VML:MB
Vicki Lukritz
3810 6221

14 June 2018

Sir/Madam

Notice is hereby given that a Meeting of the **PLANNING DEVELOPMENT AND HERITAGE COMMITTEE** is to be held in the **Council Chambers** on the 2nd Floor of the Council Administration Building, 45 Roderick Street, Ipswich commencing at **9.30 am** ***or 10 minutes after the conclusion of the Health, Security and Community Safety Committee, whichever is the earlier*** on **Tuesday, 19 June 2018**.

MEMBERS OF THE PLANNING, DEVELOPMENT AND HERITAGE COMMITTEE	
Councillor Morrison **(Chairperson)** Councillor Tully **(Deputy Chairperson)**	Councillor Wendt **(Acting Mayor)** Councillor Stoneman Councillor Pahlke

Yours faithfully

CHIEF EXECUTIVE OFFICER

PLANNING DEVELOPMENT AND HERITAGE COMMITTEE AGENDA

9.30 am *or 10 minutes after the conclusion of the Health, Security and Community Safety Committee, whichever is the earlier* on **Tuesday,**

19 June 2018

Council Chambers

Item No.	Item Title	Officer
1	Proposed Ipswich Adopted Infrastructure Charges Resolution(No. 2) 2018	SPM
2	Draft Implementation Guideline No. 35 – Riverview Urban Village Planning and Development Guidelines	SPM
3	Exercise of Delegations Report	DPM
4	Court Action Status Report	DPM

** Item includes confidential papers

PLANNING, DEVELOPMENT AND HERITAGE COMMITTEE NO. 2018(06)

19 JUNE 2018

AGENDA

1. PROPOSED IPSWICH ADOPTED INFRASTRUCTURE CHARGES RESOLUTION (NO. 2) 2018

With reference to a report by the Strategic Planning Manager dated 8 June 2018 relating to the adoption of proposed Ipswich Adopted Infrastructure Charges Resolution (No. 2) 2018 to replace the Ipswich Adopted Infrastructure Charges Resolution (No. 1) 2018.

RECOMMENDATION

A. That Council resolve to adopt the Adopted Infrastructure Charges Resolution as detailed in Attachment C – Proposed Adopted Infrastructure Charges Resolution of the Strategic Planning Manager's report dated 8 June 2018 pursuant to s113 of the *Planning Act 2016* as the Ipswich Adopted Infrastructure Charges Resolution (No. 2) 2018.

B. That the Strategic Planning Manager be requested to attend to all relevant matters associated with giving effect to the Ipswich Adopted Infrastructure Charges Resolution (No. 2) 2018, including uploading the resolution on the Council website on 2 July 2018.

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2. DRAFT IMPLEMENTATION GUIDELINE NO. 35 – RIVERVIEW URBAN VILLAGE PLANNING AND DEVELOPMENT GUIDELINES

With reference to a report by the Strategic Planning Manager dated 8 June 2018 concerning the proposed Implementation Guideline No. 35 – Riverview Urban Village Planning and Development Guidelines.

RECOMMENDATION

A. That the comments received through the submissions be noted.

B. That the Strategic Planning Manager be requested to advise the submitters about the outcome of their submissions.

C. That Council adopt Implementation Guideline No. 35 – Riverview Urban Village Planning and Development Guidelines as detailed in Attachment D to the report by the Strategic Planning Manager dated 8 June 2018, with a commencement date of 2 July 2018.

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3. EXERCISE OF DELEGATIONS REPORT

With reference to a report by the Development Planning Manager dated 8 June 2018 concerning applications determined by delegated authority.

RECOMMENDATION

That the report be received and the contents noted.

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4. COURT ACTION STATUS REPORT

With reference to a report by the Development Planning Manager dated 8 June 2018 concerning the status of outstanding court actions.

RECOMMENDATION

That the report be received and the contents noted.

** Item includes confidential papers

and any other items as considered necessary.

RDV:NVB

H:\Adopted Infrastructure Charges\AICR No.2 2018\Committee Report\Committee Report.doc

Planning, Development and Heritage Committee	
Mtg Date: 19/06/2018	OAR: YES
Authorisation: John Adams	

8 June 2018

M E M O R A N D U M

TO: CITY PLANNER

FROM: STRATEGIC PLANNING MANAGER

RE: PROPOSED IPSWICH ADOPTED INFRASTRUCTURE CHARGES RESOLUTION (NO. 2) 2018

INTRODUCTION:

This is a report by the Strategic Planning Manager dated 8 June 2018 relating to the adoption of proposed Ipswich Adopted Infrastructure Charges Resolution (No. 2) 2018 to replace the Ipswich Adopted Infrastructure Charges Resolution (No. 1) 2018.

BACKGROUND:

The Ipswich Adopted Infrastructure Charges Resolution (No. 1) 2018 came into effect on and from 23 April 2018 pursuant to the *Planning Act 2016* (the Act). The charges included in the current resolution are as at 31 March 2017 and require updating as provided for in the Act.

A number of operational amendments are also proposed including:

- updating the applicable uses table (Schedule 3) to be consistent with the *Planning Regulation 2017;*

.../2

- amendments to the deemed demand areas table (Schedule 5) and the associated deemed demand areas map (Schedule 12) to reflect the current CBD zonings in the Ipswich City Centre; and
- amendments to improve clarity for calculating charges for non-residential reconfiguring a lot applications.

OVERVIEW OF PROPOSED CHANGES TO THE ADOPTED INFRASTRUCTURE CHARGES RESOLUTION:

Indexation

It is proposed to update the Adopted Infrastructure Charges Resolution (AICR) by indexing the trunk infrastructure network charges for the twelve (12) month period from 1 April 2017 to 31 March 2018 inclusive (ie to update the charges from the current date of 31 March 2017 to 31 March 2018) pursuant to the Act.

The proposed AICR trunk infrastructure network charges contained in Schedule 2 have been indexed consistent with the requirement to use the Producer Price Index for Construction 6427.0 Index Number 3101 – Road and Bridge Construction Index for Queensland, as included in the PPI index calculation spread sheet prepared by the State government. The indexation increase of 1.26% (indexation factor of 1.013) has been included for the twelve (12) month period.

It should be noted that any increase will only apply if the total charge levied is below the State government's maximum infrastructure charge limits consistent with the Act and *Planning Regulation 2017*.

Operational Amendments

Applicable uses table (Schedule 3)

Schedule 3 - Applicable uses under the Ipswich planning scheme and Springfield structure plan requires amendment to reflect changes made to land use definitions in Schedule 16 in the *Planning Regulation 2017*. These amendments include:

- inserting the use of 'Adult Store' under 'Commercial (retail)'; and
- separating the industry uses into 'High impact industry or special industry' and 'Other industry'.

Deemed demand for deemed demand area (Schedule 5)

Amendments are proposed to update the table in Schedule 5 to identify the specific uses to be applied when determining the assumed demand in line with current practise.

The schedule has also been updated to reflect zoning changes made to the Ipswich City Centre to ensure that the assumed demand rates reflect the original zones and assumed demand rates that applied before the zoning changes. The CBD secondary commercial zone had an assumed demand rate of 10,000 m^2 per hectare for Commercial (office) and by including this land in the CBD primary commercial zone it now implies an assumed demand of 40,000 m^2 per hectare for Commercial (office).

The amendments include part of the CBD primary commercial zone in the shaded deemed demand area in Schedule 12 where this land was previously included in the CBD secondary commercial zone. Attachment A identifies the area previously included in the CBD secondary commercial zone in the 2004 Ipswich Planning Scheme (refer to the hatched area in Figure 1) and the current zoning, being the CBD primary commercial area (refer to the hatched area in Figure 2).

.../4

Schedule 5 has also been amended to include an assumed demand rate of 10,000 m^2 per hectare for Commercial (office) in the CBD primary commercial zone where shaded on the deemed demand area in Schedule 12 (reflecting the hatched area that was previously in the CBD secondary commercial zone) and to remove the now redundant CBD secondary commercial zone, sub area SC2 from Schedule 5 as this zone sub area no longer exists.

Reconfiguring a lot in non-residential areas

Amendments are required to clarify the application of the maximum adopted charge for reconfiguring a lot in a commercial or industrial area. These amendments are intended to improve clarity and to ensure that the same credit is applied once payment has been made for newly established commercial or industrial lots (ie ensures that the credit and the levied charge use a consistent methodology).

The proposed amendments continue to be based on the currently nominated percent (ie no change has been proposed to the percentage of the charge to be levied for a reconfiguration approval) to establish a base charge for newly created lots. The changes include:

- Amending clause 7(2)(d)(ii) to refer to a new Table B in Schedule 2 that makes reference to the nominated percent and specified uses to be applied when calculating the charge.
- Amending clause 16(3) to include a payment made under clause 7(2)(d)(ii) as a demand credit.
- Amending clause 16(5) to specify the requirement for the local government to work out and determine the demand credit for a payment made under clause 7(2)(d)(ii).
- Amending the definition for 'commercial or industrial area' to specify the relevant applicable zones.
- Including a new Table B (to replace Table B1) based on the format of Table A in Schedule 2 and deleting redundant Tables B1, B2, B3 and B4.

The proposed AICR amendments are detailed in Attachment B – Track Changes to Adopted Infrastructure Charges Resolution.

A clean skin of the proposed Ipswich Adopted Infrastructure Charges Resolution (No. 2) 2018 incorporating the indexed tables is included as Attachment C – Proposed Adopted Infrastructure Charges Resolution.

WHERE TO FROM HERE?

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

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

It is proposed that the new AICR, including the updated charges apply on and from 2 July 2018 and that AICR (No. 2) 2018 be uploaded onto Council's website on that date.

ATTACHMENTS:

Name of Attachment	Attachment
Attachment A – Schedule 5 Amendment Figures	Attachment A
Attachment B – Track Changes to Adopted Infrastructure Charges Resolution	Attachment B
Attachment C – Proposed Adopted Infrastructure Charges Resolution	Attachment C

RECOMMENDATION:

A. That Council resolve to adopt the Adopted Infrastructure Charges Resolution as detailed in Attachment C – Proposed Adopted Infrastructure Charges Resolution of the Strategic Planning Manager's report dated 8 June 2018 pursuant to s113 of the *Planning Act 2016* as the Ipswich Adopted Infrastructure Charges Resolution (No. 2) 2018.

B. That the Strategic Planning Manager be requested to attend to all relevant matters associated with giving effect to the Ipswich Adopted Infrastructure Charges Resolution (No. 2) 2018, including uploading the resolution on the Council website on 2 July 2018.

Nick Vass-Bowen

STRATEGIC PLANNING MANAGER

I concur with the recommendations contained in this report.

John Adams

CITY PLANNER

Schedule 5 Amendment Figures

Attachment A

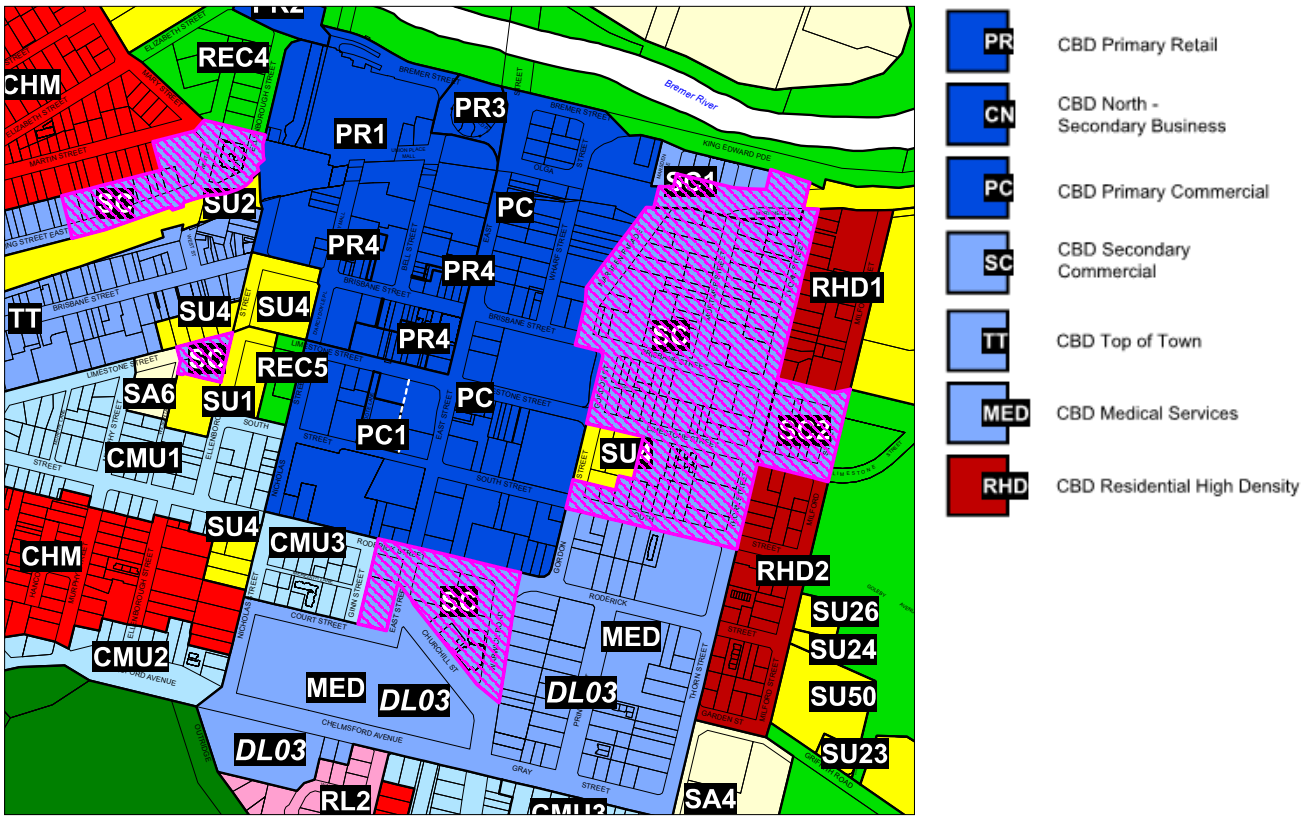

Figure 1 - 2004 Ipswich Planning Scheme Zone Extract

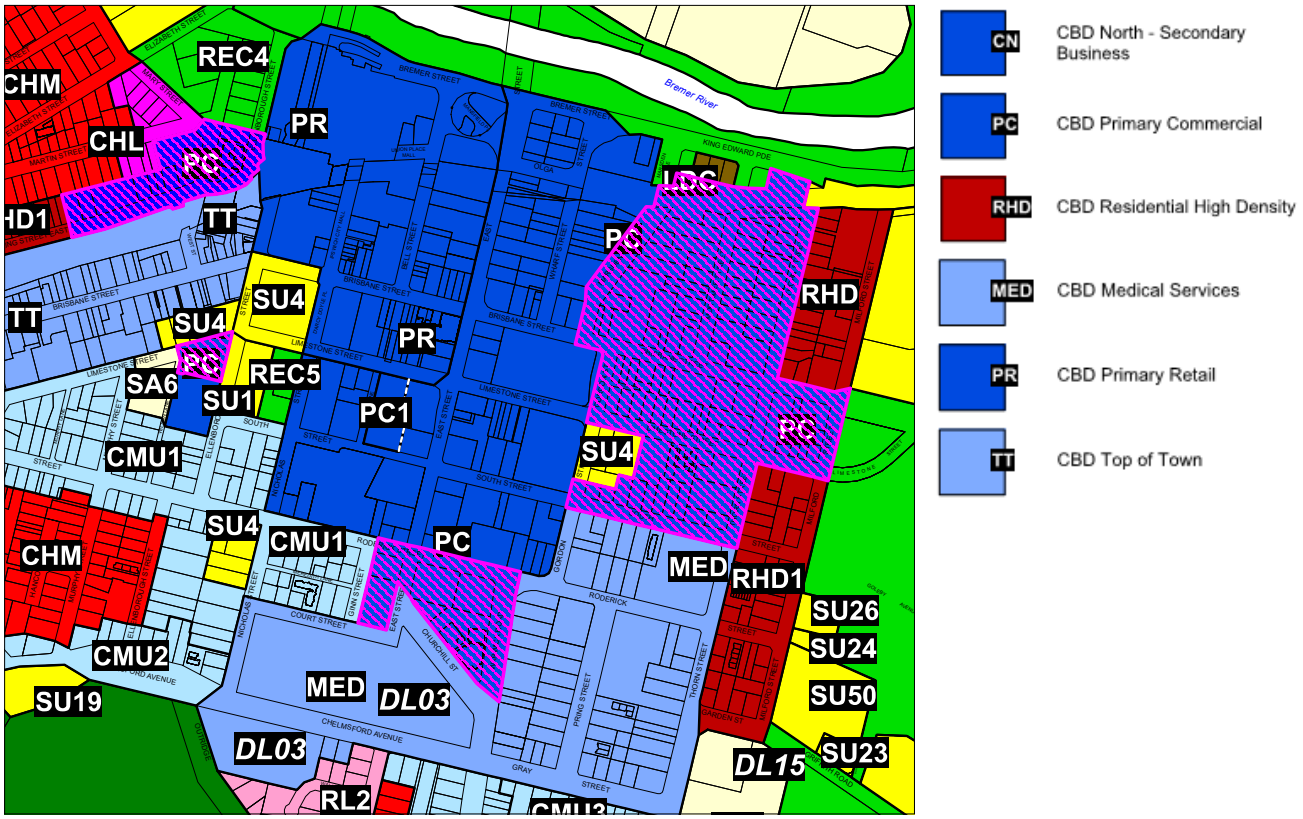

Figure 2 - Current Planning Scheme Zone Extract

Attachment B

Ipswich City Council
Ipswich Adopted Infrastructure Charges Resolution (No. 2~~1~~) 2018

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Ipswich City Council
Ipswich Adopted Infrastructure Charges Resolution (No. 2~~1~~) 2018

Part 1 Introduction

1. Short title

This resolution may be cited as *Ipswich Adopted Infrastructure Charges Resolution (No. 2~~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.[1]

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;

[1] The making of this resolution by the local government was first uploaded on the Ipswich City Council website on ~~23 April~~2 July 2018.

(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 nominated percent of the ~~site area in Table B1 in schedule 2 of the amount of the~~ *MAC* for the ~~proposed~~ use of the premises as prescribed in Table B in schedule 2;

(iii) for a material change of use, the amount of the *MAC* for the proposed use of the premises;

(e) the distributor-retailer's adopted charge cannot exceed the relevant proportion of the *MAC*.

(3) The adopted charge (AC) for the local government trunk infrastructure networks is to be worked out by the local government as follows:

(a) where *Total NC* is less than or equal to the *MAC*, *the LNC*;

(b) where *Total NC* is greater than the *MAC*, *the following calculation:*

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

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

8. Trunk infrastructure networks for adopted charges

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

(2) The distributor-retailer trunk infrastructure networks are specified in the ***distributor-retailer infrastructure planning instrument*** which means the following:

(a) the distributor-retailer's water netserv plan under the SEQ Water Act;

(b) the interim connections policy and schedule of works under the SEQ Water Act adopted by the distributor-retailer if paragraph (a) is not applicable;

(c) the local government's local government infrastructure plan, if paragraphs (a) and (b) are not applicable.

9. Applicable date for the adopted charges

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

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

10. Applicable area for the adopted charges

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

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

11. Applicable uses or activity for the adopted charges

(1) The applicable uses or activity under the Ipswich planning scheme and the Springfield structure plan to which the adopted charges apply are stated in schedule 3.

(2) The local government is to include a use or activity under the Ipswich planning scheme or Springfield structure plan as 'Any other use not listed, including a use that is unknown' in schedule 3, column 1 pursuant to the Planning Regulation based on an assessment of the use and the demand placed upon the trunk infrastructure networks.

(3) The local government has indicatively included the uses or activity under the Ipswich planning scheme and the Springfield structure plan in schedule 3, column 2 and column 3 which are identified as an 'Other use' in schedule 3, column 1 pursuant to the Planning Regulation subject to an assessment of the use and the demand placed upon the trunk infrastructure networks.

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

Part 3 Levied charges

12. Purpose of part 3

Part 3 states the following:

(a) the applicable development for which adopted charges may be levied by the local government for development for the demand placed upon the local government trunk infrastructure networks (***levied charge***);

(b) the method to be applied by the local government for working out the levied charge including the following:

(i) the adopted charge to be applied (***applied adopted charge***);

(ii) the additional demand placed upon the local government trunk infrastructure networks which will be generated by the development (***additional demand***);

(iii) the relief to be applied to the levied charge (***levied charge relief***);

(iv) the discount to be applied for a financial contribution (***prescribed financial contribution***):

(A) provided for in relation to a local government trunk infrastructure network under an infrastructure charging instrument for a previous development approval;

(B) which has been paid to the local government or otherwise satisfied under an infrastructure agreement between the applicant for the previous development approval and the local government for the provision of land, work or money for the local government trunk infrastructure networks; and

(C) which has not been reimbursed or otherwise previously applied against another financial contribution;

(c) the method to be applied by the local government for working out the increase in the levied charge from the day the levied charge is levied to the day the levied charge is paid (***automatic increase***).

13. Applicable development for the levied charge

(1) The levied charge may be levied for the following development:

(a) reconfiguring a lot;

(b) material change of use of premises.

(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 x *AD) - LCR) - D*

Where:

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

AC is the applied adopted charge for the development.

AD is the additional demand for the development.

LCR is the levied charge relief for the development.

D is the discount for the prescribed financial contribution.

15. Working out the applied adopted charge

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

(a) the adopted charge worked out under section 7 (Adopted charges), if paragraph (b) does not apply;

(b) the applied adopted charge for particular uses in schedule 4, if the local government considers that it should be applied having regard to the additional demand placed upon the local government trunk infrastructure networks which will be generated by the development.

16. Working out the additional demand

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

AD = DD - DC

Where:

AD is the additional demand.

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

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

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

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

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

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

(c) if the premises is a vacant lot (other than for a vacant lot in subsection (3)(e) below), 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***);

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

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

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

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

(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.

(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.

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

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

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

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

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

(A) application details and any relevant conditions relating to the payment of the levied charge made under section 7(2)(d)(ii);

(B) receipt of the payment of the levied charge made under section 7(2)(d)(ii);

(C) the infrastructure agreement under which payment of the levied charge has been satisfied (where relevant);

(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 determine if the demand credit is applicable to the development.

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

17. Working out the levied charge relief

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

LCR = AC x AD x 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.

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;

(e) the local government is to, if it rejects the valuation, refer the valuation to an independent certified practicing valuer to:

(i) assess whether the valuation is consistent with the current market value; and

(ii) undertake a valuation of the land if the valuation is assessed as not consistent with the current market value;

(f) the local government is to, upon the determination of the independent certified practicing valuer's valuation:

(i) give to the applicant a notice stating the establishment cost for the land;

(ii) index the establishment cost for the land using the CPI from the date of the independent certified practicing valuer's valuation to the date stated in the amended infrastructure charges notice; and

(iii) issue an amended infrastructure charges notice;

(g) the local government however is not required to refer the valuation to the registered valuer or the independent certified practising valuer if the applicant has not paid to the Council the prescribed fee including the costs of the registered valuer under paragraph (b) and the independent certified practicing valuer under paragraph (e).

26. Calculation of the actual cost

(1) The ***actual cost*** for the work is the cost of the design and construction of the work:

(a) including the following:

(i) the construction cost for the work;

(ii) construction on costs for the work which do not exceed the maximum construction on costs stated in schedule 9 for the following:

(A) the cost of survey for the work;

(B) the cost of geotechnical investigations for the work;

(C) the cost of only detailed design for the work;

(D) the cost of project management and contract administration;

(E) the cost of environmental investigations for the work;

(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.

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

27. Application of an offset and refund

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

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

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

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

28. Information about an offset and refund

(1) If an offset applies, the cost for the trunk infrastructure contribution is to be worked out by the local government in accordance with:

(a) for the calculation of the establishment cost section 23 (Calculation of the establishment cost);

(b) for the recalculation of the establishment cost for work calculated under paragraph (a) section 24 (Recalculation of the establishment cost for work);

(c) for recalculation of the establishment cost for land calculated under paragraph (a) section 25 (Recalculation of the establishment cost for land);

(d) for calculation of the ***actual cost*** for work section 26 (Calculation of the actual cost) where less than the establishment cost for work calculated under paragraph (a).

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

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

$R = C – LC$

Where:

R is the refund amount.

C is the cost of the trunk infrastructure provided.

LC is the levied charge.

29. Timing of an offset and refund

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

(a) give to the local government a notice 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;

(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;

(iii) each amount to be paid under paragraph (i) is to be increased by the CPI from the date of the infrastructure charges notice for the refund to the date that the amount is paid;

(b) for a trunk infrastructure contribution for identified trunk infrastructure (for which subsection 29(5)(a) does not apply) or different trunk infrastructure which is provided before or in the planned date or period for the trunk infrastructure contribution stated in the local government infrastructure plan:

(i) the following payment triggers achieve the local government's policy objectives:

(A) for a refund which is an amount that is less than $100,000—the refund may be given by 31 December of the financial year following the end of the relevant planned date or period for the trunk infrastructure contribution;

(B) for a refund which is an amount that is $100,000 or more but not more than $500,000—the refund may be given annually over 3 financial years in equal payments by 31 December in each financial year commencing in the financial year following the end of the relevant planned date or period for the trunk infrastructure contribution;

(C) for a refund which is an amount that is $500,000 or more but not more than $1 million—the refund may be given annually over 5 financial years in equal payments by 31 December in each financial year commencing in the financial year following the end of the relevant planned date or period for the trunk infrastructure contribution;

(D) for a refund which is an amount that is $1 million or more—the refund may be given annually in equal payments of $250,000 by 31 December in each financial year commencing in the financial year following the end of the relevant planned date or period for the trunk infrastructure contribution until the amount is paid;

(ii) each amount to be paid under paragraph (i) is to be increased by the CPI from the date of the infrastructure charges notice for the refund to the date that the amount is paid;

(c) for a trunk infrastructure contribution for identified trunk infrastructure or different trunk infrastructure which is provided after the planned date or period for the trunk infrastructure contribution stated in the local government infrastructure plan:

(i) the following payment triggers achieve the local government's policy objectives:

(A) for a refund which is an amount that is less than $100,000—the refund may be given by 31 December of the financial year following the completion of the trunk infrastructure contribution;

(B) for a refund which is an amount that is $100,000 or more but not more than $500,000—the refund may be given annually over 3 financial years in equal payments by 31 December in each financial year commencing in the financial year following the completion of the trunk infrastructure contribution;

(C) for a refund which is an amount that is $500,000 or more but not more than $1 million—the refund may be given annually over 5 financial years in equal payments by 31 December in each financial year commencing in the financial year following the completion of the trunk infrastructure contribution;

(D) for a refund which is an amount that is $1 million or more—the refund may be given annually in equal payments of $250,000 by 31 December in each financial year commencing in the financial year following the completion of the trunk infrastructure contribution until the amount is paid;

(ii) each amount to be paid under paragraph (i) is to be increased by the CPI from the date of the infrastructure charges notice for the refund to the date that the amount is paid;

(d) for a trunk infrastructure contribution for necessary trunk infrastructure:

(i) the local government is to estimate the period in which the trunk infrastructure contribution would have been planned to be provided had it been included in the local government infrastructure plan having regard to the method used by the local government to work out the relevant planned date or period of items of identified trunk infrastructure for the network of development infrastructure stated in the extrinsic material to the local government infrastructure plan (***specified date or period***);

(ii) the local government is to upon the completion of the trunk infrastructure contribution include the trunk infrastructure as existing trunk infrastructure in the local government infrastructure plan;

(iii) the following payment triggers achieve the local government's policy objectives:

(A) for a refund which is an amount that is less than $100,000—the refund may be given by 31 December of the financial year following the end of the specified date or period for the trunk infrastructure contribution;

(B) for a refund which is an amount that is $100,000 or more but not more than $500,000—the refund may be given annually over 3 financial years in equal payments by 31 December in each financial year commencing in the financial year following the end of the specified date or period for the trunk infrastructure contribution;

(C) for a refund which is an amount that is $500,000 or more but not more than $1 million—the refund may be given annually over 5 financial years in equal payments by 31 December in each financial year commencing in the financial year following the end of the specified date or period for the trunk infrastructure contribution;

(D) for a refund which is an amount that is $1 million or more—the refund may be given annually in equal payments of $250,000 by 31 December in each financial year commencing in the financial year following the end of the specified date or period for the trunk infrastructure contribution until the amount is paid;

(iv) each amount to be paid under paragraph (iii) is to be increased by the CPI from the date of the infrastructure charges notice for the refund to the date that the amount is paid;

(e) for a trunk infrastructure contribution for prescribed trunk infrastructure:

(i) the local government is to upon the completion of the trunk infrastructure contribution include the trunk infrastructure as existing trunk infrastructure in the local government infrastructure plan;

(ii) the following payment triggers achieve the local government's policy objectives:

(A) for a refund which is an amount that is less than $100,000—the refund may be given by 31 December 2036;

(B) for a refund which is an amount that is $100,000 or more but not more than $500,000—the refund may be given annually over 3 financial years in equal payments between 31 December 2036 and 31 December 2039;

(C) for a refund which is an amount that is $500,000 or more but not more than $1 million—the refund may be given annually over 5 financial years in equal payments between 31 December 2036 and 31 December 2041;

(D) for a refund which is an amount that is $1 million or more—the refund may be given annually in equal payments of $250,000 from 31 December 2036 until the amount is paid;

(iii) each amount to be paid under paragraph (ii) is to be increased by the CPI from the date of the infrastructure charges notice for the refund to the date that the amount is paid.

Schedule 1 Dictionary

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

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

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

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

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

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

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

arterial roads mean local roads which:

(a) facilitate traffic movement across a number of suburbs or townships, or provide crosscity links between major activity areas and link with highways and motorways; and

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

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

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

bedroom means an area of a building or structure which:

(a) is used, designed or intended for use for sleeping but excludes a lounge room, dining room, living room, kitchen, water closet, bathroom, laundry, garage or plant room; or

(b) can be used for sleeping such as a den, study, loft, media or home entertainment room, library, family or rumpus room or other similar space.

~~***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.

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 below: ~~as the commercial or industrial area in Table B1 in schedule 2.~~

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

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

(a) is not essential;

(b) does not prevent the matter from being reasonably capable of being used for its intended purpose;

(c) the local government determines the applicant has a reasonable basis for not promptly rectifying; and

(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).

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—

(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).

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);

(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^2 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).

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)(dc)(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.

suitably qualified civil contractor means a contractor:

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

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

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

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

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

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

Schedule 2 Trunk infrastructure network charges

Table A Reconfiguring a lot of land in the residential area

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

INSERT TABLE: Table B Reconfiguring a lot of land not in the residential area

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

DELETE TABLE: Table B1 Reconfiguring a lot of land not in the residential area

Column 1 Demand unit	Column 2 Use 'Type' under the Planning Regulation *Editor's note–See schedule 16, Table 1, column 1 of the Planning Regulation*	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 CBD top of town zone CBD medical services zone	30	Not applicable	
	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	

DELETE TABLE: ~~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)									
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^2)									Demand unit (per lot)
	CBD Primary Commercial Zone	CBD Secondary Commercial Zone CBD Top of Town Zone CBD Medical Services 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; Character Area - Mixed Use Zone	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 (unconstrained land); Regional Business & Industry Investigation Zone (unconstrained land)	Regional Business & Industry Zone (constrained land); Regional Business & Industry Investigation Zone (constrained land)	Rosewood Service Trades & Showgrounds Zone	All other non-residential zones
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	125.64	48.79	648.93	36.59	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	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

DELETE TABLE: ~~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^2)									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;				Regional Business & Industry Zone (unconstrained land);	Regional Business & Industry Investigation Zone (constrained land)		
		CBD Medical Services Zone	Character Area - Mixed Use 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

DELETE TABLE: ~~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)									
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^2)									Demand unit (per lot)
	CBD Primary Commercial Zone	CBD Secondary Commercial Zone CBD Top of Town Zone CBD Medical Services 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; Character Area - Mixed Use Zone	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 (unconstrained land); Regional Business & Industry Investigation Zone (unconstrained land)	Regional Business & Industry Zone (constrained land); Regional Business & Industry Investigation Zone (constrained land)	Rosewood Service Trades & Showgrounds Zone	All other non-residential zones
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	1.31	7.87	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	17852.42
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	31.29	9.39	125.17	7.04	7.51	5.63	1.25	7.51	8260.93
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	23.28	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

DELETE TABLE: ~~Table C1 Residential use – transport trunk infrastructure network~~

Column 1	Column 2 Transport trunk infrastructure network charge ($ per demand unit)																																			
Charge Area	Residential use under the Planning Regulation Editor's note - See schedule 16, Table 1, column 1 of the Planning Regulation																																			
	Residential uses					Accommodation (long term)														Accommodation (short term)																		
	Caretaker's accommodation Multiple dwelling Dual occupancy			Dwelling house		Relocatable Home Park		Rooming Accommodation								Retirement Facility Community Residence				Tourist Park (Caravan Park)			Short-term accommodation												Tourist Park (Camping ground)		
								Other				Student accommodation											Hotel (residential component)				Short-term accommodation (other)										
	1 bedroom dwelling	2 bedroom dwelling	3 or more bedroom dwelling	1 or 2 bedroom dwelling	3 or more bedroom dwelling	1 or 2 bedroom relocatable dwelling site	3 or more bedroom relocatable dwelling site	Suite with 1 bedroom	Suite with 2 bedrooms	Suite with 3 or more bedrooms	Bedroom that is not within a suite	Suite with 1 bedroom	Suite with 2 bedrooms	Suite with 3 or more bedrooms	Bedroom that is not within a suite	Suite with 1 bedroom	Suite with 2 bedrooms	Suite with 3 or more bedrooms	Bedroom that is not within a suite	1 caravan site	2 caravan sites	3 caravan sites	Suite with 1 bedroom	Suite with 2 bedrooms	Suite with 3 or more bedrooms	Bedroom that is not within a suite	Suite with 1 bedroom	Suite with 2 bedrooms	Suite with 3 or more bedrooms	Bedroom that is not within a suite	1 tent site	2 tent sites	3 tent sites
1	2554	3347	4933	4087	5725	3347	3347	1762	3523	5285	1762	2554	5109	7663	2554	2554	3347	4933	2554	3347	6694	10041	1762	3523	5285	1762	2554	5109	7663	2554	2554	5109	7663
2	2149	2815	4149	3438	4816	2815	2815	1482	2963	4445	1482	2149	4297	6446	2149	2149	2815	4149	2149	2815	5631	8446	1482	2963	4445	1482	2149	4297	6446	2149	2149	4297	6446
3	2528	3313	4882	4045	5667	3313	3313	1744	3487	5231	1744	2528	5057	7585	2528	2528	3313	4882	2528	3313	6626	9939	1744	3487	5231	1744	2528	5057	7585	2528	2528	5057	7585
4	2469	3235	4767	3950	5533	3235	3235	1703	3405	5108	1703	2469	4937	7406	2469	2469	3235	4767	2469	3235	6470	9705	1703	3405	5108	1703	2469	4937	7406	2469	2469	4937	7406
5	3485	4567	6730	5576	7812	4567	4567	2404	4807	7211	2404	3485	6971	10456	3485	3485	4567	6730	3485	4567	9134	13701	2404	4807	7211	2404	3485	6971	10456	3485	3485	6971	10456
6	3634	4762	7018	5815	8146	4762	4762	2506	5013	7519	2506	3634	7268	10903	3634	3634	4762	7018	3634	4762	9524	14286	2506	5013	7519	2506	3634	7268	10903	3634	3634	7268	10903
7	3009	3942	5810	4814	6744	3942	3942	2075	4150	6225	2075	3009	6017	9026	3009	3009	3942	5810	3009	3942	7885	11827	2075	4150	6225	2075	3009	6017	9026	3009	3009	6017	9026
8	1043	1366	2013	1668	2337	1366	1366	719	1438	2157	719	1043	2085	3128	1043	1043	1366	2013	1043	1366	2732	4099	719	1438	2157	719	1043	2085	3128	1043	1043	2085	3128
9	2041	2674	3940	3265	4574	2674	2674	1407	2815	4222	1407	2041	4081	6122	2041	2041	2674	3940	2041	2674	5348	8021	1407	2815	4222	1407	2041	4081	6122	2041	2041	4081	6122
10	2849	3733	5501	4558	6385	3733	3733	1965	3929	5894	1965	2849	5697	8546	2849	2849	3733	5501	2849	3733	7465	11198	1965	3929	5894	1965	2849	5697	8546	2849	2849	5697	8546
11	2513	3293	4854	4021	5634	3293	3293	1733	3467	5200	1733	2513	5027	7540	2513	2513	3293	4854	2513	3293	6587	9880	1733	3467	5200	1733	2513	5027	7540	2513	2513	5027	7540
12	3537	4635	6831	5660	7929	4635	4635	2440	4879	7319	2440	3537	7075	10612	3537	3537	4635	6831	3537	4635	9270	13906	2440	4879	7319	2440	3537	7075	10612	3537	3537	7075	10612
13	3590	4704	6932	5743	8046	4704	4704	2476	4951	7427	2476	3590	7179	10769	3590	3590	4704	6932	3590	4704	9407	14111	2476	4951	7427	2476	3590	7179	10769	3590	3590	7179	10769
14	3571	4679	6896	5713	8004	4679	4679	2463	4925	7388	2463	3571	7142	10713	3571	3571	4679	6896	3571	4679	9358	14037	2463	4925	7388	2463	3571	7142	10713	3571	3571	7142	10713
15	2167	2840	4185	3467	4857	2840	2840	1495	2989	4484	1495	2167	4334	6501	2167	2167	2840	4185	2167	2840	5679	8519	1495	2989	4484	1495	2167	4334	6501	2167	2167	4334	6501
16	2674	3503	5163	4278	5992	3503	3503	1844	3688	5531	1844	2674	5347	8021	2674	2674	3503	5163	2674	3503	7007	10510	1844	3688	5531	1844	2674	5347	8021	2674	2674	5347	8021
17	4744	6216	9161	7590	10633	6216	6216	3272	6543	9815	3272	4744	9488	14232	4744	4744	6216	9161	4744	6216	12432	18648	3272	6543	9815	3272	4744	9488	14232	4744	4744	9488	14232
18	3567	4674	6888	5708	7995	4674	4674	2460	4920	7380	2460	3567	7134	10702	3567	3567	4674	6888	3567	4674	9349	14023	2460	4920	7380	2460	3567	7134	10702	3567	3567	7134	10702
19	4882	6397	9427	7811	10942	6397	6397	3367	6733	10100	3367	4882	9763	14645	4882	4882	6397	9427	4882	6397	12793	19190	3367	6733	10100	3367	4882	9763	14645	4882	4882	9763	14645
20	3135	4108	6054	5016	7027	4108	4108	2162	4325	6487	2162	3135	6271	9406	3135	3135	4108	6054	3135	4108	8217	12325	2162	4325	6487	2162	3135	6271	9406	3135	3135	6271	9406
21	3530	4625	6816	5648	7912	4625	4625	2434	4869	7303	2434	3530	7060	10590	3530	3530	4625	6816	3530	4625	9251	13876	2434	4869	7303	2434	3530	7060	10590	3530	3530	7060	10590
22	4759	6236	9189	7614	10666	6236	6236	3282	6564	9846	3282	4759	9518	14276	4759	4759	6236	9189	4759	6236	12471	18707	3282	6564	9846	3282	4759	9518	14276	4759	4759	9518	14276
23	2629	3445	5076	4206	5892	3445	3445	1813	3626	5439	1813	2629	5258	7887	2629	2629	3445	5076	2629	3445	6889	10334	1813	3626	5439	1813	2629	5258	7887	2629	2629	5258	7887
24	2230	2923	4307	3569	4999	2923	2923	1538	3076	4615	1538	2230	4461	6691	2230	2230	2923	4307	2230	2923	5845	8768	1538	3076	4615	1538	2230	4461	6691	2230	2230	4461	6691
25	2487	3259	4803	3980	5575	3259	3259	1715	3431	5146	1715	2487	4975	7462	2487	2487	3259	4803	2487	3259	6519	9778	1715	3431	5146	1715	2487	4975	7462	2487	2487	4975	7462
26	2808	3679	5422	4492	6293	3679	3679	1936	3873	5809	1936	2808	5615	8423	2808	2808	3679	5422	2808	3679	7358	11037	1936	3873	5809	1936	2808	5615	8423	2808	2808	5615	8423
27	2633	3450	5084	4212	5901	3450	3450	1816	3631	5447	1816	2633	5265	7898	2633	2633	3450	5084	2633	3450	6899	10349	1816	3631	5447	1816	2633	5265	7898	2633	2633	5265	7898
28	2294	3006	4429	3670	5141	3006	3006	1582	3164	4746	1582	2294	4587	6881	2294	2294	3006	4429	2294	3006	6011	9017	1582	3164	4746	1582	2294	4587	6881	2294	2294	4587	6881
29	2707	3547	5227	4331	6068	3547	3547	1867	3734	5601	1867	2707	5414	8121	2707	2707	3547	5227	2707	3547	7094	10642	1867	3734	5601	1867	2707	5414	8121	2707	2707	5414	8121
30	2595	3401	5012	4153	5817	3401	3401	1790	3580	5370	1790	2595	5191	7786	2595	2595	3401	5012	2595	3401	6802	10202	1790	3580	5370	1790	2595	5191	7786	2595	2595	5191	7786
31	3657	4791	7061	5851	8196	4791	4791	2522	5044	7565	2522	3657	7313	10970	3657	3657	4791	7061	3657	4791	9583	14374	2522	5044	7565	2522	3657	7313	10970	3657	3657	7313	10970
32	1527	2000	2948	2443	3422	2000	2000	1053	2106	3159	1053	1527	3053	4580	1527	1527	2000	2948	1527	2000	4001	6001	1053	2106	3159	1053	1527	3053	4580	1527	1527	3053	4580
33	2506	3284	4839	4010	5617	3284	3284	1728	3457	5185	1728	2506	5012	7518	2506	2506	3284	4839	2506	3284	6567	9851	1728	3457	5185	1728	2506	5012	7518	2506	2506	5012	7518
34	2852	3737	5508	4564	6393	3737	3737	1967	3934	5901	1967	2852	5705	8557	2852	2852	3737	5508	2852	3737	7475	11212	1967	3934	5901	1967	2852	5705	8557	2852	2852	5705	8557
35	3623	4747	6996	5797	8121	4747	4747	2499	4997	7496	2499	3623	7246	10869	3623	3623	4747	6996	3623	4747	9495	14242	2499	4997	7496	2499	3623	7246	10869	3623	3623	7246	10869
36	1787	2342	3451	2860	4006	2342	2342	1233	2465	3698	1233	1787	3575	5362	1787	1787	2342	3451	1787	2342	4684	7026	1233	2465	3698	1233	1787	3575	5362	1787	1787	3575	5362
37	1918	2513	3703	3068	4298	2513	2513	1323	2645	3968	1323	1918	3835	5753	1918	1918	2513	3703	1918	2513	5026	7538	1323	2645	3968	1323	1918	3835	5753	1918	1918	3835	5753
38	2245	2942	4336	3593	5033	2942	2942	1549	3097	4646	1549	2245	4491	6736	2245	2245	2942	4336	2245	2942	5884	8826	1549	3097	4646	1549	2245	4491	6736	2245	2245	4491	6736
39	2700	3537	5213	4319	6051	3537	3537	1862	3724	5585	1862	2700	5399	8099	2700	2700	3537	5213	2700	3537	7075	10612	1862	3724	5585	1862	2700	5399	8099	2700	2700	5399	8099
40	2026	2654	3912	3241	4540	2654	2654	1397	2794	4191	1397	2026	4051	6077	2026	2026	2654	3912	2026	2654	5309	7963	1397	2794	4191	1397	2026	4051	6077	2026	2026	4051	6077
41	1996	2615	3854	3193	4473	2615	2615	1376	2753	4129	1376	1996	3992	5988	1996	1996	2615	3854	1996	2615	5231	7846	1376	2753	4129	1376	1996	3992	5988	1996	1996	3992	5988
42	4256	5577	8219	6810	9539	5577	5577	2935	5870	8806	2935	4256	8512	12768	4256	4256	5577	8219	4256	5577	11154	16731	2935	5870	8806	2935	4256	8512	12768	4256	4256	8512	12768
43	3649	4782	7047	5839	8179	4782	4782	2517	5033	7550	2517	3649	7298	10947	3649	3649	4782	7047	3649	4782	9563	14345	2517	5033	7550	2517	3649	7298	10947	3649	3649	7298	10947
44	2592	3396	5005	4147	5809	3396	3396	1787	3575	5362	1787	2592	5183	7775	2592	2592	3396	5005	2592	3396	6792	10188	1787	3575	5362	1787	2592	5183	7775	2592	2592	5183	7775
45	5124	6714	9894	8198	11484	6714	6714	3534	7067	10601	3534	5124	10247	15371	5124	5124	6714	9894	5124	6714	13428	20141	3534	7067	10601	3534	5124	10247	15371	5124	5124	10247	15371
46	2789	3655	5386	4462	6251	3655	3655	1923	3847	5770	1923	2789	5578	8367	2789	2789	3655	5386	2789	3655	7309	10964	1923	3847	5770	1923	2789	5578	8367	2789	2789	5578	8367
47	1947	2552	3761	3116	4365	2552	2552	1343	2686	4029	1343	1947	3895	5842	1947	1947	2552	3761	1947	2552	5104	7655	1343	2686	4029	1343	1947	3895	5842	1947	1947	3895	5842
48	611	800	1179	977	1369	800	800	421	842	1263	421	611	1221	1832	611	611	800	1179	611	800	1600	2401	421	842	1263	421	611	1221	1832	611	611	1221	1832
49	1214	1591	2344	1942	2721	1591	1591	837	1674	2512	837	1214	2428	3642	1214	1214	1591	2344	1214	1591	3181	4772	837	1674	2512	837	1214	2428	3642	1214	1214	2428	3642
50	1393	1825	2689	2228	3121	1825	1825	960	1921	2881	960	1393	2785	4178	1393	1393	1825	2689	1393	1825	3650	5474	960	1921	2881	960	1393	2785	4178	1393	1393	2785	4178
51	972	1273	1877	1555	2178	1273	1273	670	1340	2011	670	972	1944	2916	972	972	1273	1877	972	1273	2547	3820	670	1340	2011	670	972	1944	2916	972	972	1944	2916
52	1903	2493	3674	3044	4265	2493	2493	1312	2624	3937	1312	1903	3806	5708	1903	1903	2493	3674	1903	2493	4987	7480	1312	2624	3937	1312	1903	3806	5708	1903	1903	3806	5708
53	950	1244	1834	1519	2128	1244	1244	655	1310	1965	655	950	1899	2849	950	950	1244	1834	950	1244	2488	3733	655	1310	1965	655	950	1899	2849	950	950	1899	2849
54	868	1137	1675	1388	1945	1137	1137	598	1197	1795	598	868	1735	2603	868	868	1137	1675	868	1137	2274	3411	598	1197	1795	598	868	1735	2603	868	868	1735	2603

