials) for both field sport and court sports may be considered where availability of suitable land is very limited and use of artificial/ alternative playing surfaces will provide for high intensity multi-use in highly accessible locations.
- Practice facilities may include a range of elements and are not restricted to cricket practice nets. For example: rebound walls for tennis or football (soccer); half courts or other features such as outdoor exercise equipment may all be acceptable provided they are appropriate to the sport provided on the site.

(h) Example Alternative Solutions for Local Sports Parks

- A combination of senior fields and ovals to provide a minimum of 2 fields catering to at least 2 codes, plus the provision of sports courts as described below.
- Provision of a combination of synthetic and turf fields (e.g. to service hockey or soccer), plus the provision of sports courts as described below.
- 1 small oval and 1 large oval field with a rectangular field internal, plus the provision of sports courts as described below.
- 1 senior rectangular field inside a grass running track of 400m, plus the provision of sports courts as described below.
- The combination of courts can include 4 or more single purpose courts if the park is to provide a "home" for a particular sport.
- Alternative playing surfaces for both field sport and court sports may be considered where availability of suitable land is limited and use of artificial/ alternative playing surfaces can deliver good multi-use and highly accessible opportunities.
- Local Sports Parks may be delivered using a "precinct" approach which groups two sites in close proximity with one providing for field sports and the other providing for court sports. This will be considered where land availability or topography make provision of a single area very difficult or impossible. The two sites must be within easy walking distance (generally up to approximately 200 m) and ideally would share a common street. The precinct should be planned in an integrated way.

(i) Other Requirements for Alternative Solutions

- All fields should be North South orientation (unless some are designated for night use only or are for training purposes only).
- All courts should be north south orientation (unless provided as covered courts).
- Layout must consider adjacent land uses and minimise noise or light impacts.
- Any alternative surfacing proposals must be approved by Council and be demonstrated to have positive benefit on cost of maintenance and user numbers.

(j) Developing Fields and Courts on Sloping Land and Smaller Sites

In some cases Council may consider the use of sloping blocks or smaller sites (e.g. sites smaller



than 5 Ha) for Local Sports Parks in existing urban areas.

The development of such land for local sports parks will only be acceptable where it is demonstrated that no other suitable land is available that complies with [PSP5 – Infrastructure, the Ipswich Public Parks Strategy 2007 \(Update\)](#), the LGIP and LGIP extrinsic material and PSP3, and Council approves the alternative solution.

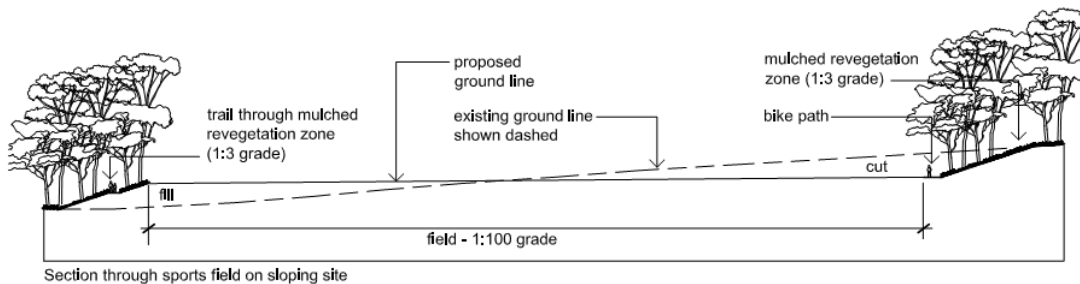
Solutions which use these less than optimal sites will also only be considered if:

- A minimum of at least one full size field complemented by hard court space and smaller “field space” for training use is provided.

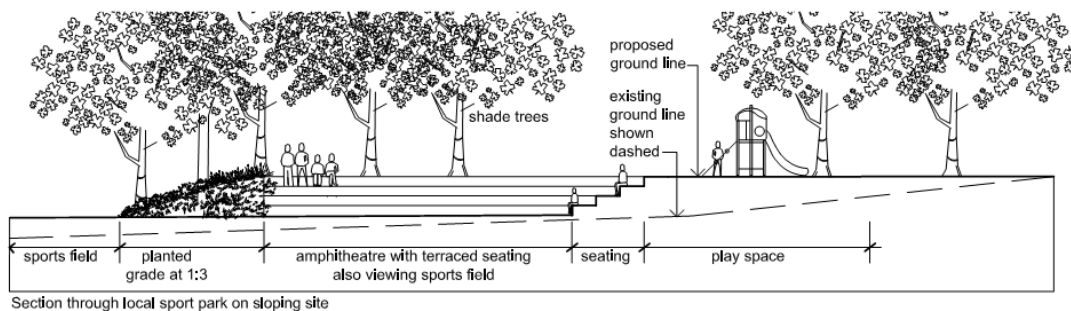
- Amenities and parking can be easily accessed from the main use area.
- Grassed batters are less than 1:6 and can be maintained by machinery, or retaining walls are provided with adequate user safety considerations.
- Mulched vegetated embankments are no greater than 1:3 slope.
- Overland stormwater flows pose no risk to facilities or increased risk of erosion on batters or playing areas.

Figure 1: - Example approaches to Local Sports Park developed on a sloping block.

A



B



(k) Standard Requirements for User Facility Provision in Sports Parks

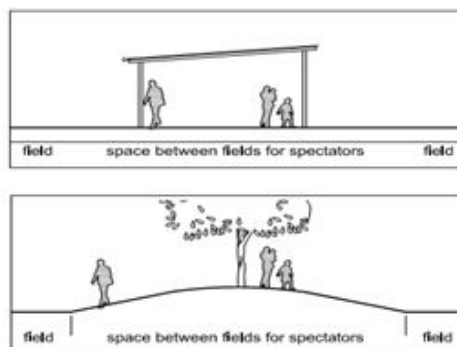
(i) The DSS requires that the following user facilities are provided in **City Wide Sports Parks**:

- Spectator Facilities- Adjacent to the main field, oval or court, provide a pavilion or earth bank/ tiered seating (shaded by trees or structure).
- A club house (painted/coloured block construction with custom orb roof, including: two change rooms, first aid room, referee room, meeting room, canteen, store room and public amenities incorporating 5 x cubicles (unisex and disabled) each with toilet and washbasin).



- 1 x Freestanding Public Amenities Building incorporating 5 x cubicles (unisex and disabled) each with toilet and wash basin.
- (ii) For **Local Sports Parks** the DSS requires:
- Spectator Facilities- Shade trees of approved species planted around the perimeter of fields or courts.
  - A club house (painted/coloured block construction with custom orb roof, including: two change rooms, first aid room, meeting room, canteen, store room and public amenities incorporating 5 x cubicles (unisex and disabled) each with toilet and washbasin).
- (l) Performance Outcomes For Provision of User Facilities
- The overall performance outcomes required for City Wide and Local Sports Parks are described below. Alternative solutions that meet the performance outcomes may be considered by Council:
- Provision of shaded spectator facilities to service main (competition) fields and courts.
  - Provision of change and toilet facilities for competitors as well as meeting and storage space for resident clubs or community groups to use.
  - Provision of public toilets to service visitors to the park and spectators.
- (m) Example Alternative Solutions for Provision of User Facilities
- (i) Shaded Spectator Facilities
- Multiple small built structures providing clear views of the main playing areas (refer to Figure 2).
  - A series of raised mounds planted with shade trees or sloping areas or terraces providing shade from trees and views of competition areas (refer to Figure 2).
- (ii) Club and Player Facilities
- Provision of change and toilet facilities to service competitors and officials, plus a shared (multi-use) meeting, storage and general use space(s) which can also provide officials or first aid rooms during competition, provided as a separate building to the change and toilet facilities.
  - An integrated “Amenities Hub” providing for toilets, change, meeting,
- kiosk/canteen and other spaces in a single building.
- (iii) Public Toilets
- In City Wide Sports Parks a freestanding public amenities block as prescribed in the DSS must be provided and should be located to service informal recreation areas as well as sporting areas.
- (n) Other Requirements for Alternative Solutions for User Facility Provision
- All buildings must comply with relevant building codes and regulations.
  - Sufficient spectator shade should be provided to ensure that there is at least 40m<sup>2</sup> per field and 25m<sup>2</sup> per court.
  - Built shade solutions should be low maintenance and consistent with any applicable Council design or style guidelines.
  - Location of player and spectator amenities must be central to playing fields and courts and designed for multiple users.

**Figure 2: - Possible Shade Treatments for Sports Parks.**



- (o) Provision of Playspace and Activity Spaces
- The provision of spaces for play and active recreation are complementary objectives for sporting parks. These provide additional value to local residents and visiting users and allow for efficient multiple use of public parks.
- (i) Standard Requirements for Playspace Provision
- The DSS describes the following Standard Requirements for City Wide and Local Sports Parks:
- 1 x Play space (nominal size: 20 x 15m) on either a flat (1:50 maximum grade) or terraced site incorporating: a



range of play equipment for children aged 2 – 12; shade structure and soft-fall.

feasible alternative and the play space is appropriately fenced.

(ii) Performance Outcome for Playspace Provision

The overall performance outcome for provision of play space and active recreation opportunities is:

- Provision of safe space or spaces for active recreation, appropriate to the community that will be using the park and complementary to the active recreation opportunities provided by sport facilities.

(iii) Example Alternative Solutions for Playspace Provision are:

- Numerous play events provided in close location to each other with shade, soft fall and appropriate landscape elements.
- Activity sites combining play and adventure (such as an adventure playground).
- A combination of playspace and outdoor recreation or active recreation elements such as an informal BMX track, climbing walls, exercise equipment catering to both 2-12 year olds and older youth.
- Play sculpture and interactive landscapes.

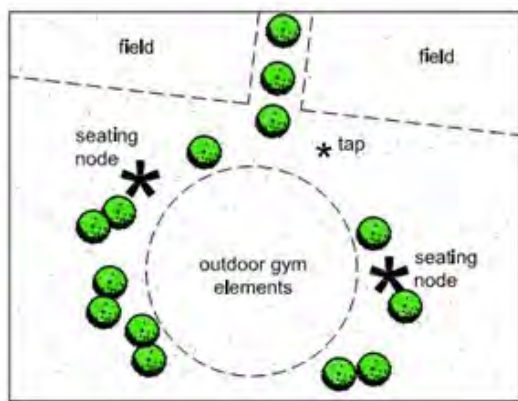
(iv) Other Requirements for Alternative Solutions

- For sports parks it is considered that the provision of sporting and practice facilities provides for adult and older youth activity and therefore play opportunities appropriate to children between the ages of 2-12 is preferred.
- Must comply with all relevant Australian Standards (including AS 4685:2004 and AS/NZS 4422:1996).
- All play equipment should be shaded with natural shade (preferred) or structures.
- High visibility of play areas from the surrounding park space to enable carers a clear view and encourage casual surveillance is a requirement of all solutions.
- Play spaces or elements should generally not be located adjacent to high volume vehicle traffic areas or public roads, unless there is no other





**Figure 3: - Playspace Node with Active Recreation Elements in Sports Park**



**Figure 4: - Dispersed Play Events in Landscaped Corridor in Sports Park**



(p) Provision of Concessionary Areas

To allow for the hosting of events and providing discretionary services to larger numbers of people the provision of “concessionary areas” within City Wide Sports Parks is desirable.

(i) Standard Requirements for Concessionary Areas

The DSS requires:

- 3 x paved concessionary areas (nominal size each area: 5m x 8m) adjacent to internal roads in close proximity to activity areas or as extension to car park.

(ii) Performance Outcome for Concessionary Areas

- Provision of formal space to accommodate temporary use by catering vans or similar “cessionaires”.

(iii) Example Alternative Solutions

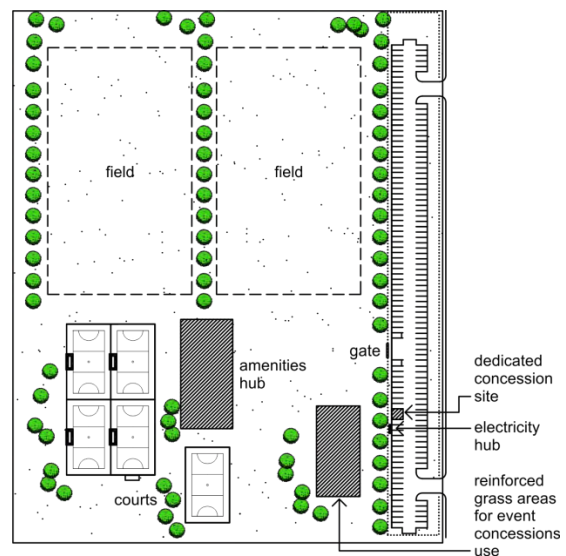
Alternative solutions that may be considered by Council include:

- Alternative hardening treatments such as sub soil reinforcement instead of paving/ roadway.
- A basic kiosk or kitchen space provided as part of an amenities hub available for casual hire by food / product vendors during sports events.
- Identifying dedicated spaces within or close to the car park which can be reserved for concession uses.

(iv) Constraints on Alternative Solutions

- Power and water should be available within 10m of any concessionary site.
- Sites should allow for safe user access without conflict with vehicles.
- Where provided in a car park they do not detrimentally affect the safe operation and function of the car park and required levels of parking are maintained.

**Figure 5: - Concession Sites using Car Park Space or Reinforced Grass Area**



Note: Car park design is indicative only. Design of off street car parking is to be in accordance with AS2890.1.



## 2. Recreation Parks and Waterside Parks

### (a) Purpose of Recreation and Waterside Parks

Recreation parks are provided at local, district and city wide levels while Waterside Parks are provided at city wide and district levels. Recreation and waterside parks provide public open space which allows for outdoor recreation and leisure and provide opportunities for play, social gathering, picnics, physical activity, recreational exercise, and enjoyment of green space and natural environments.

Provision of both types of parks at the planned hierarchies also assists in Council's objective to ensure a diversity of park settings and experiences are provided for the community.

### (b) Overall Objectives

#### (i) City Wide Recreation Parks

Provide for a diverse range of activities and users from across the city. Opportunities and facilities should support extended stays in the park of ½ a day or longer and multiple groups should be catered for.

#### (ii) City Wide Waterside Parks

Provide major park destinations which have as their primary feature access to a river or a major water body.

#### (iii) District Recreation Parks

Provide a large park area catering to users from several neighbourhoods and offering opportunities for informal recreation including: active recreation, picnicking, gatherings and small community events.

#### (iv) District Waterside Parks

Provide district level parks opportunities with the primary landscape feature being the Brisbane or Bremer Rivers.

#### (v) Local Recreation Parks

Provide an area for outdoor recreation servicing a local neighbourhood.

### (c) Secondary Objectives

Recreation and Waterside Parks typically provide for a broad range of opportunities and outcomes including:

- Opportunities for informal physical activity and exercise.
- Creating a significant social space for community celebration.
- Provide active recreation opportunities, particularly for young people.

- Establish local identity and create a landscape aesthetic which generates a sense of place.
- Protect or assist in the protection of natural elements, natural waterways or features of cultural heritage significance.
- Provide developed destinations for residents to engage in physical activity.
- Contribute to the diversity of park settings and outdoor recreation opportunities available to the community.

*For more information on the purpose of recreation parks and waterside parks refer to [the LGIP and LGIP extrinsic material-The Ipswich Public Parks Strategy 2007 \(Update\)](#).*

### (d) Provision of Picnic and BBQ areas

Provision of picnic and BBQ areas is an essential part of recreation and waterside parks. The level of provision varies with the hierarchy of the park (ie. city wide, district, local). The standard requirements are the same for both Recreation and Waterside Parks.

#### (i) Standard Requirements for Picnic and BBQ areas in Recreation and Waterside Parks

The DSS describes the following Standard Requirements:

##### For City Wide Recreation and Waterside Parks

- 12 x shaded picnic areas incorporating tables and bench seats ranging in size to accommodate both small (8 x 1 table and 2 bench seats) and large groups (4 x 4 tables and 8 bench seats). 50% of picnic facilities to be in close proximity to car-parking areas.
- 6 x BBQ areas (sheltered single BBQ only) with watering points (taps) located in close proximity to sheltered picnic areas.

##### For District Recreation and Waterside Parks

- 6 x shaded picnic areas incorporating tables and bench seats ranging in size to accommodate both small (4x 1 table and 2 bench seats) and large groups (2 x 4 tables and 8 bench seats). 50% of picnic facilities to be in close proximity to car-parking areas.
- 3 x BBQ areas (sheltered single BBQ only) with watering points (taps) located in close proximity to sheltered picnic areas.



For **Local Recreation Parks**

- 1 x shaded picnic area incorporating 1 table and 2 bench seats.

*Note: provision of BBQs in local recreation parks is generally not supported by Council. Alternative provision for outdoor cooking benches may be considered in accordance with Clause (iv) below.*

## (ii) Performance Outcome

The following overall performance outcomes for both Waterside and Recreation Parks are:

- **City Wide and District Recreation and Waterside Parks** will provide picnic and BBQ areas (including tables, shelters, BBQs and water points) able to accommodate multiple small groups at one time and including some areas which can accommodate larger groups.
- **Local Recreation Parks** are designed for shorter stays and will provide for local users (family group or group of friends) to have picnics and socialise by providing a shaded table or similar facility.

## (iii) Example Alternative Solutions for Recreation and Waterside Parks

Picnic and BBQ facilities may be provided in a number of ways with large central hubs or smaller dispersed nodes providing sufficient capacity relevant to the scale of the park.

Alternative approaches may include:

- A network of small picnic nodes and one or two large nodes comprised of a "BBQ station" and a grouping of tables/shelters.
- A mix of sites with some provided as shelters and tables only and others with BBQs.
- Provision of a specific area for larger groups and several small group areas serviced by separate BBQ hubs (BBQ hubs provide a central location for all BBQs and will have multiple hotplates).
- For **District Parks** a single "BBQ station" providing 3 or more hotplates rather than 3 standalone BBQs.
- For **Local Parks** a combination of platforms and seats using natural or built shade may be suitable.

## (iv) Additional Provision for Outdoor Cooking

The provision of BBQ areas in the Standard Requirements in Citywide and District Recreation and Waterside Parks provides for access to outdoor cooking facilities across the City. Demand for outdoor cooking facilities can exceed the Standard Requirement at the Citywide or District Park level or arise in Local Recreation Parks which are a focal park or function as a key destination within a suburb or neighbourhood.

BBQs have associated ongoing costs relating to maintenance, cleaning and providing fuel. Many households now have portable self-contained cooking appliances such as gas rings and BBQs. The provision within a park of 'cooking benches' with resilient cleanable worktops can facilitate the use of portable cooking devices within a park.

Where demand can be demonstrated for additional outdoor cooking facilities that exceed that provided for by the Standard Requirements the following alternative approach may be considered:

- In **Citywide and District Recreation and Waterside Parks**, cooking benches provided as part of large central hubs or smaller dispersed BBQ areas, or separate to BBQ provision in association with tables and bench seats.
- In **Local Recreation Parks**, where it has been demonstrated the park acts as a key destination or a major focal point within a suburb or neighbourhood (generally one such park per suburb and located away from Citywide and District Recreation and Waterside Parks) and a demand for cooking facilities exist, a cooking bench or BBQ provided within the picnic area (table and bench seats).

## (v) Other Requirements for Alternative Solutions

- All furniture to comply with any Council Design Guidelines for Park Furniture. Any proposed variations must be proved to offer the same level of function, aesthetics and low maintenance as approved units.
- Areas to be configured in a way that provides some sense of privacy for each group and buffers the large group area from other users.



- All picnic sites should be easily accessed for maintenance.

(e) Provision of Active Recreation Areas

Active recreation areas provide for physical activity either as an informal group or as an individual. Opportunities can include exercise stations, kick-a-bout areas or other active elements which encourage or facilitate physical activity.

(i) Standard Requirements for Active Recreation Areas in Waterside and Recreation Parks

The DSS describes the following Standard Requirements:

**For City Wide Recreation Parks**

- 1 x large kick-a-bout area (nominal size: 50 x 70m).
- 2 x small kick-a-bout areas (nominal size: 30 x 40m).

**For City Wide Waterside Parks**

- 2 x kick-a-bout areas (nominal size: 50 x 70m).

**For District Recreation Parks**

- 1 x kick-a-bout area (nominal size: 50 x 70m) plus 1 x multi-purpose ½ court with hoop and backboard or 1 x rebound wall and court.

**For District Waterside Parks**

- 1 x kick-a-bout area (nominal size: 50 x 70m).

**For Local Recreation Parks**

- 1 x kick-a-bout area (nominal size: 30 x 20m) plus 1 x multi-purpose ½ court with hoop and backboard or 1 x rebound wall and court.

(ii) Performance Outcome

The overall performance outcome is:

Provision of spaces and facilities for self organised physical activity / active recreation appropriate to the demographic profile of visitors using the park or the catchment the park is being provided for.

(iii) Example Alternative Solutions

A range of alternative solutions are possible.

**Citywide and District Recreation and Waterside Parks**

- Must provide at least 1 kick-a-bout space of 3500 m2 which has no dimension smaller than 40m, plus at least two other active recreation elements (see examples below).

- Provide for individual and group activity.
- Provide for both younger and older users.

**Local Recreation Parks**

- Must provide a kick-a-bout space not less than 600m2 with no dimension smaller than 20m, plus at least one other active recreation element.
- Provide for individual and group activity.
- Provide for both younger and older users.

Examples of active recreation elements include:

- Informal sports field.
- Active recreation sites for youth such as BMX track, jump park, skate park or sports courts.
- Horizontal climbing and bouldering walls.
- Basketball courts/ half courts.
- Dog Off-Leash exercise areas (fenced).
- Running tracks.
- Outdoor “gyms” using fixed exercise equipment.
- Dedicated fitness trail or multiple use of the parks internal path network as an exercise trail.
- Waterway access points for canoeing and other paddle sports (waterside parks only).
- An area for older residents to congregate and take part in a shared activity such as a Bocce court, outdoor chess areas, or outdoor exercise equipment.

(iv) Other Requirements for Alternative Solutions

- Design and construction should address public safety and maintenance costs and include consideration for fencing where the kick about area may lead to children running onto roadways.
- The likely ages and preferences of residents to be serviced by the park should be considered in determining the provision of appropriate embellishments within the park.



- Any equipment must be compliant with current ANZ safety standards.

(f) Provision of Playspace and Adventure Playgrounds

The provision of spaces for play is fundamental to recreation and waterside parks. The scale of the playspace and unique features (such as adventure play, water play and play sculpture) can help define a park as a destination for residents and visitors and contribute to the diversity of experience on offer to the community.

However providing successful play spaces combines numerous elements such as landscaping, location and play equipment. City wide and district parks need to accommodate a range of ages and abilities while local parks should cater for the needs of residents within the local catchment.

(i) Standard Requirements for Provision of Playspaces and Adventure Playgrounds

The DSS describes the following Standard Requirements:

For **City Wide Recreation Parks**

- 1 x themed adventure playground (nominal size: 100 x 100m) on either a flat (1:50 maximum grade) or terraced site incorporating: a range of play equipment for children aged 2 – 12;
- shade structure; seating (2 x1 Table and 2 bench seats);
- soft-fall;
- fenced toddler play area;
- child cycle circuit.

For **District Recreation Parks and City Wide Waterside Parks**

- 1 x themed adventure playground (nominal size: 60 x 40m) on either a flat (1:50 maximum grade) or terraced site incorporating: a range of play equipment for children aged 2 – 12;
- shade structure; seating (2 x1 Table and 2 bench seats);
- soft-fall;
- fenced toddler play area.

For **Local Recreation Parks and District Waterside Parks**

- 1 x play space (nominal size 20 x 15m) on either a flat (1:50 maximum grade) or terraced site incorporating: a range of play equipment for children aged 2 – 12;

- shade and soft-fall.

(ii) Performance Outcome for Provision of Playspaces and Adventure Playgrounds

The overall performance outcome for provision of play space and active recreation opportunities is:

- Provision of a space or spaces for active play appropriate to the range of ages and emerging preferences of children and youth that the park will be servicing.

(iii) Example Alternative Solutions

**City Wide and District Recreation and Waterside Parks:**

- Adventure play space for older children 12+. (which could include a skate park, Mountain Bike trail, BMX jump park or similar).
- Play sculpture (meaning sculpture that provides artistic and interactive play elements) and interactive landscapes.
- Zero depth water play features (City Wide Recreation Parks only).
- Play space or multiple spaces integrated into special landscape features of the park. The spaces must cater to at least 2 different age groups including younger and older children.
- A linear adventure trail providing a range of activities and still visible from central areas.
- Opportunistic use of natural features (such as boulders, ridges or slopes) to create informal play landscapes.
- (For Waterside Parks) developed edge treatments providing safe fishing platforms or water play opportunities.

**Local Recreation Parks:**

- A play or activity space designed for an older youth demographic as appropriate to the local community, such as: a small mountain bike trail, Informal BMX area, outdoor gym equipment, climbing wall, adventure playground.

(iv) Other Requirements for Alternative Solutions

- City Wide and District Parks must provide for a range of ages.
- Play spaces for very young children (toddlers) should have seats.



- Play spaces for different age groups should be physically separate.
- Must comply with all relevant Australian Standards (including AS 4685:2004 and AS/NZS 4422:1996).
- All play equipment should have provision for shade.
- High visibility/ casual surveillance of the play area and compliance with CPTED guidelines is a requirement of all solutions.
- Playspaces and adventure playgrounds should not be located adjacent to high volume vehicle traffic areas or roads. However, if playspaces are unavoidably located in proximity to highly trafficked vehicle areas or roads particularly when they cater for very young children (toddlers) then fencing or effective barrier landscape should be provided to limit wandering out of the playspace.

(g) Commercial Elements and Concessionary Spaces

Provision of commercial opportunities within parks allows for the development of “discretionary services”. These services add to the visitor experience but are provided at a cost to the user. In the case of city wide parks many users would expect the provision of a cafe or kiosk to service the destination.

Similarly when city wide or district parks host events or during busy periods within the year, visitor enjoyment may be enhanced by provision of additional opportunities within the park such as food and beverage outlets, equipment hire or organised (pay to participate) activities.

(i) Standard Requirements for Commercial Elements and Concessionary Spaces

The DSS describes the following Standard Requirements:

**For City Wide Recreation and Waterside Parks**

- 1 x Café/kiosk (nominal size: 7m x 10m) with adjacent area to accommodate bicycle/equipment hire activities.
- 3 x Concessionary Hardstand Area (nominal size each area 5m x 8m to accommodate a mobile food van) with adjacent water and power supply points.

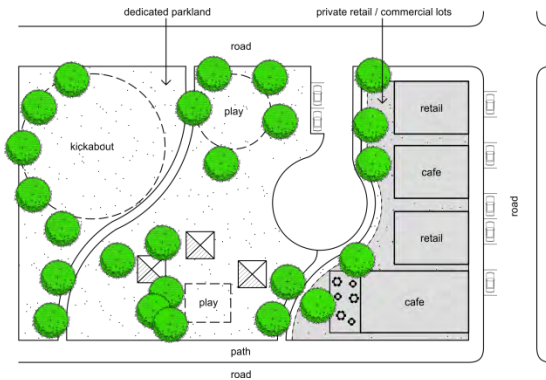
**For District Recreation and Waterside Parks**

- 1 x Concessionary Hardstand Area (nominal size each area 5m x 8m to accommodate a mobile food van) with adjacent water and power supply points.
- (ii) Performance Outcome
- Citywide Recreation and Waterside Parks should provide for “discretionary services” or “concessions” such as refreshments and hire services to park visitors on a regular basis. District Recreation and Waterside Parks should provide for “concessions” at peak use times or for special events.
- (iii) Example Alternative Solutions
- Opportunities for more efficient use of developed space within the park and for potential integration of adjacent commercial precincts should be considered in developing alternative solutions. Possible solutions are:
- Integration of an adjacent retail precinct into one boundary of city wide or district parks. This could be achieved by sharing the boundary of the park with common public space such as a plaza or pedestrian mall leading to adjacent retail, or an outdoor eating area or terrace for an adjacent café or restaurant.
  - Provision of “vacant” floor space within a public building or structure in the park that can be hired as a concession during events or certain peak use times.
  - Defining/ delineating sections within the car park which can be reserved for occasional or regular concession use.
  - Using subsoil reinforcement for turfed areas which can be used occasionally.
- (iv) Constraints on Alternative Solutions
- Retail precincts intended to share boundaries with parks are not to be considered as part of the parkland contributions.
  - Any proposals for integrating a retail precinct with a park boundary must comply with planning scheme requirements and should not detrimentally affect the safe operation and function of the park or the required



levels of car parking to service the park.

**Figure 6: - Possible District Park Configuration with Integrated Boundary to Small Retail Precinct.**



(h) Water Access and Fishing Facilities in Waterside Parks

Waterside parks should provide a similar range of opportunities as recreation parks. However the key feature of waterside parks is the access to adjacent rivers or major water bodies. Water quality issues will generally make primary contact (e.g. swimming) difficult to provide for but in many cases secondary opportunities such as boating and fishing may be provided.

(i) **Standard Requirements for City Wide and District Waterside Parks**

The DSS requires:

- 1 x boat ramp including boat trailer turning/ wash down area (ensure adequate depth of water for launch/recovery) or canoe launch area.
- 1 x enhanced water frontage area incorporating lit boardwalk, promenade or jetty located near cafe/kiosk.
- 2 x Fish cleaning tables with water taps.

(ii) **Performance Outcome**

- Waterside parks should provide adequate facilities for enjoyment of the associated water body. This includes provision for water access by craft as well as fishing facilities and developed water front elements.

(iii) **Example alternative solutions**

- Pontoon access to water bodies or waterways catering to canoes and other paddle craft.

- Formalised water edge treatment incorporating decks, boardwalks, promenades or similar features designed to be a focus for users and enhance the local kiosk/ cafe area.
- Cleaning stations located near fishing areas and water access points providing a table, bins and water.

(iv) **Further Requirements for Alternative Solutions**

- Pontoon and ramp access points must be functional at all tides.
- In some cases, such as major waterways, approval from the state may be required for installation of pontoons.
- Consideration should be given to vehicle access to ramps and parking and circulation needs.
- Pontoons and access points for paddle craft should be no more than 100 m from car parks and car parks should provide some wider bays for craft loading/unloading.
- Formal “waters edge” treatments must consider public safety and bank stability issues.
- All development of waterside parks should protect water bodies from erosion and sediment impacts and meet stated water quality objectives for the water body or stream.

**Figure 7: - Possible Layout of Elements for a Waterside Park**



Note: Car park design is indicative only. Design of off street car parking is to be in accordance with AS2890.1.

(i) Dog Off Leash Areas

The provision of dog off leash areas can assist in meeting the need of the many dog owners in Ipswich and the welfare of dogs. Dog off leash



areas however, can cause detrimental environmental and amenity impacts where they are not properly located.

Where there is a demonstrated need a dog off leash area may be provided as an alternative embellishment in city wide parks, district level waterside parks, district level recreation parks or local recreation parks. In determining whether the provision of a dog off leash area is acceptable, consideration will be given to:

- separation from environmental areas and riparian corridors.
- location relative to other dog off leash areas to ensure an over supply does not occur.
- separation from surrounding sensitive land uses, particularly residences, and from commercial kennels or dog racing facilities.
- the location within the park so as not to compromise other uses of the park such as BBQ and picnic areas or play areas (dog off leash areas should not be included in a park predominantly used for sporting purposes) and to maximise the use of topographic features to mitigate impacts such as noise.

Unless otherwise determined by Council dog off leash areas are to be fenced.

### 3. Site Access, Parking and Paths and Lighting for Sporting, Recreation, Waterside and Linear Parks

All parks have requirements in regard to boundary treatments, provision of car parking and elements such as pathways, bikeways and drinking water.

While the standard requirements differ for different types of parks there are a range of alternatives which may be considered.

The following section provides some alternative solutions for some elements common to all park types or alternatives that may be applicable to specific park types.

Where there are no alternatives discussed for a specific elements it may be assumed that the standard requirements must be adhered to (for example % of park boundary fronting a public road).

#### (a) Site Access

Access to parks should be managed carefully to ensure that all users have safe access to the facilities within the park. However the boundary of the site needs to be managed to ensure that vehicles are restricted to purpose designed areas only. Entry to and from the park also needs to consider the surrounding residents and maximise opportunities for users to easily and safely access

the park. In some cases this will mean restricting pedestrians or other traffic at certain points.

#### (i) Standard Requirements for Site Access

The DSS describes the following Standard Requirements:

#### For City Wide and District Recreation and Waterside Parks, Citywide and Local Sports Parks

- Sealed internal road network providing access to clubhouse and parking areas.
- Installation of 'access control' barrier to all accessible park boundaries/ frontages (e.g. bollards at 1.5m centres).

#### For Local Recreation Parks and Linear Parks

- Installation of 'access control' barrier to all accessible park boundaries/ frontages (e.g. bollards at 1.5m centres).

#### (ii) Performance Outcome for Site Access

- Off-street sealed access to sealed parking nodes. For all district and citywide parks (excluding Linear).
- The boundary treated in a way that restricts vehicle access except by the designed road entry and enables safe access from multiple points for pedestrian and cycle users and provides suitable access points for people with mobility challenges.

#### (iii) Example Alternative Solutions

- Any boundary treatment that meets Council's landscape guidelines and restricts vehicle access without reducing casual surveillance of the park.
- Use of Post and Top rail fencing or open pool style fencing.
- Dense plantings of low shrubs which will not grow above 600 mm or trees with a 2m clear understorey to base of canopy.
- Alternative treatments using bollard materials such as square timber, stone, recycled plastic or a combination of materials and planted features.

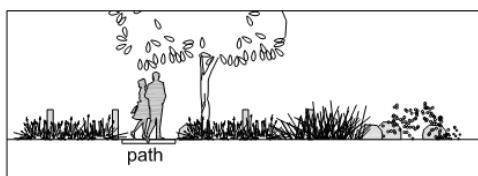




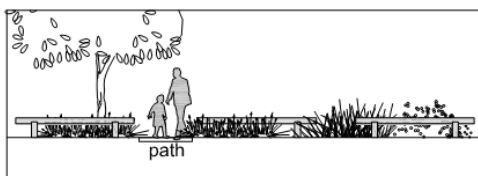
(iv) Other Requirements for Alternative Solutions

- Use of topography features, such as embankments or drainage depressions.
- Alternative boundary treatments must provide for people with mobility challenges.
- Materials and construction used must not increase maintenance costs beyond that expected for the standard bollard treatment.

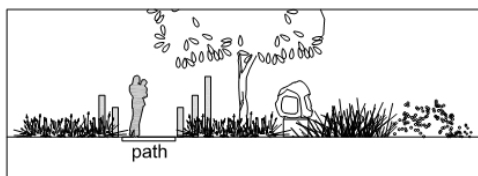
Figure 8: - Alternative Boundary Treatments



Bollards combined with boulders and planting



Post and top rail barriers



Hard sculpted elements with dense low planting

(b) Vehicle Parking

Parking for district and citywide sport, recreation and waterside parks is normally provided internal to the site with a combination of surfaced and unsurfaced overflow areas.

All formal parking areas are required to provide sufficient parking spaces as required by the planning scheme.

Local Recreation Parks are primarily “walk to” parks serving local catchments generally within a 500m radius and therefore only on-street parking needs to be provided.

When designing the surrounding road network and development adjacent to local recreation parks, regard should be had to increasing the availability of on street parking where practical. Indented parking within the road reserve fronting the park can be provided in an integrated manner with streetscape and park design outcomes.

Development forms which reduce the number of vehicle cross-overs, such as those accessed via rear laneways, increase on street parking capacity and are encouraged.

Linear parks are linked across urban areas via adjacent road and path networks and no on-site parking is required.

(i) Standard Requirements for Vehicle Parking

The DSS requires the following internal parking to be provided:

Table 1 Vehicle Parking Requirements in the DSS

Park Type	Surfaced (Paved and line marked)	Overflow (grassed-reinforced or other)
City Wide Sports (500 cars peak)	250 cars and 4 coaches.	250 cars adjacent to formal parking areas.
Local Sports (150 cars peak)	100 cars and 4 coaches.	50 cars adjacent to formal parking areas.
City Wide Recreation (150 cars peak)	150 cars and 4 coaches	nil
District Recreation	50 cars and 1 coach.	nil
City Wide Waterside Parks (250 cars peak)	150 cars, 20 trailers, and 4 coaches.	100 cars adjacent to formal parking areas.
District waterside Parks	50 cars, 1 coach and 10 trailers (where boat ramp provided)	Nil
Local Recreation and Linear Parks	No internal provision- roadside parking only	

(ii) Performance Outcome

- All parks should provide sufficient parking to accommodate the peak demand loads anticipated for the specific park type as identified in Table 1 above. A range of strategies may be used to achieve this outcome.

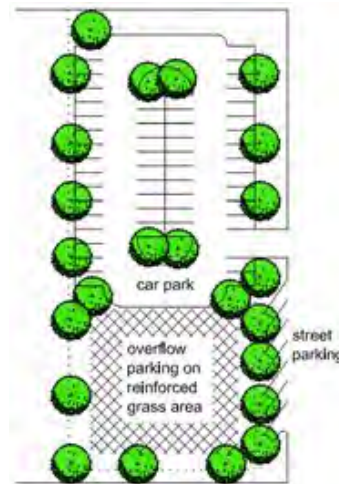
(iii) Example Alternative Solutions

A range of alternative solutions for parking provision are possible. However the peak loads indicated in Table 1 must still be accommodated. Alternative solutions may include:



- Avoiding large areas of “sterile” car park by breaking up parking areas to service different nodes within the park may be preferred for City Wide Recreation, Sport and Waterside Parks.
  - Providing some of the parking as on-street spaces, where Council considers there is sufficient parking space capacity within the surrounding street network.
  - Reducing the extent of hardstand by increasing the amount of overflow parking on reinforced grassed areas.
- (iv) Further Requirements for Alternative Solutions
- Location of parking areas should seek to minimise internal road networks by being located close to the perimeter or adjacent to key facility which require their own driveway access.
  - Parking areas must consider access to key facilities and make provision for those with limited mobility.
  - For Citywide and District Parks consideration should be given to the provision of parking for cyclists.
  - Providing multiple parking nodes with separate street entries will only be considered if deemed acceptable relative to traffic circulation and safety and is supported with appropriate signage.
  - A calculation of likely demand is required to support any case for a park proposal where the number of spaces to be provided is less than that required in the DSS.

**Figure 9: - Mixed Parking Solution using On-Street and Grassed Overflow Area.**



Note: Car park design is indicative only. Design of off street car parking is to be in accordance with AS2890.1.

(c) Pedestrian Pathways and Bikeways

Pedestrian pathways and bikeways are integral to parks as they provide access to facilities and interest points within the park as well as facilitating access to the park itself.

Pathways have also become significant recreation facilities in their own right and provide for walking, running, cycling and a range of other informal recreation activities.

Therefore including pathways in parks needs to consider their recreational value as well as providing access to internal park features.

(i) Standard Requirements for Pathways

The DSS describes the following Standard Requirements:

**For City Wide Sport and Recreation Parks**

- Constructed pathway (2200mm wide concrete) circuit to park perimeter integrated with bikeway/pathway network.
- Internal pathway (2200mm wide concrete) connection providing access (1:20 maximum grade) to major activity areas.

**For City Wide and District Waterside Parks**

- Constructed pathway (2200mm wide concrete) for the length of the park (preferably adjacent to the water body, river or creek) integrated with cycle/pedestrian network.



- Internal pathway (2200mm wide concrete) connection providing access to major activity areas (to follow contours if possible or minimum 1:20 grade).

For **City Wide and Local Linear Parks**

- Constructed pathway (2200mm wide concrete) for the length of the park (preferably adjacent to the water body, river or creek) integrated with cycle/pedestrian network.

For **Local Recreation Parks**

- Constructed pathway (2200mm wide concrete) circuit to park perimeter integrated with bikeway/pathway network.

(ii) Performance Outcome

- Sufficient internal and perimeter paths are provided to facilitate access to and within the park as well as provide path based recreation opportunities appropriate to the park's hierarchy and function.

(iii) Example Alternative Solutions

- For all types of parks internal path network that facilitates access, provides recreation opportunity and meets the minimum width of 2200mm may be considered.

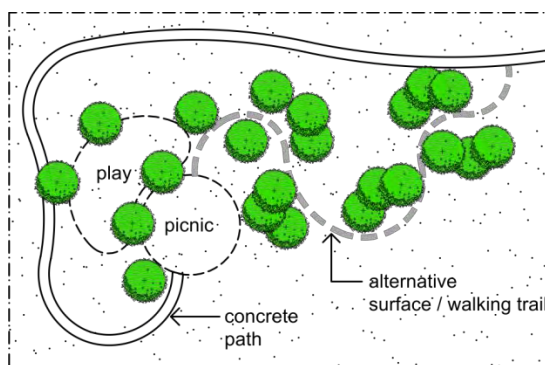
(iv) Constraints on Alternative Solutions

- The path provided should be a network appropriate to the type of park. For City Wide Recreation parks this should include a network that covers a significant proportion of the perimeter and offers linear distance of at least 1.2 Km, preferably with distance markers.
- Pathways forming part of a regional bikeway network need to comply with the width standard for that network.
- Path networks must provide sufficient access to key facilities within the park and connect the main elements of the park.
- Variation in path widths may be considered where paths wider than 2200mm are provided as "main" paths, shared paths or connecting paths, are 3m or wider and are complemented with narrower paths for lower volume and recreational walking use, providing no paths are less than 1.5m wide.

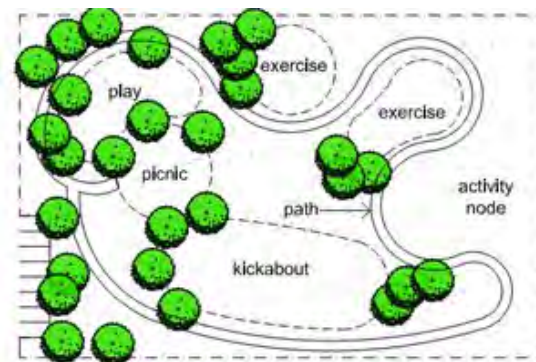
- Concrete paths combined with alternative path surfaces may be considered. Asphalt compounds, textured concrete, paving and other hardscaping may be considered provided Council approves the surface as appropriate to the intended use and location. Gravel or decomposed rock surfaces, are **not** to be used owing to drainage and erosion concerns.

The following examples illustrate some alternative approaches.

**Figure 10: - Alternative Path Solution – showing perimeter contact and circuit opportunities.**



**Figure 11: - Alternative Path Layout for District Park - showing recreational trail treatment**



Note: Car park design is indicative only. Design of off street car parking is to be in accordance with AS2890.1.

(d) Lighting (other than for playing surfaces)

The provision of Lighting enables appropriate recreational activities to be undertaken within parks outside of day light hours. Lighting can also support Crime Prevention Through Environmental Design (CPTED) outcomes within public parks by illuminating areas of parks to increase casual surveillance and reduce the likelihood of inappropriate behaviour in those areas and



conversely to discourage the public use of other areas outside of daylight hours.

- (i) Standard Requirements for Lighting (other than for playing surfaces)

The DSS describes the following standard requirements:

For **City Wide Sport and Recreation and District Sport Parks**

- To all internal roads, parking areas and primary pedestrian paths.

For **District Recreation Parks**

- To primary pedestrian paths.

- (ii) Performance Outcomes

- Sufficient lighting is provided to support the use of the park based on recreation opportunities appropriate to the park's hierarchy and function and to provide public safety and security.

- (iii) Example Alternative Solutions

- Within any park type lighting is provided to primary pedestrian paths or recreation nodes within the park where after hours use is to be encouraged, or where there is a specific need for lighting in regards to equipment or facilities safety and security.

- (iv) Constraints on Alternative Solutions

- The lighting does not extend use of the park or parts of the park that would result in detrimental amenity impacts e.g. through light or noise disturbance to nearby residents or lead to inappropriate use of the park.
- The lighting is needed to ensure safety in the park in situations where adequate illumination is not provided by an alternative source e.g. street lighting.
- The lighting is located, directed and shielded so as to avoid nuisance to nearby residents.

#### 4. Definitions and Terminology

Term/ Abbreviation	Definition / Explanation
Amenities Hub	A built structure in a sports park providing toilets and change facilities along with shade for spectators and players. May include storage, kiosk and first aid areas.
Active Recreation	Informal physical activity undertaken in parks for recreational not competitive outcomes.
BBQ Hub	A built hub housing 2 or more BBQs and designed to service a number of surrounding tables or picnic settings.
DSS	Desired Standards of Service. These are the standards Council specifies for provision and development of public parks.
Embellishment	The landscaping and facilities provided in public parks.
Play Event	A single piece of play equipment such as a swing. As distinct from a playground or play space which provide multiple play events.
PSP	Planning Scheme Policy
Public Parks Infrastructure	The recreational, sporting and waterside parks provided for the community. The primary purpose of these is to provide for recreation and sport not conservation outcomes.
SPA	Sustainable Planning Act 2009.
Sports Parks	Parks designed to accommodate formal sporting use as a primary purpose.
Recreation Parks	Parks designed to accommodate general recreation and more informal uses.
Waterside Parks	Parks located on waterbodies or waterways which provide for outdoor recreation.
Linear Parks	Parks provided as linear systems or corridors mainly along rivers and creeks linking larger open space areas or providing local opportunity for outdoor recreation.



# IMPLEMENTATION GUIDELINE NO. 9



## Bellbird Park Planning Study

### Date of Resolution

These guidelines were originally adopted by Council on 10 November 2009 and took effect from the 24 November 2009, in accordance with section 2.3(2) of the Planning Scheme. The guidelines were amended by Council:

- 19 June 2012 and took effect on 9 July 2012;
- 17 September 2014 and took effect on 29 September 2014; and
- 27 March 2018 and took effect on 23 April 2018.

### Purpose of the Guideline

The purpose of this guideline is to assist in the co-ordination and integration of development outcomes for the west Bellbird Park area and to clarify Council's planning intent for the area.

This guideline is intended to resolve issues regarding strategic outcomes for the future development of the west Bellbird Park area. Particular regard is to be given to the parks network, strategic road network, pedestrian / cycle network, greenspace network, and the major centres network.

Council's Implementation Guidelines are intended to apply a standard approach to the interpretation and implementation of the relevant aspects of the Planning Scheme. They offer a degree of certainty and formality to applicants, Council and the community. Where an applicant is proposing a variation to the guidelines the onus is on the applicant to demonstrate the facts and circumstances to support the variation.

### Introduction to the study area

The Bellbird Park study area is bounded by Brennan Street to the north, Redbank Plains Road to the north and west, and Jones Road to the east and south (see Figure 1). The total area is 1.6 km<sup>2</sup>.

The Ipswich Population Modeller (IPM) indicates that the current population in the study area is 2,014 persons, and the ultimate population for the area is forecasted to be 5,665 persons.

### 1. Key Planning Issues (Constraints and Opportunities)

#### (1) Urban Catchment Flow Path

The study area is affected by the Flooding and Urban Catchment Flow Path Areas Overlay Map (OV5). An urban stormwater flow path known as Happy Jack Gully, traverses properties along the eastern portion of the study area.

#### (2) Topography

The study area is affected by varying levels of topography, ranging from low lying areas at 33m AHD along Happy Jack Gully extending south to north-east through the eastern portion of the study area, to high points to the west and south of the study area up to 74m AHD.

#### (3) High Pressure Pipelines

The study area is affected by the High Pressure Pipelines Overlay Map (OV11). The high pressure gas pipeline runs east-west through the centre of the study area, through lots located between Harris Street and Verran Street. The high pressure oil pipeline traverses through the north of the study area, along Beaumaris Street and Buttler Street. This pipeline has been decommissioned and is unlikely to have any significant future impacts on development within the area.

#### (4) Character Place

Lot 122 RP102544 along Johnston Street, contains a Schedule 2 listed character dwelling known as 'Langley'. This dwelling shall be conserved in accordance with the Character Places Overlay Code.

#### (5) Significant Remnant Vegetation

Significant vegetation has been identified through desk top analysis and ground truthing in the northern section of the study area (see Figure 4). Opportunity exists to capitalise on bushland sensitive development to retain the significant remnant vegetation and natural topography in this area. Refer to Section 2(4) – Greenspace and Significant Vegetation of the guideline for further information.

#### (6) Existing Road Network

The study area is bound by a sub arterial (Jones Road) and arterial road (Redbank Plains Road). Development shall address these road frontages, however the provision of additional direct access points to sub arterial and arterial roads is not desirable.

### 2. Preferred Development Pattern Guidelines

#### (1) Land Use

The study area encapsulates relatively unconstrained and well located land with good development prospects. Over time, a range of development opportunities will re-invigorate the study area by bringing a greater intensity of community, retail, commercial and residential uses.



New development should capitalise on the strategic location and walkable environment of the study area's proximity to commercial uses, public transport and public open spaces, incorporating greater connectivity for pedestrian and vehicular traffic to the existing and future commercial and higher density residential uses.

The land use concept master plan (see Figure 2) proposes the consolidation of existing commercial uses in the area fronting Redbank Plains Road, between Jones Road and Jansen Street. This area is currently in the Residential Medium Density Zone and has been shown in a new Major Centres Zone (Secondary Business Area).

This area will support the Redbank Plains Primary Business Area to the west of the study area. The plan also proposes an expansion to the existing Residential Medium Density (RM2) Zone east, including land adjacent to Marlborough Street and Johnston Street, north to Verran Street.

The expanded Residential Medium Density Zone will support the Major Centre. The remainder of the study area reflects the current zoning under the Ipswich Planning Scheme with the addition of a possible future Level 3 Local Play and Picnic Park.

## (2) Future Road Network

The indicative transport network masterplan (see Figure 3) indicates the preferred strategic road network for collector and higher order roads.

Collector roads and major collector roads through the study area are to be landscaped and treated with appropriate local plant species including mature shade trees to create tree planted boulevards. Such planting shall be in accordance with Ipswich City Council's Street Tree Strategy.

The access street network depicted in Figure 3 is indicative and subject to further detailed assessment.

A detailed site plan depicting an integrated road network layout may be required to support development proposed in the study area.

Where possible, the use of cul-de-sacs and hatchet lots within development proposals should be avoided.

## (3) Pedestrian and Cycle Network

The pedestrian and cycle network shall optimise walking and cycling opportunities by complementing the existing and proposed surrounding land uses, open space and transport networks (both public and private modes).

Off road pedestrian and cycle pathways shall be constructed to provide suburban and inter-suburban links (see Figure 3). Off road pedestrian and cycle pathways should be constructed along all collector roads and the proposed local access street network, and provide linkages between future internal access streets to suburban and inter-suburban roads, and public transport network.

## (4) Greenspace and Significant Vegetation

(i) Happy Jack Gully extends south to north-east through the eastern portion of the study area (alongside Jones Road). Development proposals should demonstrate the retention and remediation of Happy Jack Gully through, but not limited to, revegetation with local endemic plant species.

(ii) Existing remnant native vegetation within the northern portion of the study area (see Figure 4) shall be retained pre and post development.

Employment of bushland sensitive development techniques will provide opportunities for the optimal retention of vegetation when incorporated in the design of developments. These techniques include:

- building location envelopes;
- larger lot sizes;
- site sensitive building construction methods;
- minimisation of clearing and earthworks; and
- the provision of supplementary planting.

(iii) The flow on benefits of maintaining the longevity of these environmental assets includes:

- increased property and aesthetic values;
- retained and improved biodiversity;
- improved water quality;
- visual screening;
- soil conservation; and
- the maintenance of soil stability in the steeper portions of the study area.

Development within the identified bushland sensitive areas shall be designed and undertaken to provide for the use of appropriate construction methods in response to the sites' environmental and ecological attributes.

## (5) Parks Strategy

An additional Local Recreation Park should be strategically located within the western portion of the study area, desirably in the vicinity of Johnston Street and Marlborough Street, between Jones Road and Borlase Street (see Figure 4).

The park should be suitably located to be easily accessible to the surrounding community and achieve the desired standards of service of Part 13—Local Government Infrastructure Plan and Planning Scheme Policy 3 – General Works.



(6) Water Supply

The existing water supply adequately services the existing developed areas. Future upgrades to the water supply infrastructure shall address demands due to population growth.

(7) Sewerage Network

The existing sewerage system adequately services the existing developed areas. Future upgrades to the sewerage infrastructure shall address demands due to population growth. The proposed network of gravity mains is subject to further investigation and negotiation with developers to provide an efficient and cost effective sewerage system.

(8) Stormwater Management

Where the scale of the development warrants, the implementation of good quality water sensitive urban design principles should be incorporated into the design process in order to reduce overall water usage.



 Overall Study Area



April 2018

**Legend**



**Figure 1**  
**Bellbird Park**  
**Study Area**



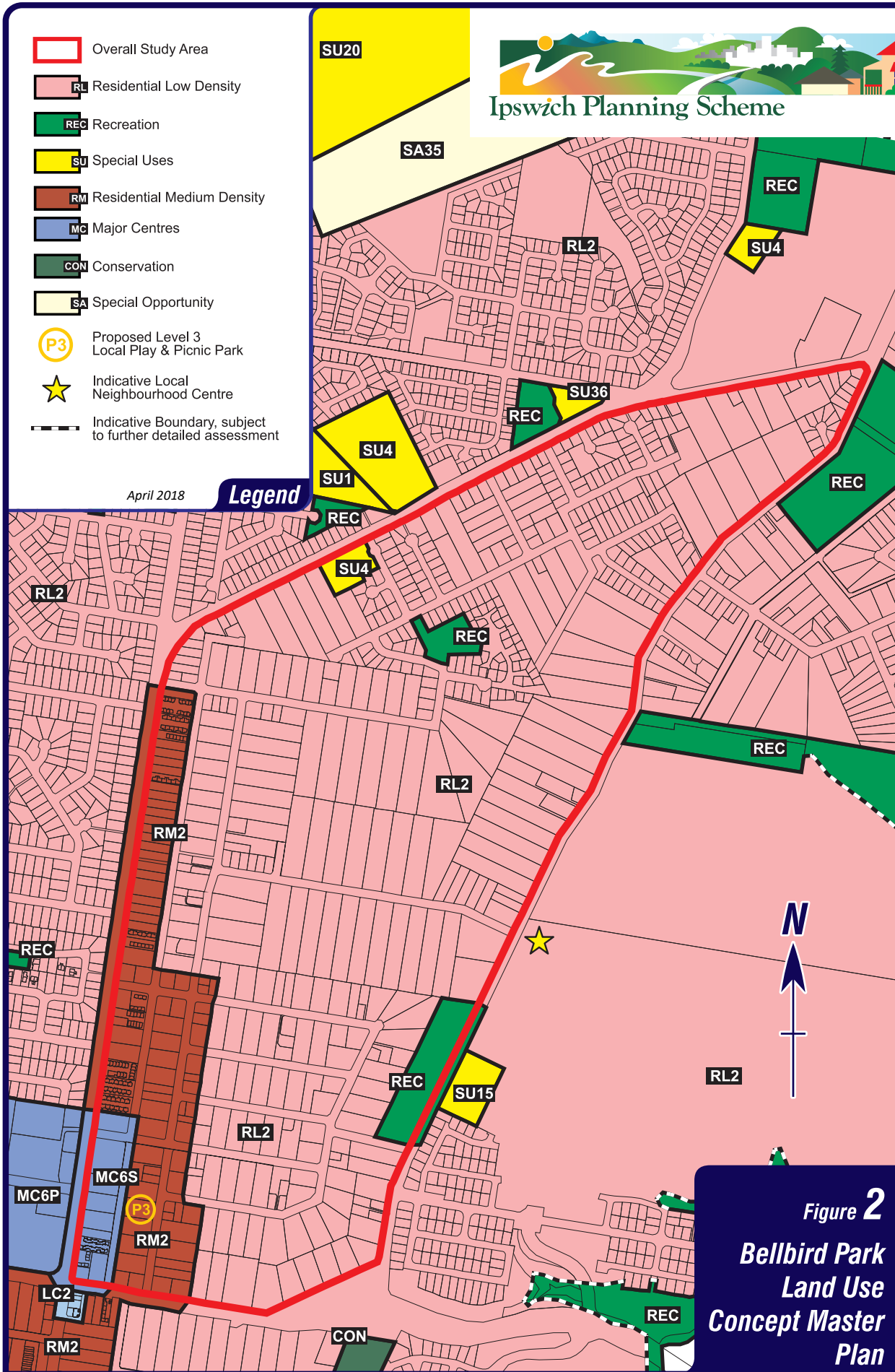


# Ipswich Planning Scheme

- Overall Study Area
- RL Residential Low Density
- REC Recreation
- SU Special Uses
- RM Residential Medium Density
- MC Major Centres
- CON Conservation
- SA Special Opportunity
- P3 Proposed Level 3 Local Play & Picnic Park
- ★ Indicative Local Neighbourhood Centre
- Indicative Boundary, subject to further detailed assessment

April 2018

## Legend



**Figure 2**  
**Bellbird Park**  
**Land Use**  
**Concept Master**  
**Plan**

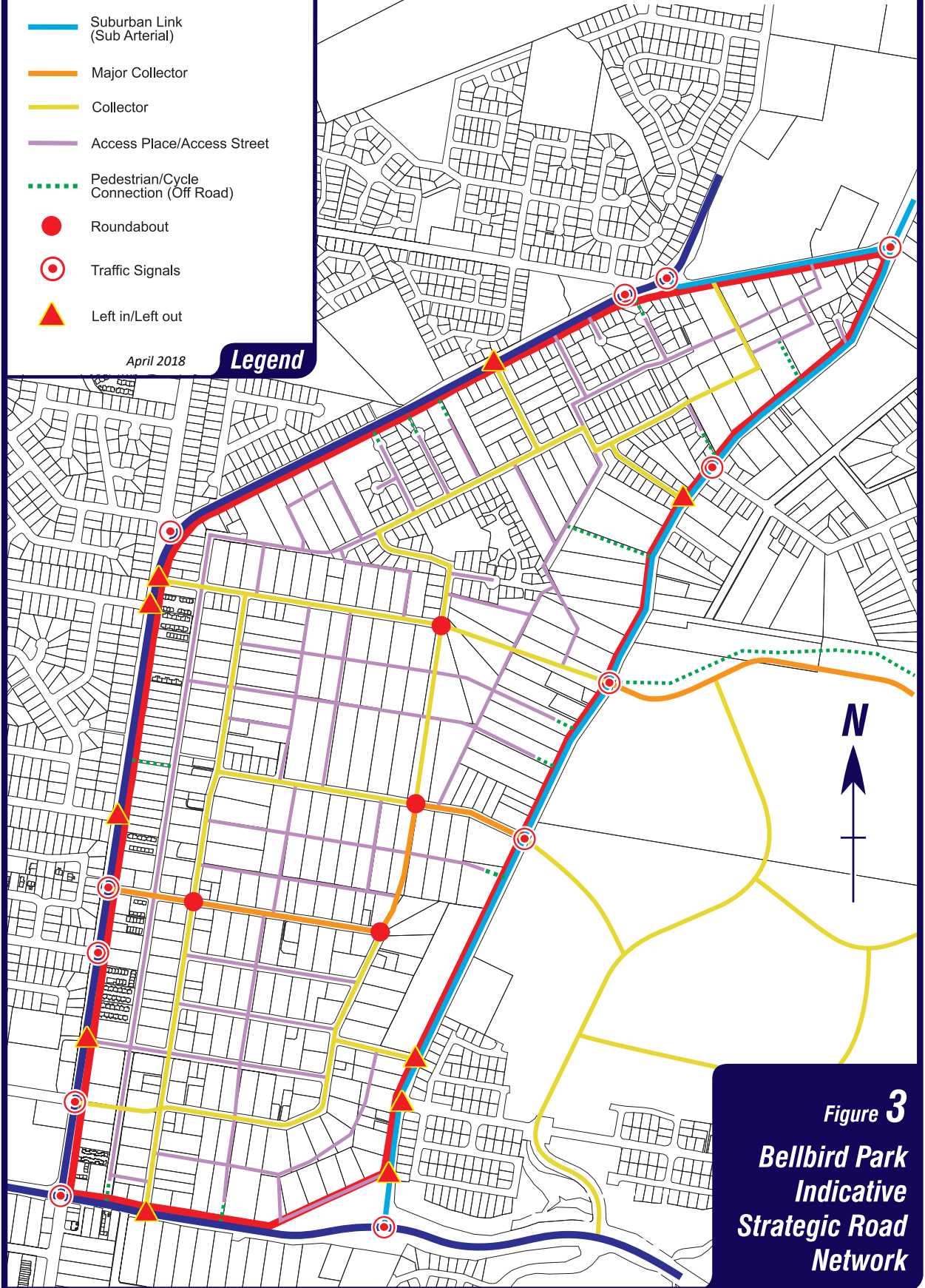


# Ipswich Planning Scheme

- Overall Study Area
- Intersuburban Link (Arterial)
- Suburban Link (Sub Arterial)
- Major Collector
- Collector
- Access Place/Access Street
- Pedestrian/Cycle Connection (Off Road)
- Roundabout
- Traffic Signals
- Left in/Left out

April 2018

## Legend



**Figure 3**  
**Bellbird Park**  
**Indicative**  
**Strategic Road**  
**Network**

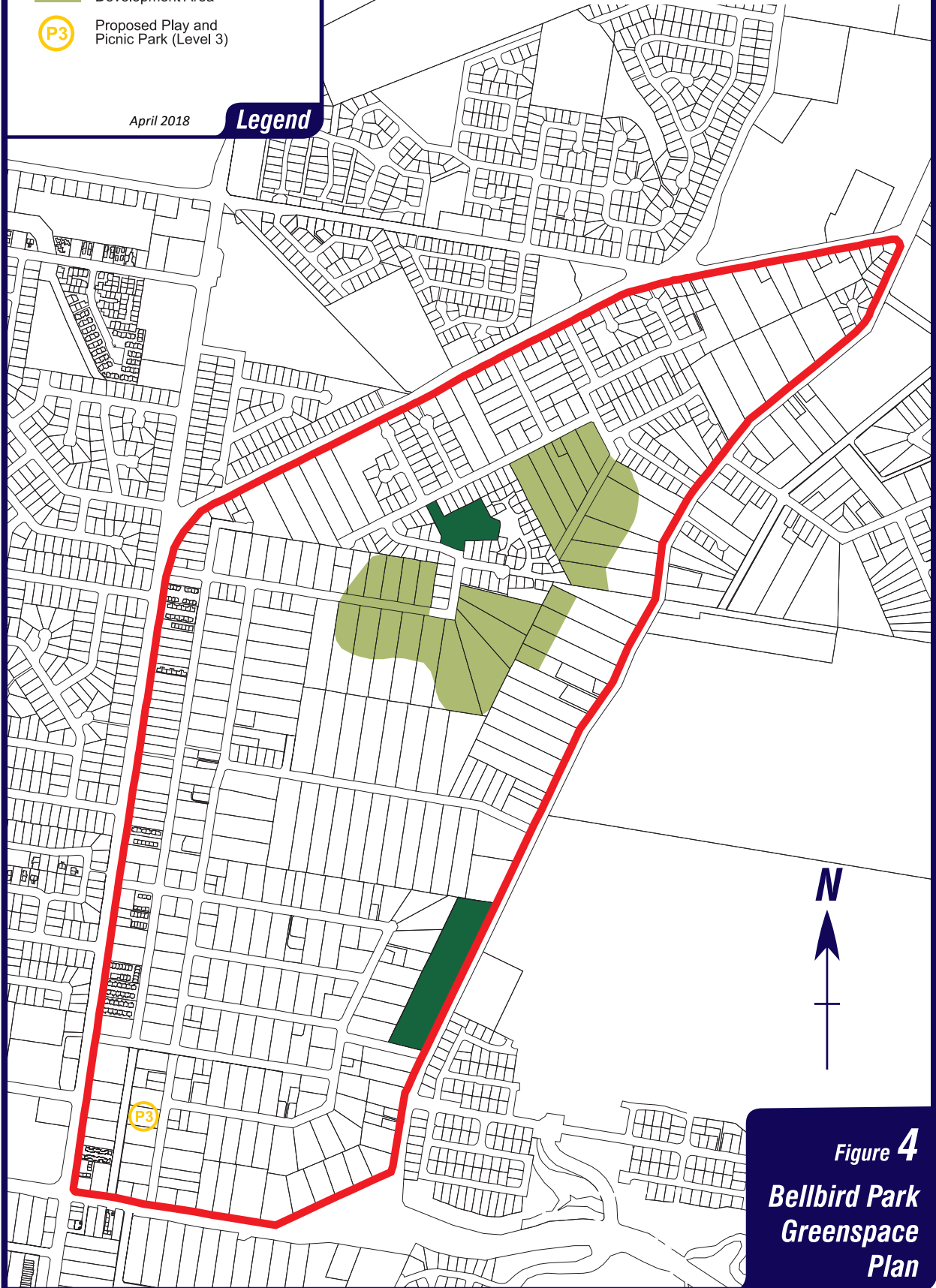


Ipswich Planning Scheme

-  Overall Study Area
-  ICC Owned Reserve/Conservation Area
-  Bushland Sensitive Development Area
-  Proposed Play and Picnic Park (Level 3)

April 2018

**Legend**



**Figure 4**  
**Bellbird Park**  
**Greenspace**  
**Plan**

# IMPLEMENTATION GUIDELINE NO. 25



## New Chum Enterprise Area Planning Study

### Date of Resolution

These guidelines were originally adopted by Council on 25 January 2012 and took effect from the 9 February 2012, in accordance with section 2.3(2) of the Planning Scheme. The guidelines were amended by Council:

- 17 September 2014 and took effect on 29 September 2014; and
- 27 March 2018 and took effect on 23 April 2018.

### Purpose of the Guideline

The purpose of this guideline is to assist in the co-ordination and integration of development outcomes within the New Chum Enterprise Area and to clarify Council's planning intent.

This guideline is intended to identify and resolve issues regarding strategic outcomes for the future development of the New Chum Enterprise Area. Particular regard is to be given to the management of constraints and opportunities, provision of services and strategic land use outcomes.

Council's Implementation Guidelines are intended to apply a standard approach to the interpretation and implementation of the relevant aspects of the Planning Scheme. They offer a degree of certainty and formality to applicants, Council and the community. This guideline does not change the level of assessment outlined in the relevant zone provisions.