INSERT TABLE: Table C1 Residential use – transport trunk infrastructure network

| Column 1 | Column 2 — Transport trunk infrastructure network charge ($ per demand unit) | | |

DELETE TABLE: ~~Table C2 Residential use – public parks trunk infrastructure network~~

Column 1	Column 2 Public Parks trunk infrastructure network charge ($ per demand unit)																							
Charge Area	Residential use under the Planning Regulation Editor's note - See schedule 16, Table 1, column 1 of the Planning Regulation																							
	Residential uses					Accommodation (long term)										Accommodation (short term)								
	Caretaker's accommodation Multiple dwelling Dual occupancy			Dwelling house		Relocatable Home Park		Rooming Accommodation				Retirement Facility Community Residence				Tourist Park (Caravan Park)			Short-term accommodation Hotel (residential component)				Tourist Park (Camping ground)		
	1 bedroom dwelling	2 bedroom dwelling	3 or more bedroom dwelling	1 or 2 bedroom dwelling	3 or more bedroom dwelling	1 or 2 bedroom relocatable dwelling site	3 or more bedroom relocatable dwelling site	Suite with 1 bedroom	Suite with 2 bedrooms	Suite with 3 or more bedrooms	Bedroom that is not within a suite	Suite with 1 bedroom	Suite with 2 bedrooms	Suite with 3 or more bedrooms	Bedroom that is not within a suite	1 caravan site	2 caravan sites	3 caravan sites	Suite with 1 bedroom	Suite with 2 bedrooms	Suite with 3 or more bedrooms	Bedroom that is not within a suite	1 tent site	2 tent sites	3 tent sites
E1	4477	5798	8587	7193	10055	5798	5798	4477	8954	13431	4477	4477	5798	8587	4477	5798	11596	17395	3670	7339	11009	3670	4477	8954	13431
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	10318	5950	5950	4594	9189	13783	4594	4594	5950	8812	4594	5950	11900	17850	3766	7532	11297	3766	4594	9189	13783
C1	4014	5198	7698	6448	9014	5198	5198	4014	8027	12041	4014	4014	5198	7698	4014	5198	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	6631	9269	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	18228	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	13269	4423	4423	5728	8483	4423	5728	11456	17184	3625	7251	10876	3625	4423	8846	13269
W1	4244	5497	8140	6819	9532	5497	5497	4244	8488	12733	4244	4244	5497	8140	4244	5497	10993	16490	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	7953	11929	3976	3976	5150	7627	3976	5150	10300	15449	3259	6519	9778	3259	3976	7953	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

INSERT TABLE: Table C2 Residential use – public parks trunk infrastructure network

Column 1 Charge Area	Column 2 Public Parks trunk infrastructure network charge ($ per demand unit) Residential use under the Planning Regulation Editor's note - See schedule 16, Table 1, column 1 of the Planning Regulation																							
	Residential uses					Accommodation (long term)									Accommodation (short term)									
	Caretaker's accommodation Multiple dwelling Dual occupancy			Dwelling house		Relocatable Home Park		Rooming Accommodation				Retirement Facility Community Residence				Tourist Park (Caravan Park)			Short-term accommodation Hotel (residential component)				Tourist Park (Camping ground)		
	1 bedroom dwelling	2 bedroom dwelling	3 or more bedroom dwelling	1 or 2 bedroom dwelling	3 or more bedroom dwelling	1 or 2 bedroom relocatable dwelling site	3 or more bedroom relocatable dwelling site	Suite with 1 bedroom	Suite with 2 bedrooms	Suite with 3 or more bedrooms	Bedroom that is not within a suite	Suite with 1 bedroom	Suite with 2 bedrooms	Suite with 3 or more bedrooms	Bedroom that is not within a suite	1 caravan site	2 caravan sites	3 caravan sites	Suite with 1 bedroom	Suite with 2 bedrooms	Suite with 3 or more bedrooms	Bedroom that is not within a suite	1 tent site	2 tent sites	3 tent sites
E1	4535	5874	8699	7286	10186	5874	5874	4535	9071	13606	4535	4535	5874	8699	4535	5874	11747	17621	3718	7435	11153	3718	4535	9071	13606
E2	4623	5987	8866	7426	10382	5987	5987	4623	9245	13868	4623	4623	5987	8866	4623	5987	11973	17960	3789	7578	11367	3789	4623	9245	13868
E3	4067	5267	7800	6533	9134	5267	5267	4067	8133	12200	4067	4067	5267	7800	4067	5267	10534	15800	3333	6667	10000	3333	4067	8133	12200
E4	4403	5703	8446	7074	9890	5703	5703	4403	8807	13210	4403	4403	5703	8446	4403	5703	11406	17108	3609	7219	10828	3609	4403	8807	13210
E5	4099	5309	7862	6585	9206	5309	5309	4099	8198	12297	4099	4099	5309	7862	4099	5309	10617	15926	3360	6720	10080	3360	4099	8198	12297
E6	4654	6028	8927	7477	10453	6028	6028	4654	9308	13962	4654	4654	6028	8927	4654	6028	12055	18083	3815	7630	11445	3815	4654	9308	13962
C1	4066	5266	7799	6532	9132	5266	5266	4066	8132	12198	4066	4066	5266	7799	4066	5266	10532	15797	3333	6666	9998	3333	4066	8132	12198
C2	3910	5064	7500	6282	8782	5064	5064	3910	7820	11731	3910	3910	5064	7500	3910	5064	10128	15192	3205	6410	9615	3205	3910	7820	11731
C3	4559	5904	8744	7324	10239	5904	5904	4559	9118	13677	4559	4559	5904	8744	4559	5904	11809	17713	3737	7474	11211	3737	4559	9118	13677
C4	4382	5675	8405	7040	9842	5675	5675	4382	8764	13147	4382	4382	5675	8405	4382	5675	11351	17026	3592	7184	10776	3592	4382	8764	13147
C5	4181	5415	8019	6717	9390	5415	5415	4181	8362	12543	4181	4181	5415	8019	4181	5415	10829	16244	3427	6854	10281	3427	4181	8362	12543
C6	4753	6155	9116	7635	10674	6155	6155	4753	9505	14258	4753	4753	6155	9116	4753	6155	12310	18465	3896	7791	11687	3896	4753	9505	14258
C7	4137	5357	7934	6646	9291	5357	5357	4137	8273	12410	4137	4137	5357	7934	4137	5357	10715	16072	3391	6781	10172	3391	4137	8273	12410
C8	3960	5129	7596	6363	8895	5129	5129	3960	7921	11881	3960	3960	5129	7596	3960	5129	10258	15387	3246	6493	9739	3246	3960	7921	11881
C9	4158	5384	7974	6679	9337	5384	5384	4158	8315	12473	4158	4158	5384	7974	4158	5384	10769	16153	3408	6816	10223	3408	4158	8315	12473
C10	4962	6426	9518	7972	11145	6426	6426	4962	9924	14887	4962	4962	6426	9518	4962	6426	12853	19279	4067	8135	12202	4067	4962	9924	14887
C11	6109	7911	11717	9814	13720	7911	7911	6109	12218	18326	6109	6109	7911	11717	6109	7911	15823	23734	5007	10014	15022	5007	6109	12218	18326
R1	4576	5927	8778	7352	10278	5927	5927	4576	9153	13729	4576	4576	5927	8778	4576	5927	11853	17780	3751	7502	11253	3751	4576	9153	13729
R2	4809	6228	9223	7725	10800	6228	6228	4809	9617	14426	4809	4809	6228	9223	4809	6228	12455	18683	3941	7883	11824	3941	4809	9617	14426
R3	4406	5707	8452	7079	9896	5707	5707	4406	8813	13219	4406	4406	5707	8452	4406	5707	11413	17120	3612	7224	10836	3612	4406	8813	13219
R4	4481	5803	8594	7198	10063	5803	5803	4481	8961	13442	4481	4481	5803	8594	4481	5803	11605	17408	3673	7345	11018	3673	4481	8961	13442
W1	4300	5568	8247	6907	9656	5568	5568	4300	8599	12899	4300	4300	5568	8247	4300	5568	11136	16705	3524	7048	10573	3524	4300	8599	12899
W2	4460	5776	8554	7165	10017	5776	5776	4460	8920	13380	4460	4460	5776	8554	4460	5776	11552	17328	3656	7312	10967	3656	4460	8920	13380
W3	3946	5111	7569	6340	8863	5111	5111	3946	7892	11838	3946	3946	5111	7569	3946	5111	10221	15332	3235	6469	9704	3235	3946	7892	11838
W4	4098	5307	7860	6584	9203	5307	5307	4098	8196	12294	4098	4098	5307	7860	4098	5307	10614	15921	3359	6718	10077	3359	4098	8196	12294
W5	4124	5341	7910	6625	9262	5341	5341	4124	8248	12371	4124	4124	5341	7910	4124	5341	10681	16022	3380	6760	10141	3380	4124	8248	12371
W6	4067	5267	7800	6534	9134	5267	5267	4067	8134	12200	4067	4067	5267	7800	4067	5267	10534	15801	3333	6667	10000	3333	4067	8134	12200
W7	4007	5189	7685	6437	8999	5189	5189	4007	8014	12021	4007	4007	5189	7685	4007	5189	10379	15568	3284	6569	9853	3284	4007	8014	12021
W8	4028	5217	7726	6472	9047	5217	5217	4028	8056	12085	4028	4028	5217	7726	4028	5217	10434	15651	3302	6604	9905	3302	4028	8056	12085
W9	3986	5162	7645	6403	8951	5162	5162	3986	7971	11957	3986	3986	5162	7645	3986	5162	10323	15485	3267	6534	9801	3267	3986	7971	11957

DELETE TABLE: ~~Table C3 Residential use – community facilities trunk infrastructure network~~

Column 1	Column 2 Community Facilities trunk infrastructure network charge ($ per demand unit)																							
Charge Area	Residential use under the Planning Regulation Editor's note - See schedule 16, Table 1, column 1 of the Planning Regulation																							
	Residential uses					Accommodation (long term)										Accommodation (short term)									
	Caretaker's accommodation Multiple dwelling Dual occupancy			Dwelling house		Relocatable Home Park		Rooming Accommodation				Retirement Facility Community Residence				Tourist Park (Caravan Park)			Short-term accommodation Hotel (residential component)				Tourist Park (Camping ground)		
	1 bedroom dwelling	2 bedroom dwelling	3 or more bedroom dwelling	1 or 2 bedroom dwelling	3 or more bedroom dwelling	1 or 2 bedroom relocatable dwelling site	3 or more bedroom relocatable dwelling site	Suite with 1 bedroom	Suite with 2 bedrooms	Suite with 3 or more bedrooms	Bedroom that is not within a suite	Suite with 1 bedroom	Suite with 2 bedrooms	Suite with 3 or more bedrooms	Bedroom that is not within a suite	1 caravan site	2 caravan sites	3 caravan sites	Suite with 1 bedroom	Suite with 2 bedrooms	Suite with 3 or more bedrooms	Bedroom that is not within a suite	1 tent site	2 tent sites	3 tent sites
E1	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

INSERT TABLE: Table C3 Residential use – community facilities trunk infrastructure network

Column 1	Column 2 Community Facilities trunk infrastructure network charge ($ per demand unit)																							
Charge Area	Residential use under the Planning Regulation Editor's note - See schedule 16, Table 1, column 1 of the Planning Regulation																							
	Residential uses					Accommodation (long term)										Accommodation (short term)									
	Caretaker's accommodation Multiple dwelling Dual occupancy			Dwelling house		Relocatable Home Park		Rooming Accommodation				Retirement Facility Community Residence				Tourist Park (Caravan Park)			Short-term accommodation Hotel (residential component)				Tourist Park (Camping ground)		
	1 bedroom dwelling	2 bedroom dwelling	3 or more bedroom dwelling	1 or 2 bedroom dwelling	3 or more bedroom dwelling	1 or 2 bedroom relocatable dwelling site	3 or more bedroom relocatable dwelling site	Suite with 1 bedroom	Suite with 2 bedrooms	Suite with 3 or more bedrooms	Bedroom that is not within a suite	Suite with 1 bedroom	Suite with 2 bedrooms	Suite with 3 or more bedrooms	Bedroom that is not within a suite	1 caravan site	2 caravan sites	3 caravan sites	Suite with 1 bedroom	Suite with 2 bedrooms	Suite with 3 or more bedrooms	Bedroom that is not within a suite	1 tent site	2 tent sites	3 tent sites
E1	582	753	1116	934	1306	753	753	582	1163	1745	582	582	753	1116	582	753	1506	2260	477	953	1430	477	582	1163	1745
E2	572	741	1097	919	1285	741	741	572	1144	1716	572	572	741	1097	572	741	1482	2222	469	938	1406	469	572	1144	1716
E3	596	772	1143	957	1338	772	772	596	1192	1787	596	596	772	1143	596	772	1543	2315	488	977	1465	488	596	1192	1787
E4	520	673	996	835	1167	673	673	520	1039	1559	520	520	673	996	520	673	1346	2019	426	852	1278	426	520	1039	1559
E5	533	690	1022	856	1197	690	690	533	1066	1598	533	533	690	1022	533	690	1380	2070	437	873	1310	437	533	1066	1598
E6	565	732	1085	908	1270	732	732	565	1131	1696	565	565	732	1085	565	732	1465	2197	463	927	1390	463	565	1131	1696
C1	598	774	1147	960	1343	774	774	598	1196	1793	598	598	774	1147	598	774	1548	2323	490	980	1470	490	598	1196	1793
C2	594	770	1140	955	1335	770	770	594	1189	1783	594	594	770	1140	594	770	1539	2309	487	974	1461	487	594	1189	1783
C3	590	764	1132	948	1325	764	764	590	1180	1770	590	590	764	1132	590	764	1528	2293	484	967	1451	484	590	1180	1770
C4	611	792	1173	982	1373	792	792	611	1223	1834	611	611	792	1173	611	792	1584	2376	501	1002	1504	501	611	1223	1834
C5	546	707	1046	876	1225	707	707	546	1091	1637	546	546	707	1046	546	707	1413	2120	447	894	1341	447	546	1091	1637
C6	520	674	998	836	1168	674	674	520	1040	1561	520	520	674	998	520	674	1347	2021	426	853	1279	426	520	1040	1561
C7	559	724	1072	898	1255	724	724	559	1117	1676	559	559	724	1072	559	724	1447	2171	458	916	1374	458	559	1117	1676
C8	677	877	1299	1088	1521	877	877	677	1355	2032	677	677	877	1299	677	877	1754	2631	555	1110	1665	555	677	1355	2032
C9	528	684	1013	849	1186	684	684	528	1056	1584	528	528	684	1013	528	684	1368	2052	433	866	1299	433	528	1056	1584
C10	484	627	928	778	1087	627	627	484	968	1452	484	484	627	928	484	627	1254	1881	397	794	1190	397	484	968	1452
C11	664	860	1274	1067	1492	860	860	664	1329	1993	664	664	860	1274	664	860	1721	2581	544	1089	1633	544	664	1329	1993
R1	549	711	1053	882	1232	711	711	549	1098	1646	549	549	711	1053	549	711	1421	2132	450	900	1349	450	549	1098	1646
R2	631	818	1211	1014	1418	818	818	631	1263	1894	631	631	818	1211	631	818	1636	2453	518	1035	1553	518	631	1263	1894
R3	629	814	1206	1010	1412	814	814	629	1258	1886	629	629	814	1206	629	814	1629	2443	515	1031	1546	515	629	1258	1886
R4	592	767	1136	951	1330	767	767	592	1184	1776	592	592	767	1136	592	767	1534	2301	485	971	1456	485	592	1184	1776
W1	198	256	380	318	445	256	256	198	396	594	198	198	256	380	198	256	513	769	162	325	487	162	198	396	594
W2	202	261	386	324	453	261	261	202	403	605	202	202	261	386	202	261	522	783	165	330	496	165	202	403	605
W3	242	314	465	389	544	314	314	242	485	727	242	242	314	465	242	314	628	941	199	397	596	199	242	485	727
W4	213	276	408	342	478	276	276	213	426	639	213	213	276	408	213	276	552	827	175	349	524	175	213	426	639
W5	214	277	410	344	480	277	277	214	428	642	214	214	277	410	214	277	554	831	175	351	526	175	214	428	642
W6	266	344	510	427	597	344	344	266	532	798	266	266	344	510	266	344	689	1033	218	436	654	218	266	532	798
W7	243	315	466	390	546	315	315	243	486	729	243	243	315	466	243	315	630	944	199	398	598	199	243	486	729
W8	245	318	470	394	551	318	318	245	491	736	245	245	318	470	245	318	635	953	201	402	603	201	245	491	736
W9	241	312	462	387	541	312	312	241	482	723	241	241	312	462	241	312	624	936	197	395	592	197	241	482	723

DELETE TABLE: ~~Table C4 Residential use – water supply trunk infrastructure network for water service~~

| Column 1 | Column 2 | | |

INSERT TABLE: Table C4 Residential use – water supply trunk infrastructure network for water service

| Column 1 | Column 2 | | |

DELETE TABLE: ~~Table C5 Residential use – sewerage trunk infrastructure network for wastewater service~~

| Column 1 | Column 2 | | |

INSERT TABLE: Table C5 Residential use – sewerage trunk infrastructure network for wastewater service

| Column 1 Charge Area | Column 2 Sewer trunk infrastructure network charge ($ per demand unit) | | |

DELETE TABLE: ~~Table D1 Non-residential use – transport trunk infrastructure network~~

| Column 1 | Column 2
Transport trunk infrastructure network charge ($ per demand unit) | | |

INSERT TABLE: Table D1 Non-residential use – transport trunk infrastructure network

| Column 1 | Column 2 — Transport trunk infrastructure network charge ($ per demand unit) | | |

DELETE TABLE: ~~Table D2 Non-residential use – water supply trunk infrastructure network for water service~~

Column 1	Column 2 Water supply trunk infrastructure network charge ($ per demand unit)																																				
Charge area	Non-residential use under the Planning Regulation Editor's note - see schedule 16, Table 1, column 1 of the Planning Regulation																																				
	Places of Assembly		Commercial (bulk goods)			Commercial (retail)				Commercial (office)	Educational facility			Entertainment		Indoor sport & recreation	Industry				Low impact rural	High impact rural	Essential services			Other uses										Minor uses
	Club	Function facility	Agric. Supplies store	Bulk landscape supplies	Outdoor sales	Shop	Food & drink outlet		Service Industry	Office	Childcare centre	Educational establishment other than an educational establishment for the Flying Start for Queensland Children program		Hotel	Theatre	Indoor sport & recreation	Low impact industry	Research & tech. ind.	Warehouse	High impact industry	Animal husbandry	Cultivating, in a confined area, aquatic animals or plants for sale	Correctional facility	Emergency services	Health care service	Crematorium	Major sport, recreation and entertainment facility	Air service, Animal keeping, Car park	Any other use not listed, including a use that is unknown						Advertising device, Cemetery, Home-based business
	Community use		Garden Centre			Shopping Centre	Fast Food Premises	Other		Sales office	Community care centre	Primary school	Other	Nightclub entertainment facility			Medium impact industry			Special Industry	Cropping	Intensive animal ind. & horticulture	Hospital		Veterinary service		Outdoor sport and recreation	Motor sport facility, Non-resident accommodation						Landing, Market, Roadside stall
	Funeral parlour		H'ware & trade supplies			Service Station											Rural industry				Permanent plantation	Wholesale nursery	Residential care facility					Port service, Tourist attraction						Telecommunications facility, Park
	Place of worship		Showroom														Marine industry				Wind farm	Winery						Utility installation, Extractive industry						Temporary use, Outdoor lighting
																	Demand unit																			
	m^2 of GFA		m^2 of GFA			m^2 of GFA				m^2 of GFA	m^2 of GFA			m^2 of GFA		m^2 of GFA	m^2 of GFA				m^2 of GFA	m^2 of GFA	m^2 of GFA			m^2 of GFA										n/a
1	11.58	34.73	28.94	5.79	11.58	28.94	173.63	92.60	17.36	28.94	22.57	22.57	37.62	34.73	11.58	11.58	17.36	28.94	5.79	17.36	0.00	0.00	12.73	17.36	28.94	28.94	11.58	The maximum adopted charge under the Planning Regulation and adopted charges under this resolution are those which are applicable to the use that the local government decides should apply for the use. *Editor's note - see schedule 16, Table 1, column 2 of the Planning Regulation*	The maximum adopted charge under the Planning Regulation and adopted charges under this resolution are those which are applicable to the use *Editor's note - see schedule 16, Table 1, column 2 of the Planning Regulation*	The maximum adopted charge under the Planning Regulation and adopted charges under this resolution is nil. *Editor's note - see schedule 16, Table 1, column 2 of the Planning Regulation*
2	9.71	29.12	24.27	4.85	9.71	24.27	145.59	77.65	14.56	24.27	18.93	18.93	31.55	29.12	9.71	9.71	14.56	24.27	4.85	14.56	0.00	0.00	10.68	14.56	24.27	24.27	9.71										
3	7.73	23.19	19.33	3.87	7.73	19.33	115.95	61.84	11.60	19.33	15.07	15.07	25.12	23.19	7.73	7.73	11.60	19.33	3.87	11.60	0.00	0.00	8.50	11.60	19.33	19.33	7.73										
4	8.97	26.92	22.43	4.49	8.97	22.43	134.58	71.77	13.46	22.43	17.50	17.50	29.16	26.92	8.97	8.97	13.46	22.43	4.49	13.46	0.00	0.00	9.87	13.46	22.43	22.43	8.97										
5	4.90	14.70	12.25	2.45	4.90	12.25	73.50	39.20	7.35	12.25	9.55	9.55	15.92	14.70	4.90	4.90	7.35	12.25	2.45	7.35	0.00	0.00	5.39	7.35	12.25	12.25	4.90										
6	2.99	8.97	7.48	1.50	2.99	7.48	44.86	23.92	4.49	7.48	5.83	5.83	9.72	8.97	2.99	2.99	4.49	7.48	1.50	4.49	0.00	0.00	3.29	4.49	7.48	7.48	2.99										
7	8.30	24.89	20.74	4.15	8.30	20.74	124.46	66.38	12.45	20.74	16.18	16.18	26.97	24.89	8.30	8.30	12.45	20.74	4.15	12.45	0.00	0.00	9.13	12.45	20.74	20.74	8.30										
8	5.43	16.28	13.57	2.71	5.43	13.57	81.41	43.42	8.14	13.57	10.58	10.58	17.64	16.28	5.43	5.43	8.14	13.57	2.71	8.14	0.00	0.00	5.97	8.14	13.57	13.57	5.43										
9	4.93	14.80	12.33	2.47	4.93	12.33	74.00	39.47	7.40	12.33	9.62	9.62	16.03	14.80	4.93	4.93	7.40	12.33	2.47	7.40	0.00	0.00	5.43	7.40	12.33	12.33	4.93										
10	9.13	27.38	22.81	4.56	9.13	22.81	136.88	73.00	13.69	22.81	17.79	17.79	29.66	27.38	9.13	9.13	13.69	22.81	4.56	13.69	0.00	0.00	10.04	13.69	22.81	22.81	9.13										
11	6.97	20.91	17.42	3.48	6.97	17.42	104.54	55.75	10.45	17.42	13.59	13.59	22.65	20.91	6.97	6.97	10.45	17.42	3.48	10.45	0.00	0.00	7.67	10.45	17.42	17.42	6.97										
12	4.21	12.64	10.53	2.11	4.21	10.53	63.18	33.70	6.32	10.53	8.21	8.21	13.69	12.64	4.21	4.21	6.32	10.53	2.11	6.32	0.00	0.00	4.63	6.32	10.53	10.53	4.21										
13	14.24	42.72	35.60	7.12	14.24	35.60	213.58	113.91	21.36	35.60	27.77	27.77	46.28	42.72	14.24	14.24	21.36	35.60	7.12	21.36	0.00	0.00	15.66	21.36	35.60	35.60	14.24										
14	9.60	28.80	24.00	4.80	9.60	24.00	143.99	76.79	14.40	24.00	18.72	18.72	31.20	28.80	9.60	9.60	14.40	24.00	4.80	14.40	0.00	0.00	10.56	14.40	24.00	24.00	9.60										
15	8.82	26.46	22.05	4.41	8.82	22.05	132.28	70.55	13.23	22.05	17.20	17.20	28.66	26.46	8.82	8.82	13.23	22.05	4.41	13.23	0.00	0.00	9.70	13.23	22.05	22.05	8.82										
16	18.02	54.05	45.04	9.01	18.02	45.04	270.26	144.14	27.03	45.04	35.13	35.13	58.56	54.05	18.02	18.02	27.03	45.04	9.01	27.03	0.00	0.00	19.82	27.03	45.04	45.04	18.02										
17	16.14	48.42	40.35	8.07	16.14	40.35	242.12	129.13	24.21	40.35	31.48	31.48	52.46	48.42	16.14	16.14	24.21	40.35	8.07	24.21	0.00	0.00	17.76	24.21	40.35	40.35	16.14										
18	15.69	47.06	39.22	7.84	15.69	39.22	235.31	125.50	23.53	39.22	30.59	30.59	50.98	47.06	15.69	15.69	23.53	39.22	7.84	23.53	0.00	0.00	17.26	23.53	39.22	39.22	15.69										
19	37.12	111.35	92.79	18.56	37.12	92.79	556.74	296.93	55.67	92.79	72.38	72.38	120.63	111.35	37.12	37.12	55.67	92.79	18.56	55.67	0.00	0.00	40.83	55.67	92.79	92.79	37.12										
20	10.00	30.00	25.00	5.00	10.00	25.00	150.00	80.00	15.00	25.00	19.50	19.50	32.50	30.00	10.00	10.00	15.00	25.00	5.00	15.00	0.00	0.00	11.00	15.00	25.00	25.00	10.00										
21	7.78	23.35	19.46	3.89	7.78	19.46	116.75	62.27	11.68	19.46	15.18	15.18	25.30	23.35	7.78	7.78	11.68	19.46	3.89	11.68	0.00	0.00	8.56	11.68	19.46	19.46	7.78										
22	10.49	31.46	26.22	5.24	10.49	26.22	157.31	83.90	15.73	26.22	20.45	20.45	34.08	31.46	10.49	10.49	15.73	26.22	5.24	15.73	0.00	0.00	11.54	15.73	26.22	26.22	10.49										
23	9.21	27.64	23.03	4.61	9.21	23.03	138.18	73.70	13.82	23.03	17.96	17.96	29.94	27.64	9.21	9.21	13.82	23.03	4.61	13.82	0.00	0.00	10.13	13.82	23.03	23.03	9.21										
24	3.20	9.59	7.99	1.60	3.20	7.99	47.96	25.58	4.80	7.99	6.24	6.24	10.39	9.59	3.20	3.20	4.80	7.99	1.60	4.80	0.00	0.00	3.52	4.80	7.99	7.99	3.20										
25	7.76	23.29	19.41	3.88	7.76	19.41	116.45	62.11	11.65	19.41	15.14	15.14	25.23	23.29	7.76	7.76	11.65	19.41	3.88	11.65	0.00	0.00	8.54	11.65	19.41	19.41	7.76										
26	8.23	24.69	20.58	4.12	8.23	20.58	123.46	65.85	12.35	20.58	16.05	16.05	26.75	24.69	8.23	8.23	12.35	20.58	4.12	12.35	0.00	0.00	9.05	12.35	20.58	20.58	8.23										
27	8.85	26.56	22.13	4.43	8.85	22.13	132.78	70.81	13.28	22.13	17.26	17.26	28.77	26.56	8.85	8.85	13.28	22.13	4.43	13.28	0.00	0.00	9.74	13.28	22.13	22.13	8.85										
28	5.41	16.22	13.52	2.70	5.41	13.52	81.11	43.26	8.11	13.52	10.54	10.54	17.57	16.22	5.41	5.41	8.11	13.52	2.70	8.11	0.00	0.00	5.95	8.11	13.52	13.52	5.41										
29	4.81	14.44	12.03	2.41	4.81	12.03	72.20	38.50	7.22	12.03	9.39	9.39	15.64	14.44	4.81	4.81	7.22	12.03	2.41	7.22	0.00	0.00	5.29	7.22	12.03	12.03	4.81										
30	7.64	22.93	19.11	3.82	7.64	19.11	114.65	61.15	11.47	19.11	14.90	14.90	24.84	22.93	7.64	7.64	11.47	19.11	3.82	11.47	0.00	0.00	8.41	11.47	19.11	19.11	7.64										
31	1.47	4.41	3.67	0.73	1.47	3.67	22.03	11.75	2.20	3.67	2.86	2.86	4.77	4.41	1.47	1.47	2.20	3.67	0.73	2.20	0.00	0.00	1.62	2.20	3.67	3.67	1.47										
32	6.97	20.91	17.42	3.48	6.97	17.42	104.54	55.75	10.45	17.42	13.59	13.59	22.65	20.91	6.97	6.97	10.45	17.42	3.48	10.45	0.00	0.00	7.67	10.45	17.42	17.42	6.97										
33	3.57	10.71	8.93	1.79	3.57	8.93	53.57	28.57	5.36	8.93	6.96	6.96	11.61	10.71	3.57	3.57	5.36	8.93	1.79	5.36	0.00	0.00	3.93	5.36	8.93	8.93	3.57										
34	41.80	125.39	104.49	20.90	41.80	104.49	626.93	334.36	62.69	104.49	81.50	81.50	135.83	125.39	41.80	41.80	62.69	104.49	20.90	62.69	0.00	0.00	45.97	62.69	104.49	104.49	41.80										

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

| Column 1 | Column 2 | | |

DELETE TABLE: ~~Table D3 Non-residential use – sewerage trunk infrastructure network for wastewater service~~

| Column 1 | Column 2 | | |

INSERT TABLE: Table D3 Non-residential use – sewerage trunk infrastructure network for wastewater service

| Column 1 | Column 2 | | |

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

Column 1 **Use pursuant to the Planning Regulation** *Editor's note—See schedule 16, Table 1, column 1, of the Planning Regulation.*	**Column 2** **Use or activity under the Ipswich planning scheme** *Editor's note—See Ipswich Planning Scheme 2006.*	**Column 3** **Use under the Springfield structure plan** *Editor's note—See Springfield Structure Plan.*
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		

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

Column 1 **Use pursuant to the Planning Regulation** *Editor's note—See schedule 16, Table 1, column 1, of the Planning Regulation.*	**Column 2** **Use or activity under the Ipswich planning scheme** *Editor's note—See Ipswich Planning Scheme 2006.*	**Column 3** **Use under the Springfield structure plan** *Editor's note—See Springfield Structure Plan.*
Shop	General store; Business use (shop)	General store; Local shops; Sale of automotive parts and accessories; Commercial Premises (business or commercial purpose, other than for a business office or a purpose specified in the Springfield structure plan)
Shopping centre	Shopping centre	Major shopping centre; Neighbourhood shopping centre; Neighbourhood centre
Commercial (office)		
Office	Business use (office, professional office)	Professional office; Commercial premises (business office); Public building
Sales office	Temporary sales office; Display housing	Real estate display/sales office
	Broadcasting station	Radio station; Television station
Educational facility		
Childcare centre	Community use (child care centre)	Child care centre
Community care centre		
Educational establishment other than an educational establishment for the Flying Start for Queensland Children program	Community use (school); primary school; secondary school; tertiary use	Educational establishment
Educational establishment for the Flying Start for Queensland Children program		
Entertainment		

Column 1 **Use pursuant to the Planning Regulation** *Editor's note—See schedule 16, Table 1, column 1, of the Planning Regulation.*	**Column 2** **Use or activity under the Ipswich planning scheme** *Editor's note—See Ipswich Planning Scheme 2006.*	**Column 3** **Use under the Springfield structure plan** *Editor's note—See Springfield Structure Plan.*
Hotel	Business use (hotel); Entertainment use (licensed club)	Hotel; Tavern; Licensed club
Nightclub entertainment facility	Entertainment use (cabaret, night club)	Night club
Theatre	Entertainment use (theatre, cinema, concert hall, dance hall)	Indoor entertainment (theatre, cinema, concert hall, dance hall, public hall)
Resort complex		
Indoor sport and recreation		
Indoor sport and recreation	Recreation use (indoor recreation); Entertainment use (amusement parlour); Indoor entertainment	Indoor recreation; Indoor entertainment (amusement parlour); Sports complex (indoor)
High impact industry or special industry		
High impact industry		Concrete batching plant; Dangerous goods store; Fuel depot; Junk yard; Special industry; Vehicle wrecking yard
Special industry	Special industry; Nuclear industry	
Other Industry		
Low impact industry	Service/Trades use	Automatic car wash; Car repair station; Light industry
Medium impact industry	General industry	Freight depot; General industry; Milk depot; Transport depot; Transport terminal; Truck depot
Research and technology industry		Research and associated technology activities
Rural industry		
Warehouse	Service/Trades use (warehouse or storage)	Mini storage complex; Warehouse; Bulk store;

Column 1 **Use pursuant to the Planning Regulation** *Editor's note—See schedule 16, Table 1, column 1, of the Planning Regulation.*	**Column 2** **Use or activity under the Ipswich planning scheme** *Editor's note—See Ipswich Planning Scheme 2006.*	**Column 3** **Use under the Springfield structure plan** *Editor's note—See Springfield Structure Plan.*
		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)	
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

Column 1 **Use pursuant to the Planning Regulation** *Editor's note—See schedule 16, Table 1, column 1, of the Planning Regulation.*	**Column 2** **Use or activity under the Ipswich planning scheme** *Editor's note—See Ipswich Planning Scheme 2006.*	**Column 3** **Use under the Springfield structure plan** *Editor's note—See Springfield Structure Plan.*
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
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	Recreation use (equestrian and	Exhibition; Trade fair

Column 1 **Use pursuant to the Planning Regulation** *Editor's note—See schedule 16, Table 1, column 1, of the Planning Regulation.*	**Column 2** **Use or activity under the Ipswich planning scheme** *Editor's note—See Ipswich Planning Scheme 2006.*	**Column 3** **Use under the Springfield structure plan** *Editor's note—See Springfield Structure Plan.*
entertainment facility	coursing sports); Entertainment use (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 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:

(a) the criteria outlined in the following Implementation Guidelines in the Ipswich Planning Scheme:

(i~~a~~) Implementation Guideline No. 1;

(ii~~b~~) Implementation Guideline No. 11;

(iii~~c~~) Implementation Guideline No. 26; and~~.~~

(b) other Council policies as adopted by Council from time to time.

Schedule 5 Deemed demand for the deemed demand area

Column 1 **Deemed demand area under the Ipswich planning scheme**	**Column 2** **Assumed demand (m^2GFA per hectare for use under the Planning Regulation)** *Editor's note—See schedule 16, Table 1, column 1 and column 2 of the Planning Regulation.*
Major centres zone—where the land is shaded in the deemed demand area in schedule 12	3000 for Commercial (retail) – Shop
Local retail and commercial zone—where the land is shaded in the deemed demand area in schedule 12	3000 for Commercial (retail) – Shop
Local business and industry zone—where the land is shaded in the deemed demand area in schedule 12	3000 for Other Industry – Low impact industry
Regionally significant business and industry zone—where the land is shaded in the deemed demand area in schedule 12	3000 for Other Industry – Low impact industry
CBD north secondary business zone—where the land is shaded in the deemed demand area in schedule 12	3000 for Other Industry – Low impact industry
CBD residential high density zone—where the land is shaded in the deemed demand area in schedule 12	3000 for Other Industry – Low impact industry
Character mixed use zone	3000 for Commercial (retail) – Shop
Business incubator zone	3000 for Other Industry – Low impact industry
CBD primary retail zone	40,000 for Commercial (retail) – Shop
CBD primary commercial zone—where the land is not shaded in the deemed demand area in schedule 12	40,000 for Commercial (office) – Office
~~CBD secondary commercial zone, sub area SC2~~	~~Nil~~
CBD primary ~~secondary~~ commercial zone ~~(other than sub area SC2)~~ —where the land is shaded in the deemed demand area in schedule 12	10,000 for Commercial (office) – Office
CBD top of town zone	10,000 for Commercial (office) – Office
CBD medical services zone	10,000 for Commercial (office) – Office
Rosewood—Town centre primary business area and town square sub area	3000 for Commercial (retail) – Shop
Rosewood—Town centre secondary business area	3000 for Commercial (office) – Office
Rosewood—Service trades/showgrounds zone	3000 for Other Industry – Low impact industry

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

Schedule 7 Identified trunk infrastructure criteria

Column 1 **Local government trunk infrastructure networks**	**Column 2** **Identified trunk infrastructure criteria**
Transport trunk infrastructure network	Transport trunk infrastructure network comprises the following: (a) arterial roads; (b) sub-arterial roads; (c) within an arterial or a sub-arterial road land and works for, an associated interchange, intersection, road drainage, kerb and channel, culverts, bridges, pedestrian and cyclist pathways, lighting and landscaping. Transport trunk infrastructure network does not comprise the following: (a) major collector, collector and access streets linking a development area with an arterial or sub-arterial road; (b) land and works for an arterial road or a sub-arterial road that is primarily related to providing access to and from a development area such as an acceleration or deceleration lane, turn lanes, traffic signals and roundabouts.
Public parks trunk infrastructure network	Public parks trunk infrastructure network comprises the following: (a) citywide parks—land, works and embellishments for citywide recreation parks, waterside parks, linear parks and sport ground and courts; (b) district parks—land, works and embellishments for district recreation parks and waterside parks; (c) local parks—land, works and embellishments for local recreation parks, linear parks and sport ground and courts. 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. *Editor's note—See Part 13—Local Government Infrastructure Plan, which forms part of the Ipswich planning scheme.*

Community facilities trunk infrastructure network	Community facilities trunk infrastructure network comprises the following: (a) citywide community facilities—land and basic works associated with the clearing of land and connection to services for citywide community facilities; (b) district community facilities—land and basic works associated with the clearing of land and connection to services for district community facilities; (c) local community facilities—land and basic works associated with the clearing of land and connection to services for local community facilities. 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. *Editor's note—See Part 13—Local Government Infrastructure Plan, which forms part of the Ipswich planning scheme.*

Schedule 8 Planned cost for local government trunk infrastructure networks

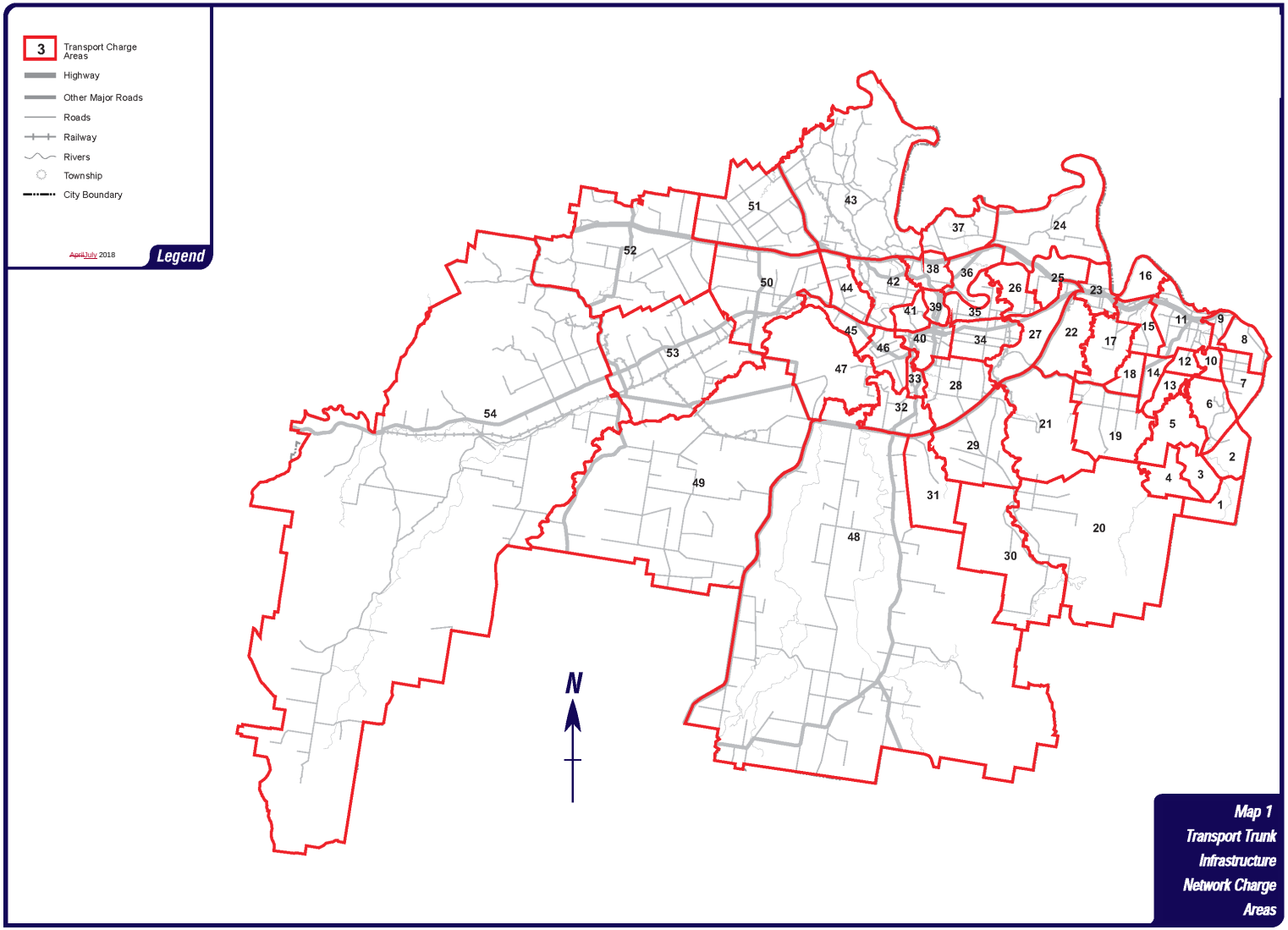
Column 1 **Local government trunk infrastructure networks**	**Column 2** **Land**	**Column 3** **Work**
Transport trunk infrastructure network		
Transport network	The value of the land cost stated in the Ipswich Planning Scheme 2006 Local government infrastructure plan extrinsic material for the transport 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.
Public parks trunk infrastructure network		
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.
Community facilities trunk infrastructure network		
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.