Where an applicant is proposing a variation to the guidelines the onus is on the applicant to demonstrate the facts and circumstances to support the variation.

### Introduction to the Study Area

The South East Queensland Regional Plan recognises the New Chum Enterprise Area as an enterprise opportunity area owing to the economic and employment growth opportunities to support Ipswich's growing population. Furthermore, the Planning Scheme identifies the New Chum Enterprise Area as of regional business and industry significance.

The New Chum Enterprise Area is situated near the junction of the Cunningham Highway, Warrego Highway and Ipswich Motorway. The area offers extensive land which may be suitable for business and industry uses in proximity to services and a large employment catchment.

The study area is bounded by Old Ipswich Road and Pottery Road to the north, Six Mile Creek to the east, Redbank Plains Road to the south and Cunningham Highway to the west (see Figure 1: New Chum Study Area). The total area is approximately 8 km<sup>2</sup>.

External to the study area boundary, the New Chum Enterprise Area is surrounded by the master planned Swanbank industrial estate to the south, a small enclave of Local Business and Industry zoned land, St Peter Claver College and a residential community to the north, land primarily committed to residential development east across Six Mile Creek in Collingwood Park and west across the Cunningham Highway in Bundamba.

Land within the boundaries of the New Chum Enterprise Area is significantly altered from its natural state. This land is highly constrained for traditional development forms predominately owing to its past coal and clay mining, and landfill operations.

### 1. Key Planning Issues (Constraints and Opportunities)

#### (1) Mining Influence

The New Chum Enterprise Area is extensively affected by mining as shown on Mining Influence Constraint Overlay Map OV3. The mapping identifies the known location of underground and open cut mining, and areas susceptible to influence from prior mine workings.

The mine workings have contributed to land instability in parts and created two significant open cut voids retaining water. The estimated depth of the water filled open cut void on land described as Lot 227 SP103913 is 100m and 175m on Lot 4 RP22539. The water quality of both artificial lakes is unknown. Further investigation is required to determine the artificial lakes' suitability for future development or recreation/conservation purposes.

Spontaneous combustion of coal and carbonaceous shale occurs within the study area originating from both human and natural influences. The control of the underground burnings can be problematic to manage.

Applicants lodging a development application over land affected by the mining influence overlay should include a comprehensive, site specific, geotechnical assessment (refer to Planning Scheme Policy No. 2 - Information Local Government May Request) demonstrating that the proposed development or lots are capable of accommodating, whichever is the greater, 30% or 1,000m<sup>2</sup> of land for built structures per site. Where the above land requirements cannot be readily ascertained, Council may consider an integrated building design solution to be approved as part of the development application.



Preliminary approval only may be issued in instances where insufficient supporting geotechnical information is provided for the assessment of the development application.

A file record will be kept for all lots where assessment of the mining influence overlay has been undertaken to advise intending purchasers of the existence of site specific constraint management requirements, if any.

It is likely to be a requirement of any development approval issued that the applicant/vendor must advise any intended purchaser of relevant geotechnical constraints.

## (2) Key Resource Areas

The study area contains known resources, mining leases and haul routes as shown on the Key Resource Areas, Buffers and Haul Routes Overlay Map OV2.

Current mining leases cover the majority of land within the study area. The conditions and expiry dates of each lease vary. Depending on the particular mining lease clauses, conditions may apply which require site rehabilitation following cessation of the mining activity.

Two identified haul routes link Chum Street and a short section of Redbank Plains Road to the Cunningham Highway. These haul routes connect the study area to the regional transport corridor without traversing sensitive areas (ie school and residential communities).

## (3) Environmental Management Register

Several lots in the study area are recorded on the Environmental Management Register maintained by the Department of Environment and Resource Management (DERM) for notifiable activities such as petroleum product or oil storage and landfill. Advice should be sought from DERM for lots recorded on the register.

## (4) Topography

Extractive industry activities have significantly altered the natural topography, resulting in areas of unstable land, difficult topography in excess of 25%, deep voids and hillocks up to 125m high.

The location and design of development within the constrained areas should be responsive to the site's particular geotechnical, environmental and visual attributes.

## (5) Six Mile Creek

The Six Mile Creek is a designated creek system. It commences at White Rock and flows north, along the eastern boundary of the study area. It is a tributary to the Brisbane River converging at Riverview/Redbank. Significant areas of riparian and adjacent vegetation exist and perform important environmental functions including creek bank stabilisation, water purification, fauna and flora habitat and local linkages for key species such as the Koala.

Furthermore, the creek's greenspace also functions as a buffer to residential development north and east, and provides opportunity for public recreation.

Land uses adjacent to the creek greenspace corridor should protect the corridor's environmental integrity, particularly from development edge effects and poor quality stormwater runoff.

## (6) Flooding and Urban Catchment Overland Flow Paths

Flooding and overland flows paths generally affect the eastern portion of the study area along Six Mile Creek as shown on the Flooding and Urban Catchment Flow Paths Overlay Map OV5. Other stormwater overland flow paths may have formed elsewhere in the study area as a result of altered hydrology owing to significant land form modifications.

## (7) Provision of Services

150mm sewer and water mains service existing industrial development at the northern end of Chum Street. Apart from this section of the study area there is no existing reticulated sewer or water provision.

## (8) Major Water Pipelines

The Southern Regional Water Pipeline and Western Corridor Recycled Water Pipeline traverse the south western corner of the study area, supplying recycled water to the Swanbank Power Station (see Figure 6).

Development proposing connection to either pipeline should consult with Queensland Urban Utilities and the pipeline custodians, LinkWater and SEQWater respectively in the first instance.

## (9) Road Network

Pottery Road accommodates northern access to the study area from Brisbane Road, Ipswich Motorway and Cunningham Highway, and Austin Street provides southern access from Redbank Plains Road and Cunningham Highway.

The internal road network consists of mostly unsealed roads, and unconstructed road reserves. Some of the internal road placements have diverted over time from the gazetted alignment to avoid areas of significant mining influence.

## (10) Highway Buffer

Buffering to the Cunningham Highway is shown on Buffers to Highways and Regional Transport Corridors Overlay Map OV6. The buffer is to address the visual amenity of business and industry uses to the east through the provision of either a natural vegetated buffer, or an aesthetically pleasing built form as readily seen from the Cunningham Highway.

## (11) Adjacent Sensitive Development

Land committed to current and future sensitive land uses (ie residential and educational areas) exist to the north, east and west of the study area.



These sensitive uses are susceptible to visual, environmental, acoustic, odour and dust amenity impacts.

## (12) High Voltage Electricity Transmission Lines

High voltage transmission lines traverse the study area from east to west. The corridor is shown on the High Voltage Electricity Transmission Lines Overlay Map OV13.

## 2. Preferred Development Pattern Guidelines

### (1) Land Use

The New Chum Enterprise Area offers land which may be suitable for industrial and land extensive enterprises supported by a substantial employment catchment.

The pattern of industrial land uses creates a transition of lower impact uses on the edge to higher impact activities towards the centre, with the incorporation of appropriate separation distances.

Recreational pursuits reliant on large expanses of land and relatively natural settings are supported.

Over time, new uses will reinvigorate the area, producing quality developments that demonstrate innovative constraint management solutions. New development can capitalise on the availability of land and good access to regional transport corridors in a location separated from other incompatible uses (eg. residential areas).

New uses shall rehabilitate land degraded from previous extractive and landfill operations to an improved condition. Opportunity also exists for rehabilitated land to accommodate recreation uses such as outdoor/adventure sports and off road vehicle pursuits.

The natural setting bordering the area shall retain and enhance remnant and regrowth vegetation, especially for fauna and flora habitat linkage, buffering and screening purposes. This buffering maximises the separation of high impact activities from other sensitive land uses.

New business and industry uses should demonstrate with a high degree of certainty that appropriate treatment of odour, acoustic, light or dust emissions are incorporated into the development, so not to adversely affect sensitive uses outside of the study area (particularly nearby residential areas). Business and industry uses that generate significant emissions external to the study area are to be avoided.

Proposals involving infrastructure, buildings or other structures over land identified on the Mining Influence Overlay OV5 must be supported by a detailed geotechnical study demonstrating that the design and construction is able to withstand possible subsidence events (refer to Planning Scheme Policy No. 2 - Information Local Government May Request).

Areas susceptible to combustion, or significant ground heating are to be avoided.

As the current predominant planning scheme zoning within the New Chum Enterprise Area is Regional Business and Industry Investigation, further investigation will be required in the assessment of development applications responding to the constraints and opportunities at a site specific level, and provision of infrastructure.

This guideline does not change the level of assessment outlined in the relevant zone provisions.

Guidance to the preferred pattern of development is spatially depicted on Figure 2: Land Use Concept Master Plan and Figure 3: Precinct Plan, and supported by the following:-

### Regional Business and Industry

#### Precinct 1A

Precinct 1A has good access to the external regional transport and infrastructure network towards the north.

The precinct is suited to low and medium impact industry uses.

High impact uses may be considered where a suitable separation is achieved between the proposed use and any current or planned sensitive land uses.

Uses directly fronting the Cunningham Highway must either incorporate an adequate screening buffer or present quality building façades and associated landscape treatment where readily seen from the transport corridor.

Detailed investigations are required in relation to the location and management of threatened flora species as identified on Figure 4: New Chum Threatened Species Overlay.

#### Precinct 1B

Precinct 1B is supported by good access to the external regional transport network via Redbank Plains Road.

Development within Precinct 1B is subject to detailed investigation to determine vegetation management.

This precinct is suited to both low and medium impact industry uses. The low impact industry should provide a separation between committed residential land to the west and more intense industry uses to the east.

Higher impact uses may be considered where a suitable separation is achieved between the proposed use and any current or planned sensitive land uses.

Where presenting to Redbank Plains Road and the Cunningham Highway uses must either incorporate adequate screening or quality building facades and associated landscape treatment.



Development within Precinct 1B is to ensure there is no significant adverse amenity impact on the Schedule 2 listed homestead known as 'Cooneana' (in Precinct 1B) for tourism and community uses.

### **Regional Business and Industry Investigation**

#### Precinct 2A

Development for business and industry uses within Precinct 2A is subject to detailed investigation to determine site stability, vegetation management, infrastructure service provision and industrial road access. In particular, detailed investigations are required in relation to the location and management of threatened flora species as identified on Figure 4: New Chum Threatened Species Overlay.

Uses directly fronting both sides of Barclay Street must either incorporate an adequate screening buffer or present a quality building façade and associated landscaped treatment where readily seen from the public right of way.

Traffic using Barclay Street for access through the residential community on the eastern side of the Cunningham Highway should be restricted to passenger vehicle movements only.

#### Precinct 2B

The two areas within Precinct 2B currently have limited access to infrastructure. The future use of these areas requires further investigation to demonstrate suitable uses in light of the significant development constraints.

Development of Precinct 2B for low to medium impact industry uses is envisaged long term, subject to the resolution of constraints, vegetation management and infrastructure provision.

### **Land Extensive Business Enterprise**

#### Precinct 3

Precinct 3 offers opportunities to locate business and industry uses that require large expanses of land, require minimal or temporary structures or are difficult to locate.

Detailed investigations are required in relation to the location and management of threatened flora species and remnant vegetation as identified on Figure 4: New Chum Threatened Species Overlay.

Overall, development should maintain the broad acre and greenspace setting unless acceptable alternate solutions are demonstrated. Areas used for outdoor activities or storage are screened from view from the Cunningham Highway.

Appropriate environmental controls and measures are to be incorporated into developments to address any noise, odour and dust emissions so not to affect nearby current and future residential development, particularly on the western and eastern periphery of the study area.

### **Local Business and Industry**

#### Precinct 4

Land within this precinct has existing development permits for business and industry activities. Development outside the scope of the development permits may trigger further applications.

### **Special Opportunity**

#### Precinct 5A

The precinct supports current and future local government operations. This precinct may provide opportunities for a broad range of business and industry uses, depot, an animal management centre and plant nursery. Primary access to the premises should be obtained via a new road connecting to the Redbank Plains Road roundabout.

Uses fronting Redbank Plains Road are to incorporate adequate screening or quality building facades and associated landscape treatments.

#### Precinct 5B

The precinct is intended for ongoing local government activities. The site is currently home to the Ipswich Historical Society and contains the Schedule 2 listed homestead known as 'Cooneana'. Future uses are respectful and sympathetic of the historically significant buildings existing on the site.

### **Buffer/Greenspace**

#### Precinct 6A

This precinct is intended to provide an attractive natural/landscaped buffer to the Cunningham Highway. Buildings which are able to be readily seen from the highway are to present quality facades and associated landscaped treatment.

Consideration may be given to stormwater treatment within this area or a lesser buffer width where the applicant demonstrates that potential visual and amenity impacts to the Cunningham Highway and nearby residential development have been sufficiently addressed.

#### Precinct 6B

Precinct 6B contains significant remnant native vegetation along the eastern and northern boundaries of the study area, connecting the greenspace corridor between Swanbank and Riverview along Six Mile Creek. The corridor also provides a valuable linear fauna and flora habitat linkage, and separates residential and industrial development.

Sections of this corridor are intended to be used as future city wide linear parkland and a local sports ground. The sports ground is intended to be located adjoining the local business and industry precinct and Six Mile Creek in the south-east corner of the study area. Refer to Council's Part 13—Local Government Infrastructure Plan for further information.



This greenspace corridor is to be protected and enhanced, where possible, particularly from potential edge effects. Development leading to deterioration or fragmentation of this corridor is to be avoided. The area mapped as bushland rehabilitation overlay is intended for replanting and restoration following the cessation of mining activities.

A major portion of stormwater runoff in the study area drains towards this precinct. New development is to address both stormwater quality and quantity to protect the terrestrial and aquatic habitat. Developments may utilise existing stormwater management areas within this precinct where such proposal is demonstrated to meet the intent of this precinct (eg Transpacific Waste Management currently use the large waterbodies on their land for surface and stormwater management).

The water filled open cut mining void within this precinct captures local runoff and is known to discharge into the Six Mile Creek. Safety and water quality concerns limit public usage of the artificial lake.

Further supporting information may be required in conjunction with development applications regarding water quality investigations and public safety improvements. Poor water quality results may require the disconnection of the artificial lake from the Six Mile Creek system.

### Special Uses

#### Precinct 7

Land within this precinct accommodates the ongoing operations of the water reservoir.

## 3. Biodiversity Guidelines

### (1) Significant Native Fauna and Flora

Several fauna and flora species of national and state significance protected under the *Nature Conservation Act 1992* (NCA) and *Environmental Protection and Biodiversity Conservation Act 1999* (EPBC) are recorded within the New Chum study area. These species are vulnerable to damage or loss from direct harm and edge effects.

The known threatened flora species are the Cooneana Olive (*Notelaea Ipsviciensis*), Lloyd's Native Olive (*Notelaea Lloydii*), Slender Milkvine (*Marsdenia Coronata*), Bailey's Indigo (*Indigofera Baileyi*), Austral Toadflax (*Thesium Australe*) and Plunkett Mallee (*Eucalyptus Curtisi*).

This vegetation is sporadically distributed in the study area as individual specimens and disconnected communities. The Cooneana Olive and Lloyd's Native Olive are known to grow in highly disturbed locations such as mining spoil heaps, steep slopes and road corridors.

The Powerful Owl (*Ninox Strenua*) is listed in the NCA as a threatened fauna species. Records indicate that powerful owls inhabit an area in the greenspace corridor of Precinct 6B.

Figure 4: Threatened Species Overlay indicatively identifies the recorded known locations of threatened species. Disconnected groupings of vegetation identified as requiring further investigation are dispersed throughout the study area. These communities provide essential habitat that is known to support individual protected threatened species.

Advice regarding biodiversity values as shown on Figure 4 should be obtained from the Department of Environment and Resource Management (DERM). Advice provided from DERM responding to threatened species should be lodged as development application supporting information along with all necessary specialist reports (refer to Planning Scheme Policy No. 2 - Information Local Government May Request). Ground truthing may be necessary to accurately identify the existence of threatened species on land subject to a development application.

Areas discovered as containing registered threatened species must investigate opportunities to protect and enhance the species and its longevity. Works resulting in disturbance (ie land clearing, earthworks, building and landfilling) of protected fauna and flora may be referred to DERM.

Addressing the Implementation Guideline does not remove any requirements under the *Vegetation Management Act 1999*, *Nature Conservation Act 1992* and *Environmental Protection and Biodiversity Conservation Act 1999*. The mapping shown in Figure 4 is current to the date of the guideline. As biodiversity data is regularly updated, further advice should be sought from DERM.

## 4. Infrastructure Guidelines

The provision of infrastructure within the New Chum Enterprise Area requires greater consideration than traditional brown field areas in light of the significant development constraints that exist. Land generally suited to land extensive business enterprises such as within Precinct 3 may prove difficult to service and necessitate using alternative, innovative design solutions.

### (1) Strategic Road Network

Upgrade of the internal road networks to an appropriate industrial standard is essential to support growth of the area. At present most internal roads are of poor quality and comprise unsealed or unconstructed road reserves.

The overall strategic road network will form gradually over time as development occurs. The road design ultimately producing a north – south link is to be of an industrial collector standard.





Chum Street is to continue as the primary northern access to the area. To the south, an all movements access arrangement is envisaged to connect to the Redbank Plains Road roundabout. Vehicular movements to and from Austin Street may be rationalised in future to left in/left out.

The industrial traffic generated within the study area should be directed along the designated traffic routes to the regional transport network and avoid residential streets. In particular, vehicle movements over the Barclay Street bridge through the residential area to the west should be limited to passenger vehicles only and in particular exclude heavy and articulated vehicles.

Development applications triggering the requirement for roadworks shall provide safe and equitable access. The strategic road network is shown on Figure 5: New Chum Indicative Strategic Transport Network. The determination of precise road alignments will be based on resolving constraints, particularly in respect to mining influence, topography, ground heavings and land stability. Innovative solutions for road pavement design and ongoing maintenance may need to be considered for management of the constraints.

## (2) Pedestrian and Cycle Network

The inclusion of a pedestrian and cycle network promotes healthy and alternative commuting options. The New Chum Enterprise Area offers important linkages to external transport modes such as the Redbank Plains cycle loop and Dinmore Railway Station.

New developments shall take advantage of this proximity by contributing to the expansion of the pedestrian and cycle path network, particularly with consideration to linking the Dinmore Railway Station, linear recreation corridor, industrial development to the south, and existing pedestrian and cycle trails.

A north-south pedestrian and cycle path is desired along Six Mile Creek to connect New Chum, Swanbank, Collingwood Park and Riverview. The actual location of this network will be dependant on the outcomes of detailed investigations and may be finally located along one or both sides of the creek.

## (3) Water Supply

The ultimate water supply scheme for the New Chum Enterprise area, together with existing infrastructure is shown in Figure 6: Strategic Water Supply Network. Due to the expanse of the New Chum Enterprise area and the range of elevations, parts of the area will be serviced from four separate water supply zones. Higher elevation areas in the south-west and central portions of the New Chum Enterprise area (notionally everything above 55 m AHD) will be serviced from the Redbank Plains high level zone (HLZ). Lower elevation areas in the south-east of the New Chum Enterprise area will be serviced by extending the Redbank Plains low level zone (LLZ). The majority of the northern and central portion under the elevation of 55 m AHD will be serviced from the Riverview zone.

A small area of existing development in the north-west of the New Chum Enterprise area is currently serviced from the Bundamba zone, which will continue to be the case. These are the only lots within the New Chum Enterprise area which are currently serviced.

Water supply infrastructure planning to service the New Chum Enterprise area has been undertaken at a high level and the servicing strategy and network layout is indicative only. Due to the number of uncertainties and complexities in the New Chum Enterprise area; such as mining constraints, underground heavings, variable topography, landfill sites and potential land uses, further detailed investigation will be required to confirm the servicing strategy and sequencing of infrastructure to provide for development.

A significant amount of new infrastructure is required to connect New Chum to the Redbank Plains HLZ, including a new pumping station, reservoir and trunk mains. This pumping station and reservoir are tentatively planned and scheduled for delivery in 2017 and 2020 respectively. The location intended for the pumping station is nearby the bend of School Road, Redbank Plains and the reservoir near the Cunningham Highway roundabout at White Rock.

An interim supply arrangement involving connection of the south-western portion of the New Chum Enterprise area to the nearby Ripley supply zone may be considered. Such an arrangement would only be capable of supplying adequate pressure to areas under the elevation of 65 m AHD and is only viable for several years until the level of development in the Ripley zone intensifies. It is expected that connection to the Redbank Plains HLZ will be required to coincide with the delivery of the School Road pumping station in 2017, which will provide the major supply to the Redbank Plains HLZ.

New uses are to connect to the reticulated water network. Developments bringing forward the construction of water supply infrastructure or employing interim arrangements must demonstrate sufficient capacity and pressure will be provided to service proposed land uses and meet fire fighting requirements.

Alternative solutions including interim arrangements will only be considered where it is demonstrated to the satisfaction of Council and Queensland Urban Utilities that a connection to the reticulated water supply system in accordance with the ultimate supply strategy is not feasible. It may be expected that the cost of interim works or infrastructure brought forward will be borne by the applicant.

Two potential water supplies in the study area may provide opportunity to supplement industrial water consumption. The first option is the Western Corridor Recycled Water Pipeline. Connection to these water pipelines is dependent on negotiation with both Queensland Urban Utilities and the pipeline's custodian, SEQWater.



The second option is to utilise the large water filled open cut mining void on Lot 4 RP22539 subject to supporting evidence demonstrating safe water quality for the nature of the use and no impact on aquifers in both water quality and level.

#### (4) Sewerage Treatment

There are currently only several lots in the north of the New Chum Enterprise area connected to sewerage. The closest existing trunk sewerage drains areas to the east of the study area to the Goodna waste water treatment plant (WWTP) and areas to the west of the study area to the Bundamba WWTP. Limited planning has been undertaken to determine the infrastructure required to connect development within the New Chum Enterprise area to these existing trunk sewerage networks.

Local topography dictates that sewerage within the study area will be split between the Bundamba WWTP and Goodna WWTP catchments. Indicative catchment boundaries showing direction of flow based on existing topography are shown in Figure 7: Strategic Sewer Network. Further investigation will be required to determine the most efficient infrastructure to service these catchments including identification of the need to upgrade downstream sections of the existing trunk network due to the additional load caused by development within the area. This planning should maximise the use of gravity sewerage but may consider the use of pressure sewerage systems where topography would otherwise require excessive use of pumping stations.

New uses are to connect to the reticulated sewer network where possible. Where it is demonstrated to the satisfaction of Council and Queensland Urban Utilities that land cannot be feasibly serviced by reticulated sewer, consideration may be given to on-site private waste water treatment solutions.

#### (5) Stormwater Management

The land hydrology has varied over time owing to significant modification to the land form. Overall, the major portion of the stormwater catchment drains to the large water filled open cut mining voids and Six Mile Creek. The balance flows towards the Cunningham Highway.




New uses shall demonstrate that predevelopment flows, water quality objectives and preservation of drainage corridors are achieved in accordance with Implementation Guideline No. 24 - Stormwater Management.

All stormwater treatments associated with development are maintained on private property. Consideration may be given to the construction of regional stormwater detention and treatment basins servicing multiple developments.

#### (6) National Broadband Network

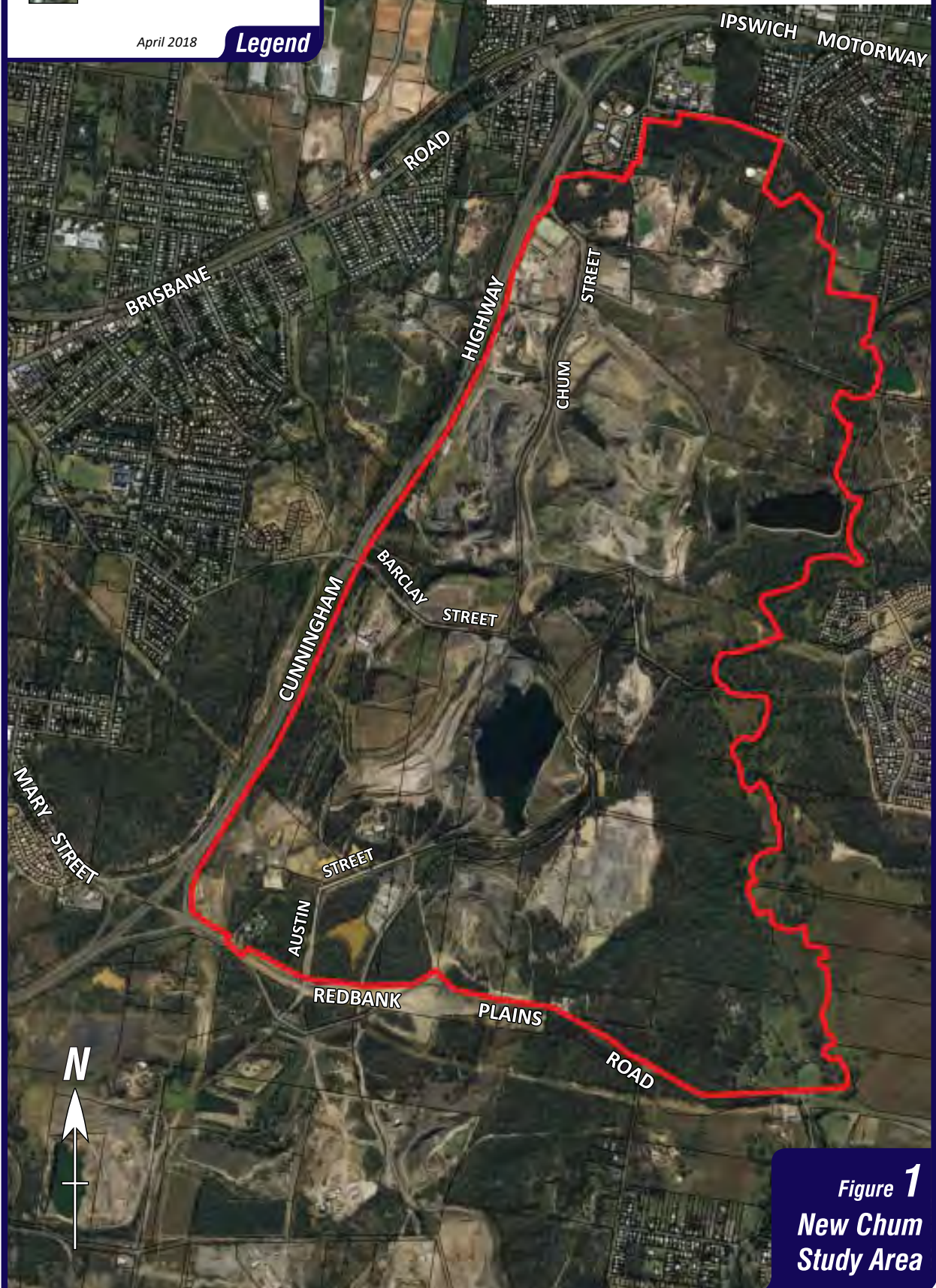
In preparation for the national broadband network it is recommended that the provision of communication technology to a fibre ready standard (ie telecommunications conduits and pits) be incorporated in new developments.



-  Study Area
-  Property Boundaries
-  2009 Aerial Photograph

April 2018

**Legend**



**Figure 1**  
**New Chum**  
**Study Area**



## Ipswich Planning Scheme

-  Regional Business and Industry (Medium Impact)
-  Regional Business and Industry (Low Impact)
-  Local Business and Industry
-  Regional Business and Industry Investigation
-  Regional Business and Industry Buffer
-  Greenspace
-  Bushland Rehabilitation Overlay
-  Land-Extensive Business Enterprises
-  Special Uses
-  Special Opportunity
-  Indicative Boundary (subject to further detailed investigation)

April 2018

### Legend

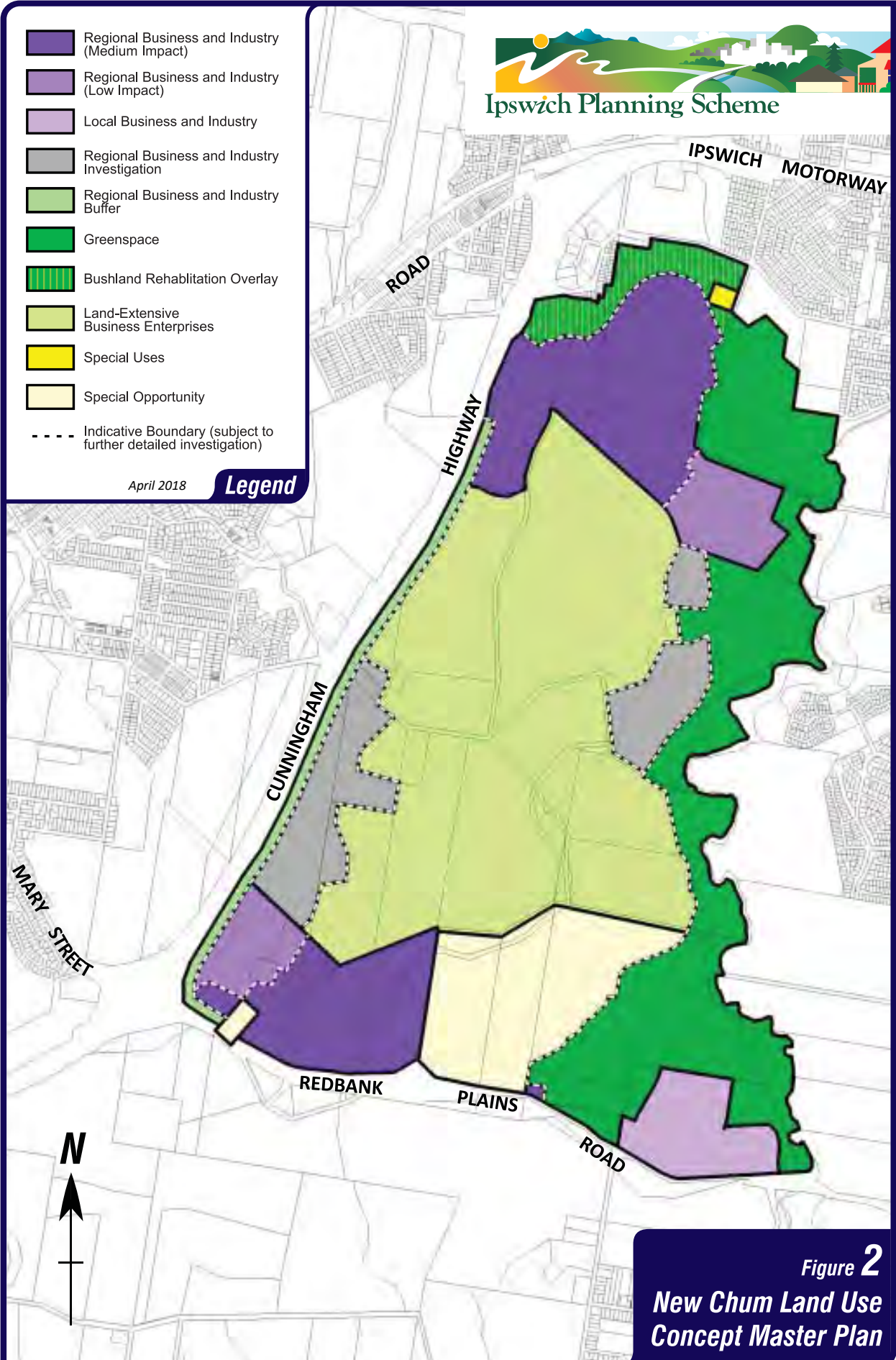


Figure 2  
New Chum Land Use  
Concept Master Plan

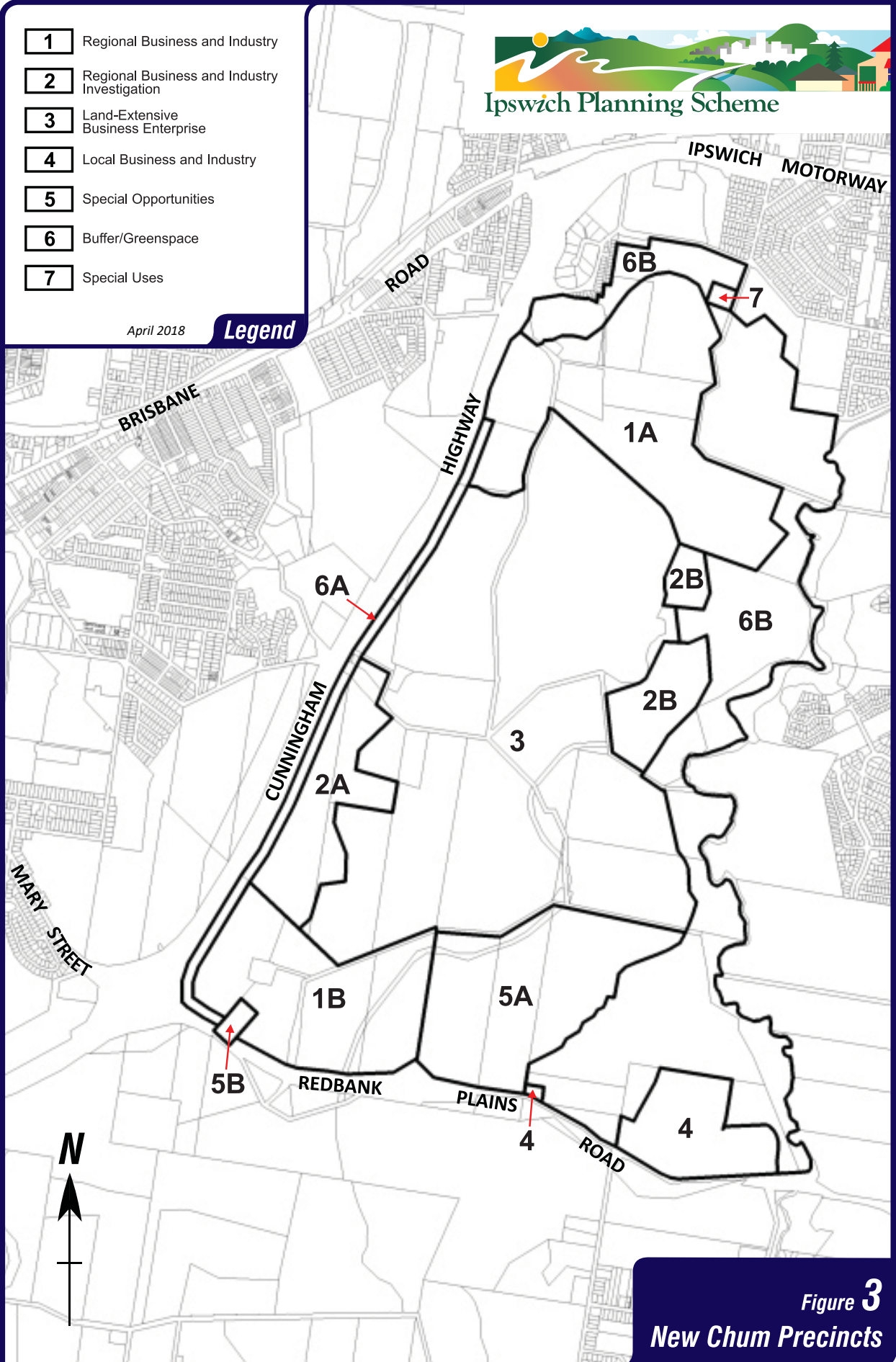


# Ipswich Planning Scheme






- 1** Regional Business and Industry
- 2** Regional Business and Industry Investigation
- 3** Land-Extensive Business Enterprise
- 4** Local Business and Industry
- 5** Special Opportunities
- 6** Buffer/Greenspace
- 7** Special Uses

April 2018

## Legend



**Figure 3**  
**New Chum Precincts**

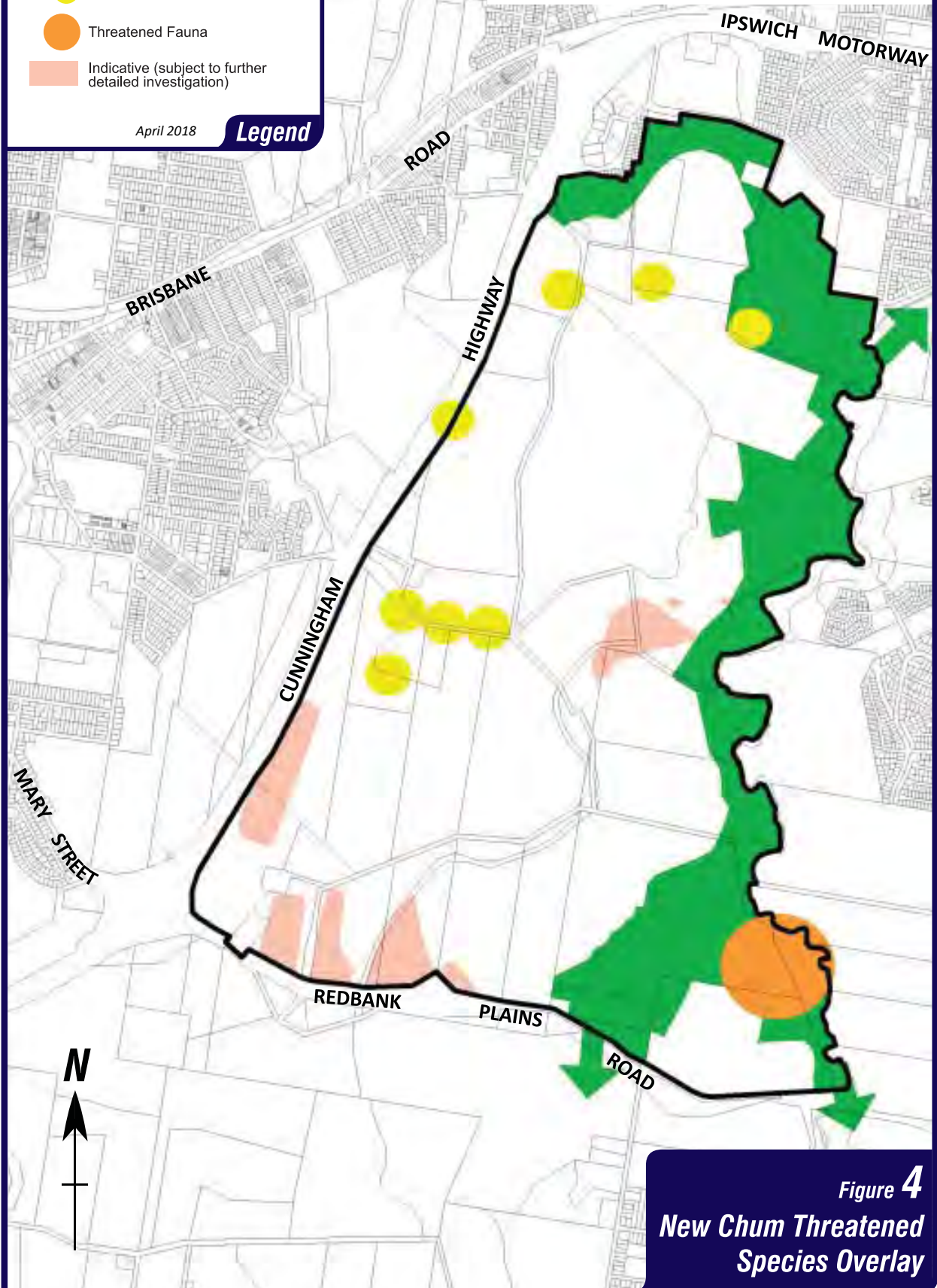
-  Study Area
-  Conservation
-  Threatened Flora
-  Threatened Fauna
-  Indicative (subject to further detailed investigation)

April 2018

**Legend**



**Ipswich Planning Scheme**



**Figure 4**  
**New Chum Threatened Species Overlay**

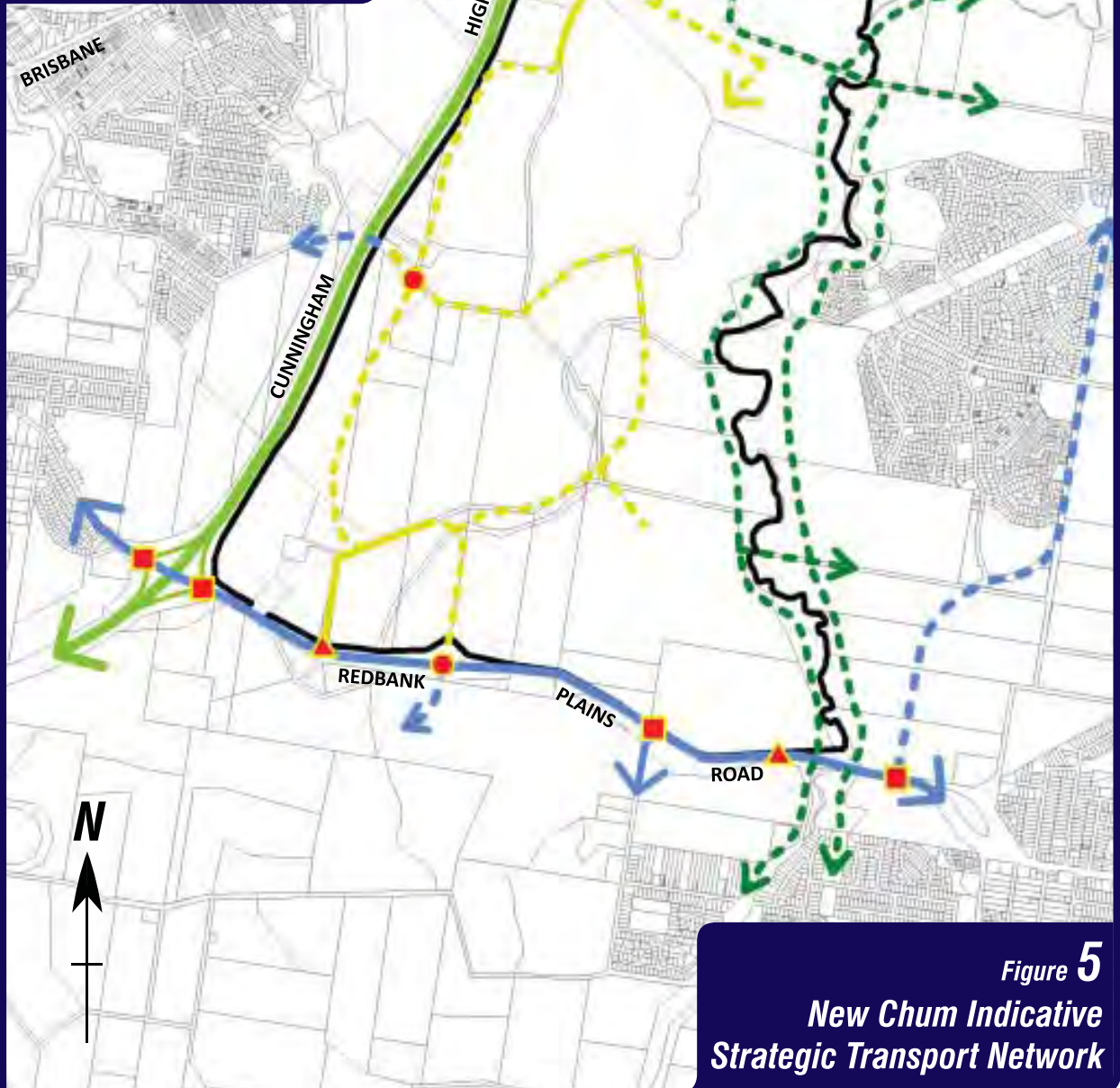


# Ipswich Planning Scheme

- Study Area
  - Existing Regional Transport Corridor
  - Major Intersuburban Link
  - Indicative Major Intersuburban Link
  - Existing Industrial Collector
  - Indicative Industrial Collector
  - Pedestrian/Cycle Connection (Off Road)
- Major Intersection Treatments**
- Traffic Signals
  - Roundabout
  - Left In/Left Out

April 2018

## Legend



**Figure 5**  
*New Chum Indicative Strategic Transport Network*

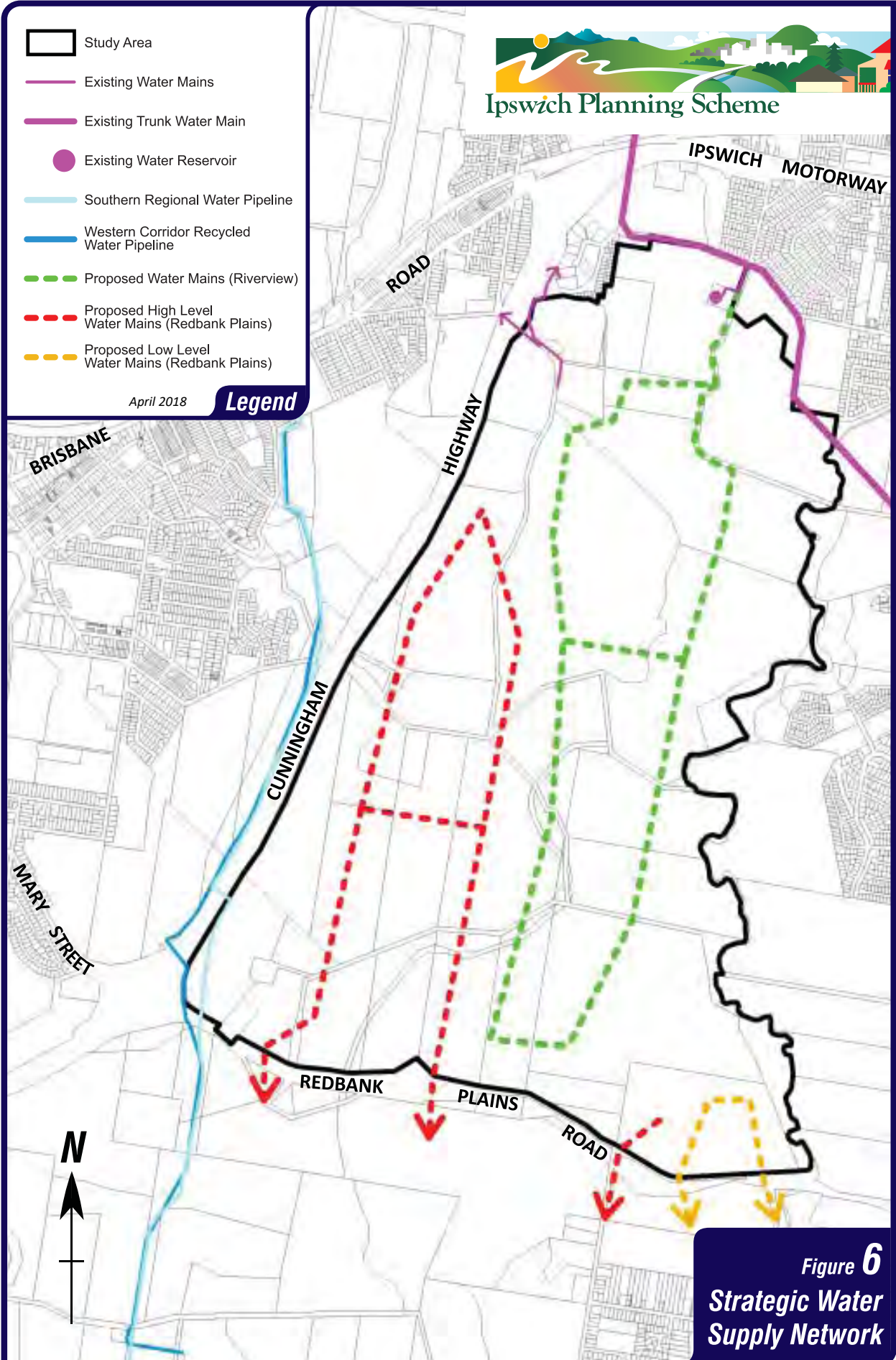


# Ipswich Planning Scheme

- Study Area
- Existing Water Mains
- Existing Trunk Water Main
- Existing Water Reservoir
- Southern Regional Water Pipeline
- Western Corridor Recycled Water Pipeline
- Proposed Water Mains (Riverview)
- Proposed High Level Water Mains (Redbank Plains)
- Proposed Low Level Water Mains (Redbank Plains)






April 2018

## Legend



**Figure 6**  
**Strategic Water Supply Network**



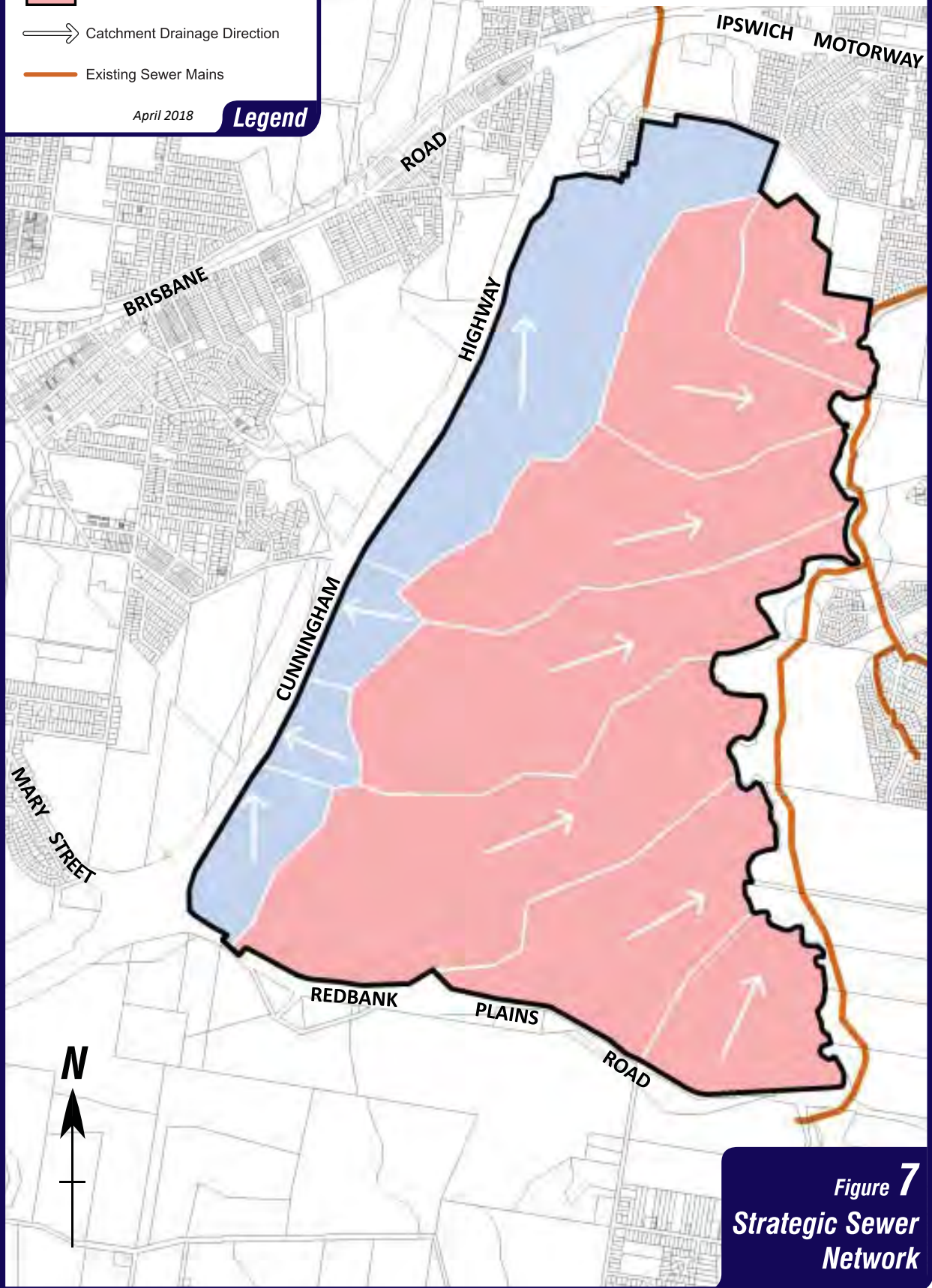
-  Study Area
-  Sewer Catchment Bundamba
-  Sewer Catchment Goodna
-  Catchment Drainage Direction
-  Existing Sewer Mains

April 2018

**Legend**



**Ipswich Planning Scheme**



**Figure 7**  
**Strategic Sewer Network**

# IMPLEMENTATION GUIDELINE NO. 27



## Guidance on Recreation Range and Opportunity Outcomes Arising from Embellishment of Public Parks

### Date of Council Resolution

This guideline was originally adopted by Council on 13 November 2012 and took effect on 19 November 2012, in accordance with section 2.3(2) of the Planning Scheme. The guideline was amended by Council on 27 March 2018 and took effect 23 April 2018.

### Purpose of the Guideline

The purpose of this implementation guideline is to assist with the implementation of the planning scheme by clarifying how the flexible application of parkland embellishments may be used to achieve an appropriate diversity in the range of recreational opportunities whilst meeting the Desired Standards of Service (DSS), cost and operational considerations applicable to the provision of Public Parks.

The primary focus of these guidelines is therefore to provide additional guidance on the flexible application of the DSS for Public Parks included in Part 13—Local Government Infrastructure Plan (LGIP) and the acceptable alternatives to the embellishments set out in the “Recreation Range and Opportunity” outcomes as outlined in the supporting extrinsic material (LGIP extrinsic material).

The guideline articulates the embellishment objectives for various park types (settings and levels), states the desired standard of service (DSS) and provides alternative ways in which those objectives might be achieved.

Council’s Implementation Guidelines are intended to apply a standard approach to the interpretation and implementation of the relevant aspects of the Planning Scheme. They offer a degree of certainty and formality to applicants, Council and the community. Where an applicant is proposing a variation to the guidelines the onus is on the applicant to demonstrate the facts and circumstances to support the variation.

### Scope of these Guidelines

The guideline does not replace the DSS specified in the LGIP and should be read in conjunction with both the LGIP and LGIP extrinsic material.

The outcomes expressed under “Open Space and Links” and “Ancillary Site Works” included in the LGIP extrinsic material deal with land quality and landscape issues rather than embellishment, and are not covered by these guidelines.

### Approval of Alternative Solutions

Approval for the use of alternative solutions is solely at the discretion of Council. Early consultation with Council is encouraged where alternative solutions for the embellishment of parks is proposed, so that early information exchange is facilitated about the appropriateness or otherwise of the proposed alternative solution.

In determining whether the alternative solutions are acceptable consideration will be given to the Guiding Principles for variations to standards of service in the LGIP and LGIP extrinsic material, the provisions of this Implementation Guideline, the facts and circumstances of the proposal and the site characteristics and setting.

### Special Circumstances

Notwithstanding the actual provisions contained in this Guideline, care should be exercised in its application in order to consider:-

- the specific impacts on individual cases, including adjoining lands; and
- whether non-compliance, by a marginal amount, with a specific numerical standard would affect the overall intent of the Guideline.

### General Principles

#### (a) Overall Outcomes for Recreation

The Desired Standards of Service for Public Parks Infrastructure are included in the LGIP extrinsic material and determines the type and extent of works required to serve the community’s sport and recreation needs provided for in public parks.

Alternative embellishments should be consistent with maintaining the parks function relative to its level and setting as set out in the LGIP and provide a comparable level of service to the DSS indicated in the LGIP.

The LGIP specifies a range of DSS that should be achieved as a minimum in each park level and setting.



Alternative approaches should not result in a park developed to a standard which creates a maintenance cost burden on the community greater than that resulting from standard solutions detailed in the DSS.

Proposals to implement an alternative solution must demonstrate that the lifecycle cost of the alternative (e.g. annual maintenance and periodic replacement cost) is equal to or less than that of the standard solution. In addition they must meet the performance criteria detailed in this guideline and generally deliver the intended outcome in terms of recreation opportunities for future users of the park.

(b) Changing Community Needs and Recreational Opportunity

Parks embellishment should be viewed in the context of the communities who will use the park. The needs of the community should be taken into account at the time the park is established. Additionally, as surrounding communities evolve and new trends in activities emerge, the demands for specific types of equipment and the function of parks will likely change over time.

When providing new parks the catchment being served and what embellishments are appropriate for that catchment should be considered. For example; in new communities where the proportion of families with young children is high, the dominant demand for local parks is likely to include play spaces for children. As the children in the community age, the demand will change from playgrounds to more active facilities such as skate parks or half courts.

Similarly for parks serving larger or more diverse catchments there needs to be consideration of the mix of demands within that catchment and ensuring that embellishment provides a broad range of opportunities for all users.

Changes to residential density (particularly the introduction of smaller lots and attached housing) may also warrant a review of park embellishments.

(c) Cost of Embellishment and Offsets

The cost of embellishment (to meet the DSS) has been determined in the LGIP and LGIP extrinsic material setting the maximum offset value for embellishment of a park.

The adoption of an alternative approach to park embellishments does not entitle a developer to any additional credits for their contributed infrastructure above that identified in the LGIP and LGIP extrinsic material and allowed by the Ipswich Adopted Infrastructure Charges Resolution.

If a developer in embellishing a park expends an amount above that specified as the total for the specific type of park **they are not entitled** to recover that excess from Council nor is an offset applicable (for that excess) against existing or future developments and infrastructure charge liabilities.

Additionally, a developer is not entitled to offset the excess against the embellishment of another park. Each park must be embellished to an equivalent DSS to that as specified in LGIP to ensure equity of park provision across the community.

(d) Parkland Groupings

Parkland grouping allows for a number of parks to be provided instead of one (1) single park in certain circumstances. For example, where topography and available land size does not allow for a park to be provided in a single location or where accessibility to a single park from its catchment e.g. a local recreation park is restricted by features such as a major road, railway line or creek.

In providing a park as a parkland grouping, the overall DSS of the single park must be met. It must be demonstrated that accessibility by residents in the catchment is not reduced, and facilities provided are shared across the grouping to provide the overall level of service in aggregate, not duplicate embellishments. The calculation of the offset for embellishment and land dedication for a parkland grouping will be on the basis of the single park that the grouping provides in aggregate [refer to Principle (c) Cost of Embellishments and Offsets above].



(e) Amenity Impacts

The potential amenity impacts of certain park embellishments on both nearby residents and other park users is an important consideration in determining the overall suitability, design and location of such embellishments. These embellishments may involve installations which are likely to generate noise or after hours activities and may include off leash dog areas, rebound walls or courts, skate bowls or jump parks.



Therefore adjoining uses, location and design factors are important considerations in determining whether such embellishments are appropriate for individual parks and access to some of these facilities may need to be restricted after hours.

## Guidelines

### 1 Sports Parks

(a) Purpose of Sports Parks (Sportsgrounds and Courts)

Sports Parks are provided at local and city wide levels. They have a primary purpose to provide for organised sport and physical activity and as such have a high degree of organisation and are required to cater for sports uses ranging from junior team training to major competitive events.

(b) Overall Objectives

(i) **City Wide Sports Parks** should be developed as multi-use sporting precincts or specific 'headquarter sports' grounds and with the infrastructure capable of supporting at a minimum, regional level or higher competition.

(ii) **Local Sports Parks** should be developed as sporting areas servicing local clubs for training, normally for a particular club or clubs (in some instances they may also be used for headquarter sports) and may provide for competitive use.

(c) Secondary Objectives

Sports Parks should also provide outdoor recreation opportunities for visitors to the park and surrounding residents including:

- Opportunities for informal physical activity and exercise.
- Play opportunities for children.
- Contribution to local amenity.

#### NOTE 1

For more information on the purpose of sporting parks see the LGIP extrinsic material.

(d) Standard Field and Court Layouts - City Wide Sports Parks

The DSS describes the following provision to be made for City Wide sporting fields and courts:

- 4 x rectangular fields 132m x 82m capable of providing an overlay for 2 cricket ovals 70m radius centre of pitch (lit to 250 lux) or 1 premier field or oval (AFL size 173m x 143m) including training field (lit to 250 lux).

- For at least one citywide facility in each district to incorporate an athletics track around the perimeter of field or oval.
- 8 x multipurpose courts (concrete with sports surfacing over). Provided with associated infrastructure including: perimeter or inter court fencing, nets or goal posts, line marking, lighting to 250 lux.
- 1 x Double Practice Wicket (netted).

(e) Standard Field and Court Layouts - Local Sports Park

The following provision for local sports parks is required in the DSS:

- 2 x rectangular fields 132m x 82m capable of providing 1 cricket oval overlay 70m radius centre of pitch (lit to 250 lux).
- 4 x multipurpose courts (concrete with sports surfacing over). Associated infrastructure: perimeter or inter court fencing, nets or goal posts, line marking, lighting to 250 lux).

(f) Performance Outcome - Field and Court Layouts

The overall performance outcome required is described below. Alternative solutions that meet the relevant performance outcomes may be considered by Council:

(i) **City Wide Sports Parks**

- Provision of a minimum of 8 Ha of formal sporting field playing surface (rectangular and/or oval) and developed sports courts as part of the larger park area. A minimum of 8 courts providing for tennis, netball, volleyball or basketball in mixed or multi-purpose format
- Provision of facilities to practice skills (informally or formally) appropriate to the sports provided within the Sports Park.
- A configuration that allows for multiple use across summer and winter seasons.
- Lighting of playing surfaces to 250 lux.

(ii) **Local Sports Parks**

- Provision of a minimum of 2.4 Ha of formal sporting field playing surface and a minimum of 4 sports courts.
- A configuration that allows for multiple use across summer and winter seasons.
- Lighting of playing surfaces to 250 lux.



**NOTE 2**

In considering alternative solutions for field and court layouts Council will have regard to the following documents:-

- (a) Sports Dimensions for Playing Areas (Australian Sports Commission 1998); and
- (b) Sports Dimension Guide for Playing Areas (Department of Sport and Recreation Western Australia).

(g) Example Alternative Solutions for City Wide Sports Parks Field and Court Layouts

- A single area developed with a combination of senior fields and ovals to provide a minimum area of 8 Ha formal playing surface, and a combination of netball, tennis and basketball (or other outdoor court sports) provided so as to ensure a minimum of 8 courts.
- Council may allow all fields to be rectangular format or Oval format if the proposed City Wide Sports Park is providing a headquarters/ regional facility for a particular code and will accommodate both winter and summer use.
- Development of a “precinct” of grouped smaller sports parks/fields in close proximity which provide the same field and court outcomes may be considered where land availability or topography make provision of a single area very difficult or impossible. This approach will only be considered if the “precinct” or group has all elements within easy walking distance (generally up to approximately 200 m), is planned in an integrated way that keeps similar codes (e.g. rectangular field users) together and minimises any repetition of ancillary infrastructure (eg. clubhouse, toilets, canteens).
- Alternative playing surfaces (such as synthetic materials) for both field sport and court sports may be considered where availability of suitable land is very limited and use of artificial/ alternative playing surfaces will provide for high intensity multi-use in highly accessible locations.
- Practice facilities may include a range of elements and are not restricted to cricket practice nets. For example: rebound walls for tennis or football (soccer); half courts or other features such as outdoor exercise equipment may all be acceptable provided they are appropriate to the sport provided on the site.

(h) Example Alternative Solutions for Local Sports Parks

- A combination of senior fields and ovals to provide a minimum of 2 fields catering to at least 2 codes, plus the provision of sports courts as described below.
- Provision of a combination of synthetic and turf fields (e.g. to service hockey or soccer), plus the provision of sports courts as described below.
- 1 small oval and 1 large oval field with a rectangular field internal, plus the provision of sports courts as described below.
- 1 senior rectangular field inside a grass running track of 400m, plus the provision of sports courts as described below.
- The combination of courts can include 4 or more single purpose courts if the park is to provide a “home” for a particular sport.
- Alternative playing surfaces for both field sport and court sports may be considered where availability of suitable land is limited and use of artificial/ alternative playing surfaces can deliver good multi-use and highly accessible opportunities.
- Local Sports Parks may be delivered using a “precinct” approach which groups two sites in close proximity with one providing for field sports and the other providing for court sports. This will be considered where land availability or topography make provision of a single area very difficult or impossible. The two sites must be within easy walking distance (generally up to approximately 200 m) and ideally would share a common street. The precinct should be planned in an integrated way.

(i) Other Requirements for Alternative Solutions

- All fields should be North South orientation (unless some are designated for night use only or are for training purposes only).
- All courts should be north south orientation (unless provided as covered courts).
- Layout must consider adjacent land uses and minimise noise or light impacts.
- Any alternative surfacing proposals must be approved by Council and be demonstrated to have positive benefit on cost of maintenance and user numbers.



(j) Developing Fields and Courts on Sloping Land and Smaller Sites

In some cases Council may consider the use of sloping blocks or smaller sites (e.g. sites smaller than 5 Ha) for Local Sports Parks in existing urban areas.

The development of such land for local sports parks will only be acceptable where it is demonstrated that no other suitable land is available that complies with the LGIP and LGIP extrinsic material, and Council approves the alternative solution.

Solutions which use these less than optimal sites will also only be considered if:

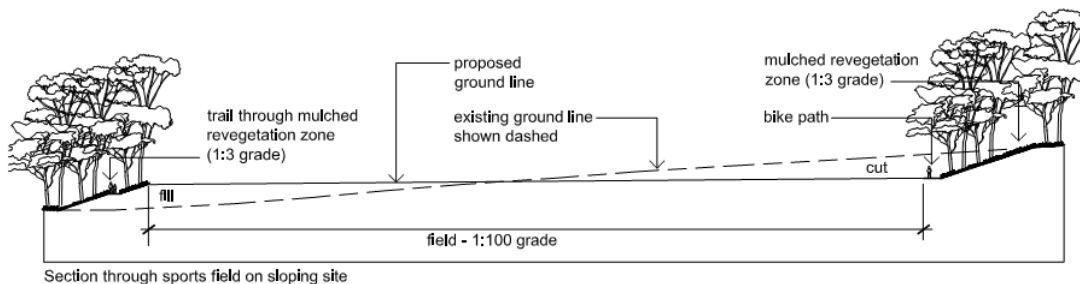
- A minimum of at least one full size field complemented by hard court space and

smaller “field space” for training use is provided.