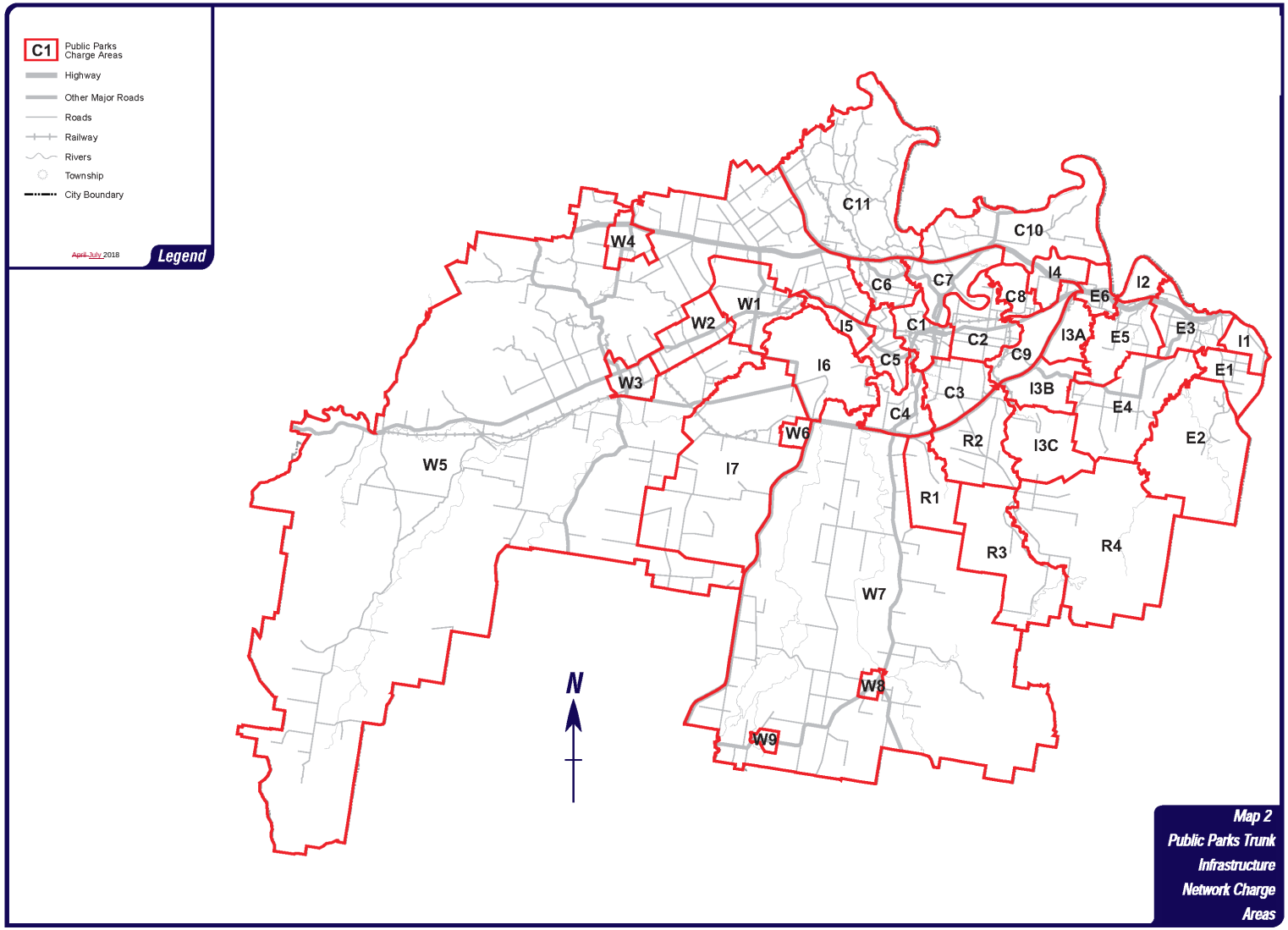
Schedule 9 Maximum construction on costs for work

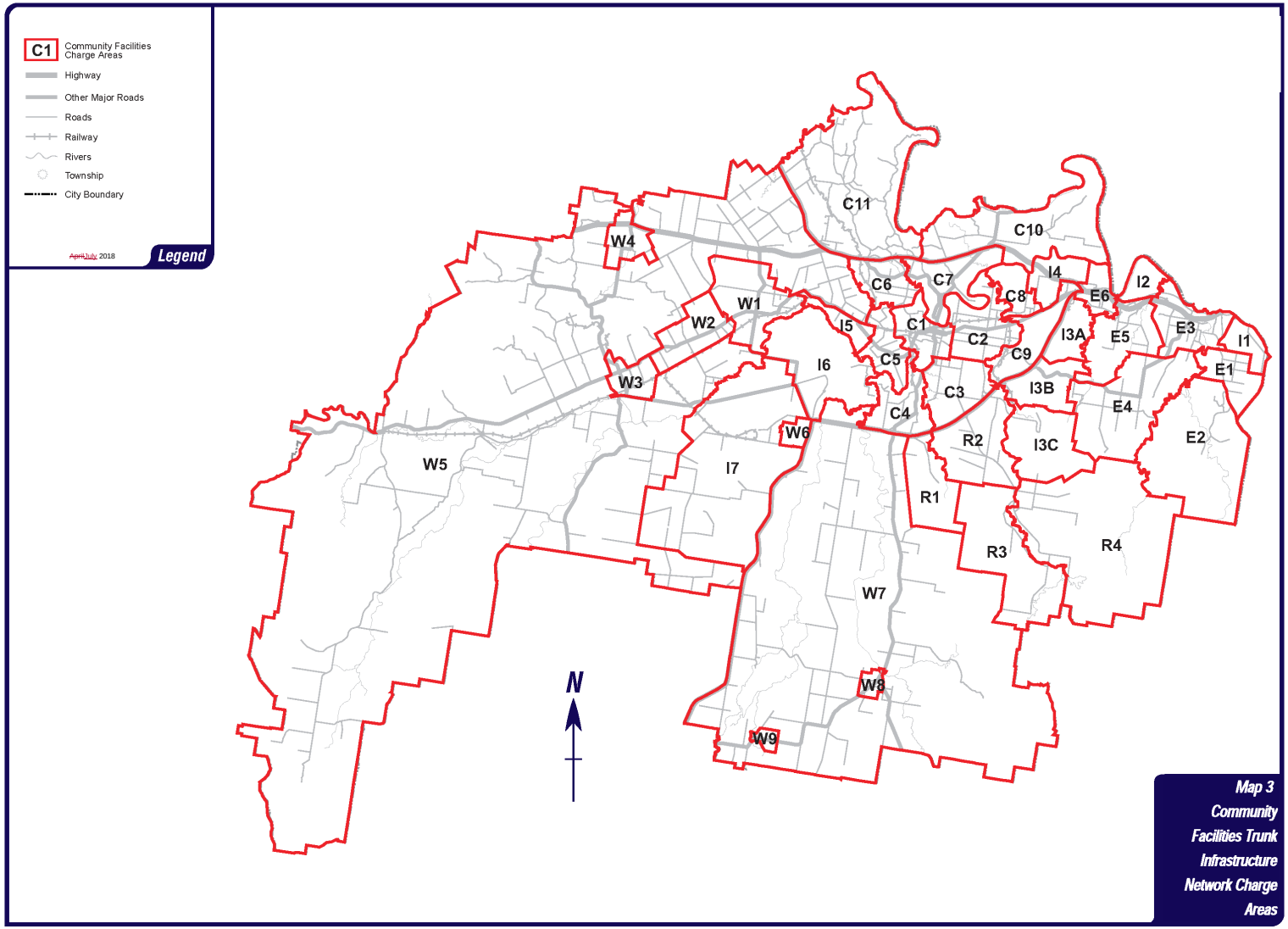
Column 1 **Trunk infrastructure network**	**Column 2** **Maximum construction on costs for work** **(Percentage of the construction cost for the work)**
Transport trunk infrastructure network	
Transport network	23%
Public parks trunk infrastructure network	
Public parks network	8% (included in embellishment cost)
Community facilities trunk infrastructure network	
Land for community facilities network	Not applicable

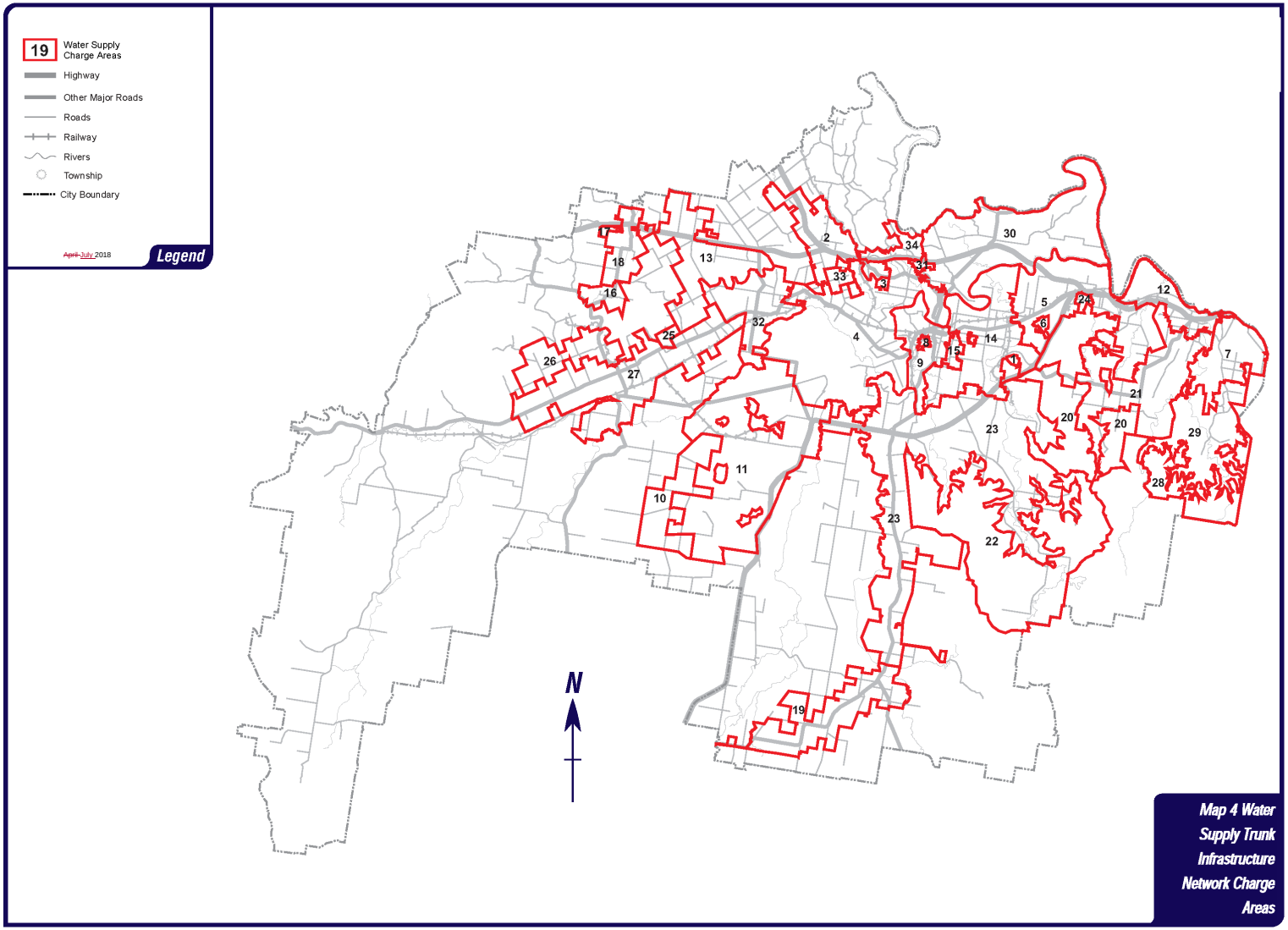
Schedule 10 Infrastructure trunk network Charge areas maps

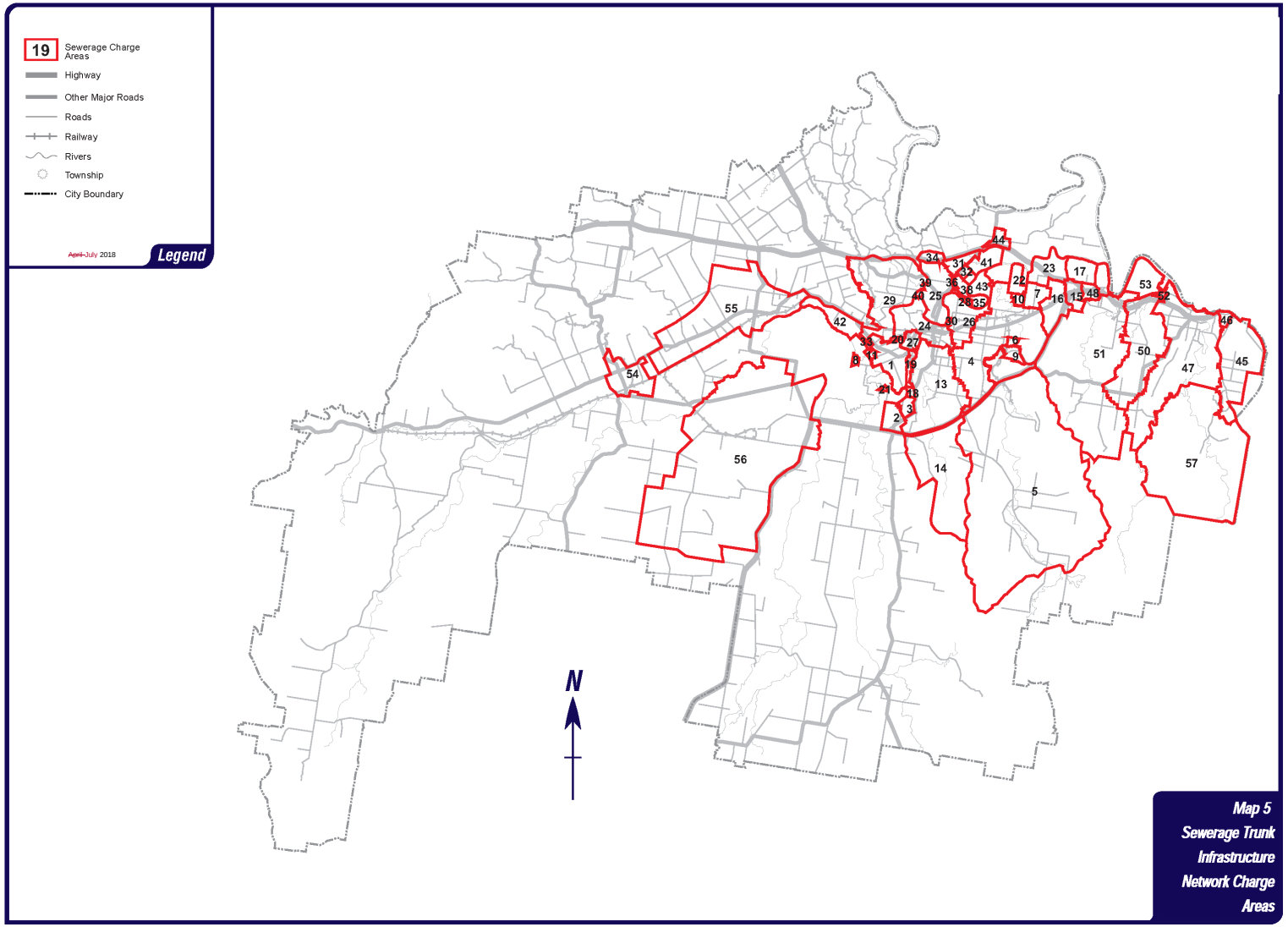
Column 1 Map no.	Column 2 Description
1.	Transport trunk infrastructure network charge areas
2.	Public parks trunk infrastructure network charge areas
3.	Community facilities trunk infrastructure network charge areas
4.	Water supply trunk infrastructure network charge areas
5.	Sewerage trunk infrastructure network charge areas


3
Transport Charge Areas
Highway
Other Major Roads
Roads
Railway
Rivers
Township
City Boundary
April July 2018
Legend
N
Map 1
Transport Trunk
Infrastructure
Network Charge
Areas


C1
Public Parks Charge Areas
Highway
Other Major Roads
Roads
Railway
Rivers
Township
City Boundary
April July 2018
Legend
C11
C10
W4
C6
C7
I4
I2
C8
E6
W1
W2
I5
C1
C2
I3A
E5
E3
I1
C9
E1
I6
C5
W3
C3
I3B
E4
C4
W6
R2
I3C
E2
W5
I7
R1
R3
R4
W7
N
W8
W9
Map 2
Public Parks Trunk Infrastructure Network Charge Areas


C1
Community Facilities Charge Areas
Highway
Other Major Roads
Roads
Railway
Rivers
Township
City Boundary
~~April~~July 2018
Legend
C11
C10
W4
C6
C7
I4
I2
C8
E6
W1
W2
I5
C1
C2
I3A
E5
E3
I1
C9
I6
C5
E1
W3
C3
I3B
E4
C4
W6
R2
I3C
E2
W5
I7
R1
R3
R4
W7
N
W8
W9
Map 3
Community
Facilities Trunk
Infrastructure
Network Charge
Areas

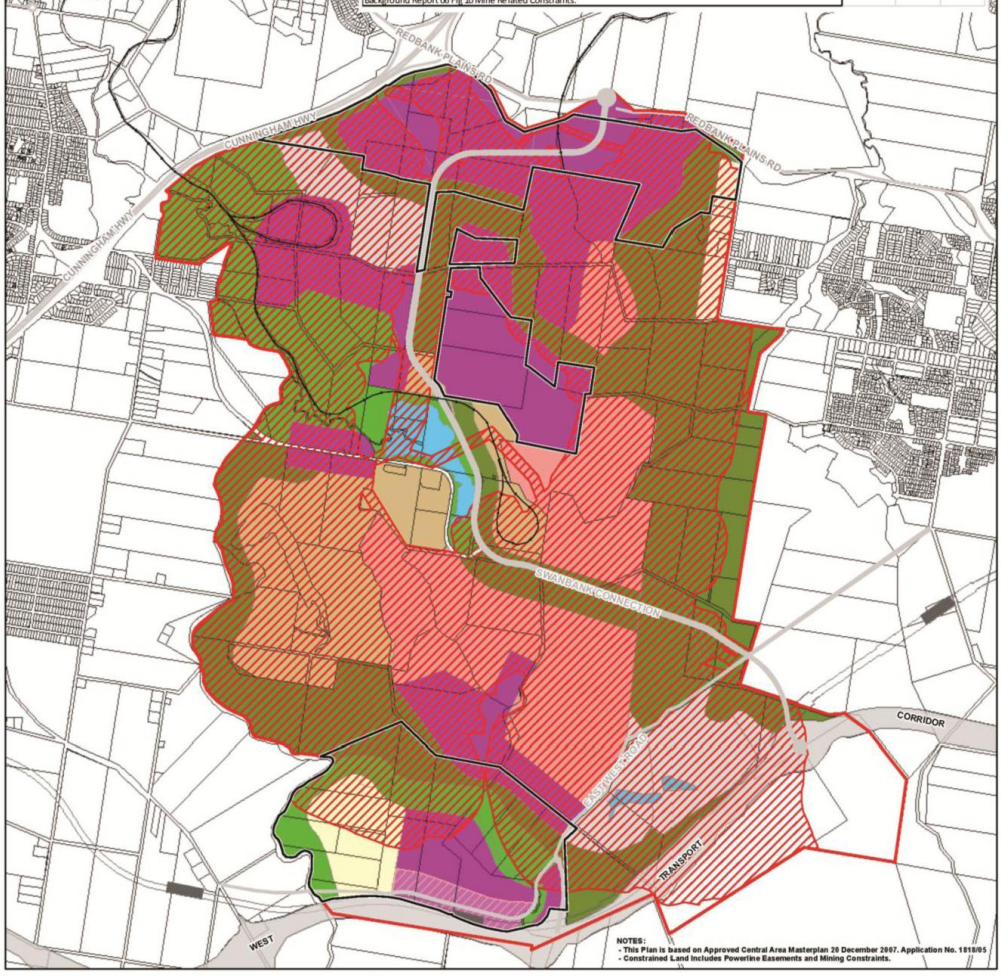

19
Water Supply Charge Areas
Highway
Other Major Roads
Roads
Railway
Rivers
Township
City Boundary
~~April~~ July 2018
Legend
N
Map 4 Water Supply Trunk Infrastructure Network Charge Areas


19 Sewerage Charge Areas
Highway
Other Major Roads
Roads
Railway
Rivers
Township
City Boundary
~~April~~ July 2018
Legend
N
Map 5
Sewerage Trunk
Infrastructure
Network Charge
Areas

Schedule 11 Constrained land map

Landuse Areas	TOTAL			CONSTRAINED* LAND			UN-CONSTRAINED LAND		
	Sector 21	Investa	Other	Sector 21	Investa	Other	Sector 21	Investa	Other
Business Park	41	41	0	21	21	0	21	20	1
General Business & Industry	460	248	212	307	128	179	154	120	34
Low Impact Business & Industry	19	19	0	0	0	0	19	19	0
Regional Business and Industry Investigation	116	4	112	116	4	112	0	0	0
SUB-TOTAL	637	313	324	444	153	291	194	160	34
Energy Infrastructure	182	0	181	146	0	146	37	0	36
Special Uses	0	0	0	0	0	0	0	0	0
Waste Recycling / Future Rehablitation Area	279	0	279	270	0	270	9	0	9
Special Opportunity (SA11)	17	4	13	17	4	14	0	0	0
SUB-TOTAL	478	5	473	433	4	429	46	1	45
Lake, Wetlands & Other Feature	25	0	25	14	0	14	11	0	11
Buffer Greenspace Precinct	562	69	494	505	65	441	58	4	54
Recreational Greenspace Precinct	215	56	158	178	35	143	37	21	16
Roads	0	0	0	3	0	3	2	0	2
SUB-TOTAL	802	125	677	701	100	601	109	25	84
TOTAL AREA (Hectares)	1917	442	1475	1578	256	1322	349	186	163

* Constrained Land includes Powerline Easements and Mining Constraints. Mininig Constraints sourced from SNCEP Background Report 06 Fig 10 Mine Related Constraints.



Investa Owned Land
ICC Roadworks Contribution Area 21
Constrained Lands*

Approved Masterplan 2007
Special Opportunity (SA11)
Business Park
Energy Infrastructure
Special Uses (Local Government)
General Business and Industry
Low Impact Business and Industry
Regional Business and Industry Investigation
Lake, Wetlands & Other Feature
Buffer Greenspace Precinct
Recreational Greenspace Precinct
Waste Recycling / Future Rehablitation Area

SECTOR 21 CONSTRAINED LAND ANALYSIS

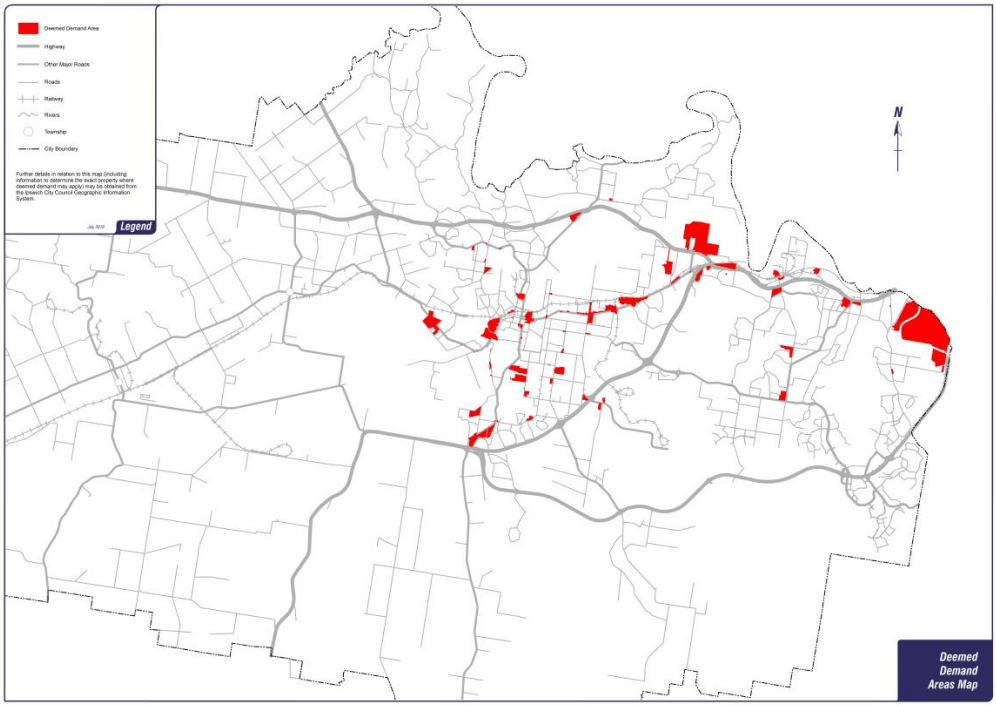
1:25,000 @ A3

Drawing Number: 2855-00-342c
Date: 4 August 2010

Schedule 12 Deemed demand areas map

DELETE MAP:

INSERT MAP:


Deemed Demand Area
Highway
Other Major Roads
Roads
Railway
Rivers
Township
City Boundary
Legend
N
Deemed Demand Areas Map

Ipswich City Council
Ipswich Adopted Infrastructure Charges Resolution (No. 2) 2018

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Ipswich City Council
Ipswich Adopted Infrastructure Charges Resolution (No. 2) 2018

Part 1 Introduction

1. Short title

This resolution may be cited as *Ipswich Adopted Infrastructure Charges Resolution (No. 2) 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.[1]

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;

[1] The making of this resolution by the local government was first uploaded on the Ipswich City Council website on 2 July 2018.

(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 nominated percent of the *MAC* for the imputed use of the premises in Table B in schedule 2;

(iii) for a material change of use, the amount of the *MAC* for the proposed use of the premises;

(e) the distributor-retailer's adopted charge cannot exceed the relevant proportion of the *MAC*.

(3) The adopted charge (AC) for the local government trunk infrastructure networks is to be worked out by the local government as follows:

(a) where *Total NC* is less than or equal to the *MAC*, *the LNC*;

(b) where *Total NC* is greater than the *MAC*, *the following calculation:*

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

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

8. Trunk infrastructure networks for adopted charges

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

(2) The distributor-retailer trunk infrastructure networks are specified in the ***distributor-retailer infrastructure planning instrument*** which means the following:

(a) the distributor-retailer's water netserv plan under the SEQ Water Act;

(b) the interim connections policy and schedule of works under the SEQ Water Act adopted by the distributor-retailer if paragraph (a) is not applicable;

(c) the local government's local government infrastructure plan, if paragraphs (a) and (b) are not applicable.

9. Applicable date for the adopted charges

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

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

10. Applicable area for the adopted charges

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

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

11. Applicable uses or activity for the adopted charges

(1) The applicable uses or activity under the Ipswich planning scheme and the Springfield structure plan to which the adopted charges apply are stated in schedule 3.

(2) The local government is to include a use or activity under the Ipswich planning scheme or Springfield structure plan as ‘Any other use not listed, including a use that is unknown’ in schedule 3, column 1 pursuant to the Planning Regulation based on an assessment of the use and the demand placed upon the trunk infrastructure networks.

(3) The local government has indicatively included the uses or activity under the Ipswich planning scheme and the Springfield structure plan in schedule 3, column 2 and column 3 which are identified as an 'Other use' in schedule 3, column 1 pursuant to the Planning Regulation subject to an assessment of the use and the demand placed upon the trunk infrastructure networks.

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

Part 3 Levied charges

12. Purpose of part 3

Part 3 states the following:

(a) the applicable development for which adopted charges may be levied by the local government for development for the demand placed upon the local government trunk infrastructure networks (***levied charge***);

(b) the method to be applied by the local government for working out the levied charge including the following:

(i) the adopted charge to be applied (***applied adopted charge***);

(ii) the additional demand placed upon the local government trunk infrastructure networks which will be generated by the development (***additional demand***);

(iii) the relief to be applied to the levied charge (***levied charge relief***);

(iv) the discount to be applied for a financial contribution (***prescribed financial contribution***):

(A) provided for in relation to a local government trunk infrastructure network under an infrastructure charging instrument for a previous development approval;

(B) which has been paid to the local government or otherwise satisfied under an infrastructure agreement between the applicant for the previous development approval and the local government for the provision of land, work or money for the local government trunk infrastructure networks; and

(C) which has not been reimbursed or otherwise previously applied against another financial contribution;

(c) the method to be applied by the local government for working out the increase in the levied charge from the day the levied charge is levied to the day the levied charge is paid (***automatic increase***).

13. Applicable development for the levied charge

(1) The levied charge may be levied for the following development:

(a) reconfiguring a lot;

(b) material change of use of premises.

(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 x *AD) - LCR) - D*

Where:

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

AC is the applied adopted charge for the development.

AD is the additional demand for the development.

LCR is the levied charge relief for the development.

D is the discount for the prescribed financial contribution.

15. Working out the applied adopted charge

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

(a) the adopted charge worked out under section 7 (Adopted charges), if paragraph (b) does not apply;

(b) the applied adopted charge for particular uses in schedule 4, if the local government considers that it should be applied having regard to the additional demand placed upon the local government trunk infrastructure networks which will be generated by the development.

16. Working out the additional demand

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

AD = DD - DC

Where:

AD is the additional demand.

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

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

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

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

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

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

(c) if the premises is a vacant lot (other than for a vacant lot in subsection (3)(e) below), 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***);

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

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

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

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

(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.

(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.

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

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

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

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

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

(A) application details and any relevant conditions relating to the payment of the levied charge made under section 7(2)(d)(ii);

(B) receipt of the payment of the levied charge made under section 7(2)(d)(ii);

(C) the infrastructure agreement under which payment of the levied charge has been satisfied (where relevant);

(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 determine if the demand credit is applicable to the development.

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

17. Working out the levied charge relief

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

LCR = AC x AD x 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.

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;

(e) the local government is to, if it rejects the valuation, refer the valuation to an independent certified practicing valuer to:

(i) assess whether the valuation is consistent with the current market value; and

(ii) undertake a valuation of the land if the valuation is assessed as not consistent with the current market value;

(f) the local government is to, upon the determination of the independent certified practicing valuer's valuation:

(i) give to the applicant a notice stating the establishment cost for the land;

(ii) index the establishment cost for the land using the CPI from the date of the independent certified practicing valuer's valuation to the date stated in the amended infrastructure charges notice; and

(iii) issue an amended infrastructure charges notice;

(g) the local government however is not required to refer the valuation to the registered valuer or the independent certified practising valuer if the applicant has not paid to the Council the prescribed fee including the costs of the registered valuer under paragraph (b) and the independent certified practicing valuer under paragraph (e).

26. Calculation of the actual cost

(1) The ***actual cost*** for the work is the cost of the design and construction of the work:

(a) including the following:

(i) the construction cost for the work;

(ii) construction on costs for the work which do not exceed the maximum construction on costs stated in schedule 9 for the following:

(A) the cost of survey for the work;

(B) the cost of geotechnical investigations for the work;

(C) the cost of only detailed design for the work;

(D) the cost of project management and contract administration;

(E) the cost of environmental investigations for the work;

(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.

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

27. Application of an offset and refund

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

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

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

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

28. Information about an offset and refund

(1) If an offset applies, the cost for the trunk infrastructure contribution is to be worked out by the local government in accordance with:

(a) for the calculation of the establishment cost section 23 (Calculation of the establishment cost);

(b) for the recalculation of the establishment cost for work calculated under paragraph (a) section 24 (Recalculation of the establishment cost for work);

(c) for recalculation of the establishment cost for land calculated under paragraph (a) section 25 (Recalculation of the establishment cost for land);

(d) for calculation of the ***actual cost*** for work section 26 (Calculation of the actual cost) where less than the establishment cost for work calculated under paragraph (a).

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

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

$R = C – LC$

Where:

R is the refund amount.

C is the cost of the trunk infrastructure provided.

LC is the levied charge.

29. Timing of an offset and refund

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

(a) give to the local government a notice 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;

(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;

(iii) each amount to be paid under paragraph (i) is to be increased by the CPI from the date of the infrastructure charges notice for the refund to the date that the amount is paid;

(b) for a trunk infrastructure contribution for identified trunk infrastructure (for which subsection 29(5)(a) does not apply) or different trunk infrastructure which is provided before or in the planned date or period for the trunk infrastructure contribution stated in the local government infrastructure plan:

(i) the following payment triggers achieve the local government's policy objectives:

(A) for a refund which is an amount that is less than $100,000—the refund may be given by 31 December of the financial year following the end of the relevant planned date or period for the trunk infrastructure contribution;

(B) for a refund which is an amount that is $100,000 or more but not more than $500,000—the refund may be given annually over 3 financial years in equal payments by 31 December in each financial year commencing in the financial year following the end of the relevant planned date or period for the trunk infrastructure contribution;

(C) for a refund which is an amount that is $500,000 or more but not more than $1 million—the refund may be given annually over 5 financial years in equal payments by 31 December in each financial year commencing in the financial year following the end of the relevant planned date or period for the trunk infrastructure contribution;

(D) for a refund which is an amount that is $1 million or more—the refund may be given annually in equal payments of $250,000 by 31 December in each financial year commencing in the financial year following the end of the relevant planned date or period for the trunk infrastructure contribution until the amount is paid;

(ii) each amount to be paid under paragraph (i) is to be increased by the CPI from the date of the infrastructure charges notice for the refund to the date that the amount is paid;

(c) for a trunk infrastructure contribution for identified trunk infrastructure or different trunk infrastructure which is provided after the planned date or period for the trunk infrastructure contribution stated in the local government infrastructure plan:

(i) the following payment triggers achieve the local government's policy objectives:

(A) for a refund which is an amount that is less than $100,000—the refund may be given by 31 December of the financial year following the completion of the trunk infrastructure contribution;

(B) for a refund which is an amount that is $100,000 or more but not more than $500,000—the refund may be given annually over 3 financial years in equal payments by 31 December in each financial year commencing in the financial year following the completion of the trunk infrastructure contribution;

(C) for a refund which is an amount that is $500,000 or more but not more than $1 million—the refund may be given annually over 5 financial years in equal payments by 31 December in each financial year commencing in the financial year following the completion of the trunk infrastructure contribution;

(D) for a refund which is an amount that is $1 million or more—the refund may be given annually in equal payments of $250,000 by 31 December in each financial year commencing in the financial year following the completion of the trunk infrastructure contribution until the amount is paid;

(ii) each amount to be paid under paragraph (i) is to be increased by the CPI from the date of the infrastructure charges notice for the refund to the date that the amount is paid;

(d) for a trunk infrastructure contribution for necessary trunk infrastructure:

(i) the local government is to estimate the period in which the trunk infrastructure contribution would have been planned to be provided had it been included in the local government infrastructure plan having regard to the method used by the local government to work out the relevant planned date or period of items of identified trunk infrastructure for the network of development infrastructure stated in the extrinsic material to the local government infrastructure plan (***specified date or period***);

(ii) the local government is to upon the completion of the trunk infrastructure contribution include the trunk infrastructure as existing trunk infrastructure in the local government infrastructure plan;

(iii) the following payment triggers achieve the local government's policy objectives:

(A) for a refund which is an amount that is less than $100,000—the refund may be given by 31 December of the financial year following the end of the specified date or period for the trunk infrastructure contribution;

(B) for a refund which is an amount that is $100,000 or more but not more than $500,000—the refund may be given annually over 3 financial years in equal payments by 31 December in each financial year commencing in the financial year following the end of the specified date or period for the trunk infrastructure contribution;

(C) for a refund which is an amount that is $500,000 or more but not more than $1 million—the refund may be given annually over 5 financial years in equal payments by 31 December in each financial year commencing in the financial year following the end of the specified date or period for the trunk infrastructure contribution;

(D) for a refund which is an amount that is $1 million or more—the refund may be given annually in equal payments of $250,000 by 31 December in each financial year commencing in the financial year following the end of the specified date or period for the trunk infrastructure contribution until the amount is paid;

(iv) each amount to be paid under paragraph (iii) is to be increased by the CPI from the date of the infrastructure charges notice for the refund to the date that the amount is paid;

(e) for a trunk infrastructure contribution for prescribed trunk infrastructure:

(i) the local government is to upon the completion of the trunk infrastructure contribution include the trunk infrastructure as existing trunk infrastructure in the local government infrastructure plan;

(ii) the following payment triggers achieve the local government's policy objectives:

(A) for a refund which is an amount that is less than $100,000—the refund may be given by 31 December 2036;

(B) for a refund which is an amount that is $100,000 or more but not more than $500,000—the refund may be given annually over 3 financial years in equal payments between 31 December 2036 and 31 December 2039;

(C) for a refund which is an amount that is $500,000 or more but not more than $1 million—the refund may be given annually over 5 financial years in equal payments between 31 December 2036 and 31 December 2041;

(D) for a refund which is an amount that is $1 million or more—the refund may be given annually in equal payments of $250,000 from 31 December 2036 until the amount is paid;

(iii) each amount to be paid under paragraph (ii) is to be increased by the CPI from the date of the infrastructure charges notice for the refund to the date that the amount is paid.

Schedule 1 Dictionary

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

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

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

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

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

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

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

arterial roads mean local roads which:

(a) facilitate traffic movement across a number of suburbs or townships, or provide crosscity links between major activity areas and link with highways and motorways; and

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

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

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

bedroom means an area of a building or structure which:

(a) is used, designed or intended for use for sleeping but excludes a lounge room, dining room, living room, kitchen, water closet, bathroom, laundry, garage or plant room; or

(b) can be used for sleeping such as a den, study, loft, media or home entertainment room, library, family or rumpus room or other similar space.

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

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

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

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

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

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

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

(a) is not essential;

(b) does not prevent the matter from being reasonably capable of being used for its intended purpose;

(c) the local government determines the applicant has a reasonable basis for not promptly rectifying; and

(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).

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—

(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).

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);

(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^2 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).

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

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

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

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

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

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

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

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

sub-arterial roads mean local roads which:

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

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

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

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

suitably qualified civil contractor means a contractor:

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

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

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

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

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

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

Schedule 2 Trunk infrastructure network charges

Table A Reconfiguring a lot of land in the residential area

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

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

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

Table C1 Residential use – transport trunk infrastructure network

| Column 1 | Column 2 — Transport trunk infrastructure network charge ($ per demand unit) | | |

Table C2 Residential use – public parks trunk infrastructure network

Column 1	Column 2																							
Charge Area	Public Parks trunk infrastructure network charge ($ per demand unit)																							
	Residential use under the Planning Regulation																							
	Editor's note - See schedule 16, Table 1, column 1 of the Planning Regulation																							
	Residential uses					Accommodation (long term)										Accommodation (short term)								
	Caretaker's accommodation Multiple dwelling Dual occupancy			Dwelling house		Relocatable Home Park		Rooming Accommodation				Retirement Facility Community Residence				Tourist Park (Caravan Park)			Short-term accommodation Hotel (residential component)				Tourist Park (Camping ground)		
	1 bedroom dwelling	2 bedroom dwelling	3 or more bedroom dwelling	1 or 2 bedroom dwelling	3 or more bedroom dwelling	1 or 2 bedroom relocatable dwelling site	3 or more bedroom relocatable dwelling site	Suite with 1 bedroom	Suite with 2 bedrooms	Suite with 3 or more bedrooms	Bedroom that is not within a suite	Suite with 1 bedroom	Suite with 2 bedrooms	Suite with 3 or more bedrooms	Bedroom that is not within a suite	1 caravan site	2 caravan sites	3 caravan sites	Suite with 1 bedroom	Suite with 2 bedrooms	Suite with 3 or more bedrooms	Bedroom that is not within a suite	1 tent site	2 tent sites	3 tent sites
E1	4535	5874	8699	7286	10186	5874	5874	4535	9071	13606	4535	4535	5874	8699	4535	5874	11747	17621	3718	7435	11153	3718	4535	9071	13606
E2	4623	5987	8866	7426	10382	5987	5987	4623	9245	13868	4623	4623	5987	8866	4623	5987	11973	17960	3789	7578	11367	3789	4623	9245	13868
E3	4067	5267	7800	6533	9134	5267	5267	4067	8133	12200	4067	4067	5267	7800	4067	5267	10534	15800	3333	6667	10000	3333	4067	8133	12200
E4	4403	5703	8446	7074	9890	5703	5703	4403	8807	13210	4403	4403	5703	8446	4403	5703	11406	17108	3609	7219	10828	3609	4403	8807	13210
E5	4099	5309	7862	6585	9206	5309	5309	4099	8198	12297	4099	4099	5309	7862	4099	5309	10617	15926	3360	6720	10080	3360	4099	8198	12297
E6	4654	6028	8927	7477	10453	6028	6028	4654	9308	13962	4654	4654	6028	8927	4654	6028	12055	18083	3815	7630	11445	3815	4654	9308	13962
C1	4066	5266	7799	6532	9132	5266	5266	4066	8132	12198	4066	4066	5266	7799	4066	5266	10532	15797	3333	6666	9998	3333	4066	8132	12198
C2	3910	5064	7500	6282	8782	5064	5064	3910	7820	11731	3910	3910	5064	7500	3910	5064	10128	15192	3205	6410	9615	3205	3910	7820	11731
C3	4559	5904	8744	7324	10239	5904	5904	4559	9118	13677	4559	4559	5904	8744	4559	5904	11809	17713	3737	7474	11211	3737	4559	9118	13677
C4	4382	5675	8405	7040	9842	5675	5675	4382	8764	13147	4382	4382	5675	8405	4382	5675	11351	17026	3592	7184	10776	3592	4382	8764	13147
C5	4181	5415	8019	6717	9390	5415	5415	4181	8362	12543	4181	4181	5415	8019	4181	5415	10829	16244	3427	6854	10281	3427	4181	8362	12543
C6	4753	6155	9116	7635	10674	6155	6155	4753	9505	14258	4753	4753	6155	9116	4753	6155	12310	18465	3896	7791	11687	3896	4753	9505	14258
C7	4137	5357	7934	6646	9291	5357	5357	4137	8273	12410	4137	4137	5357	7934	4137	5357	10715	16072	3391	6781	10172	3391	4137	8273	12410
C8	3960	5129	7596	6363	8895	5129	5129	3960	7921	11881	3960	3960	5129	7596	3960	5129	10258	15387	3246	6493	9739	3246	3960	7921	11881
C9	4158	5384	7974	6679	9337	5384	5384	4158	8315	12473	4158	4158	5384	7974	4158	5384	10769	16153	3408	6816	10223	3408	4158	8315	12473
C10	4962	6426	9518	7972	11145	6426	6426	4962	9924	14887	4962	4962	6426	9518	4962	6426	12853	19279	4067	8135	12202	4067	4962	9924	14887
C11	6109	7911	11717	9814	13720	7911	7911	6109	12218	18326	6109	6109	7911	11717	6109	7911	15823	23734	5007	10014	15022	5007	6109	12218	18326
R1	4576	5927	8778	7352	10278	5927	5927	4576	9153	13729	4576	4576	5927	8778	4576	5927	11853	17780	3751	7502	11253	3751	4576	9153	13729
R2	4809	6228	9223	7725	10800	6228	6228	4809	9617	14426	4809	4809	6228	9223	4809	6228	12455	18683	3941	7883	11824	3941	4809	9617	14426
R3	4406	5707	8452	7079	9896	5707	5707	4406	8813	13219	4406	4406	5707	8452	4406	5707	11413	17120	3612	7224	10836	3612	4406	8813	13219
R4	4481	5803	8594	7198	10063	5803	5803	4481	8961	13442	4481	4481	5803	8594	4481	5803	11605	17408	3673	7345	11018	3673	4481	8961	13442
W1	4300	5568	8247	6907	9656	5568	5568	4300	8599	12899	4300	4300	5568	8247	4300	5568	11136	16705	3524	7048	10573	3524	4300	8599	12899
W2	4460	5776	8554	7165	10017	5776	5776	4460	8920	13380	4460	4460	5776	8554	4460	5776	11552	17328	3656	7312	10967	3656	4460	8920	13380
W3	3946	5111	7569	6340	8863	5111	5111	3946	7892	11838	3946	3946	5111	7569	3946	5111	10221	15332	3235	6469	9704	3235	3946	7892	11838
W4	4098	5307	7860	6584	9203	5307	5307	4098	8196	12294	4098	4098	5307	7860	4098	5307	10614	15921	3359	6718	10077	3359	4098	8196	12294
W5	4124	5341	7910	6625	9262	5341	5341	4124	8248	12371	4124	4124	5341	7910	4124	5341	10681	16022	3380	6760	10141	3380	4124	8248	12371
W6	4067	5267	7800	6534	9134	5267	5267	4067	8134	12200	4067	4067	5267	7800	4067	5267	10534	15801	3333	6667	10000	3333	4067	8134	12200
W7	4007	5189	7685	6437	8999	5189	5189	4007	8014	12021	4007	4007	5189	7685	4007	5189	10379	15568	3284	6569	9853	3284	4007	8014	12021
W8	4028	5217	7726	6472	9047	5217	5217	4028	8056	12085	4028	4028	5217	7726	4028	5217	10434	15651	3302	6604	9905	3302	4028	8056	12085
W9	3986	5162	7645	6403	8951	5162	5162	3986	7971	11957	3986	3986	5162	7645	3986	5162	10323	15485	3267	6534	9801	3267	3986	7971	11957

Table C3 Residential use – community facilities trunk infrastructure network

Column 1	Column 2 Community Facilities trunk infrastructure network charge ($ per demand unit)																							
Charge Area	Residential use under the Planning Regulation Editor's note - See schedule 16, Table 1, column 1 of the Planning Regulation																							
	Residential uses					Accommodation (long term)										Accommodation (short term)									
	Caretaker's accommodation Multiple dwelling Dual occupancy			Dwelling house		Relocatable Home Park		Rooming Accommodation				Retirement Facility Community Residence				Tourist Park (Caravan Park)			Short-term accommodation Hotel (residential component)				Tourist Park (Camping ground)		
	1 bedroom dwelling	2 bedroom dwelling	3 or more bedroom dwelling	1 or 2 bedroom dwelling	3 or more bedroom dwelling	1 or 2 bedroom relocatable dwelling site	3 or more bedroom relocatable dwelling site	Suite with 1 bedroom	Suite with 2 bedrooms	Suite with 3 or more bedrooms	Bedroom that is not within a suite	Suite with 1 bedroom	Suite with 2 bedrooms	Suite with 3 or more bedrooms	Bedroom that is not within a suite	1 caravan site	2 caravan sites	3 caravan sites	Suite with 1 bedroom	Suite with 2 bedrooms	Suite with 3 or more bedrooms	Bedroom that is not within a suite	1 tent site	2 tent sites	3 tent sites
E1	582	753	1116	934	1306	753	753	582	1163	1745	582	582	753	1116	582	753	1506	2260	477	953	1430	477	582	1163	1745
E2	572	741	1097	919	1285	741	741	572	1144	1716	572	572	741	1097	572	741	1482	2222	469	938	1406	469	572	1144	1716
E3	596	772	1143	957	1338	772	772	596	1192	1787	596	596	772	1143	596	772	1543	2315	488	977	1465	488	596	1192	1787
E4	520	673	996	835	1167	673	673	520	1039	1559	520	520	673	996	520	673	1346	2019	426	852	1278	426	520	1039	1559
E5	533	690	1022	856	1197	690	690	533	1066	1598	533	533	690	1022	533	690	1380	2070	437	873	1310	437	533	1066	1598
E6	565	732	1085	908	1270	732	732	565	1131	1696	565	565	732	1085	565	732	1465	2197	463	927	1390	463	565	1131	1696
C1	598	774	1147	960	1343	774	774	598	1196	1793	598	598	774	1147	598	774	1548	2323	490	980	1470	490	598	1196	1793
C2	594	770	1140	955	1335	770	770	594	1189	1783	594	594	770	1140	594	770	1539	2309	487	974	1461	487	594	1189	1783
C3	590	764	1132	948	1325	764	764	590	1180	1770	590	590	764	1132	590	764	1528	2293	484	967	1451	484	590	1180	1770
C4	611	792	1173	982	1373	792	792	611	1223	1834	611	611	792	1173	611	792	1584	2376	501	1002	1504	501	611	1223	1834
C5	546	707	1046	876	1225	707	707	546	1091	1637	546	546	707	1046	546	707	1413	2120	447	894	1341	447	546	1091	1637
C6	520	674	998	836	1168	674	674	520	1040	1561	520	520	674	998	520	674	1347	2021	426	853	1279	426	520	1040	1561
C7	559	724	1072	898	1255	724	724	559	1117	1676	559	559	724	1072	559	724	1447	2171	458	916	1374	458	559	1117	1676
C8	677	877	1299	1088	1521	877	877	677	1355	2032	677	677	877	1299	677	877	1754	2631	555	1110	1665	555	677	1355	2032
C9	528	684	1013	849	1186	684	684	528	1056	1584	528	528	684	1013	528	684	1368	2052	433	866	1299	433	528	1056	1584
C10	484	627	928	778	1087	627	627	484	968	1452	484	484	627	928	484	627	1254	1881	397	794	1190	397	484	968	1452
C11	664	860	1274	1067	1492	860	860	664	1329	1993	664	664	860	1274	664	860	1721	2581	544	1089	1633	544	664	1329	1993
R1	549	711	1053	882	1232	711	711	549	1098	1646	549	549	711	1053	549	711	1421	2132	450	900	1349	450	549	1098	1646
R2	631	818	1211	1014	1418	818	818	631	1263	1894	631	631	818	1211	631	818	1636	2453	518	1035	1553	518	631	1263	1894
R3	629	814	1206	1010	1412	814	814	629	1258	1886	629	629	814	1206	629	814	1629	2443	515	1031	1546	515	629	1258	1886
R4	592	767	1136	951	1330	767	767	592	1184	1776	592	592	767	1136	592	767	1534	2301	485	971	1456	485	592	1184	1776
W1	198	256	380	318	445	256	256	198	396	594	198	198	256	380	198	256	513	769	162	325	487	162	198	396	594
W2	202	261	386	324	453	261	261	202	403	605	202	202	261	386	202	261	522	783	165	330	496	165	202	403	605
W3	242	314	465	389	544	314	314	242	485	727	242	242	314	465	242	314	628	941	199	397	596	199	242	485	727
W4	213	276	408	342	478	276	276	213	426	639	213	213	276	408	213	276	552	827	175	349	524	175	213	426	639
W5	214	277	410	344	480	277	277	214	428	642	214	214	277	410	214	277	554	831	175	351	526	175	214	428	642
W6	266	344	510	427	597	344	344	266	532	798	266	266	344	510	266	344	689	1033	218	436	654	218	266	532	798
W7	243	315	466	390	546	315	315	243	486	729	243	243	315	466	243	315	630	944	199	398	598	199	243	486	729
W8	245	318	470	394	551	318	318	245	491	736	245	245	318	470	245	318	635	953	201	402	603	201	245	491	736
W9	241	312	462	387	541	312	312	241	482	723	241	241	312	462	241	312	624	936	197	395	592	197	241	482	723

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

Column 1	Column 2																																							
	Water supply trunk infrastructure network charge ($ per demand unit)																																							
Charge Area	Residential use under the Planning Regulation Editor's note - See schedule 16, Table 1, column 1 of the Planning Regulation																																							
	Residential uses										Accommodation (long term)																		Accommodation (short term)														
	Caretaker's accommodation Multiple dwelling			Dual occupancy			Dwelling house				Relocatable Home Park		Rooming Accommodation								Retirement Facility Community Residence				Tourist Park (Caravan Park)			Short-term accommodation											Tourist Park (Camping Ground)		
							site > 450m2		site < or = 450m2				Other				Student accommodation											Hotel (residential component)				Short-term accommodation (other)								
	1 bedroom dwelling	2 bedroom dwelling	3 or more bedroom dwelling	1 bedroom dwelling	2 bedroom dwelling	3 or more bedroom dwelling	1 or 2 bedroom dwelling	3 or more bedroom dwelling	1 or 2 bedroom dwelling	3 or more bedroom dwelling	1 or 2 bedroom relocatable dwelling site	3 or more bedroom relocatable dwelling site	Suite with 1 bedroom	Suite with 2 bedrooms	Suite with 3 or more bedrooms	Bedroom that is not within a suite	Suite with 1 bedroom	Suite with 2 bedrooms	Suite with 3 or more bedrooms	Bedroom that is not within a suite	Suite with 1 bedroom	Suite with 2 bedrooms	Suite with 3 or more bedrooms	Bedroom that is not within a suite	1 caravan site	2 caravan sites	3 caravan sites	Suite with 1 bedroom	Suite with 2 bedrooms	Suite with 3 or more bedrooms	Bedroom that is not within a suite	Suite with 1 bedroom	Suite with 2 bedrooms	Suite with 3 or more bedrooms	Bedroom that is not within a suite	1 tent site	2 tent sites	3 tent sites
1	1954	2932	3420	2443	3420	3909	4612	6449	3772	5277	2932	2932	1466	2932	4397	1466	1270	2541	3811	1270	1954	2932	3420	1954	2932	5863	8795	1466	2932	4397	1466	1954	3909	5863	1954	1954	3909	5863
2	1639	2459	2869	2049	2869	3278	3869	5409	3164	4426	2459	2459	1229	2459	3688	1229	1065	2131	3196	1065	1639	2459	2869	1639	2459	4918	7377	1229	2459	3688	1229	1639	3278	4918	1639	1639	3278	4918
3	1305	1958	2284	1631	2284	2610	3080	4307	2519	3524	1958	1958	979	1958	2937	979	848	1697	2545	848	1305	1958	2284	1305	1958	3915	5873	979	1958	2937	979	1305	2610	3915	1305	1305	2610	3915
4	1515	2272	2651	1894	2651	3030	3575	4999	2924	4090	2272	2272	1136	2272	3408	1136	985	1969	2954	985	1515	2272	2651	1515	2272	4544	6817	1136	2272	3408	1136	1515	3030	4544	1515	1515	3030	4544
5	828	1242	1449	1035	1449	1655	1953	2732	1598	2235	1242	1242	621	1242	1862	621	538	1076	1614	538	828	1242	1449	828	1242	2483	3725	621	1242	1862	621	828	1655	2483	828	828	1655	2483
6	504	757	883	631	883	1009	1191	1665	974	1362	757	757	378	757	1135	378	328	656	984	328	504	757	883	504	757	1513	2270	378	757	1135	378	504	1009	1513	504	504	1009	1513
7	1401	2102	2452	1751	2452	2802	3307	4624	2704	3783	2102	2102	1051	2102	3153	1051	911	1822	2732	911	1401	2102	2452	1401	2102	4204	6305	1051	2102	3153	1051	1401	2802	4204	1401	1401	2802	4204
8	916	1373	1602	1145	1602	1831	2161	3022	1767	2472	1373	1373	687	1373	2060	687	595	1190	1786	595	916	1373	1602	916	1373	2747	4120	687	1373	2060	687	916	1831	2747	916	916	1831	2747
9	832	1248	1456	1040	1456	1664	1963	2745	1605	2246	1248	1248	624	1248	1872	624	541	1081	1622	541	832	1248	1456	832	1248	2495	3743	624	1248	1872	624	832	1664	2495	832	832	1664	2495
10	1542	2313	2698	1927	2698	3084	3639	5088	2976	4163	2313	2313	1156	2313	3469	1156	1002	2004	3007	1002	1542	2313	2698	1542	2313	4626	6938	1156	2313	3469	1156	1542	3084	4626	1542	1542	3084	4626
11	1177	1765	2059	1471	2059	2353	2777	3883	2271	3177	1765	1765	883	1765	2648	883	765	1530	2295	765	1177	1765	2059	1177	1765	3530	5295	883	1765	2648	883	1177	2353	3530	1177	1177	2353	3530
12	711	1067	1245	889	1245	1423	1679	2348	1373	1921	1067	1067	534	1067	1601	534	462	925	1387	462	711	1067	1245	711	1067	2134	3201	534	1067	1601	534	711	1423	2134	711	711	1423	2134
13	2405	3607	4208	3006	4208	4809	5675	7936	4641	6493	3607	3607	1804	3607	5411	1804	1563	3126	4689	1563	2405	3607	4208	2405	3607	7214	10821	1804	3607	5411	1804	2405	4809	7214	2405	2405	4809	7214
14	1620	2430	2836	2025	2836	3241	3824	5347	3127	4375	2430	2430	1215	2430	3646	1215	1053	2106	3160	1053	1620	2430	2836	1620	2430	4861	7291	1215	2430	3646	1215	1620	3241	4861	1620	1620	3241	4861
15	1489	2234	2606	1861	2606	2978	3514	4914	2874	4021	2234	2234	1117	2234	3350	1117	968	1936	2904	968	1489	2234	2606	1489	2234	4467	6701	1117	2234	3350	1117	1489	2978	4467	1489	1489	2978	4467
16	3042	4563	5323	3802	5323	6084	7179	10038	5871	8213	4563	4563	2281	4563	6844	2281	1977	3954	5931	1977	3042	4563	5323	3042	4563	9125	13688	2281	4563	6844	2281	3042	6084	9125	3042	3042	6084	9125
17	2725	4088	4769	3407	4769	5451	6432	8993	5260	7358	4088	4088	2044	4088	6132	2044	1771	3543	5314	1771	2725	4088	4769	2725	4088	8176	12264	2044	4088	6132	2044	2725	5451	8176	2725	2725	5451	8176
18	2648	3972	4634	3310	4634	5296	6250	8739	5111	7150	3972	3972	1986	3972	5958	1986	1721	3443	5164	1721	2648	3972	4634	2648	3972	7945	11917	1986	3972	5958	1986	2648	5296	7945	2648	2648	5296	7945
19	6266	9399	10966	7833	10966	12532	14788	20678	12094	16919	9399	9399	4700	9399	14099	4700	4073	8146	12219	4073	6266	9399	10966	6266	9399	18798	28198	4700	9399	14099	4700	6266	12532	18798	6266	6266	12532	18798
20	1689	2534	2956	2112	2956	3379	3987	5575	3260	4561	2534	2534	1267	2534	3801	1267	1098	2196	3294	1098	1689	2534	2956	1689	2534	5068	7602	1267	2534	3801	1267	1689	3379	5068	1689	1689	3379	5068
21	1315	1972	2301	1643	2301	2629	3103	4338	2537	3550	1972	1972	986	1972	2958	986	855	1709	2564	855	1315	1972	2301	1315	1972	3944	5916	986	1972	2958	986	1315	2629	3944	1315	1315	2629	3944
22	1770	2656	3098	2213	3098	3541	4178	5842	3417	4780	2656	2656	1328	2656	3983	1328	1151	2302	3452	1151	1770	2656	3098	1770	2656	5311	7967	1328	2656	3983	1328	1770	3541	5311	1770	1770	3541	5311
23	1555	2333	2722	1944	2722	3111	3671	5133	3002	4200	2333	2333	1167	2333	3500	1167	1011	2022	3033	1011	1555	2333	2722	1555	2333	4666	6999	1167	2333	3500	1167	1555	3111	4666	1555	1555	3111	4666
24	540	809	944	675	944	1079	1274	1781	1042	1457	809	809	405	809	1214	405	351	702	1052	351	540	809	944	540	809	1619	2428	405	809	1214	405	540	1079	1619	540	540	1079	1619
25	1311	1966	2294	1638	2294	2621	3093	4325	2529	3539	1966	1966	983	1966	2949	983	852	1704	2556	852	1311	1966	2294	1311	1966	3932	5898	983	1966	2949	983	1311	2621	3932	1311	1311	2621	3932
26	1390	2086	2433	1738	2433	2781	3281	4588	2683	3754	2086	2086	1043	2086	3128	1043	904	1807	2711	904	1390	2086	2433	1390	2086	4171	6257	1043	2086	3128	1043	1390	2781	4171	1390	1390	2781	4171
27	1495	2242	2615	1868	2615	2989	3527	4932	2884	4035	2242	2242	1121	2242	3363	1121	971	1943	2914	971	1495	2242	2615	1495	2242	4484	6725	1121	2242	3363	1121	1495	2989	4484	1495	1495	2989	4484
28	913	1369	1598	1141	1598	1826	2155	3013	1762	2465	1369	1369	685	1369	2054	685	593	1187	1780	593	913	1369	1598	913	1369	2739	4108	685	1369	2054	685	913	1826	2739	913	913	1826	2739
29	813	1219	1422	1016	1422	1626	1918	2682	1569	2195	1219	1219	610	1219	1829	610	528	1057	1585	528	813	1219	1422	813	1219	2439	3658	610	1219	1829	610	813	1626	2439	813	813	1626	2439
30	1290	1935	2258	1613	2258	2581	3045	4258	2490	3484	1935	1935	968	1935	2903	968	839	1677	2516	839	1290	1935	2258	1290	1935	3871	5806	968	1935	2903	968	1290	2581	3871	1290	1290	2581	3871
31	248	371	433	309	433	495	584	817	478	668	371	371	186	371	557	186	161	322	483	161	248	371	433	248	371	743	1114	186	371	557	186	248	495	743	248	248	495	743
32	1177	1765	2059	1471	2059	2353	2777	3883	2271	3177	1765	1765	883	1765	2648	883	765	1530	2295	765	1177	1765	2059	1177	1765	3530	5295	883	1765	2648	883	1177	2353	3530	1177	1177	2353	3530
33	603	905	1056	754	1056	1206	1424	1991	1164	1629	905	905	452	905	1357	452	392	784	1176	392	603	905	1056	603	905	1810	2714	452	905	1357	452	603	1206	1810	603	603	1206	1810
34	7056	10584	12348	8820	12348	14112	16652	23285	13618	19051	10584	10584	5292	10584	15876	5292	4586	9173	13759	4586	7056	10584	12348	7056	10584	21168	31752	5292	10584	15876	5292	7056	14112	21168	7056	7056	14112	21168

Table C5 Residential use – sewerage trunk infrastructure network for wastewater service

| Column 1 | Column 2 | | |

Table D1 Non-residential use – transport trunk infrastructure network

| Column 1 | Column 2 | | |

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

| Column 1 | Column 2
Water supply trunk infrastructure network charge ($ per demand unit) | | |

Table D3 Non-residential use – sewerage trunk infrastructure network for wastewater service

| Column 1 | Column 2
Sewerage trunk infrastructure network charge ($ per demand unit) | | |

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

Column 1 **Use pursuant to the Planning Regulation** *Editor's note—See schedule 16, Table 1, column 1, of the Planning Regulation.*	**Column 2** **Use or activity under the Ipswich planning scheme** *Editor's note—See Ipswich Planning Scheme 2006.*	**Column 3** **Use under the Springfield structure plan** *Editor's note—See Springfield Structure Plan.*
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

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

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

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

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

Column 1 **Use pursuant to the Planning Regulation** *Editor's note—See schedule 16, Table 1, column 1, of the Planning Regulation.*	**Column 2** **Use or activity under the Ipswich planning scheme** *Editor's note—See Ipswich Planning Scheme 2006.*	**Column 3** **Use under the Springfield structure plan** *Editor's note—See Springfield Structure Plan.*
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

Column 1 **Use pursuant to the Planning Regulation** *Editor's note—See schedule 16, Table 1, column 1, of the Planning Regulation.*	**Column 2** **Use or activity under the Ipswich planning scheme** *Editor's note—See Ipswich Planning Scheme 2006.*	**Column 3** **Use under the Springfield structure plan** *Editor's note—See Springfield Structure Plan.*
		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:

(a) the criteria outlined in the following Implementation Guidelines in the Ipswich Planning Scheme:

  (i) Implementation Guideline No. 1;

  (ii) Implementation Guideline No. 11;

  (iii) Implementation Guideline No. 26; and

(b) other Council policies as adopted by Council from time to time.

Schedule 5 Deemed demand for the deemed demand area

Column 1 **Deemed demand area under the Ipswich planning scheme**	**Column 2** **Assumed demand (m^2GFA per hectare for use under the Planning Regulation)** *Editor's note—See schedule 16, Table 1, column 1 and column 2 of the Planning Regulation.*
Major centres zone—where the land is shaded in the deemed demand area in schedule 12	3000 for Commercial (retail) – Shop
Local retail and commercial zone—where the land is shaded in the deemed demand area in schedule 12	3000 for Commercial (retail) – Shop
Local business and industry zone—where the land is shaded in the deemed demand area in schedule 12	3000 for Other Industry – Low impact industry
Regionally significant business and industry zone—where the land is shaded in the deemed demand area in schedule 12	3000 for Other Industry – Low impact industry
CBD north secondary business zone—where the land is shaded in the deemed demand area in schedule 12	3000 for Other Industry – Low impact industry
CBD residential high density zone—where the land is shaded in the deemed demand area in schedule 12	3000 for Other Industry – Low impact industry
Character mixed use zone	3000 for Commercial (retail) – Shop
Business incubator zone	3000 for Other Industry – Low impact industry
CBD primary retail zone	40,000 for Commercial (retail) – Shop
CBD primary commercial zone—where the land is not shaded in the deemed demand area in schedule 12	40,000 for Commercial (office) – Office
CBD primary commercial zone—where the land is shaded in the deemed demand area in schedule 12	10,000 for Commercial (office) – Office
CBD top of town zone	10,000 for Commercial (office) – Office
CBD medical services zone	10,000 for Commercial (office) – Office
Rosewood—Town centre primary business area and town square sub area	3000 for Commercial (retail) – Shop
Rosewood—Town centre secondary business area	3000 for Commercial (office) – Office
Rosewood—Service trades/showgrounds zone	3000 for Other Industry – Low impact industry

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

Schedule 7 Identified trunk infrastructure criteria

Column 1 **Local government trunk infrastructure networks**	**Column 2** **Identified trunk infrastructure criteria**
Transport trunk infrastructure network	Transport trunk infrastructure network comprises the following: (a) arterial roads; (b) sub-arterial roads; (c) within an arterial or a sub-arterial road land and works for, an associated interchange, intersection, road drainage, kerb and channel, culverts, bridges, pedestrian and cyclist pathways, lighting and landscaping. Transport trunk infrastructure network does not comprise the following: (a) major collector, collector and access streets linking a development area with an arterial or sub-arterial road; (b) land and works for an arterial road or a sub-arterial road that is primarily related to providing access to and from a development area such as an acceleration or deceleration lane, turn lanes, traffic signals and roundabouts.
Public parks trunk infrastructure network	Public parks trunk infrastructure network comprises the following: (a) citywide parks—land, works and embellishments for citywide recreation parks, waterside parks, linear parks and sport ground and courts; (b) district parks—land, works and embellishments for district recreation parks and waterside parks; (c) local parks—land, works and embellishments for local recreation parks, linear parks and sport ground and courts. 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. *Editor's note—See Part 13—Local Government Infrastructure Plan, which forms part of the Ipswich planning scheme.*

Community facilities trunk infrastructure network	Community facilities trunk infrastructure network comprises the following: (a) citywide community facilities—land and basic works associated with the clearing of land and connection to services for citywide community facilities; (b) district community facilities—land and basic works associated with the clearing of land and connection to services for district community facilities; (c) local community facilities—land and basic works associated with the clearing of land and connection to services for local community facilities. 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. *Editor's note—See Part 13—Local Government Infrastructure Plan, which forms part of the Ipswich planning scheme.*

Schedule 8 Planned cost for local government trunk infrastructure networks

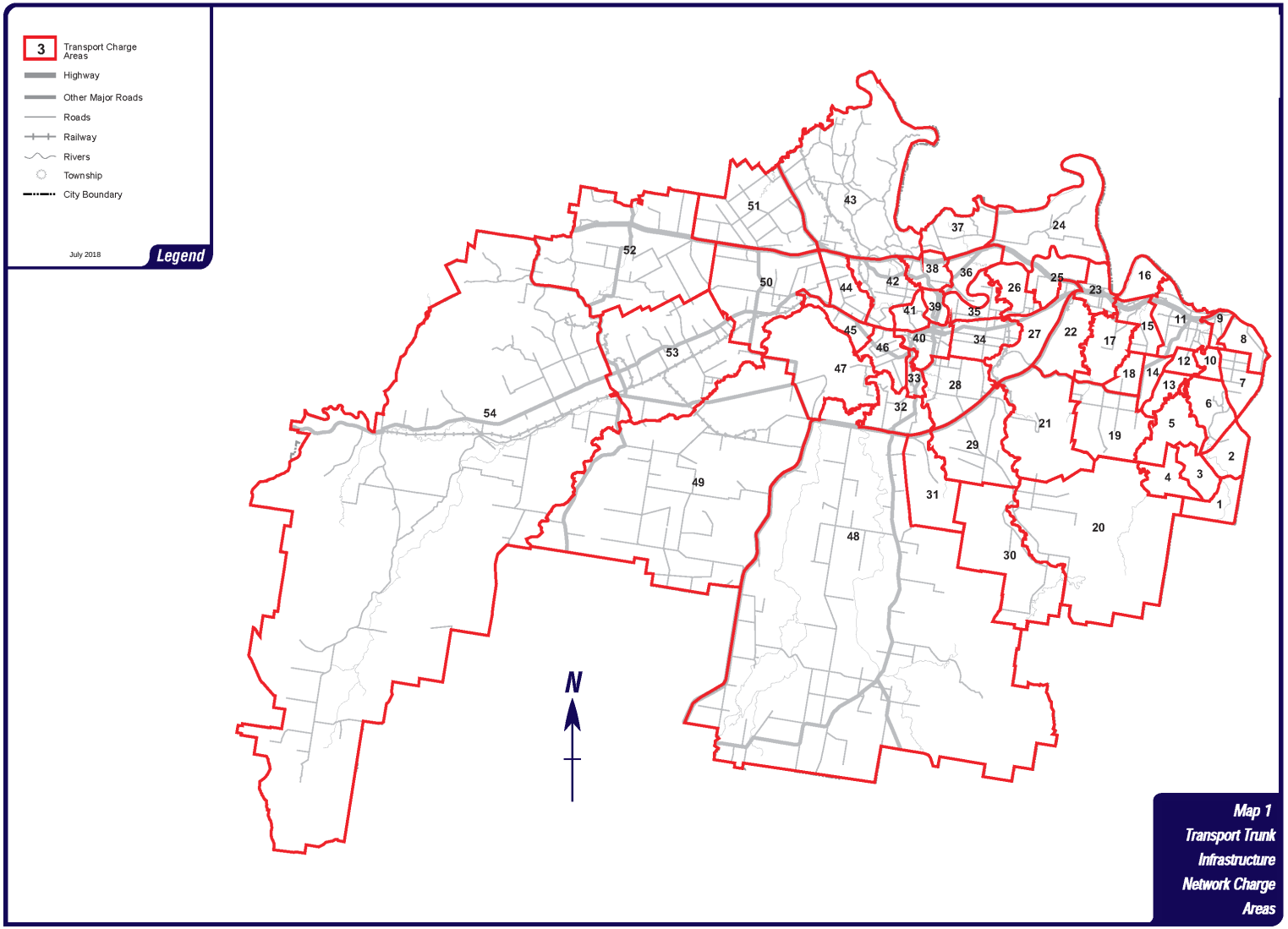
Column 1 **Local government trunk infrastructure networks**	**Column 2** **Land**	**Column 3** **Work**
Transport trunk infrastructure network		
Transport network	The value of the land cost stated in the Ipswich Planning Scheme 2006 Local government infrastructure plan extrinsic material for the transport 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.
Public parks trunk infrastructure network		
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.
Community facilities trunk infrastructure network		
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.

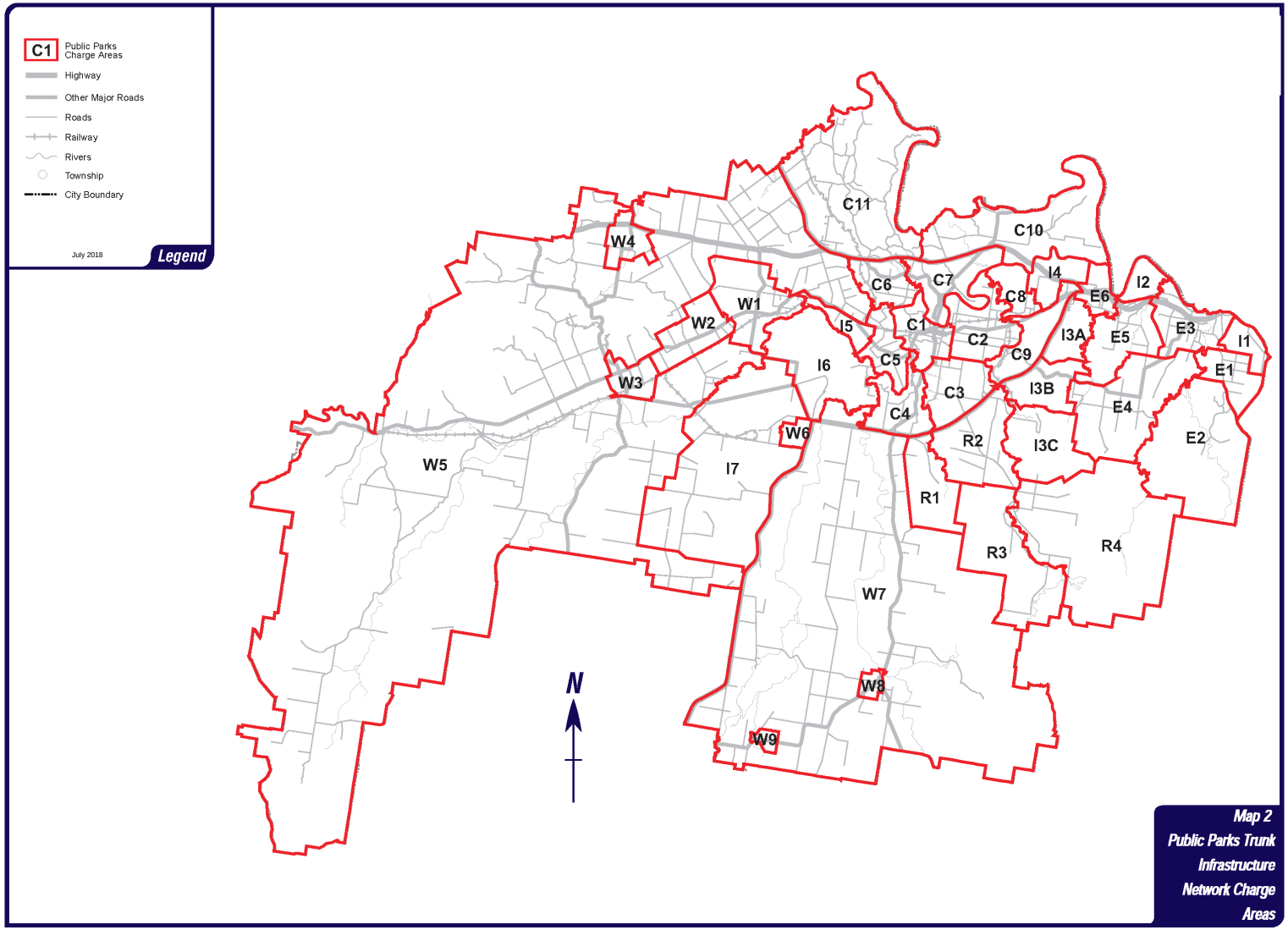
Schedule 9 Maximum construction on costs for work

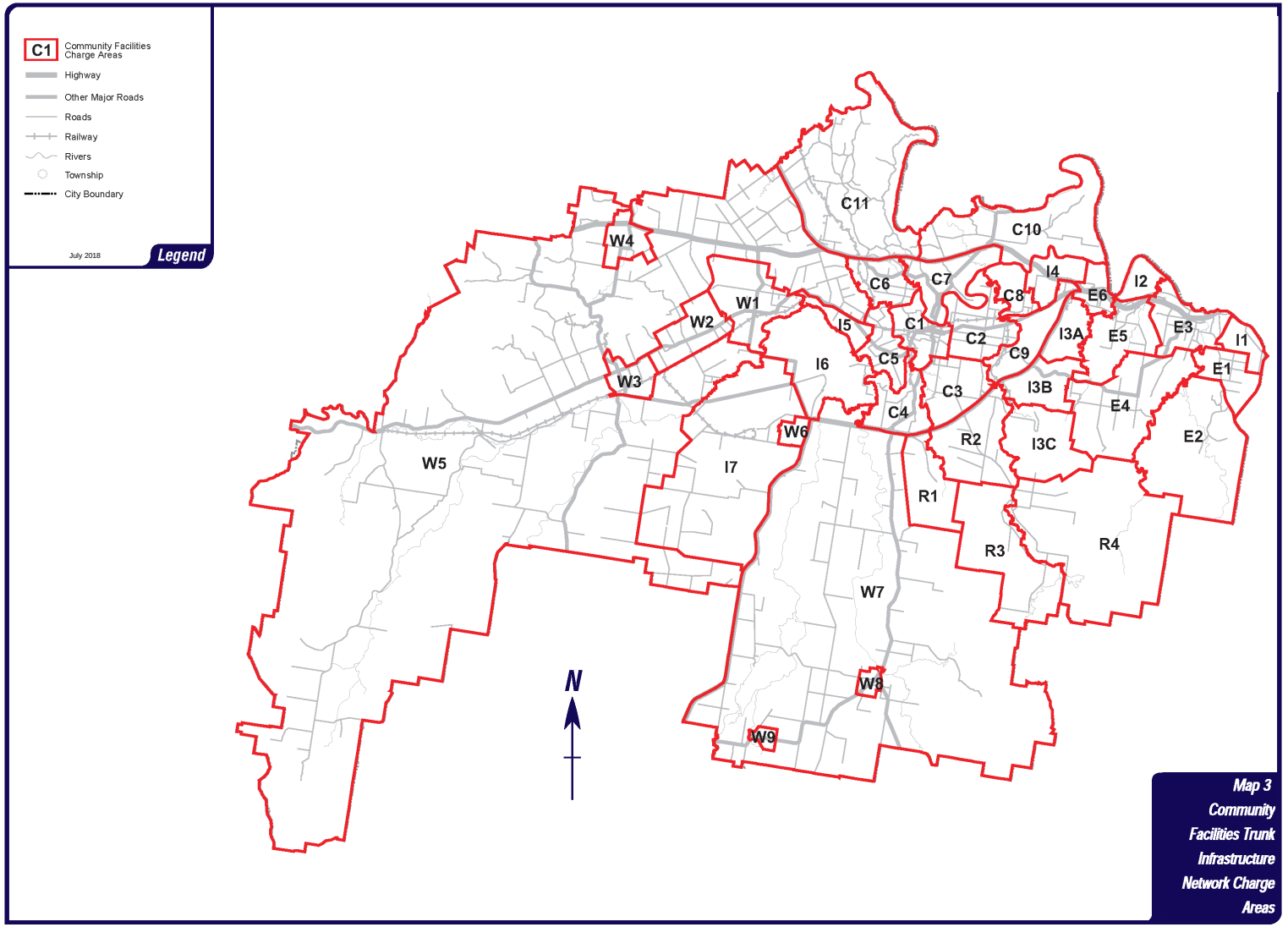
Column 1 **Trunk infrastructure network**	**Column 2** **Maximum construction on costs for work** **(Percentage of the construction cost for the work)**
Transport trunk infrastructure network	
Transport network	23%
Public parks trunk infrastructure network	
Public parks network	8% (included in embellishment cost)
Community facilities trunk infrastructure network	
Land for community facilities network	Not applicable

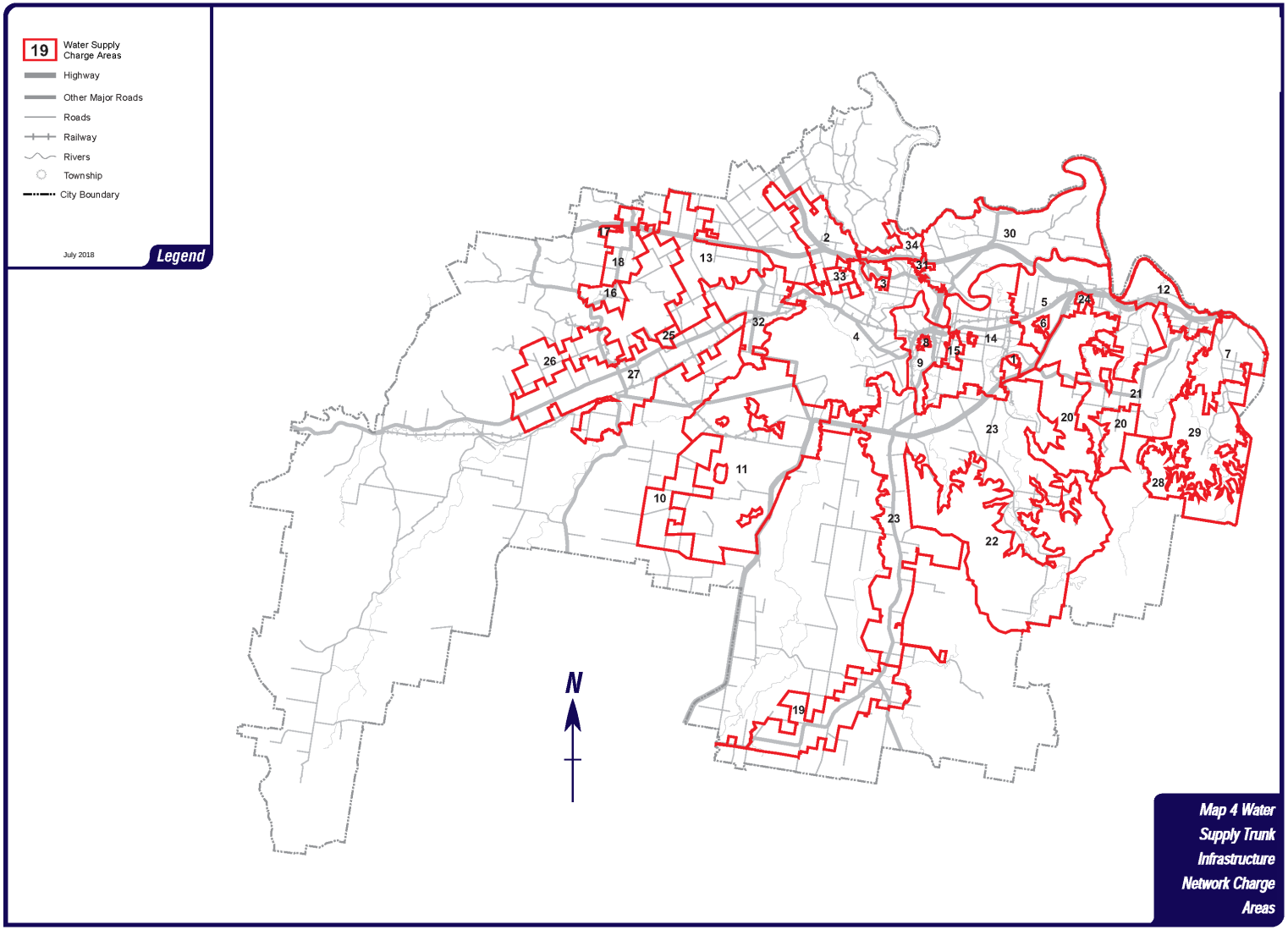
Schedule 10 Infrastructure trunk network Charge areas maps