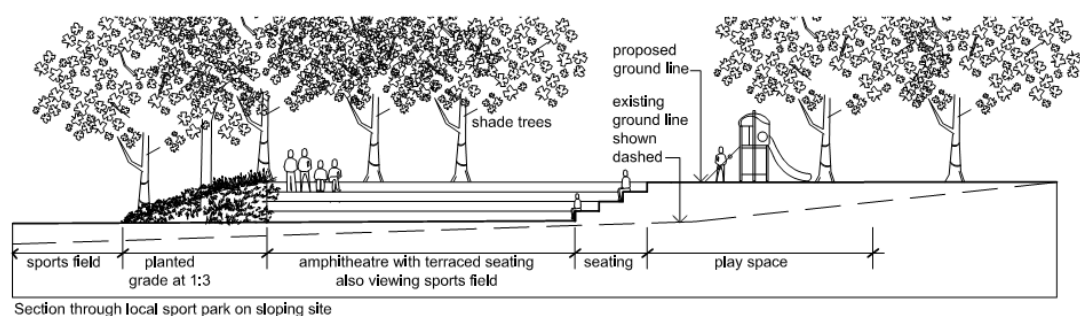
- Amenities and parking can be easily accessed from the main use area.
- Grassed batters are less than 1:6 and can be maintained by machinery, or retaining walls are provided with adequate user safety considerations.
- Mulched vegetated embankments are no greater than 1:3 slope.
- Overland stormwater flows pose no risk to facilities or increased risk of erosion on batters or playing areas.

**Figure 1: - Example approaches to Local Sports Park developed on a sloping block.**

A



B



(k) Standard Requirements for User Facility Provision in Sports Parks

(i) The DSS requires that the following user facilities are provided in **City Wide Sports Parks**:

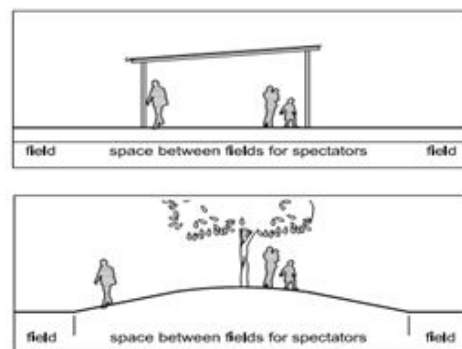
- Spectator Facilities- Adjacent to the main field, oval or court, provide a pavilion or earth bank/ tiered seating (shaded by trees or structure).

- A club house (painted/coloured block construction with custom orb roof, including: two change rooms, first aid room, referee room, meeting room, canteen, store room and public amenities incorporating 5 x cubicles (unisex and disabled) each with toilet and washbasin).



- 1 x Freestanding Public Amenities Building incorporating 5 x cubicles (unisex and disabled) each with toilet and wash basin.
- (ii) For **Local Sports Parks** the DSS requires:
- Spectator Facilities- Shade trees of approved species planted around the perimeter of fields or courts.
  - A club house (painted/coloured block construction with custom orb roof, including: two change rooms, first aid room, meeting room, canteen, store room and public amenities incorporating 5 x cubicles (unisex and disabled) each with toilet and washbasin).
- (l) Performance Outcomes For Provision of User Facilities
- The overall performance outcomes required for City Wide and Local Sports Parks are described below. Alternative solutions that meet the performance outcomes may be considered by Council:
- Provision of shaded spectator facilities to service main (competition) fields and courts.
  - Provision of change and toilet facilities for competitors as well as meeting and storage space for resident clubs or community groups to use.
  - Provision of public toilets to service visitors to the park and spectators.
- (m) Example Alternative Solutions for Provision of User Facilities
- (i) Shaded Spectator Facilities
- Multiple small built structures providing clear views of the main playing areas (refer to Figure 2).
  - A series of raised mounds planted with shade trees or sloping areas or terraces providing shade from trees and views of competition areas (refer to Figure 2).
- (ii) Club and Player Facilities
- Provision of change and toilet facilities to service competitors and officials, plus a shared (multi-use) meeting, storage and general use space(s) which can also provide officials or first aid rooms during competition, provided as a separate building to the change and toilet facilities.
- An integrated “Amenities Hub” providing for toilets, change, meeting, kiosk/canteen and other spaces in a single building.
- (iii) Public Toilets
- In City Wide Sports Parks a freestanding public amenities block as prescribed in the DSS must be provided and should be located to service informal recreation areas as well as sporting areas.
- (n) Other Requirements for Alternative Solutions for User Facility Provision
- All buildings must comply with relevant building codes and regulations.
  - Sufficient spectator shade should be provided to ensure that there is at least 40m<sup>2</sup> per field and 25m<sup>2</sup> per court.
  - Built shade solutions should be low maintenance and consistent with any applicable Council design or style guidelines.
  - Location of player and spectator amenities must be central to playing fields and courts and designed for multiple users.

**Figure 2: - Possible Shade Treatments for Sports Parks.**



- (o) Provision of Playspace and Activity Spaces
- The provision of spaces for play and active recreation are complementary objectives for sporting parks. These provide additional value to local residents and visiting users and allow for efficient multiple use of public parks.
- (i) Standard Requirements for Playspace Provision
- The DSS describes the following Standard Requirements for City Wide and Local Sports Parks:



- 1 x Play space (nominal size: 20 x 15m) on either a flat (1:50 maximum grade) or terraced site incorporating: a range of play equipment for children aged 2 – 12; shade structure and soft-fall.
- (ii) Performance Outcome for Playspace Provision
- The overall performance outcome for provision of play space and active recreation opportunities is:

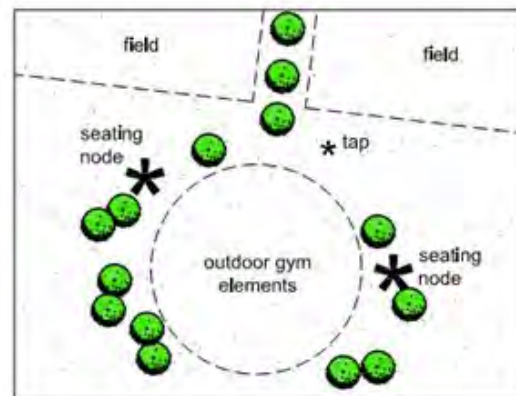
- Provision of safe space or spaces for active recreation, appropriate to the community that will be using the park and complementary to the active recreation opportunities provided by sport facilities.
- (iii) Example Alternative Solutions for Playspace Provision are:

- Numerous play events provided in close location to each other with shade, soft fall and appropriate landscape elements.
  - Activity sites combining play and adventure (such as an adventure playground).
  - A combination of playspace and outdoor recreation or active recreation elements such as an informal BMX track, climbing walls, exercise equipment catering to both 2-12 year olds and older youth.
  - Play sculpture and interactive landscapes.
- (iv) Other Requirements for Alternative Solutions

- For sports parks it is considered that the provision of sporting and practice facilities provides for adult and older youth activity and therefore play opportunities appropriate to children between the ages of 2-12 is preferred.
- Must comply with all relevant Australian Standards (including AS 4685:2004 and AS/NZS 4422:1996).
- All play equipment should be shaded with natural shade (preferred) or structures.
- High visibility of play areas from the surrounding park space to enable carers a clear view and encourage casual surveillance is a requirement of all solutions.

- Play spaces or elements should generally not be located adjacent to high volume vehicle traffic areas or public roads, unless there is no other feasible alternative and the play space is appropriately fenced.

**Figure 3: - Playspace Node with Active Recreation Elements in Sports Park**



**Figure 4: - Dispersed Play Events in Landscaped Corridor in Sports Park**



- (p) Provision of Concessionary Areas
- To allow for the hosting of events and providing discretionary services to larger numbers of people the provision of “concessionary areas” within City Wide Sports Parks is desirable.





## (i) Standard Requirements for Concessionary Areas

The DSS requires:

- 3 x paved concessionary areas (nominal size each area: 5m x 8m) adjacent to internal roads in close proximity to activity areas or as extension to car park.

## (ii) Performance Outcome for Concessionary Areas

- Provision of formal space to accommodate temporary use by catering vans or similar “concessionaires”.

## (iii) Example Alternative Solutions

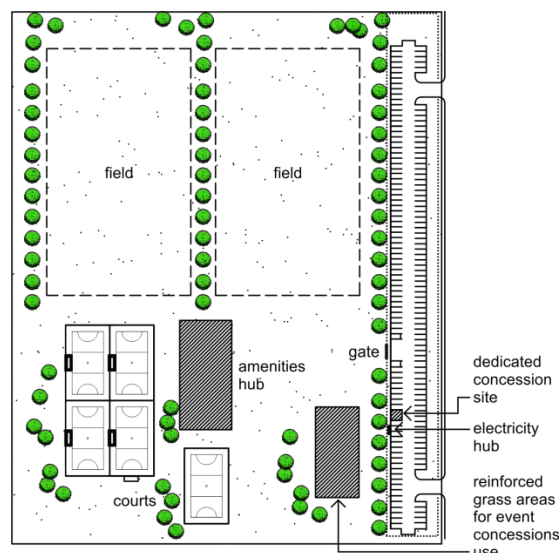
Alternative solutions that may be considered by Council include:

- Alternative hardening treatments such as sub soil reinforcement instead of paving/ roadway.
- A basic kiosk or kitchen space provided as part of an amenities hub available for casual hire by food / product vendors during sports events.
- Identifying dedicated spaces within or close to the car park which can be reserved for concession uses.

## (iv) Constraints on Alternative Solutions

- Power and water should be available within 10m of any concessionary site.
- Sites should allow for safe user access without conflict with vehicles.
- Where provided in a car park they do not detrimentally affect the safe operation and function of the car park and required levels of parking are maintained.

**Figure 5: - Concession Sites using Car Park Space or Reinforced Grass Area**



Note: Car park design is indicative only. Design of off street car parking is to be in accordance with AS2890.1.

## 2. Recreation Parks and Waterside Parks

### (a) Purpose of Recreation and Waterside Parks

Recreation parks are provided at local, district and city wide levels while Waterside Parks are provided at city wide and district levels. Recreation and waterside parks provide public open space which allows for outdoor recreation and leisure and provide opportunities for play, social gathering, picnics, physical activity, recreational exercise, and enjoyment of green space and natural environments.

Provision of both types of parks at the planned hierarchies also assists in Council's objective to ensure a diversity of park settings and experiences are provided for the community.

### (b) Overall Objectives

#### (i) City Wide Recreation Parks

Provide for a diverse range of activities and users from across the city. Opportunities and facilities should support extended stays in the park of ½ a day or longer and multiple groups should be catered for.

#### (ii) City Wide Waterside Parks

Provide major park destinations which have as their primary feature access to a river or a major water body.



(iii) **District Recreation Parks**

Provide a large park area catering to users from several neighbourhoods and offering opportunities for informal recreation including: active recreation, picnicking, gatherings and small community events.

(iv) **District Waterside Parks**

Provide district level parks opportunities with the primary landscape feature being the Brisbane or Bremer Rivers.

(v) **Local Recreation Parks**

Provide an area for outdoor recreation servicing a local neighbourhood.

(c) Secondary Objectives

Recreation and Waterside Parks typically provide for a broad range of opportunities and outcomes including:

- Opportunities for informal physical activity and exercise.
- Creating a significant social space for community celebration.
- Provide active recreation opportunities, particularly for young people.
- Establish local identity and create a landscape aesthetic which generates a sense of place.
- Protect or assist in the protection of natural elements, natural waterways or features of cultural heritage significance.
- Provide developed destinations for residents to engage in physical activity.
- Contribute to the diversity of park settings and outdoor recreation opportunities available to the community.

*For more information on the purpose of recreation parks and waterside parks refer to the LGIP and LGIP extrinsic material.*

(d) Provision of Picnic and BBQ areas

Provision of picnic and BBQ areas is an essential part of recreation and waterside parks. The level of provision varies with the hierarchy of the park (ie. city wide, district, local). The standard requirements are the same for both Recreation and Waterside Parks.

(i) **Standard Requirements for Picnic and BBQ areas in Recreation and Waterside Parks**

The DSS describes the following Standard Requirements:

**For City Wide Recreation and Waterside Parks**

- 12 x shaded picnic areas incorporating tables and bench seats ranging in size to accommodate both small (8 x 1 table and 2 bench seats) and large groups (4 x 4 tables and 8 bench seats). 50% of picnic facilities to be in close proximity to car-parking areas.
- 6 x BBQ areas (sheltered single BBQ only) with watering points (taps) located in close proximity to sheltered picnic areas.

**For District Recreation and Waterside Parks**

- 6 x shaded picnic areas incorporating tables and bench seats ranging in size to accommodate both small (4x 1 table and 2 bench seats) and large groups (2 x 4 tables and 8 bench seats). 50% of picnic facilities to be in close proximity to car-parking areas.
- 3 x BBQ areas (sheltered single BBQ only) with watering points (taps) located in close proximity to sheltered picnic areas.

**For Local Recreation Parks**

- 1 x shaded picnic area incorporating 1 table and 2 bench seats.

*Note: provision of BBQs in local recreation parks is generally not supported by Council. Alternative provision for outdoor cooking benches may be considered in accordance with Clause (iv) below.*

(ii) **Performance Outcome**

The following overall performance outcomes for both Waterside and Recreation Parks are:

- **City Wide and District Recreation and Waterside Parks** will provide picnic and BBQ areas (including tables, shelters, BBQs and water points) able to accommodate multiple small groups at one time and including some areas which can accommodate larger groups.
- **Local Recreation Parks** are designed for shorter stays and will provide for local users (family group or group of friends) to have picnics and socialise by providing a shaded table or similar facility.



## (iii) Example Alternative Solutions for Recreation and Waterside Parks

Picnic and BBQ facilities may be provided in a number of ways with large central hubs or smaller dispersed nodes providing sufficient capacity relevant to the scale of the park. Alternative approaches may include:

- A network of small picnic nodes and one or two large nodes comprised of a “BBQ station” and a grouping of tables/shelters.
- A mix of sites with some provided as shelters and tables only and others with BBQs.
- Provision of a specific area for larger groups and several small group areas serviced by separate BBQ hubs (BBQ hubs provide a central location for all BBQs and will have multiple hotplates).
- For **District Parks** a single “BBQ station” providing 3 or more hotplates rather than 3 standalone BBQs.
- For **Local Parks** a combination of platforms and seats using natural or built shade may be suitable.

## (iv) Additional Provision for Outdoor Cooking

The provision of BBQ areas in the Standard Requirements in Citywide and District Recreation and Waterside Parks provides access to outdoor cooking facilities across the City. Demand for outdoor cooking facilities can exceed the Standard Requirement at the Citywide or District Park level or arise in Local Recreation Parks which are a focal park or function as a key destination within a suburb or neighbourhood.

BBQs have associated ongoing costs relating to maintenance, cleaning and providing fuel. Many households now have portable self-contained cooking appliances such as gas rings and BBQs. The provision within a park of ‘cooking benches’ with resilient cleanable worktops can facilitate the use of portable cooking devices within a park.

Where demand can be demonstrated for additional outdoor cooking facilities that exceed that provided for by the Standard Requirements the following alternative approach may be considered:

- In **Citywide and District Recreation and Waterside Parks**, cooking benches provided as part of large central hubs or smaller dispersed BBQ areas, or separate to BBQ provision in association with tables and bench seats.

- In **Local Recreation Parks**, where it has been demonstrated the park acts as a key destination or a major focal point within a suburb or neighbourhood (generally one such park per suburb and located away from Citywide and District Recreation and Waterside Parks) and a demand for cooking facilities exist, a cooking bench or BBQ provided within the picnic area (table and bench seats).

## (v) Other Requirements for Alternative Solutions

- All furniture to comply with any Council Design Guidelines for Park Furniture. Any proposed variations must be proved to offer the same level of function, aesthetics and low maintenance as approved units.
- Areas to be configured in a way that provides some sense of privacy for each group and buffers the large group area from other users.
- All picnic sites should be easily accessed for maintenance.

(e) Provision of Active Recreation Areas

Active recreation areas provide for physical activity either as an informal group or as an individual. Opportunities can include exercise stations, kick-a-bout areas or other active elements which encourage or facilitate physical activity.

## (i) Standard Requirements for Active Recreation Areas in Waterside and Recreation Parks

The DSS describes the following Standard Requirements:

For **City Wide Recreation Parks**

- 1 x large kick-a-bout area (nominal size: 50 x 70m).
- 2 x small kick-a-bout areas (nominal size: 30 x 40m).

For **City Wide Waterside Parks**

- 2 x kick-a-bout areas (nominal size: 50 x 70m).



For **District Recreation Parks**

- 1 x kick-a-bout area (nominal size: 50 x 70m) plus 1 x multi-purpose ½ court with hoop and backboard or 1 x rebound wall and court.

For **District Waterside Parks**

- 1 x kick-a-bout area (nominal size: 50 x 70m).

For **Local Recreation Parks**

- 1 x kick-a-bout area (nominal size: 30 x 20m) plus 1 x multi-purpose ½ court with hoop and backboard or 1 x rebound wall and court.

(ii) Performance Outcome

The overall performance outcome is:

Provision of spaces and facilities for self organised physical activity / active recreation appropriate to the demographic profile of visitors using the park or the catchment the park is being provided for.

(iii) Example Alternative Solutions

A range of alternative solutions are possible.

**Citywide and District Recreation and Waterside Parks**

- Must provide at least 1 kick-a-bout space of 3500 m<sup>2</sup> which has no dimension smaller than 40m, plus at least two other active recreation elements (see examples below).
- Provide for individual and group activity.
- Provide for both younger and older users.

**Local Recreation Parks**

- Must provide a kick-a-bout space not less than 600m<sup>2</sup> with no dimension smaller than 20m, plus at least one other active recreation element.
- Provide for individual and group activity.
- Provide for both younger and older users.

Examples of active recreation elements include:

- Informal sports field.
- Active recreation sites for youth such as BMX track, jump park, skate park or sports courts.
- Horizontal climbing and bouldering walls.

- Basketball courts/ half courts.
- Dog Off-Leash exercise areas (fenced).
- Running tracks.
- Outdoor “gyms” using fixed exercise equipment.
- Dedicated fitness trail or multiple use of the parks internal path network as an exercise trail.
- Waterway access points for canoeing and other paddle sports (waterside parks only).
- An area for older residents to congregate and take part in a shared activity such as a Bocce court, outdoor chess areas, or outdoor exercise equipment.

(iv) Other Requirements for Alternative Solutions

- Design and construction should address public safety and maintenance costs and include consideration for fencing where the kick about area may lead to children running onto roadways.
- The likely ages and preferences of residents to be serviced by the park should be considered in determining the provision of appropriate embellishments within the park.
- Any equipment must be compliant with current ANZ safety standards.

(f) Provision of Playspace and Adventure Playgrounds

The provision of spaces for play is fundamental to recreation and waterside parks. The scale of the playspace and unique features (such as adventure play, water play and play sculpture) can help define a park as a destination for residents and visitors and contribute to the diversity of experience on offer to the community.

However providing successful play spaces combines numerous elements such as landscaping, location and play equipment. City wide and district parks need to accommodate a range of ages and abilities while local parks should cater for the needs of residents within the local catchment.

(i) Standard Requirements for Provision of Playspaces and Adventure Playgrounds

The DSS describes the following Standard Requirements:



#### For City Wide Recreation Parks

- 1 x themed adventure playground (nominal size: 100 x 100m) on either a flat (1:50 maximum grade) or terraced site incorporating: a range of play equipment for children aged 2 – 12;
- shade structure; seating (2 x1 Table and 2 bench seats);
- soft-fall;
- fenced toddler play area;
- child cycle circuit.

#### For District Recreation Parks and City Wide Waterside Parks

- 1 x themed adventure playground (nominal size: 60 x 40m) on either a flat (1:50 maximum grade) or terraced site incorporating: a range of play equipment for children aged 2 – 12;
- shade structure; seating (2 x1 Table and 2 bench seats);
- soft-fall;
- fenced toddler play area.

#### For Local Recreation Parks and District Waterside Parks

- 1 x play space (nominal size 20 x 15m) on either a flat (1:50 maximum grade) or terraced site incorporating: a range of play equipment for children aged 2 – 12;
- shade and soft-fall.

#### (ii) Performance Outcome for Provision of Playspaces and Adventure Playgrounds

The overall performance outcome for provision of play space and active recreation opportunities is:

- Provision of a space or spaces for active play appropriate to the range of ages and emerging preferences of children and youth that the park will be servicing.

#### (iii) Example Alternative Solutions

##### City Wide and District Recreation and Waterside Parks:

- Adventure play space for older children 12+. (which could include a skate park, Mountain Bike trail, BMX jump park or similar).
- Play sculpture (meaning sculpture that provides artistic and interactive play elements) and interactive landscapes.

- Zero depth water play features (City Wide Recreation Parks only).
- Play space or multiple spaces integrated into special landscape features of the park. The spaces must cater to at least 2 different age groups including younger and older children.
- A linear adventure trail providing a range of activities and still visible from central areas.
- Opportunistic use of natural features (such as boulders, ridges or slopes) to create informal play landscapes.
- (For Waterside Parks) developed edge treatments providing safe fishing platforms or water play opportunities.

##### Local Recreation Parks:

- A play or activity space designed for an older youth demographic as appropriate to the local community, such as: a small mountain bike trail, Informal BMX area, outdoor gym equipment, climbing wall, adventure playground.

#### (iv) Other Requirements for Alternative Solutions

- City Wide and District Parks must provide for a range of ages.
- Play spaces for very young children (toddlers) should have seats.
- Play spaces for different age groups should be physically separate.
- Must comply with all relevant Australian Standards (including AS 4685:2004 and AS/NZS 4422:1996).
- All play equipment should have provision for shade.
- High visibility/ casual surveillance of the play area and compliance with CPTED guidelines is a requirement of all solutions.
- Playspaces and adventure playgrounds should not be located adjacent to high volume vehicle traffic areas or roads. However, if playspaces are unavoidably located in proximity to highly trafficked vehicle areas or roads particularly when they cater for very young children (toddlers) then fencing or effective barrier landscape should be provided to limit wandering out of the playspace.



(g) Commercial Elements and Concessionary Spaces

Provision of commercial opportunities within parks allows for the development of “discretionary services”. These services add to the visitor experience but are provided at a cost to the user. In the case of city wide parks many users would expect the provision of a cafe or kiosk to service the destination.

Similarly when city wide or district parks host events or during busy periods within the year, visitor enjoyment may be enhanced by provision of additional opportunities within the park such as food and beverage outlets, equipment hire or organised (pay to participate) activities.

(i) Standard Requirements for Commercial Elements and Concessionary Spaces

The DSS describes the following Standard Requirements:

For **City Wide Recreation and Waterside Parks**

- 1 x Café/kiosk (nominal size: 7m x 10m) with adjacent area to accommodate bicycle/equipment hire activities.
- 3 x Concessionary Hardstand Area (nominal size each area 5m x 8m to accommodate a mobile food van) with adjacent water and power supply points.

For **District Recreation and Waterside Parks**

- 1 x Concessionary Hardstand Area (nominal size each area 5m x 8m to accommodate a mobile food van) with adjacent water and power supply points.

(ii) Performance Outcome

- Citywide Recreation and Waterside Parks should provide for “discretionary services” or “concessions” such as refreshments and hire services to park visitors on a regular basis. District Recreation and Waterside Parks should provide for “concessions” at peak use times or for special events.

(iii) Example Alternative Solutions

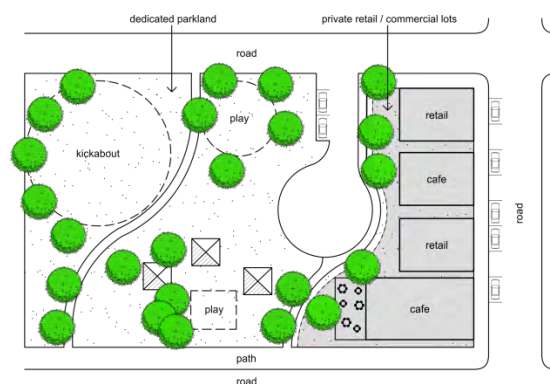
Opportunities for more efficient use of developed space within the park and for potential integration of adjacent commercial precincts should be considered in developing alternative solutions. Possible solutions are:

- Integration of an adjacent retail precinct into one boundary of city wide or district parks. This could be achieved by sharing the boundary of the park with common public space such as a plaza or pedestrian mall leading to adjacent retail, or an outdoor eating area or terrace for an adjacent café or restaurant.
- Provision of “vacant” floor space within a public building or structure in the park that can be hired as a concession during events or certain peak use times.
- Defining/ delineating sections within the car park which can be reserved for occasional or regular concession use.
- Using subsoil reinforcement for turfed areas which can be used occasionally.

(iv) Constraints on Alternative Solutions

- Retail precincts intended to share boundaries with parks are not to be considered as part of the parkland contributions.
- Any proposals for integrating a retail precinct with a park boundary must comply with planning scheme requirements and should not detrimentally affect the safe operation and function of the park or the required levels of car parking to service the park.

**Figure 6: - Possible District Park Configuration with Integrated Boundary to Small Retail Precinct.**



(h) Water Access and Fishing Facilities in Waterside Parks

Waterside parks should provide a similar range of opportunities as recreation parks. However the key feature of waterside parks is the access to adjacent rivers or major water bodies.



Water quality issues will generally make primary contact (e.g. swimming) difficult to provide for but in many cases secondary opportunities such as boating and fishing may be provided.

(i) **Standard Requirements for City Wide and District Waterside Parks**

The DSS requires:

- 1 x boat ramp including boat trailer turning/ wash down area (ensure adequate depth of water for launch/recovery) or canoe launch area.
- 1 x enhanced water frontage area incorporating lit boardwalk, promenade or jetty located near cafe/kiosk.
- 2 x Fish cleaning tables with water taps.

(ii) **Performance Outcome**

- Waterside parks should provide adequate facilities for enjoyment of the associated water body. This includes provision for water access by craft as well as fishing facilities and developed water front elements.

(iii) **Example alternative solutions**

- Pontoon access to water bodies or waterways catering to canoes and other paddle craft.
- Formalised water edge treatment incorporating decks, boardwalks, promenades or similar features designed to be a focus for users and enhance the local kiosk/ cafe area.
- Cleaning stations located near fishing areas and water access points providing a table, bins and water.

(iv) **Further Requirements for Alternative Solutions**

- Pontoon and ramp access points must be functional at all tides.
- In some cases, such as major waterways, approval from the state may be required for installation of pontoons.
- Consideration should be given to vehicle access to ramps and parking and circulation needs.
- Pontoons and access points for paddle craft should be no more than 100 m from car parks and car parks should provide some wider bays for craft loading/unloading.

- Formal “waters edge” treatments must consider public safety and bank stability issues.
- All development of waterside parks should protect water bodies from erosion and sediment impacts and meet stated water quality objectives for the water body or stream.

**Figure 7: - Possible Layout of Elements for a Waterside Park**



Note: Car park design is indicative only. Design of off street car parking is to be in accordance with AS2890.1.

(i) **Dog Off Leash Areas**

The provision of dog off leash areas can assist in meeting the need of the many dog owners in Ipswich and the welfare of dogs. Dog off leash areas however, can cause detrimental environmental and amenity impacts where they are not properly located.

Where there is a demonstrated need a dog off leash area may be provided as an alternative embellishment in city wide parks, district level waterside parks, district level recreation parks or local recreation parks. In determining whether the provision of a dog off leash area is acceptable, consideration will be given to:

- separation from environmental areas and riparian corridors.
- location relative to other dog off leash areas to ensure an over supply does not occur.
- separation from surrounding sensitive land uses, particularly residences, and from commercial kennels or dog racing facilities.
- the location within the park so as not to compromise other uses of the park such as BBQ and picnic areas or play areas (dog off leash areas should not be included in a park predominantly used for sporting purposes) and to maximise the use of topographic features to mitigate impacts such as noise.



Unless otherwise determined by Council dog off leash areas are to be fenced.

### 3. Site Access, Parking and Paths and Lighting for Sporting, Recreation, Waterside and Linear Parks

All parks have requirements in regard to boundary treatments, provision of car parking and elements such as pathways, bikeways and drinking water.

While the standard requirements differ for different types of parks there are a range of alternatives which may be considered.

The following section provides some alternative solutions for some elements common to all park types or alternatives that may be applicable to specific park types.

Where there are no alternatives discussed for a specific elements it may be assumed that the standard requirements must be adhered to (for example % of park boundary fronting a public road).

#### (a) Site Access

Access to parks should be managed carefully to ensure that all users have safe access to the facilities within the park. However the boundary of the site needs to be managed to ensure that vehicles are restricted to purpose designed areas only. Entry to and from the park also needs to consider the surrounding residents and maximise opportunities for users to easily and safely access the park. In some cases this will mean restricting pedestrians or other traffic at certain points.

##### (i) Standard Requirements for Site Access

The DSS describes the following Standard Requirements:

#### For **City Wide and District Recreation and Waterside Parks, Citywide and Local Sports Parks**

- Sealed internal road network providing access to clubhouse and parking areas.
- Installation of 'access control' barrier to all accessible park boundaries/ frontages (e.g. bollards at 1.5m centres).

#### For **Local Recreation Parks and Linear Parks**

- Installation of 'access control' barrier to all accessible park boundaries/ frontages (e.g. bollards at 1.5m centres).

##### (ii) Performance Outcome for Site Access

- Off-street sealed access to sealed parking nodes. For all district and citywide parks (excluding Linear).
- The boundary treated in a way that restricts vehicle access except by the designed road entry and enables safe access from multiple points for pedestrian and cycle users and provides suitable access points for people with mobility challenges.

##### (iii) Example Alternative Solutions

- Any boundary treatment that meets Council's landscape guidelines and restricts vehicle access without reducing casual surveillance of the park.
- Use of Post and Top rail fencing or open pool style fencing.
- Dense plantings of low shrubs which will not grow above 600 mm or trees with a 2m clear understorey to base of canopy.
- Alternative treatments using bollard materials such as square timber, stone, recycled plastic or a combination of materials and planted features.

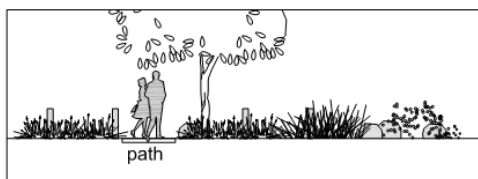
##### (iv) Other Requirements for Alternative Solutions

- Use of topography features, such as embankments or drainage depressions.
- Alternative boundary treatments must provide for people with mobility challenges.
- Materials and construction used must not increase maintenance costs beyond that expected for the standard bollard treatment.

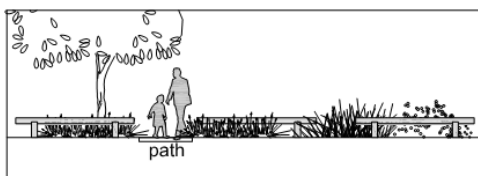




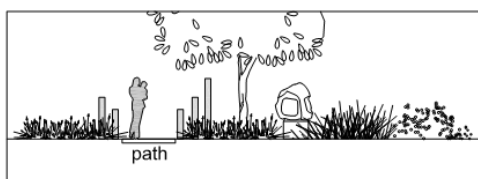
Figure 8: - Alternative Boundary Treatments



Bollards combined with boulders and planting



Post and top rail barriers



Hard sculpted elements with dense low planting

(b) Vehicle Parking

Parking for district and citywide sport, recreation and waterside parks is normally provided internal to the site with a combination of surfaced and unsurfaced overflow areas.

All formal parking areas are required to provide sufficient parking spaces as required by the planning scheme.

Local Recreation Parks are primarily “walk to” parks serving local catchments generally within a 500m radius and therefore only on-street parking needs to be provided.

When designing the surrounding road network and development adjacent to local recreation parks, regard should be had to increasing the availability of on street parking where practical. Indented parking within the road reserve fronting the park can be provided in an integrated manner with streetscape and park design outcomes.

Development forms which reduce the number of vehicle cross-overs, such as those accessed via rear laneways, increase on street parking capacity and are encouraged.

Linear parks are linked across urban areas via adjacent road and path networks and no on-site parking is required.

(i) Standard Requirements for Vehicle Parking

The DSS requires the following internal parking to be provided:

Table 1 Vehicle Parking Requirements in the DSS

Park Type	Surfaced (Paved and line marked)	Overflow (grassed-reinforced or other)
City Wide Sports (500 cars peak)	250 cars and 4 coaches.	250 cars adjacent to formal parking areas.
Local Sports (150 cars peak)	100 cars and 4 coaches.	50 cars adjacent to formal parking areas.
City Wide Recreation (150 cars peak)	150 cars and 4 coaches	nil
District Recreation	50 cars and 1 coach.	nil
City Wide Waterside Parks (250 cars peak)	150 cars, 20 trailers, and 4 coaches.	100 cars adjacent to formal parking areas.
District waterside Parks	50 cars, 1 coach and 10 trailers (where boat ramp provided)	Nil
Local Recreation and Linear Parks	No internal provision- roadside parking only	

(ii) Performance Outcome

- All parks should provide sufficient parking to accommodate the peak demand loads anticipated for the specific park type as identified in Table 1 above. A range of strategies may be used to achieve this outcome.

(iii) Example Alternative Solutions

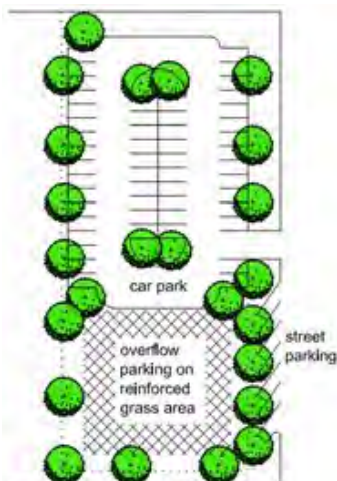
A range of alternative solutions for parking provision are possible. However the peak loads indicated in Table 1 must still be accommodated. Alternative solutions may include:

- Avoiding large areas of “sterile” car park by breaking up parking areas to service different nodes within the park may be preferred for City Wide Recreation, Sport and Waterside Parks.
- Providing some of the parking as on-street spaces, where Council considers there is sufficient parking space capacity within the surrounding street network.



- Reducing the extent of hardstand by increasing the amount of overflow parking on reinforced grassed areas.
- (iv) Further Requirements for Alternative Solutions
- Location of parking areas should seek to minimise internal road networks by being located close to the perimeter or adjacent to key facility which require their own driveway access.
  - Parking areas must consider access to key facilities and make provision for those with limited mobility.
  - For Citywide and District Parks consideration should be given to the provision of parking for cyclists.
  - Providing multiple parking nodes with separate street entries will only be considered if deemed acceptable relative to traffic circulation and safety and is supported with appropriate signage.
  - A calculation of likely demand is required to support any case for a park proposal where the number of spaces to be provided is less than that required in the DSS.

**Figure 9: - Mixed Parking Solution using On-Street and Grassed Overflow Area.**



Note: Car park design is indicative only. Design of off street car parking is to be in accordance with AS2890.1.

(c) Pedestrian Pathways and Bikeways

Pedestrian pathways and bikeways are integral to parks as they provide access to facilities and interest points within the park as well as facilitating access to the park itself.

Pathways have also become significant recreation facilities in their own right and provide for walking, running, cycling and a range of other informal recreation activities.

Therefore including pathways in parks needs to consider their recreational value as well as providing access to internal park features.

(i) Standard Requirements for Pathways

The DSS describes the following Standard Requirements:

**For City Wide Sport and Recreation Parks**

- Constructed pathway (2200mm wide concrete) circuit to park perimeter integrated with bikeway/pathway network.
- Internal pathway (2200mm wide concrete) connection providing access (1:20 maximum grade) to major activity areas.

**For City Wide and District Waterside Parks**

- Constructed pathway (2200mm wide concrete) for the length of the park (preferably adjacent to the water body, river or creek) integrated with cycle/pedestrian network.
- Internal pathway (2200mm wide concrete) connection providing access to major activity areas (to follow contours if possible or minimum 1:20 grade).

**For City Wide and Local Linear Parks**

- Constructed pathway (2200mm wide concrete) for the length of the park (preferably adjacent to the water body, river or creek) integrated with cycle/pedestrian network.

**For Local Recreation Parks**

- Constructed pathway (2200mm wide concrete) circuit to park perimeter integrated with bikeway/pathway network.

(ii) Performance Outcome

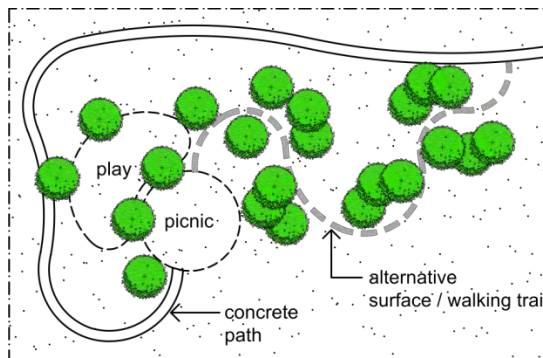
- Sufficient internal and perimeter paths are provided to facilitate access to and within the park as well as provide path based recreation opportunities appropriate to the park's hierarchy and function.



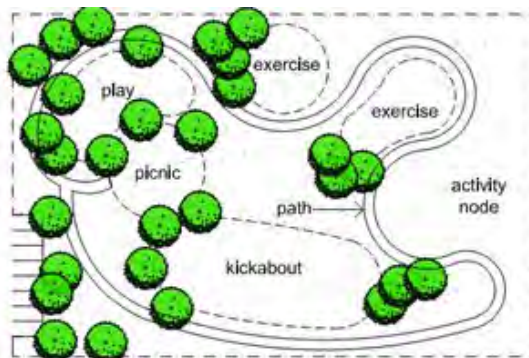
- (iii) Example Alternative Solutions
- For all types of parks internal path network that facilitates access, provides recreation opportunity and meets the minimum width of 2200mm may be considered.
- (iv) Constraints on Alternative Solutions
- The path provided should be a network appropriate to the type of park. For City Wide Recreation parks this should include a network that covers a significant proportion of the perimeter and offers linear distance of at least 1.2 Km, preferably with distance markers.
  - Pathways forming part of a regional bikeway network need to comply with the width standard for that network.
  - Path networks must provide sufficient access to key facilities within the park and connect the main elements of the park.
  - Variation in path widths may be considered where paths wider than 2200mm are provided as "main" paths, shared paths or connecting paths, are 3m or wider and are complemented with narrower paths for lower volume and recreational walking use, providing no paths are less than 1.5m wide.
  - Concrete paths combined with alternative path surfaces may be considered. Asphalt compounds, textured concrete, paving and other hardscaping may be considered provided Council approves the surface as appropriate to the intended use and location. Gravel or decomposed rock surfaces, are **not** to be used owing to drainage and erosion concerns.

The following examples illustrate some alternative approaches.

**Figure 10: - Alternative Path Solution – showing perimeter contact and circuit opportunities.**



**Figure 11: - Alternative Path Layout for District Park - showing recreational trail treatment**



Note: Car park design is indicative only. Design of off street car parking is to be in accordance with AS2890.1.

(d) Lighting (other than for playing surfaces)

The provision of Lighting enables appropriate recreational activities to be undertaken within parks outside of day light hours. Lighting can also support Crime Prevention Through Environmental Design (CPTED) outcomes within public parks by illuminating areas of parks to increase casual surveillance and reduce the likelihood of inappropriate behaviour in those areas and conversely to discourage the public use of other areas outside of daylight hours.

(i) Standard Requirements for Lighting (other than for playing surfaces)

The DSS describes the following standard requirements:

**For City Wide Sport and Recreation and District Sport Parks**

- To all internal roads, parking areas and primary pedestrian paths.



For **District Recreation Parks**

- To primary pedestrian paths.
- (ii) Performance Outcomes
- Sufficient lighting is provided to support the use of the park based on recreation opportunities appropriate to the park's hierarchy and function and to provide public safety and security.
- (iii) Example Alternative Solutions
- Within any park type lighting is provided to primary pedestrian paths or recreation nodes within the park where after hours use is to be encouraged, or where there is a specific need for lighting in regards to equipment or facilities safety and security.
- (iv) Constraints on Alternative Solutions
- The lighting does not extend use of the park or parts of the park that would result in detrimental amenity impacts e.g. through light or noise disturbance to nearby residents or lead to inappropriate use of the park.
  - The lighting is needed to ensure safety in the park in situations where adequate illumination is not provided by an alternative source e.g. street lighting.
  - The lighting is located, directed and shielded so as to avoid nuisance to nearby residents.

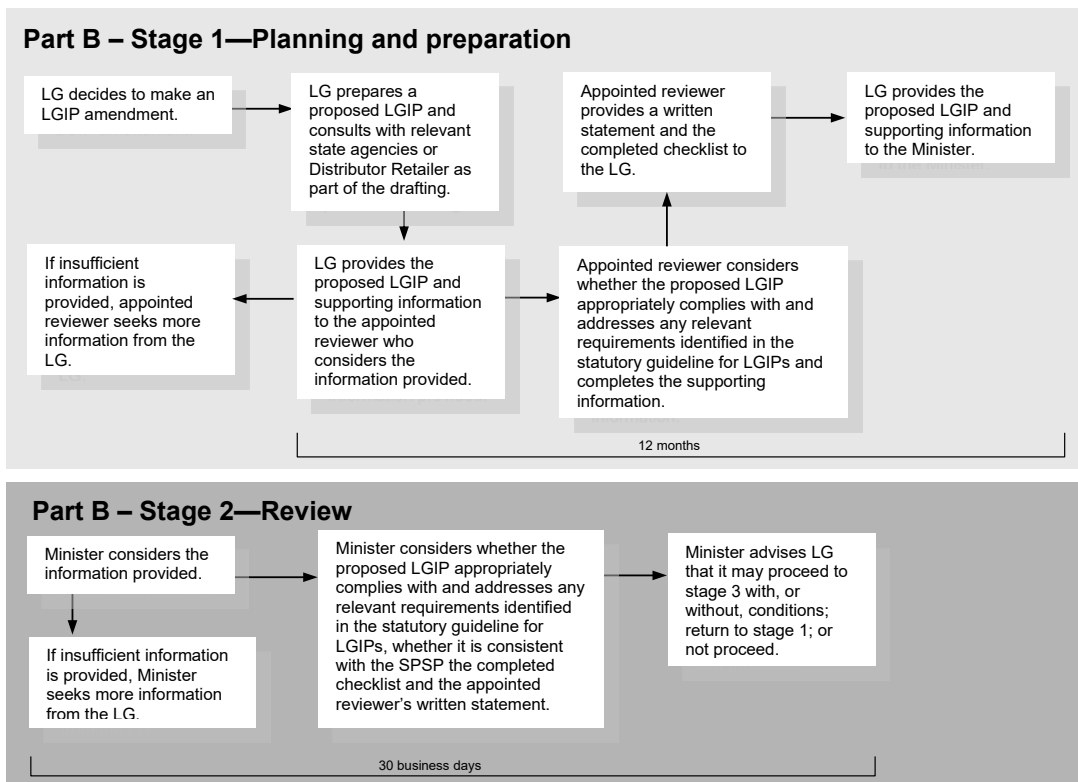
**4. Definitions and Terminology**

Term/ Abbreviation	Definition / Explanation
Amenities Hub	A built structure in a sports park providing toilets and change facilities along with shade for spectators and players. May include storage, kiosk and first aid areas.
Active Recreation	Informal physical activity undertaken in parks for recreational not competitive outcomes.
BBQ Hub	A built hub housing 2 or more BBQs and designed to service a number of surrounding tables or picnic settings.
DSS	Desired Standards of Service. These are the standards Council specifies for provision and development of public parks.
Embellishment	The landscaping and facilities provided in public parks.
Play Event	A single piece of play equipment such as a swing. As distinct from a playground or play space which provide multiple play events.
PSP	Planning Scheme Policy
Public Parks Infrastructure	The recreational, sporting and waterside parks provided for the community. The primary purpose of these is to provide for recreation and sport not conservation outcomes.
SPA	Sustainable Planning Act 2009.
Sports Parks	Parks designed to accommodate formal sporting use as a primary purpose.
Recreation Parks	Parks designed to accommodate general recreation and more informal uses.
Waterside Parks	Parks located on waterbodies or waterways which provide for outdoor recreation.
Linear Parks	Parks provided as linear systems or corridors mainly along rivers and creeks linking larger open space areas or providing local opportunity for outdoor recreation.

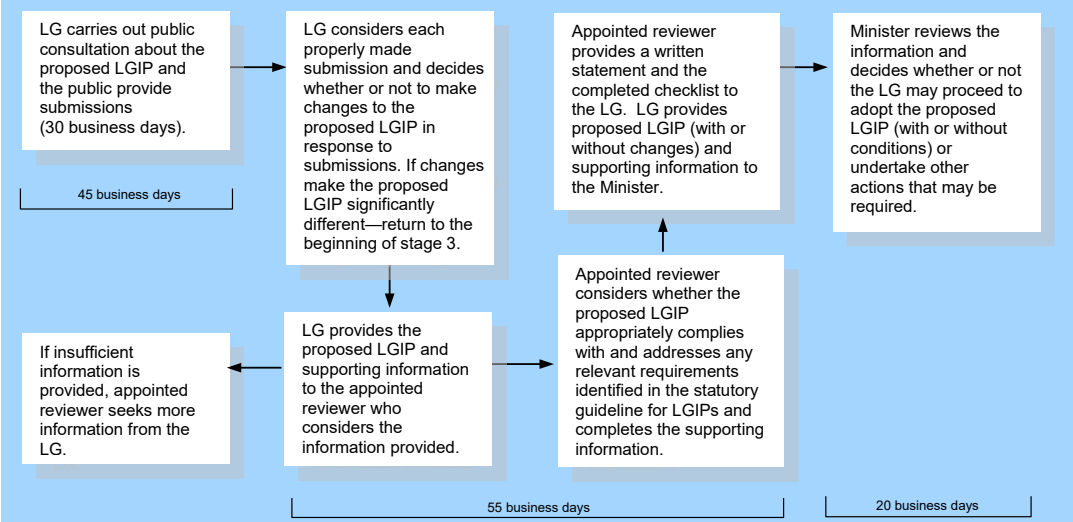


## Schedule 5

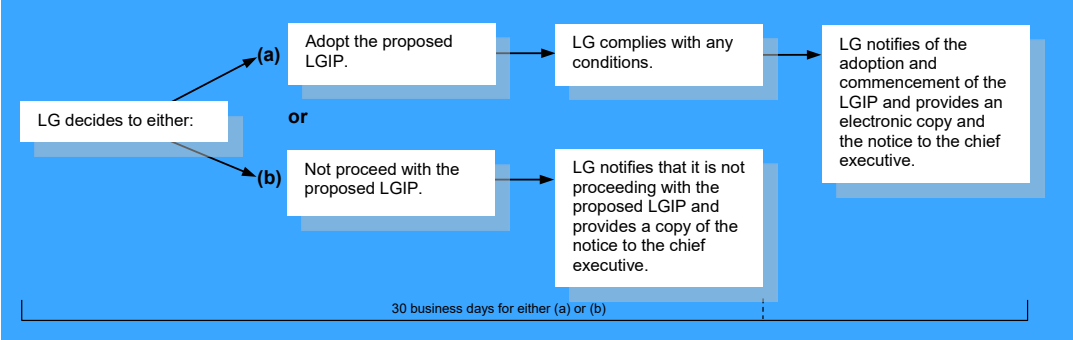
### Flow diagram of the process for making a local government infrastructure plan amendment



**Part B – Stage 3—Public consultation**



**Part B – Stage 4—Adoption**



GW:DO  
H:\IPA Planning Scheme Draft Amendments\2017 - Implementation  
Guideline No.35 – Riverview Planning Study\Committee Report

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

9 March 2018

## MEMORANDUM

TO: CITY PLANNER

FROM: STRATEGIC PLANNING MANAGER

RE: IMPLEMENTATION GUIDELINE NO. 35 – RIVERVIEW URBAN VILLAGE PLANNING  
AND DEVELOPMENT GUIDELINES (DRAFT FOR CONSULTATION)

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### **INTRODUCTION:**

This is 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).

### **BACKGROUND:**

The Ipswich Planning Scheme seeks to foster the development of strong, compact and connected mixed use activity centres and complete communities through strong transport and land use integration. Accessibility to railway stations has been a key focus of public transport opportunities for most of the existing suburban areas of Ipswich City and is a particular feature of the established neighbourhoods east of the Ipswich City Centre.

The area surrounding the Riverview railway station, and particularly the area located between the railway line and the Ipswich Motorway that is currently included in a Local Business and Industry Zone has seen very limited development in recent years. The area comprises a mixture of service and trades and light industrial uses (relatively limited in number) interspersed with housing and vacant land, including areas where demolition of housing and a former local centre has occurred. Recently Council has received a significant application to develop medium density dwellings on a large 2.5Ha key site located on McEwan Street between Station Street and Endeavour Road, and the Ipswich Motorway. Prior to receiving the application this area had been earmarked by Strategic Planning Branch staff for a major review as part of the preparation of the new Planning Scheme.

Proposed Implementation Guideline No.35 (Draft for Consultation) has been prepared to provide planning and development guidance to transition the existing Local Business and Industry Zone and the surrounding area immediately to the north of the railway station into a compact urban village. The guideline, whilst recognising existing uses, allows for the transitioning of the area to medium to high density residential uses in the form of a broad, non-prescriptive framework to guide the redevelopment of the area that is responsive to future market investment.

## **IMPLEMENTATION GUIDELINE:**

The Implementation Guideline has been produced pursuant to Section 2.3(2) of the Ipswich Planning Scheme to assist in achieving co-ordinated and integrated development outcomes, and to clarify Council's forward planning intent for the area of Riverview located around the railway station. Whilst the guideline cannot change the current zoning of land or related assessment provisions of the Ipswich Planning Scheme, regard should be had to it in assessing development applications.

The guideline is structured as follows:

- Purpose of the Guideline and Study Area;
- Planning Context;
- Preferred Development Pattern – Land Use and Urban Design Guidelines;
- Transport and Access Networks;
- Infrastructure Services; and
- Maps of the Study Area, Indicative Land Uses, Indicative Road Network and Indicative Open Space / Pedestrian / Cycle Network.

The draft implementation guideline identifies a Core Study Area (CSA) to which the provisions of the guideline are proposed to apply. The CSA is bounded by Moggill Ferry Road to the north, the Ipswich Motorway to the south, the junction with the Warrego Highway and Ipswich Motorway in the west and Six Mile Creek to the east. The guideline considers the CSA in context of a broader study area (Overall Study Area) of approximately 80 hectares (refer to Figure 1 of Attachment A for the Core and Overall Study Area boundaries).

The key planning matters that have been considered and addressed in preparing the draft guideline include:

- proximity to major transport corridors (road and rail) and railway station;
- the existing land use mix and urban form;
- river flooding and stormwater management;
- topography;
- noise impacts, particularly from the Ipswich Motorway;
- integration with surrounding areas (including supporting facilities and services that are available);
- place making / design and streetscape and other public realm enhancements;
- road network, access (including pedestrian) and public transport; and
- servicing requirements.

The following key outcomes are provided for by the guideline:

- a) Transitioning the area from Local Business and Industry into a mixed use urban village where medium and high density residential development is provided capitalising on its significant locational advantages associated with access to the railway station;
- b) Developing a contemporary main street along Station Street and to the north of the railway line to Moggill Ferry Road as a focus for pedestrian movement to and around the railway station and local business activity, and that connects the southern and northern residential areas of Riverview;



- c) Providing a mix of housing ranging from medium to high density residential development, increasing the diversity of housing available in the Riverview area. Increased building height and higher density development opportunities are identified on larger land holdings and in proximity to the main street and railway station;
- d) High quality building design, with opportunities to orientate development to face to the north to optimise passive solar design, utilise prevailing summer winds, mitigate noise impacts from the Ipswich Motorway and maximise views;
- e) Delivery of high quality streetscape and public realm improvements in the area and enhanced pedestrian access to the Riverview Station and within the urban village;
- f) Provision for a bus/rail interchange as an Intermodal Transport Plaza to the north of the railway station and enhancement of the pedestrian connection across the railway line (as far as is practicable) as part of any future upgrade to the railway station; and
- g) Provision of local recreation parks as a parkland grouping to meet the needs of a new residential population.

The draft guideline utilises the Traditional Neighbourhood Design (TND) Code in the planning scheme to guide the development of the Main Street and the residential density and form. Urban and streetscape design criteria are also provided for new residential development and the Main Street draws upon elements from the existing streetscape strategy and Ipswich CBD outcomes to ensure that a high quality public realm is delivered.


The guideline recognises that there will be a period of transition during which new residential uses will be developed and existing local business and industry uses will continue to operate. As far as practicable the draft implementation guideline provides that new residential uses are to mitigate impacts from existing business and industry uses on residents and to enable their continued operation by reducing the potential for reverse amenity impacts. Conversely new non-residential uses which will likely generate unacceptable impacts to surrounding and future residential uses are discouraged.

**PUBLIC CONSULTATION:**

Although public consultation is not a prescribed requirement in preparing and adopting an Implementation Guideline pursuant to the Ipswich Planning Scheme, it is proposed that consultation be undertaken with all landowners in the Core Study Area via direct mail out and through a wider public notification. It is proposed that the consultation period will be for a period of twenty (20) business days.

The matters raised in any submissions received from the public consultation will be reported to a future Council meeting as part of the process to determine whether to proceed to adopt the draft guideline.

**ATTACHMENTS:**

Name of Attachment	Attachment
<a href="#">Implementation Guideline No. 35 – Riverview Urban Village Planning and Development Guidelines (Draft for Consultation)</a>	 Attachment A

**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.

Nick Vass-Bowen

**STRATEGIC PLANNING MANAGER**

I concur with the recommendation contained in this report.

John Adams

**CITY PLANNER**

# IMPLEMENTATION GUIDELINE NO. 35



## Riverview Urban Village Planning and Development Guidelines

### Date of Resolution

### Purpose of the Guideline

The purpose of this guideline is to assist in the coordination of development to achieve the ultimate integrated land use and transport outcomes for land adjacent to the Riverview railway station and to clarify Council's future planning intent for the area.

This guideline is intended to promote integrated transit orientated development through the transition of land surrounding the Riverview railway station to an urban village. Particular regard is to be given to improving connections within the Riverview community through the use of Traditional Neighbourhood Design (TND) principles focusing on:

- (a) developing an appropriate land use mix, density and built form, lot and building orientation;
- (b) utilising and enhancing the existing public transport, strategic road network and pedestrian / cycle network to provide greater integration; and
- (c) improving connectivity of the open space network, stormwater drainage management and infrastructure servicing.

Council's Implementation Guidelines are intended to apply a standard approach to the interpretation and implementation of the relevant aspects of the Planning Scheme. They offer a degree of certainty and formality to applicants, Council and the community. Where an applicant is proposing a variation to the guidelines the onus is on the applicant to demonstrate the facts and circumstances to support the variation.

This guideline does not change the level of assessment outlined in the relevant zone or code provisions as outlined in the Planning Scheme.

### Study Area

The Core Study Area (CSA) to which this guideline applies is a portion of land in the suburb of Riverview bounded by the Moggill Ferry Road to the north, the Ipswich Motorway to the south, the intersection of the Warrego Highway and Ipswich Motorway in the west and Six Mile Creek to the east (refer Figure 1). The guideline also considers existing land uses and constraints to the north of the Ipswich-Brisbane Railway line to the Riverview recycling and refuse centre (equating to an Overall Study Area (OSA) of approximately 80 hectares) to provide further context to the CSA.

Riverview is located approximately 9.5km to the east of the Ipswich city centre and provides an eastern gateway function

to the city straddling the Ipswich Motorway and Ipswich-Brisbane Railway line. Although important infrastructure assets, the motorway and the Ipswich-Brisbane railway line dissect the suburb limiting north-south connectivity and creating the 'pocket' of land that forms the CSA.

Long term traffic planning has identified that the Goodna Bypass Corridor may cross Riverview to the north, running east across the Brisbane River. This corridor provides an alternative highway connection from the west and south-west across the Brisbane River to increase capacity on the Ipswich motorway. Its location and form provides a logical edge to the OSA.

### 1. Planning Context

#### 1.1 South East Queensland Regional Plan 2017 (*Shaping SEQ*) and State Planning Policy – Planning for Liveable Communities and Housing

Access to the existing passenger rail network provides the opportunity and impetus for urban consolidation and densification within the walkable catchment of Riverview station.

The augmentation and redevelopment through urbanisation and densification of land around the station is supported by the SEQ Regional Plan, particularly where the development maximises the efficient use of land and utilises public transport to broaden the range of goods, services and employment to create a more complete community.

To achieve these outcomes development should be consistent with the preferred development pattern and design guidelines contained in Section 2 of this guideline.

#### 1.2 Existing Area

The existing Riverview community supports a population of around 3,221 persons (estimated residential population, 2016 ABS) across 1,390 hectares of land. By comparison, approximately 164 persons currently reside in the CSA in around 34 detached dwellings (Ipswich Population Modeller, 2018). Under current conditions this is expected to decline by 2021 owing to a reduction in persons per household and a continuing pattern of low population growth experienced since 2011. New residential development has been minimal with little opportunity for any greenfield expansion due to riverine flooding, linear infrastructure corridors and constraints from existing and previous industrial activities.

The majority of housing stock (93.7%) is detached housing; although some new medium density housing was provided within the Riverview Gardens Aged Care Centre. These trends in household structure suggest



that the current housing stock may not be suitable to meet all needs of the Riverview community in the future.

Opportunities exist to diversify and increase the residential offering throughout the community in a coordinated manner. In order to achieve better integration, future development should create a visually and functionally united centre providing legibility and safety for both pedestrians and motorists.

This can be achieved through coordinated land-use outcomes, a consistent high quality treatment of the public realm, and good connectivity of road and pedestrian networks between the railway station, other public transport, residential and commercial areas and open space.

### 1.3 Availability of Vacant Land

A large part of the CSA has remained undeveloped or underdeveloped despite a Local Business and Industry zoning. This provides a major opportunity for renewal and redevelopment. Approximately 4.32 hectares of land in the CSA is currently vacant across 20 lots. Four key consolidation opportunities exist where land is contiguous and of sufficient size to facilitate catalyst development projects. Additionally, the G.James Glass and Aluminium site is well located at the western end of the core study area with dual frontage to both Verrall Street and Hansells Parade and at 1.74 hectares is sufficiently sized for significant redevelopment.

Fragmentation of land holdings through subdivision may undermine coordinated development if not properly managed (eg through the considered creation of project lots which provide for the delivery of ultimate development outcomes through consolidation of land holdings into larger sites). The retention of existing large development sites and the amalgamation of sites is promoted to support the longer term planning outcomes and orderly development of the area.

### 1.4 Local Business and Industry Zone

The majority of land within the CSA is currently included in the Local Business and Industry (LBI) zone that is intended to provide local employment and facilitate employment self-containment through the provision of a mix of compatible business and industry activities including commercial, service and trade activities.

Despite a long history of LBI designation, changes have occurred to access and visibility of the site resulting from successive upgrades to the Ipswich Motorway and highway traffic now completely bypasses the area. Consequentially, new business and industry uses have not been developed.

The area is intermixed with a range of existing low impact LBI (particularly west of Endeavour Road) as well as existing residential uses, predominantly in the form of detached single residences. Management of the potential reverse amenity impacts will need to be ongoing to enable the continued operation of any

existing lawful uses during the transition of the CSA to an Urban Village.

### 1.5 Other Existing Uses

The broader Riverview community is serviced by existing community facilities including a State primary school and a Catholic Education College (primary to secondary), an aged care facility, a local centre offering limited convenience retail and services (to the south), and the Riverview regional business and industry area (to the north west). Although none of these are located within the Study Area, they are well located to service the population of both the Core and the Overall Study Area.

Land immediately to the north side of the railway line currently provides a commuter carpark with access to the Moggill car ferry service which crosses the Brisbane River and provides access to the western suburbs of Brisbane.

An existing local centre is within 400m from the CSA, although its expansion is limited by the existing detached residential uses surrounding it. Higher order and comparison retail, and entertainment offerings are not provided within the existing centre or OSA, but are provided nearby at Redbank Plaza, Booval and within the Ipswich City Centre.

### 1.6 Topography and Views

The land in the CSA generally rises from Endeavour Road to a high point on Station Road. This gradient change permits vehicle underpasses below both the railway line in the north and the Ipswich Motorway in the south of the CSA, and provides logical edges. Land along Endeavour Road is situated approximately 8m below the level of Ipswich Motorway rising to the east to Station Road which is 'at grade' with the Ipswich Motorway.

The bend of Verrall Street at the entrance to the G.James Glass site provides the terminus for a westerly view corridor and a western 'bookend' to the CSA.

The elevation and terrain provides opportunities for local and distant views to the north and east of the natural and scenic riverside land, and further afield to Borellan Point and Moggill.

### 1.7 Existing Vegetation

Areas of existing mature vegetation are limited to the riparian zone along the bank of the Brisbane River and the drainage line north of Moggill Ferry Road and the area of road reserve on the north side of McEwan Street (adjoining the railway line). The retention of mature native vegetation is preferred, particularly where adjacent to the eastern edge of existing development and in linear and waterside parkland (refer to Figure 1).



### 1.8 Servicing

The existing development in the OSA is currently serviced with potable water and sewer, power and telecommunications infrastructure.

### 1.9 Flooding and Stormwater Management

The OSA is affected by flooding from the Brisbane River and two major stormwater flow paths (refer to Flooding and Urban Stormwater Flow Path Areas Overlay Map (OV5)). The proximity of the area near the confluence of the Bremer and Brisbane Rivers and relatively flat topography to the north of the OSA result in large areas of the land to the north east of the Overall Study Area being flood affected. The CSA is not identified as being at risk from flooding from the Brisbane River.

An identified urban catchment flow path traverses the CSA through 1 McEwan Street, running north-west into an established drainage line on Riverview Road. Urban stormwater works to land fronting McEwan Street should resolve the stormwater quantity and quality outcomes from the site at the time of a development application.

Reference should be made to Council's Planning Scheme Part 11 – Overlays 11.4.7 Flooding and Urban Catchment Flow Paths, and Implementation Guideline No. 24 - Stormwater Management when undertaking development.

### 1.10 State Transport Corridor

The CSA is affected by noise from major road and rail transport corridors including Moggill Ferry Road, the Ipswich-Brisbane railway line, Warrego Highway and Ipswich Motorway. These have been designated State Transport Corridors by the Department of Transport and Main Roads (DTMR).

Department of Transport and Main Roads (TMR) has statutory requirements for undertaking development in a state transport corridor. TMR requires specific design requirements adjacent to or within 25m of a State transport corridor. Construction in these zones may require approval by Queensland Rail separate to the referral process to the Department of Transport and Main Roads (TMR) as required under the *Planning Act 2016*.

### 1.11 Noise and Building Design

Transport Noise Corridors have statutory implications on the design and construction of residential buildings for identified sites in the core study area. The designation triggers certain requirements of the Queensland Development Code (QDC) for building work in these areas. Further information on individual site designations is available via the State Government Development Assessment Mapping System (DAMS).

The topography of the study area provides opportunities for the layout and design of buildings to

help reduce noise impacts in the CSA (eg act as noise barriers).

## 2. Preferred Development Pattern – Land Use and Urban Design Guidelines

The CSA includes relatively unconstrained land that is well located to support urban intensification and growth that complements the existing settlement pattern and public transport access provided by the Riverview train station.

Using Traditional Neighbourhood Design (TND) Principles, the Land Use Concept Master Plan (refer to Figure 2) proposes a mix of residential development within the walk up catchment of the train station through medium to high density residential development creating a centre of activity around the existing railway station node.

The plan provides a framework for the transition of the existing LBI zoned land into a compact mixed use 'Urban Village' centred on the Riverview railway station in the form of:

- (a) medium and high density residential development including iconic high rise residential tower opportunities;
- (b) a mixed use development opportunity along a Main Street incorporating a local centre; and
- (c) improved access and connectivity across the railway line including an opportunity for an Intermodal Transit Plaza.

### 2.1 Residential Medium to High Density (RMH)

The CSA provides opportunities to develop high quality, high density housing capitalising on the close proximity to significant public transport, the activity of a Main Street, scenic riverine amenity and access to nearby support uses. Opportunities for iconic high rise residential towers (up to 10 storeys) are identified which are orientated to maximise vistas to the north and north east, passive solar design and summer breezes.

Residential buildings should be designed to be attractive, interesting and detailed, particularly where situated close to the street alignment. Buildings should be designed to avoid blocking views and should incorporate a range of sub-tropical design measures that promote natural ventilation and solar access. Having regard to the impacts of flooding, buildings along Moggill Ferry Road carefully integrate with the Linear Open Space to maximise recreation opportunities.

Buildings taller than three storeys in height should be designed to ensure they do not detrimentally affect the amenity of buildings on adjoining sites.



Traditional Neighbourhood Design principles in Part 12 – Division 3 of the planning scheme guide the form and density of the residential development.

The lot layout design and internal access network should provide where possible a grid pattern incorporating (where practicable) laneways, allowing permeability, walkability and air flow between buildings, minimise direct development vehicle access and facilitate direct pedestrian accesses onto Endeavour Road and McEwan Street as far as is practicable.

#### 2.1.1 *McEwan Street and Endeavour Road*

The land fronting McEwan Street between Station Road and Endeavour Road should be developed with pedestrian oriented building form and access at the ground floor to deliver an active and pedestrian scale streetscape. Public realm improvements should be provided to facilitate high quality pedestrian linkages along these streets. High rise residential towers up to ten (10) storeys in prominent landmark locations are identified to create iconic focal points on each side of McEwan street.

Verrall Street and both sides of Endeavour Road is suited to medium density residential development with an opportunity for an iconic high rise tower on the bend of Verrall Street. Developments should provide a direct pedestrian access to Endeavour Street to activate and provide pedestrian integration at ground level. An extension of Verrall Street is identified, providing the opportunity to capitalise on the view corridor the G. James Glass site provides and integrate the built form of iconic buildings with the identified local park.

#### 2.1.2 *Hansells Parade*

Land accessed from Hansells Parade is the most impacted by noise and furthest from the railway station and therefore most suitable for lower scale medium density development.

#### 2.2 Mixed Use Main Street

The Riverview railway station becomes the focus of a transit orientated mixed use Urban Village through a pedestrian oriented main street fronting Station Road. Local convenience retail is provided at ground level along with speciality shops, food and beverage outlets, personal and medical services where meeting a local need, and residential uses above.

The Main Street should be designed with a high quality pedestrian environment with vibrant and active frontages, provide the key point of arrival for pedestrians and ensure legible connections are maintained to the railway station and future surrounding high and medium density residential and existing residential development to the south.

Vehicle parking should be provided in a manner to support business activity and not dominate the Main

Street using short stay on-street parking and locating longer stay parking to the rear of buildings.