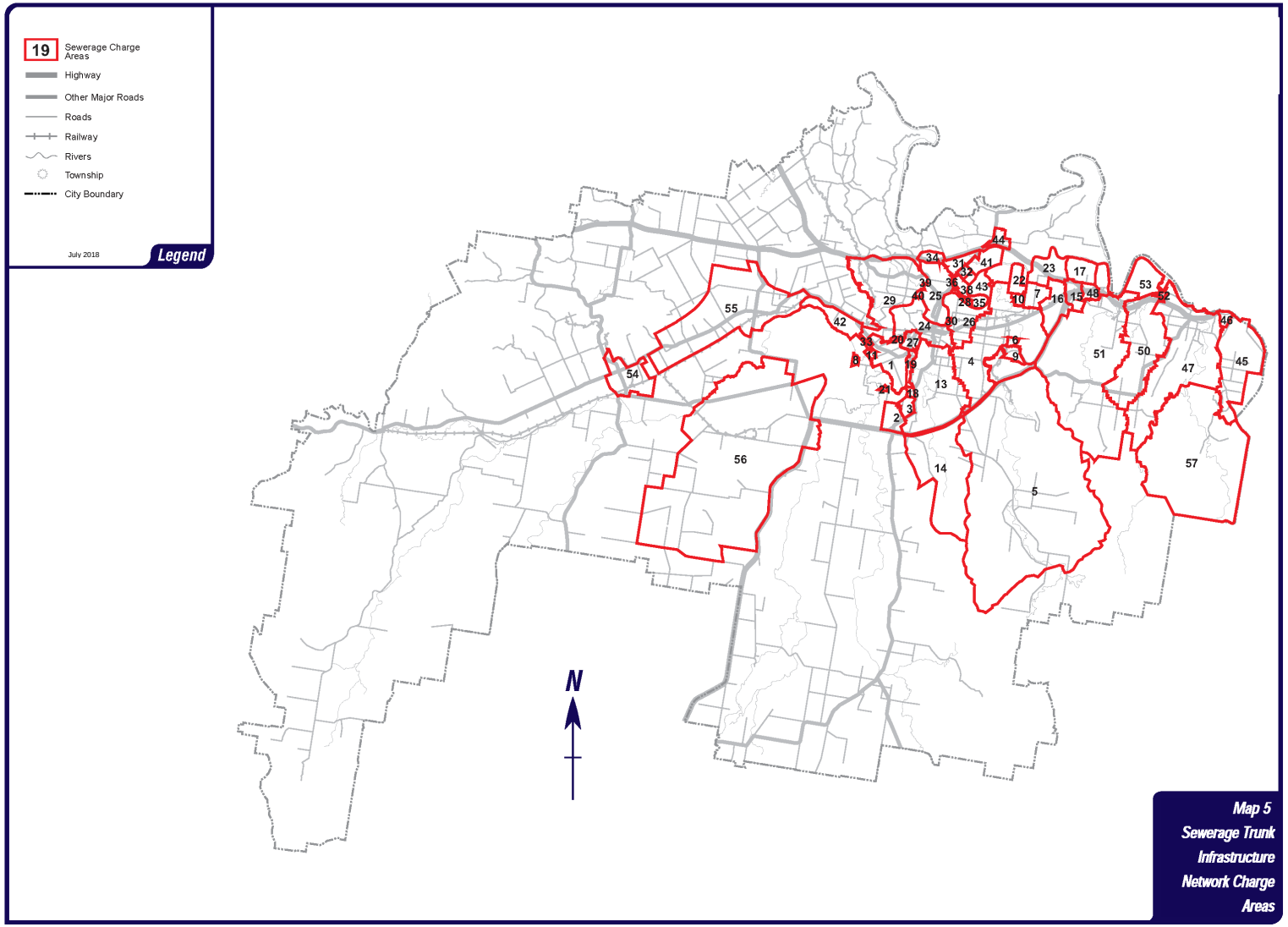
Column 1 Map no.	Column 2 Description
1.	Transport trunk infrastructure network charge areas
2.	Public parks trunk infrastructure network charge areas
3.	Community facilities trunk infrastructure network charge areas
4.	Water supply trunk infrastructure network charge areas
5.	Sewerage trunk infrastructure network charge areas


3
Transport Charge Areas
Highway
Other Major Roads
Roads
Railway
Rivers
Township
City Boundary
July 2018
Legend
N
Map 1
Transport Trunk Infrastructure Network Charge Areas

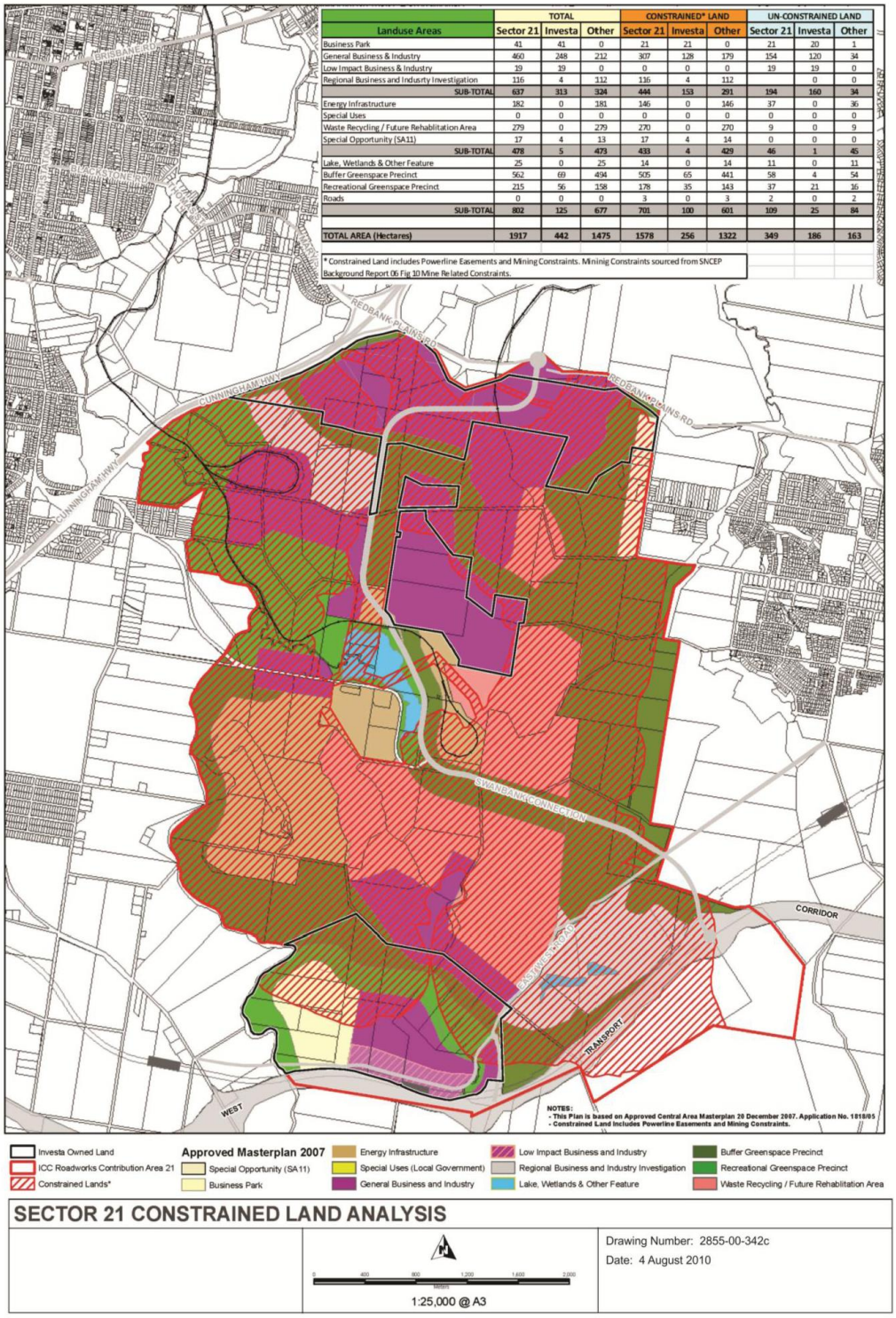

C1
Public Parks Charge Areas
Highway
Other Major Roads
Roads
Railway
Rivers
Township
City Boundary
July 2018
Legend
C11
C10
W4
C6
C7
I4
I2
C8
E6
W1
W2
I5
C1
C2
I3A
E5
E3
I1
C9
E1
I6
C5
W3
C3
I3B
E4
C4
W6
R2
I3C
E2
W5
I7
R1
R3
R4
W7
N
W8
W9
Map 2
Public Parks Trunk Infrastructure Network Charge Areas


C1
Community Facilities Charge Areas
Highway
Other Major Roads
Roads
Railway
Rivers
Township
City Boundary
July 2018
Legend
C11
C10
W4
C6
C7
I4
I2
C8
E6
W1
W2
I5
C1
C2
I3A
E5
E3
I1
C9
E1
I6
C5
W3
C3
I3B
E4
C4
W6
R2
I3C
E2
W5
I7
R1
R3
R4
W7
N
W8
W9
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 2018
Legend
N
Map 4 Water Supply Trunk Infrastructure Network Charge Areas


19 Sewerage Charge Areas
Highway
Other Major Roads
Roads
Railway
Rivers
Township
City Boundary
July 2018
Legend
N
Map 5
Sewerage Trunk
Infrastructure
Network Charge
Areas

Schedule 11 Constrained land map



Landuse Areas	TOTAL			CONSTRAINED* LAND			UN-CONSTRAINED LAND		
	Sector 21	Investa	Other	Sector 21	Investa	Other	Sector 21	Investa	Other
Business Park	41	41	0	21	21	0	21	20	1
General Business & Industry	460	248	212	307	128	179	154	120	34
Low Impact Business & Industry	19	19	0	0	0	0	19	19	0
Regional Business and Industry Investigation	116	4	112	116	4	112		0	0
SUB-TOTAL	**637**	**313**	**324**	**444**	**153**	**291**	**194**	**160**	**34**
Energy Infrastructure	182	0	181	146	0	146	37	0	36
Special Uses	0	0	0	0	0	0	0	0	0
Waste Recycling / Future Rehablitation Area	279	0	279	270	0	270	9	0	9
Special Opportunity (SA11)	17	4	13	17	4	14	0	0	0
SUB-TOTAL	**478**	**5**	**473**	**433**	**4**	**429**	**46**	**1**	**45**
Lake, Wetlands & Other Feature	25	0	25	14	0	14	11	0	11
Buffer Greenspace Precinct	562	69	494	505	65	441	58	4	54
Recreational Greenspace Precinct	215	56	158	178	35	143	37	21	16
Roads	0	0	0	3	0	3	2	0	2
SUB-TOTAL	**802**	**125**	**677**	**701**	**100**	**601**	**109**	**25**	**84**
TOTAL AREA (Hectares)	**1917**	**442**	**1475**	**1578**	**256**	**1322**	**349**	**186**	**163**

* Constrained Land includes Powerline Easements and Mining Constraints. Mininig Constraints sourced from SNCEP Background Report 06 Fig 10 Mine Related Constraints.

SECTOR 21 CONSTRAINED LAND ANALYSIS

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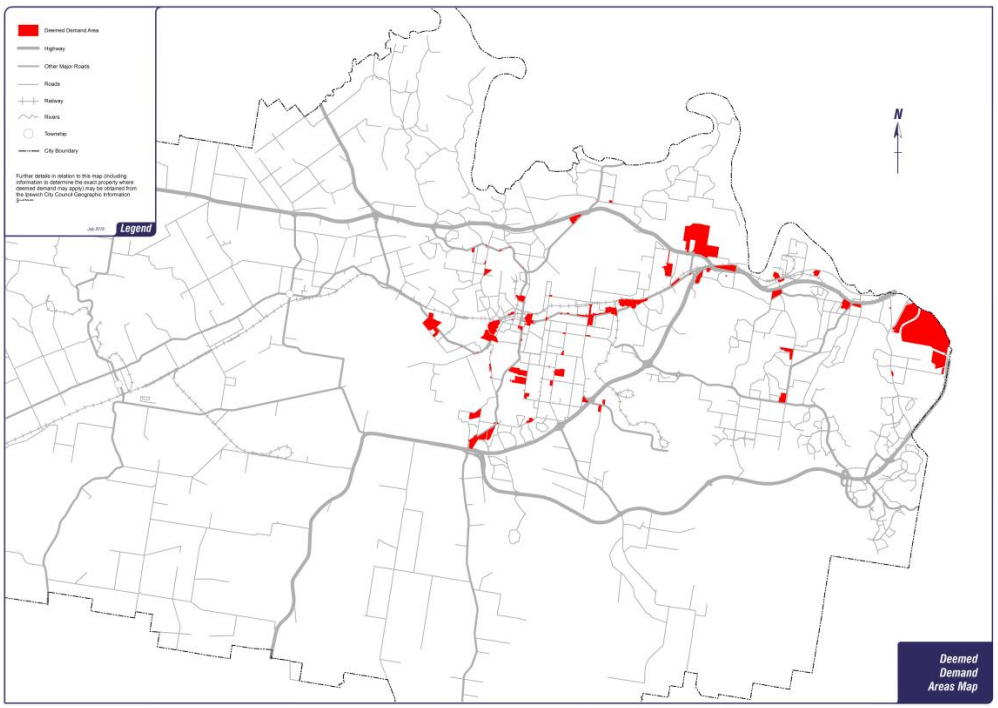
Drawing Number: 2855-00-342c
Date: 4 August 2010

Schedule 12 Deemed demand areas map



Planning, Development and Heritage Committee	
Mtg Date: 19 June 2018	OAR: YES
Authorisation: John Adams	

GW:DJF:DO
H:\IPA Planning Scheme Draft Amendments\2017 - Implementation Guideline No. 35 - Riverview Planning Study\5. Post Notification\Committee Report

8 June 2018

M E M O R A N D U M

TO: CITY PLANNER

FROM: STRATEGIC PLANNING MANAGER

RE: DRAFT IMPLEMENTATION GUIDELINE NO. 35 – RIVERVIEW URBAN VILLAGE PLANNING AND DEVELOPMENT GUIDELINES

INTRODUCTION:

This is a report by the Strategic Planning Manager dated 8 June 2018 concerning the proposed Implementation Guideline No. 35 – Riverview Urban Village Planning and Development Guidelines following landowner and wider community notification and consultation on the draft guidelines. It follows from Council's adoption of the draft guideline for consultation at its 27 March 2018 meeting and provides a report on the outcome of the consultation process to inform Council's response and proposed adoption of the draft Implementation Guideline.

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.

Proposed Implementation Guideline No.35 (Draft for Consultation) was 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.

Council resolved at its meeting of 27 March 2018 to adopt the proposed Implementation Guideline No. 35 for the purposes of consultation and to notify all land owners within the Core Study Area. Comments were sought from landowners and the wider community during the consultation period.

OVERVIEW OF THE NOTIFICATION PROCESS:

The non-statutory landowner notification process was undertaken for a period of over twenty (20) business days from 3 April 2018 to 8 May 2018. All landowners within the study area were provided with a complete copy of the draft guideline and supporting mapping and a letter inviting them to comment.

The draft guideline was also made available electronically from the Planning Public Notices web page during this period.

OVERVIEW OF SUBMISSIONS:

At the close of the non-statutory notification and consultation period, Council received ten (10) properly made submissions. Almost all of the submissions responded positively to the new direction and vision to create a transit oriented urban village as proposed by the guideline.

A précis and assessment of the submissions received, including recommended amendments are included in Attachment A. A copy of each submission is provided in Attachment B.

A summary breakdown of the key issues and elements raised in the submissions is provided below.

(1) Intermodal Transit Plaza/ Transport and Access Networks

The concept of a transit oriented development and Intermodal Transit Plaza was well received with four submissions providing comments to support this direction. Pedestrian access was important with suggestion that the upgrade of the Riverview railway station include lifts and that pedestrian access from the south end of Station Road to the existing pedestrian overpass be improved. Whilst the guideline identifies that minimal road upgrades will be required to support development, submitters identified that to achieve transit oriented development outcomes a reduction of the standard requirements for car parking is required.

One submitter suggested including a mid-block pedestrian/cycle connection between Station Road and the pedestrian overpass (linking Mcewan Street and Tessman Street) generally following the existing pedestrian desire line on their property (Lot 15 RP22336).

Strategic Planning Branch Comments

The general statements of support for transit oriented development and reduction of standard requirements for car parking for future development within the Core Study Area is acknowledged.

Additional works to increase vehicle carrying capacity of the existing network (e.g. through road upgrades) is not envisaged for the Core Study Area.

It is considered that a mid-block pedestrian/cycle connection (Off Road) between Station Road and the pedestrian overpass (linking Mcewan Street and Tessman Street) could be added on Lot 15 RP22336 to Figure 4 - Riverview Indicative Road Network. This connection generally follows an existing pedestrian desire line from the overpass to the Mcewan Street and Station Road intersections and provides an at grade connection to Station Road. It should be noted that the submitter has suggested this connection through their own land.

Upgrades to the Riverview railway station will be determined by the Queensland Government in conjunction with Council planning for the area.

The guideline references the Traditional Neighbourhood Design (TND) Code in Part 12 of the Planning Scheme which provides an opportunity to reduce the reliance and need for on-site car parking.

An amendment is also proposed to indicate a local park grouping on Council land to provide consistency with Figure 2 – Riverview Indicative Land Use.

Strategic Planning Manager's Recommendation

A. That Implementation Guideline No. 35 be modified as a consequence of the submissions with amendments made to Figure 4 - Riverview Indicative Road Network to include a mid-block pedestrian/cycle connection as detailed in Attachment C.

B That Implementation Guideline No. 35 be modified with amendments made to Figure 4 - Riverview Indicative Road Network to indicate a local park grouping on Council land to provide consistency with Figure 2 – Riverview Indicative Land Use.

(2) Water and Sewerage Network

Queensland Urban Utilities submission identified that significant upgrades to water and wastewater services will be required to service the proposed additional demand. Additionally, sensitive uses located in close proximity to existing facilities will be required to incorporate appropriate measures to minimise noise and odour impacts.

Strategic Planning Branch Comments

The guideline provides an indication of a future direction for the Core Study Area, and identifies that an opportunity exists for a concentration of residential development surrounding the Riverview railway station. This indication of a preferred future direction, if adopted will allow sufficient time for the planning of corresponding future service provisioning.

It is acknowledged that the study area contains existing uses including existing facilities for the provision of water supply and sewerage. Where these facilities are operating to standard, it is accepted that new development should be required to incorporate appropriate measures to minimise noise and odour impacts.

Strategic Planning Manager's Recommendation

That the Implementation Guideline No. 35 not be modified as a consequence of the submission.

(3) Centre function and Main Street Mixed Use

A mix of submissions were received regarding the proposed main street and centre function. One submission identified that the provision of local convenience retail in Station Road will adversely affect existing local retail in Price Street. In opposition, it was contended that shopping and social services opportunities within the Main Street precinct should be increased and further that a higher order centre than the main street currently envisaged in the guideline is desirable.

Strategic Planning Branch Comments

Centre facilities are intended to provide local convenience retail in order to support the desired increases in population resulting from the core intent of the guideline, and to provide a level of convenience retail for people transiting through the Riverview railway station.

The ultimate development resulting from the implementation of the guideline does not support retail services beyond a Local Centre. Further, the Price Street local centre is approximately 1 kilometre from the Riverview railway station, separated from the Overall Study Area by the Ipswich Motorway.

The catchments for each retail centre are sufficiently separated to be considered autonomous and meet the needs of different retail catchments and would be supported by the additional residential development provided for in the guideline.

Strategic Planning Manager's Recommendation

That the Implementation Guideline No. 35 not be modified as a consequence of the submission.

(4) High Density Transit Oriented Development (TOD) and Student Accommodation

The overall approval for a TOD development form included submissions which suggested that the allocation of higher density development should go further than identified in the guideline. One submission identified an opportunity to incorporate the railway corridor (around the existing station) into Residential Medium / High Density zoning. Another suggested that a maximum height of 5 storeys is more appropriate for an outer suburban style centre.

In addition to the iconic high rise residential locations already identified in the guideline, one submission identified that buildings up to 20 storeys should be permitted within the submitter's own development site.

There was support for a strong emphasis on environmental design in the guideline, and encouragement for this in the guideline's implementation.

Strategic Planning Branch Comments

The submitters propose alternative maximum numbers of storeys in the submissions, some lower and some higher than the proposed 10 storey maximum. It is considered that the identified iconic building sites provide ideal locations for taller buildings, and 10 storeys should continue to be recommended for these sites, as higher buildings at these sites may start to dominate surrounding development, and maintenance of the amenity of these sites is important for the successful growth of the entire area. Market led demand will ultimately be a factor which determines the form of buildings and development.

With support from the Queensland Government, the opportunity for direct TOD development over the railway station to provide integrated residential and mixed use opportunities should be explored further.

Strategic Planning Manager's Recommendation

That Implementation Guideline No. 35 be modified as a consequence of the submissions to acknowledge opportunity to explore with the Queensland Government development over the railway station as detailed in Attachment C.

(5) Compulsory Acquisition and Dislocation

Several submissions as well as enquiries made during the notification period raised concern that the introduction of the guideline would result in compulsory acquisition of property and or the dislocation of current residents. Smaller and more affordable housing should be provided for in the development of new higher density residential development.

Strategic Planning Branch Comments

Submitters and enquirers should be assured that under no circumstances is compulsory acquisition of any property intended or implied by the guideline.

It is expected that a variety of dwelling sizes will be provided within the Core Study Area, and the opportunity to provide affordable housing projects could be considered by future developers.

Strategic Planning Manager's Recommendation

That the Implementation Guideline No. 35 not be modified as a consequence of the submissions.

ATTACHMENTS:

Name of Attachment	Attachment
Summary of Submissions	Attachment A
Submissions	Attachment B
Proposed Changes to Implementation Guideline No. 35 – Riverview Urban Village Planning and Development Guidelines ('track change version')	Attachment C
Implementation Guideline No. 35 – Riverview Urban Village Planning and Development Guidelines ('cleanskin copy' for adoption)	Attachment D

RECOMMENDATION:

A. That the comments received through the submissions be noted.

B. That the Strategic Planning Manager be requested to advise the submitters about the outcome of their submissions.

C. That Council adopt Implementation Guideline No. 35 – Riverview Urban Village Planning and Development Guidelines as detailed in Attachment D to the report by the Strategic Planning Manager dated 8 June 2018, with a commencement date of 2 July 2018.

Nick Vass-Bowen
STRATEGIC PLANNING MANAGER

I concur with the recommendations contained in this report.

John Adams
CITY PLANNER

Attachment A

Submission Summary Table – Combined Submissions

The table below provides a summary of the issues raised in submissions with comments in response to issues raised. The table does not document every individual issue, instead providing a summary of the key issues raised by multiple submitters in the submissions.

Issue Reference	Submission Reference	Submitter's feedback	Comments	Proposed Outcomes
	1.0 Introduction/Conclusion			
A	01 02 03 08 07	The submitters state support for the proposed guidelines. Being close to transport and close to the river's edge (aesthetically desirable location), higher densities, a retail precinct and a university are appropriate for the location, and an opportunity to create a focal point for the west of Brisbane is lost if the full development possibilities for the site are not recognised.	Acknowledged. The submitter acknowledges the potential for a substantial future increase in density in the area of the guideline. The proposed guideline intends to promote substantial increases in residential density in the proximity of the Riverview railway station, with supporting services. Providing major centre services and a focal point for areas beyond Riverview is not proposed, and such a proposal would require a separate study and significant input from potential participants including any proponents of a university campus. The current proposed zoning designation of open space and recreation in the eastern section of the core study area is considered appropriate for the development constraints found in this area, and to provide recreational amenity for the future residential areas.	No change

	2.0 Planning and development guidelines			
B	07	The opportunities presented by the site justify earthworks in order to increase the area of land above the Q20 flood level. Inclusion of a university in the guideline will catalyse growth and justify higher densities in and around the main street.	Council has a long established policy of avoiding earthworks on land below the 1 in 20 Development Line. Land identified in these areas is prone to severe flood hazard and changes to levels in these areas present considerable risk to life and broader floodplain impacts. The guideline identifies a potential for increased residential density and supporting local services in the vicinity of Riverview railway station and to the west of the station in the Core Study Area. These areas already offer significant opportunity for increases in density and the supply of residences in Riverview within close proximity of transport infrastructure, and development within natural hazard constrained areas is not required to achieve the benefits/densities identified by the guideline.	No change
	08	The submitter supports the transition of the Local Business and Industry Zone to a residential zoning.	Acknowledged	
	3.0 Proposed structure			
C	07	Recognition of the opportunities presented by the location over and above the intent of the guideline would promote the possibility for the location to become an iconic riverside attraction for the region, servicing both Brisbane and Ipswich.	Refer to Issue A comments above.	No change

	3.1 Education Precinct			
D	07	Development of a university at the site would bring a variety of facilities and activities which would act as further drivers of growth.	Refer to Issue A comments above. While development of a university would act as a driver of growth for Riverview, no feasibility or evidence has been submitted to demonstrate such a proposal is viable. Should a proposal be made it would be considered on its merits having regard to the characteristics and constraints of the land.	No change
	3.2 High density and student accommodation			
E	05 01 07 03	Suggestion that maximum height of 5 storeys is more appropriate. Support the emphasis on environmental design in the guideline, and encourage this in the guideline's implementation. In addition to the iconic high rise residential locations already identified in the guideline, buildings up to 20 storeys should be permitted within the submitter's proposed educational zone. Suggestion that railway corridor is also considered for Residential Medium / High Density zoning	The submitters propose alternative maximum numbers of storeys in the submissions, some lower and some higher than the proposed 10 storey maximum. It is considered that the identified iconic building sites provide ideal locations for taller buildings, and 10 storeys should continue to be recommended for these sites, but higher buildings at these sites may start to dominate surrounding development, and maintenance of the amenity of these sites is important for the successful growth of the entire area. With support from Queensland Government, the opportunity to direct TOD development over the railway station to provide integrated residential and mixed use opportunities should be explored further. It is proposed that Part 2, Section 2.3 Intermodal Transit Plaza (ITP) be amended to	No change Amend Part 2, Section 2.3 Intermodal Transit Plaza (ITP) to insert the following

			acknowledge opportunities to explore with Queensland Rail development over the railway station.	wording as per Attachment C: With support from Queensland Government, the opportunity to direct TOD development over the railway station to provide integrated residential and mixed use opportunities should be explored further.
	3.3 Centre & 3.4 Main Street			
F	05 06 07	Local convenience retail in Station Road will adversely affect existing local retail in Price Street. Shopping and social services opportunities within the Main Street precinct should be increased. A higher order centre than the main street currently envisaged in the guideline is desirable.	Centre facilities are intended to provide local convenience retail in order to support the desired increases in population resulting from the core intent of the guideline, and to provide a level of convenience retail for people transiting through the Riverview railway station. The ultimate development resulting from the implementation of the guideline does not support retail services beyond a Local Centre. Price Street local centre is approximately 1 kilometre from the Riverview railway station,	No change

			separated from the Overall Study Area by the Ipswich Motorway. The catchments for each retail centre are sufficiently separated to be considered autonomous. Refer to Issue B comments above.	
	06 07	Currently the Main Street land use area contains both road and land parcels. It is recommended that a separate colour and zone be used to indicate where mixed use development may need to be located. Mixed use development promoting 'high end' retail and food services is possible at the site due to its proximity to the river and high connectivity.	Zoning mapping is usually shown across road reserve. To provide greater clarity hatching identifying the anticipated extent of the mixed use area forming the 'Main Street' should be expanded in Figure 2 Riverview Indicative Land Use. Refer to Issue B comments above.	Amend Figure 2 to identify lots which are proposed to provide for a mix of uses as per Attachment C
	3.5 Open space and Recreation Zone			
G	07	The guideline can provide an initial focus for the opportunities for council and a potential university to invest in improvements in the proposed open space and recreation areas.	The provision of open space and recreation zoning is intended to service the future residents of development within the Core Study Area.	No Change
	4.0 Response to Draft Guidelines			
H	07	A catalyst for the desired increases in the area's population is required.	Refer to Issue A comments above.	No Change
	5.0 Intermodal transit plaza & 6.0 Transport and Access Networks			
I	07	An Intermodal transit plaza is proposed by the submitter.	An opportunity for a Bus/Train Interchange is identified in the guideline for the northern side of the railway station.	No Change

	05	Suggest that the upgrade of the Riverview railway station include lifts.	Upgrades to the Riverview railway station will be determined by Queensland Government.	No Change
	07	Minimal road upgrades will be required if the TOD nature of the development is promoted.	Additional works to increase vehicle carrying capacity of the existing network (e.g. through road upgrades) is not envisaged for the Core Study Area.	
	02	Submitter suggested including a mid-block pedestrian/cycle connection between Station Road and the pedestrian overpass (linking Mcewan Street and Tessman Street) generally following the existing pedestrian desire line through their property (Lot 15 RP22336).	A mid-block pedestrian/cycle connection (off road) between Station Road and the pedestrian overpass (linking Mcewan and Tessman Street) has been added on Lot 15 RP22336 to Figure 4 – Riverview Indicative Open Space/Pedestrian/Cycle Network. This connection generally follows an existing pedestrian desire line from the overpass to the Mcewan Street and Station Road intersections and provides an at grade connection to Station Road.	Amend Figure 4 to provide a Pedestrian/Cycle Connection(Off Road) on Lot 15RP22336 as per Attachment C
	01 02	Support transit oriented development and reduction of the standard requirements for car parking.	The submitter's general statement of support for transit oriented development and reduction of standard requirements for car parking for future development within the Core Study Area is acknowledged. The guideline references the Traditional Neighbourhood Design (TND) Code in Part 12 of the Planning Scheme which provides an opportunity to reduce the reliance and need for car parking.	No Change

7.0 Water supply and Sewerage Network				
J	09	Significant upgrades to water and wastewater services will be required to service the proposed additional demand. Sensitive uses located in close proximity to existing facilities will be required to incorporate appropriate measures to minimise noise and odour impacts.	The guideline provides an indication of a future direction for the Study Areas, and identifies that an opportunity exists for a concentration of residential development surrounding the Riverview railway station. This indication of a preferred future direction, if adopted will allow sufficient time for the planning of corresponding future service provisioning as part of a planning scheme amendment. It is acknowledged that the Study Area contains existing uses including existing facilities for the provision of water supply and sewerage. Where these facilities are operating to standard, it is accepted that new development should be required to incorporate appropriate measures to minimise noise and odour impacts.	No Change
8.0 Compulsory acquisition				
K	04	Concerned about compulsory acquisition of property.	Submitter has been contacted to assure them that compulsory acquisition of any property is not intended or implied by the guideline.	No Change
9.0 Social Inclusion				
L	01	The implementation guideline should not result in the dislocation of current residents, and should provide opportunities for these residents.	The guideline intends to provide a direction toward higher density residential development within the Core Study Area.	No Change

	06 06	Smaller accommodation types and affordable housing and accessible housing should be provided for in the Residential Medium / High Density zone. Request consideration of an extension of the Core Study Area to include all or part of the area shown as Medium Density Residential area with a maximum height of two to three storeys.	It is expected that a variety of dwelling sizes will be provided within the Core Study Area, and the opportunity to provide affordable housing projects could be considered by future developers. The purpose of Implementation Guidelines is to provide clarity to the interpretation and implementation of relevant aspects of the scheme. As such the Core Study Area boundary defines those areas where the forward direction stated in the scheme requires further refinement. The Overall Study Area provides the opportunity to investigate existing uses and provide a revised approach to development and the predominantly Local Business and Industry land within the Core Study Area. As part of this study it was determined that no further clarity is necessary for the land in the existing Medium Density Residential area.	No Change No Change
10.0 Noise and Amenity				
M	05	The building design is supposed to minimise noise from the three highways surrounding the site for residents of the flats. Concern is raised that these same design principles will result in a reflection and amplification of the motorway noise to the southern area of Riverview. The submitter currently experiences noise from the Ipswich Motorway traffic and is anticipating additional noise as a result of further development.	The guideline supports the development of higher density residential buildings within the Core Study Area which are encouraged to be of a design which attenuates noise from both the Motorway and the train line, reducing the likelihood of additional noise attenuation barriers. The creation of a 'barrier' of buildings through the built form however is not desired by the guideline or anticipated. Rather, it supports and encourages a mix of building heights. It is not considered that these buildings would reflect noise in a way that would significantly	No Change

			increase noise impacts on existing properties beyond the core study area, including to the south of the Ipswich Motorway.	

Attachment B

Copy of submissions: Implementation Guideline No. 35 - Riverview Urban Village Planning and Development Guidelines

Submitter Reference	Submitter	Submission Date	Attachment
01	**The Gap State High School** Attn: *Michelle Mortimer* [redacted]	5 April 2018	Submission 01
02	**ACME Build** Attn: *Bret Worcester* [redacted]	9 April 2018	Submission 02
03	**Queensland Rail (QR)** Attn: *Kate Rylands* [redacted]	10 April 2018	Submission 03
04	**Chris Carkeet** [redacted]	11 April 2018	Submission 04
05	**Sandi Jones** [redacted]	13 April 2018	Submission 05

Submitter Reference	Submitter	Submission Date	Attachment
06	**Housing and Public Works (HPW)** Attn: *Marc Nicol*	10 May 2018	Submission 06
07	**Santoshi Development Consultants** Attn: *Himaansu Kumar*	8 May 2018	Submission 07
08	**Urban Strategies** Attn: *Emily Richards*	4 May 2018	Submission 08
09	**Queensland Urban Utilities (QUU)** Attn: *Dan Staley*	4 May 2018	Submission 09
10	**Department of Transport and Main Roads (DTMR)** Attn: *Wayne Leong*	23 May 2018	Submission 10

From: MORTIMER, Michelle
Sent: Thursday, 5 April 2018 4:45 PM
To: ICC Strategic Planning
Subject: Guideline No. 35 - Riverview Urban Village Planning

Dear Nick

I am writing in response to your request of 28 March 2018 for comment on the above guideline. Thank you for alerting me to this proposed change and for the opportunity to provide feedback.

Firstly, this proposal gives me confidence in the new Ipswich City Council. Your guideline recognises that this precinct is of geographical and strategic importance to the city and the region. I look forward to playing a small role in its regeneration as an area of significance. A few years ago I approached Council with a conceptual plan for my land at 19-21 Station Road as a mixed medical/dental and residential development. I was obviously motivated to improve the value of my investment, but also by recognising that the residents of Riverview had poor access to these important services. Fellow investors in this project were experienced in providing these services for disadvantaged communities such as Riverview. My proposal was firmly rejected by Council at that time.

In response to your request for comment, there are three issues that I think will be important for this initiative – traffic, urban form and social inclusion.

Regarding traffic, globally we are on the cusp of major changes in urban transport and access. It is now a mainstream view of transport planners that within a decade personal urban travel will be provided by autonomous electric vehicles. This shift will have major implications for vehicle ownership and usage. Among other impacts, this shift will effectively eliminate (or at least, significantly reduce) the need for localised vehicle storage/garaging. For this development to achieve its potential as a world-leading urban transformation, these fundamental changes in urban travel need to be built into the planning regulations. I am encouraged by your commitment to support active and public transport. I think the transformation of this precinct will be supported by reflecting these priorities by, for example, reducing current standard requirements for car parking in developments while simultaneously restricting on-street parking. Stick to your guns on helping to transform the culture of urban mobility.

Regarding urban form, I support the emphasis in the guideline for excellent environmental design. One aspect of this that is under-recognised is orientation. This will be critical in this precinct for maximising solar and breeze contributions to seasonal comfort for Ipswich climate. Just as importantly, environmental design offers the added benefit of enhanced amenity through orientation to the river. Your guideline has captured these importance aspects of this urban renewal. I encourage you to reinforce these in its implementation.

Finally, regarding inclusion, there always is a risk in renewal initiatives such as these of dislocation of current residents. It is no secret that Riverview is a disadvantaged community. I only need to look at some of my tenancies to understand the extent of this. It is important that in implementing this new guideline, Council incorporates initiatives such as social housing, training and employment programs, Indigenous business opportunity support and programs for residents with disabilities. The best result for this precinct will be if new investment grows the local economy in ways that provide genuine opportunities for current residents as well as opens the eyes of transit-oriented people to the distinctive lifestyle opportunities that Riverview and Ipswich have to offer.

Again, thank you for the opportunity to comment.

Kind regards

Michelle Mortimer

From: ACMEBUILD Bret Worcester
Sent: Monday, 9 April 2018 3:33 PM
To: ICC Strategic Planning
Subject: Comment on proposed guideline No. 35 from land holder at 5 Station Rd

Dear Sir/Madam/Nick Vass-Bowen, we have received the draft Guideline 35 urban village planning and wish to comment.

- Firstly, we are pleased with the future planning intent laid out in draft 35.

We feel it is a natural progression and commend you on your overall vision.
We envisage it as becoming reality and lifting the CSA into a modern residential community.
We will be participating in your vision once the dust settles.

- Comment, I feel pedestrian access needs to be provided from the top of (South end) Station Rd, to the pedestrian overpass (through the road reserve of Ipswich Motorway or alternate laneway) for these reasons.

1. This additional permeability will give pedestrians route options to the overpass to or from the Station via the top of Station Rd.
2. It would also be quicker and more convenient for "some" avoiding the substantial rise from ramp entry level from the McEwan St (to the overpass) entry. The rise from the overpass connection level to the road reserve/lane level could be achieved through stairs or combination and gives pedestrians an option.
3. This additional access way would see pedestrians utilizing this access and would provide vitality in the form of a point of entry for foot traffic to the top of ("The Main Street") Station Rd, which is at present a no through road and sees no foot traffic at all and is not likely to see much with the future developments as land to the West of (South) Station Rd falls abruptly and pedestrians (from the large land parcels to the West) will seek the easiest grade and most direst path to the Station avoiding the substantial rise to crossover/footpath level of Station Rd South.
4. Permeability through the top of Station Rd would enable pedestrians the option to use a "more visible" faster and more direct route and give emergency services closer vehicular access to the overpass proper as the need arises. I know pedestrians would use a more direct route to Station Rd avoiding the inconvenience of the graded ramp only option provided at present as they have a well

worn shortcut across the back of "ours" No.5 Station Rd, cutting down the walk by avoiding some of the handicap grade zig-zag ramp (and additional distance involved negotiating it).

5. Pedestrian access to the pedestrian overpass for the residents of the largest lots in the CSA and the businesses they may incorporate within their development/s would benefit from permeability through the top dead end of "The Main Street" (South Station Rd) as their businesses could be more easily accessed from the greater community to the South East with out having to negotiate the additional distance from the overpass through to McEwan via the Zig-Zag first and then across and back up Station and across to destination and back again.

The pedestrian access through the South end of Station Rd East to the overpass we believe should also link with both pedestrian and one way vehicular through road access from the large land parcels to the West giving access through the road reserve (North of Ipswich Motorway) from to Endeavour Rd enabling the greater community easy access to their new "Main Street".

Thanks for the invitation and opportunity to contribute. Attached is a picture of the pedestrian shortcut

Regards,
Bret Worcester

From: Rylands, Kate
Sent: Tuesday, 10 April 2018 1:12 PM
To: ICC Strategic Planning
Subject: Queensland Rail Comments - Draft Implementation Guideline No. 35 - Riverview Urban Village Planning & Development Guidelines

Hi,

We would like to confirm Queensland Rail's support for the proposed Riverview Urban Village Planning & Development Guidelines by the Ipswich City Council.

However we would like to request that the railway corridor lot which incorporates the station itself be considered as Residential Medium/High Density zoning. The reason for this is to allow for even further integration with the station, by creating a seamless opportunity where developers could choose to incorporate the station (and/or its access) into their development.

This rezoning does not impact Queensland Rail's ongoing maintenance and any potential upgrading projects due to the exemptions under the Sustainable Planning Regulation 2017.

Kind Regards,

QueenslandRail

KATE RYLANDS
TEAM LEADER PROPERTY PLANNING, DEVELOPMENTS & ACCESS

Queensland Rail's number one priority is safety. Queensland Rail has a program of testing for alcohol and illicit substances. Please be aware any person who enters a Queensland Rail premises for business purposes may be randomly tested for alcohol (breath test) and illicit substances (oral fluids test). Please also ensure

From: Chris Carkeet
Sent: Wednesday, 11 April 2018 8:00 PM
To: ICC Strategic Planning <Strategic@ipswich.qld.gov.au>
Subject: Re: Draft Implementation Guideline No.35- Riverview Urban Village Planning and Development Guidelines.

Good Afternoon,

My Wife and I are writing to you in response to the Draft Implementation Guideline No.35- Riverview Urban Village Planning and Development
Guidelines with which we received Ipswich City Council letter dated 28 Mar 2018.

We are concerned that our dwelling, [redacted], which is in the Core Study Area (CSA), will be taken away from us if this project
goes ahead. There is a lot of land adjacent to us and across the road from us, vacant, which we would have no objection of residential units / shops
going ahead as planned as so long that it does not affect my Wife and I having to move away. We have no intentions of wishing to move.

My Wife and I would like the Ipswich City Council to give us a guarantee that we and our dwelling of [redacted] will not be affected.

We have been, on 2 occasions by phone, spoken to Mr Garath Wilson regarding this issue and expressing our concern.
Mr Wilson was most kind with his response that we would not be losing our house.

If you wish to contact us regarding this, please do not hesitate in contacting us.

Kind regards

Bronis and Chris Carkeet

-------- Original message --------
From: Sandi Jones
Date: 13/4/18 3:00 pm (GMT+10:00)
To: Kerry Silver <Kerry.Silver@ipswich.qld.gov.au>
Subject: Draft plans for Urban Village Riverview

Dear Kerry,
Having read through the draft document on Council's website I think the idea of an urban village is a good one. However, I cannot support the idea of ten storey blocks of flats anywhere in our suburb.

I would suggest that blocks of no more than five storeys would be more appropriate in Riverview and that more thought be given to the effects these buildings will have on the amenity of the remainder of the suburb.

The building design is supposed to minimize noise from the three highways surrounding the site for residents of the flats, but would not these same design principles reflect and amplify the sound of the motorways across to the other side of the roads? I live at the top of Diamond Street and we can hear the motorway traffic already, as well as the trains.

The current shopping centre in Price Street is likely to be adversely affected if shops are included in the village concept, although they are a necessity.

It would be dreadful if the blocks became run down as has happened in the UK and in NSW, especially if they are housing supported tenants. It could be a recipe for a slum.