#### 2.3 Intermodal Transit Plaza (ITP)

An opportunity for a Bus/Train Interchange is identified for the northern side of the railway station. This Inter-Modal Transit Plaza could be combined with an improved pedestrian access across the railway line to facilitate improved active transport integration. The ITP supports the creation of a TOD and place making outcome through a unification of the urban form on each side of the railway line.

The Intermodal Transit Plaza should connect pedestrians and cyclists at the Riverview station ensuring that pedestrian movements are not limited and full access is provided including meeting universal access requirements from the north of the Main Street to the northern side of the transit station platform on Moggill Ferry Road.

The plaza should also facilitate connection of road based public transport and active transport modes with rail services.

#### 2.4 Urban Design and Streetscape Design

##### 2.4.1 *Residential Areas Design Outcomes*

- (a) The higher density residential area should take advantage of the north-east orientation and slope to achieve climatically comfortable dwellings and provide/take advantage of views, particularly to the north;
- (b) The slope should be utilised to reduce the visual impact of basement parking by cutting in basements, increasing connectivity between outdoor living areas and the public realm. This also provides opportunities for ground floor dwellings;
- (c) The topography and building placement should be used to provide noise shielding, eg taller buildings could be located and of a form to mitigate noise from the Ipswich Motorway, Warrego Highway and Ipswich-Brisbane rail line alignments. The main internal living areas, bedrooms and outdoor living areas are to be oriented away from identified noise sources where possible.
- (d) Appropriate sub-tropical design of project lots supports streets and construction of buildings which reduce energy consumption;
- (e) Buildings should be designed to encourage interactive and safe pedestrian environments utilising Crime Prevention Through Environmental Design (CPTED) principles;
- (f) Tree lined streets provide walkable shaded pedestrian routes with easy access to open space, recreation areas, public transport and the Main Street;



- (g) Laneways should be incorporated where practicable (eg in large development sites) to provide access to on-site parking for residential development and to facilitate waste collection. Streets should be free of individual access driveways providing greater opportunity for on-street parking. Visitor parking is not supported between the street and building alignment; and
- (h) The development of new LBI uses is not consistent with the transition of the area to an Urban Village. Small scale commercial and retail uses within the main street area which address a local need, and support the immediate convenience needs of residents may be considered compatible with the achievement of an integrated urban village. Free standing, large format retail uses are not encouraged.

#### 2.4.2 Main Street Design Outcomes

- (a) The urban and streetscape design for the Main Street sets the standard for the Urban Village. The built form should be of a contemporary subtropical design, well-articulated and use high quality materials creating design and visual interest;
- (b) Active retail frontages are included which facilitate the pedestrian access to the railway station and provide a civic space which connects both sides of the railway line and the Intermodal Transit Plaza on Moggill Ferry Road (refer to Figure 4);
- (c) Buildings on the eastern side of Station Road at the McEwan Street entry provide the opportunity to establish signature entry statements through the use of architectural features and building form reinforced by signature tree planting;
- (d) The design of buildings and the public realm should assist in improving the micro climate. Buildings should incorporate overhangs and awnings to provide shade to pedestrians, use lightweight materials and minimise heat storage. Residential buildings should maximise cross ventilation and access to natural light;
- (e) The pedestrian environment should be of a high quality with appropriately spaced street furniture and footpath shade tree planting that with awnings provide for pedestrian comfort;
- (f) The selection of street furniture should be consistent throughout the village area. Street furniture (seats, water fountains, bins and bike racks) should be grouped in clusters at or near activity nodes; and

- (g) Opportunities for passive surveillance of the public realm from both retail and residential uses should be maximised.

#### 2.4.3 Urban Village Design and Streetscape Standards

- Reconfiguration, built form and parking achieves the specific outcomes of Part 12, Division 3 – *Traditional Neighbourhood Design Code*.
- Soft and hard streetscape works should be provided consistent with the *Ipswich City Council Streetscape Design Guidelines*.
- Consideration should be given to the Design Considerations of Part 1 of the Ipswich Regional Centre Strategy Streetscape Material Specification for the selection of Streetscape elements for the Main Street unless alternative centre wide design guidelines have been adopted.

#### 2.5 Transitional Land Use Outcomes

During the transition of the CSA to an Urban Village it is recognised there will be a period in which a mix of medium and high density residential uses will be developed and existing lawful non-residential uses are still operating. New residential uses as far as practicable are to mitigate adverse amenity impacts from existing lawful non-residential uses to minimise:

- (a) impacts on residential amenity; and
- (b) reverse amenity impacts to allow for continued operating of lawful uses.

The establishment of new non-residential uses that will likely generate unacceptable impacts to the surrounding and future residential uses are discouraged and unlikely to be supported.

#### 2.6 Open Space and Recreation

Development as identified in this guideline will result in additional demand requiring a Level 3 Local Play and Picnic park to be provided within the CSA. This should be provided as a 5000m<sup>2</sup> park or as a parkland grouping. Figure 4 provides an indicative location for the local park as a parkland grouping; adjacent to the Main Street and immediately adjacent to the pedestrian overpass to the existing residential area and at Verrall Street.

The indicative locations identified on Figure 4 adjacent to the Main Street provides a pedestrian / cycle linkage to the railway station and pedestrian access. This land currently forms part of road reserve.

Both parks area suitably located and should be of sufficient size to achieve the desired standards of service of Planning Scheme Policy 3 – General Works. The park is required to be integrated with the pedestrian / cycle network and be fully accessible to the surrounding community.



### 3. Transport and Access Networks

The study area is bounded by two existing State Controlled roads; the Warrego Highway and the Ipswich Motorway. Development should consider the visual impact through building form, articulation and roof form. The location of the CSA at a gateway to the city will require consideration of the noise impacts to residences as well as the visual amenity of buildings.

The indicative transport network outlined in Figure 3 identifies the preferred road network. Additional works to increase vehicle carrying capacity of the existing network (eg through road upgrades) is not envisaged for the CSA.

Development should facilitate the creation of the Main Street along Station Road providing a central spine to link the existing residential to the south and connecting to the railway station. The CSA is to be developed as far as practicable with a grid like network of local internal streets in the form of publically accessible laneways, pedestrian pathways and cycle lanes to facilitate safe public access and movement legibility. Mid-block pedestrian links should also be incorporated where practicable within long blocks to improve permeability.

Active transport is a major component of the Riverview area that is principally focussed on the retention and enhancement of the north south connection over the Ipswich Motorway via the existing pedestrian overpass and an east-west connection from Hansells Parade along Verrall Street and McEwan Street to Station Road. Pedestrian and Bikeway networks are provided as outlined in Figure 4 Pedestrian and Bikeway Network.

Public realm improvements in the form of full width footpath treatment, verge planting and landscaping with appropriate plant species including mature shade trees to create tree lined boulevards should be provided on Endeavour Road, McEwan Street and Station Road. Individual property vehicular access are to be limited as far as possible. Direct street frontage pedestrian access to residences is encouraged.

The extension of Verrall Street may be provided as a private road where the road incorporates dedicated pedestrian and cycle pathways and remains publically accessible.

Pedestrian and cycle pathways in the form of a principal cycleway network is provided including footpaths provided on all collector roads (refer Figure 4) and connect to the open space corridor.

### 4. Infrastructure and Services

#### 4.1 Water Supply and Sewerage Network

The CSA is serviced by existing potable water supply and reticulated sewerage. Queensland Urban Utilities (QUU) is the water utility provider servicing this area. Further development in the core study should occur in consultation with QUU.

#### 4.2 Stormwater Management

Future development must make suitable provision for stormwater management. An existing overland flow path flows north from the Ipswich Motorway to McEwan street and then northwest under the railway line. Development should address quantity and quality control of urban stormwater as part of the development assessment and works design.

Innovative water management should be incorporated into site and building design in order to reduce overall water usage (refer to Implementation Guideline No. 24 – Stormwater Management).





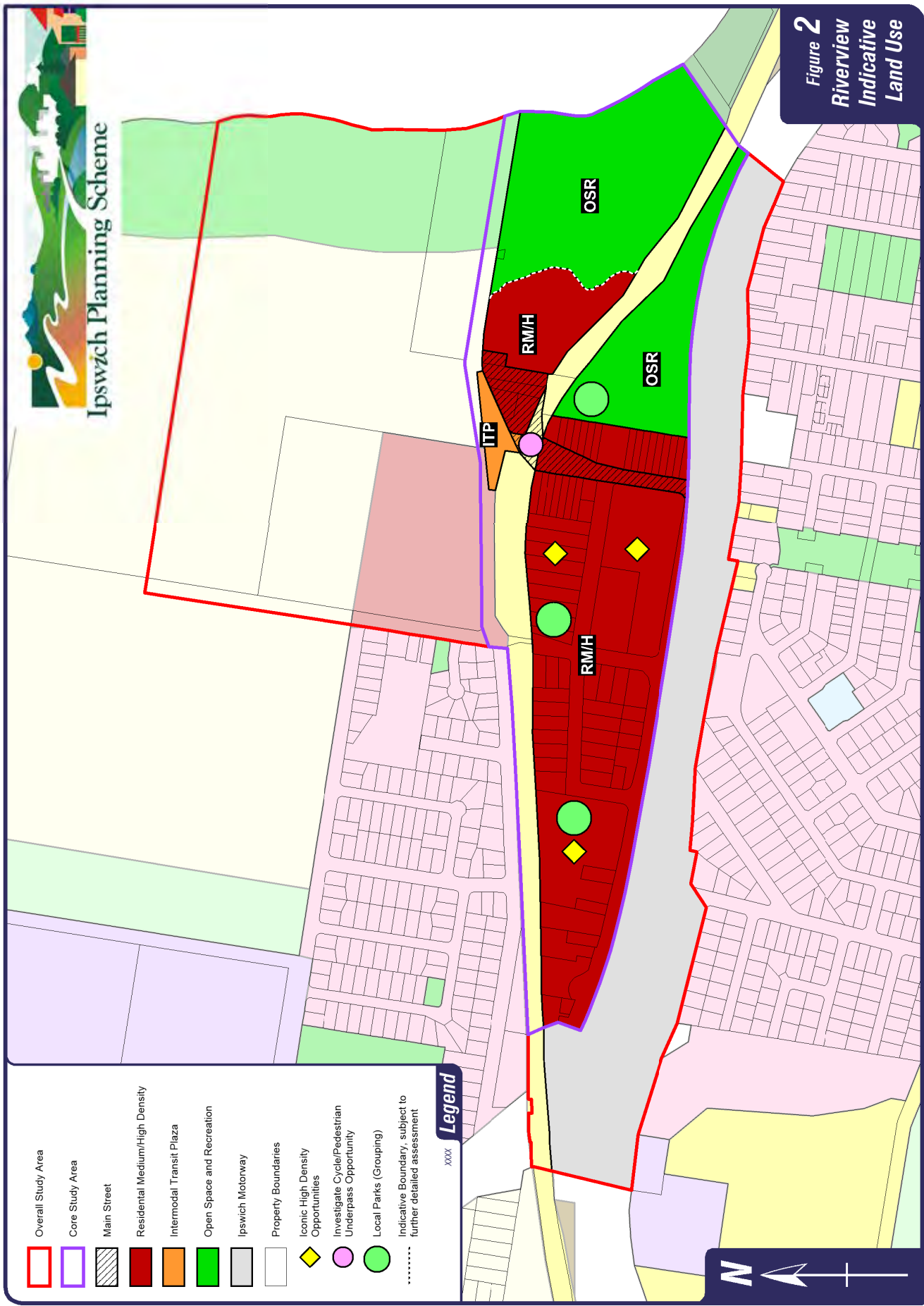
Overall Study Area  
 Core Study Area  
 Property Boundary, Street Names and Ortho Photo 2017

**Legend**



**Figure 1**  
Riverview Study Area

**Figure 2**  
Riverview  
Indicative  
Land Use



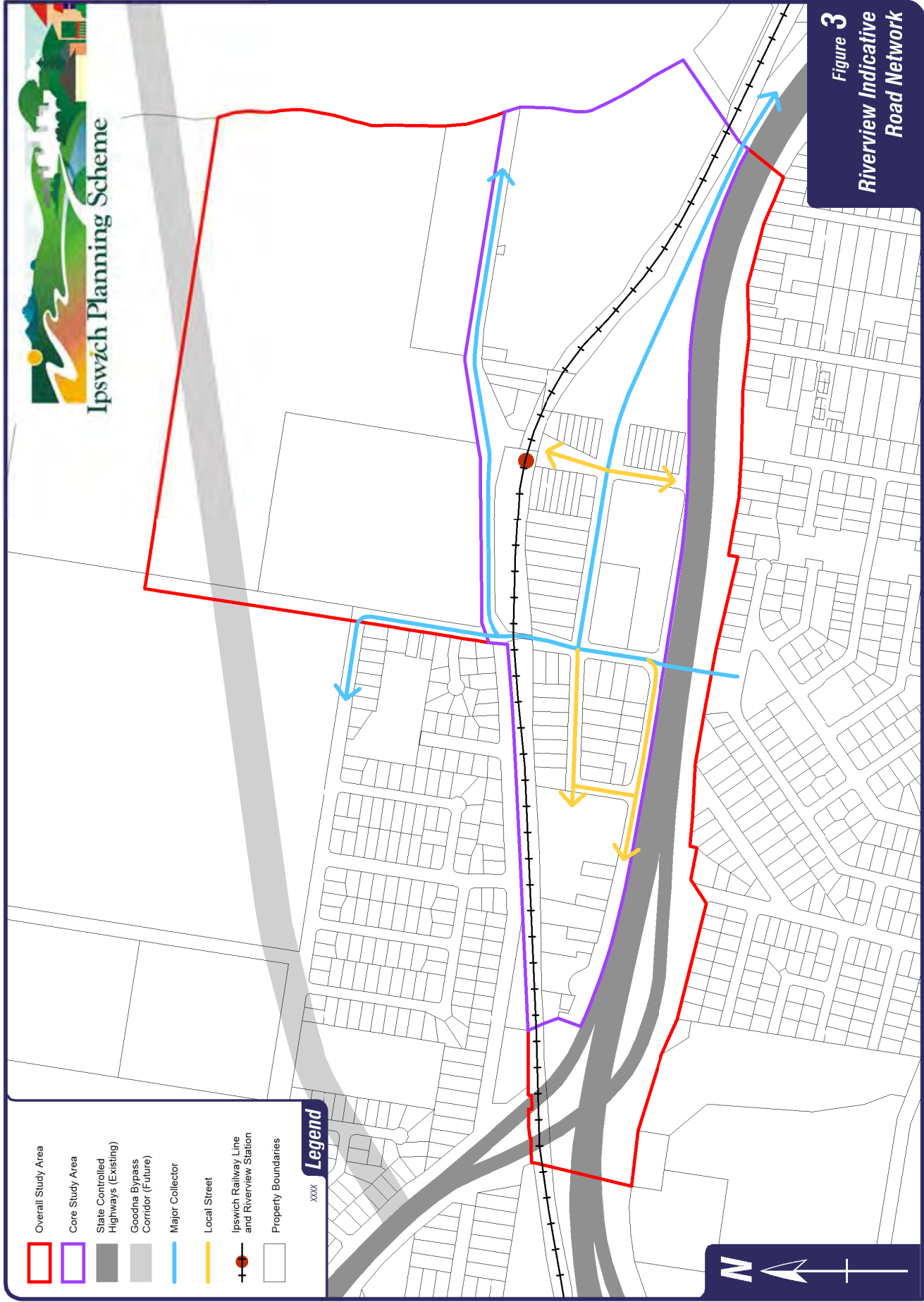
- Overall Study Area
- Core Study Area
- Main Street
- Residential Medium/High Density
- Intermodal Transit Plaza
- Open Space and Recreation
- Ipswich Motorway
- Property Boundaries
- Iconic High Density Opportunities
- Investigate Cycle/Pedestrian Underpass Opportunity
- Local Parks (Grouping)
- ..... Indicative Boundary, subject to further detailed assessment









**Legend**

xxx



**Figure 3**  
Riverview Indicative  
Road Network

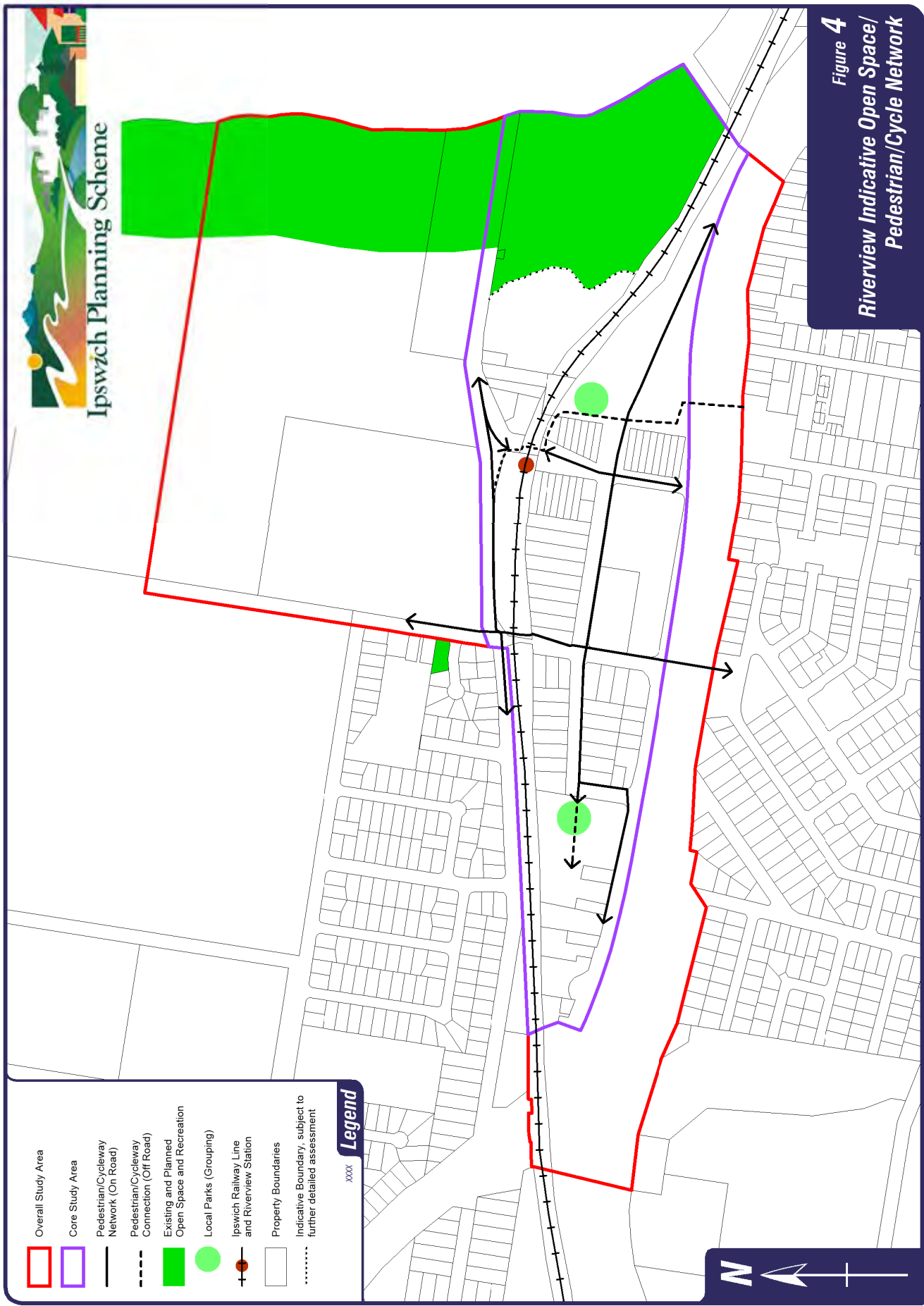


-  Overall Study Area
-  Core Study Area
-  State Controlled Highways (Existing)
-  Godna Bypass Corridor (Future)
-  Major Collector
-  Local Street
-  Ipswich Railway Line and Riverview Station
-  Property Boundaries

**Legend**

xxx

**Figure 4**  
 Riverview Indicative Open Space/  
 Pedestrian/Cycle Network



- Overall Study Area
- Core Study Area
- Pedestrian/Cycleway Network (On Road)
- Pedestrian/Cycleway Connection (Off Road)
- Existing and Planned Open Space and Recreation
- Local Parks (Grouping)
- + Ipswich Railway Line and Riverview Station
- Property Boundaries
- Indicative Boundary, subject to further detailed assessment

**Legend**

xxxx



BD: TS

**Planning, Development and Heritage  
Committee**

Mtg Date: 20.03.2018 | OAR: YES

**Authorisation:** John Adams

6 March 2018

**MEMORANDUM**

TO: CITY PLANNER  
FROM: DEVELOPMENT PLANNING MANAGER  
RE: EXERCISE OF DELEGATIONS REPORT

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**INTRODUCTION:**


This is a report by the Development Planning Manager dated 6 March 2018 concerning applications determined by delegated authority. Attachment A outlines a list of delegations exercised from 5 February to 2 March 2018.

**BACKGROUND:**

The following delegations (and associated sub-delegations) contain a requirement for the noting of applications determined by delegated authority:

- ∑ Approval of Plans for Springfield
- ∑ Determination of Development Applications, Precinct Plans, Area Development Plans and Related Matters
- ∑ Exercise the Powers of Council under the *Economic Development Act 2012*
- ∑ Implementation of the Planning and Development Program
- ∑ Exercise the Powers of Council under the *Planning Act 2016*

**ATTACHMENT:**

Name of Attachment	Attachment
<a href="#">Delegated Authority Decision Report</a>	 Attachment A

**RECOMMENDATION:**

That the report be received and the contents noted.

Brett Davey  
**DEVELOPMENT PLANNING MANAGER**

I concur with the recommendation contained in this report.

John Adams  
**CITY PLANNER**



## Development Applications Determined by Delegated Authority 5 February 2018 to 2 March 2018

### Notes:

#### Development application types included in this report are-

ADP - Area Development Plan;

CA - Combined Application;

EXC - Exemption Certificate;

IU - Interim Uses;

LAP - Local Area Plan;

MCU - Material Change of Use;

NAME - Naming Application

OD - Other Development;

OW - Operational Works;

PDA - Priority Development Area;

RAL - Reconfigure a Lot;

SPSR - Superseded Planning Scheme Request;

SSP - Signing of Subdivision Plan;

SSPRV - Signing of Subdivision Plan (Ripley);

VA - Variation Request;

#### Modification application types included in this report are-

MA - Modification/Change Conditions of Approval;

MACAN - Modification Cancellation;

MAEXT - Modification Extension;

MAMC - Modification Change;

MAOC - Modification Change Other;

MAPDA - PDA Amendment Application;

Application No	Type	Application Details	Primary Property Location
<b>Division 1</b>			
1032/2018/OW	OW	Footpath	Lot 810 Sinnathamby Boulevard, Springfield Central
		Decision Date - 26/02/2018 Decision - Approved	Authority - Team Co-ordinator Engineering
1150/2018/OW	OW	Minor external roadworks, inter-allotment drainage, maintenance driveway and earthworks - Brookwater Estate Stage 11F	7001 Black Teak Court, Brookwater
		Decision Date - 21/02/2018 Decision - Approved	Authority - Team Co-ordinator Engineering
4024/2016/MCU	MCU	Service/Trade Use (Warehouse & Ancillary Office)	39 Silica Street, Carole Park
		Decision Date - 7/02/2018 Decision - Approved	Authority - Team Co-ordinator East
407/2018/RAL	RAL	Reconfiguring a Lot - One (1) Lot into Two (2) Lots	2 Czarnecki Street, Camira
		Decision Date - 6/02/2018 Decision - Approved	Authority - Team Co-ordinator East
4328/2017/ADP	ADP	Town Centre North Roads	7001 Centenary Highway, Springfield Central
		Decision Date - 12/02/2018 Decision - Approved	Authority - Team Co-ordinator East
8903/2017/MCU	MCU	Material Change of Use - Extension to Service/Trades Use	106 Mica Street, Carole Park
		Decision Date - 13/02/2018 Decision - Approved	Authority - Team Co-ordinator East
9050/2016/SSP/A	SSP	Lots 800 and 801 on SP297490	51-65 Springfield Parkway, Springfield
		Decision Date - 20/02/2018 Decision - Approved	Authority - Senior Technical Support Officer
9122/2016/MAMC/A	MAMC	Minor Change - Service/Trades Use (Warehouse)	7-9 Jade Court, Carole Park
		Decision Date - 6/02/2018 Decision - Approved	Authority - Team Co-ordinator East
9232/2017/ADP	ADP	Fast Food Premises	51-65 Springfield Parkway, Springfield
		Decision Date - 12/02/2018 Decision - Approved	Authority - Team Co-ordinator East
9594/2017/OD	OD	Advertising Devices - Two (2) Billboards	11-13 Commercial Drive, Springfield
		Decision Date - 12/02/2018 Decision - Approved	Authority - Team Co-ordinator East
972/2018/RAL	RAL	Reconfiguring a Lot - One (1) Lot into Two (2) Lots	61 Dale Road, Camira
		Decision Date - 20/02/2018 Decision - Approved	Authority - Team Co-ordinator East

<b>Application No</b>	<b>Type</b>	<b>Application Details</b>	<b>Primary Property Location</b>
9731/2017/OW	OW	Landscaping	Lot 904 Sinnathamby Boulevard, Springfield Central
	Decision Date - 6/02/2018	Decision - Approved	Authority - Team Co-ordinator Engineering
9759/2017/OD	OD	Advertising Devices - Fifteen (15) Wall Signs, Thirteen (13) Pole Signs, One (1) Pylon Sign and One (1) Banner Sign & Commercial Flag Sign	51-65 Springfield Parkway, Springfield
	Decision Date - 12/02/2018	Decision - Approved	Authority - Team Co-ordinator East
<b>Division 2</b>			
18/2018/MCU	MCU	Material Change of Use - General Industry	6 Lower Cross Street, Goodna
	Decision Date - 8/02/2018	Decision - Approved	Authority - Team Co-ordinator East
2851/2013/MAEXT/A MAEXT		Extension Application - Material Change of Use (Multiple Residential)	61A Bertha Street, Goodna
	Decision Date - 7/02/2018	Decision - Approved	Authority - Team Co-ordinator East
4686/2017/OW	OW	Road works, Stormwater, Drainage works and Signage - Redbank Motorway Estate Stages 2B and 2C	7001 Robert Smith Street, Redbank
	Decision Date - 12/02/2018	Decision - Approved	Authority - Team Co-ordinator Engineering
6893/2017/OW	OW	External Roadworks	61 Jones Road, Bellbird Park
	Decision Date - 15/02/2018	Decision - Approved	Authority - Team Co-ordinator Engineering
8051/2017/OW	OW	Landscaping	3 Troost Circuit, Bellbird Park
	Decision Date - 19/02/2018	Decision - Approved	Authority - Team Co-ordinator Engineering
8774/2017/MCU	MCU	Material Change of Use - Major Utility (Solar Array Facility)	1 Lower Cross Street, Goodna
	Decision Date - 19/02/2018	Decision - Approved	Authority - Team Co-ordinator East
8872/2016/OD	OD	Advertising Device	13/21 Technology Drive, Augustine Heights
	Decision Date - 28/02/2018	Decision - Approved	Authority - Senior Planner (Development)
<b>Division 3</b>			
1261/2018/OD	OD	Carrying out building work not associated with a material change of use - Dwelling with Auxiliary Unit	3 Ruben Court, Collingwood Park
	Decision Date - 21/02/2018	Decision - Approved	Authority - Senior Planner (Development)
2558/2014/MAMC/B MAMC		Minor Change - Reconfiguring a lot – One (1) lot into 333 residential lots plus park, drainage reserve, two (2) estate signage lots and balance lot Material change of use - single residential not complying with the residential code (214 lots)	7001 Collingwood Drive, Collingwood Park
	Decision Date - 7/02/2018	Decision - Approved	Authority - Senior Planner (Development)
3253/2017/SSPRV/A SSPRV		Lots 1 - 95 on SP293716	450-546 Ripley Road, Ripley
	Decision Date - 16/02/2018	Decision - Approved	Authority - Senior Technical Support Officer
376/2018/PDA	PDA	Advertising devices - estate entry signage	450-546 Ripley Road, Ripley
	Decision Date - 28/02/2018	Decision - Approved	Authority - Team Co-ordinator West
40/2015/NAME/J	NAME	Road Naming - Ripley Providence Stages 15B, 15C and 33-37	111-167 Barrams Road, South Ripley
	Decision Date - 16/02/2018	Decision - Approved	Authority - Team Co-ordinator Technical Support
7727/2015/SSP/C	SSP	Lots 177 - 234, 801 and 901 on SP294946 (Verona Stage 4)	7000 Milan Road, Redbank
	Decision Date - 12/02/2018	Decision - Approved	Authority - Team Co-ordinator Technical Support

Application No	Type	Application Details	Primary Property Location
7990/2017/MCU	MCU	Material Change of Use - Community Use (Extensions to an Educational Establishment)	10 Old Ipswich Road, Riverview
		Decision Date - 26/02/2018 Decision - Approved - Negotiated Decision Approved	Authority - Team Co-ordinator Central
9140/2016/NAME/A	NAME	Road Naming - Stages 9-12	642-658 Ripley Road, Ripley
		Decision Date - 9/02/2018 Decision - Approved	Authority - Team Co-ordinator Technical Support
9140/2016/NAME/B	NAME	Park Naming	622 Ripley Road, Ripley
		Decision Date - 15/02/2018 Decision - Approved	Authority - Team Co-ordinator Technical Support
9140/2016/NAME/C	NAME	Unnaming and Continuation of Existing Road	7002 Ripley Road, Ripley
		Decision Date - 28/02/2018 Decision - Approved	Authority - Team Co-ordinator Technical Support
9558/2017/RAL	RAL	Reconfiguring a Lot - One (1) Lot into Two (2) Lots	5 Leigh Court, Redbank Plains
		Decision Date - 15/02/2018 Decision - Approved	Authority - Senior Planner (Development)
9831/2017/OW	OW	Earthworks and Stormwater	1 Lock Way, Riverview
		Decision Date - 15/02/2018 Decision - Approved	Authority - Team Co-ordinator Engineering
<b>Division 4</b>			
1260/2018/OD	OD	Building work not associated with a Material Change of Use (extension to a single residential in a character zone)	37 River Road, Dinmore
		Decision Date - 1/03/2018 Decision - Approved	Authority - Senior Planner (Development)
3859/2017/MCU	MCU	Community use – Child care centre	41 Barclay Street, Bundamba
		Decision Date - 15/02/2018 Decision - Refused	Authority - Team Co-ordinator Central
417/2018/MCU	MCU	Material Change of Use - Single Residential within a Character Area	10 River Road, Bundamba
		Decision Date - 1/03/2018 Decision - Approved	Authority - Senior Planner (Development)
4612/2017/CA	CA	Service/Trades Use Advertising Device	24 Hawkins Crescent, Bundamba
		Decision Date - 22/02/2018 Decision - Approved - Negotiated Decision Approved	Authority - Team Co-ordinator Central
6421/2017/CA	CA	Material Change of Use - Undefined Use (Costco Wholesale Warehouse and Service Station) Operational Works - Advertising Devices (five (5) wall signs, four (4) awning facade signs and one (1) pylon sign) Operational Works - Roadworks, Stormwater, Landscaping, Signage and Car Park Design	51 Ashburn Road, Bundamba
		Decision Date - 27/02/2018 Decision - Approved	Authority - Team Co-ordinator Central
9161/2017/SSP	SSP	Lots 77 - 87 and 206 on SP282286 Stage 6	205/23A Earl Street, Dinmore
		Decision Date - 8/02/2018 Decision - Approved	Authority - Team Co-ordinator Technical Support
9271/2017/MCU	MCU	Material Change of Use - Single Residential affected by a Development Constraints Overlay	2A Mary Street, Blackstone
		Decision Date - 1/03/2018 Decision - Approved	Authority - Senior Planner (Development)