Are James Glass planning to close down? Have the owners of the houses in McEwan Street and Station Road been approached to sell?

I do like the idea of Riverview Railway Station being updated to include lifts. Those stairs are painful when you have bags or children to carry.

Anyway, Kerry, I trust this email is sufficient to have my opinions put forward. I couldn't see anywhere on the website for feedback.

Kind regards,
Sandi Jones

Queensland Government

Department of
Housing and Public Works

10 May 2018

Mr Nick Vass-Bowen
strategic@ipswich.qld.gov.au

Dear Mr Vass-Bowen

Thank you for your letter of 28 March 2018 regarding the Draft Implementation Guideline No.35 – Riverview Urban Village Planning and Development Guidelines.

The Department of Housing and Public Works has reviewed the draft guidelines based on its impacts to the department's property portfolio within and near the Core Study Area.

In addition to the departments property within the Core Study Area (10 Verral St, Riverview) there are 80 department-owned social housing properties towards the north of the study area, consisting mostly of three-bedroom detached houses built in the 1970's. A map of these properties is shown in **Attachment 1**.

The department's strategic asset management practice includes renewing the property portfolio to achieve more housing choice, better alignment with housing need and improved social and community outcomes.

Portfolio renewal consists of a group of concurrent actions aimed at increasing, renewing and realigning the portfolio. These actions include:

- New investments to increase the portfolio in areas of need and to meet the regional targets of the *Housing Construction Jobs Plan,* being implemented as part of the *Queensland Housing Strategy*,
- Undertaking precinct and portfolio renewal to achieve better neighbourhoods,
- Disposing assets no longer considered fit for purpose,
- Maintaining and upgrading the existing portfolio to established standards.

Riverview is currently an area of socio-economic disadvantage in part due to the presence of a large number of older social housing dwellings. The current type and age of development of properties in the area also results in high maintenance cost for the department, making renewal necessary. However, the current low levels of employment opportunities and social and commercial services do not support such renewal to occur.

At the present, there is also a misalignment between the type of housing in Riverview and social housing need, as there is a large portion of existing tenants and applicants eligible for smaller forms of accommodation (1 and 2 bedroom). A significant portion of these tenants and applicants also have disabilities that require more accessible accommodation.

Email mark.nicol @hpw.qld.gov.au
Website www.hpw.qld.gov.au

Given these factors, the department requests that Council consider extending the boundaries of the Core Study Area as shown in **Attachment 1** to include all or part of the area shown in a Medium Density Residential area with a maximum building height of between 2 and 3 storeys.

To accommodate the increase in residential density in the area it is also suggested that consideration be given to providing more opportunities for shopping and social services within the Core Study Area.

We acknowledge that this is expressed in section *2.2 Mixed Use Main Street* within the guidelines. However, it is considered that *Figure 2 Riverview Indicative Land Use* could be clearer in indicating the area designated for mixed use development. Currently the Main Street land use area contains both road and land parcels. It is recommended that a separate colour and zone be used to indicate where mixed used development may to be located.

Further investigation may also be necessary to identify if this area is sufficient to provide the level of services and commercial uses required for future residents.

The department considers that the above suggested actions would align with the outcomes expressed in the *South East Queensland Regional Plan*, by:

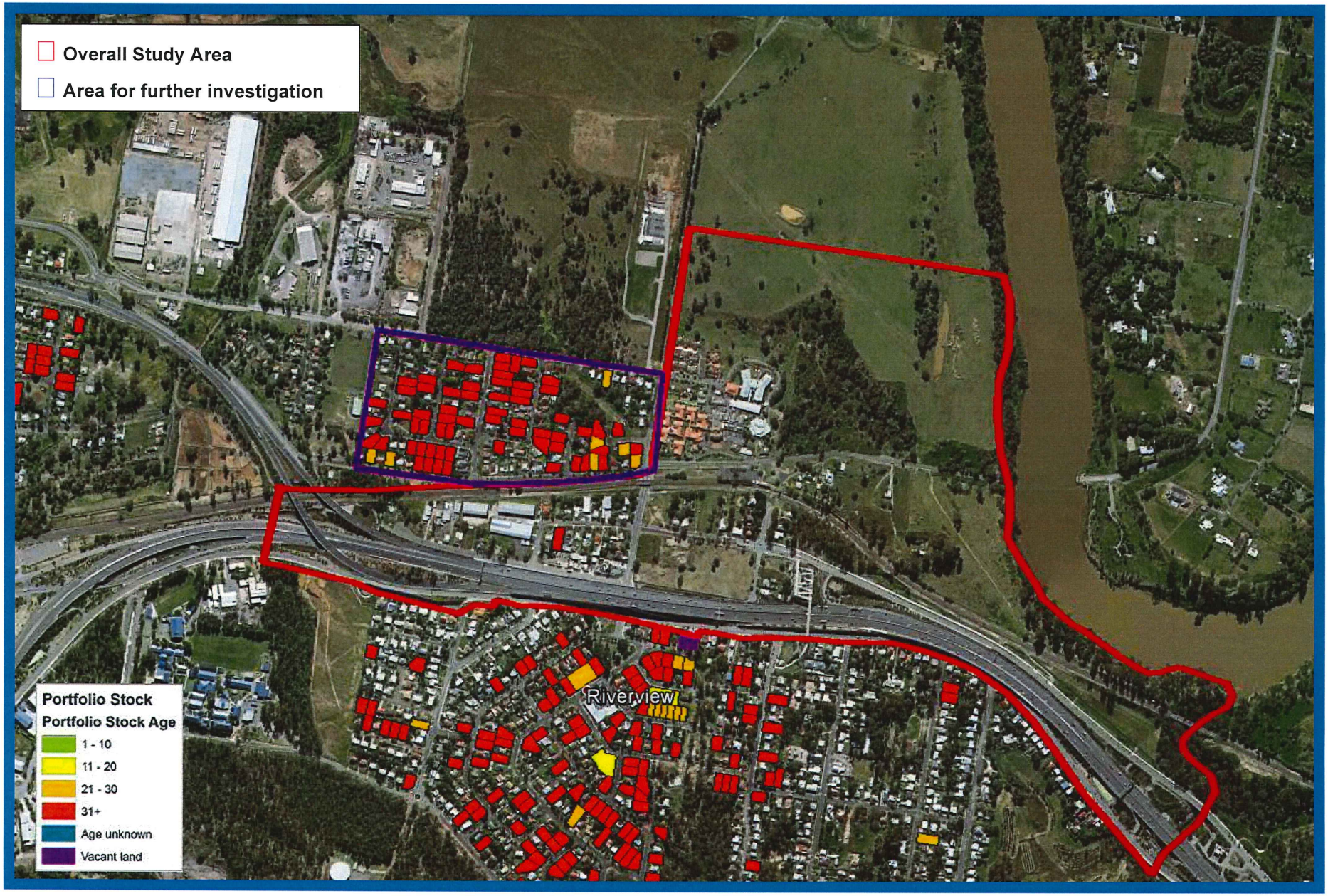
- Providing for more housing diversity, including 'missing middle' housing forms to support a range of affordable living options,
- Focusing density in and around key railway stations between Rosewood and Redbank, and
- Improving urban amenity by creating more opportunities for employment and services.

We appreciate the opportunity to comment on the draft guidelines. If you require further information, Judy-Ann Brink, Principal Planning Officer, Housing Partnerships Office can be contacted on (07) 3007 4502 or email judy-ann.brink@hpw.qld.gov.au.

Yours sincerely

Mark Nicol
Director- Portfolio Planning, Design and Policy
Housing Partnerships Office
Housing and Homelessness Services

Attachment 1



Public Consultation Submission

Riverview Urban Village Planning and Development Guidelines

Santoshi Development Consultants Pty Ltd
PO Box 986, North Lakes QLD 4509
38 Lochside Drive, North Lakes QLD 4509
PH: 07 3886 5183 FAX: 07 3886 5183 MOB: Deepak Kumar 0403 629 381
Email: deepak@santoshi.com.au

1.0 INTRODUCTION

The City of Ipswich has prepared the draft guideline to assist in the coordination of development outcomes and clarify Council's future planning intent for land adjacent to the Riverview railway station.

The land to which the provisions of this guideline are proposed to apply is identified as the Core Study Area (CSA). The CSA is 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 the Brisbane River and where the railway line, McEwan Street and Ipswich Motorway converge in the east.

The draft guideline seeks to maximise the benefits associated with accessibility to the existing Riverview Railway station through an integrated approach which revitalises the area as a compact urban village. The guideline provides an overall vision for the CSA and applies a standard approach and interpretation of the Planning Scheme which recognises the existence of Local Business and Industry activities allowing this land and the surrounding area immediately to the north of the Riverview railway station to transition to medium to high density residential uses focussed on a local main street.

The following document is a submission to the City of Ipswich with regard to the proposed Riverview Urban Village Planning and Development Guidelines.

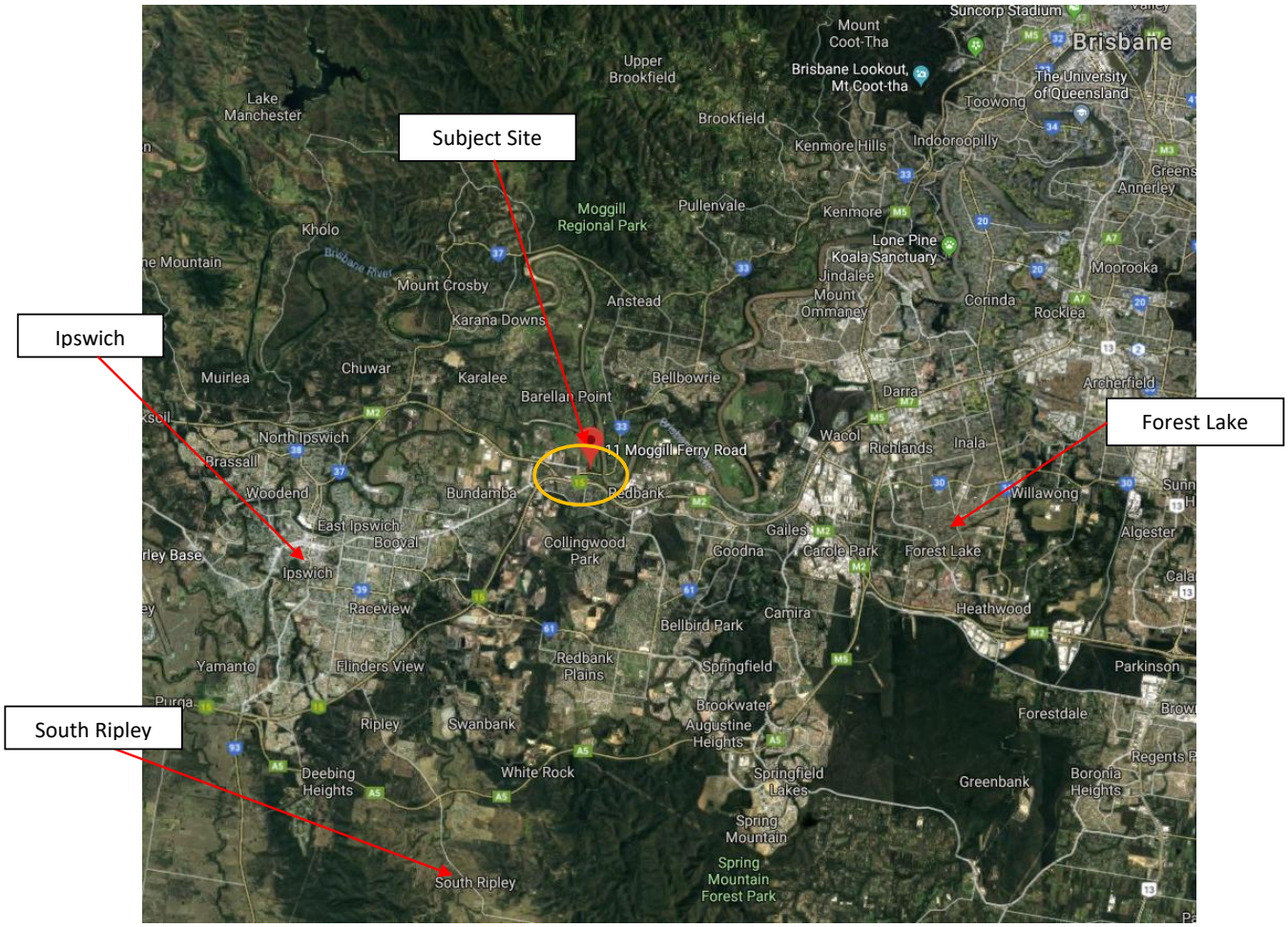
Santoshi Development Consultants Pty Ltd (SDC) have been commissioned by a major landholder in this study area Mr William Andrews ('our client'), owner of the L2 RP164666 & L3-4 RP76303 located at 11 Moggill Ferry Road, Riverview.

It is our view that the proposed plan does not do justice to the locality and the opportunities which lie closer to the river's edge therefore we have taken this opportunity to present our vision for the study area and how our site will fit into the mix as the pivotal driver for population growth and city growth through the addition of a thriving village retail precinct, medium to high rise accommodation options and an education, community, open space and recreational sector.

2.0 RIVERVIEW URBAN VILLAGE PLANNING AND DEVELOPMENT GUIDELINES

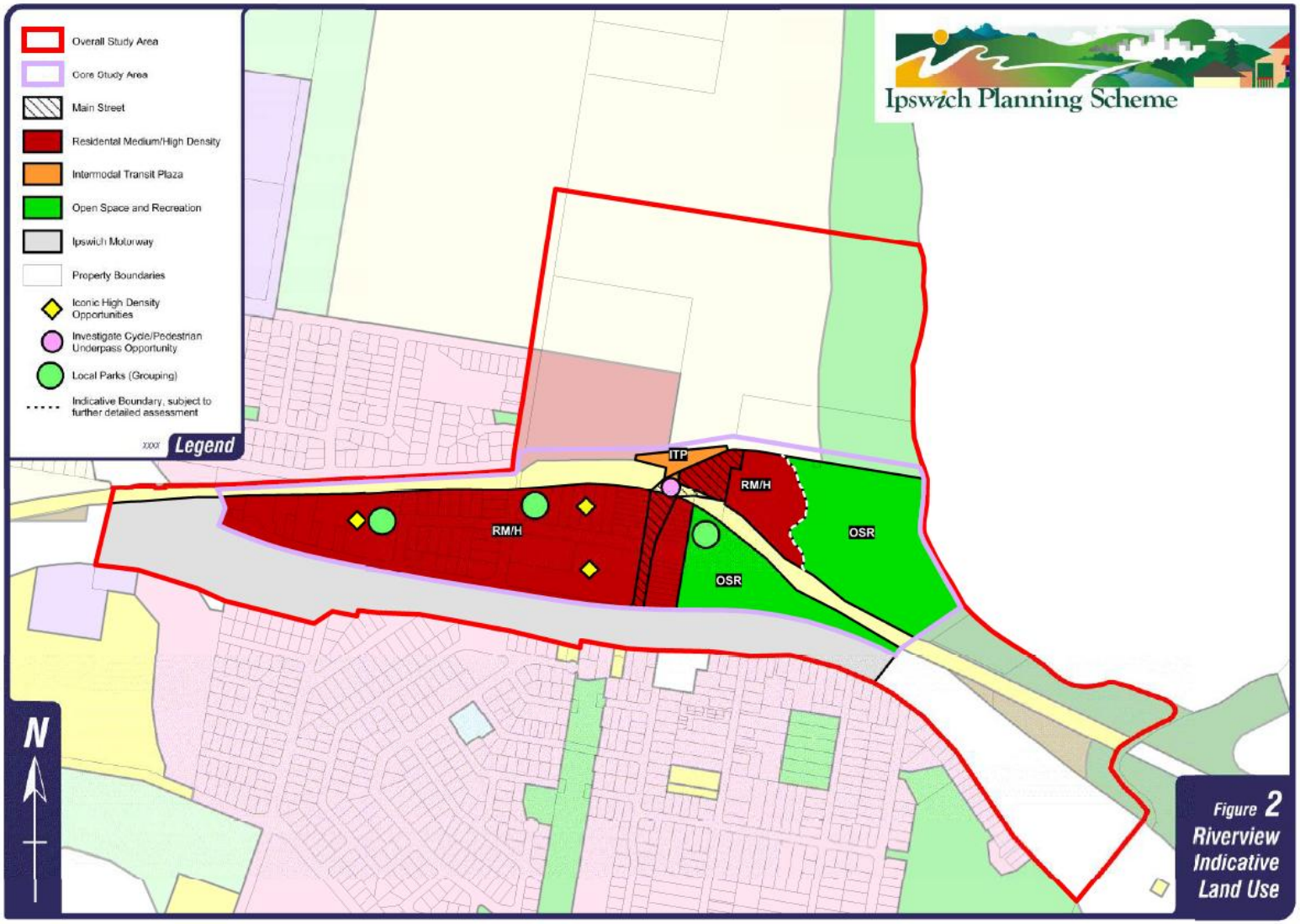
2.1 Wider Surroundings

The Riverview Urban Village study area is situated in a ideal location for it to be earmarked as a flagship type development area. It is located 15 minutes east of the heart of Ipswich CBD and 15 minutes west of Forest Lake while being a stone's throw away from the rapidly expanding residential area of South Ripley as can be seen in the map below.



2.2 Study Areas

Two study areas are described as part of the guidelines and comprise of an Overall Study Area (OSA) which is a defined boundary in which the Core Study Area (CSA) resides. The CSA is the critical focus area which will set the tone of how the OSA is eventually developed and is detailed in the Indicative Land Use Plan that follows.


Overall Study Area
Core Study Area
Main Street
Residental 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
xxxx
Legend
Ipswich Planning Scheme
ITP
RM/H
RM/H
OSR
OSR
N
Figure 2
Riverview
Indicative
Land Use

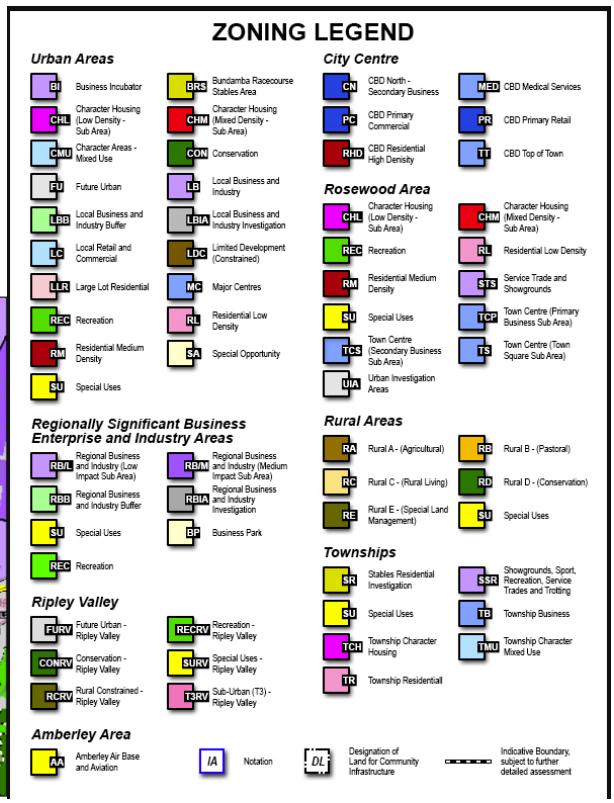
2.3 Development Potential

As we are by far the largest landholder in the CSA (L2 RP164666 & L3-4 RP76303 located at 11 Moggill Ferry Road), it is our view that the aforementioned Indicative Land Use Plan does not do justice to the locality and the opportunities which lie closer to the river's edge therefore we have taken this opportunity to present our vision for the study area because in its current form - under these proposed guidelines - our extensive tract of prime riverfront land will be underutilised and dedicated for mostly open space and recreation.

2.3.1 Constraints Mapping

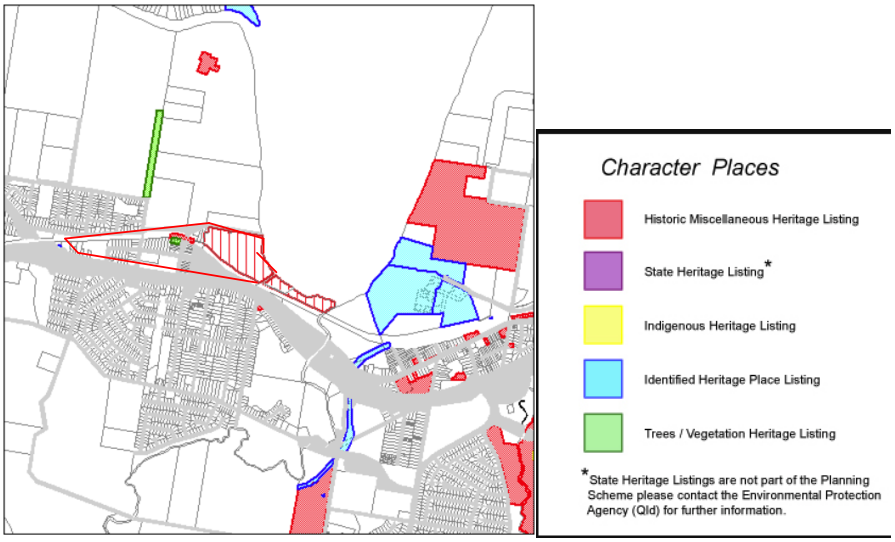
Constraints identified that have shaped our proposed are identified in this section as follows:

Zoning
Our site is made up of three zones, CON - Conservation, REC - Recreation and SA31 - Special Opportunity (Riverview)



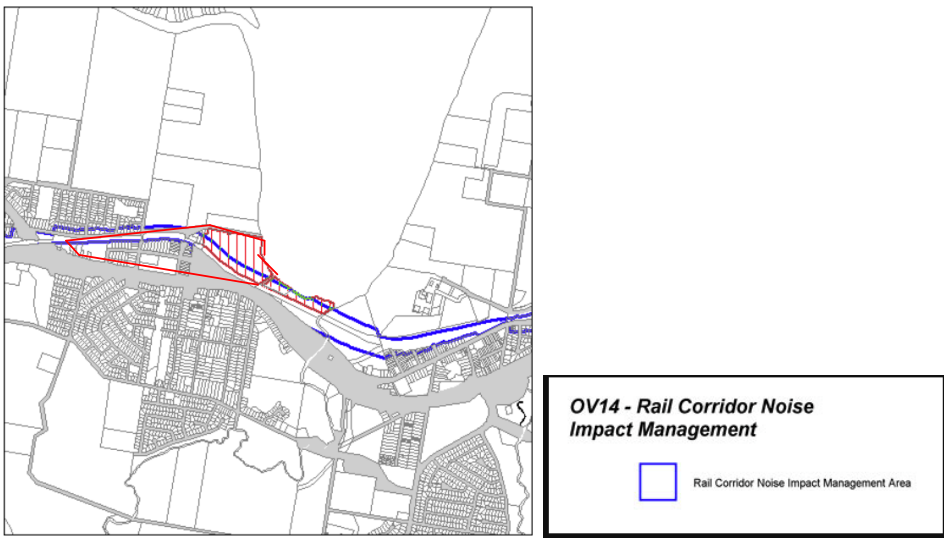
Character Places

Whist there are some areas listed as Character Places in the CSA, our site is not affected by this overlay therefore it does not contain areas that need to be preserved for historical reasons.



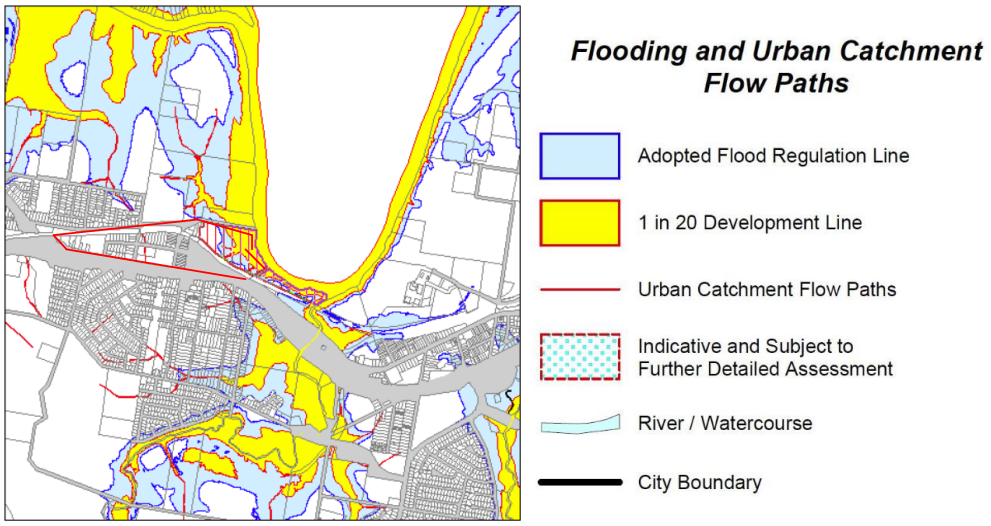
Rail Corridor Noise Impact

The railway runs through the centre of the CSA and borders our lot on its southern boundaries making for an ideal location for a more flagship type development as public transport access is direct.



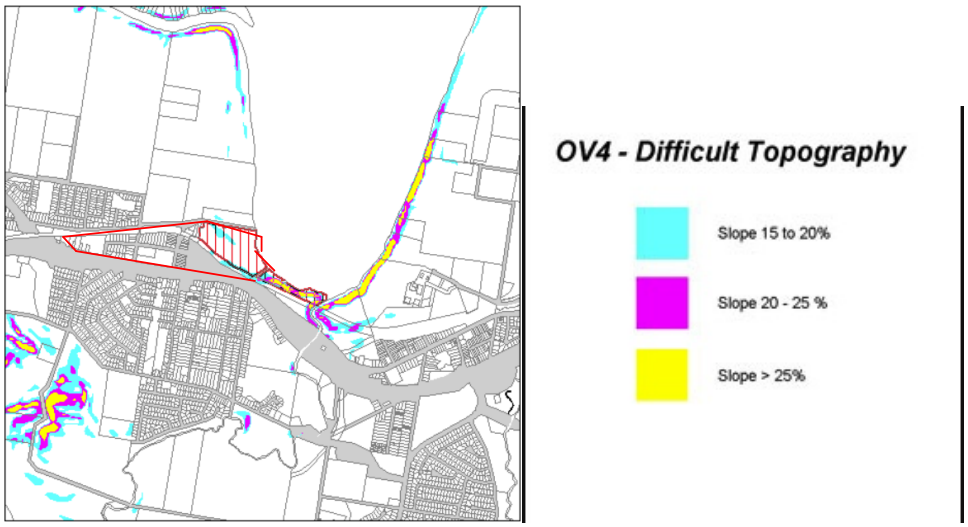
Flooding and Urban Catchment Flow Paths

The eastern edge of the CSA abuts the Brisbane River and is affected by a 1 in 20 flood line. The Adopted Flood Regulation Line extends a little bit further into the site however compensatory cut and fill in this area will still allow for significant portion of this to be developed above the Q100.



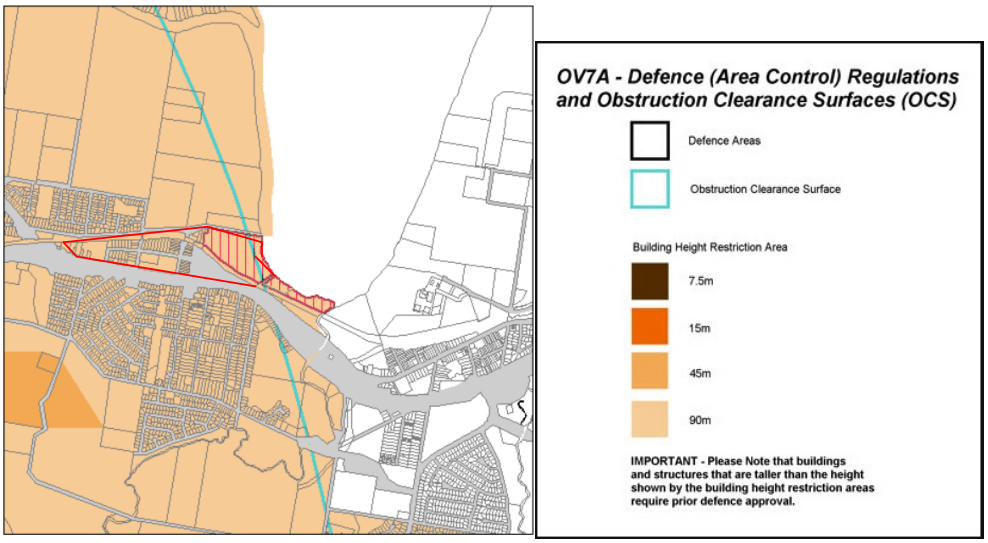
Difficult Topography

The majority of the CSA including Lot 2 of our site is flat whilst Lot 3 and 4 (that also make up our site) is far more undulating with majority of both lots experiencing slopes of less than 15% gradient.



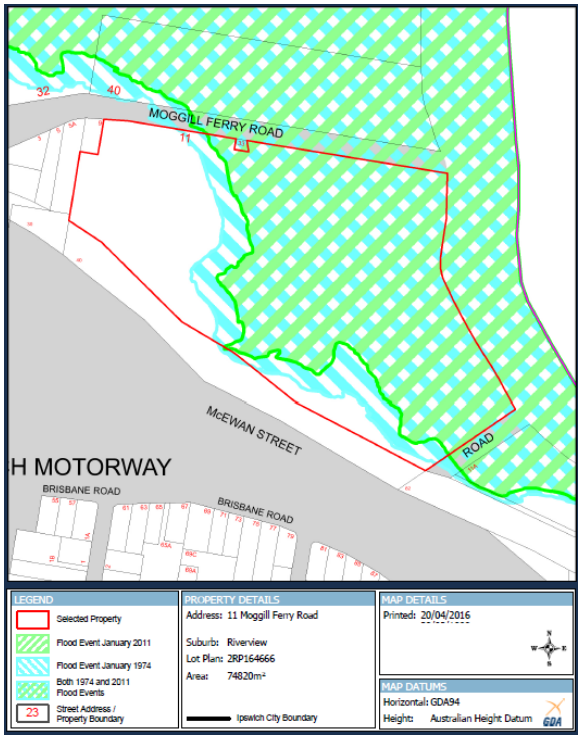
Defence Area Control Regulation and Obstruction Clearance Surface

The entirety of the CSA is limited to a 90m height before approval from defence is necessary.



Flood Report

The flood report for the site demonstrates that both the January 2011 and January 1974 flood inundated an extensive tract of land on the site however these lines are both Q100 lines and the Q20 is far less intrusive into the space meaning that compensatory cut and fill is possible to reclaim majority of the pad level.



3.0 PROPOSED STRUCTURE

As mentioned previously it is our view that the proposed plan does not do justice to the locality and the opportunities which lie closer to the river's edge therefore we have taken this opportunity to present our vision for the study area and how our site will fit into the mix as the pivotal driver for population growth and city growth through the addition of a thriving village retail precinct, medium to high rise accommodation options and education, community, open space and recreational sectors. Our vision for the area is not for it to become simply a transit orientated development but a iconic riverside attraction that will draw in people from other areas for its rich offering of hospitality and central convenience pivoted by modern high rise educational facilities, to both Brisbane and Ipswich.

Main Street
A central esplanade that not only allows safe and efficient access to the Centre Zone but which is also flanked by urban village style mixed use and high density accommodation activities.

Intermodal Transit Plaza
Facilitate connection of road based public transport and active transport modes with rail and bus services.

Centre Zone
The central hub which will comprise of high density mixed use opportunities for business, retail, entertainment and extensive hospitality offerings. It will be the CBD of the Core Study Area and provide support for all the employment, residential, education and recreation opportunities that will thrive around it.

Residential Medium to High Density
An ideal place for medium to high density residential development with its close proximity to transport services and employment, recreational and educational opportunities. Higher densities can be located closer to the Centre Zone with provision for iconic high rise opportunities also.

Railway Corridor
Direct access to and from the precinct via western suburbs. Will be a catalyst for growth of the education precinct and drive younger age group into the area.

Educational and Community Precinct
A modern high rise university campus location that acts as a buffer between the river and the high density CBD. This sector together with the OSR zone will be developed first to drive growth.

Ferry Terminal
Direct access to the precinct via western suburbs.

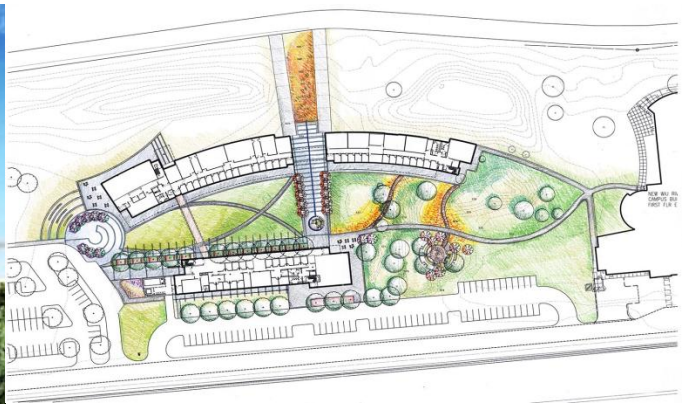
High Density and Student Accommodation
Located in between the Centre Zone and the Educational and Community Precinct this sector is ideally placed to take advantage of high density and high rise residential and student accommodation opportunities overlooking both the CBD and the Brisbane River.

Open Space and Recreation Zone
Land co-developed by the University and Council for the preservation of significant and riparian vegetation whilst being accessible to the public via a series of foot bridges, walkways, parks, gardens and outdoor recreation.

3.1 Educational and Community Precinct

A modern high rise university campus location that acts as a buffer between the river and the high density CBD. This sector together with the OSR zone will be developed first to drive growth of the area.

The university will be a landmark feature of the area and create an influx of students that may also want to reside in the area driving real estate markets to follow suit. Sports ovals and community spaces are also envisioned for this sector including an amphitheatre and community halls (possibly located within the buildings)available for public hire.



3.2 High Density and Student Accommodation

Located in between the Centre Zone and the Educational and Community Precinct this sector is ideally placed to take advantage of high density and high rise residential and student accommodation opportunities overlooking both the CBD and the Brisbane River.

We have earmarked this section for iconic high rise opportunities exceeding the 10 storeys quoted in the draft guidelines as there are tremendous views which will be forgone if a limit of 10 storeys is enforced.

3.3 Centre Zone

The central hub which will comprise of high density mixed use opportunities for business, retail, entertainment and extensive hospitality offerings. It will be the CBD of the Core Study Area and provide support for all the employment, residential, education and recreation opportunities that will thrive around it.

The centre zone will be designed and planned to attract some of the 'big brands' to the area such as iconic fast food outlets, retailers and office based businesses

3.4 Main Street

A central esplanade that not only allows safe and efficient access to the Centre Zone but which is also flanked by urban village style mixed use and medium-high density accommodation activities.

It is essential for the Main Street to have a village street type feel whereby the lower level consists of hospitality and specialty retail and achieves human scale by being set back from the kerb with large awnings and overhangs to allow ample room for pedestrians. Residential uses above this level should be even further set back so as to create more open space and not deliver a city-type feel.

3.5 Open Space and Recreation Zone

Land co-developed by the University and Council for the preservation of significant and riparian vegetation whilst being accessible to the public via a series of foot bridges, walkways, parks, gardens and outdoor recreation.

The OSR area will also include facilities for hire such as an open air amphitheatre and sporting fields which could be owned and operated by the university or the City of Ipswich.

4.0 RESPONSE TO THE DRAFT IMPLEMENTATION GUIDELINES

The purpose of the guidelines 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.

Riverview is a suburb located in the Ipswich City local government area of Ipswich City, Queensland and has a population of 3243 residents. House prices in Riverview have grown by 4.11% in the past 3 years and -2.04% last year" (homesales.com.au). A demonstration that the area is in need of a lift in order to attract more residents and ratepayers.

Our submission differs slightly to that proposed by the City of Ipswich (COI) as we believe in order to boost population into the area there needs to be a catalyst for this growth to occur.

At present, the CSA and the OSA are flanked by scattered residental to the south beyond the train line and the Ipwaich Motorway (which provided access to and from Redbank); various fragmented residential and industrial uses to the west before entering Ipswich; sparse land to the north and the Brisbane River to the east which shares its opposing banks with the suburb of Bellbowrie leading into Mount Ommany, Indooroopilly and then Brisbane City.

Riverview is well placed to take advantage of its location to act as a central node of activity between these key areas of growth. The following sub-subsections itemise each aspect of our proposal against the Draft Guidelines.

	DRAFT STRUCTURE BY COI	PROPOSED STRUCTURE BY SDC
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	The densification around the transport node is supported however we propose a more dense and high-rise use for land immediately surrounding the main street in the form of a centre zone with a mix of village style and high rise residential opportunities to support the more rapid growth of the area spurred by the addition of the university campus.

	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.	Being so close to 4 forms of public transport the site is an ideal location for such a high density transit orientated development.
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.	These statistics are a demonstration that the area is in need of a lift in order to attract more residents and ratepayers. Our submission differs slightly to that proposed by the City of Ipswich (COI) as we believe in order to boost population into the area there needs to be a catalyst for this growth to occur. Simply delivering more area for residential dwellings with a central 'main street' will not drive the population growth in a sustainable manner. The catalyst we are proposing includes: **a) A Centre Zone** The central hub which will comprise of high density mixed use opportunities for business, retail, entertainment and extensive hospitality offerings. It will be the CBD of the Core Study Area and provide support for all the employment, residential, education and recreation opportunities that will thrive around it. **b) Educational and Community Precinct** A modern high rise university campus location that acts as a buffer between the river and the high density CBD. This sector together with the OSR zone will be developed first to drive growth. **c) High Density and Student Accommodation** Located in between the Centre Zone and the Educational and Community Precinct this sector is ideally placed to take advantage of high density and high rise residential and student accommodation opportunities overlooking both the CBD and the Brisbane River. All sectors can be provided with walkable networks that give the feeling of a modern urban village that is centred around a thriving business district and university offering.
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	In consideration of its location close the river, and the gradient of the land sloping immediately away from its banks. It can be argued that there is significant underdevelopment of the CSA and OSA.

	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.	Our proposal identifies a suitable area for a catalyst project being a hid-high rise university offering that can have publicly accessible parks, walkways and recreation areas closer to the banks of the river. In order to keep such a development out of any potential flood waters it is proposed that car parking area be offered on the lower levels. Our site at 11 Moggill Ferry Road is the largest lot in the CSA by far and we have the capacity to begin works on acquiring the relevant approvals for this catalyst project immediately.
1.4	<u>Local Business and Industry Zone</u> 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.	The CSA is accessible by 4 modes of public transport and is a situated in a prime location to harness riverfront views whilst being easily accessible. The LBI zoning does not encourage higher density development and will need to be re-zoned to a higher order to allow for the rate of growth that a catalyst development such as a university and riverfront high rise residential will create.
1.5	<u>Other Existing Uses</u> 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	Although somewhat near to Redbank Plaza and Ipswich CBD, the purpose of a transit oriented development is to ensure that minimal use of motor vehicles is required to traverse to and from the development. Our proposed structure creates a destination that will drive growth in the area and promote the entry of a younger age group. This will in turn drive the development of rooming accommodation, multi-unit residential and spur the growth of a trendy modern new CBD that will be accessible from all sides.

	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.	The existing local centre cannot provide for the development proposed in the Draft Guidelines therefore it is crucial that a higher order centre is allocated for.
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 Barellan Point and Moggill.	There are various opportunities to capture the views from the CSA as mentioned. The elevation and terrain closer to the river provides for ample opportunity to harness these views both looking outwards and also into the site from the adjacent riverbank.
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).	Our proposal also seeks to maintain the existing vegetation whilst incorporating boardwalks to allow recreational and educational opportunities within the buffer strip along the riverbank.
1.8	Servicing The existing development in the OSA is currently serviced with potable water and sewer, power and telecommunications infrastructure.	Our proposal seeks to utilise this infrastructure and combine it with renewable sources such as solar power that will be driven, maintained and also enable the creation of a research facility by the university.
1.9	Flooding and Stormwater Management The OSA is affected by flooding from the Brisbane River and two major stormwater flow path (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	The proposed structure we submit here seeks to create a buffer between the OSR zone and the high density accommodation zone with an educational and community precinct that will utilise the flooding area for sporting fields, open space, recreation and facilities for hire such as an open air amphitheatre

	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.	for active recreation opportunities such as Movies on the River or local concerts and regular farmers markets. Some of these activities can be part of and be driven by the University. Urban stormwater works design to land fronting McEwan Street can be undertaken at such a time when the multi level towers in the educational precinct approvals are being applied for.
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.	All development application will follow proper course and be deferred to TMR when necessary in order to facilitate design outcomes that suit all stakeholders.
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).	Building design will be commensurate with their locations and proximity to noise generating sources as per the DAMS.
Preferred Development Pattern - Land Use and Urban Design Guidelines		
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	The Indicative Land Use plan in the Draft Guidelines identifies a few opportunities for iconic high rise residential towers which is a good starting point for the CSA however with the proposed university

	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. <u>McEwan Street and Endeavour Road</u> 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. <u>Hansells Parade</u> 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.	offering we envisage that a higher demand will be placed on multi level residential dwellings therefore we argue that that there is a need for towers up to 20 storeys situated in the proposed educational zone. These towers will house the university and its car parking requirements together with student accommodation towers mixed with those for general residential. The buildings will follow the topography of the land so as to not block views out to the river and be of best-practice environmental design following NABERS and GreenStar design principles. An extensive array of walkways, boardwalks, pathways and connecting lanes will be a feature of this development as it will create a sense of open space as people will be able to freely walk from the CBD to the waterfront and then traverse the entire site on foot. Developments along the main street should be of a mixed use nature with retail and hospitality on the ground level and residential on higher levels. It is critical to create a central hub of activity which provides for night life and promotes the entrance of iconic brands into the area. By creating more residential space to forego mixed use opportunities that a Centre Zone provides could result in a far slower uptake of development in the area as there is no focal community hub that drives interest to the area. As this is the tail end of the CSA a medium density would be suitable in this area to create natural stratum of development outwards from the CBD/Centre Zone.

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.	It is agreed that the Main Street should incorporate these urban village design ideas to ensure businesses and residential uses above are supported in a low-rise scale. We have proposed a Centre Zone adjacent to the Main Street which will cater for mid-high rise office and high-end residential uses together with a more dense structure and shopping complexes that will lure the 'big brands' into the area. It is our view that the Riverview Urban Village is to be a more high-end development due to its location and potential offerings based on our proposal. Surrounding major suburbs of Ipswich, South Ripley and Mount Ommaney do not cater for the high-end segment of the market however at Riverview there is a prime opportunity to create something like Oxford Street, Bulimba only more accessible and with greater depth and connectivity.
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.	An ITP will be a valuable asset to the growth of the area and creating road level connectivity with the university campus would be an ideal outcome.
2.4	Urban Design and Streetscape Design 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;	Our proposal includes two separate residential zones being medium-high and high density and rooming accommodation. All the design principles are acceptable to ensure views are maintained; safety is considered and connectivity is improved. It is also agreed that free standing large format retail is not desired however it should be considered in a mid-high rise tower style that ensure it keeps with

	(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. <u>Main Street Design Outcomes</u> (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;	the theme of the area. It is essential for the Main Street to have a village street type feel whereby the lower level consists of hospitality and specialty retail and achieves human scale by being set back from the kerb with large awnings and overhangs to allow ample room for pedestrians. Residential uses above this level should be even further set back so as to create more open space and not deliver a city-type feel.

	(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. <u>Urban Village Design and Streetscape Standards</u> • 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.	These considerations should be taken into account to ensure consistent streetscapes. There should be some consultation of a Centre Wide Guideline as the Centre Zone proposed will be the CBD hub of the area. Although the Main Street will provide the village feel the CBD will be the economic heart of the area and provide white collar job opportunities for the area.
2.5	<u>Transitional Land Use Outcomes</u> 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.	All measures will need to be taken to ensure that new residential uses are not impacted and that any more non-residential uses proposed outside of the CBD zone will need to be scrutinised.
2.6	<u>Open Space and Recreation</u> 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 5000m2 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	Aside from these parks discussed, it is envisaged that a publicly accessible series of walkways, parks, ovals and conservation areas be developed along the riverfront in the area zoned OSR. The OSR area will also include facilities for hire such as an open air amphitheatre and sporting

	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.	fields which could be owned and operated by the university or the City of Ipswich.
Transport and Access Networks		
3	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	Although we are proposing higher densities in the CSA, the TOD nature of the development with direct walkable access to 4 modes of public transport will ensure that only minimal road upgrades will be required to manage the increase in population. The creation of bikeways, walkways, laneways, wide verges and boardwalks will enable an unprecedented level of connectivity which will negate the need of a vehicle in the CBD and Main Street area.

	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.	
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.	All future development will be in coordination with QUU including opportunities for renewable sources.
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).	All development applications will be supported by hydrological modelling to ensure no worsening occurs at any boundaries. The water efficient design of buildings will also be beneficial in reducing the size of any detention required.

7.0 Conclusion

This document has detailed our review of the Riverview Urban Village Planning and Development Guidelines and how we see the future development of the area taking place.

It is apparent that the City of Ipswich is seeking to boost population growth in the area however the Draft Guidelines do not seem to offer a catalyst that can facilitate this growth. As the major landholder in the Core Study Area it is our vision that a University be provisioned for to act as this catalyst and drive people into the area.

To support the university, a series of high density high rise accommodation be offered behind it, that leads into a central business district which consists of high density high rise mix of retail, fast food hospitality, residential and office space to attract well known brands into the area.

The CBD will abut the Main Street that will comprise of urban village style development including low-medium density and low-medium rise mix of speciality retail, restaurants hospitality and boutique business space intermingled with residential opportunities.

The transit oriented nature of the location makes it ideal to support higher densities than what is envisaged in the Draft Guidelines and we are adamant that by simply creating an urban village with a minimalistic Main Street will not be enough to lure people into the area and the opportunity to create an focal point west of Brisbane will be lost.

We have put forward a well structured proposal that addresses council's vision for the area and stress that we have the capacity to commence works on such a development (on our Lot) once we have your support for the proposal.

Riverview has the potential to be a hub of activity which offers something different for those in the surrounding major suburbs and we do not want to squander this opportunity in helping it grow to its full potential.

If possible we would also like to request a meeting with Council regarding this proposal and should you have any questions please do not hesitate to contact Mr Deepak Kumar on 0403 629 381 or (07) 3886 5183.

urban strategies

DEVELOPMENT CONSULTANTS
TOWN PLANNING
URBAN DESIGN

4 May 2018

Strategic Planning Manager
Ipswich City Council
PO Box 191
Ipswich QLD 4305

Via email – strategic@ipswich.qld.gov.au

Dear Sir / Madam,

RE: SUBMISSION IN SUPPORT OF DRAFT IMPLEMENTATION GUIDELINE NO.35 – RIVERVIEW URBAN VILLAGE PLANNING AND DEVELOPMENT GUIDELINES

We write to Council on behalf of Education Lodge Pty Ltd in support of the Draft Implementation Guideline No. 35 – Riverview Urban Village Planning and Development Guidelines, currently open to public comment until 4:30pm Tuesday 8 May 2018.

It is disclosed that in preparing this submission that Education Lodge has an interest over 1 & 19 McEwan Street, Riverview, as the owner of 1 McEwan Street, Riverview and as the Applicant for a Development Application currently being assessed over 1 & 19 McEwan Street, Riverview. This submission primarily relates to these properties.

We firstly commend the Council on the preparation of this guideline, recognising the opportunities for transit orientated development that the Riverview Station presents to the immediately surrounding area.

The area located primarily to the south of the station and identified as the Core Study Area under the Draft Implementation Guideline, is largely located within the Local Business and Industry Zone (Sub Area 13 - Hansells Parade, Riverview) under the current Ipswich Planning Scheme and despite the zoning of these sites there has been limited uptake in development of this nature.

The Draft Implementation Guideline identifies a desire to establish a *compact mixed use 'Urban Village'* with this type of development considered to have significant social benefits for the locality, which is currently fragmented by transport and road corridors and mixed land uses.

The site of interest, being 1 and 19 McEwan Street, falls within the Local Business and Industry Zone and has remained vacant for an extended period of time, noting that current zoning presented limited marketable development opportunities.

BRISBANE
LEVEL 1, 39 GREY STREET
PO BOX 3368
SOUTH BRISBANE QLD 4101
07 3360 4200

GOLD COAST / LOGAN
LEVEL 8, 33 ELKHORN AVENUE
SURFERS PARADISE QLD 4217
PO BOX 1136 SOUTHPORT QLD 4215
07 5551 9170

SYDNEY
UNIT 7, 15 WOODBURN STREET
PO BOX 3036
REDFERN NSW 2016
02 8093 6950

URBAN STRATEGIES PTY LTD
ACN 064 941 591 ABN 12 064 941 591

admin@urbanstrategies.com.au
www.urbanstrategies.com.au

This site, having an area of 24,955 square metres and four road frontages, provides significant opportunity for a landmark development, which has the potential to act as a catalyst for further development of the locality.

We support the Council's intents for Residential Medium to High Density development to occur over the site and including active uses to the primary streets leading to the Riverview Station.

Yours faithfully
URBAN STRATEGIES PTY LTD

Emily Richards
PRINCIPAL TOWN PLANNER

4 May 2018

Attn: Nick Vass-Bowen – Strategic Planning Manager

Ipswich City Council
45 Roderick St
PO Box 191
Ipswich QLD 4305
Australia
Email: Strategic@ipswich.qld.gov.au

Dear Nick,

RE: Response on the Draft Implementation Guideline No.35 – Riverview Urban Village Planning and Development Guidelines

Queensland Urban Utilities (QUU) welcomes the opportunity to comment on the attached Draft Implementation Guideline No. 35 – Riverview Urban Village Planning and Development Guidelines.

QUU's comments are based on advancing the following principles:

(a) Water, wastewater and recycled water infrastructure and existing and future water, wastewater and recycled water corridors are reflected and supported through compatible land uses.
(b) Development is located in areas currently serviced by water, wastewater and recycled water infrastructure, and where this cannot be achieved; development is facilitated in a logical and orderly location, form and sequence to enable cost-effective delivery of new water, and wastewater infrastructure to service development.
(c) Development supports recycled water as attractive alternatives to water.
(d) Development is located and designed to mitigate adverse impacts on development from environmental emissions generated by water, wastewater and recycled water infrastructure.
(e) Development in areas surrounding water, wastewater and recycled water infrastructure, and existing and future water, wastewater and recycled water corridors, is compatible with, or support the most efficient use of, the infrastructure, and water, wastewater and recycled water networks.
(f) The safety and efficiency of existing and future water, wastewater and recycled water infrastructure, corridors, and networks is not adversely affected by development.

It is noted that the Riverview Urban Village project area is within QUU's water service or wastewater connection areas. In accordance with s99BRDQ of the *South-East Queensland Water (Distribution and Retail Restructuring) Act 2009*, QUU must provide a connection to its infrastructure networks for its water service or wastewater service if the connection complies with its connection criteria in the connection area.

We understand that the intent is to increase the overall density within this area and consequently the demand for water service or wastewater services. Significant upgrades to water and wastewater infrastructure in the area may be required to provide a safe, reliable and secure water services and wastewater services consistent with QUU's statutory requirements including the desired standards of service in QUU's Water Netserv Plan. In order to determine the magnitude of potential impacts

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on water and wastewater infrastructure QUU would require confirmation of probable demand for water service or wastewater services.

QUU has existing wastewater pump stations, odour control units, and EROS within, and adjoining the Riverview Urban Village project area. It is recommended that any sensitive use located in close proximity to wastewater pump stations, odour control units, and EROS will be required to:

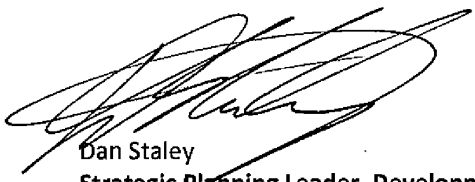
(i) incorporate appropriate measures to minimise noise and odour impacts; or
(ii) demonstrate that occupants and users will not be adversely affected by noise and odour emissions from activities associated with the wastewater pump stations, odour control units, and EROS.

As QUU is required to adopt planning assumptions consistent with the planning assumptions within Ipswich City Council's local government infrastructure plan, QUU is seeking confirmation that Ipswich City Council will be amending the planning assumptions within Ipswich City Council's local government infrastructure plan.

QUU would welcome an opportunity to discuss this matter and future opportunities to progress the Riverview Urban Village project and the associated planning framework such as the Draft Implementation Guideline No. 35 – Riverview Urban Village Planning and Development Guidelines.

If you require further information or clarification of any of the above, please feel free to contact Saba Salim (Land Use Planning Officer) on (07) 3588 6648.

Yours sincerely,



Dan Staley
Strategic Planning Leader, Development Services
Queensland Urban Utilities

From: Wayne J Leong
Sent: Wednesday, 23 May 2018 4:47 PM
To: ICC Strategic Planning <Strategic@ipswich.qld.gov.au>
Subject: Draft Implementation Guideline No 35 - Riverview Urban Village Planning and Development Guidelines

Hi Nick/Garath,

Apologies with the late response to this ICC planning scheme amendment (Implementation Guide 35), that closed for comments on 8 May 2018.

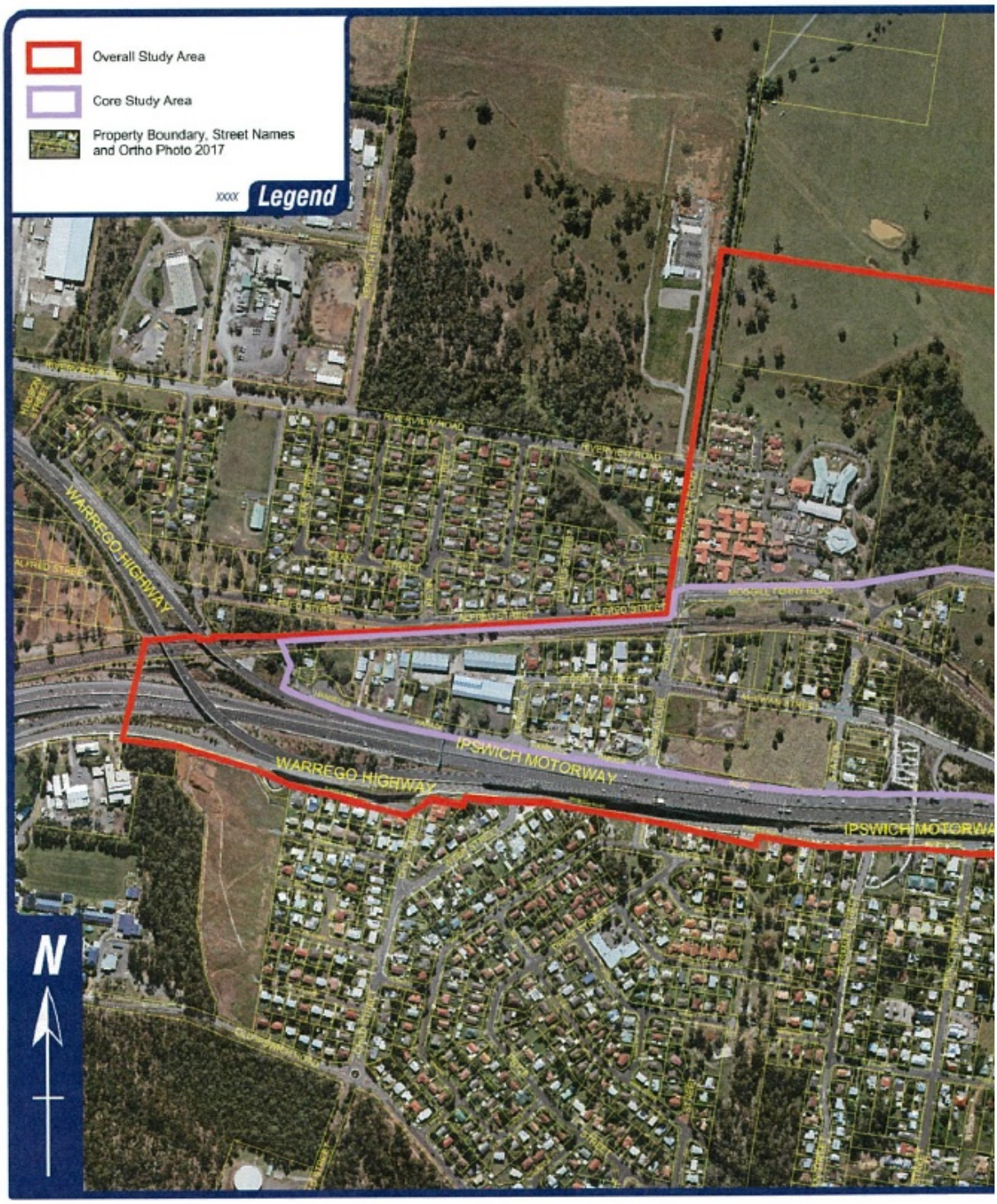
TMR's planning (Future State Controlled Road) for the proposed Goodna Bypass (Endeavour Road Interchange and ramps) would have a minor impact on the North West corner of the Core Study Area (CSA).
https://www.tmr.qld.gov.au/Community-and-environment/Planning-for-the-future/Planned-transport-corridors/Goodna-Bypass.aspx

Thank you again for the opportunity to provide comments.

Kind regards,

Wayne Leong
Principal Engineer (Civil) | Metropolitan Region / Brisbane Office, Program Delivery & Operations Branch,
Infrastructure Management and Delivery Division | Department of Transport and Main Roads

Floor 20 | Brisbane City - 313 Adelaide Street | Brisbane City Qld 4000
W: www.tmr.qld.gov.au



https://www.ipswichplanning.com.au/projects#content_container_94710

Documents

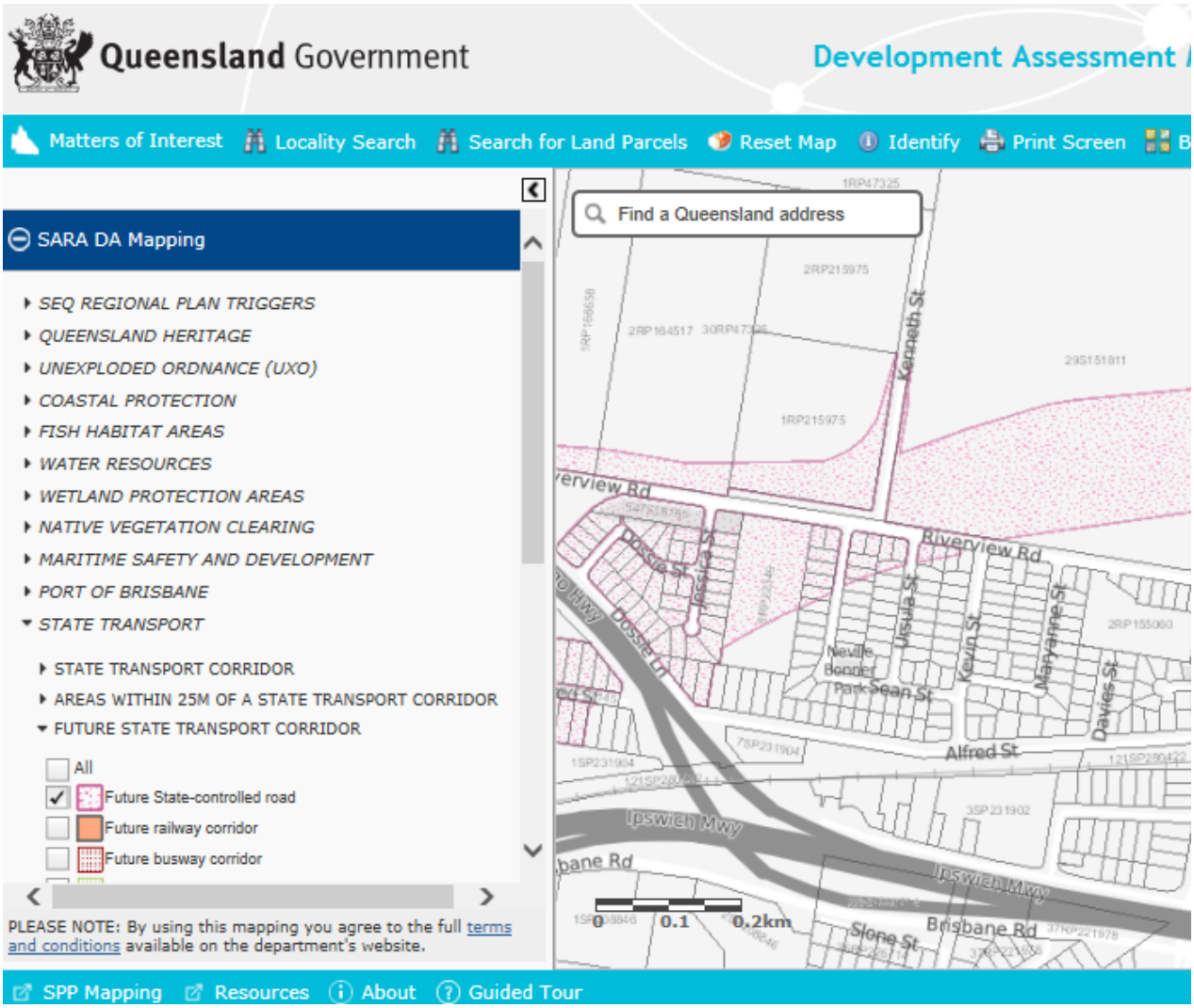
21 May 2018 - Public Consultation on draft Implementation Guideline No. 35 – Riverview Urban Village Planning and Development Guidelines

Council has prepared draft Implementation Guideline No. 35 – Riverview Urban Village Planning and Development Guidelines to assist in the coordination of development outcomes and clarify Council's future planning intent for land adjacent to the Riverview railway station.

The proposed guideline concluded public consultation on 8 May 2018. Feedback from the public consultation period will be considered, and any relevant proposed amendments in response to public comments incorporated into the implementation guideline prior to it being further considered by Council for adoption.

Further information can be obtained by contacting Ipswich City Council's Planning and Development Department, Strategic Planning Branch via telephone on (07) 3810 6251 during normal business hours or emailing strategic@ipswich.qld.gov.au.

https://planning.dsdmip.qld.gov.au/maps



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ATTACHMENT C

IMPLEMENTATION GUIDELINE NO. 35

Ipswich Planning Scheme

Riverview Urban Village Planning and Development Guidelines

Date of Resolution

These guidelines were adopted by Council on 26 June ~~XX XXXX~~ 2018 and take effect from the ~~XX XXXX~~2 July 2018, in accordance with section 2.3(2) of the Planning Scheme.

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 the Brisbane River and where the railway line, McEwan Street and Ipswich Motorway converge in 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 and to Six Mile Creek in the east (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 Barellan 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 path (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).

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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.

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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.

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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.

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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. With support from Queensland Government, the opportunity to direct TOD development over the railway station to provide integrated residential and mixed use opportunities should be explored further.

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^2 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

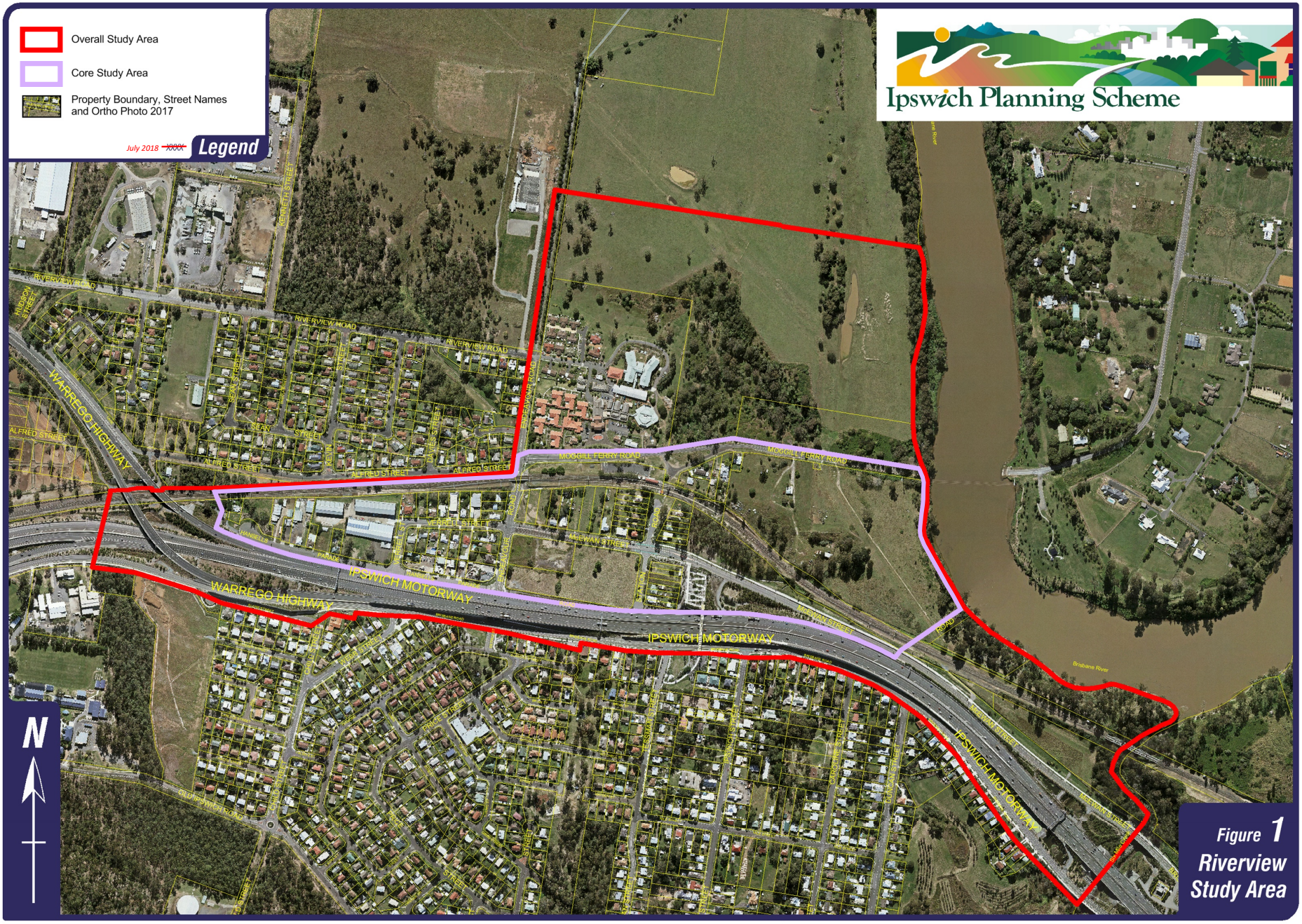
4.1 Water Supply and Sewerage Network

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
July 2018 ~~2008~~
Legend
Ipswich Planning Scheme
N
WARREGO HIGHWAY
IPSWICH MOTORWAY
RIVERVIEW ROAD
MOGGILL FERRY ROAD
ALFRED STREET
Brisbane River
Figure 1
Riverview Study Area

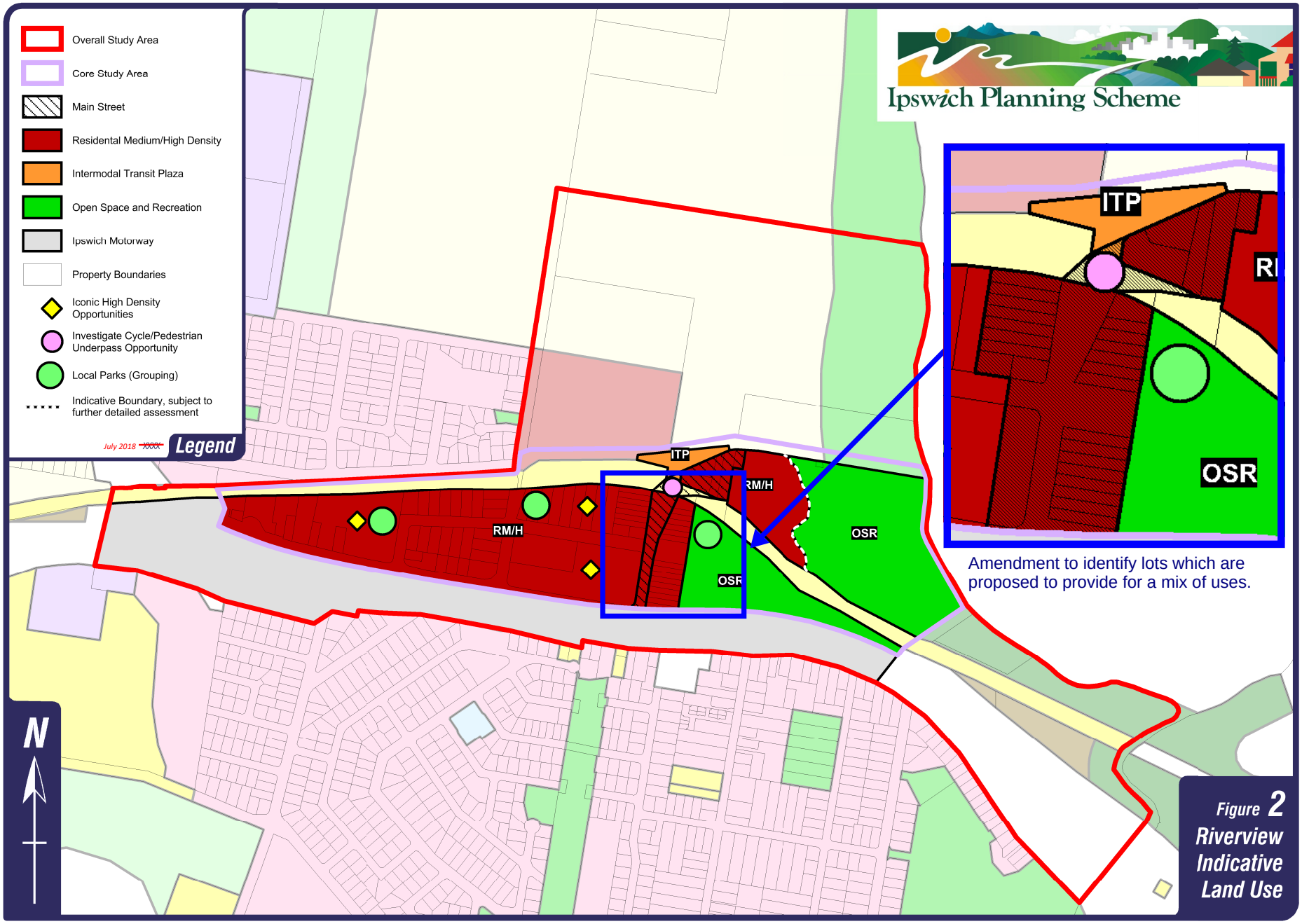


Figure 2
Riverview Indicative Land Use

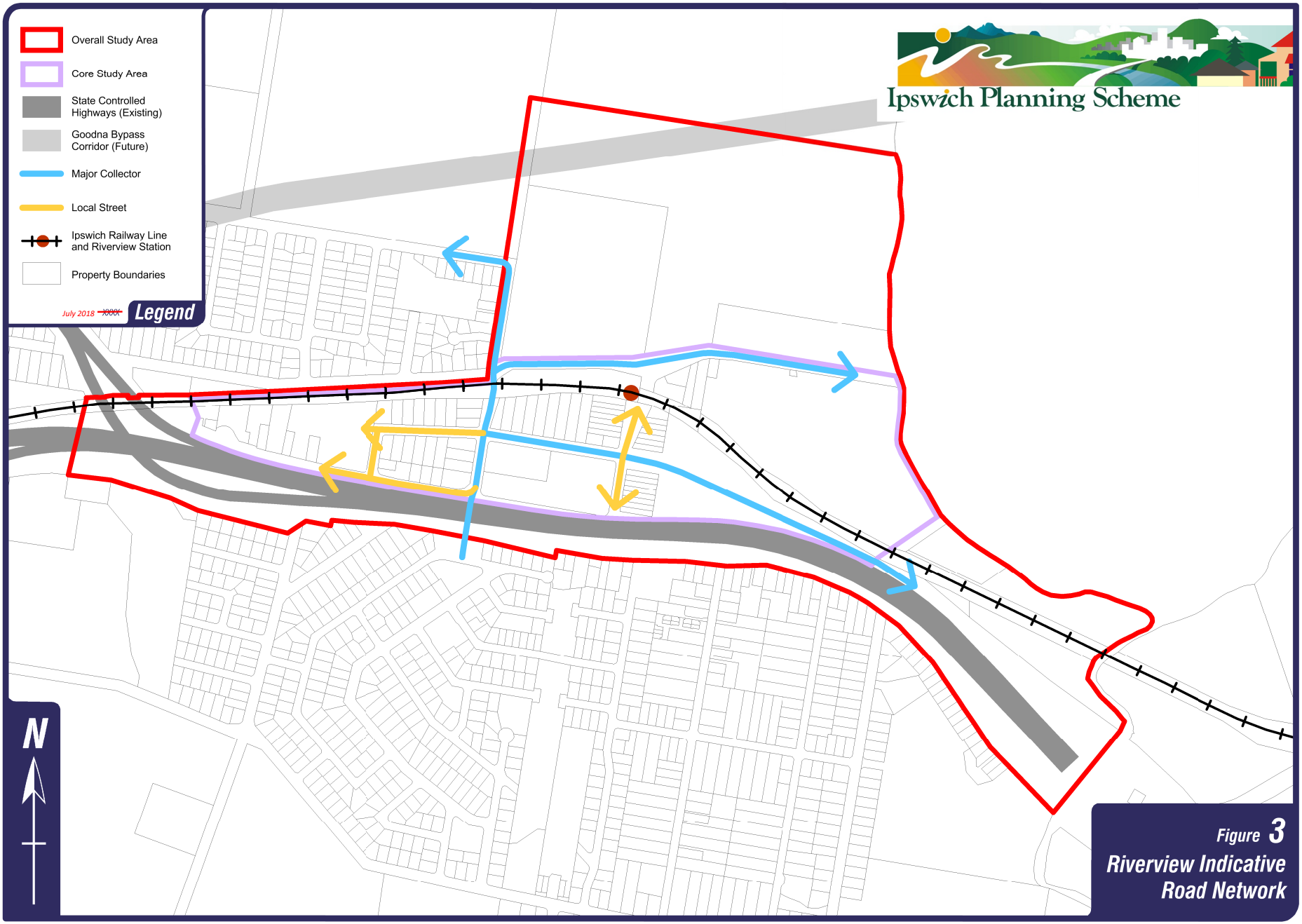


Figure 3
Riverview Indicative Road Network

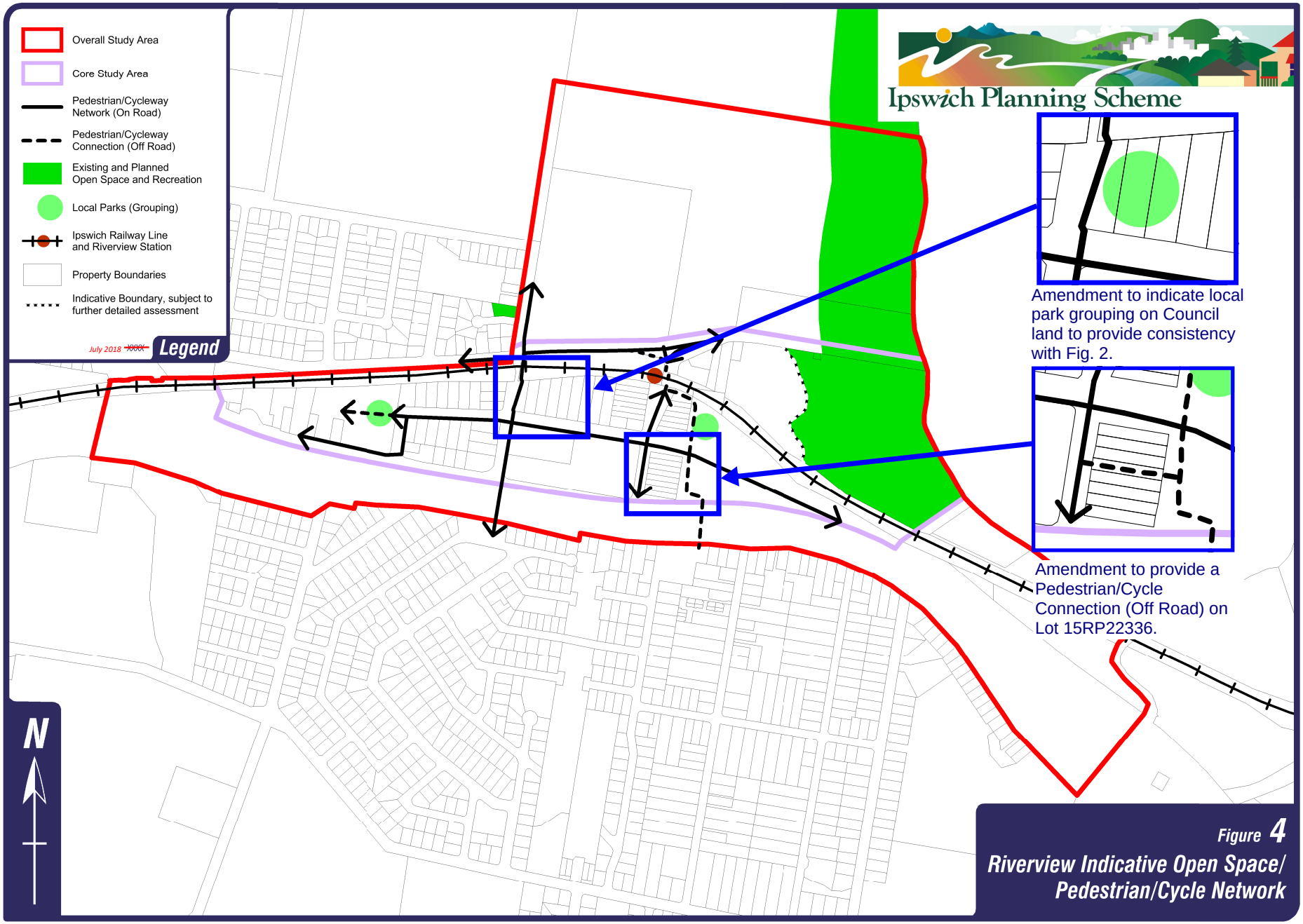


Figure **4**

Riverview Indicative Open Space/ Pedestrian/Cycle Network

ATTACHMENT D

IMPLEMENTATION GUIDELINE NO. 35

Ipswich Planning Scheme

Riverview Urban Village Planning and Development Guidelines

Date of Resolution

These guidelines were adopted by Council on 26 June 2018 and take effect from the 2 July 2018, in accordance with section 2.3(2) of the Planning Scheme.

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 the Brisbane River and where the railway line, McEwan Street and Ipswich Motorway converge in 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 and to Six Mile Creek in the east (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 Barellan 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 path (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).

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(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^2 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).

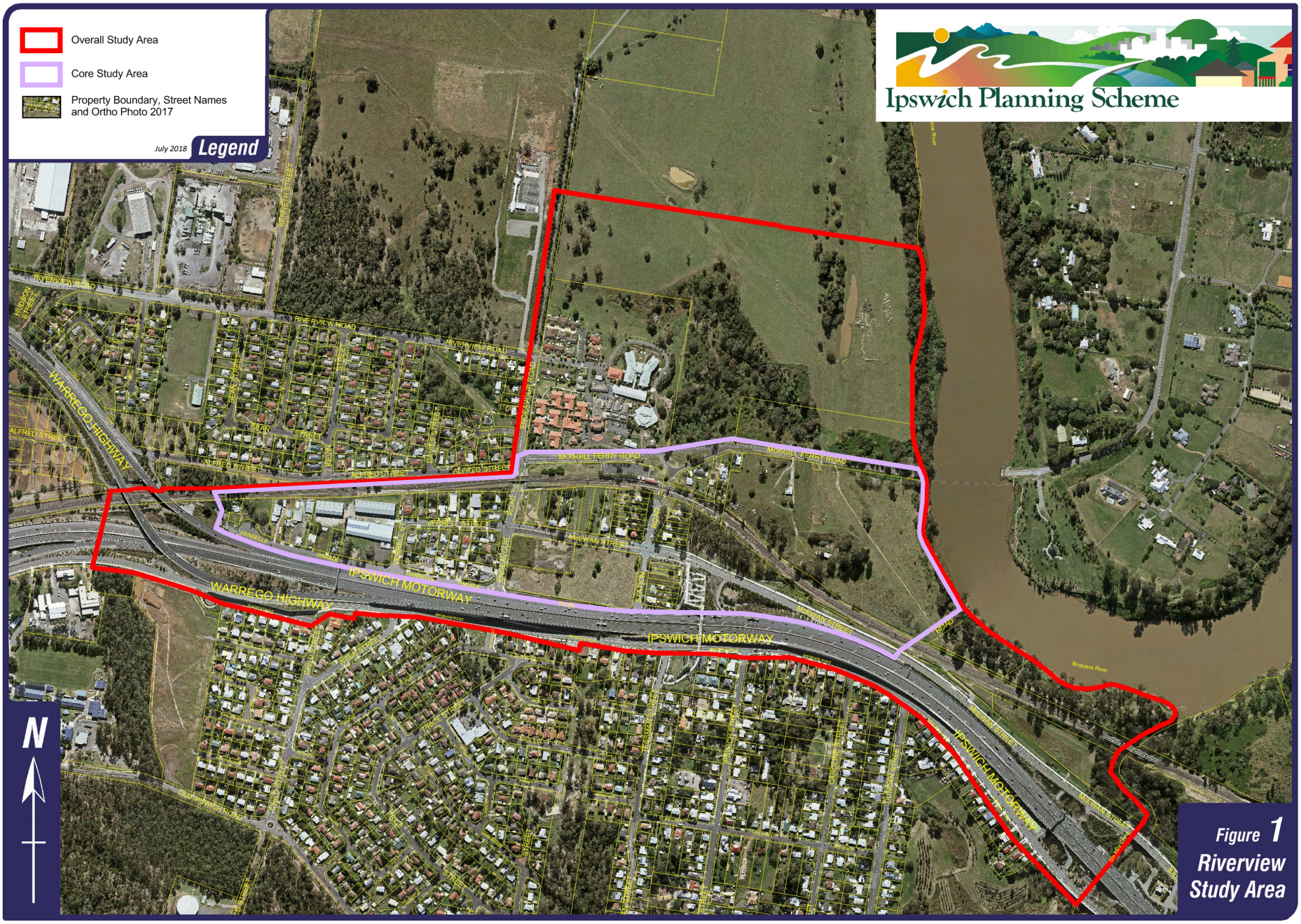


Figure 1
Riverview Study Area

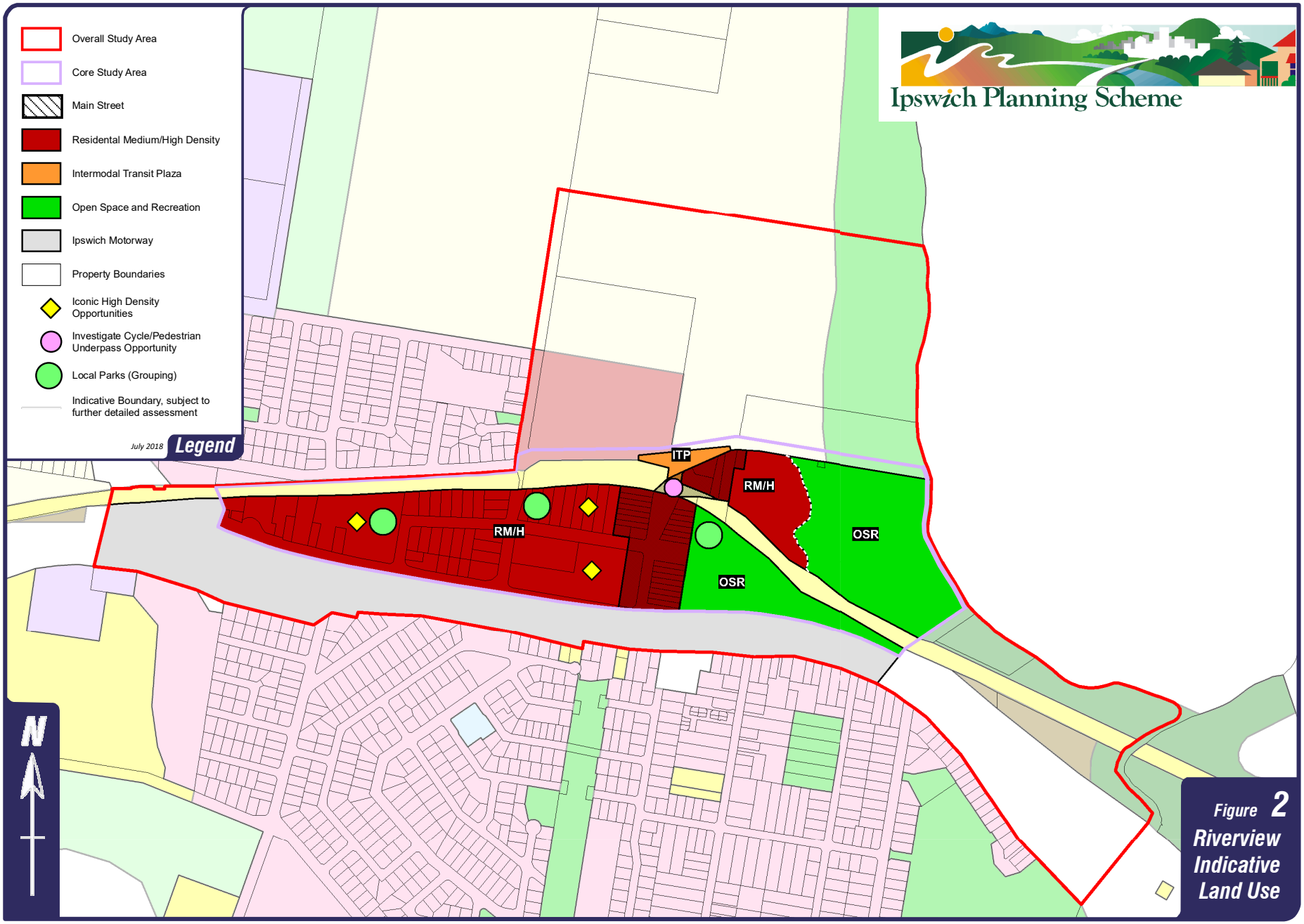
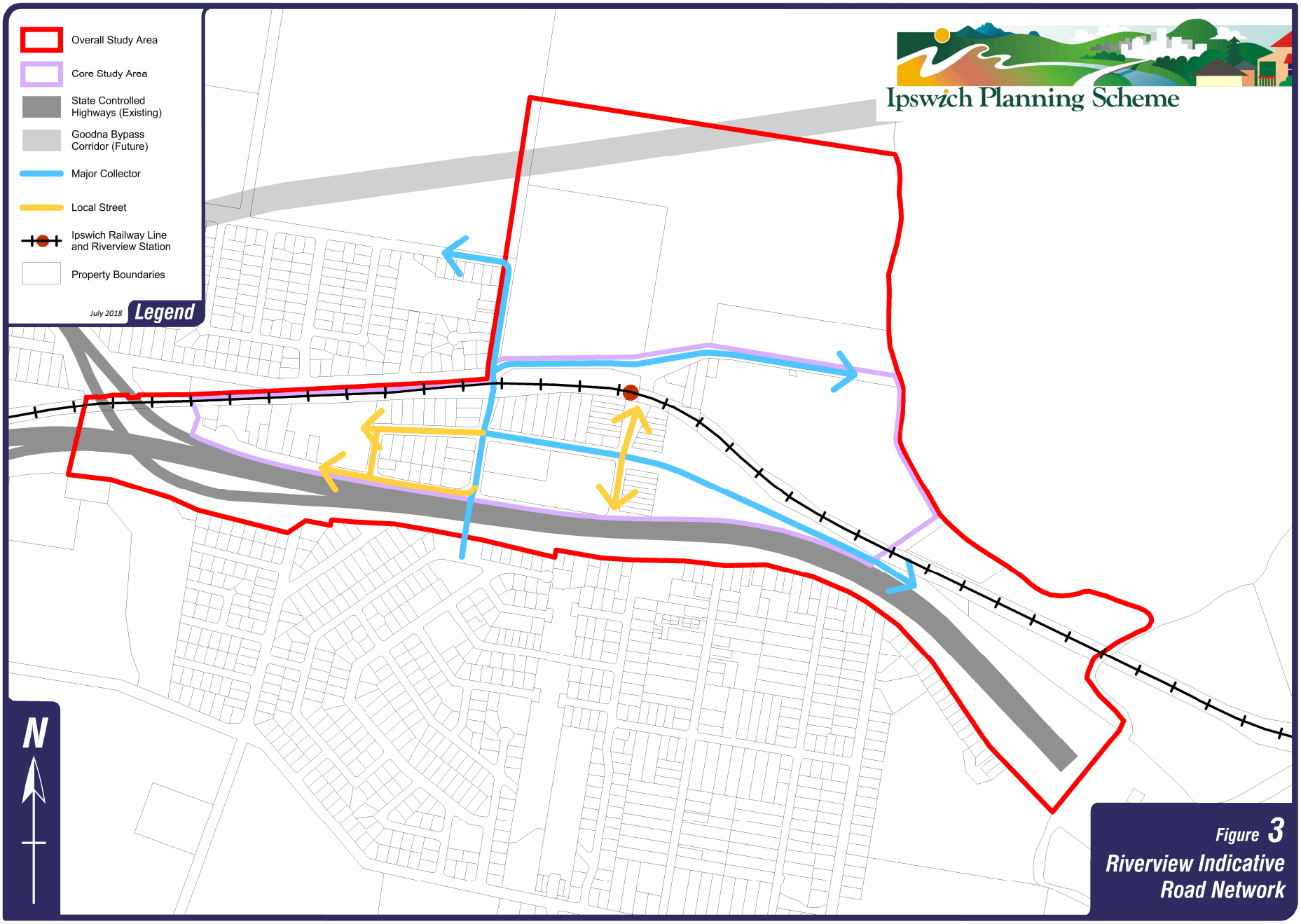