Application No	Type	Application Details	Primary Property Location
9746/2017/CA	CA	Combined Approval Material Change of Use - Service/Trades Use (Contractor's Depot, Warehouse & Storage and Ancillary Office) Other Development - Advertising Device (One (1) Pylon Sign and One (1) Wall Sign) Operational Works - Landscaping	7001 Hoepner Road, Bundamba
Decision Date - 22/02/2018		Decision - Approved	Authority - Team Co-ordinator Central
<b>Division 5</b>			
1246/2018/MCU	MCU	Material Change of Use - Single Residential affected by a Development Constraints Overlay (Flooding)	86-106 Elanora Way, Karalee
Decision Date - 21/02/2018		Decision - Approved	Authority - Senior Planner (Development)
1529/2015/SSP/A	SSP	Lots 29 and 31 on SP287485	29-31 Mitchell Street, Barellan Point
Decision Date - 6/02/2018		Decision - Approved	Authority - Senior Technical Support Officer
2857/2017/SSP/A	SSP	Lots 47 & 65 on SP298167	1-39 Blackwall Road, Chuwar
Decision Date - 27/02/2018		Decision - Approved	Authority - Senior Technical Support Officer
3306/2016/MAMC/A	MAMC	Minor Change - Preliminary Approval to Affect the Planning Scheme to Change Planning Scheme Zone from Recreation to Residential Medium Density (RM1 Sub Area) - Proposed Lot 301 RAL - One (1) Lot into Two (2) Lots	2C Joyce Street, East Ipswich
Decision Date - 23/02/2018		Decision - Approved	Authority - Senior Planner (Development)
414/2018/SSP	SSP	Drainage Easement - Lot 902 on SP283577 and Lot 900 SP275421	7001 Essex Street, Karalee
Decision Date - 8/02/2018		Decision - Approved	Authority - Senior Technical Support Officer
4640/2016/SSP/A	SSP	Lots 1 - 11 & 150 on SP298175	74 Dan Street, Karalee
Decision Date - 16/02/2018		Decision - Approved	Authority - Senior Technical Support Officer
520/2018/OD	OD	Carrying out building work not associated with a material change of use - Extension to a Single Residential in a Character Zone (raising and building underneath a character dwelling)	4 Merton Street, East Ipswich
Decision Date - 19/02/2018		Decision - Approved	Authority - Senior Planner (Development)
7427/2017/RAL	RAL	Reconfigure a Lot - One (1) Lot into Two (2) Lots	44-46 Fifth Avenue, Barellan Point
Decision Date - 26/02/2018		Decision - Approved	Authority - Senior Planner (Development)
9207/2017/OW	OW	Landscaping - Park Village Estate Stage 5	7001 Essex Street, Karalee
Decision Date - 19/02/2018		Decision - Approved	Authority - Team Co-ordinator Engineering
9390/2017/OW	OW	Road Work, Drainage Work, Stormwater, Earthworks and Signage - Park Village Estate Stage 4B	7001 Essex Street, Karalee
Decision Date - 19/02/2018		Decision - Approved	Authority - Team Co-ordinator Engineering
9392/2017/OW	OW	Road Work, Drainage Work, Stormwater, Earthworks and Signage - Park Village Estate Stage 4A	7001 Essex Street, Karalee
Decision Date - 19/02/2018		Decision - Approved	Authority - Team Co-ordinator Engineering
9774/2017/OW	OW	Landscaping - The Crossing Stage 7	7001 Lewis Drive, Karalee
Decision Date - 2/03/2018		Decision - Approved	Authority - Team Co-ordinator Engineering

Application No	Type	Application Details	Primary Property Location
<b>Division 6</b>			
1095/2018/SSP	SSP	Lots 1 & 2 on SP294115	9 May Street, Leichhardt
	Decision Date - 1/03/2018	Decision - Approved	Authority - Senior Technical Support Officer
1465/2018/OD	OD	Carrying out building work not associated with a material change of use - dwellir and auxiliary unit	6 Ludwig Street, Leichhardt
	Decision Date - 1/03/2018	Decision - Approved	Authority - Senior Planner (Development)
3901/2004/MAMC/A	MAMC	Minor Change Application - Reconfigure a Lot - One (1) lot into 71 lots	15 Dior Place, Wulkuraka
	Decision Date - 15/02/2018	Decision - Approved	Authority - Team Co-ordinator West
450/2018/MCU	MCU	Material change of use - dual occupancy	47 Bourke Street, Brassall
	Decision Date - 1/03/2018	Decision - Approved	Authority - Senior Planner (Development)
50/2018/OD	OD	Carrying out building work not associated with a material change of use (enclosure of existing car park / loading area associated with an existing Business Use)	4 Pine Street, North Ipswich
	Decision Date - 20/02/2018	Decision - Approved	Authority - Senior Planner (Development)
7509/2017/MCU	MCU	Material change of use - dual occupancy	87 Diamantina Boulevard, Brassall
	Decision Date - 21/02/2018	Decision - Approved	Authority - Team Co-ordinator West
8321/2017/OD	OD	Advertising Device - (3 x Wall Signs)	5 Lowry Street, North Ipswich
	Decision Date - 15/02/2018	Decision - Partial Approval	Authority - Senior Planner (Development)
<b>Division 7</b>			
10182/2007/MAEXT/MAEXT		Extension Application - Multiple Residential (15 Units - Boarding House)	20 Moffatt Street, Ipswich
	Decision Date - 2/03/2018	Decision - Approved	Authority - Senior Planner (Development)
1070/2018/OD	OD	Advertising Device - 1 x Ground Sign	33D Robertson Road, Eastern Heights
	Decision Date - 28/02/2018	Decision - Approved	Authority - Team Co-ordinator West
1247/2018/OD	OD	Carrying out building work not associated with a material change of use - Carpo in a Character Zone	1 Marvin Street, Eastern Heights
	Decision Date - 21/02/2018	Decision - Approved	Authority - Senior Planner (Development)
2704/2015/SSP/A	SSP	Lots 1-6 on SP294773	185 Wildey Street, Raceview
	Decision Date - 22/02/2018	Decision - Approved	Authority - Senior Technical Support Officer
3156/2014/MAMC/A	MAMC	Minor Change - Stormwater & Earthworks	501/67 Cascade Street, Raceview
	Decision Date - 23/02/2018	Decision - Approved	Authority - Team Co-ordinator Engineering
5527/2017/MCU	MCU	Material Change of Use - Business Use (Extension to Funeral Premises)	22 Warwick Road, Ipswich
	Decision Date - 21/02/2018	Decision - Approved	Authority - Team Co-ordinator Central
5865/2017/MCU	MCU	Material Change of Use - Business Use (Hotel Extension to Trading Hours)	99 Raceview Street, Raceview
	Decision Date - 12/02/2018	Decision - Approved - Negotiated Decision Approved	Authority - Team Co-ordinator West
6121/2017/MCU	MCU	Material Change of Use - Single Residential Dwelling within a Character Area	65 Harlin Road, Coalfalls
	Decision Date - 15/02/2018	Decision - Approved	Authority - Team Co-ordinator West
9463/2017/OD	OD	Carrying out building work not associated with a material change of use - Auxiliary Unit Affected by a Development Constraints Overlay (Urban Catchmen Flowpath)	9 Moffatt Street, Ipswich

<b>Application No</b>	<b>Type</b>	<b>Application Details</b>	<b>Primary Property Location</b>
9595/2017/MCU	MCU	Material Change of Use - Home Based Activity - Yoga Studio	4 Jackson Street, Ipswich
		Decision Date - 22/02/2018 Decision - Approved	Authority - Team Co-ordinator West
		Decision Date - 5/02/2018 Decision - Approved	Authority - Team Co-ordinator West
<b>Division 8</b>			
1334/2018/OD	OD	Building work not associated with a material change of use - alterations and additions to a single residential within a character zone	10 Chubb Street, One Mile
		Decision Date - 28/02/2018 Decision - Approved	Authority - Senior Planner (Development)
3176/2015/MAMC/A	MAMC	Minor Change Application - Preliminary Approval to affect the Planning Scheme pursuant to Section 242 of the Sustainable Planning Act 2009 – Change of particular Land Uses from Impact Assessment to Code Assessment MCU - Major Utility (Wastewater Treatment Plant) RAL - Three (3) lots into two (2) lots	51-89 Southern Amberley Road, Amberley
		Decision Date - 9/02/2018 Decision - Approved	Authority - Team Co-ordinator West
3329/2012/MAEXT/A	MAEXT	Extension Application Reconfiguring a Lot [Six (6) Lots into six (6) lots and opening of a new road]; and Carrying out Operational Works [Municipal and Internal Works (roadworks, stormwater drainage, earthworks, water supply and sewerage infrastructure)] Smart eDA	Lot 101 Berry Street, Churchill
		Decision Date - 26/02/2018 Decision - Approved	Authority - Team Co-ordinator West
6410/2016/MCU	MCU	Shopping Centre and Recreation Uses (Gymnasium)	492 Warwick Road, Yamanto
		Decision Date - 21/02/2018 Decision - Approved - Negotiated Decision Approved	Authority - Team Co-ordinator West
9903/2017/OW	OW	Road Work, Stormwater, Drainage Work, Earthworks and Landscaping	51-89 Southern Amberley Road, Amberley
		Decision Date - 13/02/2018 Decision - Approved	Authority - Team Co-ordinator Engineering
<b>Division 9</b>			
1443/2012/SSP/A	SSP	Lots 1 - 48 and 900 on SP297658	138 Springfield Lakes Boulevard, Springfield Lakes
		Decision Date - 19/02/2018 Decision - Approved	Authority - Senior Technical Support Officer
1614/2016/NAME/A	NAME	Road Naming	32 Greenwood Village Road, Redbank Plains
		Decision Date - 2/03/2018 Decision - Approved	Authority - Team Co-ordinator Technical Support
3244/2017/SSP/D	SSP	Lots 2, 1264-1349,4100 on SP300712	7001 Sinnathamby Boulevard, Spring Mountain
		Decision Date - 6/02/2018 Decision - Approved	Authority - Senior Technical Support Officer
3874/2013/MAMC/A	MAMC	Minor Change - Material Change of Use - Dual Occupancy (3) Reconfiguring a Lot - Two (2) Lot into Fourteen (14) Lots	6 Prosperity Close, Bellbird Park
		Decision Date - 8/02/2018 Decision - Approved	Authority - Senior Planner (Development)
4079/2017/PDA	PDA	Material Change of Use - Context Plan	221-257 Cumner Road, White Rock
		Decision Date - 23/02/2018 Decision - Approved	Authority - Team Co-ordinator West
5363/2013/MAEXT/A	MAEXT	Extension Application - Material Change of Use (Shopping Centre)	171-193 School Road, Redbank Plains
		Decision Date - 1/03/2018 Decision - Approved	Authority - Senior Planner (Development)
5996/2017/CA	CA	Material Change of Use - Multiple Residential (91 Townhouses) Reconfigure a Lot - Road and Park Dedications	7002 Fernbrooke Boulevard, Redbank Plains

<b>Application No</b>	<b>Type</b>	<b>Application Details</b>	<b>Primary Property Location</b>
6115/2016/SSP/A	SSP	Decision Date - 16/02/2018 Decision - Approved Lots 907, 913, 5600 - 5736, 9009 on SP299709 Stage 1 - 4 Creekwood (Springfield Rise Village 8)	Authority - Team Co-ordinator Central 7002 Grande Avenue, Spring Mountain
6162/2017/ADP	ADP	Decision Date - 23/02/2018 Decision - Approved Area Development Plan to: (i) Nominate Land for Detached Housing, Dual Occupancy Dwelling, New Road and Open Space; (ii) Reconfigure 2 Lots into 240 Residential Lots, plus New Road, Open Space, Drainage and Two (2) Balance Lots; and (iii) Permit the development of 240 Detached Houses that vary from the self-assessment provisions of the Planning Scheme	Authority - Senior Technical Support Officer 7002 Grande Avenue, Spring Mountain
8761/2017/ADP	ADP	Decision Date - 21/02/2018 Decision - Approved Amendment to Area Development Plan - Retirement Community and Institutional Residence and MCU for Retirement Community (38 Units) and Institutional Residence (204 beds/dwellings) in 2 Stages	Authority - Team Co-ordinator East 50 Health Care Drive, Springfield Central
8824/2017/MCU	MCU	Decision Date - 15/02/2018 Decision - Approved Material Change of Use - Dual Occupancy	Authority - Team Co-ordinator East 12 Shirley Street, Redbank Plains
8943/2017/ADP	ADP	Decision Date - 5/02/2018 Decision - Approved Bulk Earthworks (Section 2.6) - Springfield Rise at Spring Mountain - Villages 10, 11 & 14	Authority - Senior Planner (Development) 7003 Grande Avenue, Spring Mountain
9529/2017/SSP	SSP	Decision Date - 8/02/2018 Decision - Approved Lot 1 & 2 on SP297663	Authority - Engineering and Environment Manager 6 Fantail Avenue, Redbank Plains
9597/2017/OD	OD	Decision Date - 15/02/2018 Decision - Approved Advertising Device – One (1) Major Entry Community Sign	Authority - Senior Technical Support Officer 7002 Sinnathamby Boulevard, Springfield Central
9677/2017/OD	OD	Decision Date - 1/03/2018 Decision - Approved Advertising Device	Authority - Senior Planner (Development) 7007 Wellness Way, Springfield Central
9687/2017/SSP	SSP	Decision Date - 13/02/2018 Decision - Approved Lots 49-56 on SP297659	Authority - Team Co-ordinator East 138 Springfield Lakes Boulevard, Springfield Lakes
9890/2017/ADP	ADP	Decision Date - 19/02/2018 Decision - Approved Area Development Plan (Institutional Residence and Retirement Community)	Authority - Team Co-ordinator Technical Support 50 Health Care Drive, Springfield Central
		Decision Date - 15/02/2018 Decision - Approved	Authority - Team Co-ordinator East
<b>Division 10</b>			
2713/2008/MAEXT/A MAEXT		Extension Application - One (1) Lot into Six (6) Lots	29 Kunkala Court, Rosewood
		Decision Date - 21/02/2018 Decision - Approved	Authority - Team Co-ordinator West
3107/2016/SSP/B	SSP	Lots 154-182 & 804, Easements S, T, U, V and X on 291404 Covenants AB-AG in lots 3-8 on 2197513 - Waterlea Stage 2B Easement Only Plan SP297524	7001 Rohl Road, Walloon
		Decision Date - 2/03/2018 Decision - Approved	Authority - Senior Technical Support Officer
509/2018/SSP	SSP	Lots 1 & 2 on SP294119	64 Jacaranda Drive, Yamanto
		Decision Date - 15/02/2018 Decision - Approved	Authority - Senior Technical Support Officer

<b>Application No</b>	<b>Type</b>	<b>Application Details</b>	<b>Primary Property Location</b>
6158/2017/OW	OW	Landscaping - Torhaven Stage 1	76-100 Siddans Road, Deebing Heights
		Decision Date - 20/02/2018 Decision - Approved	Authority - Team Co-ordinator Engineering
6451/2017/MCU	MCU	Material Change of Use for General Industry	5-9 Belar Street, Yamanto
		Decision Date - 19/02/2018 Decision - Approved - Negotiated Decision Approved	Authority - Team Co-ordinator West
6717/2017/MAMCA	MAMC	Minor Change - Carrying out building work not associated with an material change of use (first aid room, office, canteen and toilets)	56 Champions Way, Willowbank
		Decision Date - 22/02/2018 Decision - Approved	Authority - Senior Planner (Development)
7525/2017/RAL	RAL	Reconfiguring a Lot - Boundary Realignment (Two (2) Lots into Two (2) Lots)	294 Goebels Road, Mount Forbes
		Decision Date - 14/02/2018 Decision - Approved	Authority - Team Co-ordinator West
7545/2017/MCU	MCU	Material Change of Use - Dual Occupancy	109 Grandchester Mt Mort Road, Grandchester
		Decision Date - 6/02/2018 Decision - Approved	Authority - Team Co-ordinator West
8045/2017/RAL	RAL	Reconfiguring a Lot - Boundary Realignment (Four (4) Lots into Four (4) Lots)	280 Missigs Road, Haigslea
		Decision Date - 9/02/2018 Decision - Approved	Authority - Team Co-ordinator West
850/2016/SSP/A	SSP	Lots 3 & 4 on SP301668	758 Rosewood Marburg Road, Marburg
		Decision Date - 6/02/2018 Decision - Approved	Authority - Senior Technical Support Officer
8922/2017/OW	OW	Landscaping - Waterlea Stage 2C	7001 Rohl Road, Walloon
		Decision Date - 7/02/2018 Decision - Approved	Authority - Team Co-ordinator Engineering
8926/2017/OW	OW	Landscaping - Waterlea Stage 2D	7001 Rohl Road, Walloon
		Decision Date - 7/02/2018 Decision - Approved	Authority - Team Co-ordinator Engineering

<b>Planning, Development and Heritage Committee</b>	
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Mtg Date: 20.03.2018	OAR: YES
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<b>Authorisation:</b> John Adams
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BD: TS

8 March 2018

**MEMORANDUM**

TO: CITY PLANNER

FROM: DEVELOPMENT PLANNING MANAGER

RE: MEMORANDUM OF UNDERSTANDING – IPSWICH CITY COUNCIL AND URBAN DEVELOPMENT INSTITUTE OF AUSTRALIA (UDIA)

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**INTRODUCTION:**

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

**BACKGROUND:**

The UDIA is one of 2 peak bodies representing the development industry. The membership of the UDIA is made up of developers, land valuers, planners, engineers, architects, marketers, researchers, project managers, surveyors, landscape architects, community engagement consultants, environmental consultants, lawyers, sales and marketing professionals, state and local government authorities and other property related professionals and service providers. Ipswich City Council is a member of the UDIA.

The UDIA operates nationwide and has State Branches as well as regional Branches. The organisation includes an Ipswich Branch of the UDIA which is active and regularly meets and hosts functions including professional development and information sharing events. Officers within Council's Planning and Development Department have maintained an information relationship with the executive of the Queensland and Ipswich chapters of the UDIA for some time and officers have previously presented at UDIA events. UDIA's involvement in Planning and Development initiatives to date have been:

- ∑ participation in development forums;
- ∑ making submissions in respect to planning scheme amendments;
- ∑ informing Council officers of issues of relevance to the development industry;
- ∑ hosting of Council officers at events for key planning and development related messaging about Ipswich; and
- ∑ providing data analysis and development related statistics from their research.



## **DISCUSSION:**

The UDIA executive recently proposed that the relationship between the UDIA and Ipswich City Council be strengthened and formalised by way of an MOU. In essence, the purpose of the MOU is to encourage:

- ∑ mutual understanding and respect of each other's role, responsibilities and needs;
- ∑ participation in regular forums to discuss key issues and resolve problems;
- ∑ open, honest and transparent communication; and
- ∑ development of a co-operative culture.

The MOU also recognises the distinct role and responsibility of both the Ipswich City Council and its officers and the UDIA executive, and the need for a respectful and positive relationship whilst maintaining the distinct roles of both organisations, with particular reference to Council's governance roles.

## **ATTACHMENT:**

<b>Name of Attachment</b>	<b>Attachment</b>
<a href="#">Attachment A - Letter from UDIA</a>	 Attachment A
<a href="#">Attachment B - Draft Memorandum of Understanding</a>	 Attachment B

## **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.

Brett Davey  
**DEVELOPMENT PLANNING MANAGER**

I concur with the recommendation contained in this report.

John Adams  
**CITY PLANNER**





6 March 2018

Mr John Adams  
City Planner  
Planning and Development Department  
City of Ipswich  
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IPSWICH QLD 4305

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ACN 010 007 084  
ABN 32 885 108 968

**BY POST/EMAIL – [john.adams@ipswich.qld.gov.au](mailto:john.adams@ipswich.qld.gov.au)**

Dear Mr ~~Adams~~, *John*

Thank you for our recent discussion regarding our proposal for the City of Ipswich and the Urban Development Institute of Australia Queensland (the Institute) to enter into a Memorandum of Understanding. As discussed, the Institute has similar agreements in place with many Councils across Queensland, both in regional and metropolitan settings.

The purpose of the document is simple. It serves to commit both Council and the local property development industry to the highest standards of integrity, accountability, and transparency in conducting our working relationship. As Queensland's third largest creator of jobs, the development industry is a critical contributor to economic activity in Ipswich and the Institute is committed to playing its role in the ongoing prosperity of the City of Ipswich in an open and transparent manner.

Should you have any further queries regarding the Memorandum of Understanding, please feel free to contact me on (07) 3229 1589 or [kchessher-brown@udiaqld.com.au](mailto:kchessher-brown@udiaqld.com.au).

Yours sincerely

**Urban Development Institute of Australia Queensland**

A handwritten signature in black ink, appearing to be 'Kirsty Chessher-Brown', written over a horizontal line.

Kirsty Chessher-Brown  
**Chief Executive Officer**

**MEMORANDUM OF  
UNDERSTANDING BETWEEN  
IPSWICH CITY COUNCIL AND  
THE URBAN DEVELOPMENT INSTITUTE OF AUSTRALIA  
QUEENSLAND, IPSWICH BRANCH**

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**OBJECTIVE**

To build a balanced and sustainable Ipswich with a strong economy, key infrastructure and a community that cares for each other and the environment.

**PURPOSE STATEMENT**

The purpose of the Memorandum of Understanding (MOU) is to create a strong, transparent and positive working relationship between Ipswich City Council and the Institute's Ipswich Branch, to deliver good planning and development outcomes and to promote the region, attract investment and create local jobs.

This will be achieved by:

- mutual understanding and respect of each other's role, responsibilities and needs;
- participation in regular forums to discuss key issues and resolve problems;
- open, honest and transparent communication; and
- development of a co-operative culture.

**ROLES AND RESPONSIBILITIES OF THE IPSWICH CITY COUNCIL AND IPSWICH BRANCH**

Mutual understanding of the roles and responsibilities of each organisation is an important factor in fostering a strong relationship. The following describes the roles and responsibilities of each organisation in broad terms.

**IPSWICH CITY COUNCIL**

Mission

Council's Planning and Development (P&D) Department is the lead agency in the Ipswich community for managing growth and development in order to create a socially, ecologically and economically sustainable environment that:

- Meets the community's housing needs
- Integrates land use and transport needs
- Creates jobs and supports overall economic development
- Delivers appropriate infrastructure and community services
- Protects valuable features such as places of culture heritage significance and important natural environment areas.

The department's core activities include:

- Preparing and implementing plans, strategies and policies to ensure integrated and sustainable development outcomes for the City as a whole and within specific local areas
- Identifying, protecting and promoting places of cultural heritage significance and streetscape value
- Identifying and protecting important natural environment areas through appropriate planning scheme mechanisms and development assessment processes
- Maintaining an appropriate and efficient regulatory environment for development assessment and building and plumbing compliance.

## **Ipswich Branch**

The Institute is the peak body representing the Australian property development industry and our business is about building diverse and affordable communities.

The Institute is a national not-for-profit organisation. Established in 1971, the Queensland office is the largest of the Institute's state bodies. The Institute has 11 regional branches in addition to Ipswich Branch. The Institute's extensive network of on-the-ground metropolitan and regional members ensures we are able to speak with an informed and expert voice on the complex issues our industry faces. The Institute's Research Foundation also provides specialist insight into a range of industry and community issues, consumer views and quantitative market data throughout Queensland, forming an integral component of the Institute's activities and policy response.

The development industry is a key driver of economic activity and jobs in Queensland and in Ipswich. A healthy property development sector will encourage significant capital investment and employment creation and ensure equitable access to a diverse range of housing products.

The Institute will:

- constructively engage with local government to achieve positive outcomes for the industry and the community;
- keep its members up to date and well informed on industry issues;
- encourage excellence in development including through Branch, State and National Awards;
- promote a Code of Ethics, and in particular;
  - demonstrate ethical principles and observe the highest standards of integrity and honesty in all professional and personal dealings.
  - uphold and promote the reputation of the Institute and not misuse authority of office for personal gain.
  - respect the confidentiality of information given to the member in the course of the Institute's work, and maintain a commitment to openness and transparency in all dealings with Council.

In addition to the above, the Ipswich Branch has an overarching objective of working with Council to foster development, enhance the growth of the region and build a better community.

## **FOSTERING A POSITIVE RELATIONSHIP**

There are several strategies for establishing a positive working relationship. These strategies include:

- Establishing a forum (joint ICC/UDIA Working Group) for discussion about planning and development related issues;
- education programs;
- use of media;
- provision of relevant Research Foundation findings directly to Council;
- jointly represent the region to other levels of government and the development industry.

### Council / Ipswich Branch Joint Working Group

A joint working group between Council and the Ipswich Branch will be established and will meet on a quarterly basis or on an as needed basis if required more often.

Meetings of the Joint Working Group will provide:

- a link between both organisations;
- a forum for open and transparent communication; and
- an opportunity for both parties to raise issues.

It is acknowledged that the Institute's national charter is not to lobby on behalf of a specific development or firm or seek to resolve individual disputes between developers and Council. The Institute's role is to advocate on behalf of the industry.

### Education Programs

The Ipswich Branch may hold workshops or seminars. Councillors and Council Staff will be invited to attend these sessions. Similarly, should Council conduct training/education sessions that would be of interest to the Ipswich Branch, an invitation will be extended.

### Use of Media

Both Council and the Institute have well established relationships with a range of media outlets.

Both parties respect that each party has a separate role; one as regulator and the other as industry advocate. Views may differ on occasion, but each party will act professionally and respectfully in their dealings with one another.

### **IMPLEMENTATION**

For the implementation of this MOU to be fully effective each organisation commits to the following principles:-

#### *Commitment*

It is agreed there must be a strong commitment to consulting and partnering within each organisation.

#### *Equity*

Each organisation's interests, role and expectations are to be given regard to by the other organisation.

#### *Communication*

Open and honest communication is a necessary component of this MOU. It is acknowledged that at times Council is bound by various Acts to maintain confidentiality. Office bearers of the Institute are also, from time to time, bound by confidentiality.

#### *Respect*

Both organisations and each person representing each organisation in relation to this agreement agree to treat each other with respect and integrity in all of its actions and communications.

### **TERM**

The term of this agreement is for 24 months from the date of signing. At the conclusion of this period both parties will review the processes established under the Memorandum of Understanding.

SIGNED FOR AND ON BEHALF OF  
IPSWICH CITY COUNCIL

.....  
Signature of Planning Development and  
Heritage Committee Chair

.....  
Signature of City Planner

.....  
Full name of Planning Development  
and Heritage Committee Chair

.....  
Full name of City Planner

.....  
Date

.....  
Date

URBAN DEVELOPMENT INSTITUTE OF AUSTRALIA QUEENSLAND  
EXECUTED by

.....  
CEO – Urban Development Institute of Australia  
Queensland

.....  
Chair – Ipswich Branch

.....  
Full name of CEO (print)

.....  
Full name of Chair (print)

.....  
Date

.....  
Date

<b>Planning, Development and Heritage Committee</b>	
Mtg Date: 20.03.2018	OAR: YES
<b>Authorisation:</b> John Adams	

BD: MG  
A4693753

6 March 2018


**MEMORANDUM**

TO: CITY PLANNER  
FROM: DEVELOPMENT PLANNING MANAGER  
RE: COURT ACTION STATUS REPORT

**INTRODUCTION:**

This is a report by the Development Planning Manager dated 6 March 2018 concerning the status of outstanding court actions.

**ATTACHMENTS:**

<b>Name of Attachment</b>	<b>Attachment</b>
<a href="#">Attachment A - Court Action Status Report</a>	 Attachment A

**RECOMMENDATION:**

That the report be received and the contents noted.

Brett Davey  
**DEVELOPMENT PLANNING MANAGER**

I concur with the recommendation contained in this report.

John Adams  
**CITY PLANNER**



**Planning and Development Department  
Court Action Status Report  
1 March 2018  
Total Number of Appeals - 7**

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

**Court of Appeal - 1 Appeal/s**

**Appeal No:** 8535 of 2017    **Appeal Date:** 22/8/2017    **Case Name:** Springfield Land Corporation Pty Limited v Cherish Enterprises Pty Ltd and Ipswich City Council  
**Solicitor:** Daniel Best    **Appeal Type:** Application to Court of Appeal  
**P&D Register No:** 135    **Application No:** 1560/2016/CA    **Applicant:** Cherish Enterprises Pty Ltd  
**Division:** 1    **Property:** 94 Sharpless Road, Springfield  
30 Parkside Drive, Springfield  
7001 Mur Boulevard, Springfield

**Appeal Summary:** This is an application to the Court of Appeal (Supreme Court of Queensland) in relation to the decision of Judge Kefford in the Planning and Environment Court on 14 July 2017. The decision related to a declaratory proceeding by Cherish Enterprises seeking that a development application (pursuant to section 242 of the Sustainable Planning Act 2009 to vary the effect of the Planning Scheme) over land at 7001 Mur Boulevard, Springfield could be assessed by Council in the absence of an approved Precinct Plan or any application for an Area Development Plan. The appellant (SLC) is seeking that the decision be changed by the Court of Appeal on the basis that the primary judge made errors of law in the decision.

**Status:** Court hearing set for 10 May 2018.

**Planning & Environment Court - 6 Appeal/s**

**Appeal No:** 2528 of 2016    **Appeal Date:** 30/6/2016    **Case Name:** Solium Building Pty Ltd v Ipswich City Council  
**Solicitor:** Daniel Best    **Appeal Type:** Applicant Appeal  
**P&D Register No:** 121    **Application No:** 2405/2015/MCU    **Applicant:** Soluim Building Pty Ltd  
**Division:** 7    **Property:** 69A Warwick Road, Ipswich

**Appeal Summary:** This is an applicant appeal against Council's decision to refuse an application. The refusal was issued on the basis of outstanding matters that were not adequately addressed in the application, including: flood free access, non-compliance with QUDM Safety Requirements within Flood Affected Areas, Safety and Residential Amenity and The Precautionary Principle. The applicant has appealed Council's decision and they believe that the development application complies with or can be conditioned to comply with all of the provisions of the planning scheme referred to in Council's reasons for refusal.

**Status:** Without prejudice discussions ongoing. Draft consent order conditions provided to appellant on 28 February 2018. The matter is set down for review on 8 March 2018.

**Planning & Environment Court - 6 Appeal/s**

<b>Appeal No:</b> 2188 of 2017	<b>Appeal Date:</b> 19/6/2017	<b>Case Name:</b> Lipoma Pty Ltd v Ipswich City Council
<b>Solicitor:</b> Daniel Best		<b>Appeal Type:</b> Applicant Appeal
<b>P&amp;D Register No:</b> 134	<b>Application No:</b> 682/2003/MA/B	<b>Applicant:</b> Thomson Geer Lawyers
<b>Division:</b> 6		<b>Property:</b> 2 The Terrace, North Ipswich 6 The Terrace, North Ipswich
<b>Appeal Summary:</b> This is an applicant appeal against Council's decision to refuse a permissible change request. The permissible change request which was refused by Council sought the deletion of the part of condition 5(a)(ii) of the Riverlink Approval relating to the Commercial Village Precinct that requires a QR land contribution and extended arts precinct contribution.		
<b>Status:</b> Matter adjourned.		
<hr/>		
<b>Appeal No:</b> 4050 of 2017	<b>Appeal Date:</b> 24/10/2017	<b>Case Name:</b> Tocchini V Ipswich City Council
<b>Solicitor:</b> N/A at this time		<b>Appeal Type:</b> Applicant Appeal
<b>P&amp;D Register No:</b> 136	<b>Application No:</b> 8948/2016/CA	<b>Applicant:</b> Mr Samuel Mark Tocchini and Mrs Danielle Clare Tocchini
<b>Division:</b> 10		<b>Property:</b> 201 Sids Dip Road, Lower Mount Walker
<b>Appeal Summary:</b> This is an applicant appeal against Council's decision to part refuse an application. The refusal related to a proposed Intensive Animal Husbandry - Poultry Farm and Environmentally Relevant Activity 4(2) - Poultry Farm. The appeal also relates to the conditions of the approved Reconfiguring a Lot - one (1) Lot into two (2) Lots.		
<b>Status:</b> Without prejudice discussions ongoing.		
<hr/>		
<b>Appeal No:</b> 4970 of 2017	<b>Appeal Date:</b> 22/12/2017	<b>Case Name:</b> Flora and Simon White v Ipswich City Council
<b>Solicitor:</b> N/A		<b>Appeal Type:</b> Applicant Appeal
<b>P&amp;D Register No:</b> 137	<b>Application No:</b> 3778/2017/MCU	<b>Applicant:</b> Ms Flora White and Mr Simon Nicholas White
<b>Division:</b> 1		<b>Property:</b> 6 Stella Street, Camira
<b>Appeal Summary:</b> This is an applicant appeal against Councils decision to refuse an application for a Business Use – Medical Centre (Psychologist) on land within the Residential Low Density (RL1) zone.		
<b>Status:</b> Without prejudice discussions ongoing.		
<hr/>		
<b>Appeal No:</b> 473 of 2018	<b>Appeal Date:</b> 9/2/2018	<b>Case Name:</b> HPC Urban Design & Planning Pty Ltd and Bio-Recycle Australia Pty Ltd v/s Ipswich City Council
<b>Solicitor:</b> N/A at this time		<b>Appeal Type:</b> Applicant Appeal
<b>P&amp;D Register No:</b> 139	<b>Application No:</b> 4475/2017/MCU	<b>Applicant:</b> HPC Urban Design & Planning Pty Ltd
<b>Division:</b> 3		<b>Property:</b> 30 Memorial Drive, Swanbank
<b>Appeal Summary:</b> This is an applicant appeal against Council's decision to refuse an application. The MCU application for Special Industry (Extension to an existing Landfill for Non-Putrescible Waste) was refused on the basis of amenity impacts on to adjoining residential areas specifically Ripley Valley.		
<b>Status:</b> Awaiting directions		



**Planning & Environment Court - 6 Appeal/s**

**Appeal No:** BD512 of 2018 **Appeal Date:** 12/2/2018 **Case Name:** RKGK Pty Ltd v Ipswich City Council

**Solicitor:** N/A at this time **Appeal Type:** Applicant Appeal

**P&D Register No:** 138 **Application No:** 4370/2017/RAL **Applicant:** AJS Surveys

**Division:** 2 **Property:** 327 Jones Road, Bellbird Park

**Appeal Summary:** This is an applicant appeal against the conditions of Council's development permit for a one (1) lot into two (2) lot reconfiguration. The conditions that are subject to the appeal are: kerb and channel construction (with infill road pavement), footpath contribution and a stormwater easement.

**Status:** Awaiting directions.

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