Figure 2
Riverview Indicative Land Use


Overall Study Area
Core Study Area
State Controlled Highways (Existing)
Goodna Bypass Corridor (Future)
Major Collector
Local Street
Ipswich Railway Line and Riverview Station
Property Boundaries
July 2018
Legend
Ipswich Planning Scheme
N
Figure 3
Riverview Indicative Road Network

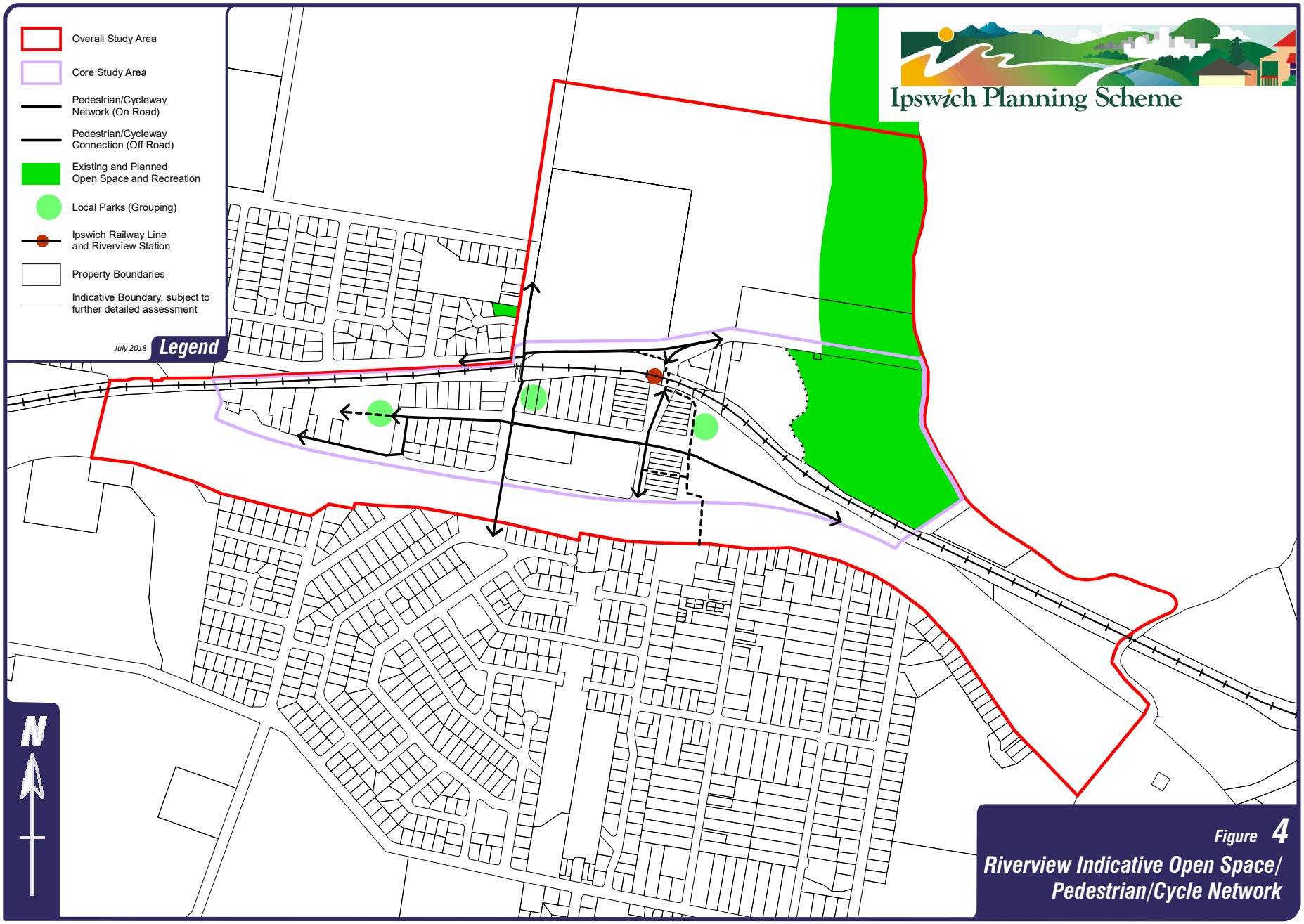


Figure 4

Riverview Indicative Open Space/ Pedestrian/Cycle Network

Planning, Development and Heritage Committee	
Mtg Date: 19.06.2018	OAR: YES
Authorisation: John Adams	

BJD: TS

8 June 2018

M E M O R A N D U M

TO: CITY PLANNER

FROM: DEVELOPMENT PLANNING MANAGER

RE: EXERCISE OF DELEGATIONS REPORT

INTRODUCTION:

This is a report by the Development Planning Manager dated 8 June 2018 concerning applications determined by delegated authority. Attachment A outlines a list of delegations exercised from 7 May to 6 June 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
Delegated Authority Decision Report	Attachment A.pdf

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 7 May 2018 to 6 June 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
Division 1			
1138/2014/MAEXT/A	MAEXT	Extension Application - Material Change of Use - General Industry (Boiler Makin or Engineering Works)	148-150 Cobalt Street, Carole Park
Decision Date - 14/05/2018		Decision - Approved	Authority - Senior Planner (Development)
1434/2018/ADP	ADP	Area Development Plan to amend a previously approved Area Development Pla for Attached Housing (118 Townhouses)	13 Spring Avenue, Springfield Lakes
Decision Date - 21/05/2018		Decision - Approved	Authority - Team Co-ordinator East
2075/2017/MAMC/A	MAMC	Minor Change - Reconfiguring a Lot (One (1) Lot into Four (4) Lots)	24-30 Meier Road, Camira
Decision Date - 29/05/2018		Decision - Approved	Authority - Team Co-ordinator East
2185/2018/MCU	MCU	Material Change of Use - Extension to Special Industry (Component Storage Shed)	49-65 Cobalt Street, Carole Park
Decision Date - 30/05/2018		Decision - Approved	Authority - Team Co-ordinator East
2552/2018/ADP	ADP	Bulk Earthworks (Section 2.6) - Springview Estate Precinct 1 - Phase 1	7001 Panorama Drive, Springfield
Decision Date - 1/06/2018		Decision - Approved	Authority - Engineering and Environment Manager
2784/2018/ADP	ADP	Real Estate Display/Sales Office	7001 Panorama Drive, Springfield
Decision Date - 1/06/2018		Decision - Approved	Authority - Team Co-ordinator East
2964/2018/OW	OW	Minor Vegetation Clearing, earthworks, roadworks and stormwater drainage works	7003 Grande Avenue, Spring Mountain
Decision Date - 22/05/2018		Decision - Approved	Authority - Team Co-ordinator Engineering
4615/2017/ADP	ADP	RAL - One (1) lot into twenty five (25) lots, one (1) balance lot plus common property and road. MCU - Detached Housing Brookwater Dress Circle - Stage 2	7001 Brookwater Drive, Brookwater
Decision Date - 9/05/2018		Decision - Approved	Authority - Team Co-ordinator East
5589/2017/ADP	ADP	Master Area Development Plan for Development Area 5B	7001 Eden Station Drive, Springfield Central

Application No	Type	Application Details	Primary Property Location
Decision Date - 15/05/2018		Decision - Approved	Authority - Team Co-ordinator East
5593/2017/ADP	ADP	Amendment to the Springfield Town Centre Concept Plan (Town Centre North Precinct)	7001 Eden Station Drive, Springfield Central
Decision Date - 15/05/2018		Decision - Approved	Authority - Team Co-ordinator East
6115/2016/SSP/D	SSP	Lots 5876 - 5904 and 9012 on SP300998 Lots 5905 - 5941 and 9013 on SP301014 Lots 5942 - 5982 and 9014 on SP301015 Plus New Roads	7001 Springfield Lakes Boulevard, Springfield Lakes
Decision Date - 9/05/2018		Decision - Approved	Authority - Senior Technical Support Officer
9786/2017/MCU	MCU	Material Change of Use - Service/Trades Use (Container Storage)	24-26 Jalrock Place, Carole Park
Decision Date - 14/05/2018		Decision - Approved	Authority - Team Co-ordinator East
Division 2			
1269/2018/OW	OW	Rate 3 Streetlighting	7001 Robert Smith Street, Redbank
Decision Date - 29/05/2018		Decision - Approved	Authority - Team Co-ordinator Engineering
2269/2018/OW	OW	Stormwater, Footpath and Driveway	115 Johnston Street, Bellbird Park
Decision Date - 6/06/2018		Decision - Approved	Authority - Team Co-ordinator Engineering
2394/2018/OW	OW	Landscaping	9 Brizzle Court, Goodna
Decision Date - 10/05/2018		Decision - Approved	Authority - Team Co-ordinator Engineering
2513/2018/OD	OD	Carrying out Building Work not associated with a Material Change of Use - Sing Residential and Auxiliary Unit	6A Katandra Crescent, Bellbird Park
Decision Date - 14/05/2018		Decision - Approved	Authority - Senior Planner (Development)
3793/2018/NAME	NAME	Park Naming	120 Meadows Circuit, Bellbird Park
Decision Date - 29/05/2018		Decision - Approved	Authority - Acting Team Co-ordinator Technical Support
5008/2014/SSP/A	SSP	Lots 1-4 on SP281717	98-100 Johnston Street, Bellbird Park
Decision Date - 15/05/2018		Decision - Approved	Authority - Senior Technical Support Officer
6692/2017/SSP/A	SSP	Lot 1 and Lot 2 on SP298475	31 Brennan Street, Bellbird Park
Decision Date - 31/05/2018		Decision - Approved	Authority - Senior Technical Support Officer
7522/2009/MAEXT/A	MAEXT	Extension Application - Material Change of Use (Multiple Residential Relocatabl Home Park) and Operational Works (Bulk Earthworks)	Lot 999 Broadfoot Drive, Goodna
Decision Date - 9/05/2018		Decision - Approved	Authority - Team Co-ordinator East
7522/2009/MAMC/A	MAMC	Minor Change - MCU - Multiple Residential (Relocatable Home Park) OW - Bulk Earthworks	Lot 999 Broadfoot Drive, Goodna
Decision Date - 9/05/2018		Decision - Approved	Authority - Team Co-ordinator East
753/2016/SSP/G	SSP	Lot 9006 on SP184967 Lots 512,1196,1327-1347 on SP290298	7001 Alesana Drive, Bellbird Park
Decision Date - 24/05/2018		Decision - Approved	Authority - Team Co-ordinator Technical Support
8634/2017/MAMC/A	MAMC	Minor Change - Operational Works (Drainage Work, Stormwater, Earthworks, Signage, Clearing Vegetation and Concrete Footpath)	7001 Ventura Way, Bellbird Park
Decision Date - 24/05/2018		Decision - Approved	Authority - Team Co-ordinator Engineering
9230/2017/OW	OW	Earthworks, Roadworks and Stormwater	7002 St Augustine'S Drive, Augustine Heights

Application No	Type	Application Details	Primary Property Location
Decision Date - 11/05/2018		Decision - Approved	Authority - Team Co-ordinator Engineering
930/2017/RAL	RAL	Reconfiguring One (1) into Three (3) Lots	9 Nimerette Street, Bellbird Park
Decision Date - 24/05/2018		Decision - Approved	Authority - Team Co-ordinator East
9772/2017/RAL	RAL	Reconfiguring a Lot - One (1) Lot into Seven (7) Lots and New Road	123 Johnston Street, Bellbird Park
Decision Date - 15/05/2018		Decision - Approved	Authority - Team Co-ordinator East
Division 3			
2188/2018/OW	OW	Rate 3 Streetlighting	9 Henderson Street, Redbank
Decision Date - 24/05/2018		Decision - Approved	Authority - Team Co-ordinator Engineering
2343/2016/SSP/A	SSP	Lot 12 on SP297972	754-774 Redbank Plains Road, Swanbank
Decision Date - 1/06/2018		Decision - Approved	Authority - Senior Technical Support Officer
2345/2018/OW	OW	Operational Work associated with a Material Change of Use (Construction of Su Cell 2B)	100 Chum Street, New Chum
Decision Date - 31/05/2018		Decision - Approved	Authority - Team Co-ordinator Engineering
2765/2018/PDA	PDA	Advertising devices - display village (21 pylon signs, 26 pole signs, 26 vertical banner signs, and 26 boundary fence signs)	1 Amity Way, South Ripley
Decision Date - 21/05/2018		Decision - Approved	Authority - Senior Planner (Development)
2919/2018/OW	OW	Providence Stage 15B - Rate 3 Streetlighting	7001 Centenary Highway, South Ripley
Decision Date - 30/05/2018		Decision - Approved	Authority - Team Co-ordinator Engineering
2981/2018/OD	OD	Building works not associated with a Material Change of Use - Storage Shed	1 Lock Way, Riverview
Decision Date - 15/05/2018		Decision - Approved	Authority - Senior Planner (Development)
3149/2018/OD	OD	Carrying out building work not associated with a material change of use - storag shed	55 Swanbank Coal Road, Swanbank
Decision Date - 6/06/2018		Decision - Approved	Authority - Team Co-ordinator West
40/2015/SSPRV/E	SSPRV	Lots 1296-1298, 1361-1372, 1397-1411, 7030, 9018 on SP292763 Stage 42A	178-238 Bayliss Road, South Ripley
Decision Date - 14/05/2018		Decision - Approved	Authority - Acting Team Co-ordinator Technical Support
423/2018/MCU	MCU	Material Change of Use - Special Industry (Concrete Batching Plant)	1 Noblevale Way, Swanbank
Decision Date - 25/05/2018		Decision - Approved	Authority - Team Co-ordinator West
4335/2011/MAMC/B	MAMC	Minor Change - Special Industry (Wood Mulching and Composting Facility with associated site office, carparking, landscaping, storage and maintenance areas)	Lot 123 Unnamed Road, Swanbank
Decision Date - 25/05/2018		Decision - Refused	Authority - Team Co-ordinator West
4461/2007/MAMC/A	MAMC	Minor Change - MCU - Special Industry (Asphalt & Bitumen Manufacturing) ERA 59 - Asphalt Manufacturing, ERA17 - Fuel Burning, ERA28 - Motor Vehicle Workshop, ERA11a - Crude Oil or Petroleum Product Storage ERA7 - Chemical Storage (Level 2)	915 Redbank Plains Road, Redbank Plains
Decision Date - 22/05/2018		Decision - Approved	Authority - Team Co-ordinator Environment
6160/2017/PDA	PDA	Material Change of Use - Multiple Residential (17 Units)	1 Brooking Rise, Ripley
Decision Date - 1/06/2018		Decision - Approved	Authority - Team Co-ordinator West

Application No	Type	Application Details	Primary Property Location
718/2018/PDA	PDA	Material change of use - community use - child care centre advertising devices - one (1) boundary fence sign, one (1) ground sign, and one (1) wall sign	272-276 Fischer Road, Ripley
Decision Date - 29/05/2018		Decision - Approved	Authority - Team Co-ordinator West
7213/2014/MAMC/A	MAMC	Minor Change - Special Industry - Compost and Soil Conditioner Manufacturing Facility	Lot 3 Unnamed Road, Swanbank
Decision Date - 28/05/2018		Decision - Refused	Authority - Team Co-ordinator West
7565/2017/PDA	PDA	Reconfiguration of a Lot - One (1) Lot into One Hundred and Sixty-Seven (167) Lots, New Road, Park and Drainage Reserve Operational Works - Vegetation Clearing accompanied by a Plan of Developmei	450-546 Ripley Road, Ripley
Decision Date - 10/05/2018		Decision - Approved	Authority - Team Co-ordinator West
9828/2017/MCU	MCU	Material Change of Use - General Industry (Bus Depot)	1 Noblevale Way, Swanbank
Decision Date - 22/05/2018		Decision - Approved	Authority - Team Co-ordinator West
Division 4			
1118/2017/MCU	MCU	Multiple Residential (70 Townhouses)	33 River Road, Bundamba
Decision Date - 9/05/2018		Decision - Approved	Authority - Team Co-ordinator Central
1668/2016/SSP/A	SSP	Lots 1 & 2 on SP303587	17 Elms Street, Bundamba
Decision Date - 30/05/2018		Decision - Approved	Authority - Senior Technical Support Officer
1992/2018/OW	OW	Concrete Footpath, Stormwater, Drainage Work and Earthworks	170 Brisbane Road, Booval
Decision Date - 24/05/2018		Decision - Approved	Authority - Team Co-ordinator Engineering
2528/2018/OD	OD	Advertising Device - Concrete Entry Plinth	20 Wildey Street, Raceview
Decision Date - 16/05/2018		Decision - Approved	Authority - Team Co-ordinator West
3029/2018/MCU	MCU	Material Change of Use - Dual Occupancy	29 Queen Street, Blackstone
Decision Date - 22/05/2018		Decision - Approved	Authority - Team Co-ordinator Central
3377/2018/RAL	RAL	Reconfiguring a Lot - One (1) Lot into Two (2) Lots	44 Queen Street, Blackstone
Decision Date - 25/05/2018		Decision - Approved	Authority - Senior Planner (Development)
3614/2018/SSP	SSP	Lots 115 -125, 209 on SP282289	23A Earl Street, Dinmore
Decision Date - 1/06/2018		Decision - Approved	Authority - Senior Technical Support Officer
5760/2015/MAMC/B	MAMC	Minor Change - RAL - One (1) Lot into One Hundred and twenty three (123) Lot	57-81 Bognuda Street, Bundamba
Decision Date - 11/05/2018		Decision - Approved	Authority - Senior Planner (Development)
9049/2016/SSP/B	SSP	Easements BQ and BR in Lot 10 on SP294554	83 Bognuda Street, Bundamba
Decision Date - 30/05/2018		Decision - Approved	Authority - Senior Technical Support Officer
9348/2017/SSP/A	SSP	Lot 1181 and Lot 101 on SP302289	1 Hawkins Crescent, Bundamba
Decision Date - 30/05/2018		Decision - Approved	Authority - Senior Technical Support Officer
9348/2017/SSP/B	SSP	Lot 1182 & Lot 9 on SP302290 Easements K & L in Lot 9 on SP302291	1 Hawkins Crescent, Bundamba
Decision Date - 30/05/2018		Decision - Approved	Authority - Senior Technical Support Officer
Division 5			
1082/2018/OW	OW	Existing Pontoon on Brisbane River	20 Arrawatta Close, Karalee

Application No	Type	Application Details	Primary Property Location
Decision Date - 11/05/2018		Decision - Approved	Authority - Team Co-ordinator Engineering
155/2018/RAL	RAL	Reconfiguring a Lot - One (1) Lot into Two (2) Lots	420-424 Junction Road, Karalee
Decision Date - 28/05/2018		Decision - Approved	Authority - Senior Planner (Development)
1864/2018/RAL	RAL	Reconfiguring a Lot - Two (2) Lots into Four (4) Lots	537-539 Junction Road, Barellan Point
Decision Date - 9/05/2018		Decision - Approved	Authority - Team Co-ordinator Central
2360/2017/MCU	MCU	Special Industry - Waste Transfer Station	540-604 Warrego Highway, North Tivoli
Decision Date - 9/05/2018		Decision - Refused	Authority - Team Co-ordinator Central
2724/2018/OD	OD	Carrying out building work not associated with a material change of use - Extension to a Single Residential in a Character Zone - (Front Deck)	7 Joyce Street, East Ipswich
Decision Date - 6/06/2018		Decision - Approved	Authority - Senior Planner (Development)
2841/2018/RAL	RAL	Reconfiguring a Lot - One (1) Lot into Two (2) Lots	34-36 Elanora Way, Karalee
Decision Date - 29/05/2018		Decision - Approved	Authority - Team Co-ordinator Central
3217/2018/OD	OD	Carrying out building work not associated with a material change of use - Deck i a Character Zone	4 Wilson Street, Newtown
Decision Date - 25/05/2018		Decision - Approved	Authority - Team Co-ordinator Central
3612/2018/OD	OD	Carrying out building work not associated with a material change of use - Extension to a Single Residential in a Character Zone (Character Housing Low Density)	6 Easton Street, Newtown
Decision Date - 5/06/2018		Decision - Approved	Authority - Senior Planner (Development)
5726/2016/SSP/A	SSP	Lots 79-102, 903 and 904 on SP297412 Stage 5 and 5A	7001 Essex Street, Karalee
Decision Date - 9/05/2018		Decision - Approved	Authority - Senior Technical Support Officer
5726/2016/SSP/B	SSP	Surrender of Easement E on SP199011 Surrender of Easements F and G on SP214101 Surrender of Easement H on SP275421	7001 Essex Street, Karalee
Decision Date - 9/05/2018		Decision - Approved	Authority - Senior Technical Support Officer
Division 6			
1604/2011/MAMC/A	MAMC	Minor Change - One (1) Lot into Eight (8) Lots	10 Rarma Street, Brassall
Decision Date - 25/05/2018		Decision - Approved	Authority - Senior Planner (Development)
1721/2018/OW	OW	Road Work, Stormwater, Drainage Work and Earthworks	2-10 Henry Street, Brassall
Decision Date - 21/05/2018		Decision - Approved	Authority - Team Co-ordinator Engineering
2254/2018/OW	OW	Landscaping	141 Workshops Street, Brassall
Decision Date - 30/05/2018		Decision - Approved	Authority - Team Co-ordinator Engineering
2283/2018/MCU	MCU	Material Change of Use - Extension to General Industry (Refrigerated Storage Facility) – Office Building	106 Toongarra Road, Wulkuraka
Decision Date - 30/05/2018		Decision - Approved	Authority - Senior Planner (Development)
2373/2018/RAL	RAL	Reconfiguring a Lot - One (1) Lot into Two (2) Lots	7003 Conifer Avenue, Brassall
Decision Date - 30/05/2018		Decision - Approved	Authority - Senior Planner (Development)
2481/2017/NAME/A	NAME	Road Naming	2-10 Henry Street, Brassall
Decision Date - 31/05/2018		Decision - Approved	Authority - Acting Team Co-ordinator Technical Support

Application No	Type	Application Details	Primary Property Location
2854/2018/SSP	SSP	Lots 1 and 2 on SP302746	12 Oakleigh Street, Brassall
Decision Date - 1/06/2018		Decision - Approved	Authority - Senior Technical Support Officer
2907/2018/OD	OD	Carrying out building work not associated with a material change of use – Storage Shed	1380 Warrego Highway, Brassall
Decision Date - 10/05/2018		Decision - Approved	Authority - Team Co-ordinator West
3518/2018/OD	OD	Carrying out building work not associated with a material change of use - Carpo in a Character Zone	21 Liverpool Street, North Ipswich
Decision Date - 17/05/2018		Decision - Approved	Authority - Senior Planner (Development)
Division 7			
1747/2018/MCU	MCU	Community Use (Extension to an Existing School – Music Centre Extension)	82 Chermside Road, Ipswich
Decision Date - 10/05/2018		Decision - Approved	Authority - Team Co-ordinator Central
1872/2018/OW	OW	Stormwater, Drainage Work, Earthworks and Clearing Vegetation	28 Lusitania Street, Newtown
Decision Date - 1/06/2018		Decision - Approved	Authority - Team Co-ordinator Engineering
1953/2018/OW	OW	Road Work	501/67 Cascade Street, Raceview
Decision Date - 21/05/2018		Decision - Approved	Authority - Team Co-ordinator Engineering
2244/2018/OW	OW	Road Work and Drainage Work	57 Thorn Street, Ipswich
Decision Date - 25/05/2018		Decision - Approved	Authority - Team Co-ordinator Engineering
2349/2018/OD	OD	Carrying out building work not associated with a material change of use - Extension to a Single Residential in a Character Zone	11 Park Street, Ipswich
Decision Date - 25/05/2018		Decision - Approved	Authority - Senior Planner (Development)
2474/2018/OD	OD	Carrying out building work not associated with a material change of use - Extension to a Single Residential in a Character Zone (Lower Storey Build in an Extension)	31 Burnett Street, Sadliers Crossing
Decision Date - 24/05/2018		Decision - Approved	Authority - Senior Planner (Development)
3573/2018/OD	OD	Advertising Devices - One (1) Window Sign and Six (6) Wall Signs	44 Brisbane Street, Ipswich
Decision Date - 16/05/2018		Decision - Approved	Authority - Senior Planner (Development)
4167/2018/OD	OD	Advertising Devices - Two (2) Ground Signs	32 Grange Road, Eastern Heights
Decision Date - 4/06/2018		Decision - Approved	Authority - Senior Planner (Development)
5527/2017/MCU	MCU	Material Change of Use - Business Use (Extension to Funeral Premises)	22 Warwick Road, Ipswich
Decision Date - 8/05/2018		Decision - Approved - Negotiated Decision Approved	Authority - Team Co-ordinator Central
6044/2013/MAEXT/A	MAEXT	Extension Application - Material Change of Use - Business Use (Veterinary Clini and Caretakers Residence)	28 Warwick Road, Ipswich
Decision Date - 14/05/2018		Decision - Approved	Authority - Senior Planner (Development)
Division 8			
4616/2017/PDA	PDA	Reconfiguring a Lot - One (1) Lot into Sixty-Three (63) lots with a Plan of Development plus Drainage Reserve and New Roads	1 Lakeview Drive, Deebing Heights
Decision Date - 22/05/2018		Decision - Approved	Authority - Team Co-ordinator West
7921/2017/PDA	PDA	Material Change of Use – Temporary Sales Office Operational Works – Advertising Devices (4 x Wall Signs)	152-280 Grampian Drive, Deebing Heights

Application No	Type	Application Details	Primary Property Location
Decision Date - 14/05/2018		Decision - Approved	Authority - Senior Planner (Development)
9127/2016/SSP/A	SSP	Lots 5 and 35 on SP298471	31 Ash Street, Yamanto
Decision Date - 31/05/2018		Decision - Approved	Authority - Senior Technical Support Officer
Division 9			
1273/2018/RAL	RAL	Reconfiguring a lot - One (1) lot into two (2) lots	52 Kanangra Street, Redbank Plains
Decision Date - 1/06/2018		Decision - Approved	Authority - Senior Planner (Development)
1555/2015/SSP/B	SSP	Lots 1 - 4 and 27 on SP 275455	7007 Wellness Way, Springfield Central
Decision Date - 23/05/2018		Decision - Approved	Authority - Senior Technical Support Officer
1612/2018/MCU	MCU	Material Change of Use - Dual Occupancy (Relative's Accommodation)	15 Kirton Street, Redbank Plains
Decision Date - 17/05/2018		Decision - Approved	Authority - Team Co-ordinator Central
1633/2018/OD	OD	Advertising Structure - One (1) Pylon Sign	7007 Wellness Way, Springfield Central
Decision Date - 22/05/2018		Decision - Approved	Authority - Senior Planner (Development)
1945/2018/MCU	MCU	Material Change of Use - Dual Occupancy	25 Kirton Street, Redbank Plains
Decision Date - 5/06/2018		Decision - Approved - Negotiated Decision Approved	Authority - Senior Planner (Development)
2272/2018/NAME	NAME	Road Naming - Eden's Crossing Stages 10-14	7001 Reedy Crescent, Redbank Plains
Decision Date - 9/05/2018		Decision - Approved	Authority - Acting Team Co-ordinator Technical Support
2887/2018/MCU	MCU	Material Change of Use - Dual Occupancy	50-52 Halletts Road, Redbank Plains
Decision Date - 17/05/2018		Decision - Approved	Authority - Senior Planner (Development)
2918/2018/NAME	NAME	Private Laneway Naming	7007 Wellness Way, Springfield Central
Decision Date - 9/05/2018		Decision - Approved	Authority - Acting Team Co-ordinator Technical Support
3138/2018/MCU	MCU	Material Change of Use - Community Use (Place of Worship)	1-19 School Road, Redbank Plains
Decision Date - 17/05/2018		Decision - Approved	Authority - Team Co-ordinator Central
3397/2017/NAME/A	NAME	Road Naming - Springfield Rise Village 12	7001 Sinnathamby Boulevard, Spring Mountain
Decision Date - 25/05/2018		Decision - Approved	Authority - Acting Team Co-ordinator Technical Support
3500/2018/MCU	MCU	Material Change of Use - Recreation Use (Indoor Recreation)	580 Redbank Plains Road, Redbank Plains
Decision Date - 25/05/2018		Decision - Approved	Authority - Team Co-ordinator Central
4966/2009/MAEXT/A	MAEXT	Extension Application - MCU - Multiple Residential 16 Units (2 stages)	8/22 Keidges Road, Bellbird Park
Decision Date - 24/05/2018		Decision - Approved	Authority - Team Co-ordinator Central
5142/2011/MAEXT/A	MAEXT	Extension Application - Two (2) Lots into Four (4) Lots	6-8 Halletts Road, Redbank Plains
Decision Date - 30/05/2018		Decision - Approved	Authority - Senior Planner (Development)
6892/2006/SSP/R	SSP	Lots 345 - 348, 351 - 354, 359 - 362, 364, 790 - 793, 809 - 811 & 900 on SP271847 Stage 8B	82 Keidges Road, Augustine Heights
Decision Date - 1/06/2018		Decision - Approved	Authority - Senior Technical Support Officer
6892/2006/SSP/S	SSP	Lots 344, 349, 350, 355, 357, 358, 900 on SP292734 Stage 8A	82 Keidges Road, Augustine Heights
Decision Date - 1/06/2018		Decision - Approved	Authority - Senior Technical Support Officer
733/2016/SSP/D	SSP	Lots 502-507, 534, 535, 546-553, 562-566,578, 579 and 859 on SP292397 Stage 6 Eden Crossing	7001 Reedy Crescent, Redbank Plains
Decision Date - 28/05/2018		Decision - Approved	Authority - Acting Team Co-ordinator Technical Support

Application No	Type	Application Details	Primary Property Location
7548/2006/SSP/B	SSP	Transfer of Lot 8 on SP195335	42 Springfield Lakes Boulevard, Springfield Lakes
Decision Date - 24/05/2018		Decision - Approved	Authority - Senior Technical Support Officer
950/2018/RAL	RAL	Reconfiguring a Lot - One (1) Lot into Four (4) Lots	18 Shirley Street, Redbank Plains
Decision Date - 11/05/2018		Decision - Approved	Authority - Senior Planner (Development)
9690/2017/MCU	MCU	Material Change of Use - Community Use (School)	67-87 Halletts Road, Redbank Plains
Decision Date - 23/05/2018		Decision - Approved	Authority - Team Co-ordinator Central
9860/2017/MCU	MCU	Material Change of Use - Community Use (Childcare Centre)	125 Cedar Road, Redbank Plains
Decision Date - 16/05/2018		Decision - Approved	Authority - Team Co-ordinator Central
Division 10			
1463/2018/OW	OW	Road Work, Stormwater, Earthworks, Signage and Clearing Vegetation	7001 Pisasale Drive, Deebing Heights
Decision Date - 16/05/2018		Decision - Approved	Authority - Team Co-ordinator Engineering
1583/2016/SSP/D	SSP	Lots 587-590, 597-600, 676-687 and 910 on SP300864	7001 Pisasale Drive, Deebing Heights
Decision Date - 8/05/2018		Decision - Approved	Authority - Acting Team Co-ordinator Technical Support
1724/2018/OW	OW	Earthworks	100-102 Winland Drive, Deebing Heights
Decision Date - 29/05/2018		Decision - Approved	Authority - Team Co-ordinator Engineering
1858/2017/SSP/A	SSP	Lots 1 - 34 on SP300716 Easement B on SP300714 Easement A on SP300715	19-25 Tulip Street, Yamanto
Decision Date - 5/06/2018		Decision - Approved	Authority - Senior Technical Support Officer
1880/2018/OW	OW	Earthworks	187 Grampian Drive, Deebing Heights
Decision Date - 16/05/2018		Decision - Approved	Authority - Team Co-ordinator Engineering
2010/2018/MCU	MCU	Material Change of Use - Single Residential affected by a Development Constraints Overlay (Mining, Motorsport Precinct Secondary Buffer Area, High Voltage Energy Transmission Lines, and Key Resource Area)	279 Mt Forbes Road, Ebenezer
Decision Date - 17/05/2018		Decision - Approved	Authority - Senior Planner (Development)
2031/2018/MCU	MCU	Material Change of Use - Single Residential Dwelling within a Rural E (Special Land Management) Zone and on land affected by Development Constraints Overlays (Bushfire Risk Area)	294 Henderson Road, Calvert
Decision Date - 5/06/2018		Decision - Approved	Authority - Team Co-ordinator West
2713/2018/MCU	MCU	Material Change of Use - Recreation Use (Indoor Recreation - Gymnasium)	1505 Warrego Highway, Blacksoil
Decision Date - 5/06/2018		Decision - Approved	Authority - Team Co-ordinator East
3462/2018/OD	OD	Carrying out building work not associated with a material change of use - Temporary Administration/Reception, Kitchen and Amenities buildings on a Character Place	617 Grandchester Mt Mort Road, Grandchester
Decision Date - 14/05/2018		Decision - Approved	Authority - Senior Planner (Development)
3478/2017/SSP/A	SSP	Lot 1 and Lot 2 on SP301236	25 Matthew Street, Rosewood
Decision Date - 11/05/2018		Decision - Approved	Authority - Senior Technical Support Officer
3623/2018/MCU	MCU	Material Change of Use - Single Residential Dwelling on land affected by a Development Constraints Overlay (Mining)	35 Oakleigh Colliery Road, Rosewood
Decision Date - 6/06/2018		Decision - Approved	Authority - Team Co-ordinator West

Application No	Type	Application Details	Primary Property Location
5699/2011/SSP/C	SSP	Lots 3001-3008 on SP292767	2 Bowerbird Street, Deebing Heights
Decision Date - 15/05/2018		Decision - Approved	Authority - Senior Technical Support Officer

Planning, Development and Heritage Committee	
Mtg Date: 19.06.2018	OAR: YES
Authorisation: John Adams	

BD: MG
A4877155

8 June 2018

M E M O R A N D U M

TO: CITY PLANNER

FROM: DEVELOPMENT PLANNING MANAGER

RE: COURT ACTION STATUS REPORT

INTRODUCTION:

This is a report by the Development Planning Manager dated 8 June 2018 concerning the status of outstanding court actions.

ATTACHMENTS:

Name of Attachment	Attachment
Attachment A - Court Action Status Report	Court Action Status Report - June 2018

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
7 June 2018
Total Number of Appeals - 10

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:** 7001 Mur Boulevard, Springfield
94 Sharpless Road, Springfield
30 Parkside Drive, 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 on 10 May 2018. Awaiting outcome.

Planning & Environment Court - 9 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:** Solium 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.

Status: Matter finalised and Consent Order issued.

Appeal No: 2188 of 2017 **Appeal Date:** 19/6/2017 **Case Name:** Lipoma Pty Ltd v Ipswich City Council
Solicitor: Daniel Best **Appeal Type:** Applicant Appeal
P&D Register No: 134 **Application No:** 682/2003/MA/B **Applicant:** Thomson Geer Lawyers
Division: 6 **Property:** 2 The Terrace, North Ipswich
6 The Terrace, North Ipswich

Appeal Summary: 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.

Status: Matter adjourned.

Planning & Environment Court - 9 Appeal/s

Appeal No: 4050 of 2017 **Appeal Date:** 24/10/2017 **Case Name:** Tocchini V Ipswich City Council
Solicitor: N/A at this time **Appeal Type:** Applicant Appeal
P&D Register No: 136 **Application No:** 8948/2016/CA **Applicant:** Mr Samuel Mark Tocchini and Mrs Danielle Clare Tocchini
Division: 10 **Property:** 201 Sids Dip Road, Lower Mount Walker
Appeal Summary: 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.
Status: Without prejudice discussions ongoing.

Appeal No: 4970 of 2017 **Appeal Date:** 22/12/2017 **Case Name:** Flora and Simon White v Ipswich City Council
Solicitor: N/A **Appeal Type:** Applicant Appeal
P&D Register No: 137 **Application No:** 3778/2017/MCU **Applicant:** Ms Flora White and Mr Simon Nicholas White
Division: 1 **Property:** 6 Stella Street, Camira
Appeal Summary: 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.
Status: Matter set for review on 18 June 2018.

Appeal No: 473 of 2018 **Appeal Date:** 9/2/2018 **Case Name:** HPC Urban Design & Planning Pty Ltd and Bio-Recycle Australia Pty Ltd v/s Ipswich City Council
Solicitor: N/A at this time **Appeal Type:** Applicant Appeal
P&D Register No: 139 **Application No:** 4475/2017/MCU **Applicant:** HPC Urban Design & Planning Pty Ltd
Division: 3 **Property:** 30 Memorial Drive, Swanbank
Appeal Summary: This is an applicant appeal against Council's decision to refuse an application. The MCU application for Special Industry (Extension to an existing Landfill for Non-Putrescible Waste) was refused on the basis of amenity impacts on to adjoining residential areas specifically Ripley Valley.
Status: Currently briefing legal team.

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: Consent order prepared and awaiting judgement.

Planning & Environment Court - 9 Appeal/s

Appeal No: 945 of 2018 **Appeal Date:** 14/3/2018 **Case Name:** Black Ink Architecture Pty Ltd v Ipswich City Council
Solicitor: N/A **Appeal Type:** Applicant Appeal
P&D Register No: 140 **Application No:** 3859/2017/MCU **Applicant:** Black Ink Architecture Pty Ltd
Division: 4 **Property:** 41 Barclay Street, Bundamba
43 Barclay Street, Bundamba
39 Barclay Street, Bundamba
Appeal Summary: This is an applicant appeal against Council's decision to refuse an application. The refusal related to a material change of use - child care centre which was recommended for refusal based on flooding, access, mining constrained land and amenity.
Status: Awaiting directions

Appeal No: 1727 of 2018 **Appeal Date:** 11/5/2018 **Case Name:** C.B. Developments Australia Pty Ltd v ICC
Solicitor: N/A **Appeal Type:** Applicant Appeal
P&D Register No: 141 **Application No:** 4432/2017/RAL **Applicant:** CB Developments Pty Ltd
Division: 2 **Property:** 12-26 Eugene Street, Bellbird Park
Lot 902 Eugene Street, Bellbird Park
Appeal Summary: This is an applicant appeal against Council's decision to refuse an application to reconfigure land into 333 lots plus parkland.
Status: Awaiting directions.

Appeal No: 2049 of 2018 **Appeal Date:** 1/6/2018 **Case Name:** Kyle Ann Mill T/AS Urban Services QLD v Ipswich City Council
Solicitor: N/A at this time **Appeal Type:** Applicant Appeal
P&D Register No: 142 **Application No:** 2360/2017/MCU **Applicant:** Urban Services QLD
Division: 5 **Property:** 540-604 Warrego Highway, North Tivoli
Appeal Summary: This is an applicant appeal against Council's decision refuse an application. The refusal relates to a material change of use – special industry (waste transfer station).
Status: Awaiting directions.